

NEW ZEALAND'S PREMIER SOARING MAGAZINE

Soaring _{NZ}

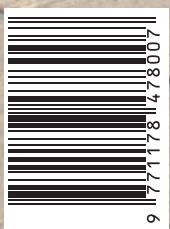


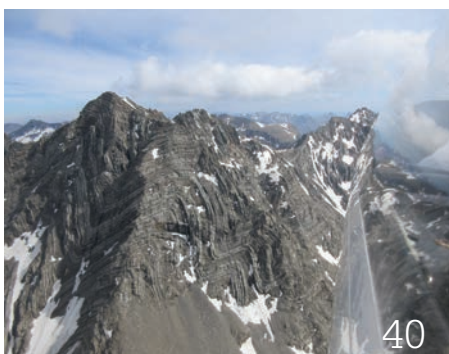
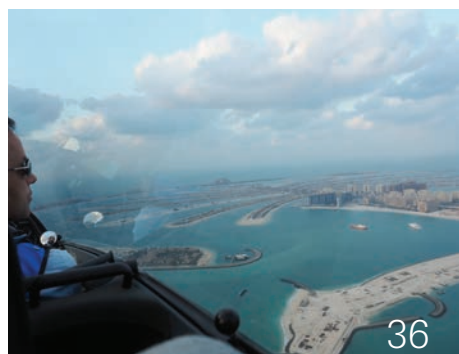
MULTI-CLASS NATIONALS

WORLD AIR GAMES

YOUTH SOARING DEVELOPMENT CAMP

JUNIOR WORLDS • CLUB NEWS





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Soaring

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from the editor

february–april 2016

Richie McCaw is New Zealander of the Year. How about that? And, in the New Year's Honours he was appointed our highest honour, the New Zealand Order of Merit (which he was pleased didn't come with the title 'Sir' attached.) Richie is the glider pilot we all like to claim as one of us; and he is. Gliding and aviation are his passion, just as much as they are to everyone who reads this magazine. He's a humble man who has become great as a rugby player and leader of the All Blacks, the team that at least 75% of the country is passionate about. I'm not saying the whole country, because I'm pretty sure that our readership contains a few who actually buck the national trend and couldn't give a toss about rugby. There is something wonderful about Richie though, because regardless of your interest in and opinions on the game he played professionally, you'll still be pleased that Richie has won national awards and recognition that go beyond sport.

Because to me he is family, I'm just pleased that he's come out of fourteen years of professional rugby undamaged and ready to move on to the next phase of his life.

Richard (because that's the name I know him by) did a damn good job that epitomised the new breed of professional sportsman. He gave his heart and soul to the game and put his body on the line, over and over again. He bagged that World Cup that meant so very much to people after the Christchurch earthquakes, spent another four gruelling years to bag the second one and then gracefully retired from rugby while arguably still at the top of his game.

It can't be easy choosing to stop doing what you love while you're still capable of doing it, even if you know that your performance is starting to decline. What Richard has done in retiring as he did is nothing like, and yet very similar to the decisions we need to make as pilots as we age. Are we still safe to fly? One of our longest competing pilots made this very decision last year. Ian Finlayson has been a fixture in the NZ gliding scene for fifty-four years; and he's been flying competitions for most of that. It can't have been an easy call to give it away, but that's what he's done. I commend Ian for taking that decision and going out gracefully. Ian's been part of my life, through gliding, for over 30 years (longer than Richard has been since I didn't meet him until 1988 or so when I started going out with his uncle). It is with great pleasure that I accepted Peter



New Zealander of the Year – Richie McCaw

Layne's idea to write a tribute to Ian. You'll find it on page 32.

Decisions to stop flying don't have to be permanent. Sometimes you just need to take a break. You don't have to walk away completely. Two-seat flying can be a lot of fun and you can still be part of the community. This is actually the course I took this season. I had so many stresses and distractions happening this summer that I nearly gave gliding away all together. I knew I didn't have the energy, let alone the mental facilities to allow me to remain current. I've become very cautious in my middle age. There was no way I was going to fake my way through it. I wouldn't feel safe. It was just all too hard.

