NEW ZEALAND'S PREMIER SOARING MAGAZINE

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RASP • CLUB NEWS

issue 13 december 2009/january 2010

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contents

december 2009/january 2010

Pg 10


Pg 14


Pg 18

Pg 22


Pg 28


Pg 36

FEATURES

COCKPIT

REGULARS

SoaringNZ

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from the editor

december 2009/january 2010

It is said that the sport of yachting resembles gliding

My youngest son Robert turned fourteen this month and, as promised, over the Christmas period he will begin to learn to fly. Consequently I have been thinking of youth pilots and that has led me off on an interesting tangent. Bear with me. A lot has been made of how much the sport of gliding resembles yachting. The main thrust of the argument seems to be that if we can only get media coverage in the same way that they have done, we will have millions watching our Grand Prix racing and thousands queuing up to give the sport a try for themselves.

Everyone who watched a live Gliding Grand Prix race through the integrated graphics and real time camera shots used at the 2007 event at Omarama just knew it was a winner. It had everything: excitement, breathless commentary and stunning scenery. It was exponentially more exciting than watching an America's Cup yacht race and left golf and tennis for dead. Unfortunately, the media didn't buy it and it hasn't yet caught on.

At the time many comparisons were being made with yachting. The major one obviously was related to TV coverage. Yachting at top level is an elite sport for rich men that had not apparently caught on with the public until the introduction of the graphics and real time coverage package developed by a NZ company {Taylor Made}. The parallels with gliding (and wishful thinking) behind this statement are obvious.

Comparisons then continued; yachting and gliding both rely on atmospheric energy to move our craft. Knowledge of weather and skilful piloting are critical. Yes we do have a lot in common. In a lot of ways, though we are vastly different and I'm not just talking about the medium we move in. Or the numbers involved. I couldn't find a membership number for NZ Yachting but they have 121 clubs on their website. We have 25 clubs and only half of those are truly active.

As I see it, the main difference between yachting and gliding is youth. Gliding has nothing equivalent to yachting's P Class. Young yachties can be out on the water having fun, learning skills and even racing each other as young as six years of age. There is an automatic movement upwards as they age and a continual feed in from the bottom. Saturday fun becomes competition and international sports people are born. Yacht clubs remain exciting organisations with a vibrant social scene.

A keen young glider pilot may be allowed a passenger flight from the back seat but, until they are large enough to control a glider from the front seat, they can't learn to fly. This is a good thing! I'm a mother and while a lifejacket will keep a six year old afloat if he falls out of his little yacht, six year olds and parachutes don't seem like a good combination. New Zealand's youngest solo glider pilot were Toby Reed and Kelly Shadbolt, both twelve. As Toby's father/instructor Roger put it "tall enough and brainy enough" to be able to fly. Most kids don't start that young.

So what can we do to get keen kids hooked on the sport so that when they are old enough they can't wait to start learning? I don't have any real answers. My son Robert has been itching to fly for years. He has been around gliding clubs all his life. He's hitched rides and generally been part of the scene for so long that learning to fly is just the next step. It seems to me that kids are interested in what their parents do. We need to be encouraging members to bring their kids along with them. Gliding clubs need to be more family friendly. We need play areas near the club house, comfortable shady areas for the non flying partner to sit and read a book, swimming pools even, family days with barbeques, take your kids flying days. I really don't know, but if your kids are seeing you having fun, they'll want a go themselves.

Nelson photographer Tim Cuff spent a day recently recording the action at Nelson Lakes. During a flight with CFI Rob Corlett, Tim poked his camera over his head to get a full frontal of Rob at the top of a loop.

Photo Tim Cuff

next issue

A woman's issue, profiles of prominent women pilots, stories by women pilots and a discussion on the similarities and differences of women to men when it comes to flying and learning to fly. Plus the usual features and contest reports.

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

There are two other glider flying options for kids. Probably the easiest for kids and parents is the computer games. Microsoft Flight Simulator is something a lot of families have. The more gliding specific games like Condor come with an online ability to race others in real time. Sharing a game is an opportunity to talk about how a real aircraft would fly in this situation, how it feels different to use a rudder with your feet, what thermals really do. You get the idea.

Modelling is another 'flight' option for kids and many people do move from scale models to the real thing. Flying models teaches much about flight and the idea of utilising lift that translates directly to gliding. Model flying is a specific skill that I've not yet mastered, the trick being to imagine yourself in the cockpit and move the controls accordingly because otherwise you are trying to reverse controls when the glider is flying towards you. Kit building is also a great thing for parents to do with their kids.

I didn't set out to write a parenting lecture but our family does seem to breed glider pilots. We can't drive anywhere without discussions on cloud formations, wind direction and the landability of the local paddocks. We critically assess the weather map every night on TV. I suppose when I think about it, our kids were either going to embrace gliding or run a mile and take up something completely different. We're fortunate, we have an interest we all share and our kids are going to want to be holidaying with us for many years to come.

Does gliding have much in common with yachting? Yes and no. But if we could get media coverage like they get...

Jill McCaw

The Emperor by John Ahearn

Stand on the threshold of a glider port runway in the evening and watch the gliders arrive back from amazing journeys. Watch the aerobatics as pilots relax from the pressure of making that final glide and use up the excess energy to show they are still masters of the sky for another day. Some have just a little bit more energy than others. One's aerobatics are just a bit more polished and perfect, his routine effortless and graceful. His wings even seem to glow with perfection. Ask who it is at Omarama and it's just Ray. Ask at somewhere like Ely, Nevada, and they'll tell you it is the Emperor, such is the high esteem they hold him in.

We were so lucky to share the sky with Ray, and everyone has a story to tell of flying with or near Ray somewhere on a cross country flight. Perhaps a chance encounter in a remote location of the Alps.

"There's Ray – this is cool. I'm out here with one of the best. Can I follow him to get home or ask some advice?"

Not a chance of either. You either kept up or found your own way home or to an outlanding field. It's a long way back from the South Coast.

Last season I was attempting some early morning, long distance flights from Omarama, frequently up at 4.30 am to start yet another lonely attempt; but on one morning I was joined on the runway by Terry and Ray in Athena, the ASH25 ZF. My 1300 km plus flight was a huge mission for me, but Terry and Ray had a monster 2500 km flight planned. A lap of the South Island and then off to the North Island and back. Can you imagine how insignificant my flight seemed yet how fantastic to share the early morning sky with two of the world's best pilots? The day didn't develop as we planned, and after a few slow hours on task, we headed back to Omarama and breakfast at 7.30 am.

Ray's competitive nature prevented him from passing on too many clues, but I did learn a few things from him. Typically they were the really big ones that others never got near to even thinking about. There are wonderful people who can help you plan a 1000 km flight but not many with advice on a 2000 km flight. You learn the most when you have to figure it out for yourself and an example of dedication to perfection and excellence is a real inspiration.

Thanks Ray.

Terry and Ray prepare for a 4.30am launch at Omarama. I can't believe I was awake enough to remind the pilots to close their eyes for the early morning flash photo.

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

MODE-S RULE PROVES DEBACLE IN HOLLAND

We have heard that Holland's recent attempt to require all aircraft to be equipped with mode-S transponders may prompt a revision of similar rules by other national aviation authorities. Essentially it didn't work.

Shortly after the March deadline passed and general aviation aircraft took to the clear skies of springtime, problems with the mandate became apparent. When all aircraft in the Schiphol terminal manoeuvring area (TMA), commercial and private, activated their mode-S as required, the ATC system experienced a virtual breakdown as radar displays became unusable due to clutter and the impossibility of separating all returns. As a result, ATC excluded VFR traffic from a substantial area around Schiphol and now, in a compromise settlement, all aircraft operating in the area below 1,200 feet must have their mode-S transponders set to standby. Flight between 1,200 and 1,500 feet requires special clearance.

SoaringNZ hopes that such an experiment will not be attempted here.

DEAR RACING PILOT,

The GNZ Competition Rules & Handicap list have been updated and are available by way of the GNZ website. Please note there were several rule changes this season. An explanatory note outlining the main changes can be found at: http://www.gliding.co.nz/latest-news/news/47

Dane Dickinson, Convenor, Sailplane Racing Committee

CONTINENTAL RECORDS

The FAI proposes that:

The FAI Sporting Code (General Section and Section 3) be modified to include continental records for gliding performances.

The record categories, classes and types defined for world records (see Sporting Code, General Section, 3.1) shall apply also to continental records.

The rules for world records and the procedures for their verification and homologation shall apply as far as possible to continental records.

For continental records, the continental regions defined in para 3.4.5 of the General Section will be used, with one exception: that part of the Russian Federation east of the 61° meridian will be assigned to Asia.

Flights which cross the borders of continental regions will be assigned to that region in which the greater part of the flight took place.

A minimum performance shall be stipulated for each continental record category, class and type. Proposals for the minimum performances should be worked out by the continental records working group in cooperation with the FAI office.

All continental records are open to any pilot with a valid FAI Sporting Licence.

Terry Delores says, "There seems little interest for this in NZ but when pilots find out they can get an FAI diploma for their region of the world that may spark up some interest." Personally he thinks it will just make the world records seem less valuable and thinks that if the IGC wants to encourage pilots to have a go at world records they should reduce the paperwork and red tape from the system and simplify the rules.

FOR THE PILOT WHO HAS EVERYTHING.

Terrafugia has completed flight testing of the Transition® POC (Proof of Concept). Simply land at the airport, fold your wings up and drive home. This car plane can (according to the information on the web):

Fly a distance of 725 kilometres at speeds of 115 km/hour (100 kts).

Drive on the highway at 185 km/hour, range 724 km on highways.

Transition from plane to car takes less than 30 seconds.

Transition® is fuelled with gasoline, and the price of the car is expected to be around US$200,000.

The first shipment will be in 2011.

Place your order now.

Not missing. This is Ray Lynskey's World Championship Open Class trophy, now on display at Omarama.

MISSING SOARING TROPHIES

Readers are asked to assist with tracking down missing annually awarded trophies. During the planning for the South Island Regionals it was discovered that the Sailplane Specialists Trophy, awarded for "the most points without a placing" has been missing since 2005. If you have this or any other forgotten piece of silverware in your cabinet can you please return it to your local contest organising committee or any Executive committee member.

AIRWAYS SURVEY

Airways is asking for responses from General Aviation pilots about terminal and tower services at Auckland, Wellington and Christchurch. This affects glider pilots too so please feel free to respond.

http://www.airways.co.nz/airways_services/mt_survey_form.asp

Where in the world?

Recent photos from two well known glilding sites somewhere in the world. Do you know where they are?

SEVERAL NEW GLIDERS JUST ARRIVED IN THE COUNTRY

Spotted at Auckland being prepared by Sailplane Services, Glide Omarama's new Duo Discus, and George Wills' new toy, a Discus 2c. George has been flying Richie and Donald McCaw's 2c in the South Island Regionals while he waits for his own ship to arrive. Also seen at Auckland but no pictures yet, the AGC's new ASK 21, the first of its type in the country. This glider is fitted with hand rudder controls to allow it to be flown by disabled pilots and we will have a story on this next year. Theo Newfield has taken ownership of an ASG 29E and won the Open Class in the South Island Regionals flying it. Photos of the glider in the South Island Regionals report.

GLIDING ODDITY

A converted Piper Cub. See Vintage column for a further power plane to glider conversion.

Not a landout but preparing for launch, flying with a difference. Ireland beach wave flying camp. Photo Ian Dunkley.

Where in the world? ANSWERS

Pic on left: A fabulous wave sky over the Dingle Peninsula in Ireland, site of the famous beach camp. Photo Ian Dunkley

Right: It's so green it's unrecognisable. The Wairepo Arm at the end of Lake Ruataniwha in the Mackenzie Basin near Omarama. Photo Paul Jackson.

SHOCK. HORROR. CUTIE MOUNTED IN OMARAMA TRAILER PARK.

Jenny Wilkinson reports

On 25 November a large gusty thermal/twister came through around 5 pm. It sucked up rubbish around the cafe and went through the trailer park.

The wind was souwest at the time and swinging a lot. A caravan was lifted up and shifted, its windows smashed and is probably written off.

Southern Soaring's big heavy twin trailer blew over on its side, as did two others (all were square sided trailers). Youth Glide's trailer was picked up and dumped on top of QT's trailer at an angle. Fortunately I was in the hangar putting QT away when this happened, and the wind was so strong wings were starting to lift even with wing weights on them. Other trailers swung and scraped themselves and others causing minimal damage.

So, yep, definitely a good idea to tie down the drawbar of your trailer to stop it swinging, and always put wing weights on wings in the hangar.

Contributions to Logbook are welcome from all of our readers within New Zealand and internationally. Email your news snippets to: soaringnz@mccawmedia.co.nz. Please put "logbook" in the subject line.

See DVD review page 35.

SOUTH ISLAND REGIO
14-21 NOVEMBER 2009

by Luke Tiller

The South Island Reg's 2009... "How much water have you got on?!"

I must admit that covering a gliding competition while observing the action from the ground is a torturous experience to say the least. My ASW20 water ballast refit left my glider looking like a large German jigsaw puzzle in the garage at home, so I hitched a ride down to Omarama for the week to see how it's done. I was 'crew' for Chris Richards, not that he needed retrieving. "Much there is to learn young grasshopper!" And then I got asked to be scribe.

PRACTICE DAY

Saturday A classic westerly wave day and a GREAT "welcome back sky!" for those returning for their 2nd, 5th and 21st (!) South Island Regionals. Twenty-nine keen entrants across four classes. It was shaping up to be a very good windy week.

DAY ONE

A windy, wild (and soon wet?) first competition day...

Eleven entrants Open/18m class, six pilots 15m class, ten pilots Standard class. A fairly sad looking club class with only two pilots remaining.

Last year's club pilots must now fancy their chances in the Standard class, venturing out beyond the basin. A great sign of cross country proficiency!

Day 1 Results

OPEN

S107-Buscot1, 34-Goodger, 87-Two Thumb, S100-Finish

Mike Oakley. 192 kph in the Open class! Shock and awe (with Jill McCaw in the back seat as quality ballast). Then he was off back to Christchurch at a similar speed with ASH trailer in tow.

A very fast run south and then north again ... Chris Richards; Ventus CM 188 kph, "I only stopped to thermal once, then 'very fast' all the way home to finish at 5,000ft!"

STD/15M:

S101-Nursery1, 34-Goodger, 54-Mt Hayes, S100-Finish

A similar story in the Standard/15m classes, top speeds all 150 kph+. A fast day with big smiles all round with everyone home.

CLUB CLASS:

S101-Nursery1, 34-Goodger, 06-Avonburn, 69-Pukaki, S100-Finish

1st Brian Savage, ASW19 "KD"

"My first competition task I've managed to finish." He had plenty of practice during Jerry O'Neil's X/C course so was getting the hang of getting around! "My mantra was basically to stay high in wave all the way around." Until it came time to finish, that is, with brakes out and wheel down to descend, finish and land! Brian says his aim is to just get around, not to win. Although there were only two pilots flying club class tasks, they were working together which is good to see.

DAY TWO

Similar conditions to day one, with wind backing off slightly cold W/SW flow continuing to dominate with some cumulus spread-out at 7-9,000 ft. Even the club class pilots had water on! (They'd need it!)

TASK: Lake Coleridge AAT 20km circle for Open, 40km circle for Standard/15m.

This was an interesting ridge/thermal day at 'medium altitudes' given the airspace ceiling at 9,500 ft going into the turnpoint area. Astronaut open class pilots had to re-familiarise themselves with being down low on the ridges.

NALS


Author Luke Tiller

Day 2 Results:		
OPEN:		
1	Theo Newfield	ASG29

"I had to do well, especially when the "boss" is here!" (Bernhard Eckey from Alexander Schleicher arrived today.)

STD/15M:

A few landouts in 15m/standard class, and a few trailers returned late from retrieves, Mesopotamia, Grampians, Simons. The Ben McLeods proved to be a key stepping off point to reach the edge of the circle on the Taylor range (very few went more than a few km's into the AAT circle). The key deciding factor on the way home into the headwind was making it onto the Benmores via Mt Mary, and just squeaking home, the faster direct route or round the back way, dropping back onto the Grampians to final glide.

Trevor Mollard did the latter and won the day in 15m. After conservatively touching the AAT circle, Trevor says the ride home was "interesting" especially on the Ben McLeods. He was worried about the headwind coming home so a conservative move back onto the Grampians may have lost him "6 mins or so" but an overall speed of 115 kph for 300 km.

CLUB CLASS:

S111-Horrible, 34-Goodger, 77-Stewarts, S100-Finish

1	Rob Campbell	LS4, MU

"The first time I had a plan for the task and all went according to the plan!" Rob got around the task, and as soon as he landed back, was off again on retrieve for his fellow club pilot (Brian) waiting patiently at the Morven Hills strip.

DAY THREE

A slack westerly thermal day, with westerly ridges mostly working.

Open class switched to a B task as high cloud started to cover the northern half of task area.

