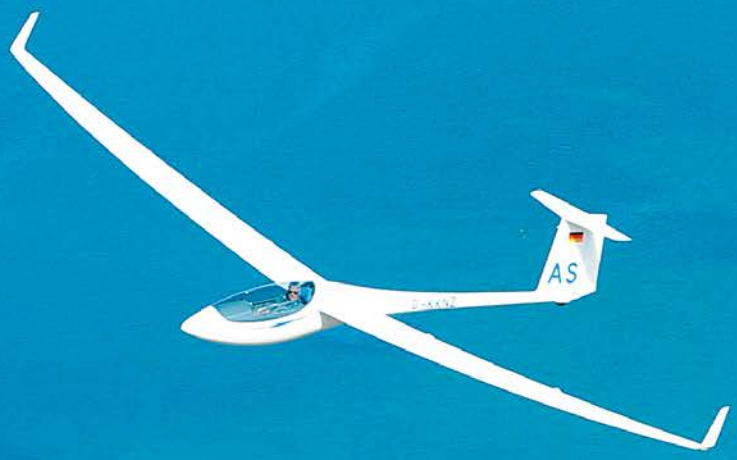
NEW ZEALAND'S PREMIER SOARING MAGAZINE

Soaring NZ



LILIENTHAL WINNER

NATIONALS

NELSON LAKES TRAINING

ARCUS • CLUB NEWS

issue 15 april/may 2010

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FEATURES

REGULARS

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from the editor

april/may 2010

There is more to Taupo than just gliding.

We had more feedback on the last issue than we have done for a long time, and everyone seemed to enjoy it. See the letters page for a sample of the comments. My son Alex and I would also like to thank everyone who congratulated him on his achievements. He's a very humble young man and a little overwhelmed with the response he's received. We still haven't heard anything to the contrary so it seems his claim to be the youngest-ever 500 km Diamond pilot is valid.

Alex and his friends, Abbey Delore, Nicholas Oakley and Toby Read have some big plans. They are working towards competing at, and winning, the Junior World Championships in Europe in four years' time. This may or may not come to fruition but in the meantime they are putting together, with help from Gavin Wills and Roger Read, the first New Zealand Junior Development Camp. This is to be held in December in Omarama – after exams but before Christmas. The event is envisaged as a contest/learning experience with ground school and appropriate tasks for all levels of youth pilots. We will be bringing you more about this as things are finalised. Any interested young pilots should contact Abbey abbeydelore@gmail.com. Friending Abbey, Alex or Toby on Facebook would also be a good idea. See the advert page 32.

From champions of the future to our champions of today: our national champions slogged it out at a new venue this year; Taupo. The Taupo Gliding Club provided hospitality and facilities in the first Nationals to be held at a venue other than Matamata or Omarama in many years. The weather, as is always the case for these things, meant that the full flying possibilities out of Taupo couldn't be explored but I think enough was seen to show that this is a top class site with great facilities. A big thumbs up to Taupo as a contest site. Roy Edwards as always pulled together a great team and ran a well organised and successful contest.

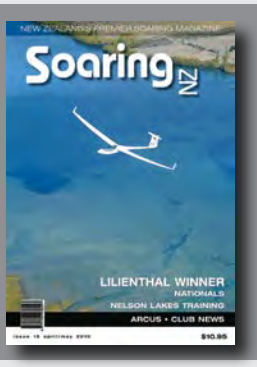
I went up to Taupo to check it out and I had a great time. It was lucky I chose the second week of the contest because the weather pretty much closed down the first week. I wasn't there to fly of course, just to take some good photos and touch base with a wonderful cross section of New Zealand gliding people. The welcome was warm. I would like to thank my housemates and particularly Colin Bryan who chauffeured me there from Auckland and then went home and left me with his car.

I've been having a think about the Nationals, and I must emphasise that these are simply my thoughts... I don't think we treat the Nationals with the gravity that other sporting organisations accord their equivalent events. I know we are only a small sport – heck we only have just over 800 members in the country so our pool of contest pilots is not great, but shouldn't a pilot have to really work to get to go to the Nationals? Aren't the Nationals supposed to find THE best pilots in the country, the ones who should be representing us at international competitions? That is what happens in other sports. Athletes compete in local and regional competitions to see who gets to go to the national event. That doesn't happen with us. It seems anyone can enter a Nationals. However, it is interesting to see Roy Edward's comments in his report on the contest where he says that regardless of the types of tasks set, the winners still win. Obviously then, our top pilots still come out on top. I am just wondering if the winning of the contest, because of the way our contests are structured, gives enough kudos to our winners. What do other people think? Let me know. Unless otherwise stated we will run the replies on the letters page.

Just for a change the centrefold is not a picture of a glider. We bring you some of John's pictures from Warbirds over Wanaka 2010.

Jill McCaw

Editor at Huka Falls



Theo Newfield flies the ASG29 across Lake Benmore.

Photo John McCaw

next issue

We aim to make safety our focus for the next issue.

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

I thoroughly enjoyed the latest issue, particularly the articles about Auckland's Wild West Coast, where I have spent many happy soaring hours.

It's great the way you've maintained and even improved the quality of the publication issue by issue. Love the great images ... absolutely world class.

Thanks for your efforts.

Tony Noble, Auckland Gliding Club.

First of all, congratulations on another great issue with splendid photos and extra special congratulations to Terry Delore (and John Kokshoorn) for that tremendous World Record flight!

Now, to details – yes, your typeface is a trifle hard for old eyes! I think I may claim to be among your older readers (I'm 87). As it happens, I have short sight (myopia) so it is not as difficult for me as for those who have more normal or long sight, but even I find it a bit hard unless the light is very good.

I can understand that you are trying to get "the most bang for your buck" in terms of getting as much as possible onto a limited number of pages ... but, please have mercy on us oldies!

The stories of west coast cruising were fascinating, and a lot of fun. I've done a lot of ridge-soaring myself out of the old Upper Valley GC's site (now Gliding Hutt Valley) but that was mainly on the Rimutaka Range, running from the Tararuas down to the coast beside Wellington, and not over the sea. The thought of possibly landing one's glider in the sea must add significant tension to such flights!

It's great to see the Skylark 3F is flying again!! I remember seeing this old classic flying in its heyday, out of Masterton, probably in the '60s or '70s.

ES52 Kookaburra too!!! I have made short flights in both the short-wing and long-wing versions of this design, which both have the same unusual diagonal seating arrangement. Unfortunately, they were all on a flat calm day (near Sydney) so I was unable to discover its thermalling abilities, but it handled pleasantly, and the long-wing version at least "stayed up" well. In fact so well, that when I was given the "hangar flight" at the end of the day, dusk settled in before I burned off the (winch) launch height, and I had my only experience of landing a glider after dark, experiencing total loss of sight of the ground when within about ten feet of it. Thankfully, I didn't make a hash of it, and landed safely and smoothly – but it was a lesson learned – you may still be able to see the ground clearly from 100 feet or so in the dusk, but it can disappear totally into the gloom as you come lower. Somebody drove out from the hangar in a car, looking for me with their headlights, and towed me in.

