

NEW ZEALAND'S PREMIER SOARING MAGAZINE

Soaring _{NZ}

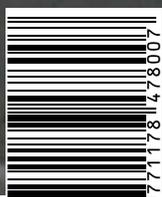


**WORLD DISTANCE RECORD IN
NEW ZEALAND**

WEST COAST CRUISING

MATAMATA CROSS COUNTRY

SKYLARK 3F • CLUB NEWS



issue 14 february/march 2010

\$10.95

BSport Breakfast

6-10am



Kaitiaki	95.2FM	Rotorua	1548AM	Wairarapa	91.1FM	Cromwell	107.1FM
Bay of Islands	94.8FM	Gisborne	1485AM	Wellington	711AM	Timaru	1242AM
Whangarei	92.4FM	Taupo	91.1FM	Nelson	990AM	Queenstown	93.6FM
Central Northland	92.4FM	Taranaki	97.2FM	Westport	93.3FM	Oamaru	89.6FM
Auckland	1476AM	Hawkes Bay	549AM	Greymouth	89.1FM/93.9FM	Alexandra	107.1FM
Tauranga	873AM	Wanganui	828AM	Hokitika	89.1FM	Dunedin	1206AM
Waikato	954AM	Manawatu	828AM	Christchurch	1260AM	Invercargill	1224AM
Whakatane	94.5FM	Kapiti Coast	93.5FM	Ashburton	1071AM		



Ian Smith

Dean Lonergan

Nathan Rarere

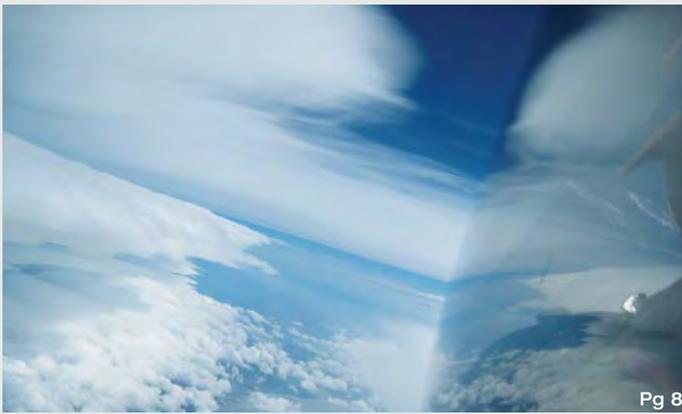
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Whangarei Club – A warm welcome and R) the airfield was browner than Omarama.



Has anyone noticed that the little blurb advertising the contents of the next issue hardly ever matches up with what the issue actually contains? If people notice they certainly haven't commented. Sometimes I wonder if there is any point to writing that little piece, because it hardly ever happens that way. This issue is a perfect case in point. Knowing we had no contest news coming up I decided we could give space to something that really interests me – women glider pilots. I advertised the next issue as such. We had barely gone to press when I realised that wasn't going to work. There were too many other stories happening. Terry Delore flew a world distance record in New Zealand. Steve Wallace flew a 500k along the West Auckland coast. Bernard Eckey got excited about his trip along the coast.

There is a lot of me in this issue. I've tried to stay out of the magazine in the past; to limit my role to editorial comment and factual reporting. The story of my return to gliding was part of the proposed women's issue. I decided to run that while it was still topical. We also have part one of Hugh Turner's article on the differences between women and men from the perspective of someone who is teaching them to fly. Although it is not politically correct to say so, there really are differences between men and women and those differences can make or break the soaring experience, especially in early hour pilots. People have been very positive about this topic and we will be using more of these stories when space permits.

I have had my own adventures while travelling and visiting

gliding clubs in the North Island this summer. I've written about my Raglan adventure as it fits in with the other West Coast stories we are featuring this issue. This is the sort of story I would like readers to share with the rest of the country, so I look forward to receiving your own tales. You'll see more tales of my travels in future issues. I must however thank the members of the Piako, Auckland and Whangarei clubs for their fantastic hospitality and for giving Robert and I a really good time. For the record, Whangarei's former piggery is the most sumptuous clubrooms I have ever stayed in.

Despite my concerns about appearing nepotistic I have written the story of my son Alex's 500k flight. The FAI does not keep age records but he is possibly the youngest person to ever do so – and that deserves recognition.

Another feature of this issue is the West Coast. We have three stories of different flights (and awkward retrieves) along the West Coast between Muriwai in the north and Raglan in the south. We also have some wonderful photos.

We do of course have one or two other stories, but with the executive and various technical teams on holiday, on the whole this issue is one of good stories for summer reading. If anyone feels there is too much of Jill McCaw in this issue, then you know what you can do about it. Please, write up your own experiences and send them in.

Jill McCaw

next issue

The Nationals, how did it go in Taupo?
More from Hugh Turner on training women pilots, some women's stories and a report on the hyperbaric oxygen course at Whenuapai.

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



A beach landing gave the editor a chance to take scenic photos. Piako's PW6 on the beach at Raglan.

Photo Jill McCaw

We received the following letter from long-standing member Doug Honnor about the readability of the magazine. We are printing it with Doug's permission to discover if others have similar difficulties. We take this sort of feedback as constructive criticism that helps us to improve SoaringNZ. We do recognise that the club information panel is crowded and has very small print. This information is provided as a public service, is available elsewhere, is often out of date and takes up valuable space. It won't get bigger but the colours and/or fonts may change if there is enough feedback on the matter. Please let us know about any other problems you have with reading the magazine. - Ed

Firstly compliments for your hard work and dedication in producing our magazine together with those magnificent photos.

I would like to mention and trust that this will be taken as constructive criticism, speaking not only for myself, but no doubt many of the older members and followers, the problem I have with the size of the print in Soaring NZ.

While this is great for younger ones with good eyesight, I find the print too small at times for easy reading, more so where it is on a shaded and/or coloured background. At times I find it quite difficult and it is worse where some of the photo captions are even smaller still!

OK, some may say, if you can't read this properly you shouldn't be flying. However, while sight may remain good for distance, some of us find close work not so good, in spite of reading glasses. Then there are others who no longer fly P in C, associate members and supporters who like to retain an interest including enjoying your magazine.

I can cite one in question, Wynn Craven of whom you may have heard. Wynn was NZGA's first editor of "Gliding Kiwi" and remained so for many years. He is also our Club Patron, having done much for gliding in years past. Wynn loves photography, music and reading and is pleased I am writing this to you as he has mentioned on previous occasions problems with reading the small print in SoaringNZ. Of course our age and associated grey hair doesn't help either but as mentioned, there must be other retired, semi-retired pilots with hair matching ours and probably more coming on stream.

So with respect, we wonder if you can look into this and maybe suggest print similar to National Geographic or the likes.

Doug Honnor

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

The South Island isn't the only place to get wave. This photo was taken by Pam Gore of wave over the Kaimais in December.



SPORTS COMMENTATOR PUT IN HIS PLACE

Peter Lampp, sports writer for the Manawatu Standard, upset his local gliding club by suggesting his readers should be concerned that Richie McCaw the All Black captain spends his spare time flying gliders. He proceeded to point out the dangers of flight and tell of a friend of his, an avid glider pilot, who had nose-dived his glider into the ground.

John Brooks of Gliding Manawatu wrote the following letter to the editor in reply (reproduced with John's permission).

It's difficult for amateurs to compare the risks inherent in different sports, but if there were absolutely no risk in our sports, we probably wouldn't enjoy them so much. Peter Lampp, in his Sports Comment column of 31st December, has suggested that Richie McCaw is putting himself in danger by flying gliders during his holidays. Is flying a glider more dangerous than, say, surfing, skateboarding or cycling? Does Peter intend to imply that rugby is not hazardous?

Before a sport is branded dangerous, the probability of being injured must be assessed on a comparable basis, and therein lies the difficulty. How can a high impact contact sport be compared with a solo activity like gliding? Should we use Accidents per thousand hours of activity; Total injuries per season; Injuries per participant etc? None of these provides a simple indication of the relative risk of getting hurt by participating in the sport.

Perhaps by playing rugby, Richie is putting at risk a promising career as a champion glider pilot.

Gliding Manawatu also have a new website
[www. glidingmanawatu.org.nz](http://www.glidingmanawatu.org.nz)

NEW FAI SECRETARY GENERAL

The FAI announces that Mr Stéphane Desprez (FRA) will be the next Secretary General of FAI, beginning his duties on 1st February. He comes to the position with a strong background in sport management.

DG Flugzeugbau announces that it will no longer provide free technical support for aircraft purchased prior to 1996 when they took over the company.

Older Glaser-Dirks and Rolladen-Schneider aircraft are offered a service agreement for a fee. Apparently the company performed a detailed cost-analysis early in 2009 which revealed an annual net loss of hundreds of thousands Euros from providing free advice for older gliders, which had to be absorbed and subsidized by other departments within the company. Affected gliders are: DG-100 through 1000 and the LS 1 through 10. For more information see the DG website.

AMERICAN SOARING LITTLE ROCK, ARKANSAS

By Jim Herd, Minden, Nevada, USA

Here is a random series of general observations
- just one pilot's perspective.

CONVENTION JANUARY 28-30, 2010



Old mixed with new

The Soaring Society of America traditionally convenes its national convention and trade show in mid-winter, so as not to interfere with any significant soaring time in the Northern Hemisphere. What was new this year was that it has been adjusted to a biennial event - once every two years. Despite the fact that it has been two years since the last event, attendance was quite disappointing - less than half of recent events. Several factors are at play here. The deep and persistent recession is hurting everyone and sport aviation is definitely no exception. But also it has to be said that Central Arkansas doesn't have the 'draw' of previous venues such as Southern California which usually has attractive weather in January and a high concentration of local pilots. Little Rock 'enjoyed' a record ice storm while we were all in the convention hall (two inches of solid clear ice) and since this was heralded many days ahead it is likely that some potential attendees were discouraged.

Nonetheless, there was an exciting array of new hardware (and software) as well as some powerful presentations. The

exhibit floor had a full complement of manufacturers from all over the world and it is impressive to contemplate the plethora of exciting young companies that have emerged in recent years. This can only be healthy for our sport all around the world, and it keeps the traditional leading manufacturers on their toes! And when we look at the world of avionics we see a bewildering explosion! I will not attempt here to offer a comprehensive report on commercial products because it would be unfairly selective. But I will make a few general observations.

Almost all the new gliders on the floor seem to come with the option of an engine - usually more than one option. Jet power and electric power are now commercially available from more than one source. I don't think they are yet 'mainstream' but progress is underway in combating handicaps like power density and noise. But conventional piston engines aren't standing still either. DG claims their new 1001T has greatly reduced vibration due to the new 'V' belt drive and short coupling to the propeller. And the larger Solo self-launch engine has fuel injection which offers



Frauke Elber in center shot - a long time fixture of the SSA



The exciting and unusual Arcus Turbo



The business end of an HpH TBS-J40

impressive improvement in power as well as smoother running and altitude-compensated fuel mixture. The new Schempp-Hirth Arcus claims better performance and even sweeter handling than the Duo Discus, and its planform is certainly an eye-catcher.

Ancillary hardware isn't standing still either. Cobra Trailers has a series of nifty new gadgetry designed to make a pilot's life easier – and the crew's! And although the USA has been largely watching from the sidelines in recent decades, winch launching has come of age and the latest hardware is truly revolutionary in function and safety. Meanwhile, avionics probably takes the prize for revolution, just as it is doing in 'mainstream' aviation. Search the web if you don't know what I am talking about. That said, I still use the original Cambridge Pocket-Nav attached to an L-Nav. I keep attending conventions with money in my pocket but I just can't come up with a significant problem I have with my avionics that the new kit will fix. But I still have 'steam gauges' in my power plane, so what do I know?

Meanwhile, the presentation rooms had a rich variety of parallel/simultaneous fodder for pilots and crew with active minds. There were well known names and faces such as Uli Schwenk – new owner of Jaxida Covers and fresh from his participation in the Grand Prix in Chile. Uli gave proper credit to the NZ soaring community for their pioneering work with GP soaring and he is clearly a major fan of the concept. And there was an interesting new 'track' assigned to the OSTIV organization (Organisation Scientifique et Technique Internationale du Vol a Voile) – dedicated to the science and technology of soaring. The world-renowned Loek Boermans and Gerhard Waibel were prominent, particularly in the OSTIV room. How wonderful it is to listen to the friendly banter as these guys and others freely exchange expertise and views with anyone who will listen. Our entire sport is founded on the work of these folks. There was a presentation on the Concordia, which is another in a long series of Dick Butler projects – a glider with a new wing profile and very long wings. Also of note was a new airfoil concept presented by Mark Maughmer and Dan Somers. It looks like it has a Fowler Flap hanging from the trailing edge, but this is actually a technique to encourage laminar flow all the way to the trailing edge of the under-surface. Simulation and wind tunnel data is very impressive for this weird concept.

But there are new faces on the scene also. John and Rae Kangas are developing a fallow ranch field in southern Idaho into a soaring airfield. This is quite astonishing in several ways – firstly, any new airfield in the USA these days is a huge accomplishment: "NIMBY" (Not In My Back Yard) has to be overcome and the financial challenges are relentless. But also, the Kangas's vision is a glider park that serves hang gliders, paragliders, and sailplanes – all in one place. This is unheard-of in the USA! John Kangas offered a candid storyline of the way they are moving from dream to reality. The first King Mountain Safari was last August and it will happen again this August.

Bob Thompson held many records in hang gliding and moved



Jet power has moved up to two-place gliders

over to sailplanes ten years ago. He presented magnificent photos of soaring his back yard in Durango, Colorado. It really is an under-stated gem with astonishing beauty. Bill Collum is the new Technical Editor for SOARING magazine and he offered a look over the horizon at what new technology may or may not have to offer the soaring pilot in coming years. I, for one, can't wait!

There was a lot of buzz about ADS-B – the transponder-based technology that is the basis of what the Federal Aviation Authority calls Next Gen. This is foreign to Kiwi pilots because the NZ authorities have chosen full implementation of "mode-S", while the USA has decided to leapfrog to ADS-B. ADS-B is hugely controversial and complex, in my opinion, but SSA is pressing forward with a joint project with FAA to develop a low cost and low power ADS-B transponder. Next Gen is slated for full mandatory implementation across the USA in the next ten years, with some airspace possibly excepted. The promise is that it will place much of the ATC workload inside cockpit avionics, thereby improving both safety and overall cost to the FAA. We shall see. Meanwhile, there is also talk of a new Transponder Mandatory Zone around Reno/Minden, where the mid-air happened between a glider and a business jet three years ago. It truly is a complex and expensive mess.

But undoubtedly, the primary attraction of the convention was the opportunity to meander through the halls bumping into old friends and making new ones. Given all the bad things in the world these days, the air of optimism and excitement was palpable. In fact, given the world-wide state of mediocrity in participation of our sport, the energy level and investment level from the folks at the leading edge is quite astonishing. As we all know, no-one gets rich from soaring!

The next SSA Convention will be in Reno, Nevada, just up the road from Minden, in two years' time. Meanwhile, I see cu outside my window and a break in the winter snow on the Sierra Nevada. It's time to get out there!

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



THREE TURNPOINT DECLARED DISTANCE 2500K

By John Kokshoorn

The evening before our big flight we ensure we are well prepared. We'd already had one attempt and an early start that day. We finish the evening evaluating the weather courtesy of Dave and Marie Speight's hospitality. The plan is to be up at 4 am and airborne by 5.20 am, official first light, which is the same as yesterday's plan.

At 4 am my alarm tells me it's time. Once up we can see a few stars which is a positive sign. Before long the light to the east is showing promise of a sky that is considerably better than the previous day which had us back on the ground in time for breakfast.

In the distance we hear Ash running up the Pawnee. An hour or so disappears in the blink of an eye. It is still dark. As we chamois the rain off the wings from early morning showers we complete our checks and prepare to strap in for what will turn out to be a long day in the cockpit and a flight that is hard to do justice to with words.

Shortly after 5.20 am we roll down the strip at Omarama, taking off to the east for a release on Mt Horrible. After what seems a short tow we release at approximately 3000 feet.