DAY 3 Results:		
OPEN:		
S107-Buscot1, 21-Cromwell, 24-Dingle, 77-Stewarts, 69-Pukaki, S100-Finish		
1	Theo Newfield	ASG 29
2	Chris Richards	Ventus CM
3	David Speight	ASH25
STD/15M		
S111-Horrible, 21-Cromwell, 24-Dingle, 33-Glentanner, S100-Finish		

Slower speeds but overall everyone got home ok with one exception. Bob Martin was home very late indeed and without radio contact for over 2 hours. Bob completed his first 300 km today in 5 hours. He had a good run out down to Cromwell and back, then found himself alone on the Ben Ohaus as the day slowly switched off. "I took one extra turn than the others climbing up on the Ben Ohaus, then I was all alone!" Bob had a difficult time getting over the tops to the last turnpoint at Glentanner. He also had issues keeping in touch with Omarama base! Once over the tops to Glentanner "it was a min-sink glide all the way home as the easterly filled in." Moral of this story, keep in touch with home base even if you're having a rough time.

DAY FOUR

A few concerns and mumblings on the grid as the sky began to

Below: Theo Newfield's new ASG 29E
Right: Nicholas Oakley assists his father Mike prepare for his flight.

'blue out'. "I might invent a technical problem. I can't be bothered with it today!" a very experienced S.I. competitor was overheard saying.

DAY FOUR Results:

OPEN:

S107-Buscot1, 45-Makarora, 05-Aspiring, 39-Huxley, S100-Finish

Theo Newfield walked into the terminal and glanced at the speeds. "Ouch, gee man! I shouldn't have dumped all that water!"

STD/15M/CLUB

Only two landouts, Rob Campbell had his turn in the club pair, landing out at Glen Lyon. Roland Van der Val landed out at Minaret Station. All in all, a good day amongst the ridges and thermals. An appropriate task given the conditions.

Story of the day: Hamish McCaw mixing it in the standard class in a Cirrus! Hamish really enjoys the challenge of flying in standard class. He had some encouragement from Tony Van Dyk for staying on the tops. This turned into one of his best flights going somewhere new.

"You could almost reach out and touch Mt Aspiring!" Hamish did Jerry O'Neil's cross country course the week before and credits that for his great preparation for the Regionals.

DAY FIVE

Lemmy forecast high cloud to spill over with jet stream, and blanket the day. It did!

Some anxious task setting and last minute adjustments. Eventually a compromise task was set, but time was running out...

OPEN:

S107-Buscot1, 24-Dingle, 34-Goodger, 83-Tin Hut, S100-Finish

STD/15M:

S111-Horrible, 24-Dingle, 34-Goodger, 33-Glentanner, S100-Finish

As predicted a fair few landouts ensued. I took the opportunity to check out some 'well loved' landing strips. Derek, KW and Paul, UB both landed out at Dalrachney and we had one 'non-retrieve' (that's a first!) A locked gate foiled our attempts to reach a glider at the bottom of Lake Ohau but eventually a simple aerotow out saved the day!

DAY FIVE Results:

Some good performances from the consistent stalwarts in each class.

OPEN:

1st Theo Newfield had a blinder at 130 kph and was obviously getting comfortable in the new ASG29 'super ship'. (Bernard Eckey can't stop grinning.)

STD:

1st Dane Dickinson again proved his comfortable dominance in the standard class.

15M:

1st Trevor Mollard established his lead in the 15m class.

DAY SIX

Just when you thought it couldn't get any faster!

Day six was a ripper, an established W/SW airflow with 50 kt winds at 8-10,000 ft!

For those that got up and stayed in the wave, very few turns were required to get around the task. A very fast day indeed.

DAY SIX Results:

OPEN

"Clash of the titans" – Alexandra, 50-Moa Creek, 33-Glentanner, 87-Two Thumbs.

191 kph	Theo Newfield	ASG 29
190 kph	Chris Richards	Ventus CM
184 kph	Mike Oakley	ASH-25

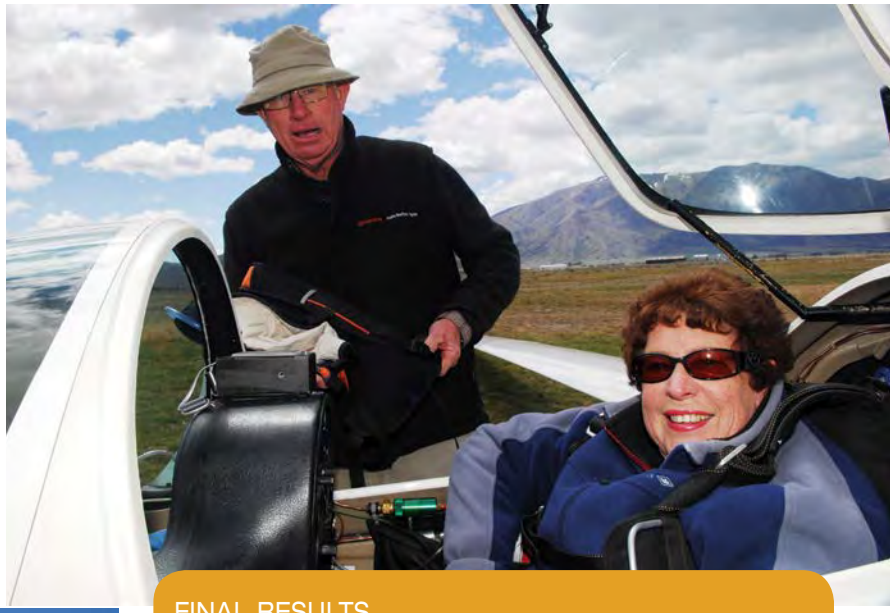
STD/15M:

Alexandra, 50-Moa Creek, 33-Glentanner, 54-Mt Hayes.

STD:

183 kph	Dane Dickinson
134 kph	Tony Van Dyk
123 kph	Charlie Tagg

Below: two old hands, Dave Speight and Yvonne Loader have been flying the SI regionals separately and together for years.
Left: top to bottom, Towplanes, an essential part of a contest
George Wills flew Richie McCaw's Discus 2c
Rob Sherlock in one of the vital ground roles, recording take off times and registrations.



FINAL RESULTS

OPEN/18M	GLIDER	POINTS
Theo Newfield	ASG29	5500
Chris Richards	Ventus CM	5129
Grae Harrison	Ventus 2cxt	4802
15M		
Trevor Mollard	LS6c	4641
Peter Chadwick	ASW 20cl	4535
Derek Kraak	ASW27	3559
STANDARD CLASS		
Dane Dickinson	LS8	5548
Tony Van Dyk	LS8	4843
Max Stevens	Discus B	4817
CLUB CLASS		
Robert Campbell	LS4	3513
Brian Savage	ASW 19b	3069

15M:	
161 kph	Derek Kraak
139 kph	Pete Chadwick
90 kph	Trevor Mollard

Photo Geoff Gaddes

2009 CENTRAL PLATEAU SOARING COMPETITION

1-7 NOVEMBER 2009

Ross Gaddes

Maurice Weaver checks out a blue sky prior to launch in his steed KM.

Spring time means heading down State Highway 1 wondering what the Taupo area has in store for us. The weather this year had been changeable and, in Auckland at least, successive bouts of showers had prevented any attempt to practice. Not to worry, the CP contest is largely just a good excuse to do some dedicated cross country flying. This year Shane Brown and I would be flying our Auckland Club Duo 'X' Delta Xray.

The Taupo Gliding Club runs the Central Districts competition at approximately the same time each year. It is an event with an easygoing feel about it and the organisers put in a lot of effort to ensure those attending have a great time both in the air and on the ground. This year however it was also important to test the systems and trial various ideas in expectation of the 09-10 Nationals to be held here in February next year.

On entering the Centennial Park gates it was noticeable that the club members have been quite busy. Additions to the clubhouse office and amenity block are looking good already, particularly the office, which should help make running the event much easier.

PRACTICE DAY

31 October After rigging and getting DX comfortable Geoff (Gaddes) and I decided to sample the area for the first time since last year. It was a cool but sunny day so we flew down towards Kawerau and back along the Rangitikei Plains for a leisurely couple of hours. Many of the other pilots, who had launched earlier, ventured to the west and had an average day. We all have experienced better down here, even this early in spring. It was worthwhile to get flying in order to unload the jitters and get in the 'mood'.

Sunday 1 November A warm welcome was given to all the competitors. About 19 pilots sat attentively listening to the team planning the week for us. Roland, the weatherman, briefed us both long and short range. It seemed we were in for a changeable week, not fantastic but he was hopeful for some better days later in the week. We were asked to return for a task at 12.30. The day started cloudy and with cool air threatening to stifle good development. After waiting on the grid for a while the organisers sent Roland up to test the sunny but blue conditions. He radioed back the bad news that climbs were slow and difficult. With that news the day was cancelled, however many flew anyway. Typically it livened up the minute the task was cancelled, at least enough for my Duo to do most of the task anyway. At least we were getting some flying which was the main objective for me. The day finished with a great BBQ from the local members and partners who also work hard for their club.

Monday 2 November As is usual for Taupo the day started late and was even more stable with a strong SW blowing. Initially the cloud threatened any flying but the sun soon showed up. However Roland warned of only 3500 ft AGL bases, not fun in this area. The day was canned again, but we chose to fly anyway – why

View westwards towards Mt Tauhara and Lake Taupo from GO.

Craig Cummings briefs David Jensen in NM as he lines up behind Hadliegh Bognuda in GP

not? Shane and I picked up some good climbs and drifted downwind just far enough to find the return leg difficult. We landed out. At least that was another practice experience under our belts. It went ok, the fields in this vicinity are massive and airfields fairly prevalent. Apart from the locked gates all went smoothly and we were soon enjoying a beer or two at the clubhouse bar. A few others had launched and spent a few hours on Tauhara ridge flying it, just for fun.

DAY ONE

Tuesday 3 November Finally we got a start. Roland was still predicting low bases again at approximately 4000 ft AGL but it was task-able at last. After all, flying is ok but competing is fun too.

Club Class had 20 km circles around Kaingaroa Village, Poronui and Mangakino 114/359 km. This was similar for the Fast Class but with circles around Matahina (20 km) – Waipunga (20 km) 134/339 km.

As is common practice here, we start in a 5 km radius (usually around Start 'A' a deer park a few km away). In a similar fashion we also finish via a small 1 km circle at the Aratiatia Rapids which helps to avoid finishers getting too close to the Taupo MBZ just west of the airfield.

It was an interesting day and not really easy but Ian Finlayson outfoxed Trev Terry (2nd) and Marc Morely to take the podium in the Fast Class. Marc did 242 km at 95 kph on handicap in his ASW27 GB. In Club Class Geoff Gaddes and his ASW15 GO with 196 km, took the day for his first day win in his second ever competition.

DAY TWO

Wednesday 4 November A front pushing up from the SW was threatening but Roland felt that a gap might allow a task to be set. The gap did eventuate so a task was set the same for both classes.

CLUB & FAST CLASS

Waiohau 30km circle 85/206 km

Waiohau is a place about 75 km directly NW of Centennial Park and the wind was strong from the SW. Getting downwind seemed easy enough but some stable air flowing in from the Rotorua area caused most pilots to struggle and the end result was a devalued day. Trev beat Bernie Massey and Stew Cameron but ended up getting only 357 Points for his effort. I guess that was better than waiting in an airstrip in the high country, which was my situation. Hugh de Lautour won the Club class who had struggled against the higher wind and poor lift.

Thursday 5 November Day Cancelled

The front had arrived and was doing its thing.

DAY THREE

Wednesday 4 November Although the day started a little bit windy, still the promise from Roland of a good day was heartening. The gliders set up on the grid prior to the task being set this time.

CLUB CLASS

Kiangaroa 15km circle – Tiverton Downs 5km circle – Mangakino 15km. 106/240km

FAST CLASS

Matahina 20km circle – Boyd Airstrip 20km circle – Pureora 15km circle. 250/456 km.

It turned out a great day for most. Unfortunately the Club pilots were steered off the higher more serious countryside but they got to enjoy some better soaring than the previous days.

For the Fast Class the eastern turn was working ok but getting bluer as we approached the coast. However the higher country back towards the Rangitikei plains was really going off. Good convergences were running directly to the Boyd turnpoint, which


Photo Geoff Gaddes

Looking towards Turangi and Mt Ruapehu from the central Plateau.

lies deep in the Urewera ranges. This action can really get your heart beating. 6500 ft seems much too low here but the airspace restrictions will be lifted to 9500 ft for the Nationals. Some of the pilots (including Shane and I) tried the south side of the lake despite a lack of good cloud. This way is always an adventure as crossing our largest lake is just so scenic.

The day's end saw some happy faces around the bar. It was so good to get a glimpse of summer flying in this area.

Brett Hunter won the day in Fast Class with 386 km at 108 kph. Ian Finlayson and Stew Cameron followed close behind.

Geoff again won Club Class with 140 km.

DAY 4

Saturday 7 November Although the day was sunny it was probably not going to be as good as Friday. A high pressure ridge and SW winds were expected over the area and possible overdevelopment.

CLUB CLASS

Murupara 15 km circle – Tiverton Downs 5km circle – Mokai A/S 15km circle.

FAST CLASS

Matahina 20km circle – Waipunga 20km circle – Mangakino 20km circle.

A lot of us had a hellish time up on the Rangitikei plains, and as such, just touched the circle. Some even had to light up the iron thermal or land. Not so for Marc Morely who raced around in front of Tony Van Dyk and Graham White (who had just arrived for the weekend) with 285 km at 85 kph.

Geoff again had a 111 km and won his day in the small club class.

To summarise it's fair to say we would like to have enjoyed better weather during the week. We all know how good Taupo can be and we look forward to the possibilities in February 2010. However I always have a good time here, and did so this time as did the other 20 or so pilots who take the risk of coming here so early in our season. The Friday was great for me, and a trip around the lake and into the ancient Pureora forest was only marred by the lack of a 1200 ft climb to get home. The Taupo area has (like Omarama) a lot of airstrips. This is good for aerotow retrieves and safe landings despite what may seem inhospitable terrain.

The final winner of the Fast Class was that crafty, well known campaigner, Ian Finlayson in his ASW27 Zulu Oscar. He was followed closely by Marc Morley in his ASW27 Golf Bravo (Great Britain, he's a Pom), and Trev Terry in the Duo T, Tango Tango. It was great to see Finn take this event out as he has been a mentor to many pilots including myself. He loves this area and it showed this week. Marc and Trev gave him a run for his money, which made for an interesting race.

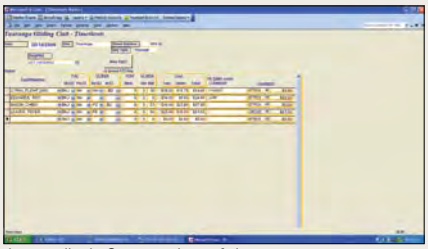
In the club class there really were only two competitors for the whole week. However Hugh and Geoff who are both new to this competition game had a great time. This class will undoubtedly be bigger next year and I hope the organisers lobby to make this class attractive with more entries.

The organisers for the 2010 Nationals are now looking forward to the first Nationals to be held at Taupo. Probably the best ever airspace concessions have been negotiated with 9500 ft in the higher country to the SE and 6500 ft around Tarawera and Rotorua and up towards Tokoroa as well. This is a huge achievement and is the result of a lot of time and effort being put in by the organisers. Improvement work with the club facilities by TGC members should ensure a hassle free time for those staying over the Nationals period. They have even negotiated discount ferry fares to encourage participation from South Island pilots who have been reluctant to come North in recent years.

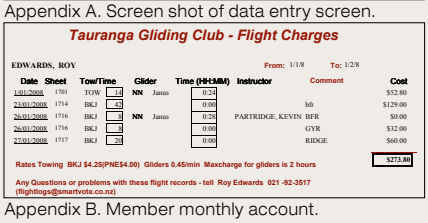
Tauranga Gliding Club's version of glideTime

By Roy Edwards

Roy Edwards has a background in systems analysis and implementation since the mid '70s and continues to advise small businesses on how to get the best business information out of their computers. Having retired 3 times he is currently Managing Director of a medium sized Import/Export Business and member of Business Mentor NZ.



Appendix A. Screen shot of data entry screen.



Tauranga Gliding Club - Flight Charges

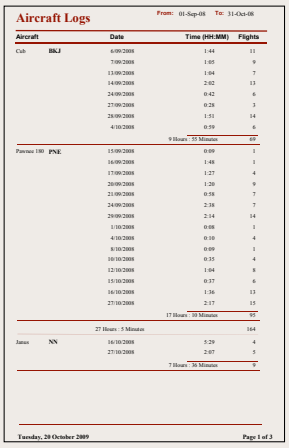
EDWARDS, ROY — From: 1/1/8 To: 1/2/8

Date	Sheet	Tow/Time	Glider	Time (HH:MM)	Instructor	Comment	Cost
1/01/2008	1701	TOW	NN James	0:24			$52.80
23/01/2008	1714	BKJ		0:00		hfr	$129.00
26/01/2008	1716	BKJ	NN James	0:28	PARTRIDGE, KEVIN	BFR	$0.00
26/01/2008	1716	BKJ		0:00		GYR	$32.00
27/01/2008	1717	BKJ		0:00		RIDGE	$60.00
							$273.80

Rates Towing BKJ $4.25(PNE$4.00) Gliders 0.45/min Maxcharge for gliders is 2 hours

Any Questions or problems with these flight records - tell Roy Edwards 021 -92-3517 (flightlogs@smartvote.co.nz)

Appendix B. Member monthly account.