Early-ish in the season I went for a flight in the Twin with a favourite instructor. We had great fun and I realised I didn't have to give away the joy of soaring. I could fly this summer, I just had to do it with someone else in the glider with me. When



Tilo Holighaus shows off Schempp-Hirth's Arcus Mi at the World Air Games in Dubai

Photo World Air Games

next issue

Next Issue: Central Districts Contest

Tasman Trophy

Greytown Soaring Centre

magazine deadlines

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



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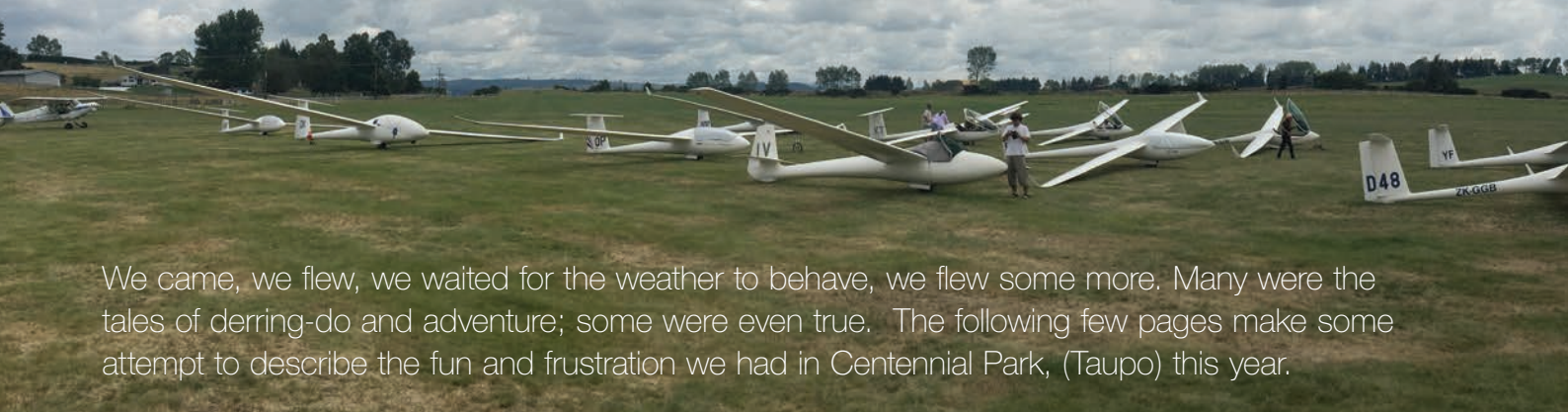
I told my CFI he was extremely supportive, but he also wasn't going to let me off lightly. I wasn't going to be spending the summer as an eternal passenger, I had to work on my cross country skills and learn everything I could from my back seat driver/s. It was a great idea and I can't recommend it enough to anyone who, for whatever reason, feels that maybe their flying skills may not be quite up to scratch.

Enjoy your flying and stay safe.

Jill McCaw

2016 MULTI-CLASS National Gliding Championships

BY DAVID HIRST



We came, we flew, we waited for the weather to behave, we flew some more. Many were the tales of derring-do and adventure; some were even true. The following few pages make some attempt to describe the fun and frustration we had in Centennial Park, (Taupo) this year.

We started with a fleet of 23 gliders and 26 pilots and that's how we finished; no accidents; only a few problems and any absences were due to work and family commitments. Result? One very happy Safety Officer and one very happy Contest Director. Herewith the merry cast and crew.

PILOTS

Patrick Dreissen, Auckland, Ventus Ct 17.6m; Campbell McIver & Arnulf Snekvik, Auckland, Duo Discus X; Peter Cook, Taupo & Taranaki, Discus A; Ross Gaddes, Auckland, Discus B; Tony van Dyk, Wellington, LS 8; Nigel McPhee, Auckland, ASW 27; Lindsey Stephens, Auckland, ASW 27; Tim Bromhead, Piako, DG 300; Steve McMahon, Kingaroy, Mosquito; Trace Austin, Taupo, Discus B; Steve Foreman, Aviation Sports, LS-4a; Hugh de Lautour, Taupo, Ventus Ct 17.6m; Yves Gerster, Aviation Sports, Libelle; Brett Hunter & David Jensen, Tauranga & Piako, JS 1 Revelation 18m; Keith Essex, Omarama, ASG 29Es; Russell Thorne, Auckland, ASG 29; Mark Tingey, Tauranga, JS 1 Revelation 21m; Terry Jones, Clutha Valley, LS 8; Conal Edwards, Auckland, Arcus M; Maurice Weaver, Tauranga, Duo Discus XT; Bob Gray & Steve Care, Piako, Duo Discus; Trevor Terry, Taupo, Duo Discus T; David Hirst, Wairarapa, Ventus Ct 17.6m.