The ridge is working with about 15 kts up the face with little sign of any wave activity. After twenty minutes we move to the southern end of the ridge and work the area known as Hugo's elevator. Below us there is a fresh dusting of overnight snow. The ridge is working well and at about 7000 feet we push out into the valley looking for any sign of wave activity. Before long we head back to the ridge. Another twenty minutes or so pass and we start pushing out to the middle of the valley in search of cloud wisps that will assist us to climb into the wave.

This time we find scrappy patches of lift that give us the odd climb. We spend the next hour working our way towards the southern tip of Lake Ohau, some 40 odd kms from our departure point and almost two hours after release. As we head north the sun rises in the morning sky and brings a welcome increase in temperature. We can feel the conditions improving. Shortly after we finally crack 10,000 feet and get established in the Ben Ohau wave. We are finally on our way.

At mid Canterbury we run into a stationary depression which is dumping cold air and virga cloud. This is destroying the developing wave. Terry skilfully picks our way through. Although the wave looks broken through the Culverden basin, the inland Kaikoura Mountains appear to be working well. To my surprise we make excellent time across the Culverden basin and shortly after we are established in the inland Kaikoura wave at about 8,000 feet and climbing.

The wave has good definition and we are getting close to our first turnpoint near Ward at the top of the South Island. The time is 9 am and we are at least one hour behind our target time for Ward. It's time for our first culinary delight, ham and tomato sandwiches, with 411 km down and heading for Clyde 503 km away. Over the next 5 hours we average 200 kph. Again the Kaikouras are working well as we head south and we can see North Canterbury in the



FAI has received the following Class D (Gliders) World record claim:
 =====
Claim number : 15678
Sub-class : DO (Open Class Gliders)
Category : General
Type of record : Distance using up to 3 turn points
Course/location : Omarama (New Zealand)
Performance : 2499.2 km
Pilot : Terrence Delore (New Zealand)
Glider : Schleicher ASH 25 Mi
Date : 13.12.2009
Current record : 2405.5 km (01.01.2007 - Klaus OHLMANN, Germany)
 =====

and
 =====
Claim number : 15679
Sub-class : DO (Open Class Gliders)
Category : General
Type of record : Distance using up to 3 turn points
Course/location : _to be advised
Performance : 2511.1 km
Pilot : Klaus OHLMANN (Germany)
Crew : Christoph RITTER (Germany)
Glider : Schempp-Hirth Nimbus 4 DM
Date : 13.12.2009
Current record : 2405.5 km (01.01.2007 - Klaus OHLMANN, Germany)
 =====

L) An elated Delore and Kookshorn back on the ground at Omarama. R) From 21,000' Wellington and the North Island were covered in cloud.

distance. The scenery is spectacular with Terry having to weave our way around the virga cloud through the mid Canterbury basin. Heading south we hook into the wave in the lee of the Ben McLeod range and before long we are in the lee of the Dunstan mountains cracking along at 160 kph with the vario pegged at a constant 2000 foot per minute up. Ya Hoo.

Clyde is clearly visible as the GPS acknowledges we have reached our second turnpoint. We are now heading north in well defined wave at around 17,000 feet. The ground is racing by underneath us. As we head towards our next turnpoint some 845 km away just west of Napier in the North Island of New Zealand. We are now only 30 odd minutes behind our target for our Clyde turnpoint.

Time for my first pee, and it's about now I remember how difficult it is to have a slash, seated in a dished seat and trying to crouch forward. Having spent five hours at below zero the first priority was to find it. No easy task as the gear remains retracted no matter how much I cycle it.

Heading north we have a cracking run until we again run into the lift destroying descending virga cloud. Again Terry makes the best of these marginal condition to get us off the plains and into the inland Kaikouras. On reaching the top of the South Island we take time to climb and assess the situation before crossing Cook Strait.

Terry explains from what he can see the wave will be working well in the Manawatu however it appears closed in with no break in the cloud between the wave lengths. This will prevent us from flying our North Island leg of the attempt. For a moment the feeling in the cockpit is subdued.

We continue to climb and as we reach 21,000 odd feet we can start to see what is a small opening in the cloud between the wave bands in the Manawatu. Terry makes the call and we are northbound working what lift we have to edge out into the Cook Strait. We know the wind is blowing 70 kts at our altitude and looking down on Cook Strait it would appear they have about the same on the water. There are no second chances if you don't make it across.

We only lose 6,000 feet getting across to the North Island. At 15,000 feet we pick up the wave in the Manawatu. The band of wave going north is well defined and Terry earns a well deserved break as he passes control to me. Our North Island leg of the trip is some of the easiest flying we have had all day. With the wave well marked we continue to track north while on a constant climb and maintaining 100 kts plus we are now approaching Keru our northernmost turnpoint which is just to the west of Napier. Now at 21,000 feet we can clearly see Napier to the east. Time to turn for the 752 km run home.

We continue to make good time and climb to what will be the highest point of the flight at just over 28,000 feet as we head out into Cook Strait. Having spent the last three hours at 20,000 feet plus and now spending time at 28,000 feet with the temperature hovering around minus 30 we are both extremely cold. Terry wraps maps around his legs to keep the chilling drafts at bay. Having spent most of the flight in below freezing conditions our camelbacks which are full of water have frozen solid. We rely on our bottles of Powerade which are partly frozen but drinkable. My feet are numb with the cold, as Terry asks me which setting I think he should set his foot warmers to. (That will keep.)

Our track across Cook Strait is a long one, 78 km over water, and fortunately there is no headwind component. Terry speaks to the controller in Wellington to get a clearance to track to the east, his reply, "The sky is yours and traffic will be redirected to maintain separation." We reach the South Island at 22,000 feet and straight into the inland Kaikoura wave. Ahead the sky is looking ominous. The depression has moved to the east with the descending cold air and virga now well east onto the Canterbury plains. This is clearly going to be the most crucial part of the flight. We have no choice but to start to track towards the east to avoid the descending air. Lift is now very marginal and wave has all but disappeared as Terry does his best to pick a way through the virga, finding little wisps of cloud here and there marking lift.

Since leaving the Kaikouras our pace has slowed considerably as we strive to conserve height and pick our way across the Canterbury plains. At this point Terry gets a call from the air traffic controller in Christchurch which I thought was a bottler. "Hi Terry. I have been speaking to Kev (gliding club member and air traffic controller), who was speaking with Wendy and she wants to know

should she drive down to Omarama?" Terry's reply was obviously yes.

And we both had a chuckle.

Having made good time over the last 6 hours, daylight is no longer our enemy. Slowly but surely we plod south. We are now over Methven and through the worst of the descending air. Ahead in the distance we can see the sky opening up and know we have a good chance if we can get ourselves into the Mackenzie basin. From Methven we manage to get ourselves into the wave working in the lee of the Ben McLeod range, and we are well and truly on our way home. We take a welcome climb as we head for the Omarama Basin and Terry announces we are within final glide. Approaching the northwest end of Lake Benmore Terry receives a call from Wendy on the mobile to see how we are travelling. She advises us that our spot tracker had stopped working about 2/3rds of the way across Cook Strait on our last crossing which had caused concern until they got hold of the air traffic controllers at Wellington.

It's about 8.50 pm and Omarama is just ahead of us. As we approach we can see people gathered below in front of the terminal building. I look at my watch which I had set to the stop watch function while on tow and it read 15.5 hours. What a day.

Since arriving back in Australia there has not been a day go by that I don't relive a part of that special flight. On behalf of Terry and myself, I would like to take this opportunity to acknowledge the air traffic controllers that assisted us throughout the flight for their truly outstanding assistance. For my part, having flown aircraft in USA, UK, and Australia for the last 18 years, I have never seen a more helpful team.

And finally to set the records straight, I'm not Terry's Aussie mate, I'm his Kiwi mate now living in Aussie.

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WEST COAST CRUISING

Three stories of different flights with one thing in common, they were all flown at low level along the cliffs of Auckland's West Coast.



STEVE WALLACE'S 500KM DIAMOND

By Steve Wallace



Wednesday 30 December dawned as the weather forecast had predicted: a good strong South Westerly was blowing. It was going to be a coast day!



Back in early 2005 I had brushed off my copy of the Sporting Code and planned a 500km Diamond Distance to be flown from Whenuapai. This was the only Diamond still to elude me. In November 2005 I had my first crack at this task but ended up on the beach, due to an unforecast wind change, after flying 430 km.

Four years later and with the weather looking good it was time to have another go. In anticipation of the weather I had moved my glider from Drury to Whenuapai the day before, pre-loaded my GPS with the task and checked in with Pete Coveny (duty instructor), Rex Carswell (tow pilot) and Murray Wardell (Official Observer) to ensure all

was in place for an attempt the next day. This enabled a leisurely arrival at the club close to midday as the afternoon weather was forecast the best. I rigged with the help of Rex, Neville, Pete and Krishna who kindly agreed to be my retrieve crew. (If only he had known!)

I launched at 1308 hrs and Rex duly towed me 50 km to the north west for release at 3,500 ft a couple of km upwind of my start point, the now gone air force bombing range at the Northern end of Muriwai Beach. For a start that complied with the rules I had to pass through the start point at or below 1,000 m (3,280 ft), so having lined myself up I lost appropriate height accelerating and went through the start gate at approx 100 kts and 300 ft lower than necessary just to ensure I was safely in. Twenty-three minutes after take off from Whenuapai I was underway on my second West Coast 500km attempt.

The first leg of the task is 152.5 km from northern Muriwai beach to Te Kaha Point (dunes on the northern shore of the Raglan harbour entrance). The first 40 km of this leg was the tricky part for me as I had only done this once before on a more friendly tailwind day. Today was a 'headwind' day.

The intention was to use the low and flattish hills that sit 2-3 km back from the beach to provide some lift to help extend the glide until the cliffs at the Southern end of Muriwai beach could be reached. The tricky part is the initial hills don't work very well and as you get lower the hills get further back from the beach and the terrain turns from scrub and barely landable farmland to unlandable forest. Fortunately if you are brave and can hang on the hills



Photo: Steve Wallace

L: Muriwai Gannet Colony
B: View from towpilots rearview mirror.



become more conducive to giving lift over the last 8 km or so. I arrived at these 'better' hills at around 900 ft and they did the job nicely of allowing me to safely continue on to the Gannet Colony which marks the start of the cliff run to Raglan. I have done this run many times before and so found it very straight forward. 1hr 29 minutes after going through the start point I rounded my first and southernmost turnpoint at Raglan and started heading north again.

My second turnpoint was the Muriwai Gannet Colony, a 112 km second leg that took only 43 minutes to complete. The now tailwind component along with the northbound Waikato River mouth crossing (easier than the south bound one) meant an average speed on this leg of 155 km/hr compared to 103 km/hr for the first leg. It was then south again on a 101 km leg to the third turnpoint which I had placed just a bit further than 10 km away (north) from the first point as required to meet the rules of the Sporting Code. The headwind component and southbound Waikato River mouth crossing slowed things up but a time of 53 minutes for this leg meant a reasonable average speed of 114 km/hr was still achieved.

With only 142 km to go to the finish point (which was also my start point) and the weather looking good I was now sure of completing the task this time. As I crossed the Waikato River mouth for the last time I got on the phone to Kris and asked him to meet me on Muriwai Beach with my trailer for a de-rig. I did however have one last unknown to overcome and that was my intention to drop off the cliffs at Muriwai and down onto the approx 10 - 30 foot sand dunes of Muriwai Beach. I then had to fly these

dunes for 40 km 'up' the beach to the finish point, turn around and fly 40 km back 'down' the beach to my landing point where I hoped Kris would be waiting. The unknown part was I had never done this before. I knew it would work as I had seen Murray Wardell do some local test flying on these dunes before flying off the end of one particular dune and prematurely arriving on the beach. This proved mildly destructive for the wing tip of Murray's Cirrus when wingtip met driftwood during the 'landing roll'. My nervous glide from cliff to dune proved unwarranted however as the dunes worked a treat. Flying with my 'dune wing' just above dune height I was able to maintain approx 95 kts along this 40 km low level glider super highway. What fun and what a great way to finish the task!

So task done: distance 507.9km, duration 4hrs 2mins 36sec, average speed 125.61 km/hr.

Now all I had to do was fly the 40 km back to the south end of Muriwai, land on the beach, meet Kris with my trailer and de-rig. Sounds easy right? No - wrong.

While a lot of thought had gone into the planning and executing of the flight I must admit the same amount of thought and planning had not gone into the retrieve.

I had previously helped Murray Wardell de-rig his glider on Muriwai Beach and witnessed his vehicle tow his trailer on and off the beach with apparent ease. However the nature of the sandy access track does change and what was once relatively easy access can turn into 200 m of impossibly soft sand as we quickly found out. Within 50 m my 4WD car and trailer were firmly bogged. End of Plan A. So onto Plan B. What was Plan B? Oh that's right



The author waiting for retrieve.



Plan B smaller version of Plan C

I didn't have a plan B. My contingency planning only covered the flight itself, not the retrieve! Time to start making it up.

Plan B – unhitch 4WD car and drive car onto beach. Fortunately meet friendly Life Guard with quad bike and tow bar. Hitch quad bike to trailer and watch quad bike dig big hole in the sand while trailer doesn't budge.

Plan C – (provided by Life Guard). Go get bigger quad bike, hitch to trailer and watch bigger quad bike dig an even bigger hole in the sand while trailer doesn't budge.

Plan D – (also provided by Life Guard). Go get truck and more Life Guards, hitch truck to glider trailer and everybody push. Take 10 minutes to progress a further 10 m forwards. Make correct decision that this is a bad idea and spend 30 minutes reversing the combo the 60 m back to the car park.

Plan E – (provided by Murray Wardell who had come to join the fun). Use Life Guard's truck to tow glider trailer via the road to the car park near the Gannet Colony (2 km further down the beach) where apparently there is a hard ramp that might work if we get the glider there really quickly by towing it along the beach, before the rapidly incoming tide beats us to the ramp. NOTE: Cardinal Rule No.1 of landing gliders on beaches is always land above the high tide mark on the soft sand lest the tide come in and smite your glider. Having carefully obeyed Cardinal Rule No. 1 of gliders on beaches the next phase of Plan E was to hitch 4WD car to glider and break Cardinal Rule No.1 by towing the glider onto the supposedly harder sand below the high water mark. Now this is where it gets really silly and I can only blame a lack of mental fortitude due to the effects of a long flight and the failures of Plans A to D. Upon finding the initial 'hard' tidal sand actually quite soft, move car and glider closer to the sea where the sand might be a bit harder! Bog both car and glider in really soft sand near to large rapidly incoming crashing waves.

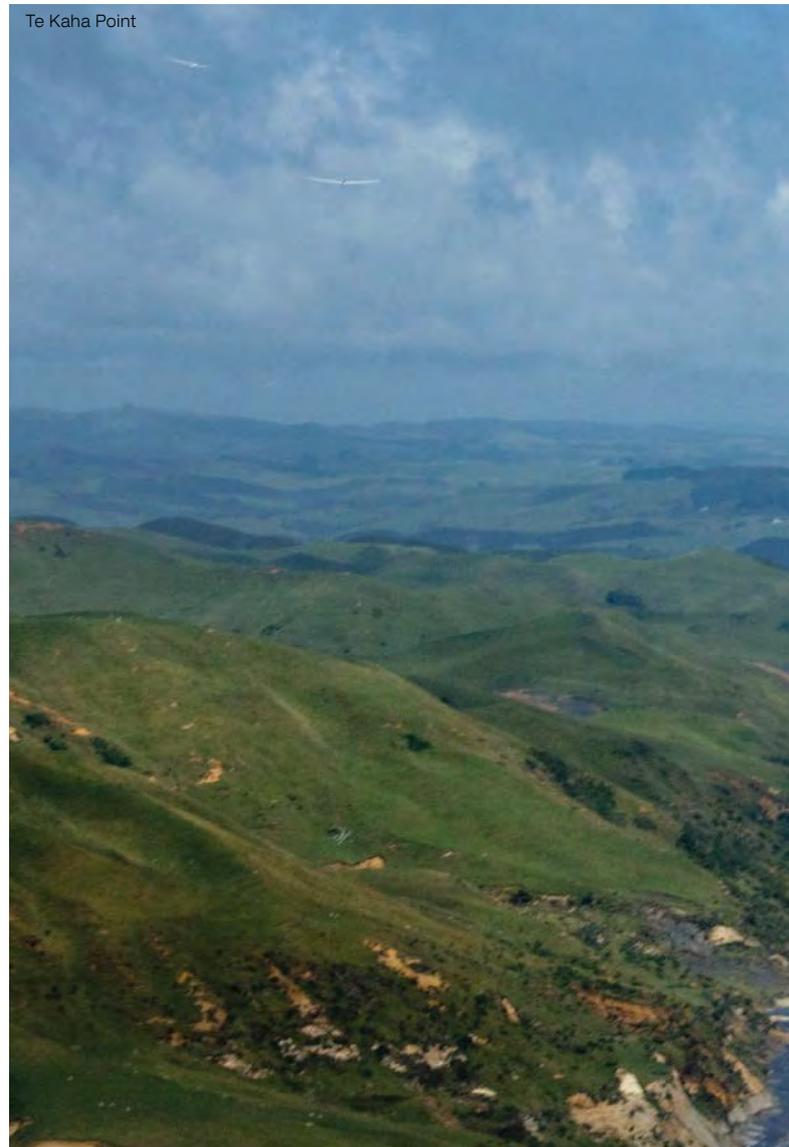
Plan F – PANIC!

