

NEW ZEALAND'S PREMIER SOARING MAGAZINE

# Soaring NZ



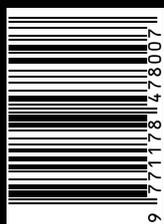
**HOT SPOTS - NELSON LAKES**

**MATAMATA NATIONALS**

**AIRGAMES ACTION**

**CLUB NEWS**

**AIRWORTHINESS • CARAT**



issue 3 april/may 2008

**\$10.95**

# *IMAGES THAT SOAR ABOVE THE ORDINARY*



John McCaw – aviation and agricultural photographer

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# Soaring<sub>NZ</sub>

**Publisher**  
McCaw Media Ltd

**Editor**  
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**Annual Subscription Rates**

New Zealand	\$62
Australia/South Pacific	\$99
Rest of world	\$122

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subscription enquiries  
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Christchurch 8025  
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**Printer**  
Spectrum Print Ltd

**Design**  
Rgbdesign & Print Ltd

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produced by McCaw Media. Advertising  
statements and editorial opinions  
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ISSN 1178-4784

The highlight of the last couple of months was a trip for John and I to Matamata to the Nationals. Unfortunately we arrived in Matamata two days after the death of Trevor Atkins. It seems a little bizarre to call our visit a highlight in these circumstances but it was nice to be there with friends at a time like that. I had met Trevor for the first time at the Grand Prix just before Xmas. We had discussed melding the website and the magazine in a way that would benefit both. I liked him immensely and was really looking forward to working with him for years to come. I am so sorry that we won't get to do what we planned. My thoughts and sympathies are with all of those who knew Trevor so much better than I. Trevor's obituary is on the following page.

We of course live in Christchurch and rarely get to the North Island. Our purpose for the trip was, in the words of a friend, to "share the love." In other words we wanted to show that we aren't just a South Island orientated publication. The trip went very well and the welcome we received was wonderful. We want to thank Jan and Bill Mace, and Pam and Ralph Gore for going out of their way to make our visit so comfortable. Jan's work in cooking for the masses is amazing and the meals and homemade slices were wonderful.

In a way it was a small homecoming for me. Back in the 80's I learnt to fly with the Auckland Gliding Club and did my first solo at a Christmas camp at Waharoa. It was very nostalgic and it was a real shame that the weather on the weekend didn't allow me a flight from the field for old time's sake.

There was a lot of "old time's sake" happening none the less, so many people there that I knew all those years ago. Amazingly there were also many of the old gliders still flying as well. I found myself recognising registrations that I used to know twenty years ago. It just goes to show that gliders really do age well and brings to mind what Ian Dunkley has to say on classic gliders, see his article later in the magazine. We were also amazed at all the PW5s flying. We've never seen one in the flesh before; funny little things.

We came with our cameras of course and got some wonderful shots of take offs and finishes. That colourful Pawnee of Auckland's sure is scenic. We thoroughly enjoyed taking pictures with scenery that looks so different to what we are used to. That being said, the Waikato was unbelievably dry and brown, I hope the recent rain

has eased things for the farmers up there.

The question we were frequently asked was "Why don't South Island pilots come to our Nationals?" I can't say that the cost of crossing Cook Strait comes into it because people often followed up with, 'We go to theirs.' I'm afraid I can't answer for the pilots. I don't know. I would be interested in printing letters from pilots on both sides of the ditch on why they think this happens and what can be done about it.

It also brings up a rather political point. It seems to me that a national contest for gliding isn't like a national competition in other sports. Other sports require athletes to qualify to participate in their nationals. The winner/s are then seen as the top of their sport in the country. Our competition seems to be more like a large regional contest with no particular expectation of those crowned to go on and represent their country. It is one more way in which gliding seems out of step with the modern world. We welcome letters on this issue as well.

SoaringNZ is a forum for New Zealand Glider pilots. Please use it to have your say about things that matter to you. One issue that we have been running is Airspace. Max Stevens updates us in his column.

By now you should be starting to get used to the new magazine. I hope that you are showing it around and using it to give your friends and neighbours an idea of what the sport of soaring is all about. There are still spare copies of issues one and two available if anyone wants to buy them. I would be interested to know how far afield it is getting. We have subscribers in Japan, Europe, Britain, the Philippines and the United States. Is anyone sending it to Lithuania, Slovenia or Antarctica? Let me know.

In the meantime, read it and enjoy.

Regards  
Jill McCaw



Student Pat Jones prepares to fly with instructor Jeremy Glasgow at Nelson Lakes Ab Initio course in February.

Photo Tony Jones

## next issue

We have the details on the ASG 29 from Australian Schleicher agent Bernard Eckey.

David Hirst adds complexity to tephigrams by introducing humidity and teaches us how to predict thermals. He promises he will keep it simple.

We look at the background to the new Steve Fossett memorial trophy and profile Toby Read, its inaugural winner.

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

# OBITUARY

**TREVOR ATKINS** BY ROBIN BRITTON

It is with a very sad heart that we report that the New Zealand gliding movement has lost one of its most enthusiastic advocates. Trevor Atkins was tragically killed in a gliding accident on 11th February during the National Championship contest. At the time he was New Zealand's representative for the Trans Tasman trophy.

Trevor had a huge passion for gliding and enjoyed it immensely. He was a huge character on all our horizons.

Trevor was born in Canada in 1957 and grew up in Kapuskasing in northern Ontario where he started gliding as an air cadet. He flew out of Mountain View Airbase and the first flights were on a winch - while relatively short flights, was considered to be great fun on the way up. His sense of fun and enjoyment in life was so characteristic of Trevor.

As a cadet he was also involved in helping to restore some of the aircraft owned by one of the officers of their squadron, in particular a WW2 DeHaviland Mosquito bomber. He, along with many others, spent so many hours working on that aircraft that their squadron became known as the 647 Mosquito Squadron.

Trevor completed his doctorate in Botany at the University of Manitoba, before moving to NZ with wife Julie in 1987. In New Zealand he set up his own business focusing on the Horticultural industry after spending a number of years working in modelling and statistics for MAFTech.

However, Trevor's strong interest in flying was cemented by a birthday present trial flight at Omarama with Doug Hamilton. The last flight of the day combined with some aerobatics and he was hooked again.

A short while later in May 1994 his career with Piako club started. He soloed in September. In 1997 he became an instructor.

In October 1999 a new era began when he and Julie started to fly GJO. He achieved his 300km in that glider in 2004 and his Gold C (#301) was completed in April 2007. His Gold height gain was particularly memorable. It was a very weak broken easterly wave day at Matamata where the wave ebbed and waned. He spent a very determined 6 hours 20 min in the air to finally get his reward.

Trevor was a very active competition pilot with his first contest happening at the November Northern Regionals in 1997. With 1250 hrs of gliding under his belt, he was a very skilled pilot and had been at number six on the National pilot rankings.

He provided huge encouragement to other pilots to join in and fly in comps - he was very proud to be representing NZ as the Trans Tasman pilot and for the contest to be in this class.

Typical of Trev's approach was to throw himself in full steam

ahead for anything he took on - he definitely did that with our club administration as well as with a range of tasks at the national level. He was a driving force for some quite big changes to our Club.

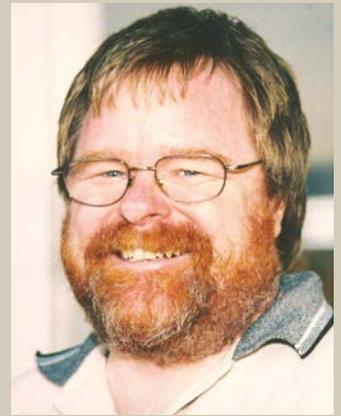
Over the years Trevor was Treasurer, committee member, club captain, president, official observer, instructor - in fact from 1995 to the present he was continuously on Piako's committee in one capacity or other (except for a break of two years). Nationally he was a driving force too - as a member of the Sailplane Racing Committee, and webmaster. As a frequent contest scorer, he was instrumental in setting up the National contest scoring system.

Trev's passion, energy and commitment to the sport of gliding was boundless. The volume of work that he undertook was enormous and he was always looking for the next project to get involved in. He was actively involved in promoting the PW5 Worlds (which unfortunately did not eventuate). He was also involved in the recent Grand Prix in Omarama - he turned up with a cheerful willing smile and worked hard for the duration assisting our French Scorer with his job.

Whatever role he held - he was always around to help out and generate new ideas. He was a huge ball of energy and motivation. He was very eloquent and organised in presenting information to the club. He was also excellent at getting others to help out and contribute time and energy to projects and I know he really appreciated the supporters that did that. As an instructor he communicated extremely well and was very empathetic and supportive towards his students, many of whom are now long term club members and private owners.

Trevor was totally enthusiastic, cheerful and fun to be around - he had a great sense of humour - he was always cheerful and he was passionate about his gliding.

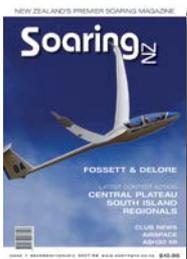
Trevor gave a huge amount of time and energy to our sport and gave it willingly and with enthusiasm. He will leave a huge gap and we will all miss Trevor greatly, but his example will live on in all of us. Rest in peace good friend.



Dr Trevor Atkins



Trevor believed that gliding should be fun.



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**Congratulations**

Congratulations on a great magazine - well done. Having my third or fourth reread through the February/March issue and digesting Roger's informative column Ab Initio, I had one of my "turns" and was left gasping for breath upon reading about the Pre Takeoff Checks "pneumatic". Sorry, but having a problem pertaining to the lungs is not good prior to takeoff. Rather it would be better to settle down (some people might like a cup of tea) and use a memory aid such as a Mnemonic. Wheezing through the Pre Takeoff Checks is not conducive to a safe and happy flight whereas a mnemonic may just remind you to get things right. In being facetious and pedantic about all this, I admire Roger's long and wide experience and knowledge but would like to suggest (humbly mind you) that he may wish to try ROGER - Remember Oracular Garbage Excludes Recognition. Both you and Roger keep up the good work.

**John Garner Auckland Gliding Club**

John and others will be pleased to learn that we have now employed the services of professional proof reader Kate Stevens, wife of well known Piako glider pilot Dom. Kate is our first employee. Welcome Kate, we are delighted to have you on board. -Ed

I was very pleased with the story and the way it was laid out and edited. The whole mag looks great. Operating on the theory that "once is coincidence; twice is deliberate", I can only conclude

that your efforts have paid dividends. Nice one! One question: What's your policy on ownership, acknowledgement and copyright of submitted photographs?

**David Hirst**

Good question David. Photographs and stories remain the property of the photographer or author and cannot be reproduced without their permission. It may be the case that one of the overseas magazines would like to run something they have seen in SoaringNZ, as we may sometimes run something we have sourced from them. I would not give permission without first consulting with the original submitter if at all possible. -Ed

I have just received your issue 2 with many great pictures.

The following is the response I penned last month as a follow-on to Paul Castles' and others concern relating to the subject of escalating launching costs & alternatives.

I hope this will trigger further response from other readers.

**Doug Honnor**

Mr Castle's article appeared in the Aug/Sept issue of Gliding Kiwi. SoaringNZ is pleased to continue the discussion.

**Motor gliders vs aero tow launching.**

I found Paul raised some excellent points which no doubt has given rise to many subsequent discussions & some soul-searching as to where the gliding movement is (or is not) heading. I feel obliged to contribute further important points



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and facets as follows:

The fold-into-fuselage engined motor glider Paul Castles depicts is really three and sometimes four aeroplanes in one:

1. It is a power plane,
2. Then it becomes a power plane with an engine failure between time of shutting down engine, making sure prop is aligned, retracting and stowing the assembly,
3. Then it reverts to a standard ballasted glider (hooray).

But hey, that is not all... sometimes during a cross country, it may enter the fourth equation, for instance should the pilot of say a DG 400 find himself beginning to get a bit low a long way from base and decide to start the engine. Once the pylon-propeller assembly is erected the previous gracious L/D then becomes about the same as a good old Ronlerche (brick) prior to the engine firing. That is assuming the engine starts which it usually does okay (whew). But if the donkey decides to have a rest, the pilot has his hands full with several prompt actions and decisions required. This should still be all right if his training and self discipline are up to scratch, he has altitude and the attitude that the motor is not going to start and also has his landing area sorted in advance. Therefore, if/when the motor starts that is a bonus. Not the other way around!

I am not decrying fuselage engined gliders at all. I consider they are wonderful and pleasurable high performance machines. All I stress is that anyone going into one must have sufficient hours up, be very current and remain current. It would be preferable to have at least gained Q.G.P., silver C and had good paddock landing experience in standard gliders, plus have two seater motor gliding training prior to converting to a fuselage engined single seater motor glider. They are quite expensive, therefore much utilisation would be required to justify the outlay. I do not favour fuselage engined motor gliders for general club use.

Now for the forward engined exposed propeller type such as Grob 109, MotorFaulke or the more recent but expensive Scheibe, etc. All of these are far more "user friendly" but of course

do not have such high performance. However I consider they are best suited for the club application and training Paul refers to. Auckland Club operated a Motor Faulke some years ago and made good use of it. So it could be worthwhile asking them of their experiences, recommendations and discovering if they intend going back into one.

I would like to address what I see as the root cause triggering this ongoing subject for alternatives to escalating, crippling costs of aero tow launching. The main single culprit in my opinion is "Lycoming". The sooner authorities are convinced to allow the more reliable and cost efficient alternative water cooled automotive engines for aero tow, the better for the gliding movement world wide. I have visited Kingaroy on several occasions and launched behind their first Pawnee Auto-tug. I can forward contacts and detailed references for anyone interested who wishes to add their support to the auto tug cause.

Doug Honnor,  
[Gliding H. B. honnwell@clear.net.nz](mailto:honnwell@clear.net.nz)

Hi All,

Colin Barry and myself have started a new Soaring PodCast. It is syndicated through iTunes and also through the website InsideSoaring.com.

Content will be geared towards everyone from inexperienced to experienced. We hope to have new episodes added about twice a month, and a good interview at least every other episode. Episode 2, which posted over the weekend includes an interview with Tim McAllister on The Grand Prix in New Zealand.

If you don't know what a podcast is, think radio show on the Internet that you can download and listen to when you want. You don't have to have an iPod or other music player, you can play the podcasts from your computer by going to [InsideSoaring.com](http://InsideSoaring.com) and clicking the "play" icon in each episode's section.

Cheers,  
Doug Weibel

## from Bob Henderson

President International Gliding Commission, March 2008



As I sit here in 24°C in the autumn in New Zealand it is a bit hard to imagine that it is snowing in the UK! The climate variations are really interesting this year.

The Plenary meeting in Rome, and the associated Bureau meeting, were very productive. My thanks to the Aero Club of Italy and the Italian Gliding Federation for hosting us all in Rome, especially to Senator Leoni, Andrea Tomasi and Marina Vigorito.

Congratulations to Derek Piggott (UK) on the award of the Lilienthal Medal and to Maksymiliana Czmiel-Paszyc (Poland) on the award of the Pelagia Majewski Medal. Both awards recognise a lifetime of service to our sport of gliding.

Peter Platzer (Austria) joins the Bureau after Vladimir Foltin stood down and Goran Ax has taken over the Chairmanship of the Annex A Group from Axel Reich. Vladimir and Axel have devoted many hours to the service of the IGC over the past four years and I am pleased that they will both continue to be closely involved with IGC work in other roles.

The key decisions from the Plenary meeting have been posted on the IGC

website and a number of action items will be completed in the next month, including setting up two new working groups to look at "Country Development" and "Continental Records".

The 2009 Plenary meeting will be held in Lausanne on Friday the 6th and Saturday the 7th of March, 2009. Bureau meetings will be held on the 6th and 7th of October 2008 and the 4th and 5th of March 2009.

The World Air Games 2009 are rapidly approaching. The current World Gliding Champions and European Gliding Champions will be invited to fly the Grand Prix race at the World Air Games. Invitations will go out shortly to each of these pilots.

## NO COCKPIT

*The view from a replica 1927 Zoegling primary glider. There isn't much between the pilot and the ground. Notice the contrast between what Jochen Ewald is flying and the aircraft that can be seen below him. Jo sent us the following report on the fun to be had flying the 'open-seated' Zoegling.*

One of the nicest flights I have had was with the Zoegling replica built by Hungarian Laszlo Revy to celebrate 70 years gliding in Hungary. I was aerotowed at Zbraslavice (CZ) by a huge Czech L-60 Brigadyr tug, he was flying at stall speed, me at max possible aerotow speed of 80 km/h, to 800m.

After release, I checked the stall, and found it felt mushy below 50 km/h, and had a sharp wing drop at 45 km/h without further warning (they did not know about washout in 1927). That was REALLY impressive (and easy to stop...), and made me understand



photographer Jochen Ewald

why there are many pictures of early primaries sticking their nose in the ground after this happened during too steep bungee launches with inexperienced beginners (which were not much hurt usually, because the height was low and the fuselage boom strong).

## MIRROR FLIGHT

Here is a spectacular picture from the Lasham Gliding Club / UK (from the DG website <http://www.dg-flugzeugbau.de/dg1000-kunstflug-e.html#Spiegelflug>).

Two DG-1000's in a mirror flight. It was astonishing for the pilots to find out that the upside-down flying DG-1000 had a better glide ratio than the normal flying one with turbo engine extracted. They could of course have retracted the engine a little bit until both gliders had exactly the same glide ratio, but the stunt had probably already produced enough adrenaline for the pilots as well as the photographer Paul Haliday.



## Soaring Society of America Appoints New Soaring Magazine Editor

The association announces that Chuck Coyne, of San Dimas, California, will become the new editor of SOARING Magazine, beginning with the April, 2008 issue. SoaringNZ wishes Chuck all the best in his new position.

## Upgraded Forum

The New Zealand Gliding Forum run by Paul Buchanan has been upgraded and is now back in business. It is a great way to keep in touch with what is happening around the country and with other pilots and their opinions. Check in at <http://www.glidingstuff.co.nz/cgi-bin/yabb2/YaBB.pl>



## HANG-GLIDER CHAMPION SNAPPED ABOVE OMARAMA

In January Chris Streat flying Omarama Gliding Club's LS6 over Magic Mountain found himself sharing the sky with his old friend Jonny Durand, world number 2 hang-glider pilot. As friends do when they see each other, they both photographed the other. From Australia, Jonny's credentials are impressive. He has won the Magic Mountain cross country series - the best of three straight line flights to anywhere. He holds the record for the longest foot launched hang-glider flight (550km) and has made more than three 500km straight line flights from the same site in Australia.



### Highway Landings

Ben Flewett tries the Haast highway out as a landing strip. It worked quite well although you can see from the black mark on the road that he pulled pretty hard on the brakes. We understand no vehicles were coming at the time but the photo was taken by a passer by a few minutes later. The eastern end of the highway runs through the Makarora valley, a popular turnpoint for flights from Omarama.