Aircraft Logs — From: 01-Sep-08 To: 31-Oct-08

Aircraft	Date	Time (HH:MM)	Flights
Club BKJ	6/09/2008	1:44	11
	7/09/2008	1:05	9
	13/09/2008	1:04	7
	14/09/2008	2:02	13
	24/09/2008	0:42	6
	27/09/2008	0:28	3
	28/09/2008	1:51	14
	4/10/2008	0:59	6
		9 Hours : 55 Minutes	69
Pawnee 180 PNE	15/09/2008	0:09	1
	16/09/2008	1:48	1
	17/09/2008	1:27	4
	20/09/2008	1:26	9
	21/09/2008	0:58	7
	24/09/2008	2:36	7
	28/09/2008	2:14	14
	1/10/2008	0:08	1
	4/10/2008	0:10	4
	8/10/2008	0:09	1
	10/10/2008	0:35	4
	12/10/2008	1:04	8
	15/10/2008	0:37	6
	16/10/2008	1:36	13
	27/10/2008	2:17	15
		17 Hours : 39 Minutes	95
		27 Hours : 5 Minutes	164
James NN	16/10/2008	5:29	4
	27/10/2008	2:07	5
		7 Hours : 36 Minutes	9

Tuesday, 20 October 2009 — Page 1 of 3

Appendix C. Aircraft Logbook

It was with interest that I read about glideTime in the latest Soaring Magazine.

Tauranga Gliding Club has had computerised flight records since February 2002. This system has been designed to be either a real time (e.g. glideTime style) or a post flight data collection system.

With the Tauranga operation it was decided that real time usage required someone to be near to a computer throughout the day to 'push a button' when something landed. To save retraining a series of the unwilling i.e. rostered duty pilots, we have continued with a post flight recording system, which appears to work well.

Over the last seven years it appears that data collection takes in the order of 45 minutes per month.

The system is similar to glideTime in that it records all the details relating to a flight including the glider, the tow plane (or winch), member's name, instructor and flight times. It also records any payments made during the day and relevant comments e.g. Trial Flight Voucher number etc. The system automatically calculates costs of tows and glider time, taking into account different aircraft rates, maximum chargeout rates (we have a maximum charge of $54 per member flight). It also handles those who have paid an annual glider usage fee by only charging such members for tow time.

From this an aircraft logbook report is generated showing number of flights and total time per day. The Club engineer transcribes same into the aircraft logbooks. A condensed version is sent to the committee for monthly operational review.

A byproduct report is the training report, which shows flights by students over the previous 90 days; it can be used on demand by CFI and the panel for review.

In Tauranga we run a member account system – like an old-fashioned corner store where members top up their account regularly. The flight recording system produces the monthly flying account line by line, showing the sheet number that was the source document to which they can refer over any disputed charges. NOTE: a simple online system lacks this dispute ability unfortunately, as it still requires a human bean to enter data and human beans make mistakes.

A number of other reports are available ranging from list type reports to serious analysis. New reports and ad hoc queries are easily created, as the software used is Microsoft Access.

With over 10,000 flights recorded we have a good data set to answer most any questions relating to our flight operations. Needless to say all reports can be emailed directly to relevant parties.

SUNSEEKER

By Eric Raymond

The idea for the Sunseeker goes back to 1979, when Larry Mauro flew the Solar Riser, an ultralight equipped with solar panels and batteries. Two years later, the Solar Challenger flew from Paris to London at 14,000 ft, without batteries.

End of the day at Munster

It was not until I flew the remarkable (human powered) Musculair II built by Günther Rochelt that I knew what to build. The concept for Sunseeker was, and still is, a three way hybrid airplane, capable of flying on solar power, batteries or sustained soaring. Günther helped me make it happen, and I built the Sunseeker between 1986 and 1989.

Basically the Sunseeker is an ultralight sailplane with a top speed of only 70 knots. Birds are not frightened away and often fly in formation with me for long periods. During the flight across the USA in 1990 three birds even entered a cloud with me and stayed right over the canopy just a few feet away the entire time while I concentrated on the instruments.

In its present configuration the Sunseeker II can climb 2000 meters on combined solar and batteries, then maintain level flight on just solar power. It is more

Eric Raymond's career in flying began with hang gliding. In addition to numerous contest wins, he earned the title of World Aerobatic Champion in 1983 and 1984 consecutively. He designed and constructed the finest harness systems available at the time. His designs were widely copied and much of his original equipment is still in use today. Raymond studied aeronautical engineering at University of California San Diego and also photography at the Rochester Institute of Technology. From 2003 - 2007 he worked with AeroVironment on classified projects building unmanned aircraft with advanced composite materials for the U.S. military. Eric holds a commercial, as well as an instructor rating in gliders. – *from the SUNSEEKER website*

likely though that I can close the prop and soar while recharging the batteries. In less than two hours the empty batteries are full again and ready for another 2000 metre climb. This summer I climbed to 20,380 ft this way.

Gliding offers a best L/D of 32 and a very low sink rate. My favourite feature is the sliding canopy system, which allows flying with an open or closed cockpit at will. This is great for photography and getting some fresh air and a better view. Surprisingly, having the window open does not noticeably affect the performance at low speeds thanks to the high wing position that keeps the airflow laminar over the wing, and puts the opening near the pressure wave in front of the slow airfoil of the wing.

The cockpit is very comfortable thanks to a dark tint on the window, a carefully moulded seat, and an oxygen system. The seat has no padding, but even 10 hour flights have left me with no pains at all from sitting in one place for so long.

Winter 2008-2009 brought an intense overhaul of all systems in preparation for a tour of Europe including many new instruments, and new batteries. 48 lithium polymer batteries of 16 Ahr capacity are charged by 1152 solar cells in 4 arrays. The motor can produce 5.5 kW, which turns the 2.6 metre propeller 900 rpm through a 4 to 1 gear reduction. Level flight can be done at about 1.5 kW, which is available mid day for about 4-5 hours.

When cloud streets fill the sky, I try to thermal up to the clouds with full batteries, then start the motor, and cruise on top in the smooth, cold clear air. It is often a welcome break from getting bumped around in the turbulence, downdrafts, shadows, and even rain showers that all happen below the clouds.

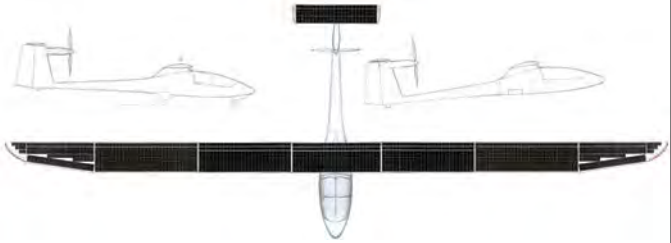
I started the 2009 European cross country flights with a flight from Zurich to Torino, Italy on April 14, crossing the Alps on solar power for the first time. From there I flew down the length of Italy to Sicily. I made new friends along the way and saw many beautiful places. Thanks to the window system that I can open in flight I was able to take many great pictures. After returning to Switzerland, I then flew from Zurich to Vienna, Austria through the Dolomites.

Then I flew the Sunseeker for a week in Lesce, Slovenia, during their Sailplane National Championships. From there I took it to the World Air Games, in Torino, Italy, where I took the Gold Medal for best Experimental aircraft. With help from the FAI, I filed for World records for altitude and duration for solar powered aircraft.

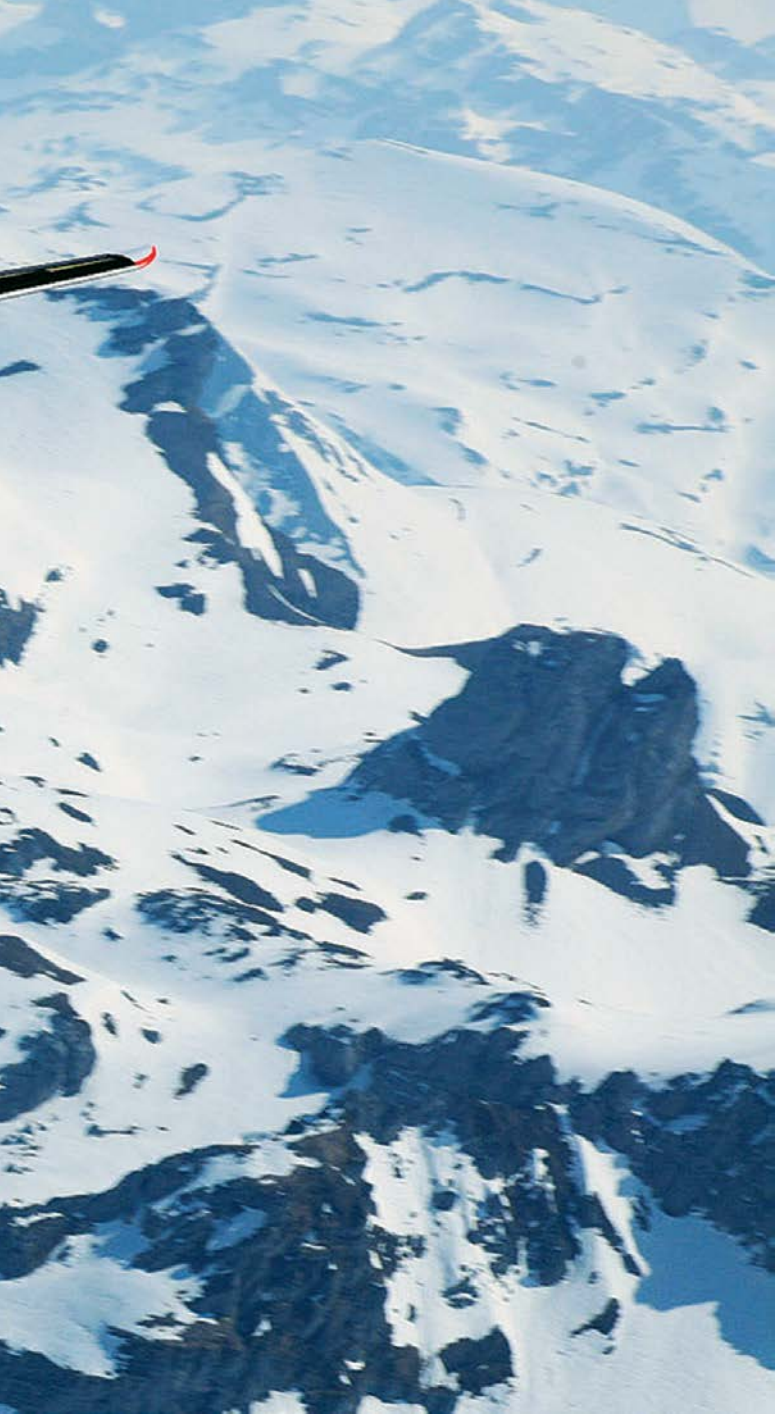
In June I started again from Zurich and crossed France and Spain. Consistent strong west winds made my goal of Gibraltar difficult to reach, so I turned back at Almeria on the south coast of Spain.

First Alps crossing by solar power, April 14 flight. Aletsch Glacier.

Now I want to build an aircraft with two seats, so I can share the open cockpit solar powered experience with others. In the planning stage since 1994, this new plane will be built in the Stemme S-10 moulds for the fuselage. The wing needs to be mostly non-tapered and larger to accommodate enough solar cells. Thanks to newer, better solar cells, the performance will be better than the Sunseeker II.



The Sunseeker III will be based around a Stemme fuselage and will be built in Lienz, Austria. It will have a 23 m span, 20 kW direct drive motor, folding prop, 22.8% efficient solar cells, which are in fact 50% more power than the 15% cells on the SUNSEEKER



Above: Over Munster. Below: Aletsch uphill.

POSTCARD FROM GERMANY

By Peter Robinson

Peter Robinson of the Omarama Gliding Club has a long history in hang gliding, paragliding and gliding. On a recent winter trip to Germany to visit his in-laws he visited and flew from several German gliding sites.

Wasserkuppe from above

First stop was the German gliding museum at the Wasserkuppe. My father, who is also a glider pilot, had joined me and it became a bit of a pilgrimage. At 900 m AMSL, this is the highest hill in the state of Hessen and of course is pretty much the home of gliding as a sport.

The museum is beautifully presented and at 3 Euros ($6.40) the entrance price is very reasonable. The collection of gliders is simply fantastic, covering the very earliest through to glass, including a few oddities along the way. In the basement is a refurbishment workshop which is open to visitors – at the time of our visit an Olympia was being re-built to its original specification.

Kiwis are well represented in the hall of fame – Terry Delore, Yvonne Loader, Theo Newfield and Ray Lynskey all get a mention (apologies if I missed anyone).

I must admit that I was expecting the Wassekuppe to be a classic escarpment type of hill like the UK's Long Mynd, and was surprised to see that it is really a large dome-like shape within an area of rolling hills. Paragliders were flying from one side of it, which is presumably the face used for bungy launching.

The Wasserkuppe is a popular weekend day out place for the locals to visit so there is plenty going on for non-flyers including three restaurants and a summer luge track.

The flying operations were quite busy with launches by aerotow on the day that I visited. It was interesting to see that motorgliders

were used for aerotowing and for tourist scenic flights in between tows. These were Super Diamants and very quiet.

I managed to grab a short flight in a K21 and thoroughly enjoyed flying around the local area.

Augsburg, home town of the in-laws and located about 70 km north west of Munich has 4 gliding clubs operating from the local airfield. Gliders operate from a grass strip and powered planes (including executive jets) from the parallel main runway a few hundred metres away.

This was a good chance to have a look at typical German club flying operations. Launching was mostly winch with some aerotowing. Again, a very quiet motorglider was being used for towing, in this case a Super Dimona. However, at 100 Hp, the rate of climb was slow when towing a twin Astir two up.

It was great to see plenty of young people on the airfield and the average age was significantly lower than is the norm in NZ. It was also interesting to see very few private owners – I was told that the majority of gliders are owned by clubs and private ownership is unusual. High maintenance costs were cited as a reason for this. I find this surprising given the relatively higher affluence in Germany compared with New Zealand (their quality of life is streets behind though).

I had two flights in Twin Astirs and it made a change to do some flat land flying but the metric instrumentation took a bit of

Kiwis are well recognised in the Hall of Fame, Yvonne Loader's name 2nd from top right.

getting used to – speed in km/h and height in metres. I enquired about becoming a temporary member with the aim of flying solo but was told that the insurance is only valid for holders of a German licence.

Wooden gliders were a bit of a novelty: I saw quite a number of K6's, K8's and K13's in service.

Unterwoessen: this is on the Austrian border and nestles into the northern edge of the Alps, about 30 km west of Salzburg. This is home to a commercial flying school teaching mostly ab initio but also mountain cross country flying. Launching is via a fixed position electric 4 drum winch and motor gliders (Samburo) for aerotowing. Wooden gliders make up about half of the fleet.

CHALLENGE TO ALL GLIDER PILOTS
INTRODUCE TWO FRIENDS
TO THE SPORT THIS SEASON

By Nick Reekie, Promotions Officer

Much of media marketing is a hit and miss affair. One of the dilemmas in trying to get a message to an audience is – how to get it in an effective manner to the intended recipient?

When we come to discussing promotion and PR for gliding we have to look for the 'purple cow' (see last edition) to try to get through to the media. This is by far our best chance to get eyes on our sport. However this still falls into the hit and miss category. Even good media coverage may not get us as many new member enquiries or trial flights as we hope. That is because it reaches such a general audience.

Our movement has a numbers problem. Our numbers are markedly declining. We also have an ageing demographic. One of the most effective direct methods to try to get new members is to enlist the help of the membership at large. In other words: us. As discussed in a previous column, we as passionate flyers are all Gliding New Zealand's ambassadors. We can build on our interactions over the coffee at work, with friends who arrive for a visit or acquaintances who may be inspired by the freedom and fun flight offers. We have in our own circle of friends and influence much of the mid-term solution to the membership and promotion problems we currently face as a movement.

Therefore I challenge each of us to introduce a friend or two to the sport before the end of the season. This may or may not be possible for all of us but if collectively we tried we would see a membership blip as a consequence. As passionate advocates of the sport and the thrill of flight, we all on a daily basis market this fantastic sport. Unlike the mainstream media, this marketing will be aimed at like-minded folks, or at least those who will be disposed to listen. They are likely to be the very people who have a hankering and or disposition for the sport. We just need to convey this to them and get them to have a go.

Finally, as a means to get friends and relatives talking and asking questions on the sport, I strongly recommend buying the calendar Jill and John McCaw are publishing this summer. Whilst the pictures and production will be first rate, my real motive in this suggestion is simply to get as many pictures of gliders on our office and home walls as we can. Nothing will inspire a would-be member more than the sight of these majestic images.

Have a great summer in the air, fly safe and spread the word, and/or better still get a friend (potential member) or two in the front seat this season.

Soaring NZ

Southern Soaring's Pawnee landing after a tow at the South Island Regionals.