Plan G – Save car as it is not insured on beaches. Unhitch from glider, slowly unbog car and drive back to the safety of soft sand above the high tide mark. Yes, a plan that worked! Things are looking up. Look back and see Kris (who was walking the glider wing on the seaward side) still holding the wing but now in knee deep water as waves begin to wash around the main wheel of the glider. Revert to Plan F again.

Plan H – Rush back to glider and hold hand high in the air like you do when you're drowning. Await Life Guards on quad bike to return. Hitch glider to quad bike and by three people lifting the nose of the glider to take the weight off the wheel to stop it bogging, tow glider out of the surf and back to the safety zone as dictated by Cardinal Rule No.1.

Plan I – (now to be Plan B in all future beach landings). De-rig glider on beach and with the help of Life Guards and quad bikes

Te Kaha Point





Steve Wallace

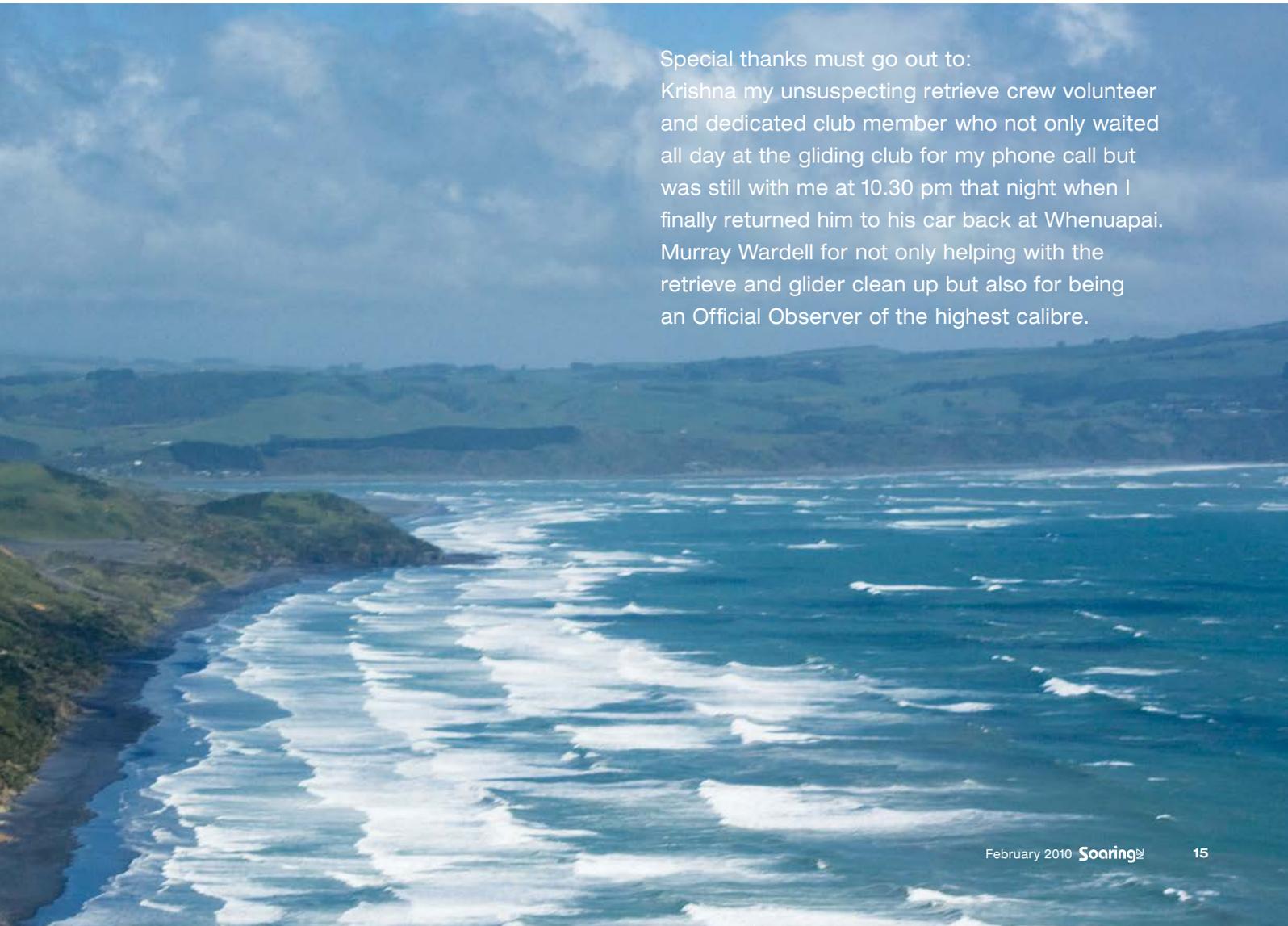
transport glider pieces 200 m over sandy access track to trailer which is now back in the original car park. Pack glider into trailer and close door just as sun sets.

So in summary, with careful planning it took just over four hours to fly my glider over 500 km and with almost no planning it took 4.5 hours to move my glider 200 m from the beach to my trailer. Then another whole day with water, vacuum and air hose to clean the sand out everything.

For those interested this flight qualifies as a Gold Distance and Diamond Goal 300km Out and Return as well as a 500km Diamond Distance flight. I'm happy to share the turn points and GPS trace with anyone who wants them as it would be great to see more Gold and Diamond distance badges completed from Whenuapai.

Special thanks must go out to:

Krishna my unsuspecting retrieve crew volunteer and dedicated club member who not only waited all day at the gliding club for my phone call but was still with me at 10.30 pm that night when I finally returned him to his car back at Whenuapai. Murray Wardell for not only helping with the retrieve and glider clean up but also for being an Official Observer of the highest calibre.



A BEACH ADVE

By Jill McCaw

It is not every day you get to landout on a beach, thank goodness, but it has given me the tale of my own not terribly adventurous adventure to tell – and some spectacularly scenic photographs.

I had heard so much about the wonders of flying the North Island west coast cliffs and sand hills and I wanted to have a go. During my visit with the Piako Gliding Club at Raglan it looked like the weather might possibly allow a coastal trip on the Monday. I hoped so, because we had to leave on the Tuesday. Steve Wallace had recently done his 500k flying from Muriwai way in the north to here at Raglan and everyone was talking about it. Tim Bromhead was very keen to show off the coastline north of the harbour, across the water from the Raglan airstrip.

We had already spent the weekend with the club, and my son Robert and I had both had scenic local flights over the town. Raglan is an absolutely gorgeous place to fly and although thermals can be weak and influenced by the sea breeze, I would still recommend joining Piako's camp if you have the opportunity. The airfield is on a tiny spit of land poking into the harbour. Parapenters fly off the sea cliffs less than two kilometres away. Kite surfers fly off the water

less than 500m away. The town is full of cafes and crafty shops, and the beach is lovely. The airstrip is directly across the fence from the camp ground, perfectly positioned for a flying camp.

On Monday morning Tim thought that the wind might be right, although possibly not quite strong enough, to allow for a run up the coast to the north. He suggested we take the PW6 and give it a try. It seemed like a good idea to me. We released from tow at 1500 ft over the northern side of the harbour and proceeded to run slowly north. We didn't go very far. We were just maintaining height sometimes and often not at all. Tim insisted that it might be working if we went lower. Er... right.

The coastal hills north of Raglan are only around 600 feet high. That's a guess, but that's what it looked like from not very high above them. At around 700 feet we could maintain height but not climb and we certainly couldn't commit to travelling any distance. We had to face it; the wind was not blowing straight onto the cliffs at



NATURE



the required angle, as evidenced by the movement of the tussocks and the washing blowing on the line of the bach below us. (Close enough for me to see that the washing consisted of two tea towels, three beach towels and one pair of gentlemen's underpants.) We needed less angle or stronger winds. The hills weren't working.

700 feet on the northern side of Raglan Harbour was not high enough to safely get to the airfield with the wind as it was. As we started across the water we quickly realised that we weren't going to make it back. The surf beach stretched long and flat in front of us, the tide well out, very few people and no other obstructions. There was acres of room. We had one brief attempt at finding lift on the cliff backing the beach; all we needed was another couple of hundred feet to allow us to get over the ridge and back to the strip less than two kilometres away. It didn't work, so Tim brought us in for a perfect landing.

Of course, to the people on the beach not used to the ways of

gliders, those two low turns on the cliffs had suggested we must be crashing. The surf lifeguards sent someone down in their 4WD buggy. People came jogging up to see. All who arrived seemed to think we had cheated death. We did our best to explain, but I think our story of a controlled landout was nowhere near exciting enough.

The drama however was just starting. We asked the lifeguards if we could call in the towplane to take us off again. We were told, very emphatically, that there was a local bylaw that prohibited aircraft on the beach. We thought rude words. We learnt later that the club is also not happy about the idea of their tow plane on a beach as the potential for accidents is very high. All it would take would be one patch of soft sand and the plane would be on its nose.

The lifeguards helped us pull the glider up above the high tide mark while we pondered what to do next. We now had a real problem because the trailer was in Matamata an hour and a half away.





Help arrived in the form of Steve Care and Godfrey Larsen and two single trailers. My son Robert and his video camera came too. With the lifeguard's help the two trailers were dragged down the steep track to the beach and along to the glider. Oops. There was no way any bits of that glider were going to fit in either of those trailers. The height of the tail fin and the chord of the wings were far too big. The trailers were hauled back down the beach and back up the track. The lifeguards were very patient.

The next idea sounded good. Why not hitch the glider up to the lifeguards' buggy and walk it all the way back around the coast to the airstrip? Then all we would have to do would be lift it back over the low dunes on the edge of the strip. Full of enthusiasm, several club members climbed onto the buggy with a lifeguard and disappeared around the point to check out the route. They came

back disappointed. There were stakes stuck in the sand in front of the Pa and the sand past there was very mud flatty. We wouldn't get through.

Steve suggested towing the glider back around the point and up onto dry land where the old surf club used to be. There was no real benefit to this, other than to know the glider would be high and dry and this plan was scrapped. Finally there was no choice but to do what we should have done in the first place. Tim rang Les Ries-terer back in Matamata and asked him if he could bring the trailer over. Thank goodness he agreed.

Hitching the glider to the buggy, we walked it along the beach to the surf club to await the real trailer. Lifeguard Harry had a little trouble with the concept of walking pace at first, giving Tim a real jog, but finally discovered that a crawler gear worked well.





Tim, Robert and I then sat down to wait. The glider proved quite an attraction with people stopping to look and ask questions. We were doing a good thing for publicity.

It was a bit of a cold windy day on the beach and the novelty was wearing off for Robert. There was a lot of sand blowing around. I'd intended to bring him to the beach to have a go swimming in the surf, but we didn't have any towels (or togs) and it was a bit cold anyway. We also had no lunch beyond a muslei bar that Tim had found when we landed. Let that be a lesson: carry food on every flight. Thankfully there was water and toilets available. When Les, Steve, Godfrey and the trailer arrived, we cheered.

We hadn't derigged the glider as we didn't want any more sand in the linkages than could be avoided. It was a simple matter however to pull it apart. Carrying the fuse the few meters over the

sand to where the trailer was parked was achieved with a sling under the belly. Then everything was locked down and Godfrey's Subaru roared, and finally the glider left the beach. It had been a roughly four hour retrieve for what had been a fifteen minute flight and a distance of approximately two kilometres from landout to strip. With many of the team racing off home it ended up being a cheap shout too. There was only Robert, Tim, Steve and I left to go out to dinner.

It had, in its own way, been an unusual but entertaining day gliding. I don't wish to do it again in a hurry, but I'm also quite pleased that it happened to me. I got some brilliant photos. To all the Piako crew who welcomed us, but particularly to the retrieve crew, thanks guys, if you're down my way, I'll buy you a beer and that dinner I owe you.



PURE EXCITEMENT

By Bernard Eckey

Would you like to know how to fly 250 km in a glider without thermalling and without ever getting above 1500 ft? Would you like to learn what it feels like when you realise that you will get wet feet in case of an outlanding?

I was invited to do the coaching for the advanced group on the coaching week organised by members of the Matamata Soaring Centre. The organization was simply perfect – professionally arranged, even down to the smallest detail.

I was overawed to be given Brett Hunter's almost brand new Discus 2 CT and his 4WD vehicle for my use during my stay. Obviously the organisers had very high expectations. Two questions occupied my mind. What have I done to deserve such red carpet treatment and how can I avoid disappointing these lovely people?

I shouldn't have worried. The course participants were all advanced cross country pilots keen to learn and delve deeper into gliding theory. We had a great time together.

Then one day with a forecast of strong westerly winds one member of the group suggested a drive to a place called Raglan to ridge soar the coastal cliffs. I listened politely to his reports of previous flights but doubted my ears when he suggested it was not risky at all as it was possible to land on the beach except when the tide was in. The possibility of a landout was said to be "pretty remote".

The CFI politely suggested obtaining an up-to-date weather forecast in the hope that it would be the end of this crazy idea. It wasn't! The suggestion was discussed further and it slowly gained some support amongst members of the group. I was not ready to die just yet or risk ditching a near new glider in the Tasman Sea. Therefore I suggested coming as a spectator and helper. Brett Hunter learned about the idea and firmly told me that "this week the glider is there for you to fly." I couldn't believe what I was hearing. I decided to tow it across but would stay on the ground if I didn't like the look of the cliffs. Our number grew to seven.



In fact, my blood pressure hardly rose when someone pressed the transmit button and said, “I hope you all brought your togs.”

Our fearless leader, Steve Wallis, had us on the road by 7.30 am for the pleasant 1½ hour drive to Raglan. Lush vegetation, beautiful scenery and good roads through hilly country were a nice contrast to the sunburned countryside of South Australia. I was pleased to see a beautifully maintained grass strip next to Raglan harbour. The runway pointed right into a 15 kt westerly wind, but the cliffs were nowhere to be seen.

“No worries, Bernard,” Steve said. “You can’t see them because they are hidden behind the sand dunes over there.” We quickly rigged and while we were waiting for the tug Steve spread out a large map on the grass to give his briefing. “The only problem I can see is the area around the mouth of the Waikato River,” he said. “There are no cliffs for about 8 km but when we climb to 1200 ft before crossing the gap we should be fine.”

Great, I thought – the tide is in, just 1200 ft of height for a distance of 8 km and nowhere to land when we get to the other side. I decided to launch last and only join them if I thought it was safe. I didn’t say that I had no intention of following them across the Manukau harbour.