Incidentally, I was MOST interested too, in the brief comments on training women to fly. The whole subject of the – very real – differences between men and women, and the ways in which their minds work differently, is a topic that I am interested in (but have no particular expertise to offer).

I recently read (for the second time) the fascinating book *Why Men Don't Ask Directions, And Women Can't Read Maps* by a husband and wife team. The book is deliberately written to be amusing – but it also carries an authoritative "punch". They make the point at the start, and repeat it at intervals, that what they write about is "typical" men and women, and that in fact individual people can range in their thinking and mental abilities right across the whole spectrum. Some women "think masculine" (to at least some extent) and vice versa. The book includes an interesting "test yourself" section so that you can determine – roughly – where you are on the spectrum.

This would be very appropriate reading for anybody serious about this topic of why so few women fly (power planes or gliders) and how best to train those who do. Women, for example, have better peripheral vision than men, and therefore would be more likely to spot "other traffic", but on the other hand, they can't normally concentrate their focus so easily on a specific (distant) target, so they might have more difficulty with things like "aiming points" for landing.

Tony Ryan, Lower Hutt.

Good to see the McCaw family have been busy.

Just wanted to say the latest mag is a fine edition – great stories and photos.

Howard Jones, UK

Today Monday the first of March saw my February March Soaring N/Z magazine arrive with the wonderful collection of news including, "Is This The Youngest 500 km. Diamond Pilot?" This is a remarkable achievement for one so young. Please convey to Alex my hearty congratulations.

I am also delighted to read of the All Blacks star rugby player Richard Mc Caw and his achievements in gliding over the years.

The untimely and tragic death on the 18th of December of Michael Dekker is a loss not only to his family and all those who knew him but to the whole gliding world. After a thorough investigation, will information as to what series of events lead to Michael's death be made to all glider pilots in New Zealand in an effort to help other pilots from experiencing such an event? I ask this question respectfully as I feel that here in Australia we as members could demand more of our Gliding Federation to continue to investigate tragic accidents and eliminate their causes.

Now on a more delicate matter for male and female passengers alike which you touch on in page 31 regarding the importance of being able to pee which had been a problem of mine until I discovered a large nappie called Kimbies in Australia. Able to hold up to one and a half litres of fluid I can now pee very comfortably if I first pass just a little pee into the Kimbie before take-off. This has always worked for me when wave flying; for at height the cold makes one want to pass water more urgently than when warmer at low altitude. I hope this is of help but it did take some practice and persistence to achieve.

I love the front cover photo of the two seater PW 6 on the black sands. I found the Bendigo Gliding Club's PW 6 a very pleasant aircraft to fly as its controls were well harmonised and its only weak points were two in number, namely that considerable water could accumulate in the lower part of the fuselage just forward of the tail wheel and possibly compromise the Centre of Gravity and spin recovery unless drained before flight after a heavy shower. Bendigo drilled a hole forward of the tail wheel successfully draining all the water.The second point is that pilots up to five foot ten inches (as I am) still sit too low unless a reasonably thick but dense cushion is placed under one's seat.

Now to continue reading more of your delightful magazine.

Henry Leschen, Victoria, Australia

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.

XXX OSTIV CONGRESS 2010
SZEGED, HUNGARY

Opening Ceremony:	Wednesday 28 July
Technical Sessions:	Thursday 29, Friday 30 and Saturday 31 July
Excursion :	Sunday 1 August
Technical/Scientific Sessions:	Monday 2 and Tuesday 3 August
General Conference:	Wednesday 4 August

The non-profit international organisation for gliding, OSTIV (International Scientific and Technical Soaring Organisation), has members from all continents. OSTIV plays an important role as advisory body for the FAI International Gliding Commission in all aspects of gliding. OSTIV has three panels of specialists working on a voluntarily basis: OSTIV's Training and Safety Panel deals with all safety aspects of the pilot, the Sailplane Development Panel works on safety aspects of the glider, and the Meteorology Panel deals with the glider's environment.

Recent examples of activities are the safety management system for gliding organisations, the certification requirements with special focus on cockpit crashworthiness and the guide Weather Forecasting for Soaring Flight published by the World Meteorological Organisation. All OSTIV Publications can be ordered via the website www.ostiv.fai.org

CONSTRUCTION OF THE 2-SEAT **SUNSEEKER III** IS UNDERWAY!

The campaign to build the fuselage has begun at the Allstar glider factory in southern Poland. Many parts and the moulds themselves are being provided by Stemme GmbH. The canopy is from Mecaplex in Switzerland, and will be installed by experts in Poland. The fuselage is being moulded from carbon fibre, with 100% Nomex honeycomb sandwich. The electric motor is being developed by Roman Susnik of Apis.

Eric Raymond and his fiancee Irena try out the cockpit of the Sunseeker III. Irena is a glider pilot and president of the Slovenian womens pilots association. The aircraft controls are installed. The seats will be made with comfort in mind for long flights and will recline so one pilot can rest while the other flies.

South African Jonkers S1 Revelation Awarded Type Certification!

On March 12th, 2010 the Jonker Sailplanes' JS1 Revelation 18-metre class sailplane received South African Civil Aviation Authority (SA CAA) Type Certification.

This is a historic milestone for the JS1 Revelation, for Jonker Sailplanes (JS), and for the SA CAA as this is the first South African designed and manufactured aircraft certificated to modern airworthiness standards. We hope to bring you more information on the JS1, which has been doing very well in European contests over the past year.

Roger Harris instructs budding Class Two Maintenance Engineers on a recent course at Hororata. A Class Three Maintenance training is underway as we go to press.

19 cadets and their helpers at the successful NZ Cadet Forces Gliding Course held at Dannevirke in late January.

Young Luka Henrikson of Canterbury gets a head start in the gliding world.

IGC NEWS

At the recent Plenary meeting of the International Gliding Commission as well as awarding the Lilienthal Medal to our own Ross Macintyre, *see article page 17*, the following awards were promulgated.

- Pirat Gehriger Diploma – Egidio Galli (Italy)
- Pelagia Majewska Medal – Beryl Hartley (Australia)

World Championship bids were awarded to:

- 2011 16th EGC, 15m/18m/Open Class - Pociunai, Lithuania
- 2011 16th EGC, World/Club/Standard/20m Two Seat Class - Nitra, Slovak Republic
- 2013 8th FAI Junior WGC - Leszno, Poland
- 2013 7th FAI Woman's WGC - Issoudun, France

President Bob Henderson announced that:

› The IGC is now close to being able to have effective business partnerships with external companies to provide marketing and presentation support for our GP events and for our WGC events.