Photo John McCaw

INSTRUCTORS' COURSE MA
16-18 OCTOBER 2009

By Norman Duke

We assembled with six two-seaters, with a weather forecast that gave poor prospects of flying during the course. After the welcome and introductions the course got under way, with 19 trainees and 10 trainers in attendance.

The afternoon's primary focus was on instructional techniques and the weather had improved from the forecast to allow use of the local Kaimai Ridge (10 km away). We split into two groups, one flying and the other in the classroom, changing over later in the afternoon. The ridge was working very well and allowed exercises to be completed easily, with flights in the vicinity of an hour.

After the day's flying and classroom work we debriefed with a good review of what had been achieved and overall progress.

Saturday saw a number of presentations which covered:

Duty of Care: presented by Rob Owens from the ATC Cadets. This was well received, particularly information on how to handle emergencies.

Threat and Error Management: presented by Arthur Gatland (worthy of an article in its own right). How to recognize threats before they can become a major problem.

Conflict Resolution: again from Arthur Gatland. Something that we all need to be aware of.

Theory of Spinning: presented by Adrian Cable.

Mike Dekker National Operations Officer gave a talk on his role in GNZ and some of the issues we face.

The Saturday weather forecast, yet again, did not look good with thunderstorms expected in the afternoon. This time it proved to be correct. Flying during a thunderstorm is interesting at the best of times but a wind swing of 45 degrees between downwind and finals really spices things up. Again, everyone flew the exercises required.

Again the weather for Sunday was not promising, with the weather closing in with a front coming from the north. The aspiring B Cat instructors remained in the classroom to go through the responsibilities of a B Cat and the requirements for sending a student on their first solo.

With the weather closing in the second group did not fly and later in the afternoon the course came to a close.

A special thanks to Jan Mace for providing meals and refreshments over the three days of the course. Thanks to all the Instructor Trainers who ably demonstrated and then critiqued how to teach students and gave additional tips on teaching exercises.

They were:

Brian Chesterman – Regional Operations Officer
Steve Care – Assistant Regional Operations Officer
Adrian Cable – Tauranga
John Bayliss – Auckland
Arthur Gatland – Auckland
Tom Anderson – Taupo
Julian Mason – Auckland
Ralph Gore – Auckland
George Rogers – Wellington

COMMENTS FROM ATTENDEES

Andy Mackay, Aviation Sports Club Gliding (Whenuapai)

Thoroughly enjoyed the course – and happy that the weather was slightly better than forecast – very useful and rare opportunity to pick the brains of a very experienced Instructor Trainer group.

I've certainly learnt a lot from the course and am looking forward to being able to pass on the knowledge to our ab initios and students.

Rob Owens, ATC

I really enjoyed the Refresher course. For me the admin part was so important as we don't get that chance to reflect in this area. We always assume someone knows more than us and then there is the "it is not our problem" attitude and of course we are always flying first.

Meeting with all the instructors and comparing notes was really great, especially with some of the smaller clubs, it is so good to hear how they manage to survive and the camaraderie in our sport. I hope the ATC awareness of their operation in NZ was beneficial to everyone, especially the Duty of care and Risk management programmes I provided to everyone, as Brian thought it would be a great idea to make more clubs aware of the ATC and its size.

I know from my point of view bringing in Arthur was great as his presentation from a professional aspect was so worthwhile. We sometimes forget what we are like when dealing with other people and situations, especially when in a management role or an instructor in a club.

James Graham, Tauranga Gliding Club

I thought that the course was exceptionally well organised and run, despite the varying weather conditions which resulted in a bit of a juggling act.

The instructor trainers were very accommodating and obviously had excellent communication between themselves; if you made a mistake with one trainer, the next seemed to be instantly informed about this no matter how you tried to hide your embarrassment.

Steve Barham, Taranaki

At first I wasn't sure if I was up to doing an instructor's course, I have only 80 hours total of glider time and consider myself a novice, still trying to absorb all the details. However I dragged

Instructor training, one of the few times where the most experienced pilot sits in the front seat.

myself along and must say I came away from the course having learnt heaps and heaps. It was great to be able to consolidate some of my training and as the saying goes "you teach best what you most need to know".

A highlight of the weekend for me was flying on the first day with Adrian Cable from Tauranga. No one thought to inform me that Adrian loves to do aerobatics and spins are a specialty. I found Adrian to be a very good instructor, he is someone who is able to calmly put a glider into an unusual attitude while equally calmly explaining what is happening, how to instigate it, control it, recover from it and most importantly how to teach it.

As is usual with organised gliding events the weather was not all that kind but we managed to fly every day of the three days and managed to use the ridge on all three days as well. Having ridge lift nearby certainly helps when instructing.

I am grateful to Gliding NZ for subsidising this course; the course not only helps new instructors like myself but judging by the many discussions it also helps disseminate information throughout the country. Meeting up with glider pilots from other regions forms friendships and encourages travel between the clubs and, who knows, maybe possible entries to competitions.

The classroom presentations were great and not only covered flying but also conflict resolution, human factors etc. Again I thought these were well presented and an absolute must for any instructor's course. It is not always easy to get all this information out to all the clubs, so having a lot of pilots trapped in one place allows a lot of information to be presented, which is then naturally distributed via the participants back to their local pilots.

I think the refresher course is also a good idea, this obviously helps keep instructors up to date but also allows instructors to meet and discuss things over a beer.

Having returned to my local club I have already started slowly working through more of the C Cat instructor's syllabus.

GNZ AWARDS & CERTIFICATES
OCTOBER 2009 – NOVEMBER 2009

GNZ Awards Officer
Edouard Devenoges
gnzawards@xtra.co.nz
40 Eversham Road, Mt Maunganui 3116.

QGP NO	Pilot's Name	Club	Date	Glider
3066	Richard H. McCaw	Canterbury GC		
3067	Joachim Aerts	Auckland GC		
3068	Douglas H. Henry	Auckland GC		
3069	Ken J. Montgomery	Nelson Lakes		
3070	Andrew J. Benton	Nelson Lakes		
3071	Brian J. Savage	Central Otago		
SILVER DISTANCE				
	Douglas H. Henry	Auckland GC	25.10.09	PW5
	Brian Savage	Central Otago	25.10.09	ASW 19
	Keith Irvine	Piako GC	24.10.09	Club Astir
SILVER DURATION				
	Bruce F. Barber	Auckland GC	20.09.09	PW5
SILVER HEIGHT				
	Keith Irvine	Piako GC	24.10.09	Club Astir
NZ RECORD				
100 km O&R, Speed	Edouard G. Devenoges	PW5	14.11.09	108.03 kph
AIR NZ CROSS COUNTRY CHAMPIONSHIPS				
SPORTS CLASS		Glider	Distance	Points
	Edouard G. Devenoges	PW5	518.78	704.86
	Brian Savage	ASW19	172.20	183.86
	Keith Irvine	Club Astir	139.65	158.46
	Douglas Henry	PW5	111.63	136.67
OPEN CLASS				
	Edouard G. Devenoges	PW5	518.78	704.86
	Carl P. Jackson	Nimbus 2	560.72	528.15
	Brian Savage	ASW19	172.20	183.86
	Douglas Henry	PW5	111.63	136.67
SENIOR OFFICIAL OBSERVERS				
09/001	Ross Macintyre	Auckland Aviation SC	19/08/09	
09/005	Terry R. Delore	Canterbury GC	28/08/09	
09/006	Douglas L. Hamilton	Alpine Soaring	28/08/09	
09/007	Philip Plane	Omarama GC	28/08/09	
09/008	Geoffrey Soper	Canterbury GC	02/09/09	
09/009	Timothy J. Harrison	Canterbury GC	06/09/09	
09/010	John G. Bayliss	Auckland GC	06/09/09	
09/011	Robert L. Hay	Canterbury GC	06/09/09	
09/012	Nicholas Reekie	Canterbury GC	06/09/09	
OFFICIAL OBSERVERS				
09/002	Maxwell B. Stevens	Canterbury GC	16/08/09	
09/003	Edouard G. Devenoges	Tauranga GC	13/08/09	
09/004	John J. Phillips	Tauranga GC	18/09/09	
GNZ FIRST COMPETITION AWARD				
001	Mats Henrikson	Canterbury GC	11/10/09	
002	Kerry G. Greig	Nelson GC	11/10/09	
003	Kerry W. Eggers	Nelson GC	11/10/09	
004	Alex McCaw	Canterbury GC	11/10/09	
005	Steven J. Green	Omarama GC	11/10/09	
006	Tim Hardwick - Smith	Taranaki GC	11/10/09	
007	Brian Savage	Central Otago GC	05/11/09	
008	Douglas H. Henry	Auckland GC	05/11/09	
009	Keith Irvine	Piako GC	12/11/09	

NEW ZEALAND

REGIONAL ATMOSPHERIC SOARING PREDICTION

By Mats Henrikson

Mats is originally from Sweden and moved to NZ in 2006 after having lived for a long time in the UK. He now lives in Christchurch with a young family and works as a Software Engineer. Mats is a member of the Canterbury Gliding Club.

Jill McCaw, the SoaringNZ editor, recently went to Australia, and during her visit some glider pilots spoke to her about this thing called RASP. They told her that they had talked to somebody in Christchurch about it. Once back in NZ she found out that the person in Christchurch was me. She asked me to write a little about it.

RASP is the creation of Dr Jack Glendening, a glider pilot and meteorologist from California. It is a meteorological forecast tool specifically geared towards soaring flight, and is popular in the US, parts of Europe, Australia, and South Africa.

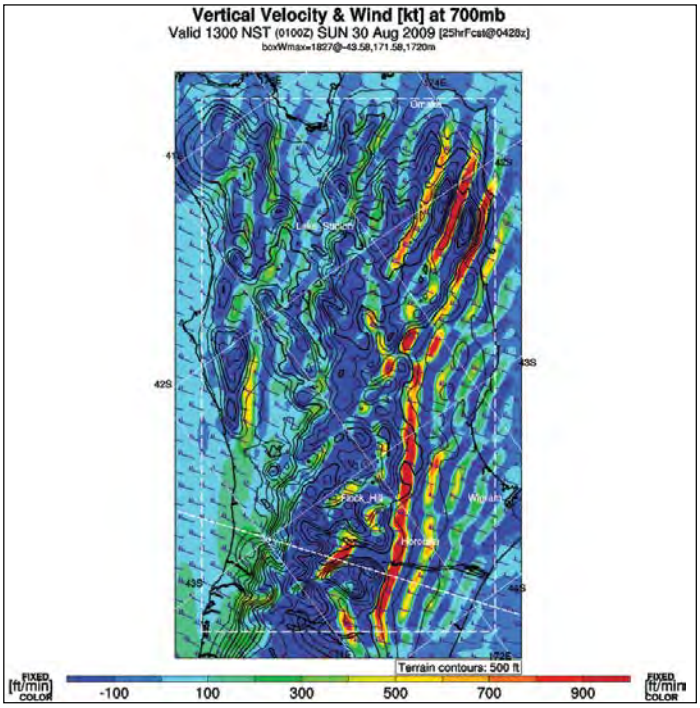
For a long time I was disappointed with the NZ MetService website and forecasts, so I started looking around for alternatives. I wanted something which would make it easier for me to decide which days would be good for soaring. RASP looked interesting so I decided to give it a try, and the http://zakalwe.com/rasp/ website is the result.

RASP has a very large number of available forecast types showing different information about the atmosphere. The main ones I tend to use show predicted Surface Temperature, Surface Sun, Thermalling Height, CAPE (Convective Available Potential Energy), Vertical Velocity and Wind at 700 mb, and Upper Air Soundings (a SkewT-LogP diagram). By using these and other forecasts it is possible to make fairly accurate guesses as to whether the day is going to have thermals or wave, when fronts are going to pass, if there is a chance of rain, thunderstorms, the wind direction and speed at different altitudes, temperatures, and how 'good' the day is going to be. At the moment the forecasts for the next day start appearing on the website around 5 pm, and are usually finished at around 7 pm, perfect for making the decision on whether tomorrow is going to be a 'ripper' or not.

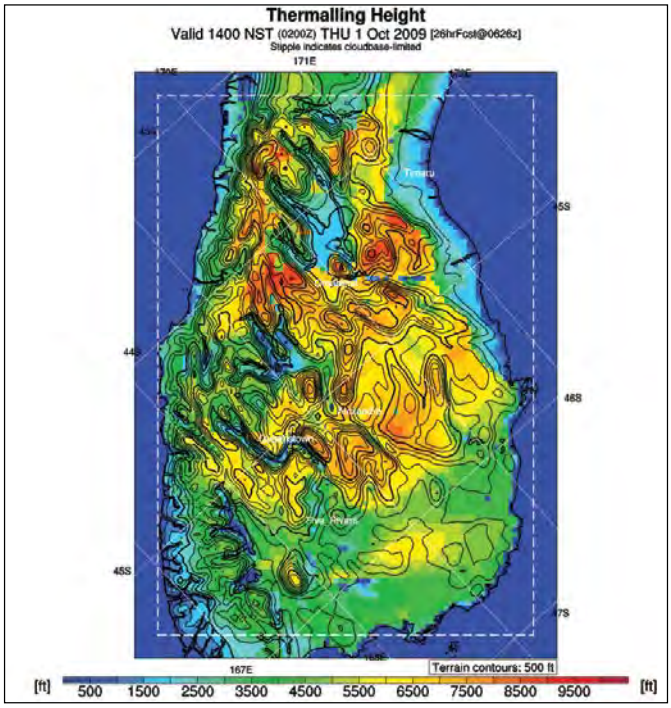
The data that is used to initialise the atmospheric model is downloaded from the NOAA Global Forecast System high-availability website. They produce this data every six hours. It becomes available about three hours after the start of the forecast, and by the time RASP finishes the first region and makes it available on the website the data is about six hours old. This is actually quite good, and I believe that it is quite comparable to the age of the data used for the MetService website and weather forecasts on TV. Certainly my own biased opinion is that the RASP forecast is often better than anything on the MetService website, and certainly better than what you get on the TV news. Just like any forecast though it can (and does!) get it wrong. However, as much as I like RASP, if the very experienced guys in your club don't agree with the day's RASP forecast my money would be on them – there just is no substitute for decades of experience!

Currently the forecasts are split into four regions – two for the North Island and two for the South Island. Unfortunately due to the processing resources required I have had to disable the North Island forecasts for now. Certainly if somebody would like to donate some processing power (Linux server, reasonable amount of bandwidth) or fund renting it then please send me an email and hopefully the North Island forecasts can be enabled again soon. With more resources the forecast accuracy could also be improved significantly.

I know that some glider and hang-gliding pilots are already using and liking it, perhaps you will too.



Very strong and clear nor'west wave forecasted for the upper part of the South Island, but looking at the winds aloft 70 knots are predicted at 7,000 feet...



Thermalling height forecast map for the southern South Island. Reasonably good day forecasted for this early in the season, thermalling height predicted up to 9,000 feet over some of the big ranges and to 5,500 feet in the valleys, except for most of the McKenzie Basin where the prediction is only around 2,000 feet.

INSTRUMENT INSTALLATION

SAILPLANE INSTRUMENT INSTALLATION BORGELT INSTRUMENTS

by Mike Borgelt

SoaringNZ is often asked for technical articles on subjects that make the editor's eyes glaze over, however we know that a large section of our readers appreciate and use the information. The following article is sourced from the guru of instrumentation Mike Borgelt.

Borgelt had his first glider ride when he was nine years old and has now been flying for over fifty years. He has a degree in physics; he trained as a meteorologist and spent three years on secondment to the Royal Australian Air Force as a civilian meteorologist. During that time he acquired his first sailplane, a Salto, and began investigating electronic variometers before spending some time on staff in the atmospheric science department of an Australian university.

In 1978 he and his wife Carol moved to South Australia and started Borgelt Instruments to manufacture electronic variometer systems, which continues today in Toowoomba, Queensland.

In order to obtain the best possible performance from your sailplane instruments it is essential that the installation be done correctly and be free of leaks.

A few simple installation rules are:

1. Use good quality tubing (Tygon brand type B-44-3 Part AAB00012 3/16" I.D. 5/16" O.D. is highly recommended) to connect the instruments.
2. DO NOT use very soft wall tubing for the Total Energy line and make sure this line is well secured so that it cannot move under changing G loads due to manoeuvring and/or turbulence. This will prevent spurious transient signals on the vario caused by volume and hence pressure changes in this line. Long lengths of tubing should be of the less flexible plastic or rigid nylon pressure hose. This prevents problems with the sudden static pressure changes in the fuselage during zoom or pushover causing weird transients in the Total Energy (T.E.) vario readings due to these pressure changes being transmitted through soft tubing in the T.E. line. Any soft wall gust filter bottles should be removed and disposed of for the same reasons.
3. All tubing must be in good condition and should be a very tight press fit over the fitting to avoid air leaks. Even a small air leak will compromise any variometer's performance. For extra insurance against air leaks we supply small, thick walled elastic `donuts' which you may install over tubing several inches past the end. After the tubing is properly attached to the fitting on the instrument, slide the 'donut' back toward the end of the tube so that it supplies extra squeeze around the tubing/fitting area. You can use two on the T.E. line connections. Short lengths of thick wall silicone tubing may be used instead of the 'donuts'.
4. Do not use electronic type nylon cable ties or twisted wire on tubing fittings as this will almost certainly guarantee a leak.
5. IMPORTANT: Unless all the varios connected to the T.E. line are of the pressure transducer type, split the line as close to the T.E. probe as possible. This minimises interaction between the instruments caused by flow in the line from variometers which use capacity flasks and also prevents the pressure transducer vario response from being slowed by the presence of the flask causing a pneumatic low pass filter to be formed. In practice, placing the T-piece under the seat near the rear of the seat area is good enough.