VOLUNTEERS

Contest organiser: Trev Terry

Contest Director: Rob Lyon

Safety Officer: Bill Kendall

Admin and Contest Secretary: Tom Anderson

Tugmaster: Iggy Wood

Tow Pilots: Iggy Wood, Neil Dunn, Hugh de Lautour, Bill Kendall, Martin Jones and Tony Davies

Grid marshall: Gordon Griffin

Grid runners: a Cast of Thousands

Catering: Lois Anderson, Jenny Healey, Bill and Mary Kendall, Kathy Gorman

Cleaning and General Mirth: Sid Gilmore

Radio: Mavis Oates and Ivan Booth

Scoring: Tim Bromhead

Weather: David Hirst

Task Setting: David Jensen, Tim Bromhead, Trev Terry, Rob Lyon, Ross Gaddes and whoever else got roped in.

Sponsors: Trev Terry Marine and Sailplane Services.

THE NEW SYSTEM

As per the new rules for contests, entries were opened up to Novice, Racing and Open classes. There were no novice entries. Both Racing and Open classes used handicapped distance for scoring. It was decided that Racing-class tasks would be initially set for a mid-range handicap, with a maximum handicap of 106. Open-class tasks were initially set for the maximum handicap (116, JS1 21m) glider, with a minimum allowed handicap of 96. This left some competitors with a choice of which class to enter. The name "Racing Class" had some historical association which meant that what was intended as an intermediate competition level was populated by a lot of very experienced pilots who either didn't want to fly JS1 tasks or wanted to fly against their traditional competitors. No harm in that, as it gave many new entrants to the 'intermediate' level a good challenge and many gliders to follow (or not) as they disappeared ahead into unknown conditions.

Tasks were refined as the days progressed according to the typical maximum speed of the Open Class (100+ km/h), or the average speed of the Racing Class (around 90km/h). What often determined the performance of a particular class was the launch time (whether they were at the front or back of the grid), which was determined by the available number of tow planes and pilots to fly them (thanks, Hugh). There were problems with both but we



Photo: Tim Bromhead

The grid on day three

usually managed to get the grid launched within 45 minutes to an hour.

RACING TASKS VS. ASSIGNED AREA TASKS

Contest rules stipulated that 1/3 of contest days must be either racing tasks or AATs. Given the vagaries of the local terrain and the rapidly-changing weather during the contest, most days lent themselves to AATs. In other words, you don't set racing tasks on marginal days unless you want mass landouts. The contest was dominated by marginal days, so there was much head-scratching amongst the task setters about when to set the compulsory racing tasks. In the end, to nobody's surprise, the racing task days mostly turned into (fanfare here) massed landout days; if it had been possible to set more AATs, most of the fleet would have had better runs. The SRC Pilots' Meeting, held during the contest, included this subject as an agenda item and some good recommendations to the SRC resulted. Watch this space for results.

THE TRANS-TASMAN TROPHY

This year, this was informally called the "Steve Trophy"; the NZ competitor was Steve Foreman (Aviation Sports) in an LS4 while the Aussie pilot was Steve McMahon (Kingaroy) in Steve Wallace's Mosquito.

"So who's winning today? Is it Steve or Steve?"

"It's Steve, but he's in Steve's glider."

"Oh, OK, I thought it was Steve."

Did we laugh! And laugh. The hours just flew merrily by, I can tell you.

THE CONTEST DAYS

All the tasks, speeds, traces and placings are on Soaring Spot (http://www.soaringspot.com/en_gb/nzmcc2016/results) so I won't go into all the gory detail here but the following should give you a good idea of the fun we had.

DAY 1 – MONDAY 25 JANURARY

OPEN CLASS

1	David Jensen	92.2 km/h
2	Keith Essex	86.1 km/h
3	Conal Edwards and Tony Noble	86.1 km/h

RACING CLASS

1	Ross Gaddes	92.7 km/h
2	Tony van Dyk	89.8 km/h
3	Yves Gerster	89.5 km/h

Some good convergences east of Tokoroa made for a good run north and those who went off-track and used it again for the run south got the best times. The western clouds on track promised much but delivered slow speeds. Yves in IV decided that since he'd followed the convergence all the way back to Taupo, he would use Swiss ingenuity and attack the southern turnpoint from the east of the lake.