### “GIMLI GLIDER” RETIRES



On January 24th, the Air Canada Boeing 767-200 better known as the Gimli Glider, undertook its final voyage from Montreal to Mojave Airport (MHV) for retirement in the desert. After his famous deadstick landing in the aircraft in July 1983 Captain Bob Pearson reportedly said that all pilots should know how to glide. Following the Boeing 777 accident at Heathrow on January the 17th this year where the aircraft lost power on approach it is apparent that airlines are taking note. Air New Zealand B777 pilot, and glider pilot Roger Read reports that many airlines are now simulator training for these sorts of events. He also reports that the glide angle is quite good. From 40,000 feet the glide range is 100 nm (185 km). So if you are in a large jet that loses its engines heading south over Nelson, it is still possible to land at Christchurch and the pilots will have nearly 20 minutes to sort the problem out as they descend!

Photo wikipedia

### BIG FLIGHTS.

If you are looking for a 1000 km flight then Bitterwasser Flying Centre in Namibia may be the place to go. Their CFI reports that for the third season running they have had more than 100 flights of 1000km or more flown for the season. This season they had 147 such flights before closing for the season, three less than the number they were hoping to achieve in order to hold a special “swimming pool” ceremony.

*the LS 10-s has arrived*



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The 49th National Gliding Competition was held in Matamata from 4th to 15th February 2008. Roy Edwards was contest director – a task he is well practiced at. He reports on the contest...

# MATAMATA DELIVE

A lot of work goes on behind the scenes before any gliding competition. A committee meets to decide what facilities are needed, what fees need to be charged to cover costs and who needs to be approached and appointed. To many pilots it seems simple. This is mainly because the people who give up their time do it competition after competition and know their jobs intimately. They have seen/done it all before

It is the work of these volunteers that allows pilots to have their fun... In Matamata the Committee headed by Bill Mace appointed:

**Contest Director** Roy Edwards

**Safety Officer** Brian Chesterman,

**Weather forecasts** from Ralph Gore

**Task setting** mainly done by Lindsey Stephens with help from Tony Van Dyk

**Administration** by Ruth Pryde and Nelson Badger.

**The grid was laid out** and the launch run by Veteran Les Reisterer with the aid of numerous runners and helpers.

**Retrieve controller** was Pam Gore.

**Scoring** was done by Dennis Cook who burnt the midnight oil after competing in the Sports Class.

Even with online entry only 25 Pilots had registered before the competition. Eight registrations were received on Practice day. It seems that pilots are not aware that tow planes are not instantly available and because of the late entries a further tug

was required. The closest available suitable tug was the Pawnee from Taranaki. So at the crack of dawn on Monday/Day One, an intrepid crew flew down to retrieve the Pawnee to be back in time for the first launch...whew!

A number of rule changes for this year's competition saw the Contest Director deciding on 4 Classes:

18 Metre/Open

15 Metre/Standard

Club

Sports

The task setter then set 3 tasks per day.

The Tasman Trophy was challenged in the Sports class by two PW5 Pilots. Matt Gage represented Australia but talked with a strong British accent.

New Zealand was represented by Trevor Atkins with his Canadian accent...interesting...

Some new technology was used to track these two gliders during the competition. Spider Tracks Global Solutions provided by Glider Pilot Bruce Bartley is a little box which sits in the aircraft and sends text messages with GPS information via satellite phone technology to a website where viewers can watch the aircraft's position updated every minute.

All classes were able to compete for eight out of the maximum allowed ten days in some of the best conditions seen around Matamata for many years.

Tasks were evenly spread across the Assigned Area Task



Photo John McCaw

RS

(AAT) and racing options with the majority of tasks heading South into the areas which are generally control-free airspace. There were only a couple of Kaimai Ridge days so thinking was required by pilots as to good strategies for using the thermal streets and booming conditions.

Due to some smooth talking from Ralph Gore as Northern Airspace officer we were able to task all but the Sports class through Rotorua airspace ( Matt Gage's PW5 did not have a transponder which was a prerequisite for using this area). It meant that the Contest Director had to "count em in" and "count em out" with Glider Pilots not talking to controllers but advising competition radio before they went in and after they came out of the airspace. There were some challenges. The most interesting was after a hijack occurred in the South Island. The duty Airways Manager rang as the launch started trying to cancel clearances ... initial heated exchanges were quickly cooled and the status quo was resumed.

A tool used by this Contest Director to help manage the Control area west of Rotorua was a handy website <http://www.flightexplorer.com/> personal edition. The website as well as tracking 20 odd gliders also gave us an insight as to what IFR traffic was in the area during the contest ... Not a lot actually...

The new compulsory leg number "Ops Normal" reporting system went well most of the time. We will NOT be setting eight leg contests again. Due to one pilot missing ops normals for more than



Photo John McCaw



Photo Pam Gore



Photo Peter Miller



Photo Peter Miller



Photo: Pam Gore

The Waikaito looked more like North Canterbury.

2 hours a preliminary search and rescue was initiated with notifications to Airways as the glider may have been near the Control Zone. This was escalated as a controller reported an emergency 7700 squawk in the area of probability of the glider. The pilot had lost electrics both onboard and in his mobile telephone, but decided to continue anyway -penalty points were awarded and an apology received!!!

The procedure developed in the South Island after the loss of the Stemme in 2006 was very helpful. However it does mean that we need to constantly review our approach to safety at a reasonable cost. It is interesting that in Australia and other countries there is no flight following provided by race administrators at all. This Director is keen to explore automatic flight following technologies. The Spider Track and SPOT Satellite Messenger technologies are worthy of consideration. A byproduct is the reduction of volunteers needed to man the radio constantly.

#### TASMAN TROPHY

Unfortunately this aspect of the competition was abandoned after the fatal accident of Trevor Atkins. The Aussie competitor was a few points ahead at the time and continued competing in the Sports Class, coming a very creditable 3rd overall.

The Trophy was not awarded and was returned to Australia for the next two years' worth of competitions. Each country hosts two years of competitions and last year's competition was at Omarama.

All of the scoring was done and recorded online at <http://www.soaringspot.com/nzgc2008> This provides scores, tasks and individual Pilot's tracks.

Some of the more interesting days included:

**Day 1** Was a good introduction to the competition with visiting Aussie Matt Gage winning the day on his first major flight in New Zealand.

**Day 2** Nigel McPhee continued to demonstrate his competition

skills. Last time he was in a competition was 2002 in a PW5. This time in Auckland's Duo Discus he demonstrated to his co-pilot why he is still a force to be reckoned with in the 18metre class.

**Day 3** The conditions turned out to be great for Bill Mace who was able to claim his Diamond Goal after many tribulations on the final leg from Atiamuri in a dying day. But even taking 4 hours was not as long a day as Eric Gosse who landed 30 minutes later, having taken a more circuitous track.

**Day 4** was the test of many to see some new country. The Pureora/Reporoa leg was a challenge. Unfortunately some saw it a bit close with Ralph Gore setting up air traffic control at a small "strip" near Mangakino to welcome a number of pilots who got caught by a lack of up stuff at a critical time.

**Day 6** saw a challenging task for many. However just 1.5kms short of the airfield Trevor Atkins tried for one last thermal to get home. Unfortunately Trev's PW5 hit a concrete post on landing in a paddock and he did not survive the impact. A very sad day for us all to lose such a good friend and enthusiast for this challenging sport of ours.

After a day off in respect to our dear friend and to allow investigators to talk to many pilots we also respected that Trev would have been the first to say "keep on flying". This was endorsed by his wife Julie in an email message from her ship in the Antarctic ocean.

**Day 7** An AAT task was set that all pilots completed easily.

**Day 8** and final day was a good old fashioned tooth shaker on the Kaimai Ridge. To add some "challenge" the task setter came up with 8 contest legs. Needless to say many pilots lost count of the leg numbers when calling in the ops normals.

Results appear overleaf.



Victor Mike, Brett Hunter of Tauranga with his Discus 2CT



Photo John McCaw



Photo John McCaw

There's water in my tubes!



Photo John McCaw

Packing up after a successful contest.



Sports class

#	Total	CN	Pilot	Team	Glider	1	2	3	4	5	6	7	8
1.	6512	XF	Honey Maurice	Auckland	PW 5	3 (885)	1 (1000)	6 (582)	6 (583)	1 (1000)	1 (833)	3 (748)	3 (881)
2.	6287	ES	Gage Matt	Australia	PW5	1 (981)	3 (816)	3 (656)	2 (924)	3 (960)	5 (59)	2 (994)	2 (897)
3.	5648	SB	Schofield Paul	Auckland	PW 5	2 (980)	8 (12)	1 (1000)	1 (1000)	2 (992)	6 (0)	1 (1000)	4 (664)
4.	4679	PK	Gore Ralph	Piako	PW 6	5 (847)	2 (937)	5 (631)	5 (628)	8 (33)	4 (146)	5 (482)	1 (975)
5.	4381	JO	Atkins Trevor	Piako	PW 5	6 (845)	4 (772)	2 (838)	3 (821)	4 (369)	2 (736)	7 (0)	6 (0)
6.	3740	SN	Cook Dennis	Piako	PW 5	3 (885)	5 (761)	4 (653)	8 (258)	7 (55)	3 (191)	4 (537)	5 (400)
7.	2903	PD	Devenoges Edouard	Piako	PW 5	7 (483)	6 (527)	8 (452)	4 (761)	5 (335)	6 (0)	6 (345)	6 (0)
8.	1685	ZX	Griffin Sandy	Tauranga	PW 5	8 (262)	7 (500)	7 (496)	7 (295)	6 (132)	6 (0)	7 (0)	6 (0)

Club class

#	Total	CN	Pilot	Team	Glider	1	2	3	4	5	6	7	8
1.	6650	JD	O'Brien Bryan	Piako	Hornet	2 (991)	2 (537)	1 (1000)	2 (971)	1 (1000)	3 (255)	2 (921)	1 (975)
2.	6250	KM	Weaver Maurice	Tauranga	LS 4	3 (950)	1 (719)	2 (867)	1 (1000)	2 (903)	6 (187)	1 (1000)	4 (624)
3.	5739	IY	Badger Nelson	Piako	LS 1 f	1 (1000)	3 (498)	4 (827)	3 (744)	3 (796)	2 (269)	5 (792)	2 (813)
4.	5411	NV	Robin Bob	Piako	DG 100	5 (791)	5 (435)	3 (863)	4 (512)	4 (775)	1 (1000)	6 (700)	6 (335)
5.	3894	VC	Care Steven	Piako	ASW 20	4 (941)	6 (247)	6 (235)	6 (0)	5 (748)	5 (202)	4 (804)	3 (717)
6.	3299	KP	Coveney Peter	Aviation Sports	LS 4	6 (27)	4 (463)	5 (749)	5 (419)	6 (195)	4 (237)	3 (858)	5 (351)



Photos John McCaw



Standard/15m

#	Total	CN	Pilot	Team	Glider	1	2	3	4	5	6	7	8
1.	6689	ZM	Lindsey Stephens	Auckland	ASW 27	1 (1000)	5 (750)	2 (983)	1 (1000)	3 (910)	1 (167)	4 (892)	3 (987)
2.	6518	KZ	Stuart Cameron	Taupo	ASW 20	2 (990)	1 (873)	4 (717)	2 (933)	1 (1000)	8 (24)	1 (1000)	4 (981)
3.	6169	TD	Tony Van Dyk	Upper Valley	LS 8	6 (795)	3 (805)	1 (1000)	3 (903)	4 (759)	6 (27)	2 (928)	5 (952)
4.	5889	TZ	Trevor Terry	Taupo	Discus	4 (900)	2 (837)	5 (578)	5 (862)	5 (755)	4 (30)	3 (927)	1 (1000)
5.	5328	GB	Marc Morley	Auckland	ASW27	5 (854)	6 (743)	7 (495)	6 (549)	2 (966)	7 (26)	9 (701)	2 (994)
6.	4556	VH	Roland Van Der Wal	Taupo	LS 6	8 (720)	9 (275)	3 (793)	6 (549)	6 (677)	5 (29)	6 (758)	6 (755)
7.	4206	ZO	Ian Finlayson	Piako	ASW 27	3 (911)	8 (310)	6 (533)	4 (881)	9 (246)	10 (0)	5 (778)	9 (547)
8.	4176	PV	Bayliss Taylor	Auckland	Discus	9 (711)	4 (758)	10 (323)	9 (392)	8 (520)	3 (66)	7 (748)	7 (658)
9.	3739	LK	Peter Himmel	Auckland	LS 3	10 (605)	7 (318)	9 (410)	10 (364)	7 (611)	2 (153)	8 (713)	8 (565)
10.	2695	RP	Adrian and Roger	Tauranga	ASW 20	7 (792)	10 (234)	8 (427)	8 (416)	10 (196)	9 (21)	10 (609)	10 (0)
11.	0	KT	Steve Wallace	Aviation Sports	Mosquito	11 (0)	11 (0)	11 (0)	11 (0)	11 (0)	11 (0)	10 (0)	11 (0)

18-meter

#	Total	CN	Pilot	Team	Glider	1	2	3	4	5	6	7	8
1.	6164	DX	Nigel McPhee	Auckland	Duo Discus	1 (1000)	1 (860)	3 (857)	7 (365)	1 (1000)	6 (82)	1 (1000)	1 (1000)
2.	5825	OP	Patrick Driessen	Auckland	Ventus	2 (774)	4 (723)	2 (960)	3 (785)	2 (994)	9 (70)	2 (768)	5 (751)
3.	5516	VM	Brett Hunter	Tauranga	Discus 2c	5 (584)	5 (707)	4 (774)	5 (755)	3 (740)	2 (406)	6 (656)	2 (894)
4.	5096	SP	Tony Timmermans	Auckland	Ventus bT 16.6m	4 (716)	9 (262)	1 (1000)	1 (1000)	7 (638)	4 (96)	5 (666)	6 (718)
5.	4397	VG	Roger Didsbury	Auckland	Ventus bT 16.6m	3 (747)	2 (738)	5 (627)	8 (343)	4 (712)	8 (72)	4 (690)	7 (468)
6.	4362	UN	Eric Gosse	Hauraki	LAK 12	7 (542)	6 (551)	9 (347)	6 (489)	9 (407)	1 (500)	3 (738)	4 (788)
7.	4324	FR	Ross Gaddes	Auckland	Discus 2c	8 (540)	8 (331)	6 (444)	4 (774)	5 (704)	5 (86)	7 (646)	3 (799)
8.	3186	RR	Bill Mace	Piako	LAK 12	6 (568)	2 (738)	8 (388)	2 (902)	8 (511)	7 (79)	8 (0)	9 (0)
9.	2978	SW	Julian Elder	Auckland	Ventus cT 17.6m	9 (499)	7 (511)	7 (427)	9 (0)	6 (684)	3 (394)	8 (0)	8 (463)

Open class

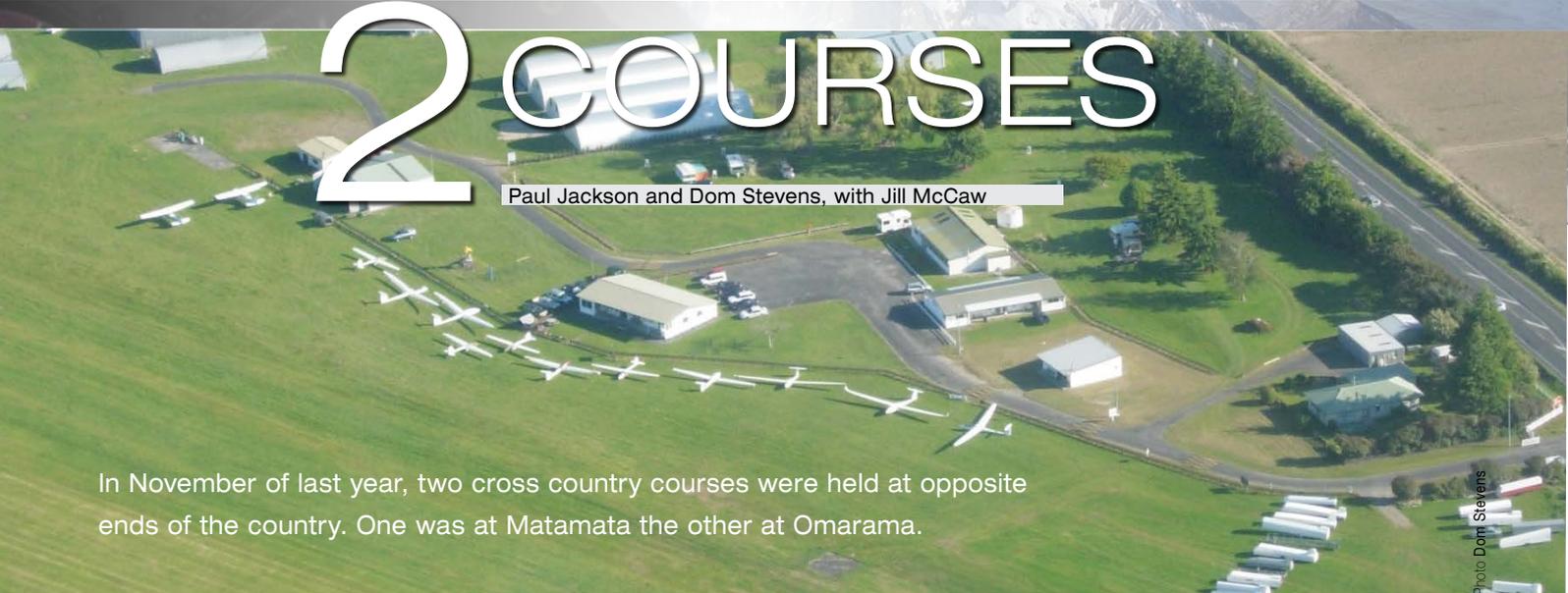
#	Total	CN	Pilot	Team	Glider	1	2	3	4	5	6	7	8
1.	6088	OP	Patrick Driessen	Auckland	Ventus	2 (843)	3 (734)	2 (998)	3 (800)	1 (1000)	9 (57)	2 (837)	5 (819)
2.	6002	DX	Nigel McPhee	Auckland	Duo Discus	1 (1000)	1 (820)	3 (821)	7 (358)	2 (939)	6 (64)	1 (1000)	1 (1000)
3.	5702	VM	Brett Hunter	Tauranga	Discus 2c	5 (647)	5 (718)	4 (808)	5 (769)	3 (745)	2 (326)	5 (721)	2 (968)
4.	5148	SP	Tony Timmermans	Auckland	Ventus bT 16.6m	4 (750)	9 (255)	1 (1000)	1 (1000)	7 (616)	4 (77)	7 (699)	6 (751)
5.	4548	FR	Ross Gaddes	Auckland	Discus 2c	7 (600)	8 (328)	6 (472)	4 (789)	4 (709)	5 (70)	6 (711)	3 (869)
6.	4449	VG	Roger Didsbury	Auckland	Ventus bT 16.6m	3 (781)	4 (727)	5 (627)	8 (343)	5 (689)	8 (62)	4 (723)	8 (497)
7.	4420	UN	Eric Gosse	Hauraki	LAK 12	8 (588)	6 (554)	9 (360)	6 (493)	9 (407)	1 (389)	3 (789)	4 (840)
8.	3227	RR	Bill Mace	Piako	LAK 12	6 (614)	2 (738)	8 (401)	2 (906)	8 (504)	6 (64)	8 (0)	9 (0)
9.	3064	SW	Julian Elder	Auckland	Ventus cT 17.6m	9 (558)	7 (525)	7 (455)	9 (0)	5 (689)	3 (317)	8 (0)	7 (520)





# A TALE OF 2 COURSES

Paul Jackson and Dom Stevens, with Jill McCaw



In November of last year, two cross country courses were held at opposite ends of the country. One was at Matamata the other at Omarama.