The most common mistake in variometer installations is to connect two vario systems to one Total Energy line with a T-piece at the instrument panel. The only time that this is permissible is when both instruments are of the pressure transducer type. That is, no flasks hence no flow. Flow sensor type instruments cause significant flows in the line to the T.E. probe and these flows can cause instruments to interact with each other or with a pressure transducer type variometer causing unwanted transient indications and/or a general slowing of the response of both instruments connected to the T.E. probe.

DO NOT place restrictors or gust filters in the T.E. line and then split the line to two vario systems. Place a separate restrictor or gust filter in each line to the separate vario systems if you feel they are necessary. Try also to ensure that there is no excessive flow resistance in the T.E. probe mount or in the probe itself. Most modern electronic variometers convert the pneumatic signals to electronic signals and do any required filtering in the electronics so gust filter bottles and/or restrictors are generally unnecessary with these.

If a paper element filter (motorbike gasoline filter) is installed in the T.E. line the filter body MUST BE EXTREMELY RIGID otherwise the static pressure changes during a pull up will cause spurious variometer readings.

Good T.E. source is very important.

The most common Total Energy probe in use is the modified Irving type. This type of probe is a simple 6mm or 1/4 inch diameter tube bent so the last 3 inches or 80mm or so is inclined to the airflow at 20 degrees forward of a right angle with two small holes 40 to 60 degrees apart at the back of the tube, a little more than 1.5 tube diameters from the end.

The Irving type probe, correctly manufactured, will provide satisfactory total energy and it is strongly recommended that any other type probe be replaced with one of this type. Irving type probes in aluminium alloy can be obtained from BORGELT INSTRUMENTS.

8. Electronic sailplane instruments will benefit from clean, noise and interruption free 12 volt power. A fuse should be mounted on the battery as close as possible to the positive terminal. Any wire between the battery terminal and the fuse is not protected by the fuse and care should be taken to double insulate this wire. Use a good quality polarised battery connector. It is important that it be polarised to prevent reverse polarity connection of the battery which is likely to cause expensive damage to radios and instruments. Borgelt varios are fitted with reverse polarity protection but it is not a good idea to test this. Power switches and fuses to individual services should be of high quality industrial type not cheap consumer grade. It is highly recommended to use mil spec aircraft wire for all power hook ups. Use heavy (16 gauge or larger) wire for power to the radio and transponder. It is also a good idea to run a separate high power bus (including ground) for these and another bus for the variometers and GPS. This will help prevent electrical noise and RF from feeding into sensitive instruments. A common cause of low voltage being delivered to instruments and causing poor performance is high resistance fuses and holders. Use a digital voltmeter to check the voltage at the battery and at the back of the instrument with the instrument switched on. If there is more than 0.2 volts difference find the cause and eliminate it.

Check that the coax from the radio and transponder is terminated correctly at the BNC connector. The glider factories have been known to get this wrong. There is a correct method for stripping the outer cover, braid and inner insulator which can usually be obtained from the connector manufacturer. There is also a potential problem in older gliders where the dielectric in the coax may have deteriorated or connectors may be corroded. In some gliders with carbon fuselage and fin the antenna is in the fibreglass rudder and a connector is provided so that the rudder may be removed for maintenance. This connector is not usually waterproofed and is very vulnerable to corrosion and damage to the coax from tail water tanks and general environmental conditions. Heat shrink sleeving with internal glue liner can be used to waterproof these connectors. Check with electronic parts suppliers.

Leak check the system following installation.

In the glider there is a sensitive pressure gauge in the form of the Air Speed indicator. This can be used to detect any leaks in the instrument tubing, instruments and sailplane pitot, static and total energy systems.

You will need the following:

A large 60ml plastic syringe (vet supply houses)
A laboratory type hose clamp
A T piece to fit the glider instrument tubing
An instrument tubing joiner
Some spare instrument tubing
Smooth jaw long nose pliers

NOTE: All leak testing must be carried out at reasonably constant temperature in shade. If the temperature is changing it will be impossible to obtain steady pressures, likewise solar radiation will cause pressure changes in sealed systems. Also turn off any electronic instruments particularly thermistor or hot wire flow sensor variometers.

WARNING: All pressure changes should be made very slowly to avoid damage to instruments. Make sure tubing cannot slip off connections causing sudden pressure changes.

First check the ASI for leaks.

Connect the syringe to the ASI pitot connection with a length of tubing.

Gently increase the pressure so that the ASI reads 100 knots or so and then clamp off the tubing between the syringe and the instrument. The ASI reading should remain steady over at least one minute. You can GENTLY tap the case in the event that friction masks small leaks. Remove the clamp and slowly reduce the ASI reading to zero. Repeat this test with the syringe connected to ASI static but this time reduce the pressure until the ASI reads 100 knots or so and then clamp the line. If the ASI fails these tests, have the instrument overhauled and/or repaired.

Now you are ready to check the rest of the sailplane system.

- The static system should be checked under pressure and also under suction.
- Block the static ports of the glider with white wing sealing tape.

Use a T piece to plumb the syringe into the static side of the ASI

and slowly reduce the pressure until the ASI reads 100 knots. Clamp off the line to the syringe and check that the ASI reading remains steady for one minute, gently tapping the case if necessary. Remove the clamp, reduce the ASI reading to zero, remove the tubing from the static connection of the ASI and attach it to the pitot connection and repeat the test but this time under positive pressure.

If the ASI reading does not remain steady use the long nose pliers to clamp off the tubing at various places until the leak is isolated. Leaks may be caused by case leaks in an instrument, internal leaks in an instrument, T pieces, joiners and at the skin of the glider where the static/pitot port pickups are glued to the skin. Leaks may also be caused by tubing which has gone hard and no longer provides clamping force on a fitting. Borgelt Instruments provides and recommends rubber rings to slip over tubing where it fits over fittings. These continue to provide clamping force even when the tubing does not.

The Pitot system should be checked under positive pressure. Block the pitot port and plumb the syringe into the ASI pitot line (or connect it to the pitot tube) and check that a constant reading is maintained with the syringe clamped off at about 100 knots IAS.

The Total Energy system should be checked under suction (negative pressure) as this is how it functions in flight. Plumb the static side of the ASI into the TE line, block the holes in the TE probe with white wing tape and gently apply suction using the syringe. Clamp at 100 knots on the ASI and check for a steady reading for one minute. Leaks may be isolated using the long nose pliers to clamp tubing in various places until the leak stops.

CAUTION: Mechanical variometers in particular are very delicate devices and are easily damaged by very rapid pressure changes. Ensure that all pressure changes are achieved slowly without the instruments hitting their stops.

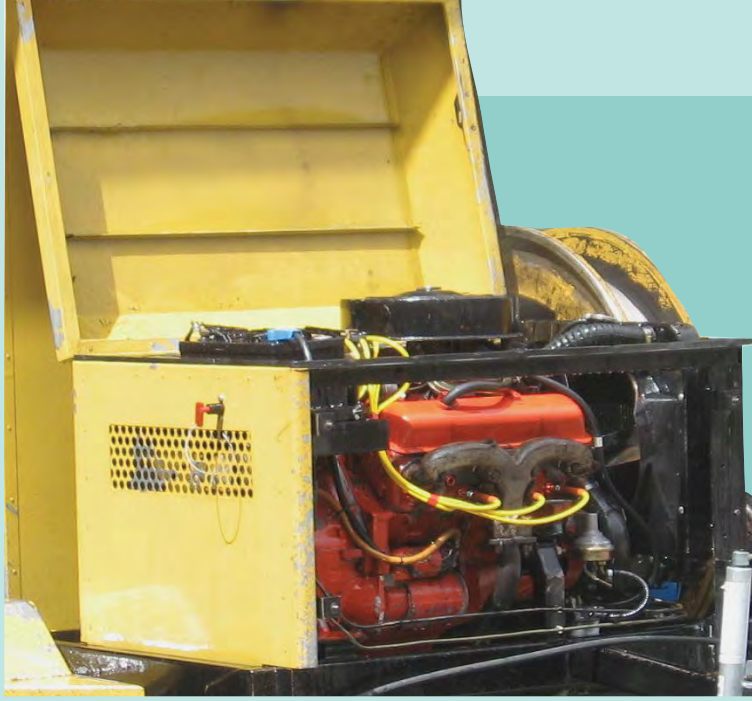
NOTE:

With some computer type variometers you will find large leaks in the pitot and static systems as some instruments of this type use a flow sensor in series with a capillary leak to measure airspeed. It is important however to ensure that the remainder of the pitot and static systems in the glider do not have leaks as these other leaks may introduce large errors into the airspeed as measured by these instruments resulting in very poor performance of netto variometers, speed to fly indicators and large errors in measured True Airspeed for wind calculation and navigation purposes.

If leaks persist despite using good tubing and T pieces without excessive mould flashing you can assemble the tube and fitting using a little Permatex Aviation Form-A-Gasket No.3 Non Hardening sealing compound. DO NOT USE Silicone RTV as the fumes given off during cure may seriously corrode internal parts of instruments.

Case leaks and internal leaks in instruments should be referred to the manufacturer or agent for rectification.

www.borgeltinstruments.com



When the Gliding Wairarapa winch was altered some time ago to use Kevlar braid (Dyneema), a decision was also made to incorporate a load cell to monitor line loads during glider launches. With a cell installed, a winch driver can instantly be aware of line loads during a launch, particularly in gusty conditions, and can make throttle adjustments as required. The glider pilot still has control of the launch and also radios the glider airspeeds to the winch driver at intervals. The winch driver can also transmit course corrections if necessary.

The system chosen was a Gallagher Animal Management Systems weight scale model 300. This unit has a large readout and also an RS232 port that allows raw data (either in lbs or kilos) to be loaded into a laptop using hyperterminal software. Excel is then used to display data or produce line graphs.

Fig 1

Is a typical winch launch profile showing liftoff and rotation at A. and cable release at B.

Fig 2

Is the same launch showing the line loads from the “Take up slack” command until the line parachute is back on the ground.

A. Take up slack.
B. All out. Start of ground run.
C. Glider is airborne. Separation.
D. Rotation. Initial climb.
E. Full climb. Some gusts and winch power being gradually reduced.
F. Release. Winch powered down then powered up to recover parachute.
G. Parachute on ground.

Fig 3

This graph displays the line loads from two launches.

The black trace, launch 3, is a solo flight by an experienced pilot who has rotated into a full climb and has been close to breaking the weak link. The launch reached 2500 ft. Note the long parachute recovery trace.

The red trace, launch 4, is an instructional flight with the student in control and shows some hesitation in starting the initial climb. The launch height was 1600 ft. Note the shorter parachute trace.

There are still some refinements necessary until we can leave the laptop running during a full day’s operations. We will present another report in a few months time.

LOAD CELL DATA

By Ian Jenkins and Jim Bicknell 20/11/2009

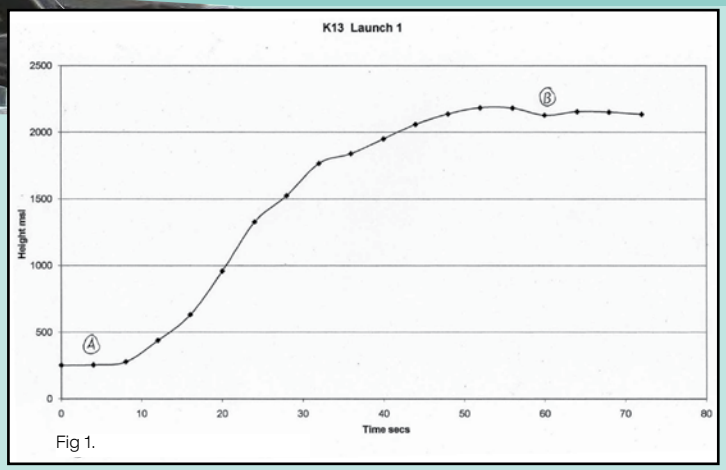


Fig 1.

Fig 2.

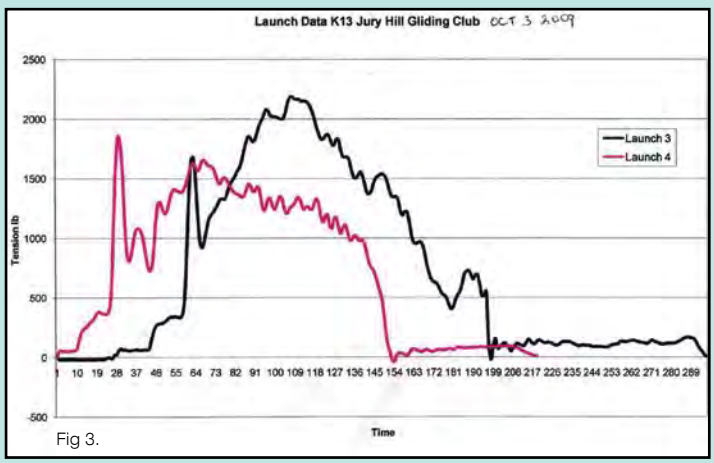


Fig 3.

Tsunami in the Sky

Written by Garrett Russell and Angela Walsh

Angela Walsh Productions

Reviewed by Jill McCaw

The Morning Glory is a natural phenomenon that occurs only a few weeks a year in the skies above Burketown on outback Australia's Crocodile Coast. These waves in the sky, marked by clouds over 3,000 feet high, blow off the sea at 60 kilometres an hour and attract sailplane, trike and hang glider pilots from across Australia – and the world – all hoping for the chance to surf them. This documentary follows the journey of six glider pilots with the desire to do just that.

Burketown in the Gulf of Carpentaria does not look like the sort of place that most of us would want to spend our holiday time in. It's very hard to get to, sits in the middle of a desolate hot plain, has more than its quota of flies and, other than a spot of fishing in crocodile infested swamp flats, doesn't appear to have anything there you'd actually want to do. Except to fly the Morning Glory of course, and every year more and more glider pilots are flocking to the place to try to do just that.

This documentary follows the journey of six keen Dimona motor glider pilots as they plan their glory trip, fly hundreds of kilometres from just north of Brisbane to the far northern part of Australia (a total flight time of just over ten and a half hours) and then finally get to fly the great waves. There are good explanations on how the wave forms and the best way to fly it from some of the pioneering pilots of the phenomenon. Apparently a dew forming on the outside of the bar fridge in Burkestown's only pub is a good sign that the next morning will bring the Glory waves.

This is not the definitive visual story on the wave. I would have liked to have seen more footage of the gliders actually flying the monster waves in the sky. They are incredibly scenic. What we do see is beautiful. The same footage in the hands of some of our talented young gliding film makers would have been quite different. I am sure that as more people have a go at the Morning Glory there will be more movies about flying these amazing waves. This one is the first and it gives a thorough look at what the Morning Glory is and what is involved in flying it. It would make a good stocking filler for Xmas.

The DVD is available for AUS $27.50 plus postage on line from the maker:
Angela Walsh Productions at angelawalshproductions.com.

"A CHAMBER OF HORRORS"

By Ian Dunkley

Medical Definitions

Life (1) A mental illness where what you value appears to have little value to others.

Life (2) Depression with remissions. (Not to be confused with Bipolar Disorder)

Life (3) A sexually transmitted disease with 100% mortality.

Right, now that I have your attention I can begin.

To me, old glider trailers are a complete pain. They generally fail to protect the glider they contain, they display, in common with other inanimate objects, a perversity which never ceases to amaze, and can self destruct faster than any other form of packaging known to man.

Despite this, someone, who must lead a very sad life (see "Life 2" above) has suggested that old glider trailers have a historic value and should be saved for posterity, rather like instruments of torture I suppose. I ask you, trailers don't do their job half the time and someone wants to save them? I think he would be better off collecting haemorrhoids.

Someone a few years back decided that not everyone enjoys lying on their back in the wet grass freeing brakes, kneeling on a dark rainy night trying to get rear lights working again, or hunting for one of the many loose bits needed to secure a glider 100 km away from home and currently in a freshly ploughed paddock 2 km from the nearest road access. Something better was required, and here is the clever bit, they could also make removal for rigging much quicker. (Owners of Ash 25s, Duo Discus etc. find this very useful as it leaves a potential crew less time to vanish.) The result was the shiny plastic clam shell trailer that matches the, by now, elegance of the towing vehicle. The ugly duckling trailer turned into a swan, money started coming in, and owners and crew were deprived a lot of masochistic fun.

Now these trailer were expensive. Not like the early ones that were born out of the necessity of keeping costs to a minimum and required syndicate members to spend countless flying days, and nights that could have been put to better use, reinventing a wheel that in a few years was going to fall apart, requiring even more countless days to put right. The best that can be said for many early trailers was that wood burnt well, and the worst, that rust destroyed any scrap chassis value. Something more had to be done.