While on tow I noticed that the tide was well and truly up and that the other six gliders were quite low over the water or on the bottom part of the cliffs. They were obviously having great fun with high speed runs just above the water followed by a gentle pull-up into incredibly smooth ridge lift. This was gliding in its purest form. We were floating along the cliffs just as effortlessly as seagulls along the low sand dunes at my seaside suburb at home. Yes, it looked iffy from a distance but proved to be amazingly simple and straight forward. “Change frequencies now, and when you are ready we will go,” said Steve. Everyone replied: “Ready,” and headed north. “If they feel safe at 400 ft I should be safe at twice that altitude,” I thought, and followed them as ‘Tail End Charlie’.

The ridge had quite a few low spots but it was working surprisingly well. Steve’s calm commentary and six other gliders in front of me helped greatly to suppress my concerns about the lack of landing options. In fact, my blood pressure hardly rose when someone pressed the transmit button and said, “I hope you all brought your togs.”

Everything was running exactly as advertised and we were beginning to enjoy ourselves. I was cruising at 80-90 kts but most of the others were doing at least 100 kts while down to just a few

hundred feet above the breaking waves. They had to fly around every rocky outcrop but because I was high enough to cut across corners, I had little trouble staying in touch. Being ‘Tail End Charlie’ meant keeping an eye on six other gliders blending almost perfectly into a background of breaking waves. Lookout was top of the agenda with seven gliders in close proximity. Although quite strenuous, it made for a truly beautiful sight. After about 30 km everyone knew exactly what to do and assumed their position in the pecking order. With the workload in the cockpit easing, my camera began to work overtime.

Without ever stopping for lift we arrived at the mouth of the Waikato river much faster than anticipated. Steve suggested that we top up our height in front of a tall outcrop but was still quite relaxed about crossing the 8 km gap with just 1200 ft in the bank. He was the first to go and with a sandbank underneath everyone else soon followed. The crossing proved to be less troublesome than expected and the taller cliffs on the next 40 km stretch of coastline made for even stronger lift. From now on the cliffs were right at the water’s edge and there was nowhere to land except on water. But why worry? The wind had an undisturbed run up of 2000 km all the way from Australia and didn’t have any reason to stop abruptly. Yes, cloud base was just 1500 ft but looking towards the west even an occasional sunlit patch of ocean could be spotted.

We pressed on quite happily and while getting closer to the city of Auckland we noticed an ever increasing number of mansions just back from the edge of the cliffs. I’m sure the owners hardly trusted their eyes when they saw seven hugely oversized birds with strange tail feathers flashing past their lunchroom windows. Our various were chirping happily when Steve announced that we were now under the 1500 ft step of the Auckland control zone. Frankly, it did not matter much as the clouds were below 1500 ft anyway. I figured that with slightly better visibility we would now be looking straight down the main runway of Auckland International Airport.

The next challenge, crossing the entrance to Auckland’s Manukau harbour, was looming. It looked nowhere near as tricky as the crossing of the Waikato River and this time we crossed the gap with barely a stop to top up height. The cliffs on the far side looked better than ever and the further north we went, the more houses and lookouts emerged. In fact, the coastline was more rugged and beautiful than ever. We took time out to circle over some coastal suburbs



Lining up on the Raglan Airstrip.

and took photos of the most scenic places. We also had to keep a close eye on a colony of gannets. They were breeding on a nearby island and were enjoying their slope soaring activities as much as we were. Some of them decided that a spiral dive was the best way to escape these big predators with 15 m or more wingspan.

We were now approximately 130 km north of our launch point and it was time to go back. Being the most conservative of them all and having stayed high most of the time, I thought it was only fair to assume the lead for a while. Now we had a slight headwind to contend with but it proved insignificant. We were just pleased that the wind remained relatively constant at 254 degrees and that its speed at our altitude was still around 22 knots.

Manukau harbour was soon left behind again, but visibility was clearly deteriorating. Just a few minutes later some drizzle on our canopies made for blurry vision – very unpleasant while flying in close proximity to six other gliders. Even worse, rain was clearly blocking our flight path towards the south. No time to panic, but high noon to go to plan B – a holding pattern just south of the Waikato River. Steve remained reassuringly cool, calm and collected. He assured us of outlanding options near the mouth of the river and being new to this game I decided to do whatever our fearless leader suggested. We just went around in big circles in front of a steep outcrop.

None of us knew how long this rain would block our retreat, but with plenty of daylight hours left we were all happy to hang around for a while. On one occasion I ventured out to sea in order to search for signs of thermal activity under the darkest part of a cloud and even found workable lift there. Hard to believe but true!

After a good half an hour the rain band moved further inland and cleared the way to the south again. We left as soon as Steve gave the green light, only to spot another patch of very low cloud hanging in front of the cliffs about 15 km further south. It did not have any rain under it but we thought it was wise to go into another holding

pattern for a while. The next surprise came promptly. The cloud had metal in it – quite a lot. A big Hercules military transporter was on a low costal run towards the north. “Bernard, watch it,” someone said, “half the New Zealand air force is coming your way!”

When the low clouds finally cleared, my flight computer was showing 43 km to Raglan airfield and the sky ahead was even sunny in patches. I was last again and I could hardly believe what I was seeing. One glider on my right was trying to imitate an Albatross. He was travelling at lightning speed, the shadow of his glider clearly seen in the breaking waves underneath. It was an awesome sight and a spectacular climax to an incredible gliding adventure. When our launch point came into view my adrenalin levels were nearing exhaustion. I volunteered to land first and had my camera ready to capture the elation and the sense of achievement when the others opened their canopies.

What a day, what a flight and what an experience! No doubt, this was the most exhilarating flying one can possibly experience. We stood there and recalled the trickiest parts of the flight and congratulated ourselves for some very disciplined flying and for stepping way out of our comfort zone. We were proud aviators treasuring an incredible experience.

The road trip home went without a hitch but when we got back the clubhouse was full of pilots who had been listening to our radio communication all day long. They were almost as excited as we were. Everyone was asking questions and wanted a report. To have a chance to eat our dinner in peace, we quickly put together a slide show of photos. Between two bites I looked up and said, “I can’t believe I did that!”

The last day of the cross country week was not blessed with good soaring weather, but after the excitement of the previous day everyone was ready for a bit more theory and a question and answer session. This week was a truly unforgettable experience. Good flying and new friendships. It doesn’t get better than that, does it?

MATAMATA SOARING CENTRE

CROSS COUNTRY COURSE 2009



This year's Matamata Cross Country Course was split into a basic and advanced course. Participants of both sections share their experiences, adventures and the feeling of satisfaction from a great course. Guest instructor Bernard Eckey also shares his experiences from the course and one of the best flights he's ever had on page 20. But first two stories from course participants.

The Basic Cross Country Course

By Keith Irvine

Seen in the August/September edition of *Soaring NZ* magazine: "Matamata Soaring Centre, Cross Country Course, Five Days of Fantastic Flying". I did not take much convincing; the following day I booked my annual leave and registered for the standard course. The week prior to the course I was trying hard not to look at the weather as the forecast was depressing. The first morning of the course the sky was low and dreary, by late morning it had burnt off and we saw good flying conditions all week. We experienced some low cloud in the mornings, giving way to very blue skies later in the day, but there was plenty of local westerly which delivered ridge lift and thermals off the Kaimais.

My personal goals for the course were simple: fly further from the field than I had before and learn as much as I could. With a collection of knowledgeable and enthusiastic instructors, gliders at the ready, flyable weather and a great cook, it was not going to be difficult to achieve. The atmosphere for the camp was warm and encouraging with plenty of interesting gliding stories at the end of each day. There was an interesting mix of nationalities and clubs represented.

Mornings were for briefings and afternoons were for flying. We alternated days flying with an instructor and flying solo; each day we

were set a task. This was a good combo of flying under instruction and then applying the acid test of solo flying. Monday I flew with an instructor, landing out south of Te Aroha. Thursday was a solo day. After making the first turnpoint at Kopu Bridge, I got low and made my first decision to land out. As I had landed out earlier in the week with an instructor this was a timely introduction to out landing. I had an inviting paddock selected, completed a circuit with a controlled final into wind, and a decisive touch and short ground roll. My first solo out landing! Very satisfying!

The course was invaluable; the briefings, flying with instructors and debrief with other pilots and instructors were a successful format to grow cross country skills. My personal milestones were; flying with confidence further from the airfield, learning more about flying weather, confidently out landing, and getting to know more pilots who share the same ambitions that I do. For me "Five Days of Fantastic Flying" had become one week of unforgettable experiences that are another building block in my flying career.



Guest instructor Bernard Eckey.



Advanced Cross Country Course

by Tim Bromhead

A cross country course is a great way to fast-track your flying skills. It's structured a bit like a relaxed competition, and you're surrounded by fellow pilots with similar skill levels, and a set of instructors who really know their stuff.

Both the North and South Island have their own course run each year. In the north it's organised by the Matamata Soaring Centre, and in the south by Jerry O'Neill. Commercial courses are also available from Southern Soaring & Glide Omarama. At the Matamata course costs are kept to a minimum, thanks to GNZ & the MSC Cross-country Trust who each give a \$1000 grant to subsidise course fees.

The course at Matamata this year was divided into two groups, the 'basic' and 'advanced'. The basic course aims to introduce pilots to cross country flying, and is a great lead up to participating in your first competition. The new advanced course is aimed at pilots with cross country experience who want to improve their skills.

Author Bernard Eckey was our guest instructor for the advanced course, and boy does he know his stuff. He has the ability to teach complex topics in a straightforward and simple way, and this style is also displayed through his book *Advanced Soaring made Easy*. This was our course textbook, and one I'm very pleased to now own.

Each day was structured with a talk and briefing in the morning, a task to fly in the afternoon, followed by a few drinks, debrief, and dinner.

Briefings

Bernard asked what we wanted to learn about on the first day and from this prepared notes and powerpoints for the week. Topics discussed included flying efficiently, thermals and weather, lookout, height bands, human factors, meteorological navigation, flying deviations, and improving cross country speed.

Before we started the course I was perhaps expecting a re-hash of techniques and information we have read and heard before, however this was definitely not the case. Bernard not only explained a number of new ideas to us, he added a lot of depth to what we already knew and made clear what we should be concentrating on if we want to improve our cross country performance.

There were also a few tips and tricks that can really help in the cockpit. The first day we were talking about thermal sources and types of surfaces. How does one know what surfaces are likely to produce good heat for thermals? Bernard's suggestion is to imagine what surfaces are like to walk over in bare feet! Lush green grass for example is cooler to walk on than short dry grass, which is in turn cooler than sand. A simple and useful idea that we hadn't thought of before.

Accident

On day three of our course one of the advanced students in our group had a serious flying accident. He was lucky to survive, and will be in hospital for quite a while. It reminded us all just how careful we need to be with our sport. We wish the pilot a quick recovery.

Flying

In the afternoon of each day we would go for a fly. The weather was OK but not great. A couple of days we had an inversion at 3000 feet. One day was on the ridge, but with a low cloudbase of 2000 feet until mid afternoon. It was certainly good practice flying on marginal days, but we didn't get a strong thermal day to practice some of the cross country techniques we had discussed.

Looking at the forecast one night, Steve Wallace had an idea. A strong south-westerly was forecast, why not do a coastal run from Raglan to Muriwai and back? All we needed was to trailer 7 gliders to Raglan airstrip, a towplane, Steve to lead us, a few sandwiches, and the weather to co-operate...

Coastal Run

The night before our coastal adventure we checked the weather, and sure enough it all looked pretty good. We derigged the gliders and dragged them all over to Raglan the next morning. Bill towed over in his Lak 12 to save a rigging, and after having a good lunch and briefing we joined him on the first slopes.

The goal was to fly from Raglan up the coast 110 km to the Gannet colony at Muriwai. The cloudbase was at 2000 feet, however we would rarely go above 1000 feet so this wasn't a problem. Steve was our fearless leader on this trip, and quite frankly the rest of us were a little nervous about it. This was very different to the Kaimai ridge we were used to.

After arriving on the first slopes it quickly became apparent

L) The beach crew – Bernard Eckey centre and author Tim Bromhead directly behind him. R) Being the guest instructor doesn't get you out of doing the dishes. Bernard Eckey and Trevor Terry washing up.



that the airflow from the ocean was very smooth and consistent, thanks to nothing but relatively flat ocean upwind. This made flying at 300-1400 feet much easier than expected with steady lift everywhere you would expect based on the shape of the dunes or hills.

This meant it was possible to fly high and conservatively if you wanted, or you could dive down just above the beach and along the base of the hills for a bit of excitement. By the end of the flight, it was strange how high 1000 feet felt, and how 'getting low' was more like 100 feet.

It was a lot of fun flying with a group of friends. It didn't take long to figure out how important lookout was, and along the way we developed some techniques to take the pressure off. While waiting for some rain to pass on a small slope, flying a racetrack track (each of us following another glider) was a lot safer than us all doing figure-of-eights at the same height. When starting off, simply following each other with Steve in the lead was a great way to build our confidence.

Along the way we saw: horses, goats, sheep, cattle, wild pigs, a gannet colony, surfers, a 4 wheel drive club, a Hercules flying past at our height, lots of birds, a river mouth, a harbour entrance, sunshine, rain and cloud. We also saw a range of people: farmers, surfers, people walking along the beach... it is most fun being able to wave hello while whizzing past almost at eye level.

It was an amazing flight, perhaps the best I've ever had.

Conclusion

The cross country course is a load of fun. Not only did we learn a huge amount, we were able to push ourselves out of our comfort zones, put things we talked about into practice, and try something new. All with a retrieve waiting if we needed it.

Conveniently for those who couldn't make it to the cross country course, the Matamata Soaring Centre is selling Bernard's book *Advanced Soaring Made Easy*. The second edition just released includes a lot of what we talked about on the course. For details see www.glidingmatamata.co.nz/msc/ and the review and ad this issue.

A big thanks to all those who organised the course, the instructors, tow pilots and support crew who made the course possible. Special thanks to Bernard Eckey for giving his time to visit.

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TASMAN TROPHY WAIKERIE, SOUTH AUSTRALIA

By Chris Richards

The Tasman Trophy is contested annually between two selected pilots from Australia and New Zealand at a National competition. This year Australia hosted the contest and Marlborough pilot Chris Richards went to Waikerie in South Australia to battle for New Zealand's honour.

It was an honour to be selected to compete for the Tasman Trophy.

Rob Moore, my go-between in Australia, struggled to find a suitable glider that I could fit into. Eventually, near Melbourne, he found not only an ASW 24 but a driver - Tim Shirley (who lives at Benella) agreed to take me and the glider to Waikerie, north of Adelaide, a day's drive away.

Dave Wilson, the owner of the glider, picked me up in Melbourne and took me out to Bacchus Marsh where I was shown the glider and how the trailer worked! The trailer was a prehistoric monster with the loading from the front. I will leave the rest to your imagination except to say I seriously did not want to land out and have to use it. Whilst there I had my first flight in the glider, taking

off at 4.00 pm into a cumulus-laden sky with no maps or instruments, stepping out under Melbourne airspace and eventually getting to 9500 ft 80-100 kms north-west. Thinking this might be the norm my expectations soared.

I arrived at Waikerie where the 1974 Worlds had been held, leaving behind a great infrastructure. This is a fantastic asset for the Waikerie Gliding Club who were running the national competition. They are a small club operating every second weekend with members mainly based in Adelaide. John Hudson was the competition director and with his small band of helpers ran a very good competition with a good atmosphere.

I shared accommodation on the field with Brett Hunter who was also flying in the Australian National Championships. I was fortunate to have met Brian Rau at Omarama. Brian turned up at Waikerie and offered to help crew which made my life a lot easier as Brett and I had planned to look after each other.

I set to getting the glider ready for flying. I had a couple of days' practise which made me wonder how I could fly in these conditions competitively: windy, no clouds, rough thermals to 4500-5000 ft, and trying to work out where to find the thermal sources. Scary stuff for a mountain pilot to be below 1500 ft with not a hint of a thermal. The saving grace was that you could just about land



Myself and John Nicholls who was my fellow competitor.



anywhere in the large wheat fields. The only problem was that a lot of the houses were uninhabited so you might have to walk for kilometres to find a phone. An experience I will never forget is that once airborne you could look in any direction and see the curvature of the earth falling away from you.