DAY 2 – TUESDAY 26 JANUARY

OPEN CLASS (330 KM)

1	David Hirst	188.6 km
2	David Jensen	90 km
3	Keith Essex	33.8 km

RACING CLASS (307.4 KM):

1	Pat Driessen	300.9 km
2	Yves Gerster	83.3 km
3	Steve McMahon	72.4 km

MULTI-CLASS NATIONALS



Kaingaroa airstrip

Photo: Trevor Terry

Solid, gloomy mid-level cloud over the first turnpoint made for slow going. Heading over the forest is all very well but not much fun below 4000 feet; a lot of pilots didn't get the climbs they needed so stayed out in the landable areas and either landed out or landed back, knowing that the day would be heavily devalued. UC completed the task but a GPS freeze meant a missed turnpoint 1. TX got to Te Kuiti by 5 pm and (mostly) back, knowing that there weren't any points in it but wanting to see Te Kuiti from the air anyway. OP bagged all the racing task turnpoints but had to light up close to the airfield. A zero-point day.



WEDNESDAY 27 JANUARY – NO TASK

The rain stopped around 11 but it stayed murky for too long to set any reasonable task. A couple of people made trips to Auckland for work or family and reported wonderful conditions in the Waikato. Yay! We finished the day with a BBQ at Trev's place and watched the towering cumuli rain over the ranges.

THURSDAY 28 JANUARY – NO TASK

It was still raining at morning briefing and stayed non-flyable all day. Some chose to go fishing. A couple of decent thunderstorms passed overhead late afternoon in vain attempts to cleanse Taupo of its sinners.

DAY 3 – FRIDAY 29 JANUARY

OPEN CLASS

1	Keith Essex	87.8 km/h
2	David Jensen	87.5 km/h
3	Conal Edwards and Tony Noble	84.5 km/h

RACING CLASS

1	Lindsey Stephens	89.6 km/h
2	Yves Gerster	85.2 km/h
3	Pat Driessen	80.8 km/h

The task started under a 3800 feet cloudbase (2300 feet AGL) so the first leg was very slow for those starting early but conditions got better the further west we went. A few innocent-looking translucent showers needed avoiding as they had the potential to suddenly increase in strength and wash gliders out of the sky, as TX found out. Once the ground had some heat in it, the bases lifted to 5000 feet and good runs were had under some good convergences. Centennial Park was looking pretty dark, under the edge of a towering Cu, for those on the final leg and, sure enough, it rained heavily but waited until an hour after everyone had landed. Nothing if not considerate.



DAY 4 – SATURDAY 30 JANUARY

OPEN CLASS

1	Maurice Weaver	104 km/h
2	Keith Essex	97.1 km/h
3	Mark Tingey	96.8 km/h

RACING CLASS

1	Pat Driessen	100.8 km/h
2	Tony van Dyk	93.3 km/h
3	Arnulf Snekvik and Campbell McIver	90.8 km/h

A scrappy run through Atiamuri (the "valley of land-out opportunities" according to Tim) but once onto the Kaimai ridge, most elected to duck under the sea-breeze front north of Tokoroa and run as far as Te Aroha in ridge-induced thermals. Most then tip-toed through the broken thermals west of Kinleith, then got under the dark stuff again to touch the bottom circle and use the higher dark





Bennydale

Looking down on TX over Kaingaroa Forest



Cloudbase run Bob Gray and Steve Care

Trevor Terry and Delia

TK Friday retrieve

runs of cloud to get home. Maurice Weaver in XT (with Doug Henry as P2 and human vario) posted the fastest speed of the contest at 104 km/h.

DAY 5 – SUNDAY 31 JANUARY

OPEN CLASS

1	David Hirst	95.4 km/h
2	Steve Care and Bob Gray	93.3 km/h
3	Mark Tingey	90.3 km/h

RACING CLASS

1	Pat Driessen	91.1 km/h
2	Campbell Mclver and Arnulf Snekvik	84.1 km/h
3	Tim Bromhead	84.0 km/h

There was a lot of luck in the day as to whether the right convergences were developing at the right time in the right position for pilots to make use of them. There wasn't a lot of wind on deck so the humidity and instability combined to generate short-lived convergences over a lot of the task. The lake breeze was pretty effective at wiping out a lot of turnpoint 3. Some had no option but to struggle from low altitude out of these blue holes while others had good runs without a lot of turning.