Both were held the week before the local Regional Contest and both had participants who wrote up their experiences to share with SoaringNZ readers. Their stories were the same but different so it made sense to put them together. Our correspondents are Paul Jackson from Canterbury and Dom Stevens from Piako. Jill McCaw links their stories to show the similarities and the differences they experienced.

In Matamata Dom Stevens was one of fourteen students, believed to be the largest number of students since the cross country course there was introduced. The Matamata course had seven instructors, six twin-seaters and loads of enthusiasm, producing a course that ran like clockwork.

The Matamata group came from several different gliding clubs throughout the North Island. They had varying levels of experience, ranging from newly qualified QGP's, pilots who had flown several competitions, some who were instructors themselves and one who held an ATPL. However, Dom says, qualifications didn't seem to matter as they were all present for one purpose: to make their gliders go that extra bit further as safely as possible.

In Omarama Paul Jackson found a similar situation. The participants had a wide range of skills from cross country novices like himself right through to competition pilots building up their currency for the following week's competition. Clubs represented were

Central Otago, Canterbury, Blenheim, Nelson and two Aussies from the Mt Beauty Gliding Club.

Both courses made the assumption that the participants already knew how to fly a sailplane. The courses focused on the best and safest way for the students to fly further than most of them ever had before. The Matamata course had six twin-seaters so participants brought single-seaters to fly on the days they weren't physically flying with an instructor. In the south participants also flew solo although in Paul's case he was flying Canterbury's Janus. "It was decided that I would fly Canterbury's Janus all week due to my currency; a double edged sword, as I am still very wary of the thing close to the ground." Most of the week he had company, on Wednesday Frank Saxton from Nelson took the back seat and on Thursday he flew with Ian Cohn one of the Aussies and was given a thermalling lesson. On Friday the other Aussie Mark Bland kept him company.

The program for each course was similar. At the Matamata course mornings were to prepare the gliders, attend briefings, weather reports and lectures, the afternoon was to fly the task, (retrieve any land-outs) and at the end of the day have a flight debrief.

Dom reports: "Each morning a student was paired with an instructor. We got two of these flights each in the twins which



Photos Dom Stevens

provided an insight into what could be achieved. I noticed that their decisions were often subtle and patience is a virtue (that must come with experience) when things don't go according to plan. The analytical focus gave me a real-time comprehension in the study of the sky above and terrain below and just how it affects the result of the flight. Both of the final glides on my two instructional sorties were never going to be learnt from a book! Just amazing with stunning distances to run and high energy finishes."

In the south each day started with a morning briefing, weather report and task setting. Paul says, "We split into two groups with the more advanced guys flying with Ivan Evans and the rest flying with Jerry."

Dom sums up the feeling both men got from the morning lectures. "All the lectures had a relevant topic, most of which meandered off track. Personal flying experiences were used as references to convey the dos and don'ts of flying away from your home airfield. It is these nuances that money or a whole library of gliding literature cannot provide that make these courses so valuable. It was interesting to learn that not all cross-country techniques are written in stone. The comment I noted was "It can be done that way, but that's not how I do it". Conversely we were made aware that heading off doesn't immediately turn one into a gliding maverick and that out-landings should be 'by the book' precision landings."

And after all the talking they got to go flying. Both report being extended and flying further than they ever had and discovering that landing out isn't so awful after all.

Dom writes: "The tasks were normally north up the Thames Valley over the Hauraki Plains to various turnpoints then south back past the airfield to a more southern turnpoint landing back (hopefully) at Matamata airfield. Taking the weather conditions into account the turnpoints had anything from 5km to 30km radii around them. This meant that they were realistic in terms of being able to complete and could also be very challenging. We were extremely fortunate with the weather, I was able to log over 15 hours flying (9½ solo and 5½ dual) for the five days. This meant that we put into practise much of the theory from the morning lectures, which I believe contributed to such a successful course.

"Many of the students out-landed, myself included (some for the first time!). On the last day of the course over-confidence lulled me way too far into the circle surrounding the northern turn point and the fast approaching sea breeze caught me out!"

Paul gives a day by day account that shows how he progressed through the week. "The weather was south-west all week, which meant it was hard to get onto the tops, but when this was achieved thermals were the order of the day with some weak wave in places.

## CROSS COUNTRY

"The first day flying for me was the Tuesday with a task set to Cromwell and then north somewhere. (I can't remember where as I never got that far. I spent a large portion of the early afternoon behind the tow plane!) Once I did get away, I headed south with Kev (another course participant) and Jerry. Initially I was pretty comfortable with things in the Basin with a good choice of airstrips in sight. This soon changed when we got to unfamiliar ground on the Dunstons. Unfortunately by the time we got to Thomson's Track the sea breeze was filling the Wanaka Basin. I got low and was preparing to put the wheel down over a paddock near Tarras, when I blundered into a thermal which helped me get back onto the tops and ultimately back into the Omarama Basin. Kev found the strip at Morven Hills to land in and Jerry suggested that I land at Killermont so I could claim my 50km.

"On Wednesday I was joined by Frank Saxton. Word on the grid was that the Buscot was the choice for release point so that was the direction we went. After about 10 minutes in the air we were standing on the ground at Clearburn. Our retrieve tow released us, under Jerry's direction into a thermal in which he was waiting. It was then off west, hopping over a couple of mountain ranges to the McKerrow Range near Makarora. Jerry then carried on to the Young Valley to have a look at the new lake created by the recent landslide. We waited for him on the McKerrows, fighting to stay on the tops. From here we flew north east to the Ben Ohau's and ran these to the northern end using 'The Wall' as our turn point. Turning for home, Jerry spied a convergence out in the Basin which we followed to Big Ben and Omarama.

"Thursday's task was Ben Avon in the Ahuriri, Stewart Stream in the Ben Ohau's, Dingle Burn, Naseby, Omarama. Again it was tricky getting away. I flew with Ian Cohn from Aussie. I think we were the first to get to the Ben Avon turnpoint and probably the

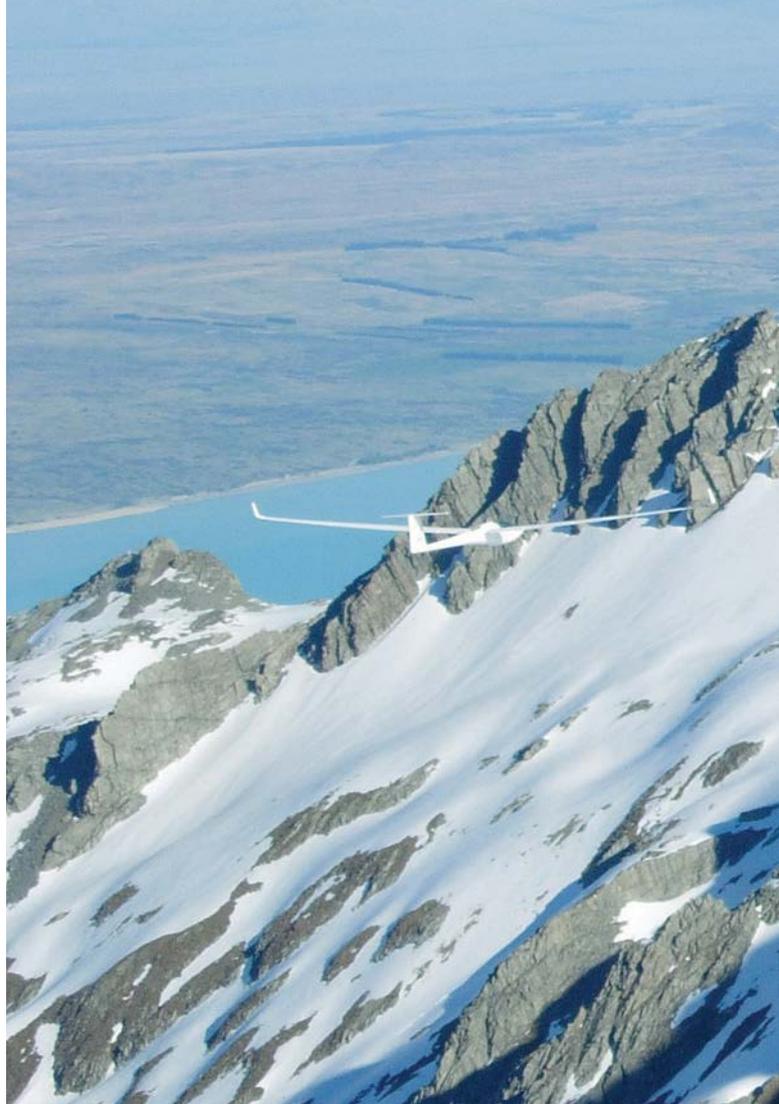


Photo: Dom Stevens

last to get to Stewart Stream. We didn't leave the ridge to go to the Dingle Burn turnpoint as other pilots were reporting sink in the valley. When we got back to Mt Horrible we contacted light wave and climbed to 12,000ft which set us up for the run down the Hawkduns. We slowly lost height and turned at Falls Dam. The ridge was working and we shot north at 110kts, and with the tail wind, Ian's GPS was reporting a ground speed of 250kph. Back in the Basin we climbed to the top of Horrible again then slowly descended over Lake Benmore.

"Friday's forecast was for more stable conditions, so the task was short, Simons Pass - Stewart Stream - Omarama Saddle - Omarama; the guns went round it twice. I flew with Mark Bland from Mt Beauty. Again we had trouble getting established and needed a relight. I felt better when I heard that Gavin Wills also needed a relight!! We finally got established, thanks to Mark's scratching skills. Weak wave was contacted on The Bens and thermals near to Simons Pass. The Ben Ohaus were working well and we ran them to a couple of km south of The Wall. We left the southern end at around 10,000ft, stopping once in mid-basin for a top up and straight across to Omarama Saddle. The valley between the Ewe Range and Omarama Saddle was pretty much all sink and we were looking at a landout at Berwen strip when we hit a small thermal which gave us enough height to get home."

The after flight debriefs were important too. Dom describes the Matamata ones. "If the flight briefing and the flight itself left us feeling a little unsettled, possibly nervous, then the debriefing at the end of the day (where each pilot gave a short description of their flight) was enlightening, cathartic, and usually so hilarious I often had tears from laughter!"



Photo Paul Jackson

He also says, "I'm sure we all picked up on aspects of cross-country flying that have improved our grasp of what without doubt epitomises gliding. Not all of my forthcoming flights will be cross-country epics, but the course has made me re-evaluate my flight planning. We had high-houred, very experienced instructors who are at the top of their game; I can't remember a single question going unanswered -and there were many!"

**And Paul's personal stats for the 4 days:**

1. >16 hrs in the saddle
2. Approx 800km of cross country flown
3. Longest day 5:35hrs
4. Longest distance flown 280km
5. 2 landouts
6. 2 re lights

Paul thanks the organisers, "Particularly Kev for organising the week, Roger and Winton for towing, all my fellow pilots for the advice given, and of course to Jerry for all his encouragement and confidence in my flying. He even pulled his brakes a few times to get down to my height and feel my pain!"

It is obvious from their enthusiastic descriptions that both men thoroughly enjoyed themselves, learned lots and benefited from the experience. Dom says, "I'd highly recommend a cross-country course to all competent pilots." While Paul asks, "Would I do this again?" and answers, "Just let the dust settle on the wallet and my leave to accumulate and I'll be a starter!"

Keep an eye out for a cross country course coming to a club near you.



Photo Dom Stevens

This is how Paul sums it all up with a list of what he learnt...

- I reckon my thermalling technique has improved by 150%.
- Get onto the tops and stay there.
- Gliders go a long way in a straight line, especially with a tail wind.
- As long as you have a landout plan flying away from the airfield is not as daunting as I thought.
- Two successful landouts have given me the confidence to push a bit further.
- Always know which way the wind is coming from. (My GPS trace shows some interesting wind directions.)
- I will need 30 years experience to be able to keep up with Jerry.



Photos are of the 750km flight preparations at Minden.

# SOMETHING DIFFERENT

## THE CARAT MOTORGLIDER

The Carat is a new motor glider designed and built by AMS-Flight of Slovenia. AMS-Flight is a name that may not be familiar to most of you although much of what they make is very well known. The company took over from Elan Flight Division in 1999 and currently makes the DG 303, 505, and 1000 as well as the re-released LS4b which is proving to be very popular. The Carat is their first motor glider. Under development is the Magnus ultralight motorglider which will be suitable as a towplane.

The Carat has an air-cooled, four-cylinder, four-stroke Sauer 1800 E1S engine with fuel consumption of about 10.8 l/h premium petrol at 200 km/h. The carburetor adapts the mixture automatically to altitude and can climb at a rate of 1 m/s at an altitude of 5000 m when the electrical fuel pump is in operation.

### Folding propeller

The new "beak" folding glass fibre propeller folds the blades forward against the air stream by means of two damping gas springs when the engine is shut off at speeds below 90 km/h thus minimizing drag.

You simply switch off the ignition when you have centred a

thermal. Blade interconnection prevents unintentional opening. When the engine is started, centrifugal forces open the propeller at once and it is immediately operational.

### Retractable landing gear

After engaging the 3-position switch, the robust, leaf-spring main landing gear is retracted electro-hydraulically. The fairings fit tightly and thus ensure aerodynamic performance. The landing gear can be extended manually in an emergency. Two powerful disk brakes are operated simultaneously using a brake lever on the control stick where the lock for the parking brake is also located. The steerable, spring-loaded tail wheel allows precise taxiing and a turning radius of about 15 m.

### Good gliding performance

The wing is virtually that of the "Discus".

In addition to excellent performance, the airfoil with turbulators on the lower side results in very docile stall behaviour even in rain or with an insect-covered wing nose.

The optional winglets improve circling performance in thermals.

**The Carat Motorglider**

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Grossly dimensioned Schempp-Hirth air brakes permit steep approaches and short landings.

Due to the retractable landing gear and the folding propeller, the Carat fits into a normal sailplane trailer and one-man rigging is possible. Because of the accurate fit of the spar end guides, the wings can be fitted individually.

**Comfortable cockpit**

Roomy seating, the adjustable pedals and adjustable seat back make the cockpit comfortable for all sized pilots. Cabin heating, good air-conditioning and room for a map and snack bag ensure the pilot's well-being.

The instrument panel offers sufficient room for a good assortment of VFR equipment including GPS, final approach computer and transponder.

Behind the seat there is enough space for baggage including tent and sleeping bag so you can take full advantage of the 145 kg baggage allowance.

The Carat has proved its ability as a soaring ship with a 750 km multi-turnpoint flight flown from Minden, Nevada last June. The flight came in at a respectable average speed of 121.3 km/h. Pilot Oliver Dyer-Bennet says, "The Carat had indeed stretched its wings and performed admirably, with its longest flight yet."

**T E C H N I C A L   D A T A   C A R A T**

Sauer S1800 Engine	60 hp
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Max L/D	38:1+
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Wing Span	49.2 ft
Wing Area	114 sq ft.
Aspect Ratio	21.3
Va	100 kts
Vne	135 kts
Best VY @68 kts	700 fpm
SPD @75%	105 kts
Max Range	860 sm
Empty Weight	717 lbs
Max Takeoff Wt	1,080 lbs



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1.00 pm 16 Dec 07. It was the start of another perfect day at Omaka as Ross Menzies (Libelle ID), Brian Mogford (Mini Nimbus LN) and Norm Sawyer and I (Twin Astir TU) set off from Blenheim's Omaka airfield with the help of tow pilot Pete Nelson.

In the middle of nowhere but look at that sky.

# ONE OF THOSE OUTLANDING STORIES

by Mike Dekker

"We'll meet you at the barbeque in a couple of hours"

The club had a barbeque planned for 6.00 pm, so we were all expected to be back in time to join in the party.

All went well as TU cruised out to the Nelson Lakes and briefly joined up with Nelson Gliders before heading back from Lake Rotoroa. But then I decided that the good looking skies south towards the Molesworth were too good to miss, so we headed along the Raglan Range on the east bank of the Wairau River.

All went moderately well until I commenced a turn at the south end of the Raglans in order to remain in the buoyant air on the mountain tops for a climb to cloud base. Suddenly the glider began to descend rapidly and kept descending. Unwilling to head north below the ridge tops into the narrow Wairau River gorge, I turned TU around towards the open flat country of the Molesworth station and, still descending rapidly, headed for the ridges downwind, expecting to pick up a good easily worked thermal on the next ridge.

Unfortunately, the ridges and thermals failed us and there was no option but to set the glider down into the flat tussock land. There were no airstrips or paddocks to aim for and from up there every smudge of land looked as good, or bad, as every other smudge.

The landing roll was like driving over a long cattle stop, but the glider came to a safe halt. The undercarriage door was lying on the ground a few metres back, the only obvious casualty. Very lucky.

"OK Mike. Tell me again: Why we are down here under that sky?"

So there we were - On the ground at 3,300ft amsl, 80 km southwest of Blenheim, in the middle of nowhere and under a

booming sky; no cellphone coverage, no radio coverage, no roads, no people. The nearest guaranteed phone was about five hours walk away. We spent half an hour deciding on the best plan, while trying to raise aircraft on every frequency we could think of. Eventually, we got a message out via a passing airliner. Our message asked the Gliding Club to send a plane over to land at the nearest airstrip, about half an hour's walk away, and (hopefully) pick us up.

Due to my bad memory concerning local place names, as well as the scarcity of information on the maps and the absence of a GPS, we didn't know how to accurately describe our location, so it was given as "The Molesworth pine tree pulling area". Fortunately, this completely meaningless drivel has great significance for the Marlborough Gliding Club and is more accurate than a grid reference. The club has had a series of fund raising weekends to pull out young pine trees from the Molesworth conservation area for DOC.

The message quickly made it to Colin Davis, who was busy helping Phil Sparrow and their wives prepare the evening's barbeque. However, the fact that the message had gotten through was not relayed back to us.

We pondered the merits of activating the PLB. It meant a guaranteed quick helicopter retrieve and possibly even home in time for the last BBQ sausages. However, we decided that this could not be justified as we were not in any danger or discomfort and our status was known. Knowing that the PLB was there if we needed it was a great comfort. Helicopter or not, someone was going to be greatly inconvenienced by our landout, so we decided to wait and rough it out.



Top left: I'll see you back at the barbecue. Top centre & right: Always make the most of locally available resources. Bottom left: So that's where that went. Bottom right: Forgive me for I have landed out.

Back home, Colin and Phil decide to make the ultimate sacrifice. They got set for a road retrieve and delegated the BBQ to Club Captain Mark Robertson. They let our wives know what had happened and told them not to expect us home until very late or tomorrow. Pauline and Julia both had a good laugh – So much for worried wives.

In the meantime, we finally managed to track down an airliner that was able to confirm that a road retrieve had set off at 6.30pm. I knew all about the local folklore that insists that you cannot get a glider trailer into the Molesworth from the north, so I anticipated a 9.00 pm pickup followed by a drive home, and worry about the glider another day. We fashioned wing weights, control locks and tie downs from the largest boulders we could prise out of the ground – by the time we finished, it would have taken a tsunami to shift TU. We then set off for the nearby Sedgemere Huts.