First day of the competition I missed the first turnpoint by 50 metres. Unaware, I finished the task with only a few points as it was deemed a landout. If this had happened in New Zealand I would have at least won a booby prize.

The next few days there were no clouds and a low thermal base. It seemed I was flying from potentially one landout to the next, but managed to complete tasks. Then we had some cumulus clouds for two days with temperatures rising to 44°C. This was great, with cloud base 12,000-14,000 ft. I started to get into gear and one of the days achieved 144 kph. Still not good enough, with the front runners achieving in the 160 kph range. In the 18m class 177 kph was achieved which was an all time record in an Australian Nationals.

All the task setting was south and east over the Victorian border, ranging 300-500 kms and a few times nearing Mildura. It was easy to navigate with the Murray River being in the north and west of our area, and a scrub line on the Victoria/South Australia border. You could always see one of these features.

We had three days off in the middle of the competition with 30 knot winds on the ground and dust everywhere. The next day: rain. Brett and I visited the Barossa Valley 100 kms south-west, sampling wines and visiting wineries along the way.

Back to gliding with south-west winds, low thermals, no clouds but at last I was becoming more comfortable with handling the conditions, even managing to beat my opponent three days in a row. John Nicholls, my opponent competing in a Discus II, flew extremely well on his own turf. He was a really nice guy to go with it, a similar age to me and good fun; he gave me a good thrashing without any underarm bowling tactics.

We had an interesting side show one morning with an ASW20 with three jet engines mounted on the fuselage behind the cockpit. The two side ones were retractable, with the third one fixed on top. It took off in about 300 m, then increased speed to 80 knots for a climb rate of 1000 ft per minute with all the noise to go with it.

To sum up, this was a new experience! I was totally unprepared mentally for flat land flying. However after a few days I started to feel more competitive, proving that competition is a great learning curve for anyone wanting to improve their flying skills. Thanks to everyone who helped me, especially the GFA who provided the glider and the Waikerie gliding club.

IT'S ALL ABOUT ME

By Jill McCaw

I started writing this story in November at the South Island Regionals. I had a huge smile on my face. I had just flown my first ever contest task and won the day with a handicapped speed of 195 kph!

While the facts of that sentence are true, the full story paints a different picture. Mike Oakley did all the work and he won the day. On day one of the South Island Regionals (14/11/09) I was his back seat ballast in an ASH 25. It was a marvellous day out and a real learning experience for me. Twenty-one years after first coming to a Southern Regionals, I finally had enough experience and knowledge to be able to learn from a flight like that.

I would like to share with you some of my personal journey in getting back into gliding.

I have been a glider pilot since I was in my twenties. I won't tell you how long ago that was. There have been a lot of years where I didn't fly much, sometimes only having one flight a year, but in my own mind at least, I never stopped being a glider pilot.

Motherhood put the brakes on my flying. It wasn't that I was worried for my safety. When my children were little I was worried about my baby's tea time. Who would feed him if I was still an hour or so from home or landed out? Money was another thing. There just wasn't enough disposable income in our household to support two glider pilots. For a number of years I took on the more traditional female role in a gliding household, chief crew person.

I also suspect some of the factors mentioned by Hugh Turner in his article came into play.

Many people who give up gliding for family reasons leave completely. I stayed part of the scene. We holidayed in Omarama, camping on the airfield, often bringing the boat for family times on the lake. The kids grew up loving Omarama and gliding. My seventeen year old son Alex has far surpassed me in gliding milestones (see article on page 32). Our youngest Robert is at the circuit bashing stage of learning to fly. I produce SoaringNZ for heaven's



No one looks attractive at 20,000' with an O₂ canula up their nose. Fortunately while you are there you couldn't care less.

sake. It was time I became a real pilot again.

I wanted to fly, but there was a surprising amount of inertia to overcome. I'd been not flying for a long time, eighteen years actually since last solo flight. To give myself incentive I booked a cross country course with Gavin Wills at Glide Omarama. It was set for the end of October 2009 and I would have to be solo and current again for that. While I managed to re-solo in July the weather didn't allow me to become as current as I'd hoped before the course. I found that physically flying the glider was like riding a bike. Making the judgement calls on height above ground, when to flare out and other things vital to safe landings were skills I needed to relearn. Other things were rusty too, I needed to relearn how to D.I. There are far more gadgets in cockpits than there ever used to be and airspace has changed markedly.

I felt I was only just getting on top of this when it was time to head to Omarama for the course. I was quite nervous about the whole thing. Just flying made me nervous. Mountain flying had always made me nervous.

On Sunday when I arrived in Omarama and dropped into the office to say giddyay Gavin greeted me enthusiastically and asked, 'What do you want out of this week?' I explained and he grinned at Mandy. 'Keen isn't she,' he said. I felt better. They would teach me what I needed to know.

I explained to Gavin that I was still flying with the mindset of the Auckland pilot that I'd originally been. I was scared of flying close to hills. I had basic academic knowledge about how wave and ridge flying worked. I hadn't actually done much myself. Flying out of Hororata and Omarama I needed to overcome this if I was ever to feel comfortable about being solo in this environment. I suspect

though that being older and wiser and less gung ho than I had been in my youth, I'd have felt nervous flying in any environment at that stage of things.

Glide Omarama's courses run for five days and some of the world's best take them. They take the top class pilots and complete bunny pilots like myself and give them skills to fly safely and happily in the mountains. I got much more from the course than just what I needed to know. Gavin and his team have a huge distilled knowledge of mountain flying and particularly the South Island Mountains and they are very good at teaching it.

Classroom in the morning, flying in the afternoon; theory and practise combine to demystify the effects of the sun and the atmosphere on mountain air.

Flying with Hugh Turner in the back seat I learnt to trust my knowledge of the atmosphere. One day (and remember this was late October – certainly not peak soaring season) we flew my longest flight ever in thermals. It was 247 kms across to Timaru Creek, down the Dunstan range, across the Clyde dam and then racing encroaching cold air back home. With Hugh talking me through it I made decisions and took us right to the edge of my comfort zone (while knowing that Hugh could probably save us if I got it wrong). I learnt a tremendous amount in that one flight. Other gliders flew down to Mt Aspiring that day. If we'd done that I doubt I'd have learnt much because I'd have just been a passenger. I've a way to go before I'll be skilled enough to make the decisions needed for a flight like that on a day like that. For once in my life, this course was all about me.

Two days previously Hugh and I had made it into wave and flew a fantastic trip south to Clyde and north nearly to Mt Cook. It was spectacular and exciting and to me it felt a little unreal. The thermal flight was far more challenging and I learnt more. Interestingly I discovered that about an hour into a flight, my concentration lapses and I need a break. This is fine with a second pilot, not so easy when you're flying on your own. Hugh and I discussed this and agreed that it was an important discovery. I need to be prepared

when I'm alone. Food, drink, and a moment to acknowledge that I might be fatigued – can I “park up” somewhere and give myself a slight break? So far it hasn't actually been a problem.

I also discovered that I couldn't make myself, and I suspect it has more to do with angle than intent, pee into my nappy. I know this is too much information for many of you, but it is an important issue I and other women have to face if we are to fly longer distances. If I can't solve this problem it will restrict my flying time to around four hours. All in all I learnt a lot about myself on this course as well as the huge amount of information I took from the classroom briefings.

Just after Christmas I was back at Omarama and more than ready to fly. I prepped MQ, Youth Glide Canterbury's Single Astir and joined the launch queue. The day was westerly, thermals in the sky and wave forecast. The tow pilot dropped me in a great thermal that I took to nearly 7,000 feet before taking myself off to the Omarama saddle, where I managed to get to cloud base at nearly 10,000 feet. I was singing.

Other gliders were heading south but without a cross country rating I was restricted to the basin. I didn't want to waft around so set myself a small task running anticlockwise around local landmarks. Unfortunately the air to the north had gone completely blue and I didn't think I was going to make my northern turn of the Pukaki spillway. I found lift on Little Ben and climbed up to 8,000 feet in lift that ran all the way along the top of the Ben Mores. Pushing out towards Twizel I was still in lift –GOOD silky smooth lift – blue wave! With no oxygen I had to flag it away as I got too high, but hit another band of wave later as I continued my circuit around the basin. I hit serious sink in places too, but heard Hugh's voice in my ear asking me what the wind was doing as it came through this saddle and it all made sense. I didn't quite make my final turn of Magic Mountain before I headed for home, joined circuit and successfully landed to the back of the grid. I had had a thoroughly enjoyable flight, safe and completely comfortable with the aircraft, the environment and myself. I think I can say I'm back. I'm a glider pilot again.

Comfortable over the Omarama basin.



IS THIS THE YOUNGEST 500KM DIAMOND PILOT?

by Jill McCaw

Alex McCaw is on target for meeting his goal of becoming a world champion glider pilot. His cousin is a famous All Black but he never planned to emulate Richie.



Last winter Alex stopped playing rugby to devote more time to gliding and working to pay for gliding. That has paid off. At seventeen Alex has got his 500 k diamond distance flight under his belt. The FAI does not keep a record of ages of pilots achieving goals but Alex is in a very small group of pilots who have made such an achievement so young.

Young Achievers Abbey Delore, Richard McCaw, Alex McCaw, Nicholas Oakley. Abbey and Nicholas both achieved silver distance and Gold heights the same day Alex and Richard got their 500km diamonds.



Photo Roger Reed

Alex grew up on airfields, specifically Omarama. He, cousin Richie (Richard to his family) and Alex's brother Robert are the third generation of McCaws to be involved in gliding. Their fathers John and Donald, Uncle Hamish, Grandfather Jim, and Great Uncles Robert and John Trotter were all involved in gliding, the older generation forming the North Otago Gliding Club back in the Fifties. Alex's mum Jill of course is the author of this story and editor of SoaringNZ.

Starting gliding at fourteen Alex was already a solo pilot when he became a founding member of Youth Glide Canterbury. Most of the early members of YGC, like Alex, were children of Canterbury Gliding Club members. They were a group who had spent their summer holidays at Omarama, boating, playing in the river and running around the airfield. They had grown up together in an extended family situation within the club. Several of them had also gone to school together in Christchurch. With the inclusion of a couple more keen youngsters and the support of the Canterbury Gliding Club, YGC became a vibrant group of pilots to watch out for on the South Island gliding scene.

Under the tutelage and mentorship of Roger Read, Alex and the others were encouraged to set goals for their flying. In November 2008 Alex wrote down a goal: to have his 300k by the end of that soaring season. He didn't let his parents' scepticism hold him back. With the help of experienced Omarama pilot Hugh Turner and with older Canterbury pilots Stew Cain, Roger Harris, Terry Delore and others giving advice and keeping an eye on him, he planned his flight and achieved his goal. Although not competing he also

flew some of the club class tasks in the Nationals, giving the winner of the class, his Uncle Hamish a run for his money some days. In November 2009 when Alex announced he was going to do a 500k this season, no one laughed.

On 5th January this year, on only his second attempt, Alex flew a battering eight hours in Canterbury's LS4 to achieve his goal. Toby Read and Richard McCaw also made 500k attempts that day, starting together and following the same track. "All three of us ridge soared up the Ben Ohaus together," Alex says. "It was fun. That bit was easy." Unfortunately Toby had problems with his oxygen system meaning he couldn't use the wave. Richard was about fifteen minutes ahead of Alex on the leg to Cromwell and back, marking thermals for him. Unfortunately Alex was 500' lower coming back into the Lindis. "Richard sneaked over the power lines," Alex said, "while I ended up spending 1 1/2 to 2 hours fighting in the Lindis, just above a strip. Eventually I followed the road around. Richard got into the wave and zoomed round it. He was finishing when I left the Lindis."

Tired and frustrated he climbed back to 7,000' over the Omarama Saddle, hoping it was high enough. It wasn't and he fell out of the wave. "That was when Terry and Derek Kraak told me to keep going and that there was plenty of daylight left. I'd been going to give up." Self deprecatingly Alex then says, "I fluffed around and managed to climb back into the wave and it was easy after that. I had a scary final glide coming back without a computer and had to ridge soar the Ben Mores. I eventually made it back." Alex landed just ten minutes before Civil Evening Twilight. His flight time was eight hours and thirty six minutes. The longest flight he's ever done.

L) Alex looks at his glider after landing. Top R) Receiving a scholarship for further flying from the Walsh Memorial Flying School. Bottom R) Self portrait. On task.

Three days after his successful 500k, Alex and fellow YGC members Nicholas Oakley and Toby Read arrived in Matamata at the Walsh Memorial Flying School. Toby was returning to the school for the second year. This two week long Scouting NZ based power flying school is held every year on the Waharoa airfield, and places are limited. The YGC boys all achieved well at the school and have been great ambassadors for their organisation, hopefully opening the way for other Youth Glide members from around the country to attend in future. Alex and Nicholas both achieved their first solo in a power plane in the first week of the school although Nicholas was one day ahead of Alex. All three boys won prize money towards further flight training. "I really enjoyed my time at the Walsh," Alex says. "There were lots of nice people and lots of power flying. Between that and gliding I've spent nearly more time in the air than on the ground these holidays. It's been great."

Where to next for Alex? Working as a kitchen hand at a local restaurant has given him an appreciation of the restaurant trade, but not enough to want to become a chef. The job is a means to an end. It has paid for all his flying. He has always wanted to be a pilot. Whatever he does it will be linked to aviation in some way. Part of his scholarship money was presented by the Met Service and meteorology interests him so there may be a future there. The Airforce holds some appeal. He is talking of taking a gap year working as a gliding instructor somewhere abroad when he finishes school. That is if he can get his instructor rating in the coming year. Knowing Alex that won't be difficult.

Whatever he ends up doing for a living, gliding will be in Alex's future. He has proved that he achieves his goals and he has a goal to be a world champion glider pilot. Watch this space.



SKYLARK 3F CF FLIES AGAIN



In 1960 Dick Georgeson took his Skylark 3F Charlie Foxtrot to 35,000 feet in the NorWest Arch to claim a world record height gain of 10,484 metres. In 1962 he again flew the glider to a world record, a single seat out-and-return of 543.7 km, flying from Omarama to Hanmer and back. Fifty years later Charlie Foxtrot is flying again and Dick is challenging younger members of the gliding fraternity to emulate his feats.



Dick has gifted the glider to Young Vintage Kiwi, an amalgamation of Youth Glide and Vintage Kiwi, and is delighted to see it being flown again. "We are so pleased to have this glider," Abbey Delore said. "It is really nice of Dick to let us use it." After flying Charlie Fox, Alex McCaw was in awe of Dick's achievements. "I can't believe he set those records in this," he exclaimed, "I lost two thousand feet in about two kilometres. I couldn't make it turn." Dick just laughs, "It is what you are used to."

Dick is challenging the young people to better any of his records flying this glider. He is gifting money alongside the glider to be used as incentive. Logistics are still being worked through but possibly the most meritorious flight in the glider each year will receive a prize. Charlie Fox is providing a completely different gliding experience for the Youth Glide pilots and reminding them of their gliding heritage while showing them how skilled the pioneers of their sport really were.

Dick Georgeson (right) poses in front of his old glider with Roger Read (in cockpit), Alex McCaw and Toby Read.



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SCHNEIDER ES52 KOOKABURRA. MK 11 ZKGBB Another Vintage Kiwi Project

By Roger Brown

After World War Two, Edmund Schneider (one of the pioneers of pre war German sailplane designs and the co-designer and manufacturer of the famous Grunau Baby trainer) was invited by the Gliding Federation of Australia to set up a factory there, to design and build sailplanes for the Australian Gliding market to help foster the sport of gliding in Australia. Edmund Schneider Pty Ltd was eventually established at Parafield airport near Adelaide.

Edmund's first Australian based design was the Kangaroo two seater, which first flew in 1953. This was followed by an improved version of the Baby, the Grunau Baby 4, the Nymph, and Kingfisher. Then came the Kookaburra two seater side-by-side trainer. Here was a two-seater trainer that had equal or better performance than a number of high performance single seaters that were actively flying at that time in the world. The original MK I version first flew 20th June 1954, followed by the MK II a short time later. MK III and MK IV models also followed.