At last the market expanded, for in an extremely clever and secret move trailer designers persuaded glider manufacturers to make increasingly expensive gliders, encouraged sole ownership, removing the need to find compliant syndicate members, and here is the very clever bit, talked owners into justifying the cost of a profitable trailer. After all if you had enough money for 100% of a modern glider the trailer is small change. Small of course being relative to the size of your pocket, but after all who would send Venus out in patched jeans, a ragged T Shirt and no deodorant, or let her sleep in a tent?

One of the results of this thinking was the popular Cobra trailer and this soon became both the acceptable and preferred means of transport of the pampered, and cost intensive, modern glider. After all why keep a valuable item in a coffin on wheels? Before anyone else jumps in, I know the trailers are now empty most of the time, see what I mean about clever, because private owner hangars are increasingly coming into fashion. This trend could of course mean that open and cheaper trailers could stage a comeback, but if you believe that you don't realise that gliding has become for many already involved an acceptably expensive pastime. I think statistics show what potential entrants to our sport think of this trend.

All this is consistent with Dunkley's Second Law of Gliding. "Gliding is a sport for antisocial individuals who only co-operate out of enlightened self interest, and often only then as a last resort." Rather like whitebaiters, monks, alcoholics, paint drying enthusiasts, and arguably "Facebook" addicts. However let's move on and summarise. "Are we all agreed that the perception is that it is daft having a valuable glider and not putting it in a modern trailer?" This you may realise is a guided question where you can only answer "Yes", so say so and we can all move on.

Good, you have swallowed my bait and I can move on to what I really want to write about.

VINTAGE GLIDERS IN COBRA TRAILERS

Capstan	L_ Spatz 55	Minimoa
Ka 1	SF 27	Kranich 3
Ka 2	Bergfalke 2	Spalinger S 18
Ka 4 Rhönlerche	Bergfalke 4	Moswey 3
Ka 6 all models	SF 25	Moswey 4
Ka 7	SF 28	Grunau Baby 2
Ka 8	Rhönsperber	Grunau Baby 3
Ka 10	Rhönbussard	SG 38
ASW 12	Petrel	Pilatus B4
ASK 13	Weihe	LO 100
ASK 14	Weihe 55	Caudron C880

This table of types has been provided by Alfred Spindelburger of Cobra Trailers and therefore does not include vintage gliders in plastic boxes made by other manufacturers. It also does not show how many vintage glider types are lovingly housed in other trailers made by vintage enthusiasts who have the skill and motivation to make a good job of it.

So here we have it, the owners of all these old gliders, in Germany, USA, UK and other countries consider that the expense of a modern trailer for a vintage glider is more than justified. Compare this with the conventional gliding wisdom of "Old gliders have little value" held by 85% of New Zealand glider pilots, and who despite the efforts of Vintage Kiwi, do not see the stupidity, that's a bit over the top but never mind, of leaving flyable/restorable old gliders sitting unused in old trailers or lying at the back of a hangar gathering dust and fees. Doesn't it occur to you that it is perhaps about time that you reconsider your attitude?

I have often made the point that we value old power aircraft, cars, boats, tractors, toilet seats, and even golf clubs, fishing rods and for all I know whalebone corsets, so why should the cheapest form of vintage flying be virtually ignored? Come on, don't you understand that if the enthusiasts who go to airshows, buy the vintage flying magazines etc, don't even think of old gliders it is hardly surprising that the vast majority of the public ignore gliding as a whole, and that we are in danger of joining the pterodactyls.

A paragraph from the latest "AA Directions" magazine ends :

" .... owning a vintage aeroplane is about as extravagant and expensive a hobby as it gets. It makes running a classic car or even a yacht a positively budget venture."

Yet you can buy an old glider for less than the price of a mountain bike or your instrument panel. Why is there a lack of vintage interest within gliding itself? It has been said that gliders, particularly modern ones are very phallic, if this is the case it may be those who buy them are also the customers for all the offers of performance enhancing aids that clutter my email Inbox. If so I suggest that they look at what earlier generations of pilots were able to achieve, perhaps with more skill than many modern pilots, with equipment... No I don't think I will expand on that line of thought, except to say that 30 m does seem a bit excessive.

Hands up who thought this was going to be all about trailers?

Life (4) A bell shaped curve of optimism.

Footnote. Did you know that in Europe the price of Ka13's, Bergfalkes, Ka7 and similar two seaters is rising and these are being professionally restored as are many past high and low performance single seaters? Why? Because of interest or economic necessity and the knowledge that now is a good time to invest in something old. How long will it take NZ to catch up?

STOP PRESS: A museum in the US has rebuilt and flown a Taylorcraft!
See http://www.youtube.com/watch?v=AP3JNqvfvV0 for the story.

In WWII the US and UK converted some light aircraft, such as this Taylorcraft, into gliders in order to train military glider pilots. If one had survived do you really think it would still be sitting in the back of a hangar or farm shed? No. it would be command a great price and soon become an airshow favourite to audiences who otherwise have no interest in gliding.

TECH-TALK

ROGER HARRIS NATIONAL AIRWORTHINESS OFFICER.

1. Today I want to talk to owners and operators of gliders, and not just to Gliding New Zealand (GNZ) Engineers. GNZ holds a Civil Aviation Authority (CAA), Rule Part 149 (Aviation Recreation Organisation) Certificate, issued to GNZ by CAA after an in depth audit and a certification process.

It is the holding of this Certificate which allows GNZ to be relatively self governing through our Manual of Approved Procedures (MOAP), with CAA having a watching and overseeing role only. Thus all our operations (administration, flying, and maintenance), must be in accordance with the GNZ MOAP, which states how we should operate, and to which CAA rules.

I have become somewhat disillusioned that owners and operators of gliders (and to some extent, many engineers) do not seem to fully understand the requirements of the MOAP. The MOAP defines how we operate in accordance with CAA rules, Part 91, General Operating and Flight Rules, and Part 43, General Maintenance Rules.

It is this latter (i.e. Part 43) that is my concern. For instance, it is the owner's responsibility to ensure that their glider meets the current requirements for maintenance as defined in Rule Part 43. Now I don't expect owners to rush out and read the CAA rules, but I do expect them to read the GNZ MOAP. It is on the GNZ website.

If for instance your glider does not have a current Release to Service, issued after maintenance, it is your responsibility. And if you should operate that glider, you are infringing CAA rules. Non-compliance with the rules can lead to serious consequences. A current Release to Service involves such things as the Annual Condition Inspection, the Annual Review of Airworthiness, the biennial test of avionics, general maintenance and repairs, etc.

Also, it is the owner's responsibility to hold all paperwork pertaining to their glider, together, and in a safe place. This paperwork defines the current status of your glider, and must be readily available for perusal when required. This is a requirement as detailed in CAA Rules; all records should be retained for a period of at least three years from the date of the last entry made on that record.

The GNZ Engineer carrying out the maintenance should pass to the owner the completed check sheets, and any other documents generated during that maintenance.

The engineer also should keep a record of this paperwork for their own records.

2. As noted in the last issue, I intend to again run a GNZ Class Two training course in a few months. To that end, I would like to get some indication of interest. This is a five day course, Monday to Friday, and will be held in the Canterbury Gliding Clubs clubrooms, at Hororata. Most likely now to be in February 2010. Actual dates to be advised. Email me of your interest.

I also intend to hold a GNZ Class Three course some time after the Class two course. Again I would like indication of interest from qualified GNZ Class two engineers, who think they may qualify, and who have the interest to move up the ladder, in respect to skill, knowledge, and commitment. This is a four day course, as it deals mainly with CAA rules, and the GNZ MOAP requirements, plus weight & balance, compass swings, and Annual Inspections. It is an advantage that one has already attended a class two course. Just e-mail me your details.

3. And finally, once again, for all GNZ Engineers carrying out Annuals and/or ARAs, please ensure that all check items are marked off the maintenance schedule checksheets correctly. And that the check sheet accurately reflects the work done.

INSTRUCTORS' COLUMN

KEITH MCILROY

SAFETY & MAINTENANCE OVERSEER TAURANGA GLIDING CLUB

WHAT DOES THE *E* STAND FOR

We all know our take off checks as

- ***C*** controls – full and free movement
- ***B*** ballast – within the pilot and passenger weight design for the aircraft we are flying
- ***S*** straps – secure front and back and firm
- ***I*** instruments – master on, radio on, transponder on, vario on, altimeter set
- ***F*** flaps – not fitted or fitted and set, never "not applicable"
- ***T*** trim – fully back, fully forward, back a 1/3 for takeoff
- ***C*** canopy – closed and visibly see latches locked
- ***B*** brakes – fully open (look at both wings), closed and locked
- ***E***

But what does the E stand for at the end of our checks and do we really say it or think about it?

E stands not for emergency but for eventuality, or planning for a possible occurrence.

What is my aircraft performance like on ground roll? (Will it pop up or will it run on the ground for a while?)

What is the performance of the tow plane like? (Will we both get in the air quickly or is he underpowered?)

Which way is the wind coming from? (Is there a crosswind, is it gusting?)

What will we do if we drop a wing?

What will we do if we ground loop? (Where is our left hand? Is it next to the release toggle?)

What happens if the rope breaks on our ground roll? (Again, where is our left hand? Is it next to the release toggle?)

What are my landing options if the rope breaks at 50 ft, 300 ft or 400 ft? (Do I have enough height to land back downwind or do have I enough height to complete a circuit or an abbreviated circuit?)

What are the tow plane's signals to me again?

If we give some thought to some of these eventualities at every takeoff, when one of these events happen we are less likely to be surprised if we already have a plan of action, and so a faster and more appropriate action is likely.

These are just some examples, you can't be expected to remember everything and not everything will happen to you. Give it some thought while you are walking out the door at home, driving to the club, walking out to your aircraft or waiting for the rope to come tight before you start the ground roll, it just could save your life.

Remember that the safety of everyone in the club is your concern.

A QUESTION OF SAFETY

MIKE DEKKER NATIONAL OPERATIONS OFFICER, GNZ

CHECK THOSE AIRBRAKES

What do these three photos have in common?
Answer: They all show airbrakes closed but not locked.

From left to right: Blanik, Twin Astir, Mini-Nimbus

A recent incident with our Blanik caused me to reflect on why the pre-take-off checks "B" for brakes are so important, and why they can go dangerously wrong.

The photos show that the airbrakes can look shut when they are not locked, even though the Twin Astir and Mini-Nimbus airbrakes are slightly proud of the wing surface.

When our Blanik started its ground roll the airbrakes unlocked because of a rigging problem, and slowly opened as the glider accelerated behind the tow plane. The pilots were pre-occupied with the take-off, especially the rapidly approaching end fence and did not notice that the airbrake lever had slowly moved all the way aft as the glider accelerated. The combination got airborne OK but the initial climb rate was close to zero until a frantic radio call from the ground got them to close the brakes.

I did some experiments and found that the normal Blanik behaviour if the brakes are unlocked at about 60 knots is for the brakes to open fully very suddenly. In this scenario, it is obvious what has happened and so the pilot will quickly close the brakes. At slower flying speeds the unlocked brakes stayed in the closed but not locked position. I presume that it was the vibration of the ground roll that caused the unlocked brakes to slowly open.

Embarrassingly, I have to admit that I have failed to properly lock airbrakes on at least three occasions.

The first was in a Twin Astir when I was new to the type. Locking the airbrakes requires a firm push to move the airbrake lever into the over centre position. I don't recall why I didn't do it, unless it was because I had forgotten that I had to feel the re-assuring "clunk". Fortunately, the glider got airborne with no tendency for the airbrakes to open. After I released from aerotow I wondered why I could feel a faint buzzing in the airframe. I glanced at the wing and noticed the airbrakes about 1 mm proud of the wing. A firm push and "clunk" cleared the buzz.

The second occasion was in my Mini-Nimbus. I can only guess that the pressure of a competition launch caused me to hurry my pre-takeoff checks. As the glider accelerated, the airbrakes opened violently. I closed and locked them and carried on with the launch. I thought "Great, this glider really lets you know before you get into trouble". How wrong I was.

Some years later I repeated the mistake, but with potentially disastrous consequences. I distinctly remember being distracted during my pre-takeoff checks by the wing man. My takeoff run was uneventful, but as soon as the glider got airborne it was almost uncontrollable. By the time I realized something was horribly wrong it was too late to release safely. The tow plane and glider climbed normally, except that I was wallowing uncontrollably. I confirmed flaps in the correct setting and airbrake lever forward. For good measure I gave the airbrake lever a good shove: – "clunk" the glider suddenly flew normally. The trailing edge airbrakes would have been only one mm proud but this was enough to create havoc with the aerodynamics.

So, what are the lessons?

It doesn't take much to be distracted from performing pre-takeoff checks thoroughly. Take care; your life could depend on it.

Until you are thoroughly familiar with a glider's little quirks, you are at risk of being caught out by unexpected behaviour concerning unlocked airbrakes. The same glider may not always behave in the same way each time the airbrakes are unlocked at takeoff.

Different gliders will behave differently if the airbrakes are not locked at takeoff.

Don't assume that you or your tow pilot will notice. Suspect the airbrakes if things don't feel right; and give the lever a firm push to make sure that it is "closed and locked".

OBITUARY

MERVYN RICHARD CROKER 1918-2009

BY JOHN GARNER, FORMER PRESIDENT AND CFI OF AUCKLAND GLIDING CLUB

My experience with Mervyn – going back nearly 30 yrs – was that he always appeared to do the right thing. There is a saying "Old Soldiers (and Airmen) never die, they only fade away". If that is the case Merv did the right thing – he faded away with the least bother to himself and his loved ones, no trauma, no long painful illness, no hospitals, no aged care, just the right thing, no bother to anyone.

Perhaps this had something to do with his Air Force training where the consequences of not doing the right thing were a bit dangerous to the health.

Merv taught me how to fly gliders and insisted that I always did the right thing. Cool and steady, not flamboyant. That was Merv's method and if I did not do something right then it was not a red-faced shouted berating but a quiet word in my ear. Most effective.

I remember early in my training I had gone solo and was by myself in the wild blue yonder not far from the airfield, when my attention and concentration lapsed briefly and I executed a horrible turn. Halfway through this manoeuvre I came to my senses and corrected things but at the same time it flashed through my mind that I hoped Merv, on the ground, had not seen it. I duly landed, Merv strolled up and asked if I had a good flight. "Yes thanks," said I. In a quiet voice he said, "That was a strange looking turn." Point taken, no more to be said. My turns improved after that.

A student and instructor need to have a good rapport with one another and Merv and I did have this, whether it was vibes or chemistry I don't know, or possibly because we both came from Wanganui. Whatever, we always had a good relationship.

This broadened out a bit later on when Merv, Ross Jones and I joined forces and finances in the purchase of a near new German high performance glider. Together we participated in building a hangar to house this toy, laid a concrete floor and connected water and power. All of us enjoyed long hours in the air with this lovely machine.

Which brings me to another little incident. Merv was circulating the local area in our glider and it wasn't such a good day for gliding, few thermals developing. Anyway Merv was struggling around the sky but then decided to give it away and land back at the airfield. So being a good pilot he carefully went through his Pre-Landing Checks and lowered his main wheel. Approaching the airfield he suddenly found a weak thermal and said to himself, "I'm having that," and whipped up his wheel and turned into the thermal. By the time he did one turn the thermal decided to disappear, so Merv reluctantly turned towards the airfield and landed. Slight problem, he had forgotten to lower his wheel again, so the glider gently landed on its belly without damage except to Merv's feelings. I was one of the first to arrive on the scene and busied myself in assisting to place the glider back onto its wheel and move it from the runway. Then I just had to say, "That was a strange looking landing." He did smile!!

Merv also spent many years flying the Club's Piper Pawnee tug and was Chief Flying Instructor for the AGC.

Like most pilots who participated in WW2 Merv was reluctant to describe in detail the events he experienced during 30 heavy bomber raids into Germany – earning him the Distinguished Flying Cross. When asked what it was like he usually said that the pretty lights were fascinating – not mentioning of course that these pretty lights were more often than not angry balls of fire from flak guns or night fighters. He and his crew were unlucky one night when they were hit by a night fighter using upward firing cannons that managed to punch a very large hole in his port wing – however he managed to bring the Lancaster home.

In tribute to Mervyn, most of us pilots think we are pretty good, if not experts, when often it is just that we have inflated egos. But I would say that a reason there are good pilots is that there are good instructors and Merv was one of the best. If I am a good pilot then I have Merv to thank. If I'm not a good pilot then Merv had tried his damnest.

Merv I shall miss you. Rest now you have done a great job.

Editor's note. I too was a student of Merv Croker and benefited from his knowledge and experience. My greatest memory of learning to fly with Merv was when he would loosen his straps and lean forward from the back seat of the K13 to hit me over the head with his hat and yell, "Relax!" at the top of his lungs. I'm not sure the technique was particularly effective!