› The World Championships Working Group is being re-formed to provide the IGC with urgent advice on how best to integrate the 20 metre Class and the 13.5 metre Class into the World Championship calendar.

› Amendments to Annex A (to amend the Pilot Selection procedure) and to the Sporting Code (to amend the approval process for GPS Position Recorders) are in hand.

STOP PRESS! GlideOmarama.com buys Southern Soaring

The recent, April 20th, purchase of Southern Soaring by GlideOmarama.com will enable a rationalisation of resources on the Omarama airfield that will be welcomed by many.

The Managing Director of GlideOmarama.com, Gavin Wills, said that the merger of the two companies will improve the utilisation of equipment and personnel on the airfield and should lead to a better service to visitors and gliding club members alike. "With the two companies combining their skills the service provided will be extraordinary. The focus will be on gliding and on fun." he said today. "It is important that we promote Omarama as an extraordinary gliding site, in fact the best mountain soaring site in the world, and to continue to develop it as a place of excellence for every aspect of our chosen sport."

The two brands are expected to remain. Southern Soaring, in blue, will promote and provide Trial Flights while GlideOmarama.com, in orange, will concentrate on its Mountain Soaring School. Most of the staff from each company will remain, ensuring business as usual. Lemmy Tanner will be the CFI and Darren Smith the chief tow pilot. Chris Rudge will focus on his Omarama based Bi-Plane rides and may direct some gliding courses for GlideOmarama.com. Les and Irene Lamb, the major owners of Southern Soaring, will be back from Scotland next year so Les can concentrate on the fishing and his art and allow Irene to relax.

Watch this space as this exciting new development on the Omarama airfield continues to unfold!

TROUBLE BREWING IN EUROPE

The following is from a letter from the British Gliding Association to their members: “Eurocontrol, the ‘European Organisation for the Safety of Air Navigation’ is currently consulting on its proposed Standardised European Rules of the Air. As the name implies, the proposals seek to unify rules of the air across Europe by cancelling all agreed national differences from current ICAO standards...” This is laudable except, “...The safety, operational and economic impact associated with inappropriate Standardised European Rules of the Air is likely to be significantly damaging to gliding:

- normal gliding flight would be classed as aerobatic and would, therefore, be prohibited unless specific permissions were obtained
- no more field landing training in motor gliders
- no more ridge soaring, as we know it
- the potential closure of unlicensed aerodromes
- having to file flight plans with ATC.”

Further information and the full letter may be read at www.gliding.co.uk/bgainfo/consultation.htm

Russell Thorne has asked that the associated survey be brought to the attention of New Zealand pilots as he says this topic is being canvassed by NZ CAA. Some Kiwi input would, he says, be appreciated. www.surveymonkey.com/s/w6w5966

DG 1001M SELF LAUNCHES IN DIFFICULT CONDITIONS

On a recent trip to Austria to show off the new self launching two seater DG’s, Holger Back became concerned when the airstrip was so wet that the tow out car bogged on the way to the launch point. However the new glider proved itself to be more than able, taking off in around 250 m even with two people on board. The forward position of the wheel and high tail loading kept the nose out of the mud and it was, he says, easy to accelerate and take off. More information on the aircraft and a video of the takeoffs is available on the DG website.

SAILPLANE RACING COMMITTEE NEWS

The Sailplane Racing Committee (SRC) would like to inform members and clubs interested in the new format NZ Club Class Nationals for the 2010-11 season that a final decision on the proposed new format for a NZ Club Class Nationals will rely on a vote at the AGM. We would like to invite potential hosts to apply.

At this stage we would like the applicants to propose a suitable time and venue to run the 7-9 day event.

The following is envisaged but not finalised:

- That there be unrestricted entry with respect to gliders, however the NZ National Club Class winners will be from gliders eligible for club class under the current GNZ handicap rules.
- This event could possibly be one already being run on a regular basis but which is not sanctioned by the SRC.
- That the event be alternated between the North and South Islands but be held in the Island not hosting the Multiclass Nationals and at a non conflicting time to the Std, 15 metre, 18 metre & Open Nationals (i.e. the venue for the 2010/11 season will be in the North Island).
- That there will be a focus on both individual and Club involvement, catering to a high skill level rather than entry level.
- That there be no water ballasting.
- That the competition be of a 7 to 9 day duration.
- That motorgliders carry a 2% handicap loading.
- That the current rule that not more than 2/3rds of tasks be racing or AAT be abolished for the Club Class Nationals.

Fantastic decorating skills
(and we won't let on which Steve turned 40).

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.

NEW ZEALAND 51ST NATIONAL GLIDIN

By Contest Director Roy Edwards Photos Jill McCaw

What does one write regarding National Gliding Competitions these days? Scores and tasks were available online for those with a need for figures – www.scoringspot.com; or for those who wanted to get a 'sense' of what was happening on the day, the director's daily blog was available for instant gratification – taupo2010.blogspot.com.

Terry Delore visits

G CONTEST

Open 18m class winners Nigel McPhee (front) and David Hirst.

Rubbish weathermen –David Hirst (left) and Roland van der Wal.

The grid

Of course I could write about the top level competitor who landed in front of Jill's camera with his wheel up, or the pilot who diverted from the rather low circuit into a nearby paddock. There was the Open Class Pilot who had a great day but started through the wrong start gate. To show how tough it was, there is the story of two highly skilled pilots who completed a really tough day to earn zero points as everyone else hadn't gone more than 80 km. That had to be hard.

But overall I think sometimes we forget that the National Gliding Competitions is not a fun day out with tasks that 'suit' people. It is an earnest attempt to identify champions. We have different tasks, some easy, some tough, some racing, some AAT. These are pilots who not only have stick and rudder skills, but an intimate knowledge of rules and strategy combined with their innate ability to 'read' the conditions.

This year I will share with you how our Open Class champions came to earn their titles.

Open/18 Metre Class Champions in the Auckland Club's Duo Discus, Nigel McPhee and David Hirst. It should be noted here that David helped out Roland Van Der Wal as Weatherman during the competition.

DAY ONE

After five days of frustrating weather – 12 Gliders launched in this class and were tasked an AAT 272km/489km.

Motor Gliders took 1st 3rd 4th and 5th with Nigel and David 2nd in blueish conditions. Terry Delore visited in the ASH25 with Vaughan Ruddick. After departing they reported a 9500 ft climb, but it was abeam Ruapehu and we were not sure how much engine that took! A good day had by all and an enjoyable BBQ to finish the first flying day.

DAY TWO

Another AAT task with marginal soaring weather. 158km/322km.