Back at the BBQ, with numbers sorely depleted, the tow pilots all discussed the merits of jumping in the towplane to find the glider. This aspect of our original message had never made it, but by now they had all had a few beers anyway, which probably explained their enthusiasm. Naturally, our fate was the topic of much (un)sympathetic conversation.

At the Huts, three mountain bikers offered us baked beans for dinner, lots of sympathy, and conversation to wile away the hours until pickup time. By 9.30 it was getting dark and there was no sign of a car. We had no way of knowing for sure if the retrieve was actually happening, who was organising it, whether they would make it, or if they were going to the right place. So we settled into

our beds to wait out the night. At 10.00 pm we heard a vehicle pull up and were amazed to see a glider trailer attached to it. Colin and Phil offered tea, coffee, blankets, sandwiches and as many good humoured remarks about BBQs as they could think up.

Their road trip had been slow but relatively uneventful apart from a lot of scraping of the trailer's back end at fords; and the inexplicable absence of the rear door, which is normally permanently attached to the trailer and forms an essential part of the de-rigging equipment. Very puzzling.

Just as I was tucking myself into bed for the second time Colin shouts "Oi!! What are you doing in bed? I've got a bottle of wine". So up again, some reminiscing and solving the problems of the gliding world, and back to bed for the third time.

Up early in the morning and off to the glider. With the help of the three mountain bikers we quickly derigged and trailered GTU, even without the help of the rear door. A large amount of belt and braces jury rigging took place to make sure that nothing could fall out. Norm's sailor's knot tying skills came in very handy.

It is easier to ask for forgiveness than permission.

Off we went, at a moderate snail's pace to minimise glider and trailer distress, but we couldn't completely avoid further trailer damage at some of the more awkward fords. "Where is that missing door?"

A few kilometres down the road we were waved to a stop and asked to pull over until a horse-trekking party had gone past us on the narrow gravel road. Apparently, long glider trailers scare horses. OK then, time to boil the billy, have a cuppa and make

breakfast while we wait. "Where is that door?"

30km later and we were onto a good tarmac road, past all the fords - "I guess we've lost the door for good". Then, a few km before we reached the main road, a large metal object with a number plate came into view, neatly parked on the side of the road. The door had obviously had a traumatic time, with signs of having been dragged along the road behind the trailer before sliding sideways off its hinges. Fortunately, it was easily refitted and this time, great care was taken to make sure it was closed properly.

"How the \*\*\*\* did that happen?"

The rest of the trip was uneventful, but I had to tolerate every remark known to glider pilots about "nice things to be doing on a Sunday morning of a great soaring day".

After an engineer's inspection, GTU was declared to be serviceable and flew again after the undercarriage door was refitted, just in time for Luke Ireton to do his five hours in it.

When I flew over the Molesworth again a week later, I was very careful to keep about three airstrips within easy gliding range at all times.

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airportslive

# AIRGAMES

*by Jill McCaw*

Billed as the largest aviation sports event in the Southern Hemisphere the AirGames held at the Wanaka airfield on the 27th and 28th December involved ten different Fédération Aviation Internationale (FAI) sanctioned air sports, including gliding. Run by Airsports Live and hosted by Flying New Zealand the Airgames was a full on two days of aviation. It was aimed at bringing air sports into the public eye and was viewed as a trial run for the World Air Games to be held in Turin (Italy) in 2009. The FAI is accepting bids to host the 2011 games as we go to press.

There were two demonstration events but all other activities were competitive, in many cases the first time the sport has had a competitive aspect. The two days of activities were broadcast over the internet with a large outdoor screen providing up close action for spectators on the ground. The Grand Prix glider pilots relocated to Wanaka to take part in the event. The glider race was a GP race, giving the public a great demonstration of fast and furious soaring. Sebastian Kawa repeated his GP victory narrowly beating Ben Flewett who had an equipment failure and was found to have missed a turnpoint.

The other sports were sky diving with pylon racing (a real crowd favourite) and the swoop, ie a swooping arrival and landing. The hot air balloons' contest was over before most were out of bed. Paramotors turned out to be very photogenic, highly manoeuvrable and very loud. The Tiger Moth race started with a Le Mans start, the pilots sprinting to prop start their aircraft. There were experimental aircraft, helicopters in two different precision contests, paraglider acrobatics and model aircraft races. Off site but shown on the big screen and the internet were paraglider and hang glider cross country races, with the same telemetry as used in our glider racing. A spell binding aerobatic display by world champion Jurgis Kairys of Lithuania closed the event.

Photos John McCaw





# Soaring<sup>NZ</sup>

AirGames Wanaka, New Zealand







# BUYING A GLIDER FROM THE STATES

Dave Tillman and Nigel Ackroyd are the proud owners of an ASH26e, the first of type in the country. It must be good — they are both walking around with large smiles on their faces. Imported from the States, it proved to be a little harder to get the glider here than they had thought. **Dave Tillman** tells us about it.



It's an ASH – but not as we know it.

It all started with Terry Delore telling me about an ASH26e that had kept up with him and Steve Fossett on a long glide in Nevada. To be honest I'd never heard of the 26 but anything that can keep up with an ASH25 can't be too bad.

A few months later my syndicate partner wanted to sell his share in our DG400 and I was pretty keen to own it out right. Just for the hell of it I had a look at the 26's on the web page. They sounded pretty good, 50 to 1 for an 18m glider and a popular rotary engine (1000hr life v 300hrs for the Rotax).

About that time the USD exchange rate was pretty good so I looked at what was for sale in the States. I quickly found out that ASH26e are pretty popular and they don't come up for sale very often. Anyway I did find one in Boston and made an offer which was eventually accepted. Suddenly things were getting serious (and expensive). Tongue in cheek I rang my mate Nigel Ackroyd and told him he'd look good in a 26. I couldn't believe it when he said he was tempted.

Well Boston started getting messy about a week before I flew out. The guy was two hours from the nearest trucking company and it was my problem how it got there. In the States you can't hire a car with a tow bar and the Truckies can't put a container on the ground for loading. In the end I cancelled the purchase (only cost was internal airfares). To be fair I wasn't a 100% convinced that I wanted it as it had the old heavy wing.

I now had flights booked to LA leaving in a week. An email around the 26's user group elicited a reply from a guy in Hawaii who didn't know if he wanted to sell. At that time he had shipped the glider to San Diego and was driving it to Minden. This was his pride and joy, he sent me photos that he kept on his laptop, it was immaculate. The glider was 11 years old and had only flown 50 hrs (5hrs on the engine).

I phoned him and said "Stop, don't go past LA." That didn't work out but he did leave it at Cal City (only 2 hours up the road) and flew back to Hawaii. Cal City is on the edge of the Mohave Desert and is a bit like Omarama on steroids. Talk about hot, it quickly got to 105° (F) everyday.

It would be fair to say that he was a reluctant seller and there were very strict rules around my inspection. In short I could look, but not touch and the sale was on his terms. It took me a week at Cal City to secure the deal and until the last day there was no certainty that it would happen. Still I met some really neat people and got to sample the real America, away from the cities.

Cindy and Marty at the Cal City Glider Port were wonderful and did all they could to help. If you're in LA and want to go for a fly, give them a call and book a flight (open six days a week), they'll really look after you. After flying, head into town with them and enjoy a Mexican meal and a Corona.

When I finally owned the Glider, Cindy towed it to the LA docks for me where I loaded it into a container. DSV Air & Sea Ltd (the



shipping company) were great and checked in with me daily to see how things were progressing. They had a container ready with 24 hours notice which is a big ask, especially in place like LA. I did the loading myself which took about two hours, I wanted to be certain it was secure. Thanks to all the glider pilots in New Zealand who offered advice on loading containers, as I understand they can get a bit of a hard time in transit.

Three weeks later the glider was in Auckland at Sailplane Services. Ross Gaddes was great, he helped with shipping right through to certification (first of type) and delivery to Christchurch. The Schleicher factory were also very good at answering questions and supplying information to CAA. Two months after seeing the Glider in Cal City I had my first flight out of Rangiora.

Was it easy? Let's say it soaks up a bit of brain power but I learnt a lot along the way and had a real adventure. If you are going to do it yourself then talk to someone who has done it before. My thanks go to all the people who offered me advice and help along the way, it certainly made a big difference.

Was it worth it? Yes, we got a virtually new glider for considerably less than the new price; once the winglets are fitted it will be identical to what is coming out of the factory today. By the way it flies very nicely and will be a great machine for South Island conditions.



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# a burning issue

Burn marks on glider interiors as a result of the sun reflecting off curved canopy surfaces are not a new phenomenon but what happened to Southern Soaring's Duo Discus on 4 March 2008 caught us by surprise.

by Chris Rudge

An explanation of what happened is provided here so that others can avoid similar incidents in the future.

Our little story began after a busy day's flying when the wheel brake in our Duo Discus ZK-GRZ failed to work after landing. The glider was put into the hangar at around 6.15 pm and the caliper unit was checked before the rear seat panel was removed to inspect the master cylinder. No obvious faults were found.

While doing this, I noticed a faint smell of singed hair. It only lasted a short while. At the time, there was little wind and the air temperature was possibly only 15°C as a result of evening cooling. A quick look around failed to locate the source of the smell. There was no smoke. Perhaps someone was burning some domestic rubbish?

A few minutes later, the smell returned briefly. A further search by both Darren Smith and Don Mallinson also failed to locate the source. Although the smell was non-electrical, I disconnected the battery. I also looked at items in the cockpit to ensure the canopy wasn't reflecting onto anything and heating it up. Darren moved the parachutes as a precaution. The smell disappeared again. At that point I went to help Darren who was working on the Dakota in the adjacent hanger.

On returning, however, the singed hair smell was still evident. It was at that point that Darren spotted the problem – the sun's rays had concentrated themselves on to the headrest mounted in the middle of the canopy! Standing side-on to the cockpit, the burnt area was not visible. It was only when Darren stood near the nose that the damage could be seen. The time taken to find the problem was obvious as the sun had burnt a line 13 cm long by 1 cm wide, completely frying the fabric covering and working its way into the foam cushion! Bugger!

An analysis of the environmental factors showed that the sun was approximately 15 degrees left of the nose and 20 degrees above the horizon. With the canopy open, the focal point of the sun's rays perfectly coincided with the plane the headrest was sitting in – perfect for warming up a cup of coffee perhaps but not desirable inside a \$200,000 aircraft.

It is interesting to note that the aircraft flight manual does not contain any warnings about the dangers of reflected light off the canopy on interior fittings. We will be contacting the manufacturer to see if a warning can be included.

Lessons to learn: Clearly, if you have a canopy that hinges from the front or rear, you need to be aware that if it is pointed towards a position near the sun, damage can result if the sun's rays are focused on an object sitting near the focal point. In our case, damage can also result with a sideways opening canopy, particularly if the headrest is built into the canopy structure. Beware! Once burnt, twice shy. . .



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## PILOTS WANTED

Southern Soaring is seeking experienced New Zealand glider pilots to work on contract for the 2008-2009 soaring season (September to April). Must have a "B"cat instructor's rating, and previous mountain soaring experience.

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## QUESTION

CAN YOU TRANSPORT SIX 15M GLIDERS IN ONE SHIPPING CONTAINER?

## ANSWER

YES, IF YOU'RE CAREFUL!

by Max Stevens

The problem of economically transporting the Grand Prix gliders halfway around the world was solved by Bruce Drake and Alfred Spindelberger of Cobra Trailers for the qualifying Grand Prix in 2006. Cobra designed and built the steel cradle to Bruce's basic concept – six gliders sardine fashion: nose-out at each end with their tails nestling side by side in the middle, wings mounted above with tailplanes and other bits and pieces filling the gaps, all designed to fit neatly inside a 40ft container. The cradle slides in on nylon wheels which are then wedged in place by bolts wound out into the container walls. Finally, wires loop through container lugs at the four corners. The concept proved so successful that Cobra made a second cradle for the Grand Prix final.

Friday 30 November dawned fine and calm at Omarama for the arrival of the two containers of precious cargo from Germany – one Diana, seven Ventus 2s, two ASG29s and a fairly tired LS1 that had hitched a ride. The first truck turned up at 8:30am and its driver judiciously positioned the container next to the western hangar for withdrawing the cradle. A Ministry of Agriculture and Forestry inspector arrived from Queenstown and opened the door, only to spot a couple of creepy spider beasts lurking inside – but a nasty spray bomb soon fixed them.

Ross Gaddes crawled into the back of the container to cut the wires and release the bolts, then used his Ute to tow the cradle a couple of metres out of the container to allow fitting of the first pair of temporary wheels. Then steady as she goes before clamping on the second pair – voilà, it's out, simple as that!

The second truck arrived and we got that open, only to find no temporary wheels inside. So we had to jack up the first cradle to get the wheels off – nice of the Germans not to tell us there was only one set for both cradles, and pure luck that the right container had arrived first! By the time we got the second cradle out, a Customs Officer had arrived from Timaru.

Then the fun started. The MAF and Customs guys quickly found there was a lot of stuff stashed in the glider cockpits and they wanted every cockpit opened and EVERYTHING pulled out. This was easier said than done because it was tricky getting canopies open while the gliders were still on the cradles – in many cases

we had to use the jettison levers and slide the canopies off because there was no room to open them normally. There wasn't time to take the wings off the cradles.

The MAF guy went through the stuff with a fine toothcomb. One pilot (who shall remain nameless), or more likely his charming wife, had put real lavender in with his clothes – the seeds were everywhere, and these had to be sucked into the MAF vacuum cleaner. All wingtip and tail dolly tyres were sprayed with something deadly. All wing covers were unrolled and inspected for grass seeds – many seeds were stuck to the Velcro closures and had to be sucked off. All rudder pedals were inspected for dirt and cockpits vacuumed. Tool boxes were opened and contents removed – seeds were sucked out of odd corners – this guy was THOROUGH. But then we had to try and put everything back, as he charged on to his next victim! Some cockpits were so jam-packed with gear we had no chance in the time available to put it all neatly back in. A fair bit of gear that couldn't go back where it came from after this search & destroy mission had to be left stacked up alongside the cradles for the pilots to sort out. At least nothing was damaged, as far as we could see.

MAF finally left at about 6pm, having done sterling duty as a guardian of NZ's natural species. The inspector was in fact very friendly, and explained why he was doing what he was doing – he had an amazing eye for spotting bugs and seeds!

My thanks to the many willing helpers – besides Ross Gaddes: Philip Plane, Lemmy Tanner and Luke Dale all pitched in before flying duties beckoned.

Ross and I tidied up the 'wreckage' on Saturday morning, silently praying that the reloading would be a little less labour intensive! Fortunately it was. The GP pilots loaded the cradles on their return from Wanaka. We put them back in the containers on 5 January, all done and dusted inside two hours, ably assisted by Terry Jones, Jenny Wilkinson, Roger Harris and Uli Schwenk. Jenny did the crawling-down-the-end duty, only to have the container door closed on her by Uli – "Jenny, I will see you in Germany", he said, much to everyone's mirth! Has anyone seen Jenny lately?



Care required – everything is close, and getting into the cockpits for the MAF inspector is tricky.



Cradle withdrawal – temporary wheels (painted red) are fitted to transfer the weight of the cradle to the floor.



# AN IDIOT'S GUIDE TO TEPHIGRAMS:

WRITTEN BY AN IDIOT – PART I

Warning: The following article contains graphs. If dizziness, blurred vision or spots-before-the-ankles are encountered when viewing these, lie down in a dark room or read something written by Paris Hilton. If you can manage to do both, you must have the night vision of a possum. Well done.

Most sane types, when presented with a typical tephigram (or sounding) know not what to make of the seemingly-random groupings of lines and numbers. This is because the people who decided on this particular graph format were Scientists and they like to make the conveyance of information difficult or arcane to the average glider-pilot-in-the-street. In the case of tephigrams, depicting the information this way is done for Very Good Reasons which escape me. I'll try saying "potential temperature" a few times and see if the feeling goes away.

Basically, a tephigram is two graphs in one. The first shows how the air temperature changes with height, and allows you to predict how pockets of warm air (like thermals) will behave. The second, overlaid on the first, shows how the humidity (or, more accurately, the Dew Point) changes with height, and allows you to predict how pockets of air with a fixed water content (like thermals – see a pattern emerging?) will behave as they rise.

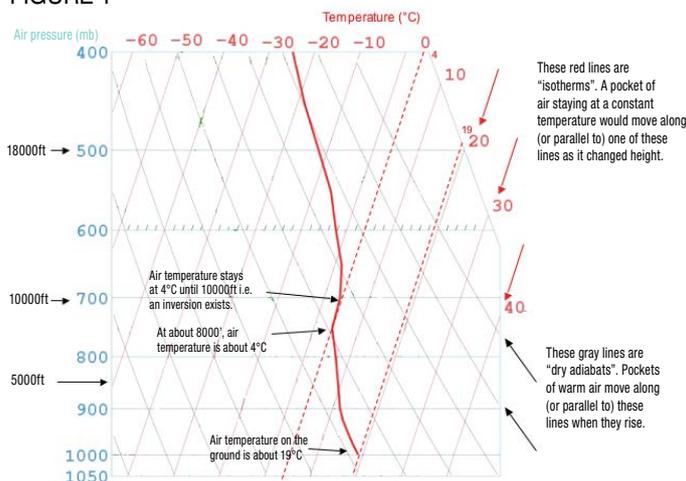
**You can use a tephigram to determine:**

- the presence or absence of any temperature inversions
- how hot the day will need to get before thermals start to form
- how high the thermals will rise
- (roughly) how strong the thermals will be
- (roughly) whether the day will be blue or not
- the height of cloud base
- the stability of the air (i.e. dead, slight convection, showers or thunderstorms)
- the price of a curry.

OK, I'm lying about the curry but you get the idea. To a glider pilot, tephigrams are useful beasts, so long as you know how to read them and know how large a grain of salt to apply to the resulting prediction. Enough preamble; let's get cracking.

Figure 1 shows a typical tephigram and, for the sake of clarity, I've removed all references to dew point or humidity – we'll deal with that later. The first thing the Scientists have done to make things difficult is to use pressure (in mbar) for the vertical scale when they could just as easily have used height in feet. I ask you! Just remember that (if sea-level pressure is 1013.2mb) 5000ft is

FIGURE 1



about 850mb, 10000ft is about 700mb and 18000ft is about 500mb. If the sea-level pressure changes, you'll have to adjust things up or down accordingly.