CLUB DIRECTORY

Link for club info www.gliding.co.nz/Clubs/Clubs.htm

Auckland Aviation Sports Club
Club Website www.ascgliding.org
Club Contact Peter Thorpe
pbthorpe@xtra.co.nz Ph 09 413-8384
Base RNZAF Base Auckland (Whenuapai) 021 146 4288
Flying Weekends, Public Holidays

Auckland Gliding Club
Club Website www.glidingauckland.co.nz
Club Ph (09) 294 8881, 0276 942 942
Club Contact Ed Gray airsailor@xtra.co.nz
Ph (09) 237 8151 (027) 608 4156
Base Appleby Rd, Drury
Flying Weekends, Wednesdays, Public Holidays

Canterbury Gliding Club
Club Website www.glidingcanterbury.co.nz
Club Contact Kevin Bethwaite kevin.bethwaite@airways.co.nz
Ph (03) 384 3196
Base Hororata Road, Hororata
Flying Weekends, Public Holidays

Central Otago Flying Club (Inc)
Club Website www.cofc.co.nz
Club Contact Phil Sumser phil.sumser@xtra.co.nz
Base Alexandra Airport
Flying Sundays, and by arrangement

Glide Omarama.com
Website www.GlideOmarama.com
Contact Gavin Wills gtmwills@xtra.co.nz
Base Omarama Airfield
Flying October through April 7 days per week

Gliding Hutt Valley (Upper Valley Gliding Club)
Club Contact Wayne Fisk wayne_fisk@xtra.co.nz
Ph (04) 567-3069
Base Kaitoke Airfield, (04) 526-7336
Flying Weekends, Public Hols., Mid week by arrangement

Gliding Manawatu
Club Website http://sites.ourregion.co.nz/glidingmanawatu/home.html
Club Contact Ron Sanders Resanders@xtra.co.nz
Base Feilding Aerodrome
Flying Weekends, Public holidays

Gliding South
Club Contact Bob Martin bob.martin@clear.net.nz
Phone 0274 828 611
Base Rouse Airstrip, Five Rivers, Southland
Flying Weekends and Public Holidays

Gliding Wairarapa
Club Website http://www.glidingwairarapa.co.nz/
Club Contact Diana Braithwaite Ph (06) 308-9101
Base Papawai Airfield, 5 km east of Greytown
Ph (06) 308-8452 or (025) 445 701
Flying Weekends, or by arrangement

Hauraki Aero Club
Club Website www.flyhac.co.nz
Club Contact Ron Bergersen d.rbergersen@xtra.co.nz
Ph (027) 277 4238
Base Thames Airfield
Flying Weekends and Public Holidays

Hawkes Bay and Waipukurau Gliding Club
Club Website www.skyhigh-photography.com/Main/Aviation_and_Spaceflight/HB_Gliding_Club.php
Club Contact David Davidson Dhcd@clear.net.nz
Ph (06) 876-9355
Base Bridge Pa Airfield, Hastings 0272887522
Flying Sundays. Other days by arrangement

Kaikohe Gliding Club
Club Contact Peter Fiske, (09) 407-8454
Email Keith Falla keith@falla.co.nz
Base Kaikohe Airfield, Mangakahia Road, Kaikohe
Flying Sundays, Thursdays and Public Holidays

Marlborough Gliding Club
Club Website http://glide_marl.tripod.com
Club Contact bmog@paradise.net.nz
Base Omaka Airfield, Blenheim
Flying Sundays and other days by arrangement

Nelson Lakes Gliding Club
Club Website www.glidingnelson.co.nz
Club Contact Frank Saxton franksaxton@gmail.com
Ph (03) 546-6098
Base Lake Station Airfield, St.Arnaud Ph (03) 521-1870
Flying Weekends and Public Holidays

Norfolk Aviation Sports Club
Club Website http://www.geocities.com/norfolkgliding/
Club Contact Kevin Wisnewski wizzbang@xtra.co.nz
Ph (06) 756-8289
Base Norfolk Rd
Flying Weekends and by appointment

Omarama Gliding Club
Club Website http://www.omarama.com
Club Contact Yvonne Loader loaders@clear.net.nz
Ph (03) 358-3251
Base Omarama
Flying 7 days a week by arrangement

Otago/Youth Glide Omarama
Club Website www.youthglideomarama.org.nz
Club Contact Tom Shields tom.shields@century21.co.nz
Ph (03) 473 1721
Base Omarama and Dunedin
Flying By arrangement

Piako Gliding Club
Club Website www.glidingmatamata.co.nz
Club Contact Steve Care s.care@xtra.co.nz
Ph (07) 843-7654 (027) 349-1180
Base Matamata Airfield, Ph (07) 888-5972
Flying Weekends, Wednesdays and Public Holidays

Rotorua Gliding Club
Club Website http://www.geocities.com/rotoruagc/RotoruaGlidingClub.html
Club Contact Mike Foley
roseandmikefoley@clear.net.nz
Ph (07) 347-2927
Base Rotorua Airport
Flying Sundays

South Canterbury Gliding Club
Club Website www.glidingsouthcanterbury.co.nz
Club Contact John Eggers johneggers@xtra.co.nz
33 Barnes St Timaru
Base Levels Timaru & Omarama Wardell Field
Flying Weekends, Public Holidays & by arrangement

Southern Soaring
Club Website www.soaring.co.nz
Club Contact Chris Rudge chris.rudge@soaring.co.nz
Ph (03) 438 9600 M 027 248 8800
Base The Soaring Centre, Omarama Airfield
Ph (03) 438-9600
Flying September-April: 7 days a week (except Xmas Day)

Taranaki Gliding Club
Club Website www.glidingtaranaki.com
Club Contact Peter Williams peter.williams@xtra.co.nz
Ph (06) 278 4292
Base Stratford
Flying Weekends and Public Holidays

Taupo Gliding Club
Club Website www.taupoglidingclub.co.nz
Club Contact Tom Anderson Tomolo@xtra.co.nz
PO Box 296, Taupo 2730 Ph (07) 378-5506
M 0274 939 272
Base Centennial Park, Taupo
Flying 7 days a week

Tauranga Gliding Club
Club Website www.glidingtauranga.co.nz
Club Contact Roy Edwards royedw@wave.co.nz
Ph (07) 578-0324
Base Tauranga Airport
Flying Weekends and Public Holidays, Wednesday afternoons and other times on request

Wellington Gliding Club
Club Website http://www.soar.co.nz
President Mike Tucker mike@hvpc.co.nz
M (021) 439 193
Base Paraparaumu Airport
Flying Weekends and Public Holidays 7 days a week December through to March

Whangarei District Gliding Club
Club Website www.igrin.co.nz/~peter/gliding.htm
Club Contact Paul Rockell rockelkaym@xtra.co.nz
Base Rockelkaym Ridge, Gibbs Road, Puhi Puhi
Flying Weekends and Public Holidays

GLIDING NEW ZEALAND CLUB NEWS

Deadline for club news for the next issue 10 January 2010.

AUCKLAND

It is always difficult to begin with the passing of a club member. Ross Annabell was a long time glider pilot of considerable experience over his long membership of two clubs in the region. All we can say at this stage is that Ross's Ventus b glider struck power lines on its way into a paddock on Nikau Road, Bombay and that the accident was fatal. We also know that Ross was a cautious pilot who really enjoyed the sport we all share.

Our ASK 21 arrived in the same week, piggy backed to Drury on the back of its trailer which in turn contained an ASG 29E bound for Theo Newfield in the South Island. The terrific job that the container packers in Germany do has to be seen to be believed. Eager club members led by Greg Douglas went to the freight forwarders at Mangere to inspect the consignment and make the huge Cobra trailer roadworthy to transport everything back to our club field for Sailplane Services to put it all together.

The airfield has been rolled to remove the winter ruts. Doug Henry has been taking advantage of the spring conditions, flying the PW5 nearly 100 km to Matamata to complete his Silver C. He also ticked all the boxes to become a Qualified Glider Pilot. Matt Findlay has also achieved his first solo in the PW6 and latterly progressed onto the PW5.

Above: Auckland ASG29E inside ASK21 Trailer, from left Norm Duke, Neville Drake and Seamus Breen left Piggy Back of ASK 21 on top its trailer, from left Project Manager Greg Douglas and CFI Seamus Breen right Holding up the Tail and the finances – Treasurer Neville Drake. Photos Rae Kerr

As a product of the September Instructors' Course at Matamata, our newly elected committee member Paul ONeill-Gregory as well as Norman Duke have achieved their B Category instructor ratings. Our former CFI, Arthur Gatland has become an instructor trainer, well done to all.

The Auckland Club contingent performed well at the Central Plateau competition, with Geoff Gaddes in his ASW 15 achieving first place in the Club Class and Marc Morley in his ASW 27 being placed second in the

Auckland Aviation Sports Club Above: Matamata and south from Libelle GIV. Left: L - R Steve Foreman, Peter Thorpe, Jay Harkness, Lionel Page, Francois Retief, Bevin Buchanan and Ben Kistemaker get Astir Twin 2 GMW ready. Right: A happy Steve Foreman after his first solo.

Canterbury: Flying out of Flock Hill is very scenic.

Open Class. Congratulations to all the club pilots who flew in greatly challenging early season conditions and to the Taupo club organisers who worked hard to make it happen. The February 2010 Nationals at Taupo is in good hands.

Finally, an invitation for entrants to the Drury Cross Country Competition to be held from 9th-16th January 2010, further details www.glidingauckland.co.nz

RT

RNZAF BASE AUCKLAND AVIATION SPORTS CLUB

Winter has seen a large number of training flights, lots of sled rides and the odd scratchy hour. We have also had lots of rain, in the weekend instead of during the week. We did make the most of winter, running the full series of ground training courses with a 100% pass rate. Well done to our students. We have continued to fly ATC cadets and Young Eagles through the winter. It is always a pleasure to take these young folk up, so polite and enthusiastic. Our first young scholarship folk are starting with us.

The scent of summer has seen some encouraging thermal activity around the home patch but Labour Weekend and our, by now, traditional deployment to Matamata to join with the Piako Club really signals the start to the soaring season. This year the Auckland Club also deployed from Drury to provide an excellent synergy, lots of gliders, lots of activity and lots of interesting and experienced folk to talk with.

For a small club such a deployment is an exercise in organisation of getting all the gliders, trailers and tow plane down, hope folk have organised accommodation and enough grub not to starve. Mind you, as Steve Wallace pointed out, you can live the whole weekend on takeaways. Well not the whole weekend as Jan Mace did another of her roast dinners for some 50 odd diners on the Saturday evening. A very pleasant evening that ensured water ballast was not required the next day. I think this was the first deployment where we had most of our members, all of the club fleet, our trusty tow plane and all of our privately owned gliders come away together. Several times we had the entire fleet, including privateers, all in the sky together. We culminated the weekend by sending Steve Foreman solo. What a great weekend and thank you to both Piako and Auckland for helping make it so.

CANTERBURY

The club enjoyed a very successful Labour weekend's flying during our annual visit to Flock Hill Station on the shores of Lake Pearson. Soaring was possible every day, allowing Terry Delore to set a task on the Sunday. Most pilots managed to stay aloft but three gliders had to land at Mt White Station. They landed on the station airfield to allow for an aerotow home but on landing found that the farmer had worked the soil up and had recently re-sown it, leaving an extremely soft surface and no chance of an aerotow. So three trailers made the long dusty trip to fetch them. One of these pilots was Youth Glide member Nick Oakley making his first cross-country. Flying single Astir MQ he had a good soaring flight but suffered the same fate as more skilled pilots when he had to land out. To all of them the field looked normal, strips nicely outlined and a nice large white windsock but alas no inkling of the soft surface awaiting them. Nick was the last to land and had been told of the surface state but wisely elected to land with the others making a good job of his circuit and landing. The run manager – Richard Smith – apologised for the state of his airfield, which is only one of about six on this extremely large Canterbury high country station. His two young sons, Ben and Mark, made famous by the book by Christine Fernyhough were with him and showed much interest in the gliders and trailers, even trying on a parachute.

Another group of teenagers have joined Canterbury Youth Glide and spent a week under the instruction of Roger Read during the school holidays. All of them enjoyed the experience. I expect they will come to Omarama over the holidays and gain much more air time.

Recently a full day's work by several members painted the interior and exterior of our clubhouse

Canterbury: left, towing out over Lake Pearson, top: a keen pilot mows the airstrip (not really). Roger Read puts aiming points on the strip for his new trainees.
Bottom: Nicholas Oakley's first landout – on Mt White Station's unexpectedly ploughed airstrip.

which has made it look quite smart at last.

We wish the Editor of Soaring NZ a very merry Christmas and a Happy New Year as we look forward to more entertaining reading in this top gliding publication.

Stewart

CENTRAL OTAGO

Since mid-August we have managed to fly most weekends. The SW flow has dominated our flying over the past couple of weeks, producing some strong waves over the Old Man range.

New member Ludovic Breton had an impressive 2 hr wave flight with Doug White in the Twin Astir (JW) and flew down to Roxburgh and then back to the Fraser Dam. They were accompanied by John Robinson (KG) who later flew along the Garvie Range and Phil Sumser (KJ) who also spent a few hours aloft. This was Ludo's first flight after a break of nearly 10 years so he was very excited and is looking forward to going solo again.

The boisterous spring thermals have started with cloudbase at 6000 ft. We have been able to contact the wave from there for flights of two to four hours up to 13,000 ft.

Congratulations to Brian Savage who recently completed his 50K from Omarama. Over Labour Weekend, John joined the South Canterbury Club and flew from Fairlie, having a good flight along the Two Thumb Range.

Phil

GLIDING SOUTH

Prior to the last couple of weekends was a very quiet spell. I was overseas for the best part of a month, without flying but did manage to visit Lasham Gliding Club, UK and witness their smooth, clockwork winch ops in full swing. Back home in NZ the guys were also without flying due to poor weather.

However some good action recently on consecutive weekends. Matt Menlove and Alex Boyes flew MO. Plus trial flights and ZP in the air. Last Saturday, 7 Nov, 15/20 knots straight up the strip and a great sky. George Taylor, Reg and Matt Menlove both put a few hours on MO, up to 9,000 ft in wave. By the time I launched in ZP things were changing rapidly and I was unable to get into the wave, with a

Central Otago Below left: Winch right: Alexandra from the air.

southerly change dominating. 5R got rained on so my final glide from the West was delayed about an hour until a dry patch came through.

Sunday 8 Nov, no wind, blue skies. ZP was airborne before the first cumulus showed overhead. It took almost an hour below 1000 ft to consolidate on the only thermal triggered by a light, SW breeze, behind the clubhouse. This eventually got me to cloudbase, 6000 ft behind Mid-Dome. By then cumulus was popping out to the west, the other side of a blue hole. I decided to go NE for the first time as an interesting convergence line was developing. There were several lines of westerly wave rotor formed over the Garvie range but the wave stayed elusive. Heading East to Whitecoomb and the Umbrella Mountains was a challenge. The sun disappeared as the sky became overdeveloped with a dropping cloudbase, 8/8 cover. Later, good looking lenticulars began forming in the SW and the sun appeared again in the clearing gaps.

I was flying into a 38 knot wind in mainly zero and 100 fpm up for about 10 kms. Eventually lift exploded off the clock in the lee of the Hokonui Hills. The lenticular above ran all the way back to 5R, but after 6 hours in the air, I opted for a short glide landing at Mandeville Airstrip. Thanks to Colin Smith for the retrieve. I got de-rigged in the dark, actually very dark, I couldn't see a thing, just as the rain set in.

BM

GLIDING WAIRARAPA

Welcome back to the wind. We were missing you so much. Not! The equinox winds are supposed to happen around the time of the equinox as the ground slowly heats up and the pressure systems reposition themselves over the globe. The Wairarapa seems to cop these winds in November and December, well after the actual equinox. Gliding becomes a little traumatic at times for us but then we do experience settled soaring weather for the rest of the year.

Our club hosted a Christmas workplace "do" on 14th November. Ten company directors from a Palmerston North company experienced the thrills of a glider flight for the first time and many were inspired by it. They cited as memorable events the following: just how quiet it was; how easy it seemed to be able to manoeuvre the glider in the air and how welcoming the club was. Our safety officer for the day was Laura Osborne and she did an exemplary job in initiating the guests and then in controlling all ground movements. Typically, the sports-mad adrenalin "I've done everything, man" junkie felt a little green on descent and the timid Indian "I don't do heights" grandmother was enraptured with the experience. It is always a wonderment how different personalities react to a flight situation like this.

The college students who belong to Youthglide Wairarapa are continuing with their training. One is close to solo even though he has just turned 15 years of age. All have gained the appropriate credits available from the NCEA framework for the National Certificate in Aviation and are pleased with their efforts. These students are also keen to get the Blo-karts (land yachts) out when the wind become a little too fierce for aviation pursuits. Blo-karting gives them different perspectives on moving according to vertical wind movements as opposed to horizontal movements.

GVG

GLIDING HAWKE'S BAY & WAIPUKURAU

We have spent more time in committee rooms than in the air but the new combined club is ready to take off. We hope that the length of our

Gliding South Below left

flights will equal the length of our new name! I thank all those who patiently worked through the steps towards amalgamation, with the required constitutional and club rules changes being just two examples.