An inversion was forecast at 4500-5000 ft. Keep in mind that the ground at Taupo is around 1500 ft AMSL. This time our intrepid Duo (notice the pun) only managed 108.5 km for 7th on the day. However the day was devalued with only two gliders completing the task. In the Standard Class most gliders landed out 30 km from the start line.

DAY THREE

Known as a Billy Walker Day – a Racing Task: Wharepapa South, Kakahi,Whakamaru Dam for a total of 274 kms. Gained 2nd Place only 7 points behind the Day winner at a speed of 80.3 kph. The use of a 3 km finish circle is slowly being adopted by thinking pilots who don't all aim directly at the airfield but minimize the distance and head straight off to the circuit.

DAY FOUR

Another Billy Walker Day but devalued as the fastest pilot got around in under two hours. Our team was 4th at 69.8 kph. Only four landouts today and a lot of happy pilots consuming huge steaks at the evening BBQ.

DAY FIVE

Another AAT task 158/251kms. The weather was certainly not matching expectations. Up until 10 minutes before the launch the weatherman was still thinking the day might be 'koozed'. The day was great, the best so far. This was the day of lead and follow. Our Team apparently was closely tailed by the eventual winner, with the intrepid pair taking ten minutes longer to do the course for a 2nd place in front of a motor glider.

DAY SIX

A Billy Walker racing day with an option of a 'real' task or an easy home for tea & medals task. We chose the real task: Kaingaroa, Waimahor, National Park, Mokai (357 km). The day started out well with some good long glides, with an occasional 'Nigel' diversion sniffing out better conditions. However the weather gods decided to turn off the thermal activity and it was landout practice time for many (without a motor). Team 'Club Glider' taking 3rd on the day and winners overall.

So you can see dear readers, boiled down to the basics it's about consistency and you don't have to win a day to win a competition.

Looking back at the first National Competition at Taupo it is interesting to see that TOP PILOTS come out on top. No matter the location, no matter whether it is AAT tasks or Billy Walker Racing tasks, champions self identify. After all, this is what a National Gliding Competition is all about. It's not about 600 km racing tasks in the Mountain Wave, or belting along low level on the Kaimai Ridge or doing a rather smallish AAT task above the Central Plateau. It's about doing all of that better than your fellow competitors.

As well as First in Class, there are a number of trophies for specific performances.

Most Meritorious Flight: The Hansells Trophy

Was awarded to Tony Van Dyk for 'winning' Day Two in the Standard Class but getting Zero points as more than 80% of the fleet did not complete the minimum distance.

Highest Placed Club Owned Glider: The Masterton Trophy

The Duo Discus from Auckland Gliding Club McPhee/Hirst

Highest Placed Pilot in First Nationals: The Norge Cup

Mark Roberston

Winner of Longest Task: The Continental Airlines Tropy

Brett Hunter

The Swiss Trophy: Second Placed Pilot in numerically strongest Class

Lindsey Stephens

The Veterans Trophy:

Lindsey Stephens

The Mike Rix Memorial Trophy: Youngest Highest Placed

Dane Dickinson

RESULTS

		Rego	Glider type	Club	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Total
CLUB CLASS											
1	Paul Schofield	SB	PW5	AKL	313	799	810	330	833		3085
2	Geoff Gaddes	GO	ASW15	AKL	360	803	569	521	659		2912
3	David Todd (Hors d concors)	HU	KESTREL19	AKL	381	791	513	55	1000		2740
STD CLASS											
1	Dane Dickinson	ZN	LS8	WTN	642	1000	860	873	822		4197
2	Lindsey Stephens	ZM	ASW27	AKL	1000	663	841	834	842		4180
3	Patrick Driessen	OP	VENTUS CT	AKL	627	827	854	985	843		4136
18M CLASS											
1	Nigel Mcphee/Dave Hirst	DX	Duo Discus X	AKL	799	479	993	458	966	960	4655
2	Ross Gaddes	YD	Ventus 2C	AKL	675	464	888	532	798	907	4264
3	Chris Richards	XL	Ventus CM	BLE	217	964	784	457	844	956	4222
OPEN (UNHANDICAPPED) CLASS											
1	Nigel McPhee/Dave Hirst	DX	Duo Discus X	AKL	720	441	920	410	911	919	4321
2	Ross Gaddes	YD	Ventus 2C	AKL	657	460	921	513	824	936	4311
3	Chris Richards	XL	Ventus CM	BLE	203	922	768	425	833	951	4102

FIRST IMPRESSIONS
of a very special aircraft

By Ross Gaddes

Ross Gaddes is the NZ Schempp-Hirth agent and owner of Auckland's Sailplane Services. In June last year Ross and his wife Sally left Drury's perpetual winter rain and headed for some European sunshine. The Arcus, a new prototype twin seat sailplane had just been revealed to the world by Schempp-Hirth and as the NZ agent Ross felt he had to get over there and check it out.

Photo Ross Gaddes

Photo Bernd Webber

Sally and I left in late June with the intention of visiting the Schempp-Hirth production plant. I was also looking forward to meeting in person the people with whom I have had so much email and telephone contact but have never met.

Our drive towards the Schempp-Hirth factory in Kirchheim was a wonderful experience as the South of Germany and France in summertime has storybook scenery, wonderful people and food. We eventually found the SH factory surrounded by houses and amazingly close to the historical centre of the very attractive Southern German town. It seemed like all two storey apartments but then a lot of cars parked along footpaths in skinny streets hinted at the presence of something more than residences alone. Then a glider trailer squashed against someone's front fence proved that SH must be somewhere near.

Around the corner and through a gate we walked towards an office in a three or four storey pre-war building which somehow seemed more suitable for offices than producing gliders. Schempp-Hirth have a long tradition in glider production. They have evolved and adapted and (in my opinion of course) are leaders in providing the world sailplane market with some fantastic aircraft. In fact, in any class Schempp-Hirth are able to offer a superior aircraft for both competitive and fun pilot alike.

Hans-Georg 'Biggo' Burger soon met us. This man is a legend at Schempp-Hirth and a really great guy to boot. The summer for them is full on to say the least. Looking after visitors and customers from all parts of the world must get hard in this fairly small business. They manage amazingly well and certainly we were made to feel at home and were quickly shown our lodgings, a wonderful pub right in the heart of this historic town. We also were warmly welcomed by Tilo and Brigitte Holighaus. There is a very 'family' feel about this company.

Back to business, I was very keen to see the various models being produced around the factory but I was especially keen to at least see the new Arcus. In my view this twin seater sailplane, is so typical of the company's philosophy: to take something that is already good and make it even better. This hardly seemed possible with the Duo range of gliders. The newer 'x' and 'xL' Duos were already well in production and fill a perfect gap between the big 25 metre ships and low performance training gliders.

I was at first shown the new cockpit, which will be shared between the Nimbus, Duo and now Arcus range. At first glance this cockpit doesn't seem so different to the Duo-x that both Glide Omarama and Auckland Gliding Club operate at present.