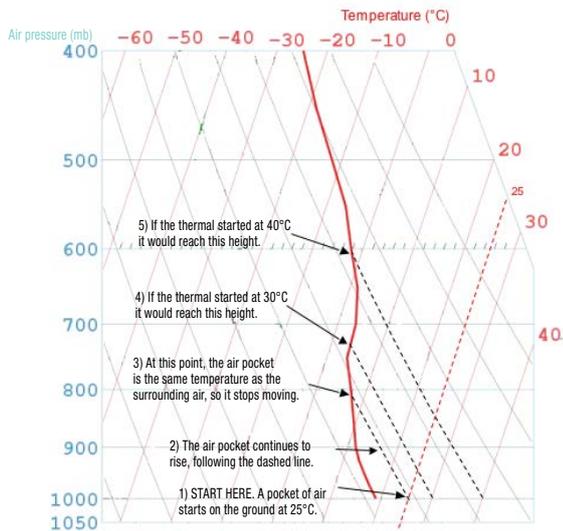
Now look at the red numbers lining the edge of the sounding. These are temperatures in °C and the red lines tilted to the right on the sounding are the corresponding 'isotherms'. Any pocket of air that moves along one of these isotherms as it changes height is staying at the same temperature. The big red line shows the actual change of air temperature with height. At the bottom of the tephigram (sea level), it's about 19°C. At 850mb (5000ft) it's 9°C. At 10000ft (700mb) it's about 4°C. Note that between 750 and 700mb, the air temperature stays fairly constant at about 4°C – this is an 'inversion' and it's very good at stopping convection, for reasons which will become apparent later. You must develop the faculty of patient expectancy.

Notice also the grey lines tilted to the left. These are the 'dry adiabats' (remember your QGP theory?). Any pocket of un-saturated air will expand and cool as it rises according to Boyle's Law, and these dry adiabats show how a pocket of air at any given temperature will change temperature with height. Remember that a pocket of air will only rise if it's warmer (and therefore less dense) than the air around it. If it's surrounded by air at the same temperature, it ain't going anywhere. Now look at figure 2 and imagine that you're a mass of hot air – a windbag, if you will. You start off near the ground at 25°C and, because you're hotter than the air around you (at 19°C), you begin to rise. Your temperature changes as you rise, according to Boyle's Law, and your own plot of temperature against height follows the dry adiabats (look at the dry adiabat that started at 27°C at the ground).

As a windbag, you're not afraid of heights, which is just as well. You keep rising and expanding, and your temperature keeps following the dry adiabats until you're the same temperature as the air around you. How high? Follow your imaginary dry adiabat until it crosses the air temperature line, and look at the height (pressure) where this meeting occurs – in your case about 6000ft (810mb). Well done, you old windbag.

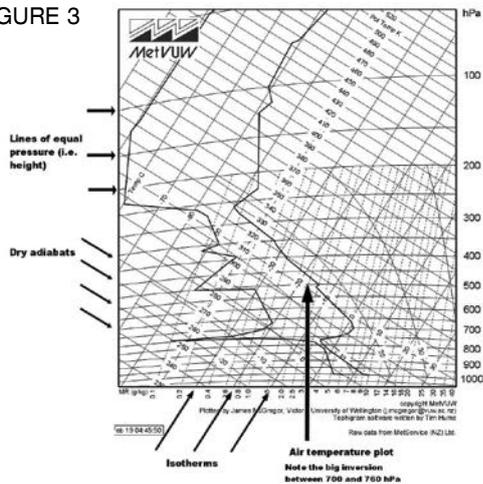
Now imagine that you were at 30°C when you left the ground and draw another imaginary dry adiabat to where it crosses the air temperature line. You'd now stop at about 9000ft, about where the inversion is happening. To get above this, you'd need to start off at about 40°C which, if the air temperature on the ground is 19°C, is not very likely unless you're on fire. The inversion is therefore fairly good at 'capping' any rising thermals.

FIGURE 2



What about if you started off at 20°C? Wouldn't get very high, would you now? In actual fact your chances of leaving the ground at this temperature are not very high anyway - a general rule of thumb is that air pockets need to be at least 2°C warmer than the surrounding air to get going. Once they're rising, the closer they are to the surrounding air temperature, the slower they'll move. Windbags at 21°C will rise a lot slower than windbags at 25°C. How much slower? Difficult to say. All sorts of factors begin to come into play here when trying to predict thermal velocity, so your best bet is just to take a guess based on experience. On the day this sounding was taken, the thermals were about 3-4 kts up to 4500ft.

FIGURE 3



Now, have a look at the tephigrams (or soundings) from <http://www.arl.noaa.gov/ready/cmet.html>

Start by entering in your latitude and longitude, click "Continue" then choose one of the options next to "Sounding". Pick a date and time, type in the access code (I also select "Only to 400mb" and "120dpi"), then gaze in wonder at some real forecast soundings. Except they call them "Skew-T Log-P" plots. Scientists!

Alternatively, to see what actually happened in your neck of the woods, go to:

<http://www.metvuw.com/upperair/>

Note that the tephigrams here are of a slightly different format. Figure 3 should explain the essentials.

OK, that's enough blathering about dry (un-saturated) air. Next time, I'll introduce humidity into the picture and watch as everything gets very messy very quickly.

# GNZ AWARDS JANUARY — MARCH 2008

**QGP**

3001	Robert Sherlock	CTY
3002	Wilson Ellery	SSG
3003	Yuji Higuchi	Japan
3004	Shanta McPherson	COT
3005	Mel Blackburn	Canada
3006	Martin Katschner	Austria
3007	Callum McCaw	CTY
3008	Mark King	Aussie
3009	Tim Bromhead	PKO
3010	Oliver Winkler	CTY
3011	Darren Day	WLN
3012	Mark Morgan	UK

**SILVER HEIGHT**

Robert Sherlock	Omarama	17/11/07	Twin Astir
Robert Mollard	Omarama	1/1/08	Discus
Shanta McPherson	Omarama	6/1/08	Discus
Sefton Crandell	Matamata	21/10/07	ASW20
Peter Robinson	Omarama	20/1/08	Discus
Tim Bromhead	Matamata	26/12/07	Astir
Toby Read	Omarama	13/1/08	Discus

**SILVER DISTANCE**

Paul Jackson	Omarama	6/11/07	Janus
Robert Mollard	Omarama	1/1/08	Discus
Shanta McPherson	Omarama	8/1/08	Discus
Richie McCaw	Omarama	13/1/08	Discus
Sefton Crandell	Matamata	21/10/07	ASW20
Peter Robinson	Omarama	20/1/08	Discus
Tim Bromhead	Matamata	3/1/08	Astir
Toby Read	Omarama	13/1/08	LS4

**5Hr**

Norman Sawyer	Omaka	27/12/07	Blanik
Robert Mollard	Omarama	1/1/08	Discus
Shanta McPherson	Omarama	6/1/08	Discus
Sefton Crandell	Matamata	2/2/08	ASW20
Peter Robinson	Omarama	27/1/08	Discus
Tim Bromhead	Matamata	27/12/07	Astir

**SILVER BADGE**

1115	Paul Jackson	CTY
1116	Robert Mollard	OGC
1117	Shanta McPherson	COT
1118	Sefton Crandell	PKO
1119	Peter Robinson	OGC
1120	Pending	
1121	Tim Bromhead	PKO
1122	Toby Read	CTY

**GOLD HEIGHT**

Toby Read, Omarama	13/1/08	Discus
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**GOLD DISTANCE**

Richard McCaw, Omarama	13/1/08	Discus
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**DIAMOND HEIGHT**

394	Stephen Dvorchak	22/1/08	Discus
395	Toby Read	13/1/08	Discus

**DIAMOND DISTANCE**

133	Dane Dickinson	12/1/08	Astir
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**3X DIAMOND CERTIFICATE**

112	Dane Dickinson	WLN
-----	----------------	-----

**1000KM CERTIFICATE**

34	Dane Dickinson	12/1/08	Astir
35	Martyn Cook	12/1/08	Ventus
36	Trevor Mollard	13/1/08	Discus

**NZ RECORD**

**DOG- Out & Return 300km Speed**

Roger Sparks	156.85kph	
Omarama	1/1/08	Ventus

**DOG- FAI Triangle 200km Speed**

Roger Sparks	146.79kph	
Omarama	13/1/08	Ventus
Official Observer	92/253	Nick Wisniewski

# BADGE FLIGHTS

Steven Care from Piako gives us an overview of the preparation required for badge flights.

This column first appeared in Piako's electronic newsletter but contained so much useful information SoaringNZ asked Steven if we could reprint it. I'm sure you will find it useful.

Much of our training is geared around QGP, but many pilots don't fully appreciate that beyond this are Silver, Gold, Diamonds, Diplomas, records and what the significance of these is. I don't have any issues if someone enjoys and is content with local flying, but I suspect that those who do have ambitions of greater things are put off by the procedures and paperwork involved in getting FAI awards. It is not insignificant, but it is also not insurmountable. It just involves "preparation".

The first thing is to make sure that you have had the necessary training and ability to do the task you are aiming for. Chat about your intentions with your duty instructor of the day. Being current is really important as well.

## "TRAINING-CONDITION BAROMETER"

HOURS /LAUNCHES in last 12 months

25	35	More flying than this - you are in good training!
20	30	You are likely to make elementary errors.
15	20	Be careful in adverse conditions; rain, wind>15kts, Cross winds. Check your instructor is happy for you to make the flight.
10	10	If not flown for 3 mths - FLY WITH AN INSTRUCTOR.
5	5	Difficult conditions - FLY WITH AN INSTRUCTOR

The next step is to have the "declaration" form ready. This can be done the day before if necessary, or have a whole bunch filled out and in a folder, waiting for the right day. Prior declaration is not needed for every badge flight. A chart is at the end of the claim form to guide you on what certificates are required. See the GNZ website.

An even better option is make the declaration electronically in the GPS you are using.

If your GPS is a Cambridge, Volksloger, EW, LX you are likely to be OK. Most Garmins on their own are not, because they are unsecure. If you are unsure check it out on the FAI website. Make sure you are familiar with the equipment you are using well before the day of the flight. Experiment on an ordinary flying day and check you can download without difficulty. If you are unsure ask someone in your club that might know.

A section that nearly everybody forgets is the Tow Pilots release certificate. Leave it with the tow pilot to sign straight after the launch. It is needed for every badge flight you do. There is nothing stopping you from having quite a bit of the form filled out ready prior to the day of your task. The claim form again is on the GNZ web site.

You need an Official Observer who should inspect the GPS installation prior to launch, check your declaration if needed, witness your launch, ideally witness your landing, take control of removing the GPS from the glider and download the flight. Official Observers are listed in the last GNZ Soaring Directory.

All of the requirements and rules regarding the proposed flight are at [http://www.fai.org/sporting\\_code/sc3.asp](http://www.fai.org/sporting_code/sc3.asp) where there is also a very helpful pilot guide. The GNZ Soaring Directory has a hardcopy of section 3 at the rear.

The above details are not intending to provide the whole story, but should at least get you going in the right direction. The more knowledge you have, the more likely it is that you will succeed

Happy flying

## WEBLINKS

### OVERSEAS SOARING SITES

Planning an overseas trip? Cumulus Soaring has collected links to hundreds of soaring sites worldwide. Interestingly New Zealand only has four entries: Glide Omarama, Gliding New Zealand, Southern Soaring and Tauranga Gliding Club. Poland by contrast has 28 sites listed. [http://www.cumulus-soaring.com/soaring\\_links/sites.htm](http://www.cumulus-soaring.com/soaring_links/sites.htm)

### THE CLOUD APPRECIATION SOCIETY.

3612 photos of clouds from around the world, with more appearing all the time. <http://www.cloudappreciationsociety.org/>

### OTTO LILIENTHAL

In 1891, the civil engineer Otto Lilienthal (Germany) succeeded in achieving the first safe, multiple gliding flights in history. Check out the Lilienthal Museum site where there are photos and drawings of all of Lilienthal's flying machines. <http://www.lilienthal-museum.de/olma/intro.htm>

### CUMULUS SOARING

From avionics to books, polar curves to seat cushions, if you're looking for any product related to gliding this American site is the place to go. <http://www.cumulus-soaring.com>

### MORNING GLORY

A site devoted to the amazing wave clouds that form over the Gulf of Carpentaria in the far north of Australia. Some amazing pictures, stories of glider flights and the science behind the cloud. <http://www.dropbears.com/brough/index.htm>



## GLIDING NEW ZEALAND NEWS

**MAX STEVENS** GNZ EXECUTIVE OFFICER

This column is intended to give readers an ongoing insight into the activities of the GNZ Executive and its Committees.

Rather than a detailed report on matters currently under consideration, here are some recent items of significance.

**OPERATIONS** Club launch statistics for the last half of 2007 are now in. Collectively we managed almost 24,000 launches for the 2007 calendar year, nearly 10% up on 2006, which in turn was 9% up on 2005. Trial flights seem to be fairly static at around 15% of launches each year, give or take a bit. Youth flights are slowly on the increase, thanks to the emergent Youth Glide model.

Unfortunately, we are still on the lookout for a Central Region Regional Operation Officer. Also our Awards Officer, Nick Wisniewski, has a growing family to look after so he has decided to retire from the position with effect from the AGM in June - thank you Nick for a great job over several years. So we are now looking for someone with a sound knowledge of the FAI Sporting Code and a bent towards the detail required for badge and record claims - if this sounds like you, please be in touch.

Our National Operations Officer, Doug Hamilton, is busy writing another set of Qualified Glider Pilot examination papers, so if you are a budding QGP you may not be able to rely on asking your mates about the old exam questions!

**RACING** Well the FAI World GP Gliding Championship (GP07 for short) at Omarama and the NZ Air Games at Wanaka are all over now. The Executive wishes to thank all those willing volunteers who made them happen. It is pleasing to report that funding through Flying NZ (RNZAC) enabled these events to proceed without any impact on the GNZ budget. In return for all the volunteer effort, gliding got a huge publicity boost and I believe the way is now paved for steadily increasing public interest in our sport.

The first of the new format World Air Games (WAG) will be held in Turin, Italy, next year. The gliding content is expected to be a Grand Prix event with pilots from Europe. It may surprise you to learn that the Christchurch City Council, working with Flying NZ, is actively considering a bid for the third WAG, in 2013. I attended an initial stakeholders meeting in February and I can tell you the CCC is deadly serious about it. Their enthusiasm is based on the success of the technology used at the NZ Air Games that proved it is feasible to hold the actual sporting events at multiple venues throughout the country with one central venue as a focus point for public attendance. At a central city venue there can be large screen displays of events that don't necessarily have to be live, so that an effective entertainment package can be presented, possibly along with other supporting activities. *(By the time of going to press Vaughan Ruddick has withdrawn - Ed.)*

A committee comprising George Rogers (chair), Ross Gaddes, Trevor Terry, Ian Finlayson and Tony Passmore has selected the NZ reps for the 2008 World Gliding Championships. Their recommendations were accepted by the Executive - Ben Flewett and Dane Dickinson in the Standard Class and Vaughan Ruddick in the Club Class will fly at Rieti (Italy) in July 2008. Ross Drake will fly in the

15m Class at Lüsse (Germany) in August 2008. Sue Wild will be Team Manager for the Italian mob. Some funding has been made available from the GNZ World Championship Income Fund and it is expected that the Pryde and Roake trusts will also contribute. Well done, guys - and good luck!

**AIRSPACE** Those who glide out of Matamata and Drury will be keenly aware of the Waikato problem where the Airspace Committee has been battling a somewhat arbitrary Airways proposal to lower controlled airspace over a wide area. Well, the latest news is that the battle has been lost but the loss of uncontrolled airspace has been mitigated to some extent by the introduction of two new GAAs. Matamata GAA (NZG 254) will be activated by notification to ATC, and Karapiro GAA (NZG 255) will be active by ATC approval. Both will give access to 6,500 ft. The airspace changes come into effect on 20 November 2008. For full details go to this link [http://www.caa.govt.nz/airspace/airspace\\_review.htm](http://www.caa.govt.nz/airspace/airspace_review.htm)

**PROMOTION** Steve Tollestrup reports that, like everyone he received the news of Trevor Atkins' death with deep sadness. He says Trevor and he worked very closely and regularly together, almost on a weekly basis, liaising on media and promotion as well as bouncing ideas off each other. Trevor was the person who originally approached Steve about taking on GNZ publicity. "We both shared a common North American camaraderie. On top of his huge ongoing effort in running the GNZ web site, Trevor leaves a huge gap in the promotional efforts of GNZ and I want to acknowledge his contribution to my work and the success of GNZ publicity", says Steve. Amen to that.

Steve also reports that he has had some success with promoting gliding through BSport FM, a national sport broadcast network formed by the amalgamation of Radio Pacific and Trackside that has a charter committed to wide sport coverage beyond rugby and cricket etc. Currently, it has an audience reach of 90-100,000. The promotion was gifted to GNZ pro bono with the only costs being prizes and a few DJ flight experiences. Interviews have included Roy Edwards, Caroline Evers-Swindell, Richard McCaw and Steve himself. On-air giveaways of trial flights have been donated by various clubs and five provided by the GNZ publicity budget for club reimbursement.

As part of the promotional plan, Steve has started to produce material and displays for clubs and GNZ events. These include indoor 'pop-up banners for trade shows, conferences and club celebrations and outside banners. Special thanks to John McCaw for the excellent photos. The "strap line" - Higher, faster, further - Gliding New Zealand

**WEBSITE** George Wills (Glide Omarama) and Dennis Cook (Piako) have stepped in short-term to assist GNZ with continuation of the web site. This is "work in progress" at the moment, so stand by.

“ ... the Christchurch City Council, working with Flying NZ, is actively considering a bid for the third WAG, in 2013. ”

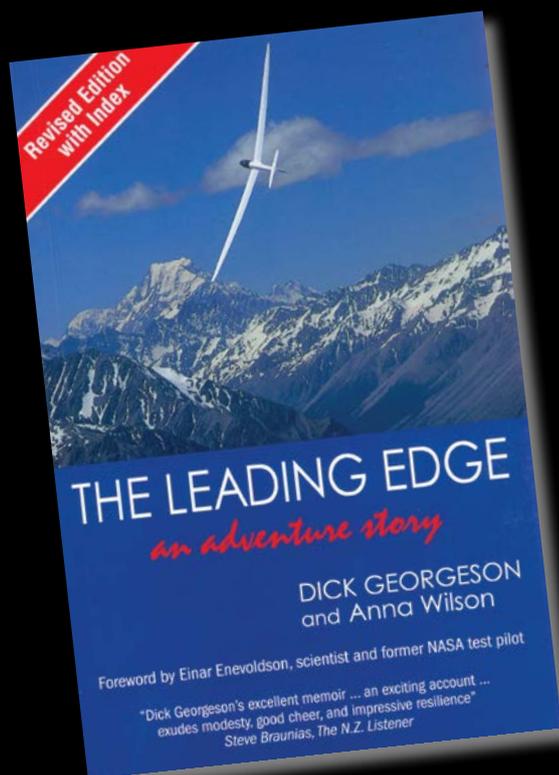
**FAI STUFF** Ben Flewett has agreed to take on the role of our alternate delegate to the FAI, to give us some back-up in the IGC forum. Our prime delegate, Ross Macintyre, with Ben recently attended the IGC meeting in Rome. Ross will be reporting on that meeting next issue, but highlights included Bob Henderson's re-election as IGC President and the award of the Lilienthal Medal to Derek Piggott. The FAI created this medal in 1938 – it is awarded for a particularly remarkable performance in gliding, or eminent services to the sport of gliding over a long period of time. You might be interested to know that past NZ recipients of the Lilienthal Medal have been Dick Georgeson, Ray Lynskey, Terry Delore and John Roake.