Last year the Hawke's Bay Club celebrated their fiftieth and Waipukurau their fortieth anniversaries and we plan to make it possible for gliding in the wider Hawke's Bay population to progress at our two sites at Hastings and Waipukurau for many more decades. In line with our conviction that gliding clubs must change with the times we have paid the deposit on a self launching two seat training glider, a Grob 103SL. Our plan is to use this for most introductory flights, cross country training, club flying and limited pre-solo training. It is expected that the Self Launching Glider (SLG) will facilitate transfer between our two sites. Delivery could be early in the New Year.

The weather has not been kind but the last few days have seen the return of our once familiar wave and we hope that if the pattern settles there will be some good flying. Unfortunately Peter Warren who has been Chief Tow Pilot for both Clubs has been grounded. Steve Holder has taken his place.

New tow pilots are being recruited and we are also in the process of getting Brian Kelly's and Graeme White's instructor ratings upgraded to SLGs. We look forward to a successful season.

David

GLIDING MANAWATU

The winter has been a very exciting time for the club with the momentous decision to purchase the DG1000 registration GDG. Lots of meetings, several weekends of trials, countless hours on the phone discussing pros and cons and a very special Special General Meeting to make the big decision. I say very special, because the decision was unanimous, and very harmonious, in spite of some reasonable doubts being expressed. President Ross Anderson has shown real leadership here and the club is now well set up for the future, with two excellent glass twins and a refurbished Pawnee, which we modestly think is the best in the country. We succeeded in gaining a grant from the Eastern and Central Community Trust of $20000, which was a huge help. The grant is really the payback for countless hours of support for especially the Air Scouts and ATC Cadet camps who supported our application superbly. The rekindling of interest amongst our more senior members is wonderful to behold and we look forward to lots of interesting adventures in DG in the months to come.

Already it has proved its worth. On the only four weekends we have flown at Taonui, the DG has been over to the ridge a couple of times each day. Liam O'Leary, Al Park, Stuart Anderson flew with an instructor to introduce them to the delights and terrors of cross country soaring. Meanwhile, back at the airfield NP was up and down, up and down, keeping the tow plane busy. This summer will be fantastic from an aircraft availability point of view.

The winter has been a blur of activity. Because of the wet conditions at Taonui, we flew 3 or 4 days at Foxpine, trialing the DG and then participating in their Spring Fling. The decision to buy the DG was made or almost made when Patrick Frame spotted the billboards for the Foxton Spring Fling Sept 5th. As he put it, it was time to walk the talk and test our commitment, which required a step up if we were to make the DG purchase work. By my personal reckoning almost the whole club turned up to help, it was a great day.

We have also had a long overdue visit to W(h)anganui, where we showed the flag and did some dual tows. Our W(h)anganui based member Jim Ennis did a fantastic job liaising with the local airport people and borrowing a hangar for the weekend from Air Wanganui. It was a very interesting experience being on a 'real' airport, with Air New Zealand commuter flights to deal with, plus an air ambulance. However apart from those guys there was almost no traffic. And over Labour Weekend we flew at Dannevirke, and over 3 days did 52 flights! Not a bad effort for a club with less than 30 active members!

And that brings me to Club spirit, which is very high. Phil Pearce who has been with the club since it started, commented that is very good at the moment, like the old days! Not a comment you hear very often.

Michael O'Donnell

MARLBOROUGH

The long awaited Marlborough soaring summer is still long awaited. Two Nimbuses, GEW and GIW, have aired their wings in expectation of a good summer but so far they are still expectant and not jubilant. Some of our club days have seen high

Manawatu: Left: WMGC New DG being testflown by Ross Perry and Suzanne Lauer a visiting pilot from Germany. Winter flight duration 60 mins. Right: Final payment for DG. Ross Anderson Gliding Manawatu President presents cheque to Paul Buchanan.




Nelson Lakes

overcast suppress the local thermals, which was rather frustrating because we could see the great conditions on the mountains 50 km away.

In desperation we have tried soaring in some barely soarable days with the inevitable result - Carl Jackson landing out near our favourite Spy Station.

Even the great looking days have been a bit scratchy, but one of them did provide us with 11000ft cloud bases over the Molesworth with five gliders enjoying the conditions. However, it was a difficult day to get started, with Chris Richards almost firing up GXL's motor in the Awatere Valley. The optimists among us thought this was the start of summer; but no.

Our Blanik did have a rare cross country outing after a lucky high thermal gave it the start it needed to head into the mountains. The fibreglass ships were all stuck on the local ridges wondering what they were doing wrong and where the tin sled had got to.

And so our sad summer continues as a few of us pack up and head for Omarama. Hopefully we will have some good war stories to tell next time.

Mike

NELSON LAKES GLIDING CLUB

The thermals are rising strongly and the season is well under way at the top of the South's gliding Mecca, a place where so much is enjoyed by so few! The accompanying photos from Kerry Eggers capture how much overwhelmingly beautiful scenery and total sensory overload is on offer to the intrepid Nelson Lakes glider pilots. The photos were taken back in the winter when flying conditions are inconsistent, but spectacular on a good day.

Congratulations and happy birthday to Miles Hursthouse who turned 90 recently. Miles still has the first receipt from the first club receipt book when the club was formed fifty years ago. To this day Ivan Evans claims that Miles jumped the queue! These guys have long memories! Both are still actively flying today as Nelson Lakes Gliding Club gears up for its 50th celebrations in February. It will be a bit of a reunion and all former club members are welcome. I am faced with the challenge of tracking down as many of them as possible. If you are one and would like to attend please email me on kenandshirlzintransit@yahoo.co.nz or ring me on 03 547 2317 after hours.

On the other side of the ledger we seem to have good interest from slightly younger folk wanting to master our very special sport. It's good to see new blood coming on and adding further depth of character to the club. I hope they are up to the challenge.

Ken Montgomery

PIAKO GLIDING CLUB

It seems that suddenly it is all happening here at Piako. Following on from the Pre-season Briefing mentioned last edition, we staged the North Island Instructors' Course for nearly 30 participants over a 3 day weekend. Our club gained two new instructors, Cameron Wine and Mark Drayson, and current CFI Bob Gray qualified as an Instructor Trainer. Everyone agreed it was a great success with a wide variety of instructional lectures topped with co-operating weather.

Then Labour Weekend we hosted large contingents from Aviation Sports Gliding Club and Auckland Gliding Club. These visits to other sites are great, for both the visitors and the hosts. We are able to observe the differences in club cultures and standards of airmanship, to observe the

Instructors' Course at Matamata.

facilities first hand and appreciate each other's strengths. The opportunity to fly at a different site also broadens one's flying experience. Of course meeting up with friends we have made through competitions and courses is a great bonus. One of the highlights of the weekend was over 50 sitting down to dinner on the Saturday night to hear a very inspirational address from Adrian Cable on flying the Kaimai Wave. This sort of thing should encourage more pilots to venture 'over the other side' and enjoy the thrill of flying the Coromandel Peninsula at great height.

We have had a few other good flying days and they have reaped their rewards with Keith Irvine flying his 50km and achieving his height gain on a day that was none too easy.

Ahead we have the Cross Country Course and the Northern Regionals, both staged by the Matamata Soaring Centre and involving a lot of our members. This year the Cross Country is split into two stratas, with the more experienced pilots being coached through the week by Australia's national coach, Bernard Eckey, while the newer pilots will go through the more conventional course.

From there the Christmas Camp starts 26th Dec, with flying every day, and goes through until the Club exits to Raglan for 10 days ending 17th Jan. We welcome all pilots from other clubs to come fly with us throughout this time (although our twins are dedicated to Trial Flights and our members at Raglan). Roll on summer.

SOUTH CANTERBURY GLIDING CLUB

I guess by the time these notes are read it will be Christmas or near enough. Spring oscillates (how do you titillate an Ocelot?) between scorching heat and near blizzard. After a very cold October and cool early November the rest of the month has some work to do to bring us up to average.

We had a red letter Sunday a couple of weeks ago when our scholarship winner Blair Shepherd was sent solo. Well done Blair, now the learning really begins! Photo shows instructor John Scott presenting Blair with his wings.

Labour weekend was spent as guests of Ross and Ann Pridham near Fairlie. We were short on numbers but the private owners (Kerry Jackson, John Eggers and John Robinson) averaged over five hours soaring for the Saturday and Sunday. John sent some photos showing the Dobson skifield (his wife Sue is pushing a mountain bike up the road!!) and looking north along the Two Thumb Range into the head of the Rangitata. Thermals to 10,000 feet in spite of all the global warming lying around.

Rob Campbell has just completed two weeks flying at Omarama in our LS4 combining the Canterbury cross country course and the South Island Regionals. He managed to win the club class so well done Rob.

School electives are coming up in early December followed by our usual camp. With the advance of the pivot irritator (gator) Wardells is no longer suitable for glider towing so will be joining the throng at the town strip.

A merry and safe Christmas to all!

FMSG

South Canterbury

Vintage Kiwi

TAURANGA

The club is running another night school under the auspices of a local college under the current community education scheme where we get paid to provide six nights tuition and a glider flight. Unfortunately we won't get funded in future but the classes will probably continue under their own steam.

This year's team of nine are a good selection of the more mature student. They're in the 30 ish age group with three women and two couples learning about the art of Silent Flight.

The students got a big thrill out of flying the glider during their 30-40 minute soaring flight following a good presentation on how gliders work with use of the Matamata Flight simulator for training on effect of controls. The big question on everyone's lips is how many will go on with their training?

From last year's group of eight we still have two stalwarts about to go solo. Not a bad hit rate in our opinion.

VINTAGE KIWI

VK is bubbling with activity. Vintage gliders under restoration close to completion are the Rhonlerche of the Nelson Gliding Club and the Kookaburra of Norfolk Aviation Sports Club. The Kookaburra is one of a kind in the country, an Australian built side-by-side two seater. ZK-GBB (Bumble Bee) has had a long service life in the South Island until it ended up in Rotorua, broken in pieces when a Cessna got blown on her back on a stormy day. She is now faithfully restored to her old glory by Jevon Snowden at the Norfolk Club.

The first Rally of the season has been and gone. About 20 people gathered for a long weekend at the November Rally in Raglan, now an annual event. Participants came from the clubs in Auckland, Matamata, Rotorua, and Taranaki, plus a few modellers bringing scale vintage gliders like a Slingsby Petrel. Very encouraging for Vintage Kiwi was the large amount of visitors just dropping in for a day. Saturday was a great day. All the gliders were up at the same time. The Raglan Rally is a real family event and the combination of beach, camping and flying is unbeatable. Top that up with a few dinners in the village and you definitely will come back!

The VK website is slowly being revamped with a new layout. Check it out and join up. For $35 a year we'll keep you in the loop and you actively support keeping our gliding heritage alive.

You're welcome to come and fly with us as well, next Rally will be at Taupo 23 til 30 January and at Nelson Lakes 20 – 28 February.

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GLIDERS

ASH25M GYJ • Immediate delivery, 3 sets winglets, wing covers, tow out gear, rigging gear, motor- total 35 hrs. Fully instrumented, Ilec computer. Cobra Trailer, Oxygen and parachutes. $275,000. D Speight. Ph 03 409 8380. Email david.mairi@xtra.co.nz

PW5 #1708016 (ZK-GES) • First flight NZ 1998 from Worlds in Poland, Total Time 667hours. 61 Aerotow launches, Borgelt B40 vario, Micro-air VHF, Trailer, Fresh Annuals, $15,000. Contact Auckland Gliding Club www.glidingauckland.co.nz

LS3a ZK-GLL • Recently refinished by Sailplane Services, Cambridge L Nav and GPS, Transponder (Mode C) EDS Oxygen, Flarm, Trailer. Price: $45,000. Please contact Paul Chisnall on 021 1622396 or email to pchisnall@xtra.co.nz

PW6 • Damaged condition but repairable. Damage report and bill of parts and work required are available. Located Taupo Gliding Club. Contact Club house Ph 07 378 5627 Tom Anderson 0274 939 272

Libelle 201B • much pre-loved GID for sale, all Annual paper work complete July 09, ready to fly. Complete with robust trailer, tow out gear, O2, good radio, transponder mode a/c, Borgelt audio and winter varios. $17k. Based in Blenheim, give me a call on 03 577 9002 or 0274 786 332. Ross Menzies.

ZK-GIU Libelle 201 b #579 • Good condition approx 1600 launches and 2300 hours. Basic panel, transponder, B40 vario, O2, Chute. $18K Contact Paul 021 331 838

TesT-10-M self launching motor glider for sale GVV • better than new condition. Polyurethane finish. 40:1 15mtr, 30 KW engine. Winglets, tinted canopy, digital avionics, radio, transponder mode C; Live your soaring independence dream. email:gerald@resco.co.nz NZ$98,000

ASW 15. #15069 • Recent re-finish inside and out carried out at Sail-plane Services. 1600 hours TT. This glider comes with 2 options. First option sports a new Cambridge 302 with 303 nav screen, new Microair transponder and Microair radio! Option 1 $ 22500. Second option comes with Cambridge M nav and no transponder but still with Microair radio $ 16000. Trailer tows nicely. Ph Geoff Gaddes. #0274972723 Email, g_gaddes@xtra.co.nz

LS-6b ZK-GVS • comes with LNAV, Cambridge GPS, 1x O2 system, Winter Vario, Becker radio, etc, Komet trailer with modified axle on para-bolic leaf spring (higher ground clearance and softer ride) and tow out equipment, based at Drury - NZ$80,000. Due to business opportunity, Vincent: vnv@worldskip.com ph 021 0357 182

Sagitta ZK-GDO • The only one flying on the Southern Hemisphere! Repainted 2007. Panel with standard instruments, plus Borgelt vario. Comes with refurbished trailer (new axle, floor, rigging rails etc). Details at www.sagitta.smits.co.nz Make me an offer!

LS 8, ZK-GXS • complete with trailer. Fully equipped. Refinished in urethane paint. NZ$150,000. Contact: Graham White, e-mail: g-p-white@xtra.co.nz, phone: (64) (06) 877-6073.

GNZ members are eligible for one free non-commercial classified advertisement per issue.
Deadline for receipt of advertising for our February issue is 22 January 2010

ASH25M, ZK-GRJ • Schleicher self launching two seat motor glider, complete with German trailer. Fully equipped, re-finished by Sailplane Services in Autocryl, in very good condition. Contact: Brian Kelly, e-mail: Erinpac@xtra.co.nz, phone: (64) (06) 876-7437.

JANUS • Wellington Gliding Club seeks to sell Janus GLM 9s/n 54. The Janus is in good condition, with Ilec, Transponder - C, Trailer. Approx 3900 Hours, 3200 Launches. Great value for money, performance two seater. $65,000 (GST) inclusive, ono. Contact, George Rogers (rogersg@xtra.co.nz) or Mike Tucker (mike@hvpc.co.nz)

German ASW20A GTL • 1/2 share. $25K. Flaptastic! Yours 2fly while owner goes o/seas for work & JWGC. LNav+GPS, EDS O2, FLARM, Ballast kit, Transponder. re-painted Komet Trailor. Currently based in Omarama. contact: wingswinewomen@gmail.com

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LS6c • fully equipped, Cobra trailer $130,000 Ph Ivan Evans (03)539 6232 email:ivan@ts.co.nz

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HANGARS

Drury airfield hangar position for sale • Concrete floor, water, power. Plan ahead for next season....Why rig each day when you can have a hangar spot for half the cost of a new trailer? Phone Roger Sparks 0274956560

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OMARAMA HANGAR for rent • 15m western side. 12$ per day, 300$ per month contact annlaylee@aol.com for longer term rates.

Omarama Hangar • 20m space in Sailplane Hangars Ltd eastern most hangar on the west side (Unit S), comprised of 20,000 shares in Sailplane Hangars Ltd and Licence to Occupy. $40,000 plus GST; Contact: Garry Wakefield, E: garry@walaw.co.nz - ph (03) 348 9246.

TRAILERS

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GLIDER TRAILER • In above average condition. Homebuilt 1996. New WOF/Rego. Good tyres and fittings, great to tow. $1800. Ph Thomas (09) 845 2432 AH

OTHER

Parachute wanted • Thinback or similar a real plus. Contact Jacopo (021 2695404) detti@ihug.co.nz

EDIATEC Flarm display. • Imported from manufacturer but never installed. Details in: http://www.ediatec.ch/pdf/Operating_Manual_V_5_0e.pdf Contact Alain in Omarama at urubu35@hotmail.com

Borgelt B50 Vario • I Need a Digital Data Mudule for it. Would buy a damaged/broken complete B50 as I can't buy the module new. Contact peter.mckenzie@contactenergy.co.nz

Aviation oxygen cylinder • steel with valve measures approx 560mm x 100mm including valve. Offers - contact ggreen@vodafone.net.nz

Cambridge 302 + 303 + Ipaq 4700 + Ipaq holder + Winpilot Pro software. With all connections & wiring. About 3 years old. Would cost $6500 to replace. $4000 Brett Hunter (hunter.b@ihug.co.nz)

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I'm a young sailplane pilot from overseas (GER) and looking for a (backpacker-) job or board & lodging on airfields in NZ. Please contact me: Leodrummer@web.de Thanks!

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