Truth is – there is a huge difference. A longer cockpit in both the front and rear seats, better visibility, a seal on the canopy rim and better ventilation are only some changes. In fact, complete overhaul is a better description and best left for the Schempp-Hirth website to explain in further detail.

I can leave all that techno stuff to the brochures but in the flesh it is obviously something very, very special.

It's fair to say that in the middle of June 2009 Schempps were happy to have some really new and advanced aircraft to entice customers in a very difficult economic environment. The Arcus had attracted much attention and was now much more than a rumour.

After a day or so of checking out the production and assembly areas I was taken out to the airfield to see this very new design. After helping rig from the Cobra trailer, which is as easy as the Duo, if not easier, I finally got to check out this machine.

The Arcus has a fully flapped absolutely new and innovative 20 metre wing which curves in that kinky way only Schempp-Hirth wings can. I can leave all that techno stuff to the brochures but in the flesh it is obviously something very, very special.

Even better than seeing it, I was offered a seat in the front for an actual flight – something I had hardly dared to hope for. At Schempp-Hirth this is a daily occurrence. On this day at least I was lucky to actually get a reasonable soaring day as well. In fact they


Photo Ross Gaddes

L: Ross discusses the glider with a Schempp-Hirth engineer.
B: The large cockpit was roomy and comfortable


Photo Ross Gaddes

were so relaxed about this special prototype I couldn't believe it. It was more or less like a regular midweek day out at Drury.

The truth is the launch and flight were a huge thing for me, not only a new prototype but a very new site and country as well. All this was overwhelming and maybe it was a bit hard to concentrate on assessing the aircraft. On tow it seemed like a Duo really, but of course with the addition of flaps to play with. Summed up, it's easy: the release and then the wheel up all seemed effortless and then we were straight into a 2-3 kt thermal, no problem.

In the thermal the effect of the flaps becomes obvious, with slow controlled turns. Any changes to the bank angle are so easy and responsive that even the Duo can't match it. I tried high speed and low speed turning at various bank angles. All were pleasant and fully controllable. The cockpit was very quiet and added to the impression of a very good glide even at 90 kt plus speeds. We had no water on, but even at that wing loading it felt like a weapon to me. What about at 800 kg, I was thinking? I didn't do any scientific test flying of it, my object was to just get a feel for the glider, and have some fun of course.

We did get a bit low at one stage and had to fire up the turbo (which I cocked up in my nervous embarrassment) but the climb rate seemed ok (about the same as the Duo T's) and we could soon start thermalling again. All this time I was checking out the beautiful forested hills and castles that lay in ruins, overgrown with history.

Finally I threw it around a bit and landed. Well, I was told to land actually, Mac Ichikawa was patiently awaiting a turn back at the field. The brakes were very powerful. Combined with the flaps the main fear from the back seat was that I may hit the deck too hard, just like a previous pilot. Of course I did the opposite and came in a little hot and gently skimmed the airfield, bouncing a couple of times before gently easing to a normal ground roll and a stop.

I got out blown away with the potential of this aircraft. I expect a 27 metre wing would show it some legs, but for an easy to fly and ground handle aircraft this has to be the best thing to happen to twin seat gliding for some time – since the Duo in fact.

Fill it up to 800 kg; it just has to be the weapon of choice.

Next I waited while Mac had an interesting flight during a torrential rain shower. This was no problem for us as a small restaurant at the field made it a convivial experience, out of rain with some lovely Bavarian beverages to choose from. It made my day so to speak.

Our Schempp-Hirth day didn't end there. Down at a local bar/restaurant for some of that white (wheat) beer that I loved, and Sally and I could meet informally with some of the great characters that make this historic company so successful. This meeting went on till well after bedtime and it was a great way to end a fantastic day. A day in the company of enthusiasts that, when all is rendered down, share the same love of this sport we all do.

The way home was fun as well with a sweeping visit to Serres in South-eastern France where that legend Klaus Ohlmann operates in the summer. This is where Ben Flewett spends a few weeks in the French Alps flying with some ex pat Kiwis and a few poms too. It was great to catch up.

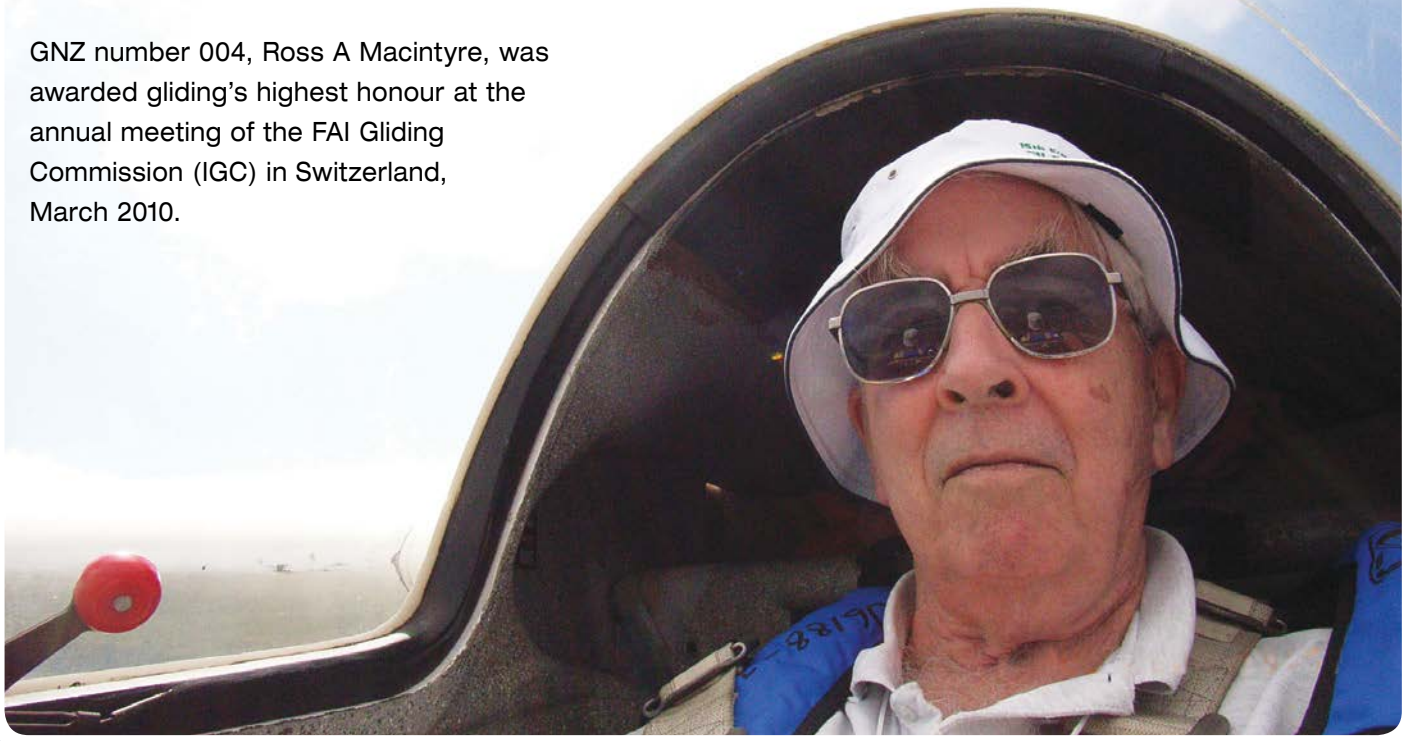
Anyway, that's another story best told over a few cold beers after a decent cross country flight.