Ross says there is one issue that needs to be brought to the attention of those pilots needing an FAI Sporting Licence for participation in World events and/or claiming World records etc. The FAI has considerably tightened up the control of Sporting Licences, via a new centralised database. Applications should still be made to RNZAC (see MOAP page 1-7-2), but more information is now required for the FAI database – first name, last name, gender, date of birth, place of birth, nationality, address, zip code, city, and country of residence. Note that the licence issued by RNZAC is not valid until it appears on the FAI database!

**ADMIN STUFF** Our President, George Rogers, has been re-elected as our representative on the NZ Aviation Federation (NZAF) and continues as its Vice President – I wonder how many GNZ members realise just how hard working our George is! One of the benefits of GNZ being a founder member of NZAF is the annual receipt of a share of the dividends flowing from Aviation Services Ltd (ASL). ASL has a delegation from the CAA to run all of the pilot and engineer exams and tests on its behalf – it is half owned by NZAF and half by the Aviation Industries Association. It makes quite a bit of dosh out of doing similar things for the Ozzies as well. This year our “divvy” was \$3,000, which your Executive decided should be split between the Instructor Development Fund (\$1,750) and a donation to Youth Glide Omarama (\$1,250). In proposing the latter, President George observed that “personnel from Youth Glide Omarama provided valuable on-ground assistance in the running of the World GP Gliding Championships at Omarama and the NZ Air Games that followed at Wanaka. This involved grid marshalling and launching assistance at both events and mature and informative manning of GNZ’s publicity display over the two days at Wanaka” – well done guys!

Finally, please mark your diary for the GNZ AGM that will be held in Wellington 14-15 June 2008. If you have any ideas or wants for the Saturday programme, please let me know.

## A NEW EDITION OF THIS CLASSIC KIWI ADVENTURER'S AVIATION EXPLOITS



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## A QUESTION OF SAFETY

**BILL MACE**

President of Piako Gliding Club, Bill Mace discusses safety margins and risk management following the death of his close friend Trevor Atkins.



Trevor's loss was a terrible shock to me. He was a pilot I knew to be skilled and experienced. He had proved to be safe through many out landings. Even recently, in his well publicised land out with Roberta when he knew he was going to be ridiculed for getting lost with a student pilot on board, he made the early and very wise decision to put down safely in a paddock rather than continue searching. There is no doubt Trevor was both well trained and experienced.

Inevitably I found myself reviewing my attitude to gliding, my risk profile, and asking myself if this accident required a change in what I do.

Perhaps I will answer that later on.

When I fly I accept a certain level of risk. This is a very personal thing and it is mine alone. It is tempered by my training, experience, observations, currency, and knowledge at any given time, and these combined affect my confidence. Does it change? Yes, I am even more conservative when I have students and passengers. I am a little less conservative when I am trying to complete a task, whether it is mine or has been set for me. So I recognise my level of risk to be fluid. Risk at any time is managed by the level of safety margin I build in.

### What is a "safety margin"?

I guess at any instant it involves time, and alternatives. We are taught strategies to increase both. In recognising that risk is fluid, I am saying that I may be tempted to accept a high level of risk if the motivation is strong enough. Recognising this as a possibility

empowers me to resist it. It is well recognised that the closer a human being is to a goal the harder it is to turn away from it. This is true for mountain climbers, long distance racers, and glider pilots. We should all be very aware of this phenomenon and resist its adverse effect.

Planning for the unexpected is an important part of preparation for any anomaly that can be foreseen. From rope breaks and winch failures, to obstacles in our landing path and everything in between. Quick recognition of an emergency will give time to act. A plan, training and experience will start me taking the right course of action.

Undoubtedly tragedies such as Trevor's lead us to question if we should carry on. Should we curtail our activities? My answer is a resounding NO!

Yes, I should review my risk profile. Yes, we need to ensure we are well trained and educated, and remain current, while not becoming complacent with over familiarity. We should all do this periodically.

Trevor spent a lot of time and energy promoting all aspects of gliding, from recruitment to instructing and encouraging cross country and competition flying. From the technical side to the social side of the sport he wanted us all to participate and enjoy it as he did. I intend to honour his memory by doing exactly that — enjoying and encouraging all aspects of gliding. I hope you will do that also.

I look forward to seeing you out on the field.



# AIRWORTHINESS

ROGER HARRIS

*You haven't had one of these for a while now, so about time wouldn't you say?*

*First I would like to address all GNZ engineers. Guys, unfortunately due to database problems I no longer have records of your engineer's ratings. I don't know when you last renewed, or that you ever did after your Approval expired. I also don't know your current address.*

*Remember, the GNZ Engineers rating is an Approval, not a licence, and must therefore be reapplied for every two years (expiring June 30). This renewal must be accompanied by proof of currency.*

*Please look at the expiry date on your approval card, and if it is 06/08, you should reapply in May this year. Please do not wait to receive a letter from me, as I do not know who I actually need to contact. Reapply using GNZ Form Tech-17, accompanied by Form Tech-25. Both are available off the GNZ website.*

*If your expiry date is 06/09, no problem, I will catch you next year.*

*If it is 06/07, or even earlier, Oh boy, Where have you been?!! If you wish to continue to work on gliders and sign out that work, get current please.*

*Ta. RJH*

I would love to be given a dollar for every time someone has said to me, "But I didn't know that", when we are discussing a regulatory requirement. Young John Roake mentions in his Pilot Membership survey that there are 871 glider pilots in New Zealand. I will bet a half-chewed muesli bar to a wet chamois cloth that 850 of them have never read New Zealand Civil Aviation Authority (NZCAA) rules pertaining to Gliding. Furthermore, I will bet that around 700 of them have never bothered to read the Gliding New Zealand (GNZ) Manual Of Approved Procedures (MOAP). The latest issue is A/L-8, dated 1 November 2006. When did you last read it?

OK, I know that glider pilots don't like reading, but it would be to your benefit if you did. And don't panic, the MOAP is about to undergo its regular amendments.

So that you will be able to follow me with some degree of understanding when I speak of the CAA rules, and the GNZ MOAP, I will give you a brief, one syllable word précis on their interest to glider pilots.

Although CAA is the regulatory body for aviation in NZ, it delegates much of that authority, via a certification process, to the various aviation sporting bodies, through Rule Part 149, Aviation Recreation Organisations - Certification.

Simply, for us, this means that GNZ has demonstrated to CAA that it has the necessary infrastructure to manage the sport of Gliding in NZ. A very big part of this is the GNZ MOAP. This is the publication which defines and regulates GNZ operations.

GNZ however, must still comply with several CAA rules:

Part 91: General Operating and Flight Rules.

Part 43: General Maintenance Rules.

And for GNZ, Part 104: Gliders-Operating Rules.

This latter rule, (Part 104) really only covers the operating rules that are additional to, or exceptions from, Parts 91 and 43.

There are of course other rules which have a bearing on our operations, but you don't need to expend much grey matter on them.

To meet our commitment to the CAA rules, GNZ has developed the MOAP, and associated documents and forms to assist and define the smooth flow of required actions. These are all defined in the MOAP and are numbered as to their origin.

Now here is a little homework. Look up MOAP Appendix 1-A, pages 1-A-1 and

1-A-2 and see how many of these forms there are, all just to keep you flying.

So where is all this going? Well, now you can't use the excuse that you "didn't know".

Why do we need paperwork in the glider? Simply to inform the pilot of the current airworthiness status of the glider in which he/she is about to fly. This is to include the dates of the next planned maintenance inspection, the Time In Service to that inspection and any outstanding minor faults.

This form is called GNZ Techlog/DI book. It is a requirement of CAA rule 104.113, which defines the details as below:

- The identification of the glider.
- The name and address of the operator.
- The identity of the Maintenance Program to which the glider is maintained.
- A statement of inspection status of the glider, including the identity of the next due inspection, and the date of that inspection.
- The date of the last Annual Inspection.
- The daily hours flown including the total time in service.
- The pilot's Daily Inspection signature.
- The first and second control check signatures after rigging.
- Any defects found by the pilot during or following a flight.
- Details of rectification of defects occurring between scheduled inspections and the certificate of release to service for that rectification.
- Details of any deferred rectification including any inoperative equipment allowed to be inoperative under Rule 91.537.

#### Required maintenance:

Every NZ registered glider is subject to an Annual Inspection.

Every NZ registered glider is subject to an Annual Review of Airworthiness.

In addition to the above, many gliders are also subject to Supplemental Inspections. These are mostly based on Time In Service (TIS).

These are as defined below:

15. Supplemental Inspection. (Ref. MOAP upgrade)

15.1. This Inspection is applicable to:

- (a) All two seat gliders used for flight training.
- (b) All club single seater gliders.
- (c) All gliders let out for hire to a commercial gliding organisation.

Roger Harris has been involved in the maintenance and repair of gliders for more than forty six years. He is a current Gliding New Zealand Approved glider maintenance engineer, holds GNZ Class four Approval and a GNZ IA-G Certificate (Inspection Authorisation-Glider). He currently conducts the Annual Inspection and Annual Review of Airworthiness on twenty-three gliders of all construction types although he is working on reducing this number now that he has joined the ranks of Superannuitants.

(d) All gliders reaching 200 hours time in service between Inspections, or a lesser TIS if so defined in the gliders maintenance manual.

15.2 The defining criteria are:

Is this glider subject to high usage by a number of different pilots, of different skill levels, and of different training regimes, or has it completed 200 hours time in service since last inspection, or a lesser TIS if defined in the gliders maintenance manual?

15.3. This inspection is to be carried out in accordance with GNZ Tech-22, Section 1.

15.4. The depth of this inspection is determined by the inspecting GNZ Engineer's knowledge of the gliders current usage. It may be as deep, or as brief as required.

15.5. The maximum validity period for this inspection is six months or 200 hours time in service from the last inspection.

15.6 The calendar validity period, may be extended by up to 28 days to suit maintenance availability.

(But not beyond six months or 200 hours time in service from the last inspection.)

15.7. Make release to service entry in DI/Tech-log booklet, and in airframe logbook, as top right.

Aircraft Registration; ZK-G	Type:	Job No: .
A Supplemental Condition Inspection has been completed in accordance with GNZ Tech-22, Section one, carried out at .....		
The maintenance recorded has been carried out in accordance with the requirements of New Zealand Civil Aviation Rule Part 43, and in respect of that maintenance the aircraft is released to service.		
Print Name: .....		Signed:.....
Date Next Inspection due; .....	or, GNZ # : .....	
..... hours, total time in service,	Dated : .....	

This description and explanation of the GNZ maintenance forms will be continued in the next issue of Soaring NZ.

Roger Harris  
National Airworthiness Officer.  
Gliding New Zealand

*"I ask people who don't fly, "How can you not fly when you live in a time in history when you can fly?"*  
William Langewiesche. 2001.

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Photo: Rob Benton

# VINTAGE & CLASSIC

Ian Dunkley

The author landing his Skylark at Lake Station.

Last issue we looked at the Vintage Kiwi and asked what it is. The answer was, “A Living Flying Museum”. In this report Ian Dunkley looks at the questions which indirectly lead from that question. There are three.

What is Vintage, what is Classic, and probably why do we want a museum anyway? I will ignore the last question. If you don't know the answer you are obviously reading the wrong article, move on to some competition results or a report on a new sail-plane you can't afford.

Overseas the commonly accepted definition for vintage is any glider designed before 1955. Classics are pre-1975 designs. No one gets too uptight about either of these definitions, anything interesting goes. That is typical of the vintage world; flying is fun. The only protests at an international meeting generally relate to the number of toilets, the launch queue or warm beer. In New Zealand, we class anything made primarily of wood as “vintage” but stick to the pre-1975 definition of “classic”. This effectively means early

plastic. Metal, a gliding perversion, is tolerated wherever it fits.

Why are we different? For the very simple reason that we have not been careful with our old gliders. We have crashed them and swept away the remains, left them rotting in trailers, or even forgotten where we left them. If we stuck to “designed pre-1955”, we would have to hold memorial services instead of vintage rallies.

Among the younger generation of pilots there is a misconception that old gliders, lacking modern performance and without the aid of today's instrumentation, are incapable of significant flights. This is an insult to those who flew them. Never forget that diamonds, wave and cu-nim climbs, and far longer flights than most of us make today, were being made pre-war. It is the pilots



An early gliding scene we would like to re-create



Vintage line up at Taupo Rally

who count. A Weihe, designed in 1938 won a World Championship in 1948 and 1950. A Sky, influenced by the Weihe, won a Worlds in 1952, a Skylark 3f in 1960, Ka6's in 1960 and 63, and a Foka 4 in 1965. Plastic, entering in the form of a Cirrus, was a winner in 1968. All these types are currently flying in New Zealand. Are there any "modern" pilots who would like to take on the challenge of "beating" some of the past best flights in these aircraft, particularly those that took place in New Zealand? Try taking a Skylark 2 across the Cook Strait for a starter.

The important thing now is to avoid losing more wooden gliders. If you have one and you don't intend to fly it then sell it, give it away, or share it with someone who will fly it.

A recent most encouraging step was the decision by the Nelson Lakes GC to repair, rather than writing off, their accident damaged Lark and Ka6cr. Earlier Bill Walker's Prefect was restored to flying condition, although it is currently hanging in the ceiling at Queenstown Airport. A T31 is flying again at Norfolk Road, an EoN Baby at Rotorua and other restorations preceded them. What else could be made airworthy?

What can NZ do to make up for the old gliders it has lost, or never had? In the short term - little, longer term it is simple - buy them. Just as there is a world market in modern gliders there is also a market for vintage ones. Big prices are being paid for certain designs. In recent years, three vintage gliders have been imported: Weihe, Olympia, Skylark 3f, and soon to arrive, a Mg19b two seater, our first gull winged glider. Shipping costs are a problem, but there are some bargain basement prices for less popular gliders.

Enough about old gliders, what about the pilots? If you have not done so already read Dick Georgeson's excellent book "The Leading Edge". It will surprise you. See how you measure up. If your response is "Dick who?" you have even more reason to get the book and consider the skills and successes of this amazing New Zealander and of other "vintage" pilots.



A NZ built Slingsby T31 restored at Norfolk Road.



David Frost restoring Nelson Lake's Ka4.

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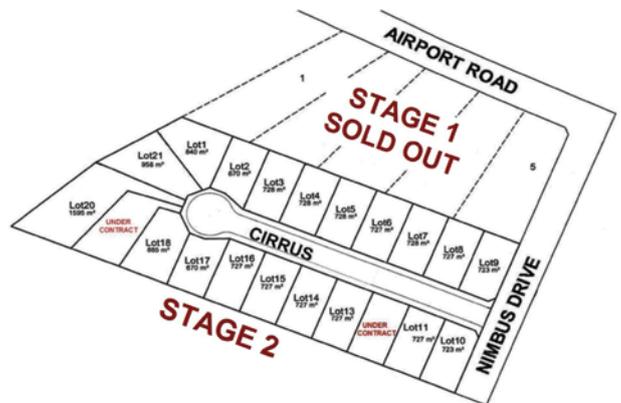
LOT	PRICE	LOT	PRICE	LOT	PRICE
1	\$115,000	10	\$105,000	19	u/contract
2	\$90,000	12	\$95,000	20	\$120,000
3	\$95,000	13	u/contract	21	\$125,000
4	\$95,000	14	\$95,000		
5	\$95,000	15	\$95,000		
6	\$95,000	16	\$95,000		
7	\$95,000	17	\$95,000		
8	\$95,000	18	\$90,000		
9	\$105,000	19	\$105,000		

N.B. All measurements are approximate and subject to final survey.

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Roger Read

Last issue we looked at what you had to do before you got into the air. Now that you are there you will eventually have to land. Once you have made the decision to land you will plan your circuit and approach. And then you will need the subject of this month's column: your Pre-Landing Checks.

If you fly a standard circuit, pre-landing checks can be completed as you start your downwind leg. If making a non-standard circuit ... like joining on base or from a final glide, just make sure you do the checks before you land ... that is, at least by the time you are on your final approach.

The Pre-Landing check mnemonic is SUFB. Some add another B which I shall cover in a minute.

Again, as recommended last issue say your checks out loud. Start your check by saying "Pre Landing Checks".

The first item is **Straps**. You may have settled into your seat or loosened the straps, so tighten them up and say "Straps; all secure," if solo and "Straps; mine are tight, are yours all secure?" if dual.

**Undercarriage** is next. This regularly gives cause for concern when not completed properly so read carefully. Think about what glider you are in. If the wheel is fixed/not retractable, say "Undercarriage is fixed down". If you are in a glider with a retractable wheel, look at the gear handle and the placards that show the position for up/retracted and down/extended. Move the lever to the down/extended ... and locked position. Once done, say "Undercarriage, down and locked".

Next check is **Flaps**. If not fitted, just say "Flaps; not fitted". If you have flaps, think about where they will need to be set for landing. On some gliders you can set the flaps for landing at this time; on others, you can elect to wait till later in the circuit, say on base or once on finals. Here, the check is more of a prompt to remind us of when and where we will set the flaps for landing. So, if able to set flaps for our landing, I might say "Flaps, now set for landing" or if delaying setting them, I might say "Flaps, will be set on base for landing".

**Brakes** are next and here you need to check they are going to be available. Jammed brakes are a rare event but it's best to find out earlier rather than later so you can adjust your circuit if required. So, open the brakes briefly then re-lock them. They don't need to be extended fully and you don't need to look at them because if they don't open evenly you will get some yaw ... which hopefully you would notice! Say "Brakes; operating okay" as you open and close them.

With the increasing number of gliders carrying water ballast, it is a good idea to get used to adding this to your checklist. So, your final check item is **Ballast**. If you are carrying water, check it has been dumped as most gliders are not certified for landing with water ballast still in the wings (or tail if fitted). You complete this checklist item by saying "Ballast; not fitted" or "Ballast; dumped" as appropriate.

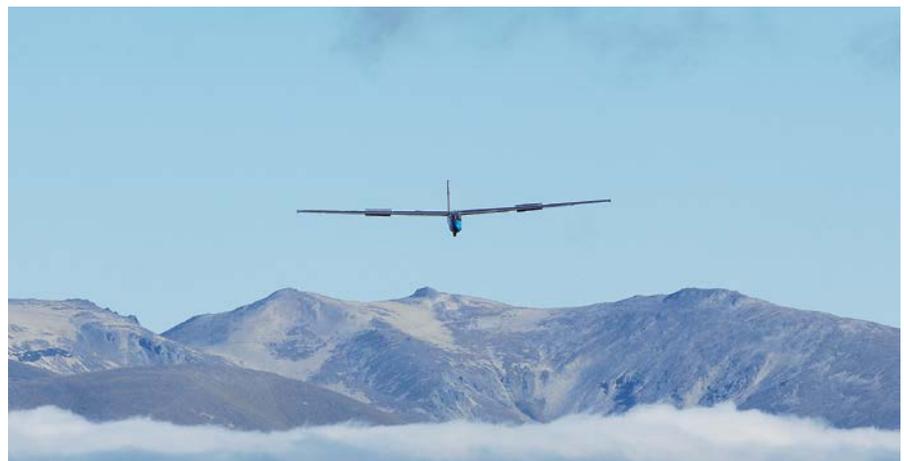
Some tips to consider for landing and take-off checks. Practise doing the checks when sitting in a glider on the ground. This costs nothing but your time. The sooner you learn these checks from memory without prompting, the sooner we are ready to concentrate on flying and learning other things. If interrupted when doing your checks it is easy to miss a check when you restart. The safest thing to do is restart the checks and run through them again - it takes only a few seconds and it could save you from an embarrassing or dangerous error of omission.