The Edmund Schneider story, in itself, is a fascinating one. As well as building Schleicher KA7 and KA6s under license, in later years he still found the time to design and build a number of high performance single seaters, the pinnacle being the Schneider ES60 Boomerang in 1964, a high performance competition sailplane. Within a short time it held all the Australian National records of 100, 200, and 300km Triangular speed records.

Two examples of the Kookaburra MK IIs were imported into NZ: ZK GAV and ZK GBB. Two kits were also exported to Brazil, however only one was ever completed, and one with a steel tube fuselage was built in Europe as a self-launcher.

Kookaburra II	
Wingspan	11.7 m (38ft.5 inches)
Length	8 m (25 ft 11 inches)
Empty Weight	219.73 kg (484 lbs)
Maximum all up weight	392.71 kg (865 lbs)
Max. Speed	97 knots (112 mph) – smooth air
Best glide angle	20:1 at 44 knots (50 mph)

GAV serial number 52-11-18 South Canterbury Gliding Club 9 April 1956
Te Kuiti Gliding Club 12 June 1964
Crashed 20 March 1965 – Gordington, Hamilton
Cancelled 3 June 1965

GBB serial number 52-11-26 Marlborough Gliding and Soaring Club 11 September 1957
[First flight V Philpott 14 September 1957]
Whakatane Gliding Club 3 June 1971
Eastern Bay of Plenty Gliding Club 18 August 1988
S.L Stonnell, Rotorua 1994
The Vintage and Classic Gliding Club of NZ aka Vintage Kiwi June 2009

During its time with the Marlborough club ZK GBB clocked up some 1800 hrs with many happy memories of 'away camps' in the Nelson Lakes district (Top House airfield near Lakes Rotoiti and Rotorua), and to an airstrip at Seddon. It also gave flying displays at various air pageants at Nelson. Oh happy days.

She was then sold and shipped off to the North Island where she eventually got 'dinged' at Kawerau Airfield 18/3/73. (Low circuit – stalled and crashed – substantial damage.)

ZK GBB was virtually rebuilt by SOAR (Sailplane Overhaul and Repair) based at the Matamata airfield and re delivered back to the



Nearly ready to fly.

Eastern Bay of Plenty Gliding Club. Here she stayed over a long period of time flying occasionally until for reasons unknown she was 'rested' in the back of the Kawerau hangar.

In 1988 the club made a decision to get GBB flying again. She was totally recovered, given a new paint job and was test flown on May 5th 1991 by Ben Stimpson. A new C of A was then granted. However more drama was to unfold when a Cessna got 'tossed' by very strong winds and yes, you guessed it, landed somehow on top of BB. She was not having a great North Island experience it has to be said. This time she was 'permanently rested' in the back of the Kawerau hangar until one day Sandy Stonnell, who was the commander of the local ATC squadron in Rotorua, decided to take over the ownership with the hope that one day it could be rebuilt and used for ATC experience flying.

Time rolled on and BB had now taken over his garage. Sandy's plan wasn't looking hopeful. The plight of BB was well known within the VK ranks so Vintage Kiwi, 'as an organisation', decided to approach Sandy early in 2007 to see if a dialogue could be opened with her to hopefully save the Kookaburra. VK worried that the glider was potentially one day going to be dumped. GBB deserved better than that.

An agreement was struck, and in 2008 she was on her way down to Taranaki with the boys from the Norfolk Aviation Sports Club. However whilst on route the one-piece 11.7 meter wing decided to fly off the open trailer and land back on the open road damaging a number of ribs and its trailing edge. With help from a couple of the local lads and with a bit of 'Taranaki Gate' ingenuity, GBB's wing was once again tied onto the trailer and the long journey to Inglewood continued.

Master repairer Jevon Snowden (NZ's unsung hero from Wellington) with a lot of help from Kevin Wisnewski gradually put New Zealand's only remaining Schneider Kookaburra back together. Her official debut party will be at the next Vintage Kiwi rally at



Inglewood on Easter weekend 2010.

Vintage Kiwi is hoping that Sandy will accept an invitation to attend BB's coming out and have a fly with her over that Easter weekend. BB will now be operated by the Norfolk Aviation Sports Club, on a permanent loan scheme from the Vintage and Classic Gliding Club of NZ. Her role will also be to be part of the 'Young Vintage Kiwi' scheme and of course to fly the local ATC cadets as required. She is really starting to look fabulous. Come and join us for the Easter weekend rally and have a fly of her. BB is truly unique and now has a new lease and purpose in life.

Oh happy days once again

My personal thanks to the following people whose support, technical advice, and donation of a box full of 'bits and pieces' of ZK GAV's left overs, certainly filled in the missing blanks at the appropriate times to make BB's resurrection possible.

Dennis Hipperson (Melbourne Australia)
Ian Patching (Sec. Vintage Gliders Australia)
Stu Rogerson (Vintage Kiwi Hamilton NZ)

Commercially rated gliding instructor Hugh Turner has taught many students in his years of glider instruction.

In the first of a two part article Hugh comments on his experience of the differences between the sexes when it comes to flying.



WOMEN PILOTS A (MALE) INSTRUCTOR'S PERSPECTIVE

There can be no denying that males overwhelmingly outnumber females in aviation. This is often remarked upon by visitors to our airfields. And yet there are noticeably talented aviatrixes in all spheres of aviation: practical, instructive and administrative. At the airfield at which I am based there are currently four immensely talented professional women immersed in aviation. Their skills and dedication measurably eclipse those of most of the many more men also present.

Perhaps we should think less about gender, and more about the personality traits and learning preferences of people who become attracted to aviation. These traits in themselves become the filter of who will and who will not find motivation, stimulation and satisfaction in pursuing aviation as a career or recreational pursuit.

Aviation in even its simplest form of uncomplicated aircraft flown VFR still requires a surprisingly broad range of analytical, academic and practical skills. An attraction to and success in aviation requires a personal preference and aptitude in understanding several sciences (e.g. meteorology, engineering, design, aerodynamics and navigation), technology (e.g. modern equipment and materials, instrumentation, computer literacy) as well as the finesse and indefinable artistic qualities related to aircraft handling, refined situational awareness and the ability to multi-task and make quality decisions while constantly on the go. Taken as a whole this is a broad range of skills to expect any individual to embrace successfully; skills that will not be learnt without significant dedication of investment in time, money and application of effort. Having a weakness in any of these disciplines may at best impair satisfying progress to aspiring aviators and at worst leave them dangerously exposed in a three dimensional environment not natural to our species. It may be that aviation is less appealing to women not because they cannot embrace this broad range of skills, but because they are unwilling to embrace them all at the same time.

The recreational gliding instructor is tasked with producing safe pilots by encouraging and nurturing knowledge and skills whilst inspiring confidence and ambition. Our trainees are likely to have an age range from early teenagers to those in their '60s and occasionally even '70s. How best to ascertain the most appropriate learning methods to deliver to this disparate group of enthusiasts? I find myself asking

unanswered questions others with greater analytical minds and desire for resolution may pursue, but I also have some observations to offer.

Comparison with other activities

Is aviation in general (and gliding in particular) attracting similar numbers, more, or less women than other activities comparable in perceived reward, risk, expense, adventure with uncertainty of outcome and accessibility? It seems to me women are well represented in many alternative activities; however, none would seem to require the same broad skill base required by aviation.

Financial priorities

In general do women prioritise financial matters differently to their partners, fathers and brothers? Are they more or less sensible or responsible about the prospect of committing significant financial resources away from domestic necessity to arguably flippant recreational use? Do men and women in general place different values on exploration and adventure and the cost of obtaining those experiences? Career and earning opportunities are still weighted in favour of men. Does a lower earning potential affect a woman's financial priorities? Is it more important to her to invest in kitchen and bathroom renovations than in private aircraft ownership?

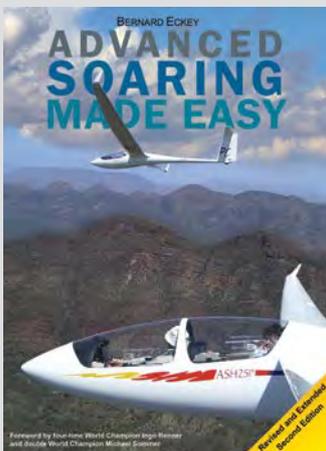
Club culture

Recreational sporting club culture seems to be dominated by male drive and egotism. Is this culture in itself a barrier to female participation? Do clubs function better with or without the inclusion of both sexes? Do the participants behave better or measurably achieve better results in mixed or single company? Do women find the current teaching environment through clubs and flight schools acceptable or can they offer alternative ways to maximise their experiences and make best use of their time?

To be continued.

In the next issue Hugh asks more questions, looks at risk and perception of risk and discusses how women learn and process their learning in a different fashion to men. In the meantime we invite comment on this via letters to the editor.

“ Is it more important to her to invest in kitchen and bathroom renovations than in private aircraft ownership? ”



Advanced Soaring Made Easy

– Second Edition

by Bernard Eckey

ISBN: 978-0-9807349-0-4
336 pages with maps, charts
134 graphs & drawings, tables
163 colour photos.

Reviewed by Dr Richard Q Agnew
(Australian speed, distance
and height record holder)

To the Australian and New Zealand gliding community Bernard Eckey is very well known as a pilot, instructor, record holder and head gliding coach for South Australia. His brilliant photos of his ASH 25 'BE' and amazing scenery are commonplace in gliding magazines, as are his writings. With almost 3500 hours of safe gliding experience to his credit (including multiple 1000 km flights and one 1116 km FAI triangle) he is more than qualified to explain the entire theory behind advanced cross country soaring.

The first edition of his book *Advanced Soaring Made Easy*, sold out very quickly. The second edition is much more than just a reprint. Containing almost twice the number of pages and printed in full colour it is essentially a new book. It bridges the gap between the first solo flight and competitive cross-country flying and even prepares the aspiring pilot for the psychological hurdles of the sport. Many of the subjects covered are anything but common knowledge.

Bernard has taken his reader's requests on board and has added large sections to every chapter. He has also improved upon the book's layout and increased the photo to text ratio. Some photos can only be described as spectacular – even spoiled subscribers of gliding calendars will look at them in astonishment.

Bernard is known as a communicator as well as a great pilot but above all, he is organised. As well as making a complex subject appear simple, Bernard has included examples and anecdotes from his own outstanding gliding career to help the reader understand. His book answers many, if not most, of the questions that glider pilots ask – from early solo pilot through to competition pilots and record hunters. It is also a very helpful reference for gliding instructors and coaches.

The first edition was, well – good ... the second edition is great. Even as a diamond pilot, ex instructor and now record pilot, I use Bernard's book in preference to some of the classic writers such as: Helmut Reichmann, George Moffat, Leo and Ricky Briigliadori and others.

High praise but well deserved. Two multiple World Champions such as Ingo Renner and Michael Sommer have written a foreword and are obviously also right behind this new work.

Advanced Soaring Made Easy is broken into twelve bite-sized digestible chapters. Having said this, I must admit I read the whole 336 pages in quick succession. Graphs, 134 drawings and 163 pictures greatly assist understanding and make the read so much more pleasurable.

Chapters include local soaring, gliding and weather, flight preparation, extended local soaring, advanced cross country flying, winning the mental game, flying competitively, a technical chapter, outlandings, safety (lookout, etiquette etc), ridge lift and slope soaring and my favourite subject – wave soaring.

Eckey has included in this edition both Northern and Southern

Hemisphere material so pilots can be assured that their flying zone is covered. Icons alert readers to a new topic or new section of text that may be of particular importance, applicable to a particular part of the world and/or essential to a pilot's technical knowledge.

I believe this edition is a 'must have' because of the ease of reading and flow of information, logic and theme. All chapters contain relevant drawings, graphs and tables, and the amazing photos aid the description of the subject matter. Almost every page contains information on how to transform new knowledge into practical benefits. Readers will instantly see that specific and systematic training paves the way for even more fun and enjoyment in gliding.

When I started my own gliding journey, I saved up my meagre pennies and lashed out on Reichmann. Now I can admit that I never really understood his mathematical 'stuff'. Then later came father and son Briigliadori's book (2005). Eckey, on the other hand, has produced a high quality book, that covers all these topics and more, and has somehow managed to price it so that it is even accessible to junior pilots. Other sports aviators will also find it of immense value.

If you are looking for reasons to own a book on gliding, the attractive price, the photos and 'niceness' are all huge reasons why you cannot look past the second edition of *Advanced Soaring Made Easy*. I have relegated my Reichmann to the bottom of the reading pile. Eckey's second edition is now my 'top of the pops' and will probably remain there – especially Chapter 12...

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AIMING POINT



In the last issue of *SoaringNZ*, page 44 had a small picture of me out mowing a few lines on our airfield at Hororata. Using my domestic sized lawn mower, minus the catcher, it is a simple task to mow a few lines on the strip that can be used to good effect during circuit training. The picture here shows the result of about 20 minutes of mowing. I cut a threshold and two sides to form a paddock shape then a centre line and in this example, one, but usually two, short “cross bars” which equate to an aiming point and a touchdown point. The students are shown pictures of this as part of their circuit training brief and we look at other pictures of steep and shallow approaches and how the perspective changes. Google Earth can be used to good effect to do this as well, especially if your airfield is captured at high resolution in the free version available on line.

As the old saying goes, “A picture is worth a thousand words” and using these pictures and images we can discuss key concepts like judging aiming points, approach angles to safely clear obstacles, touchdown points and landing distance / performance. The centerline helps with judging the turn on to finals and helps with compensating for variables like crosswind as they instantly see the effect of any drift. The same applies in the flare and touchdown, ideally on the centerline which is about one meter wide. Students find it helps them see the visual cues used to keep straight until they come to a complete halt. After getting out of the glider, they can look back and have a ready means of assessing their landing performance with respect to distance used in the prevailing conditions and the speed and angle they planned / used / and achieved. Walking the glider back, we pace the distance used so they have an idea of just how long our landing distance was and how it compares with other surrounding paddocks when we look at other aerial shots.

This simple training aid costs very little to create and I have found it helps the students readily grasp the planning and execution of good approaches and landings.