Photo Bernd Webber

ROSS MACINTYRE AWARDED THE LILIENTHAL GLIDING MEDAL

Compiled by Max Stevens

GNZ number 004, Ross A Macintyre, was awarded gliding's highest honour at the annual meeting of the FAI Gliding Commission (IGC) in Switzerland, March 2010.



Ross joined the Wellington and Wairarapa Gliding Club in 1959. In 1963 he became the Press Officer for the 1st New Zealand Gliding Championships, to liaise with the local newspaper and to write a story of the Championship for Gliding Kiwi.

His work as publicity officer lifted the profile of the sport of gliding, with his articles being published for many years in many magazines. In 1970 he took over the Awards work for the NZGA, a role he continued until his relocation to the UK in 1992.

He found a number of areas in the Sporting Code that could be improved and recommended the code be reworded. Nearly all his recommendations were accepted by the IGC.

In 1990, when the IGC meeting was held in New Zealand, the Sporting Code Committee Chairman took the opportunity to visit Ross in Auckland and in a couple of days of hard work, they reworded a great deal of the Code into more accurate English. In 1999 Ross took over the chairman's position on the Sporting Code Committee, a position which he still holds today.

Under his chairmanship the Sporting Code Gliding Section was rewritten many times over the years to keep up with advances in technology. Visual sighting from the ground was replaced by photographic evidence. Then photographic evidence and barographs were replaced by the electronic flight recorders we have today.

In addition Ross is often consulted by the FAI or by various National Airsport Controls for advice on problems that they have found in claims for badges or records. His contribution to the sport of gliding and his enthusiasm and dedication to the whole area of awards and the updating and maintenance of the Sporting Code over some 29 years is remarkable. Under his leadership the IGC Sporting Code Committee has carried out their work tirelessly and efficiently.

When Ross learned of his nomination by New Zealand, he was flabbergasted – in fact he exclaimed that his "flabber had never been so gasted!"

The Lilienthal Gliding Medal rewards a particularly remarkable performance in gliding, or eminent services to the sport of gliding over a long period of time, the FAI created this medal in 1938. It may be awarded annually to a glider pilot who has: - established an international record during the past year; or made a pioneer flight (defined as a flight which has opened new possibilities for gliding and/or gliding techniques); or rendered eminent service to the sport of gliding over a significant period of time, and is still an active glider pilot.

Ross joins a very select band of Kiwis awarded the Lilienthal:
2010 Ross Macintyre
2002 John Roake
1994 Terry Delore
1991 Ray Lynskey
1985 Dick Georgeson

Congratulations Ross

RASP AT THE TAUPO NATIONALS – LOTS OF INFO, BUT IS IT

Over the last couple of months, first at the Drury Comps in January, and then at the recently completed Taupo Nationals, we've had the opportunity to use the RASP (Regional Atmospheric Soaring Prediction) system in anger. In doing so, we hoped to answer a few questions. Such as:

Is it any good?
Is it useful?
Is it just another computerized distraction that provides lots of pretty pictures but doesn't actually contribute anything new?

In short, the answers to these were yes, yes and no, respectively, but in the interests of padding out column inches with some pretty pictures, I shall now elucidate.

At Taupo, Roland van der Wal was the 'head honcho' weather forecaster and it was my job to feed him the RASP forecasts and help integrate them with the big picture. Roland and I were also flying, so we had to (as Roland so succinctly put it) "put our balls on the line" repeatedly. Our respective testicles got a good airing! Before I delve into a day-by-day account of the aforementioned ventilation, I'll briefly talk about the benefits and pitfalls of computerized weather forecasting, then describe the RASP system and what it will and won't do.

Computers and Weather Forecasting

Predicting what any particular part of the atmosphere is doing comes down to knowing four things: its pressure; its temperature; its humidity; its velocity. For any small cube of air, you also have to know what's going on around it – how the "walls" of the cube affect what goes on inside the cube. The equations which govern the behaviour of the cube of air are proven and well-known, so the whole modelling process comes down to three steps. Firstly, establish the boundary conditions – what's happening to the walls of the cube; secondly, establish the initial conditions of the cube contents; thirdly, solve the equations to find the final state of the cube contents. Easy really.

The limitations of these techniques show up when you start scaling things up. Knowing how a cubic foot of air will behave is one thing. Knowing how billions of these cubes behave and interact with each other is something else entirely. Herein lies the forecaster's dilemma: know nothing about everything or everything about nothing.

If you're well-funded, you can afford a very fast computer, so you can examine the air behaviour of the entire globe in reasonable detail. NOAA (the US National Oceanic and Atmospheric Administration) uses such a system to produce the Global Forecast System (GFS) model every 6 hours – the atmosphere up to 35,000 ft is modelled in 110 km square blocks over the entire globe. MetVUW and the NZ Met Service use smaller systems to look at only the SW Pacific region. Each of these computer models is regularly updated with the latest actual weather information so, theoretically, they should all do a reasonably good job of forecasting. Theoretically. In practice, there are three flies in the ointment.

Chaos, Garbage and Ground

The equations that govern the behaviour of the atmosphere are chaotic – tiny differences in the starting conditions can lead to wildly-different final conditions. Practically, this means that you can have confidence in a computer forecast one or two days ahead but after that, the accuracy gets worse. The more complex a situation, the harder it is to issue long-range forecasts. Currently, NOAA, MetVUW and the Met Service all produce reasonable forecasts up to a week in advance, provided that 'normal' conditions are prevalent. When things get complicated (deep lows, complex occluded fronts, events happening on scales smaller than your atmospheric block size), MetVUW seems to do a better job than the other two.

The next critical factor in a lot of modelling is the accuracy of the initial conditions – if you put garbage in, you get garbage out. This was highlighted during last year's Northern Regionals (or 'The 2009 Super Sailplane Saturation Soirée') when both NOAA and the Met Service were forecasting periods of fine breaks. Ha!