Do not hook on or accept the towrope for attachment until your take-off checks are completed and you are completely ready for takeoff. It is quite okay to use a checklist or mnemonic penned on paper or your hand as a memory jogger.

The accurate and timely completion of checklists is important to the safety of gliding operations. Many accidents have been attributed to the failure of the pilot to complete a checklist item and in some instances, the results have been fatal. Each item in the checklist is there for a good reason. Don't get lazy or slack with your checks ... how you do them reflects a lot about your character and discipline as a pilot.

Enjoy your training and safe and happy soaring. Should you have any questions or comments about what has been written here, I always welcome your feedback. Just email me at [reads@paradise.net.nz](mailto:reads@paradise.net.nz).

Checks need to be completed before final approach.



# CLUB DIRECTORY

Link for club info [www.gliding.co.nz/Clubs/Clubs.htm](http://www.gliding.co.nz/Clubs/Clubs.htm)

**Auckland Aviation Sports Club**  
Club Website [www.ascgliding.org](http://www.ascgliding.org)  
Club Contact Peter Thorpe  
[pbthorpe@xtra.co.nz](mailto: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](http://www.glidingauckland.co.nz)  
Club Contact Ed Gray [airsailor@xtra.co.nz](mailto:airsailor@xtra.co.nz)  
Ph (09) 237 8151 (027) 608 4156  
Base Appleby Rd, Drury  
Flying Weekends, Wednesdays, Public Holidays, other days The Sky Sailing Company (TSSC)

**Canterbury Gliding Club**  
Club Website [www.glidingcanterbury.co.nz](http://www.glidingcanterbury.co.nz)  
Club Contact Kevin Bethwaite [kevin.bethwaite@airways.co.nz](mailto: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](http://www.cofc.co.nz)  
Club Contact Phil Sumser [phil.sumser@xtra.co.nz](mailto:phil.sumser@xtra.co.nz)  
Base Alexandra Airport  
Flying Sundays, and by arrangement

**Glide Omarama.com**  
Website [www.GlideOmarama.com](http://www.GlideOmarama.com)  
Contact Gavin Wills [gtmwills@xtra.co.nz](mailto: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](mailto: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](mailto:Resanders@xtra.co.nz)  
Base Feilding Aerodrome  
Flying Weekends, Public holidays

**Gliding South**  
Club Contact George Menlove [ggmenlove@actrix.co.nz](mailto:ggmenlove@actrix.co.nz)  
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](http://www.flyhac.co.nz)  
Club Contact Ron Bergersen [d.bergersen@xtra.co.nz](mailto:d.bergersen@xtra.co.nz)  
Ph (027) 277 4238  
Base Thames Airfield  
Flying Weekends and Public Holidays

**Hawkes Bay Gliding Club**  
Club Website [www.skyhigh-photography.com/Main/Aviation\\_and\\_Spaceflight/HB\\_Gliding\\_Club.php](http://www.skyhigh-photography.com/Main/Aviation_and_Spaceflight/HB_Gliding_Club.php)  
Club Contact David Davidson [Dhcd@clear.net.nz](mailto: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  
Base Kaikohe Airfield, Mangakahia Road, Kaikohe  
Flying Sundays, Thursdays and Public Holidays

**Marlborough Gliding Club**  
Club Website [http://glide\\_marl.tripod.com](http://glide_marl.tripod.com)  
Club Contact bmgog@paradise.net.nz  
Base Omaka Airfield, Blenheim  
Flying Sundays and other days by arrangement

**Nelson Lakes Gliding Club**  
Club Website [www.glidingnelson.co.nz](http://www.glidingnelson.co.nz)  
Club Contact Frank Saxton [franksaxton@gmail.com](mailto: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 Wisniewski [wizzbang@xtra.co.nz](mailto: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](mailto:loaders@clear.net.nz)  
Ph (03) 358-3251  
Base Omarama  
Flying 7 days a week by arrangement

**North Otago/Youth Glide Omarama**  
Club Website [www.youthglideomarama.org.nz](http://www.youthglideomarama.org.nz)  
Club Contact Tom Shields [tom.shields@century21.co.nz](mailto: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](http://www.glidingmatamata.co.nz)  
Club Contact Phil Smith [phil.r.smith@xtra.co.nz](mailto:phil.r.smith@xtra.co.nz)  
Ph (027) 486-4761  
Base Matamata Airfield, Ph (07) 888-5972  
Flying Weekends, Wednesdays and Public Holidays

**Rotorua Gliding Club**  
Club Website <http://www.geocities.com/rotoruaag/RotoruaGlidingClub.html>  
Club Contact Mike Foley [roseandmikfoley@clear.net.nz](mailto:roseandmikfoley@clear.net.nz)  
Ph (07) 347-2927  
Base Rotorua Airport  
Flying Sundays

**South Canterbury Gliding Club**  
Club Website [www.glidingsouthcanterbury.co.nz](http://www.glidingsouthcanterbury.co.nz)  
Club Contact John Eggers [johneggers@xtra.co.nz](mailto: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](http://www.soaring.co.nz)  
Club Contact Chris Rudge [chris.rudge@soaring.co.nz](mailto: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](http://www.glidingtaranaki.com)  
Club Contact Peter Williams [peter.williams@xtra.co.nz](mailto: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](http://www.taupoglidingclub.co.nz)  
Club Contact Tom Anderson [Tomolo@xtra.co.nz](mailto: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](http://www.glidingtauranga.co.nz)  
Club Contact Roy Edwards [royedw@wave.co.nz](mailto:royedw@wave.co.nz)  
Ph (07) 578-0324  
Base Tauranga Airport  
Flying Weekends and Public Holidays, Wednesday afternoons and other times on request

**Waipukurau Gliding Club**  
Club Contact R.D. Orr [pat.rob@xtra.co.nz](mailto:pat.rob@xtra.co.nz)  
Base Waipukurau Airfield Ph (06) 858-8226  
Flying Weekends and Public Holidays

**Wellington Gliding Club**  
Club Website <http://www.soar.co.nz>  
President Mike Tucker [mike@hwp.co.nz](mailto:mike@hwp.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](http://www.igrin.co.nz/~peter/gliding.htm)  
Club Contact Paul Rockell [rockelkaym@xtra.co.nz](mailto:rockelkaym@xtra.co.nz)  
Base Rockelkaym Ridge, Gibbs Road, Puhī Puhī  
Flying Weekends and Public Holidays

# GLIDING NEW ZEALAND CLUB NEWS

**Lake Station, Nelson Lakes Gliding Club's site seems to be the place to be. They have held courses and camps that were enthusiastically mentioned by many correspondents. We have squeezed in a story on the Ab Initio course but unfortunately don't have room this issue for Peter Lyon's story about the camp. Hopefully we will share that next issue. It certainly sounds as though any invites to Lake Station should be accepted.**

**Other clubs have also had excellent flying and there are many awards and achievements mentioned in club news. Congratulations to all who have achieved their goals.**

## AUCKLAND CLUB

I would like to open by offering the support of the members of Auckland Gliding Club to Julie Hall, partner of Trevor Atkins so tragically killed in a flying accident during the National Championships at Matamata during February. Trevor was a tireless worker for the movement who wore many hats in its organisational makeup and who was representing his adopted country at the time of the accident. His legacy will be hard to surpass and his friendly personality sorely missed.

Despite the loss of such a friend, the Auckland Club pilots were successful in taking out all the National titles that they entered, an accomplishment never before achieved in the memory of some of our senior club pilots. We recognise Pat Driessen, Nigel McPhee, Lindsey Stephens and Morrie Honey for a talented line-up of experience, if ever there was one. Several club members took the opportunity to fly in the backseat of the club Duo Discus as Nigel relentlessly took his path to 18 metre National Gliding supremacy.

Meanwhile back at Drury, it could be said we have had an above average summer so far with flying hours up on previous recent seasons. Following its recent 100 hour check, the Pawnee has continued its good record and the winch soldiers on to provide sterling service in both the launch training and soaring roles.

On Sunday 9th March club pilot Trent Miller easily did his 5 hour soaring flight for his Silver "C" badge in the club single Astir. In the aftermath of celebrations, Trent let out a secret that he had just got married! Three weeks ago. He is a modest lad, is our Trent. Congratulations - on both accounts.

The club has approved the expenditure of the long awaited earthworks on the eastern boundary of our airfield and the successful contractors move in shortly under the guidance of Paul Schofield and his team. There has been a steady trickle of new members and recent solos included Rhys



A recent visitor that took shelter in our hangar. Member Simon Gault's Thunder Mustang cuddles up to the Pawnee. (What do you think would be the result if we could get them to mate?)

## CLUB NEWS

Howell and another of the visiting Hong Kong Cadets. Congratulations on your milestones. Also observed recently were first time Ventus flyers, father and son team Wally and Daniel Meyer. Returning from gliding sabbaticals were Paul O'Neill-Gregory and Arthur Gatland.

The club has also taken a giant step into the 21st century with the purchase and installation of a Davis weather station. You can look forward to its presence shortly on the club website at [www.glidingauckland.co.nz](http://www.glidingauckland.co.nz).

RT

### CANTERBURY

The Omarama summer camp would rate as one of the most successful for badge achievements done by our club. Youth glide Canterbury pilots did extremely well and their exploits were recorded in the last issue. Several of their flights should be noted: Paul Tillman went on to have a two hour 20 minute soaring flight to qualify for his B Cert, as did Max Delore with a 38 minute flight. Alex McCaw's Silver height was just a couple of hundred feet short of Gold when he soared to 12,000ft over Omarama. Fantastic.

A westerly set-up on the 12th January 2008 promised good soaring and among the several 1,000km flights done was one flown by Nigel Maxey in his DG 300 and Pete Chadwick in his ASW 20. They flew from Omarama to Waiparu in Southland, to Totara Peak near Lake Coleridge, to Waikaia in Southland and back to Omarama for Nigel's first 1,000km and Pete's 3rd.

John Ahern flew a 1053km triangular task, Waiparu - Mt.Cook - Yarra Saddle in his ASW 20C. On the same day Mats Henrikson, flying one of our Grob Twins, did his 5 hour task and a Silver height gain to boot.

The next day Richie McCaw flew 300km in his Discus 2C and Don Howard in his Slingsby Vega captured a diamond height. The following

day Pete Chadwick attempted a 1250km flight Omarama-Waiparu-Seddon-Omarama but landed just 50km short of his goal. A valiant try by any standard.

Rob Sherlock flew our LS4 Omarama-Tekapo for Silver distance on the 18th and several days later Oliver Winkler flew the same glider Omarama Saddle-Pukaki Airfield to complete his Silver C.

Tony Denhaan, an experienced power pilot, flew his first glider solo to finish off his Omarama visit.

Stewart.

### CENTRAL OTAGO FLYING CLUB

It's been a pretty good summer in the south. We've had plenty of soaring locally from Alexandra, and our private owners have also been active visiting soaring camps further afield.

In December our club joined others in Te Anau for a lovely week of soaring. Over the New Year period we joined South Canterbury at Wardells near Omarama. Here we had exciting flights reaching into the Main Divide from Mt Cook southwards.

January 27th was the club's annual BBQ. It was also perhaps the best Sunday of the season, with our Twin and 4 private singles happily soaring till late. Pete (LS3 LP) had an excellent day with 7hrs cruising around Mt Aspiring and the Shotover area, all off a winch launch at Alex.

March 8 and 9th was the weekend for other clubs to join us at Alex. Congratulations to Vivienne Bryner for her recent re-solo on the Saturday. Vivienne had a 3 hr flight, and our visitors all had excellent soaring too. The Sunday was decidedly Autumnal to put it mildly!

We'll have a few more weeks of thermals before switching to wave for the winter. Call in any Sunday if you're passing through Central Otago!

Cheers, JR

### MARLBOROUGH

What should have been the peak of the soaring season has been a bit disappointing overall but, as usual, has had a few highlights. We have been able to check out the southerly wave a couple of times - not as good as the norwester, but interesting nevertheless.

Mike Dekker got excited at the promise of norwesters and the possibility of another 1000km attempt, but arrived at the airfield to find a very limp windssock. Nevertheless, he did manage to thermal to Hanmer and wave/ridge soar to Lake Coleridge. Two subsequent attempts proved to be total flops, without even getting out of our local flying areas.

Luke Tiller's ASW20 GTJ and Jamie Halstead's ASH-25 GOA have both had their first Omaka outings.

Our second-ever Waitangi weekend "glide in" was, once again, moderately successful, with a similar mixture of good, bad and indifferent conditions as last year and a similar number of landouts. Terry Delore, Frank Saxton, Ivan Evans, Chris Garton, Jerry O'Neil and Kerry Jackson joined the home team with flights out to Lake Coleridge (540km return), Hanmer Springs, the Spenser Mountains (300km return) and Raglan Ranges. Even the local air traffic controllers seemed to enjoy the event. Our little club seldom has more than five gliders in the air, but with the visitors we had 12 up on Sunday and 10 up on Waitangi Day.

The following weekend saw some of us join the Nelson Club at Lake Station where the weather was unseasonably mediocre. Some of us did manage to visit new countryside, even if it was viewed from a low altitude. Norm Sawyer enjoyed the novelty of winning and clocked up 27 launches during the week. *Continued on pg 47*

Central Otago: Mt Aspiring under minimum snow conditions late January. Pete McKenzie took this on a recent soaring flight out of Alexandra.



The Douglas Neve and Sierra range near Mt Sefton from 14000'. The (west) coast is surprisingly clear on this wave flight, perhaps because the wind was well to the SW on this occasion." JR



Central Otago: Mts Pollux and Castor at the head of the Wilkin River. Lake Lucidus below. All this from a winch launch out of Alexandra. JR



Central Otago: Top pilots always check the weather first thing in the morning. Ivan Evans up early at Nelson Lakes camp in March. (photo credit anon!)



**NELSON LAKES – AB INITIO COURSE**

In the wake of last year's successful Ab Initio training course the Nelson Lakes and Canterbury Gliding Clubs joined forces for a repeat performance again this year. Course Director Jerry O'Neill (CGC) and Course Co-ordinator Frank Saxton (NLGC) combined both the resources and training personnel of both clubs to structure the program. Operating out of the Nelson Lakes Gliding Club airfield Lake Station the six day course ran between the 24th and the 29th February and used the Red Deer Lodge in nearby St Arnaud as its residential base. This enabled daily briefings prior to practical flying sessions and the venue for supporting lectures, PowerPoint presentations and DVDs.

The students this year comprised power pilots, paraglider pilots and yachtsmen. Several participants included members of the host clubs and the Marlborough Gliding Club. However the course, having been promoted through local media, was available to anyone in the general public with a passion to want to learn to fly gliders.

The primary aim of the course focused on each individual's needs and provided the opportunity to develop and consolidate skills necessary to achieve safe and confident solo flights. To address the logistics of this two Twin Astirs in conjunction with a double drum Tost winch were used with aero tow on standby. This enabled students to fly continuous short circuits and concentrate on any areas of weakness. Based on normal club rates this also provided a cheap and efficient operation.

A secondary objective of the course presented students with the opportunity to experience the broader challenge gliding has to offer. Longer instructional flights were conducted through the Nelson Lakes National Park, emphasizing the skills required to assess weather, thermal lift and ridge soaring.



The course was successful. Five students achieved their first solo flights and several longer soaring flights were conducted. However, in the view of the course managers the real success lies in the investment such courses provide towards the general gliding club culture of New Zealand. An example being that as a result of last year's course the Nelson Lakes Gliding Club gained five

new members. All of them have continued to develop their skills towards cross-country flying and are actively involved on the general club scene. The benefits are obvious and little emphasis needs to be placed on the fact that future courses are now firmly established on the calendar of these two clubs.





Ross Marfell, Eion Coutts taking a photo, and Terry Delore, all well known personalities in gliding today, taken at Wigram in 1972. (Woman in car unknown)



Many well known New Zealand pilots have been involved in what is now the Omarama Gliding Club. How many you can recognise – names on page 49.

**OMARAMA GLIDING CLUB**

The OMARAMA GLIDING CLUB has a unique history and its evolution from military to civilian club was an interesting journey. The club also started life much further north than where it is situated today.

The Wigram Gliding Club was founded in June 1961 by Len Thompson but became the Wigram Aviation Sports Club on instructions from the Royal New Zealand Air Force. The Air Force wanted the military-affiliated club to cover all aviation sports – gliding, parachuting, power flying and ballooning. The club operated on the RNZAF base ‘Wigram’ with a large portion of its members associated with the RNZAF. Unsurprisingly, members were known as “Wiggies”.

The early history says a lot about problems facing clubs in the early ‘60s. The first glider was a Rhonlerche bought in 1962 for £1980. This was written off the same year. An Olympia II purchased for £1,000 was also written off. The club wasn’t exactly off to a flying start. Things looked up and a K7 and KA6 fared better. A T31 purchased for \$1,000 suffered from glue failure and was grounded. The Rhonlerche was frequently seen to be on final with the nose hook wide open as a result of the dive brakes and release mechanisms being too close together!

A hangar was built at a cost of \$20,000 - the money raised from the RNZAF “non public funds” and debentures. Unfortunately the wooden floor didn’t stand the test of time and the floorboards became so rotten that gliders sank through the floor and it was dangerous to walk across. It was demolished and another hangar built.

The clubhouse had its problems too. The 16mm film evenings were a popular social event. Everyone was thoroughly enjoying the film “Tora Tora Tora” and just as the Japanese started to bomb Pearl Harbour the roof suffered a structural failure with birds’ nests, debris and heaps of dust and dirt pouring down on everyone. The timing couldn’t have been more dramatic; the filmgoers convinced that a real bombing was occurring! The old clubhouse was demolished and a joint effort between the “Wiggies” and members of the Canterbury Gliding Club saw a new clubhouse erected.

Card nights were popular with Titch Parker, Chef on the Wigram Base, bringing over heaps of doggy bags after catering for the Officers’ Mess.

A T31 with Reg Smith sitting in it was waiting on the ground when a Tiger Moth took off. The Tiger pilot didn’t see the glider in front until the tail came off the ground, by which time he was heading straight for the glider with nowhere to go and nothing to do but to chomp up the back of the glider fuselage!

During the ‘70s, a trusty K13 served well and a two seater Blanik was purchased new for \$9,600, a Kestrel for \$16,000 and later, in what was a very bold move at the time, the Kestrel was sold and Janus VV was purchased for \$55,000. “Chiefee”, Eion Coutts, was firmly in charge.

In the late ‘80s the fleet consisted of a Piper Cub, Janus, Blanik and PW5 when the Government decided to sell Wigram! While winter flying continued from Wigram the Christmas camp, held at Omarama, now stretched from November through to March.

The club plodded on for a few years but things were getting grimmer:

- The long term future of Wigram was unknown
- The costs of operating on Wigram were increasing
- Membership was slowly declining
- The club was struggling to instruct ab initio pilots

There was much discussion on where to go and what to do but no consensus. In 1998 the WASC hit rock bottom. The Blanik was written off in January 1998. Down to approximately 12 members the Wiggies concluded they could no longer offer ab initio instruction – normally a fatal move for a club.