MONDAY 1 FEBRUARY – TASK DECLARED BUT ABANDONED

Cloudbase never lifted off Tauhara until mid-afternoon, making the CD have conniptions trying to think of ways to get 23 gliders and four tow-planes into 1500 feet of available air.

DAY 6 – TUESDAY 2 FEBRUARY

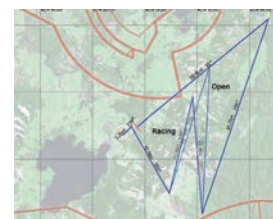
OPEN CLASS (310.4 KM)

1	Keith Essex	216.4 km
2	Mark Tingey	210.9 km
3	Brett Hunter	130 km.

RACING CLASS (283.1 KM)

1	Yves Gerster	233.6 km
2	Campbell Mclver and Arnulf Sveknik	124.5 km
3	Tony van Dyk	123.5 km

High cloud moved in mid-morning but was thicker in the west so we went for the sun out east. By turnpoint 1, the high cloud had moved back in and killed the thermal strength, just in time for the areas still in sun to overdevelop and start raining. Many pilots had a good run to turnpoint 1; those who had stayed high then managed to trickle their way to turnpoint 2 along the top of the ranges in weak thermals, only to be met by a wall of rain. The challenge then was to get back home across the forest. Others faced a long glide in weak and patchy ridge lift to either a landing or a motor run at Murupara. Meanwhile, as if to rub salt in, the western area which had stayed clouded over promptly opened up, with the late afternoon sun making everything out west look lovely and developed, and giving a tormenting view to those heading home from retrieves. Hadleigh Bognuda had the task of having to put out the fire on YF's trailer's brakes and showed true dedication to the cause by sacrificing the beers he was bringing to the retrieve. Apparently the smell of Heineken and boiling brake fluid adds that certain je ne sais quoi to any social occasion. Peter Cook and Yves Gerster landed at Waikato River Lodge and whiled away their hellish wait for their aerotow retrieve with beers and a game of petanque.





“I came to the North Island to learn how to fly in weak, scratchy conditions.
Boy, has it delivered!”

KEITH ESSEX

Photo David Jensen

Looking over Turangi and Tokaanu

DAY 7 – WEDNESDAY 3 FEBRUARY

OPEN CLASS (376.2 KM)

1	Keith Essex	75.9 km/h
2	Brett Hunter	370.4 km
3	Bob Gray and Steve Care	175.5 km

RACING CLASS (332.6 KM):

1	Pat Driessen	81.2 km/h
2	Ross Gaddes	76.2 km/h
3	Yves Gerster	367.4 km

A slow start over Kaingaroa and then for some of leg 2 but then speeds picked up under some convergence lines, which turned blue the further south you went. Around National Park was the only place during the contest that pilots were able to thermal higher than 7000 feet. However, the slow start meant that the day finished before most pilots. UC finished the task with one last 1 knot thermal at 7 pm from the river valley near Wairakei, so it looked to everyone watching from the airfield as if he'd thermalled away from zero-feet AGL. Campbell and Arnulf (in DX) submitted their final "ops normal" message (after landing out) in the form of pictures of the dinner they were having with the local farmer.



THURSDAY 4 FEBRUARY – NO TASK

We waited and waited under the anti-cyclonic murk for some sun to appear and it eventually did, two hours too late. It was a warm, sunny late afternoon but not a day that we could have tasked in. Most people looked at the forecast for Friday and chose to de-rig.

FRIDAY 5 FEBRUARY – NO TASK

The sun appeared briefly through the high cloud. We thought for one hopeful moment that we should re-rig. Then the high cloud thickened again and the Cub BKJ returned, having tried to get through to Tauranga and encountered cloud and clag down to 300 feet AGL. One final morning briefing and then we all scattered to engage in Fruitful Activities before the evening prize-giving.