The last problem with the big forecast systems is the detail of terrain they can cope with – the same size as the blocks of air. Want more detail? Buy a bigger computer. MetVUW and the Met Service seem to operate models with a 20 km grid, so they're better than NOAA but still not ideal.

RASP BLIP maps – the Solution to the Woes of Soaring Life

This is where the RASP system can potentially be a great benefit. It's already been described in SoaringNZ issue 13 by Mats Henrikson but I'll repeat some salient points here. The RASP program sits on a fairly fast (but otherwise ordinary) computer. It downloads the latest GFS run and uses this as its boundary and initial conditions. It then generates a forecast model including terrain on a grid as fine as 1.3 km square. Pretty good, but it still needs to be treated with caution.

BLIP stands for Boundary Layer Information Prediction – note the first two letters. The boundary layer – the layer of the atmosphere where the thermal activity occurs – is modelled using a series of discrete atmospheric slices. As height increases, the slice spacing increases also. High cloud (cirrus etc.) is often thin cloud, so it can be (and frequently is) missed out. Its detailed presence is often difficult to predict anyway and if NOAA misses it, so will RASP.

Surface water and humidity can also be a problem. NOAA forecasts use the humidity of local air-masses but tend to ignore any contribution from ground evaporation. This is especially problematic after heavy rain – there can be so much moisture around

ACCURATE?

By David Hirst

that, although the forecasts for post-frontal conditions show nice high cloudbases, the actual bases are a lot lower. RASP copes with this better than the Met Service but it doesn't take into account any soil porosity or rain history. Yet.

Finally, the whole of NZ is currently divided up into four regions, and the full fine-scale forecast for each region takes about three to four hours to complete. This is not a problem if you're only running one region but, to make forecasts for the whole country in a timely manner, Mats starts them about 24 hours in advance. Consequently, if things change rapidly, the forecasts will be out of date before they're released. Caveat emptor. The solution to this is to have four separate PCs, one responsible for each area of the country. Why four areas? In setting up the NZ system, Mats has gone for the greatest level of detail possible because, being made of small islands with varying terrain, NZ is a forecaster's nightmare. As you may have noticed, we are not Australia, where huge swathes of the country can be modelled as one big flat area of the same type of terrain.

So what will RASP do? Give you hour-by-hour forecasts for a whole range of useful things, including surface heating, Cu cloudbase, thermal strength, surface wind, sea-breeze convergence and sink, and wave bands. RASP will not give you 100% accurate forecasts all day, every day, improve your thermalling technique or add points to your best L/D.

OK, you get the idea. Now some examples, all taken from the recent Taupo Nationals.

Day 1, Saturday February 20th

It's looking like a good day, with the rubbish of the previous week having finally moved off. So what does RASP tell us? First off (see Figure 1), what's the likely cloudbase?

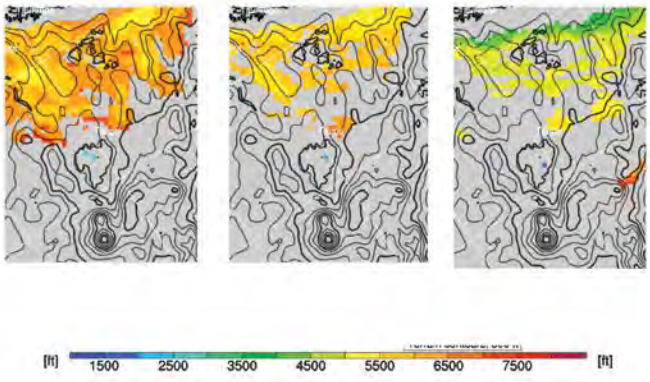


Figure 1: Cumulus cloudbase at noon, 2pm and 4pm

These three pictures show an enlarged section of the NI, centred on Lake Taupo, with the Rotorua lakes at the top and the National Park mountains at the bottom. The thin white lines are lat/long – the pictures have been rotated to best cover the bulk of the North Island. The black lines are mostly terrain contours.

Grey areas mean "no Cu's likely" i.e. the condensation level is higher than where thermals will stop. Even though it looks like the cloudbase is descending, there are actually different colour scales in use for all three plots (which I won't show here, since obfuscation often offends) – the cloudbase would stay at around 4500 ft – 5500 ft all day.

OK so far. What useful thermal height can we expect? Go ye to Figure 2. Note that this "useful height" is determined by where the thermal strength starts to taper off, so it can often be lower than the cloudbase.

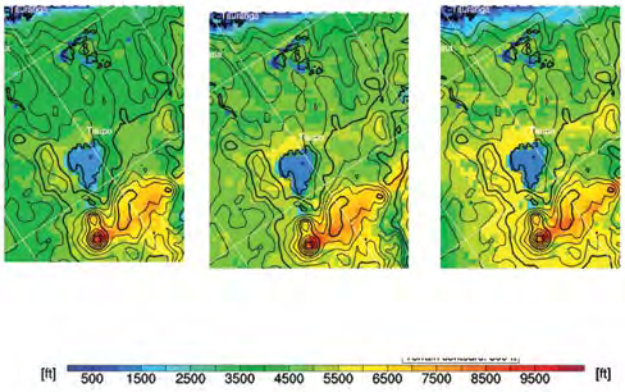


Figure 2: Useful thermal height at noon, 2pm and 4pm

Thermal height generally gets higher as the day warms up, is pretty good over high ground but is comparatively lower to the east of Lake Taupo (you'll see why later).

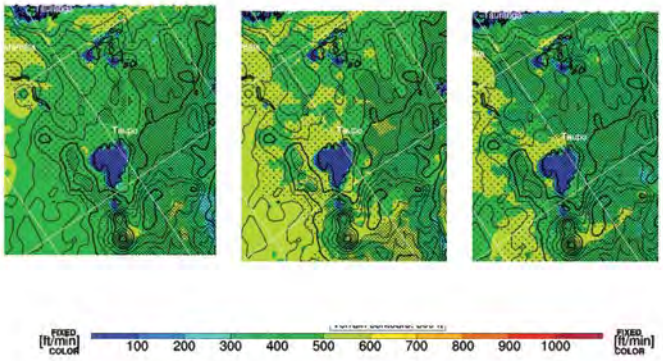


Figure 3: Thermals strength and workability at noon, 2pm and 4pm

So, those thermals then – how strong will they be? For answers, stare at Figure 3 until you see Elvis.