The Piper Cub was sold giving the club some \$\$\$s and what followed is an amazing transformation over nine years.

Hangar 1 was opened at Omarama on 14th November 1998. The WASC purchased 2 slots. This was a major turning point – the Wiggies had somewhere to go. On the 31st March 2001 the WASC formally moved from Wigram to Omarama. At the AGM on the 5th November 2001 the club voted to change the name to the Omarama Gliding

Club and numerous other constitutional changes were made to reflect a new operation and the change from a military club to a civilian one.

The fleet now consisted of a Janus, Mosquito and LS3, and membership started to grow. Discussions took place with the North Otago Gliding Club (based at Omarama) who were questioning their future. A third hangar slot was purchased.

On 1st November 2003 the North Otago Gliding Club voted to dissolve and offered the assets to OGC which added an LS3a, Hornet, a hangar slot and most importantly new members. From two struggling clubs a new stronger club emerged.

OGC now has a DUO Discus, LS6 and Discus CS and continues to attract new members as pilots become aware of our superb fleet and awesome soaring in the best soaring place in the World!

The OGC has only one member who lives locally throughout the year. We do have some “snow geese” who reside in Omarama during the season. Our ‘local’ members come from – Queenstown, Dunedin, Christchurch. Others live far and wide – from anywhere in New Zealand to overseas members who visit regularly. An online booking system avoids wasted journeys.

The spectacular scenery of Mt Cook, Glenorchy and Mt Aspiring is our playground. Chris Garton inspires us all with his flights to Milford, Stewart Island and simply everywhere! Members’ flying backgrounds span everything from hang gliding to military jets and helicopters, airline and cargo pilots. Several members hold World gliding records. Flying stories abound and the social activity continues in fine form at the on-field ‘Kahu Café’, camp kitchen, BBQ area and around the blazing campfire at night.

New members welcome.



Omarama Gliding Club today. CJ McCaw and Trevor Mollard ready to fly in the Duo Discus



Nelson Lakes: What a great place for soaring.



Nelson Lakes: It only takes 3 people to put the tips on a Skylark.

*Continued from pg 44* Rumours that the Nelson winch now needs an overhaul and a new cable are totally unfounded.

A good wave day saw Brian Mogford narrowly miss his Diamond Height gain by a mere 122m, while Mark Robertson just scraped in by about 30m, and John Robinson from Otago had a good look at the Waihopai and Awatere Valleys from 10,000ft in our Twin Astir.

The summer weather has not switched off yet, but we can feel winter coming - too bad, so sad.

Mike

**NELSON LAKES -**

What a great place for soaring!

That was the heading of an article in the recent Canterbury Club newsletter. How very complimentary, and how fortunate we are!

Much has been happening at Nelson Lakes.

We received our new (low hour) Grob twin from Germany. It is in great condition and a delight to fly. Thanks in part to the assistance of Pub Charity funding, our club fleet now comprise three twins and two singles, giving us excellent training capacity.

There has been some great summer flying weather with excellent soaring flights completed. Congratulations to April Rumsey on becoming our first female pilot to complete her 50km down to Springs Junction (actually 80kms). Also some wet weekends have caused disruption to our usual routine and caused our public days at the beginning of March to be cancelled. Not only are these days a great profile booster for our sport but also an important revenue generator for the club.

Our annual flying week attracted a variety of planes and pilots from as far afield as Auckland, with some epic journeys undertaken. Errol Shirliff ran his cross country course during the same week and participants report much knowledge gained and new skills learnt. The following week our busy little airfield hosted the annual Ab Initio training week with five of the six students going solo, and most getting a taste of alpine soaring. This was a Nelson, Canterbury, Marlborough collaboration with an enormously selfless effort put in by the instructors. This has been a successful way of enlisting keen new members for us over the last couple of seasons. Our tireless president, Frank Saxton, will be hanging out at St Arnaud over the Easter break and conducting our second annual Easter Camp with flying available each day. Never dull and boring at Nelson Lakes!

Ken Montgomery

**PIAKO GLIDING CLUB**

Piako hosted the Nationals at Matamata, ordinarily the pinnacle of the year for our club; however, mid-way through the competition we suffered a huge bereavement with the tragic loss of Trevor Atkins. This occurred whilst he was competing against the Australian Matt Gage for the Tasman Trophy. With the assent of Trevor's wife Julie Hall, the Nationals continued - as I'm sure Trevor would have wanted. Matt Gage's decision to nullify the Tasman Trophy was a respectable gesture (he went on to finish 2nd in the Sports Class). Consistent weather conditions led to some of the best flying at a Nationals comp in the North for some time. The Contest Director Roy Edwards and his team organised a very well-run event.

Club President Bill Mace declared and flew his Diamond Goal 300km triangle. No mean feat





considering the whole flight was achieved virtually in blue thermals – amazing!

Roger Brown made the sojourn South with his Libelle to visit Nelson Lakes GC annual camp. With excellent support from the local club and a gradual acclimatisation to his surroundings, Roger was “blown away” at his introduction to mountain flying! I was lucky enough to join Roger at the Lake Station camp for three days and experienced some awesome soaring.

Bill Mace unveiled the new flight simulator sponsored by the Soaring Centre, which looks like it’s going to be a useful training tool.

For those who like the real thing: congratulations to Tim Bromhead who gained his QGP and Steve Toms who flew his Silver Badge Duration – well done!

Looking forward, we’re planning to hold an Easter Club Camp and hopefully entice a few other clubs to join us for some frivolities. After Easter our instructors will be running an A Certificate course over six consecutive weekends, an invaluable introduction for aspiring pilots.



Dom.

**SOUTHERN SOARING**

The 2007/2008 season has been notable for excellent soaring conditions and record flight numbers, particularly in January. Total trial flight numbers are also up on previous seasons. The extra flying has resulted in big days with occasional dawn starts to launch pilots attempting record flights or evening flights with visitors arriving in Omarama late in the day.

During most weeks we have had wave or convergence flights with pilots enjoying runs up to Mount Cook. On 11 March conditions were a bit more challenging with winds over 80 knots at flight level 175. This produced an interesting trace on the logger when the glider was slowed to 50 knots for several minutes as the SeeYou programme doesn’t like gliders flying backwards. Instead it showed a glider image flying “down-wind” with only a 25 knot groundspeed!

Perhaps the most pleasing aspect of the season has been the great feedback we have received from clients, particularly casual visitors and those completing mountain soaring courses. The flow-on effect of this is that we are now nearly fully booked for spring wave flying in November and early December through positive word-of-mouth feedback. These bookings have come from a variety of countries (as well as New Zealand) and include people who flew with us this season and want to come back for more.

Much of this season’s success has been due to the big effort put in by the Southern Soaring Team and we are lucky to have such a dedicated, hard-working and fun crew. Over the last six months there have been a number of highlights on the social calendar but perhaps the best of all was a firework display put on by Marc Crozier. After one firework malfunctioned, the scene was a cross between Apocalypse Now and Pearl Harbor. Fortunately there were no casualties.

Chris



The line-up at the Nationals



Tauranga: Dry Waikato landouts.

**TARANAKI**

16.03.08 turned out to be a good day to go gliding. Although the sea breeze/southerly arrived and killed the thermals later some of those present enjoyed the best of our lingering summer.

It was a big day for Will Hopkirk who flew unencumbered by the back-seat presence of an instructor. Well done Will. Perseverance does pay off! There's a big world of gliding out there to try. Go and enjoy it.

Peter Williams turned in a 1hr 45m flight in his K6, finding strong lift, six knots often and occasionally ten knots. Best height was 5000ft. See graphic below. Peter Cook was busy giving trial flights in WZ. One flight ranged from Fanthams Peak over to the Ahukawakawa swamp and out past Toko. Both of these flights were much to the chagrin of an erstwhile PW5 driver who was unable to contact useful lift. Ralph Gibson kept busy in RWS, towing gliders aloft. James Walker was there, getting himself current once more.

Welcome to Derek McKee and Andrew Skene who have commenced training with us.

Come as often as you can and you'll make good progress. Taranaki weather is not always as good as it is at present, so learn to keep in contact and be ready to go on the good days. The challenge for us is to be organised ready to go as well.

**TAURANGA**

The Nationals (3rd Feb to 15th Feb) saw myself along with Maurice Weaver, Edouard Devenoges, Adrian Blum and Brett Hunter entering. Dave Jensen flew the odd day too. Roy Edwards was the National Contest Director and Brian Chesterman the safety officer. We also provided BKJ and tow pilots. Again it was good for Tauranga cross-country members getting involved and some did very well. I can tell you that out-landing was like landing in a paddock of stones – the ground in the Waikato was so dry and hard. You had to feel for the poor dairy farmers who will not reap the benefits of increased payouts this year. Over the hill in Tauranga we have had frequent rainy humid weather, which has disrupted some good flying opportunities.



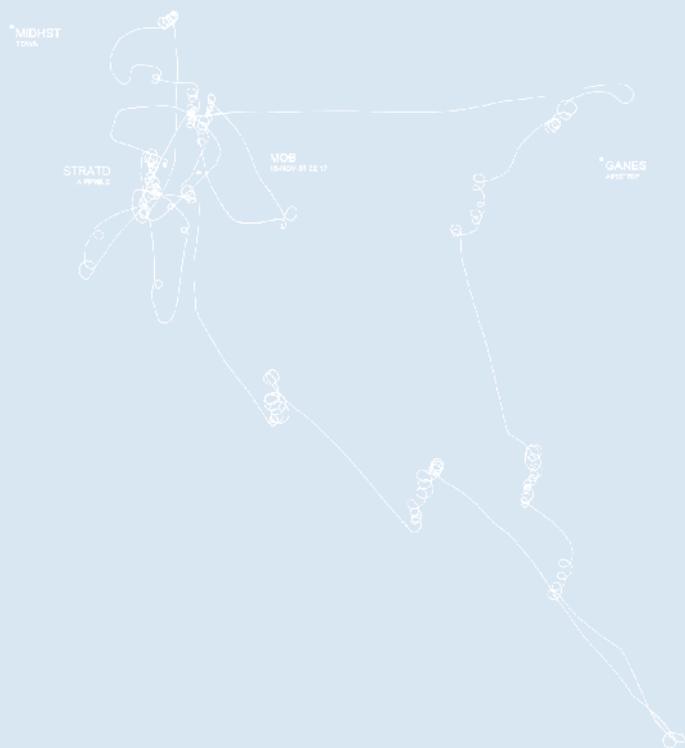
Our club is planning a trip to Kingaroy around September – anyone interested in coming with us can contact me (Sandy) on 07 5737 203.

**Photo on page 46 - Mystery faces**

A Wiggies group photo taken at Alexandra during the 1984 Nationals. Standing Left to Right Trevor Mollard, Theo Newfield, Doug White, Bob Fisher, John Dixon, Ross Marfell, Hugo Martin Leveson (standing tall) Phil Southerden, Scotty Scott, Roger Sparks, Mike Bannister, Peter Cummings Seated left to right Wendy Delore, Marnie Fisher, ?, Ray Lynskey, Terry Delore, Sue Bannister, Eoin Coutts.

"Southern Soaring: Dawn towing duties for Southern Soaring - Marc Crozier about to launch John Ahearn on a 1250 km attempt. Photo: Chris Rudge"

STRATFORD 15/03/2008 TASK 4 POINTS 1:78 000



# OBITUARY

## WILLIAM BRIAN (BILL) MEACLEM BY STEWART CAIN

Bill joined the Canterbury Gliding Club in the latter part of 1957 being urged to do so by friends who were already gliding. He proved an apt pupil soon going solo in the clubs T31 Tandem Tutor. Like several other first solo's of the day he ground-looped during his landing roll which I have recorded on 8mm film. Notwithstanding, he went on to be a very good pilot and was soon selected to become an instructor under the tutelage of CFI Fred Dunn. Shortly after he joined, the club decided to move to Burnt Hill near Oxford and before this could be done a hangar had to be built. Bill had trained as a Quantity Surveyor and these skills along with his capacity for rolling up his sleeves and helping with the required hard work was invaluable to the success of the enterprise. Work at Burnt Hill also required the removal of trees on the upwind end of the north west strip and cutting into fire wood. Bill hardly missed a weekend during the 12 months it took to prepare the site for gliding. Whilst all this was going on the girl of his dreams was doing her OE in Britain and he would be asked how long he had to wait for Marylin to return and with his flair

for numbers he could immediately reply with the months, weeks and days remaining.

Bill's leadership qualities saw him being elected Captain at the 1959 Annual meeting spending the next three years doing sterling work.

In 1961 he became CFI when Fred had to stop due to his work commitments. Bill filled this position until 1964 annual meeting when he took on the job of Secretary doing so for the next ten years. During this period he also combined the Treasurer's job for five of those years. In 1975 he was deservedly elected Life membership and if my records are correct, he was the third person to receive this honour.

A young family demanding more of his time prevented him holding further office in the club but this did not prevent him lending his talents to help others. He joined the Wigram Lions Club and for several decades did sterling work for them being honoured with the Melvin Jones Award, one of their highest honours. He was still attending their meetings only a few weeks before his death from cancer.

## PILOT RANKINGS

The competition rankings are usually placed on the GNZ website. SoaringNZ will run them as a service to pilots until the website is back in operation.

Rank	Name	06 S.I. Regionals	06 N.I. Regionals	07 S.I. Regionals	07 N.I. Regionals	07 C. Districts	08 C. Districts	07 Nationals	08 Nationals	Total	Rank	Name	06 S.I. Regionals	06 N.I. Regionals	07 S.I. Regionals	07 N.I. Regionals	07 C. Districts	08 C. Districts	07 Nationals	08 Nationals	Total			
1	T Van Dyk	443	500		803	371	850	965	1846	5778	59	M Oakley								757	757			
2	T Terry		342		834	340	543	274	1759	4092	60	J Tapper			734						734	734		
3	L Stephens		496		794			686	2000	3976	61	C Wine								727	727			
4	B Hunter		345		713	198	1000		1648	3904	62	CJ McCaw			719						719	719		
5	S Cameron		464		751			713	1948	3876	63	C Streat	281		422							703	703	
6	P Schofield		500		470			1000	1250	3220	64	D Meyer									688	688		
7	M Weaver		177		508			427	1776	2888	65	W McIvor									685	685		
8	T Timmermans		309		799				1534	2642	66	R Ruddick			292						390	682		
9	B O'Brien		500		437				1656	2593	67	P Chisnall									671	671		
10	T Newfield	492		990				988	2470	2470	68	W Bethwaite			663						671	663		
11	I Finlayson		487					739	1241	2467	69	P Lyons					421				211	632		
12	R Gray		467		645				1261	2373	70	J Hodgson			629							629	629	
13	M Stevens	469		1000				793	2262	2262	71	M Wilson									609	609		
14	K Morgan	500		981				757		2238	72	G Dale									596	596		
15	W Mace		334		569	276			954	2133	73	R de Abaffy			591							591	591	
16	M Honey				633				1471	2104	74	M Robertson	163		409							572	572	
17	N Badger		470						1552	2022	75	D Jensen					565					565	565	
18	R Didsbury				735				1261	1996	76	L Tanner									550	550		
19	B Walker	446		734				790	1970	1970	77	C Melvin									550	550		
20	R Gaddes		283					311	1311	1905	78	N Davy	194								327	521		
21	E Gosse						247		1334	1886	79	J Wilkinson									518	518		
22	R Gore		366		251				1268	1885	80	R Barrett	47		463							510	510	
23	R Britton							611	1261	1872	81	R Haxell		366		144						510	510	
24	R Taylor				619				1252	1871	82	R Smits				249	247					496	496	
25	A Cable		381		1000				1821	1821	83	F Saxton	49		433							482	482	
26	P Himmel		294		301				1122	1717	84	S Ford				461				338	463	463		
27	T Jones	211		865				623	1699	1699	85	H McCaw								463		463	463	
28	J Bayliss		386						1252	1638	86	S Griffin				67						410	410	
29	R Van Der Waal					147			1367	1514	87	M Cook									403	403		
30	D Hamilton	500		981					1481	1481	88	J Griffin									362	362		
31	G White	337				500	56	564	1457	1457	89	J Roberts									362	362		
32	R Sparks			819				598	1417	1417	90	W Dickinson									358	358		
33	D Speight			887				518	1405	1405	91	R Campbell			346							346	346	
34	A Blum							603	796	1399	92	D Hirst				335						335	335	
35	N Reekie			657				709	1366	1366	93	J Robinson	333									276	276	
36	I Evans	341		958					1299	1299	94	E Gray		276								276	276	
37	C Richards	333		945					1278	1278	95	A Cumberlege		286								273	273	
38	G Wills			629				596	1225	1225	96	C Hunter									273	273		
39	P Coveney		147		92				970	1209	97	L Carter	266									266	266	
40	D Kraak	283		302				617	1202	1202	98	J Goringe									250	250		
41	D Dickinson	283						886	1169	1169	99	R Edwards									229	229		
42	R Peters				305				796	1101	100	M Strathern										226	226	
43	S Care								1096	1096	101	G Deans			214							214	214	
44	J Foreman					321	751		1072	1072	102	M Wardell									201	201		
45	V Ruddick							1000	1000	1000	103	N Ackroyd	191									191	191	
46	R Garlick	385						611	996	996	104	P Plane	183									183	183	
47	B Flewett							993	993	993	105	C Robinson	183									183	183	
48	A Holgate							988	988	988	106	S Barton									86	183	183	
49	J O'Neill	266		681					947	947	107	M Lindsey									183	183	183	
50	M Dekker	287		644					931	931	108	I Sheppard									176	176	176	
51	J Elder								919	919	109	J Iacobucci										175	175	
52	T Mollard	185		719					904	904	110	N Stanford		107									127	127
53	D Cook							38	855	893	111	M O'Donnell									127	127		
54	E Devenoges	187				11		34	652	884	112	B Kent		124								124	124	
55	S Wallace	184			687				871	871	113	T Delore									74	74	74	
56	G Harrison							816	816	816	114	S Ford									72	72	72	
57	N Reekie	97						709	806	806	115	G Rogers									46	46	46	
58	T Passmore							797	797	797	116	C McGrath									7	7	7	

Following the death of Trevor Atkins we are unable to either access ads that appear on the website or pass on ads that are sent to the magazine. If you want your ad in the magazine you will need to email it to us at [soaringnz@mccawmedia.co.nz](mailto:soaringnz@mccawmedia.co.nz). I don't know how you place ads on the website or even if you can at the moment. I know people are working hard to resurrect the site and hopefully we will be able to make the reciprocal system work again soon.

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**Mini Nimbus HS7 (ZK-GLO)** • Tinted Canopy, Transponder, Cambridge GPS & L-NAV, Winglets, Tow Out & Rigging gear. A genuine 42:1 and easy short field landings make this a great X-C machine. This glider is in excellent condition and ready to fly away. Trailer is servicable but needs attention. Wife insists that owning two sailplanes will result in divorce so for marital harmony the first reasonable offer will secure! Pictures: <http://www.297.cms-tool.net/59951/info/galleryThumbs> Phone: Rob 021 324 232 e-mail : [rob@lymac.co.nz](mailto:rob@lymac.co.nz)

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