GNZ AWARDS & CERTIFICATES DECEMBER 2009 – JANUARY 2010

QGP NO	Pilot's Name	Club	Date	Glider
3072	Karl A. Barrie	Tauranga GC	10.12.09	
3073	Nigel Maxey	Canterbury GC	10.12.09	
3074	Terence J. Dagnin	Akl Aviation SC	11.12.09	
3075	Martin Katschner	Glide Omarama	11.12.09	
3076	Anna Walker	Glide Omarama	11.12.09	
3077	Alexander Chylek	Wellington GC	16.12.09	
3078	Robert L. Bowers	Wellington GC	16.12.09	
3079	Ann Laylee	Glide Omarama	20.12.09	
3080	Nicholas I. Sarel	Glide Omarama	21.12.09	
3081	Craig Melvin	Glide Omarama	21.12.09	
3082	Bruce F. Barber	Auckland GC	12.1.10	
SILVER DISTANCE				
	Keith Mclroy	Tauranga GC	25.11.09	LS4
	Paul Ellison	Tauranga GC	26.11.09	ASW20
	Abbey Delore	Canterbury GC	5.1.10	Libelle
	Nicholas Oakley	Canterbury GC	5.1.10	Club Astir
SILVER DURATION				
	Paul Ellison	Tauranga GC	26.11.09	ASW20
	Abbey Delore	Canterbury GC	5.1.10	Libelle
SILVER HEIGHT				
	Paul Ellison	Tauranga GC	26.11.09	ASW20
	Abbey Delore	Canterbury GC	5.1.10	Libelle
	Nicholas Oakley	Canterbury GC	5.1.10	Club Astir
SILVER BADGE				
1137	Keith Mclroy	Tauranga GC	10.12.09	
1138	Paul Ellison	Tauranga GC	8.1.10	
1139	Abbey Delore	Canterbury GC	5.1.10	
GOLD DURATION				
	Paul Ellison	Tauranga GC	26.11.09	ASW20
	Abbey Delore	Canterbury GC	5.1.10	Libelle
GOLD DISTANCE				
	Paul Ellison	Tauranga GC	26.11.09	ASW20
	Robert Mollard	Omarama GC	29.12.09	Discus CS
GOLD HEIGHT				
	Abbey Delore	Canterbury GC	5.1.10	Libelle
	Nicholas Oakley	Canterbury GC	5.1.10	Club Astir
GOLD BADGE				
311	Robert Mollard	Omarama GC	29.12.09	
DIAMOND GOAL				
324	Robert Mollard	Omarama GC	29.12.09	Discus CS
DIAMOND DISTANCE				
138	Alex McCaw	Canterbury GC	5.1.10	LS4
139	Richard McCaw	Canterbury GC	5.1.10	Discus 2c
140	Steven Wallace	Akl Aviation SC	30.12.09	Mosquito
THREE DIAMONDS				
118	Steven Wallace	Akl Aviation SC	11.1.10	
NEW ZEALAND RECORD				
OPEN CLASS 3 TURNPOINT DISTANCE				
	Terry Delore and John Kokshoorn		2502.8km	ASH 25mi

GNZ Awards Officer

Edouard Devenoges

gnzawards@xtra.co.nz

40 Eversham Road, Mt Maunganui 3116.



AIR NZ CROSS COUNTRY CHAMPIONSHIPS

SPORTS CLASS

Edouard Devenoges	PW5	518.78	704.86
Abbey Delore	Libelle	408.65	403.36
Robert Smits	Sagitta	282.16	359.49
Paul Ellison	ASW20	361.22	346.22
Robert Mollard	Discus CS	334.76	338.67
Brian Savage	ASW19	172.20	183.86
Nicholas Oakley	Club Astir	157.52	177.02
Keith Irvine	Club Astir	139.62	158.46
Keith McIlroy	LS4	156.08	157.98
Douglas Henry	PW5	111.63	136.67

OPEN CLASS

Edouard Devenoges	PW5	518.78	704.86
Alex McCaw	LS4	561.49	563.52
Carl P. Jackson	Nimbus 2	560.72	528.15
Steven Wallace	Mosquito	559.00	527.18
Richard McCaw	Discus 2c	556.69	505.43
Abbey Delore	Libelle	408.65	403.36
Robert Smits	Sagitta	282.16	359.49
Paul Ellison	ASW20	361.22	346.22
Robert Mollard	Discus CS	334.76	338.67
Brian Savage	ASW19	172.20	183.86
Nicholas Oakley	Club Astir	157.52	177.02
Keith Irvine	Club Astir	139.62	158.46
Keith McIlroy	LS4	156.08	157.98
Douglas Henry	PW5	111.63	136.67

SENIOR OFFICIAL OBSERVERS

09/013	Steven L. Care	Piako GC	11.12.09
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OFFICIAL OBSERVERS

09/014	Timothy Bromhead	Piako GC	7.12.09
09/015	Keith M. Irvine	Piako GC	11.12.09
09/016	Jason M. Kelly	Gliding HB & Waipukurau	10.12.09
09/017	Godfrey Larsen	Piako GC	11.12.09
09/018	William A. Mace	Piako GC	11.12.09
09/019	Nelson J. H. Badger	Piako GC	11.12.09
09/020	Robert A. Gray	Piako GC	11.12.09
09/021	Donald Mallinson	Omarama G C	20.12.09
09/022	Trevor D. Mollard	Omarama GC	21.12.09
09/023	Murray J. Anderson	Auckland GC	8.1.10
09/024	Norman Duke	Auckland GC	8.1.10
09/025	Etienne M. Gray	Auckland GC	8.1.10
09/026	Russell H. Jones	Auckland GC	8.1.10
09/027	Thomas P. O'Rourke	Piako GC	8.1.10
09/028	Robert Smits	Norfolk ASC	8.1.10
09/029	Seamus Breen	Auckland GC	8.1.10
09/030	Steven Wallace	AKL Aviation SC	20.1.10
09/031	Lionel H. Page	AKL Aviation SC	20.1.10

GNZ FIRST COMPETITION AWARD

010	Keith McIlroy	Tauranga GC	10.12.09
011	Abbey Delore	Canterbury GC	5.1.10
012	Nicholas Oakley	Canterbury GC	5.1.10



SEBASTIAN KAWA WORLD GRAND PRIX CHAMPION AGAIN!



Sebastian Kawa from Poland took the number one spot on the podium again after a successful Grand Prix contest in Chile. The contest ran from 2 to 9 January. When interviewed after his winning flight he said, "I'm sad!" causing all within earshot to stop and stare. He then smiled and elaborated. "I'm sad because this was such a great Championship, and now it's over. I loved flying here and the people were great, but now it comes to an end. The Andes is a place to discover."

A Chilean pilot Carlos Vidal gained second place overall and was delighted with his placing and his country's showing as a soaring site. "This is a great achievement for us, for the Club, for Chile. We are second in the world and it's the best feeling. We used our experience to fly this competition."

Day one saw Mario Kesslering from Germany win the 319.7km task with a speed of 160.6 km/h. The rest of the contest had tasks between 200 to 350 km and much more reasonable speeds of around 120 km/h. As an aside, the GP website received 80,000 viewers during the contest. That has to be good news for the sponsors whose names were plastered all over the gliders.

Final results:

1st:	Sebastian Kawa	POL
2nd:	Carlos Rocca Vidal	CHI
3rd:	Mario Kiesslering	GER



OBITUARY MICHAEL DEKKER

BY CARL JACKSON

Taken tragically on the 18th of December as the result of a gliding accident.

From a young age Mike had a fascination with aviation and as he put it – developed into an “incurable airhead”. Already holding a PPL, Mike was lured into gliding after taking a trial flight out of Wigram in 1976. Although not seriously cross country soaring in those days, he achieved his 300 km in a K-13 flying out of Omarama before taking an extended break from flying to raise a family and develop a career – aviation based of course!

In 1999 Mike couldn't resist the urge to get amongst the cumulus any longer and joined the Marlborough Gliding Club after a 10 year break from flying. Deciding the club's Blanik was probably not going to expand his cross country experience too far beyond Marlborough he went on to purchase a half share in a Mini Nimbus – GLN with the late Denis Patchett. Although private ownership gave him the freedom to explore the backbone of the South Island and hone his skills as a cross country pilot, he frequently gave up his free time to instruct students and undertake the rigours of CFI at our club.

His calm demeanour and dry sense of humour were well suited to putting student minds at ease as he taught the art of soaring. He introduced many pilots to cross country flying and on numerous occasions would take the club's Blanik, complete with wide-eyed passenger, into the back country to join glass ships in wave – much to their surprise I might add! He wasn't fussy what he flew.

While many of us would be racing to rig our gliders before the sea breeze kicked in, Mike would often jump in a club ship, be it the Blanik or Twin Astir. Even though he had access to his own glider he often preferred the convenience of a club machine. Besides it was an excuse to take a passenger on a close up tiki tour of the local hills and help fund the club.

In my opinion he still holds the award for most interesting



outlanding here. After missing a climb in the Molesworth, he and passenger Norm Sawyer (successfully) landed the club's Twin Astir out on tussock flats near Tardale – and on a club BBQ night I might add. The result was an overnight stay in a back country hut along with his rescuers – not to mention spare sausages and beer at the club house.

Thumbing a lift after a landout was also common practise for Mike. On one occasion we both landed out in different locations at Hanmer Springs thinking the other pilot was still airborne. By the time I managed to make contact with him via cellphone he had already hitched a lift to Kaikoura. He ended up catching a ride back to Hanmer with my retrieve crew and helped pack the glider up. He did have a competitive streak so I'm not sure if he was attempting to beat me back to Omaka by road or not. Either way he was content to leave the glider there and sort it out the following day. For me it was a big ordeal, Mike just took it in his stride – that was his style.

Twenty-four years with the RNZAF and 11 years with Safe Air as an Engineering Administration Officer made him an ideal person to be appointed as the GNZ National Operations Officer. He was chuffed that his peers felt he was the man to continue pushing the New Zealand gliding movement's safety message, a role his skills and experience were well suited to. Our club will certainly miss his contribution to safety, newsletters and overall club moral. His untimely death has been a shock to us all and our warmest thoughts go out to his wife Julia and three children John, Rachelle and Damian. Fly high and fly fast my friend.

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CLUB DIRECTORY

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

Auckland Aviation Sports Club

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

Auckland Gliding Club

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

Canterbury Gliding Club

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

Central Otago Flying Club (Inc)

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

Glide Omarama.com

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

Gliding Hutt Valley (Upper Valley Gliding Club)

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

Gliding Manawatu

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

Gliding South

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

Gliding Wairarapa

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

Hauraki Aero Club

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

Hawkes Bay and Waipukurau Gliding Club

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

Kaikohe Gliding Club

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

Marlborough Gliding Club

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

Nelson Lakes Gliding Club

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

Norfolk Aviation Sports Club

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

Omarama Gliding Club

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

Otago/Youth Glide Omarama

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

Piako Gliding Club

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

Rotorua Gliding Club

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

South Canterbury Gliding Club

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

Southern Soaring

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

Taranaki Gliding Club

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

Taupo Gliding Club

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

Tauranga Gliding Club

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

Wellington Gliding Club

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

Whangarei District Gliding Club

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

GLIDING NEW ZEALAND CLUB NEWS

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

AUCKLAND

December has seen a flurry of activity as our first serious contender for the annual Bent Stick Award materialised: David Hirst. He gallantly set off in mid December on a somewhat windy SW day on the "standard" 300km return trip to Tokoroa from Drury in a PW5 (because it's hard), discarding our new Discus CS as "too easy". The outcome was, he landed out just short of the turnpoint after a "push" from the Kaimais. For this, he will no doubt receive the Bent Stick club trophy for the longest retrieve and a rating in the Discus from John Bayliss, our deputy CFI who headed south to get him.

Just before Christmas, we welcomed Santa (who was really Paul O'Neill Gregory for those old enough to know) who glided in for the revived Christmas Party and dispensed gifts to all who had been good. He was accompanied by another fine flying display by Simon Gault in his Thunder Mustang.

Greg Douglas reports our first Glide Freedom flight took place on 10 Dec. Robert, a paraplegic, used the ASK 21's hand rudder control with ease and was overseen by our CFI Seamus Breen.

We departed Drury on a sunny Boxing Day as usual for our Christmas Camp at Matamata. Ian Williams flew the Pawnee down in formation with two gliders tagging along behind while the rest of us took the long way. Norm



Above: Auckland

Duke marshalled the whole operation into trailers and matched them with drivers for the 80 minute journey south mixing it with all the other Jaffas.

The first day or so was fine but then the drizzle came and we all waited patiently for things to improve as the New Year approached. The writer had to return to work but during the following days Bruce Barber completed his Silver C with a 1000m height gain flight, Matt Findlay got his five hours and there is also a rumour in these northern parts (although not confirmed on "Twitter") that Doug Henry got his height gain as he and others got their first



Canterbury Above: Newly solo pilot Jonathon Wardman with his Dad. Bottom L) Happy to be at Omarama – Oliver Winkler, Abbey Delore and Nicholas Oakley. R) Robert McCaw following family tradition and learning to fly.

experience of the Kaimai wave.

During the New Year period, the usual stalwarts flew from Drury and we crossed in opposite directions on our tasks at the Highway 27 turnoff.

Can't wait to get back to summer.

RT (London)

RNZAF BASE AUCKLAND AVIATION SPORTS CLUB

Yes, summer is here although it was hard to tell from the weather leading up to Christmas. Rain, wind, cold especially on the weekends. Weekdays, when we were at work, tended to be nice days. Following club consultation the consensus was to stay at home this Christmas rather than deploy to Matamata or Drury as in past years. This did seem to be a popular choice with some decent weather, a cadre of towies and instructors and a number of keen glider pilots. Some excellent flights were achieved as wings were stretched and the thermals worked nicely. Post Christmas weather has been excellent and soaring is in vogue.

Steve Wallace picked his day and achieved his 500km on the West Coast. One of the few awards to elude him, he made a similar attempt several years ago. Careful planning and the right conditions saw success this time although there

are mutterings the retrieve could also have done with some planning.

Several of our students are well through their training and are into the single seaters. Claims of "my Astir" abound as the competition for the singles heats up and the scramble for the booking boards erupts. We had representatives on Piako's excellent cross country course (Ivor Woodfield) and at the Northern Regionals (Lionel Page). Reports indicate the weather allowed one competition flight ... and Jan Mace's catering was up to the usual high standards.

GL

CANTERBURY

The first couple of weeks at our Omarama camp provided suitable weather for both senior and junior members to get themselves current so they could get back into the soaring mode. Youth Glide member Nicholas Oakley flying GNG soared for his five hours on the 29th December and a couple of days later another junior, Jonathon Wardman, made his first solo in our Grob Twin GOR. Once again these young people have been under the skilled care of Roger Read and Paul Jackson.

January 1st and Yvonne Loader set off in a Duo Discus GUO for a determined attack on a 1000km task but after several hours had to terminate her flight due to the lack of good lift and landed back at Omarama.

The 5th January brought more wave and thermal, enabling Richie McCaw to kick his 500km diamond into touch as did cousin Alex McCaw. On the same day, Nicholas Oakley and Abbey Delore completed their 50km silver C tasks with each of them having a gold C height gain thrown in.

A glorious north-west sky arrived the next morning enticing several pilots to declare large flights. Jenny Wilkinson had her sights set on a long distance world record task and Yvonne Loader a 1000k. Unfortunately, after early morning launches, they were thwarted by changeable conditions that prevented them getting to their final turnpoints and had to return to Omarama. A great disappointment but I am sure both will get there in the long run.

Other club members are enjoying the flying with the club aircraft getting good use. Youth Glide members Toby Read and Hugo Miller each had flights with Terry Delore in his Ash 25 and I am sure both of them would have learnt much from him during their cross country flights.

Stewart

GLIDING SOUTH

Five Rivers produced challenging flying during December with very changeable conditions on the few days that the club has been able to fly. 13 Dec, after struggling for an hour to get into the north-west wave which promptly broke up and became quite turbulent, I was tempted to call it a day but on the way home noticed a very dramatic convergence in the lee of Mount Titaroa. Climbing from 6000 ft cloudbase through 10,000 ft I was then able to get established in the marked south-west wave lining up towards Stewart Island. An EDS battery problem left me without oxygen so I was unable to run the wave at higher altitude (Terry Delore was up there somewhere). As I tracked south the wave slot closed behind me and ahead; it looked decidedly violent to the west. Stewart Island would have to wait for another day. Taking a gap downwind to the next wave slot set up a nice glide home over some new terrain. January off to OM Cup, some interesting flights, but where is summer?

Visiting pilots please note the new landowner at 5R has been active with fencing. A new sheep fence runs parallel with the airstrip to south between the strip and the gravel access lane off main highway (effectively halves the landable strip-width). Also a deer fence is now

in place south to north beside a new gravel track, from the access lane off main highway in the south to the stream in north (runs beside and west of the winch position).

Check your 5R waypoint info – correct altitude is 1130 ft ASL.

BM

GLIDING MANAWATU

Since the official acquisition of the DG1000 rego GDG, the club has been so re-energized it's fizzing. Any weekend flyable there have been flights to the ridge, with the superior performance of the DG making the distance home seem short. We have had lots of very windy days and frustratingly wet weekends but we make the most of good days.

New Year's Eve was a fantastic day, all our club gliders out of hangar, plus all the privates, there were several 3hr+ flights, and the benefit of having two twins was really demonstrated. The hangar now has 6 gliders, 3 power planes, a tractor and a caravan calling it home.

We have had several of the Flight Training Manawatu instructors hanging around and taking flights in our starry twin. There's a recession? Yes, that's why the power guys want to fly gliders and tow, i.e. fly on the cheap, so don't waste a good recession!

There has been a rush of new blood: 2 new members Daniel Farley and Pam Rigg have joined, and at least 5 signed up for 3 flight packages, all keen to carry on. We had a great social potluck dinner at Ross and Suzanne's (again) in early Dec, our annual trophy night.