Overall Results

OPEN CLASS OVERALL

1	Hunter & Jensen	NZ Open Class Champion
2	Keith Essex	
3	Mark Tingey	

RACING CLASS OVERALL

1	Yves Gerster	
2	Patrick Driessen	NZ Racing Class Champion
3	Ross Gaddes	

AWARDS

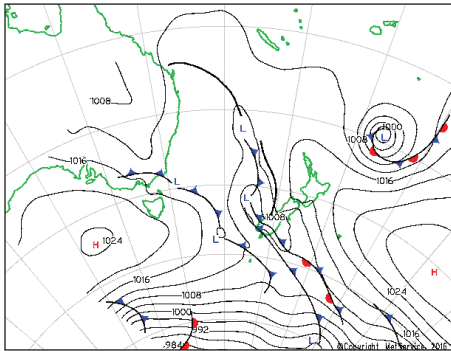
- Tasman Trophy:** Steve Foreman
- Continental Airlines Trophy:** Keith Essex – Winner of the Longest Speed Task, Day 7
- Hansells Trophy:** Patrick Driessen – Most Meritorious Flight, Day 7
- Richardson Cup:** Maurice Weaver – Highest Speed Unhandicapped
- Hookings Trophy:** Ross Gaddes – Most Meritorious Non Triangular Flight, Day 7
- Mike Rix Memorial Trophy:** Yves Gerster – Highest Placed Junior Pilot
- Court Trophy:** Ross Gaddes – Highest Placed FAI Standard Class Glider
- Broadlands Trophy:** Lindsey Stephens – Highest Placed FAI 15m Class Glider
- Georgeson Trophy:** Hunter & Jensen – Highest Placed FAI 18m Class Glider
- Wills Trophy:** Hunter & Jensen – Highest Placed Unhandicapped Open Class Glider
- Swiss Trophy:** Yves Gerster – Second Placed Glider in the Largest Class
- Bill Walker Trophy:** Patrick Driessen – Racing Class Champion
- David Speight Trophy:** Hunter & Jensen – Open Class Champion



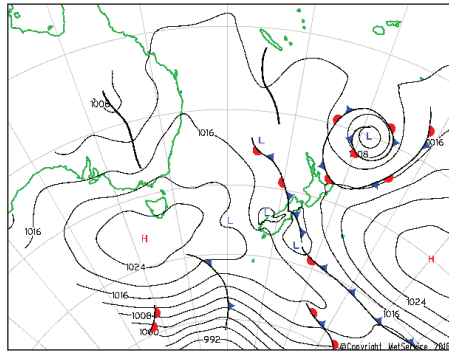
Photo: David Hirst

SOME METEOROLOGICAL CHALLENGES.

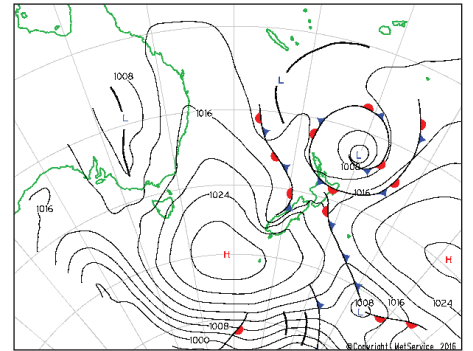
For a twelve day contest with two practice days, we lost a total of 5 days to the weather. The combination of passing lows, occluded fronts, unstable upper air, humidity, high cloud and anti-cyclonic murk made many of these task days a definite challenge to make sense of, let alone fly in. Hopefully the following synoptic charts give some idea of the challenges that we faced.



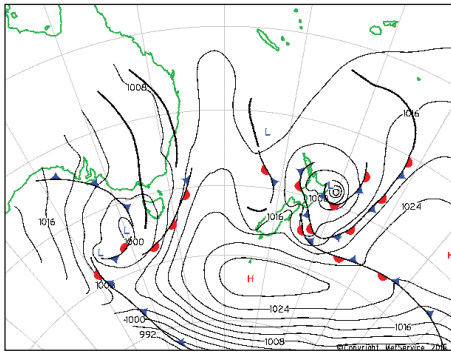
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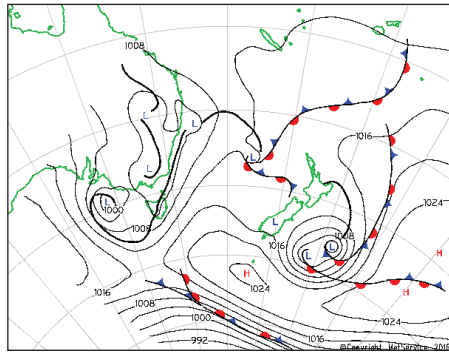
26 January 2016 – zero-point day