On the 8th Nov our relatively new solo pilots excelled themselves. Al Park took his first flight in our venerable Ka6 AN; Patrick Frame, while enjoying the good lift flying solo in the Grob twin, ran out of lift and carried out a first outlanding. Congratulations to both pilots on achieving significant milestones!

We displayed our twin at a promo in the middle of Palmeston North's CBD. Lots of interest but no obvious results achieved. Again a great club effort. This was followed by a blatant bit of grandstanding at Dave Baldwin's (the flying Doctor) Xmas party at Milson Airport base. Ross A decided to arrive in style and towed over from Feilding in the DG, landing at Milson and rolling right up to the door. A fantastic way to show off gliders to the local aviation people. And of course they then had to take off, more exhibitionism!

We have done well with the local newspaper for publicity. First there was a nice "taking the reporter for a flight" story, accompanied by super photos. Then a week later the sports reporter wrote a piece about Ritchie McCaw being a national treasure and how he should not endanger



Gliding South: Final glide North.

himself gliding in his summer off. This stimulated three letters to the editor from club members – two got published, but they re-ran the great pic of the reporter landing.

We are looking forward to hosting the upcoming ATC Camp which has ended up at Dannevirke. We had planned it to be at Taonui and early discussions with Air Traffic Control were very positive. The cadets were to stay on base at Ohakea. However hassles with airspace in the end forced us over to Dannevirke.

The week after that we have our annual Kawhatau camp – for most of us the highlight of our year. If you are joining us, great, if not you are missing something truly special. So a busy

month ahead, lets hope the weather gods are kind.

Michael O'Donnell

MARLBOROUGH

November saw two members head down to the Regionals, with Chris Richards finishing a respectable second. Unfortunately our Twin Astir suffered belly rash as a result of a heavy landing and subsequent gear failure, which was promptly repaired by Kerry Jackson.

Carl Jackson had his first attempt at 1000km, dragging tow pilot and reluctant wing runner (wife plus kids x2) out of bed at 6.30 am only to find the forecasted wind didn't arrive, delaying the start until

Manawatu



CLUB NEWS

what would have been a much more sociable hour.

Four gliders launched later in the day into a 20 kt NW which surprisingly was not very buoyant. GLN and GPA managed to get out past Fernie Gear after a 3 hour struggle whilst Norm Sawyer ridge soared the Blanik for a couple of hours. Mark Robinson calculated his hourly rate and decided that his time would be better spent doing chores at home – he was right.

We have managed a couple of thermal days with Mark and Chris enjoying the freedom of self launching midweek to take advantage of the conditions. GOA, GXL and GPA had an outing to the Raglans and home again which made for a pleasant afternoon.

Mike Dekker ventured out past Lake Station on another occasion, then had to battle his way home in deteriorating conditions to arrive back safely.

Luke Ireton and Norm Sawyer are working on completing their QGP by the end of the season. Simon Mathews finally managed to get a 'soaring flight' after a number of flat days, returning with a smile.

Jamie Halstead has joined the battle for

the 1000km along with Mike Dekker and Carl Jackson, so competition has been heating up. Mike and Jamie decided to wait until Carl had family commitments before having a go one Saturday. Lucky for him the conditions were too moist and they didn't get far before returning home. Obviously the next day proved to be the pick as news of Terry Delores 2,500km flight surfaced. It goes to show these three grass hoppers have much to learn.

Unfortunately Mike Dekker was fatally injured on another attempt not long after takeoff. It has been a truly tragic few months for our small club with the loss of two very experienced pilots and well respected members.

Carl

NORFOLK AVIATION SPORTS CLUB

Norfolk Aviation Sports club in Taranaki has recently been to Raglan as part of a Vintage Gliding trip. A great time was had by all, with the kids involved in some backyard cricket and bike rides while the rest of us enjoyed some flying, don't forget the beer and whiskey, and fine meals in the Raglan township.

It was a fun time flying although the weather packed in on the last day.

Kevin Wisnewski provided towing with his Wilga PZL, even managing a couple of dual tows off the Raglan strip.

However the weather was against Kevin on his flight home to Taranaki from Raglan, and he wisely decided to land on the Tongaporutu beach, just to be safe.

So the Wilga was tethered to some driftwood above the high tide mark and flown back to Norfolk the next day when the weather had improved. This event even had the Wilga featured in the local paper.

The weather is starting to look more like soaring weather as we approach summer, so we are all looking forward to some good gliding over the Christmas period.

C.S

PIAKO GLIDING CLUB

Once the Northern Regional Championships were over the weather came right and we have seen a lot of activity at Matamata. The Auckland Gliding

Marlborough – Fantastic Wave.





Norfolk Aviation Above: Kevin and Jocelyn Wisnewskis PZL Wilga tug on the beach at Tongaparuru waiting for the weather to improve.

Club joined us for a very successful Christmas Camp with thermal ridge and wave days. These conditions have seen a number of Badge and Diamond flights achieved and some of the club trophies competed for. Among the more notable flights was Alan Belworthy's Diamond Distance achieved on the ridge at a speed of approx 144 kph during which he ventured into the wave to get his diamond height gain. He has since attempted a couple of 500's as thermal flights. Tim Bromhead did a Diamond Goal also on the ridge and the next day went out and did it as a thermal task to prove he could do a "Man's Diamond". Steve Care has been to 20,000 ft and achieved his Diamond Height Gain. There are also a number of Silver and Gold claims in the wings.

The club trophies are being competed for, and

of course there is the excitement of flying the West Coast from Raglan at the moment with the Club's annual away camp.

Our presence in the Hamilton Centre Place Mall has had a good response with a good number of vouchers being sold and the additional spin off of some impromptu Trial Flights being made because of the publicity at the Mall.

We still have a lot of flying to do over the summer. We have an ab Initio course running for 6 Saturdays, starting on the 6th February and the airfield open day on 13th March which will be a big event that the club will be involved in. Perhaps we will see you there.

Bill Mace

TAUPO

Exciting Times. Golf Tango Golf, our BRAND NEW ASK21 is landed and by the time this is published we should be enjoying what has become the benchmark in fibreglass two seat trainers. It was a difficult decision as there are a number of good competitors in the training arena but in the end the ASK21 was the best choice for the type of training we do. With 900 or so built they have proved to be immensely popular. And with at least 18,000 hr life it will see most of us out.

It seems to have been a long wait, but in fact only a couple of months. I hate to think what the wait would have felt like if we had not been able to jump the queue and take the manufacturing slot of a French Club which was happy to wait for their next soaring season. Sensible decision on their part when you look at the snow in their part of the world.

The next big excitement in our club's year is the NZ National Championships in February. Again these will be but a memory by the time this is published but we trust the competitors have had a great time in the Central Plateau area. A lot of work has gone into the planning and running of the events. Our club rooms have had a refurbishment, our office is greatly enlarged, and the field has been widened and smoothed to take the expected numbers with ease.

The locals have been practicing very hard with some great flights. We expect great things of them.

We would like to acknowledge the Southern Trust who have generously contributed much needed funds for both the Nationals (PC projector and office air conditioning) and the glider (transponder and radio). Sincere thanks for their support.

TN

Piako GLiding Club Below



TAURANGA

Gliding is more than a Sledge Ride.

In an attempt to promote gliding as more than a controlled float to the ground after release from the tow plane, the Tauranga Club is recording the distance flown in cross country flights that start at Tauranga Airport. Yeah, yeah, I know all you others clubs take this for granted ... but remember we operate in controlled airspace at an airport with 100,000 movements per year, any sunny days start with a sea breeze and the landout options are almost non-existent for the first 10 kms.

Past years have seen our club top the scale with the number of trial flights flown, and a reasonable number of first solo's, but we really didn't encourage much cross country flying except when we went off site to Matamata or elsewhere. The introduction of a number of 15 meter privately owned gliders has also changed the dynamics of the club.

So last year we recorded cross country flights. We totalled 7100 kms from August to May. Before you Omarama lot pooh pooh this total (I can hear the comments from here ... "we do that in a good afternoon... whatever" as my daughter would say...), reread paragraph one. This year we are up to 5800 km and it's only mid-November.

Our only rules (as a rule I don't like rules especially those rules generated by that unruly lot at Airways) are;

Flight starts in Tauranga ... plenty haven't finished in Tauranga. 7 landouts in October alone.

Some form of verification of the flight ... I have accepted the odd verbal report if some one else could confirm it. But mostly optimised flights on SeeYou.

And that's it for the rules....

Tauranga



Taupo Club: Our new ASK 21 being prepped at Sailplane Services.

The target is 10,000 km for this summer, and if we achieve that I think there is sufficient material for a local press release.

David Jensen

VINTAGE KIWI

It always strikes me that across the world "Club News" generally portrays a gliding world full of joy and happiness, provides an opportunity for corporate ego polishing, and is a means of cheering up depressed committee members after a review of where gliding and their club in particular is going. In an attempt to encourage realistic reports, sorry if I offend, I offer a bad news/good Vintage Kiwi report.

First the bad, for that is the news that should provoke action, good news too often encouraging

complacency. Worldwide scale vintage gliding has now been going for nearly 40 years and sadly many of those who started the movement are no longer with us. Death is of course not confined to those pioneers for until recently new recruits have been mainly in the age group targeted by purveyors of ED medications and incontinence aids. This adds up to a constant need to recruit replacements.

If death is not bad enough, there is the problem of who remains to do the work. If we rely on members who have retired to do most of the work, their tenure is, shall we say, limited. In other words we, more than any other club could be on a downhill slope if members from a more virile age group cannot be attracted. If you have not already guessed VK need more people to take on tasks and as Phillip Wills once said, "If you want a job done, ask a busy man." We are asking.

Now for the good news, for it is not all doom and gloom. The introduction of a reduced rate for youth membership and the creation of Vintage Kiwi Youth is our part of our solution to the problem. This has been made possible by Dick Georgeson's donation of his record breaking Skylark 3f to Vintage Kiwi. It will be based at Omarama, to be flown by the Youth Glide operations at Omarama and Canterbury GC. It will soon be joined by a similar operation at Norfolk Road who are restoring VK's donated Kookaburra that they will be operating there.

Restoration of these aircraft is a significant milestone and together with the completion of Nelson Lakes GC's Lark "BW", which will fly again soon, makes 2009 a very successful year. Work on the 1944 Weihe continues and the entire structure has now been revealed for checking/repair before recovering commences. The Fauvel Av22 flying wing is now at Omarama awaiting it's first NZ flight.

Ian Dunkley





Vintage Kiwi
 Top Left: VK Sydicate Ka8 "LE" provides shelter for Maurice Honey & trusty crewman George at the VK Raglan Mini Rally.
 Top Right: "Kook" restorer Jevon Snowden restoring.
 Left: "BW" restorers include Ivan Evans, Dave Frost, Arthur Jordan, club founder & restoration driving force, and Gordon Moody, all above a certain age.

WHANGAREI GLIDING CLUB

Northland has had a severe drought for over three months now. That has been calamitous for farming but excellent for soaring, breeding rabbits and holiday makers.

In our generally moist marine air, the thermal cloud bases have been around seven thousand feet high which for us, is most unusual. Accordingly, the sea breezes and convergences have been frequent and very vigorous with our pilots enjoying excellent flying along them. Whilst the rest of New Zealand received rain from frontal systems passing by, all that we received were the strong westerly winds and many days of lenticulars along the length of Northland with good lift to fourteen thousand feet and glorious views of our brown hinterland.

So lots of great flying for the old hands and training for some youngsters with summer BBQs and events keeping us the happy club we are. Recently a group of Whangarei members visited and flew the Taupo gliding competition with no result but a great experience all the same. With our excellent facilities, great weather and flying facilities we would be pleased to host any visiting pilots.

PR

Whangarei Gliding Club



electrical rewire. Includes 1988 built trailer. Offers. Contact Phil Wilson 021 260 5034 or katieandphil@ihug.co.nz

LS6c, fully equipped, Cobra trailer \$130,000 Phone Ivan Evans 03 539 6232 email:ivan@ts.co.nz

2 Gliders for Sale • RONLERCHE K4, SKYLARK 2. Both hangared at Norfolk aviation sports club. Phone John Schicker 06 758 2953 day or night.

ASH-25E, ZK GZZ • 1100 hrs total time NDH. Refinished in polyurethane .2 sets Maughmer wing tip extensions & winglets to near 27m. Ilec SN10B front & rear. Cambridge 302A Mode C transponder. Flarm front & rear. EDS oxygen system. Leather seat cushions. Parachutes. Motor reconditioned to operational standard. Jaxida covers. Cobra trailer. Many spares. \$ 215,000. Omarama hangar also available. Phone Theo Newfield 0274 326 015.

Discus-2cT 2007 • 18m. Every option. PU paint finish. Avionics include LX8000 computer with FLARM & remote stick, Becker radio & transponder, Tru-trak turn & slip. Cobra trailer with SL package. Jaxida hangar covers. Brand new condition. Brett Hunter hunter.b@ihug.co.nz

ASW 20C - GTC TT~1900 hrs • One of the last of these great machines to come off the production line in 1985. Tinted canopy, excellent and reliable avionics, good oxygen system, plenty of batteries. Additional storage pockets for storing all the gear for those long flights. Ordinary trailer but it works well and is sound. Plenty of ground support gear. \$59,500 Finance available. Contact John Ahearn 021 2234 911.

ASW 20 ZK-GDF 20s • (widely known as THE best value for money) Recent cockpit refurbishment. New Home Built Trailer M-Nav, Oxygen, New Annuals TT 2118 hours, 1980 German Made 15 and 16.6m, Blue Tinted Canopy Price \$48,000.00 A great glider for syndicate. Email: Delio Fagundes - delio.fagundes@gmail.com

HANGARS

A 20m Hangar space in Omarama is looking for a long term tenant • Negotiable on price, contact Nigel 0800 438 453.

Drury airfield hangar position for sale • Concrete floor, water, power. Plan ahead for next season....Why rig each day when you can have a hangar spot for half the cost of a new trailer? Phone Roger Sparks 0274 956 560.

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

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

TRAILERS

Solid well built metal plate construction glider trailer • Was used for LS3 and then LS8, so should fit similar gliders. Current rego and wof. \$2k ono. Hadleigh - hadleigh@gliderpilot.co.nz

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

OTHER

Parachute wanted • Thinback or similar a real plus. Contact Jacopo 021 269 5404 detti@ihug.co.nz

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

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

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

Cambridge 302 + 303 + Ipaq 4700 + Ipaq holder + Winpilot Pro software • With all connections & wiring. About 3 years old. Would cost \$6,500 to replace. \$4,000 Brett Hunter hunter.b@ihug.co.nz

Cambridge L-Nav + GPS Nav + Wiring + connections • \$3,800.00

Parachute for sale McLachlan 11 years old • Good condition but now surplus to our requirements. Offers over \$500 considered. Phil Milne 021 803 327 pc.milne@clear.net.nz

Yaesu Vertex VXA-150 Airband transceiver for sale • Hardly used unit. Complete with hand held speaker/microphone, headset adaptor, plug-in ear piece and user manual. Still in original packaging. \$350. Phone 03 443 6135

Gifts for glider pilots • The perfect gift for any Omarama fanatic – a painting of Omarama scenery / buildings. See www.wildconcepts.co.nz

WORK WANTED

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

Work Wanted • BGA Full Rated Instructor seeking to avoid British winter! Email Alan Jolly – alanjolly@tiscali.co.uk

LOST

Lost pickets/tiedowns at Central Plateau Soaring comp • Much loved. Stainless steel screw type pickets borrowed picked up by someone on the last evening of the comp at Taupo. Phone or text Phil on 021 803 327 or email pc.milne@clear.net.nz



1985 Schempp Hirth Janus CM Self launching 2 seat glider
Airframe Total Time 1,698 hrs Engine total time since new 235.36 hrs
Engine time since factory overhaul 74.31hrs Sale includes full avionics, oxygen system and road trailer. Aircraft is available for inspection by arrangement at Omarama Airfield. Contact Craig Keenan on 03 322 4984 or cell 027 608 5526 for further details. POA.

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NEW PRODUCT TRIG TT21 'S' MODE TRANSPONDER contact Sailplane Services Ltd

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