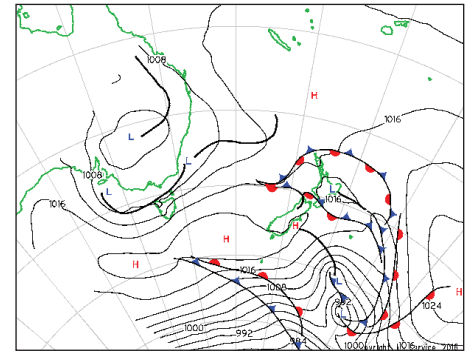
27 January 2016 – no flying



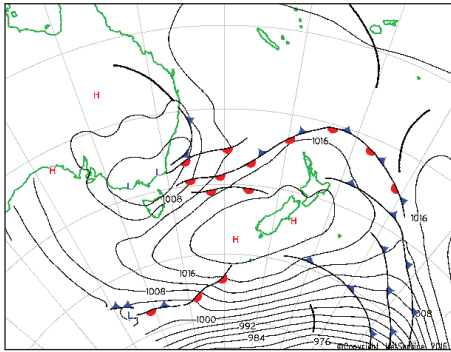
28 January 2016 – no flying



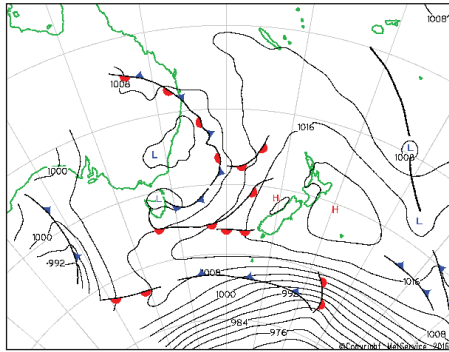
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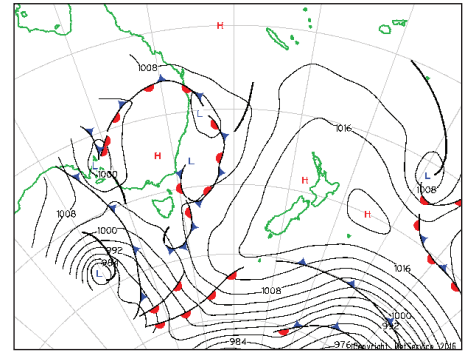
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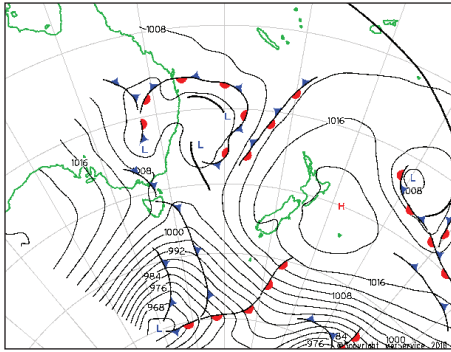
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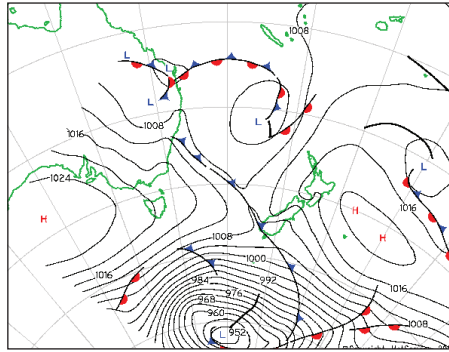
1 February 2016 – no flying day



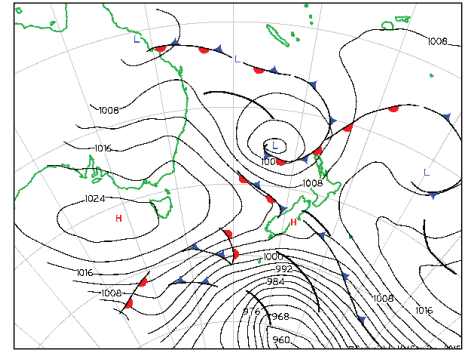
2 February 2016



3 February 2016



4 February 2016 – no flying day



5 February 2016 – no flying day