We can expect 4-5 kt thermals mid afternoon but things get weaker out east later in the day. The denser the stippling, the

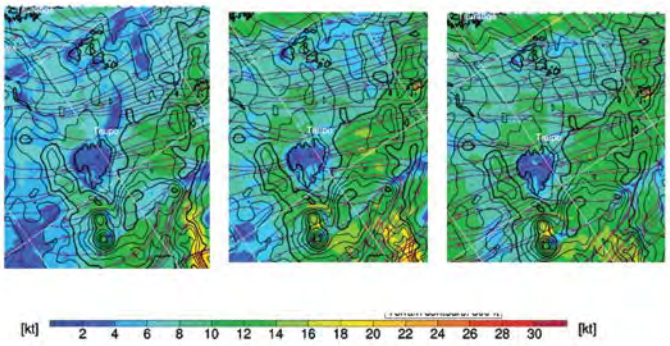


Figure 4: Surface winds at noon, 2pm and 4pm

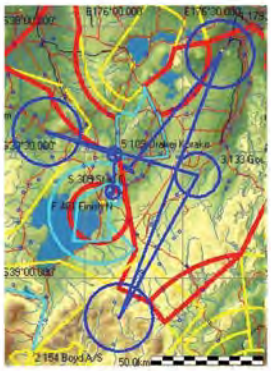


Figure 5: The Open/18m Task for Day 1

harder those thermals are going to be to work. Note that, out to the east of the lake, those thermals are weak and scrappy – we have been warned! It's a good day to set a task out north and west.

Why so bad to the east? Let's look at surface winds in Figure 4.

They're generally west to northwest, which means that a cool lake breeze will kill off anything low to the east from mid afternoon.

Right, enough forecasting. The task for the day is shown in Figure 5.

I'll describe the flight in more detail later. What happened? Both forecasters landed out, so we got our comeuppance! In fact, quite a few people got shot down by the lake breeze and only 3 out of 41 gliders completed their respective tasks. There was slightly more cloud than forecast (often the way on blue days) and slightly weaker thermals, but generally 8/10 for RASP.

Day Four, Tuesday 23rd

As shown in Figure 6, winds are forecast to be light northerlies pretty much everywhere.

Cloudbase looks OK to the north and west, but seems to be turning blue to the southeast. The Cu cloudbase (when present) is shown in Figure 7.

The thermals seem reasonable, practically up to cloudbase, as is patently obvious (?) from Figure 8.

Thermal strength is OK, with some areas easier to work than others. Gaze fixedly at Figure 9 and hum until others back away slowly.

Moreover, there are some convergence lines forecast near to the lake, as well as sea-breeze fronts on the coasts. There's an inversion still hanging around, so streeting is looking likely. Look at Figure 10, especially the stronger (orange or red) convergence lines near coasts, hills and the lake edge.

In short, it's looking like a good day. The problem is that the day takes a while to heat up. A shorter racing task is eventually set, as shown in Figure 11.

There ended up being some good convergence lines to follow; the day was slow to get started but it turned out pretty good. As to the RASP model? I'd say 7/10 for the day. A few more clouds

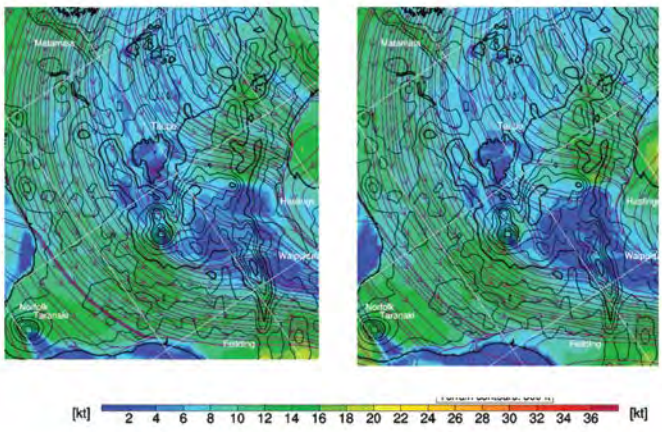


Figure 6: Surface winds at 2pm and 4pm

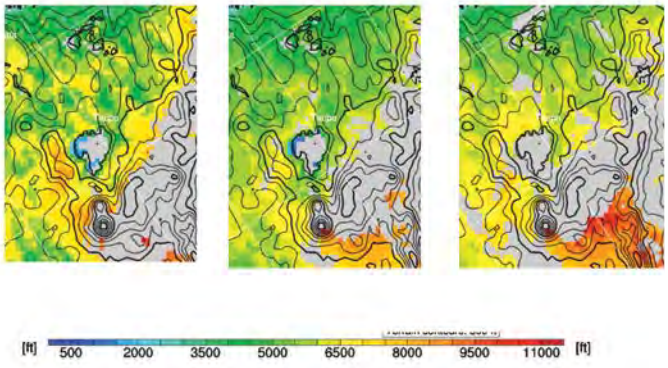


Figure 7: Cu cloudbase at noon, 2pm and 4pm

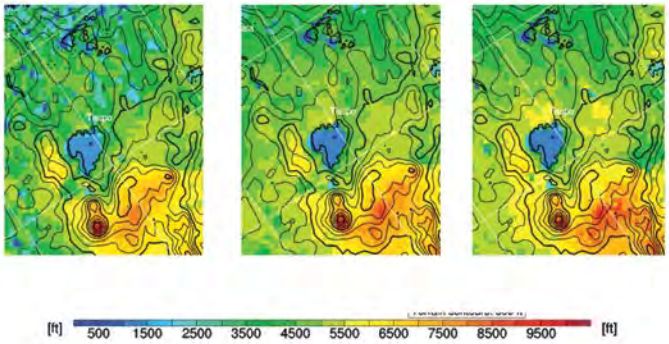


Figure 8: Useful thermal height at noon, 2pm and 4pm

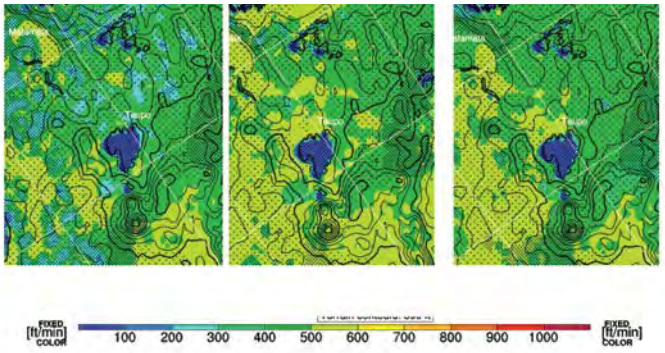


Figure 9: Thermal strength and workability at noon, 2pm and 4pm

than forecast and cloudbase a bit lower, but the wind was more northwest than the forecast north, so that brought in a bit more humidity. A forecast run closer to the task time would probably have picked this up – a recurrent complaint for the six flying days. Overall, I'd still give RASP 8/10. Roland and I deliberately erred on the pessimistic side and were frequently granted better conditions. Some days, a pessimistic forecast was warranted; Brett Hunter was heard to comment on such a day that RASP "was spot on, unfortunately".

You can read all about the Nationals in other articles but I hope I've managed to convey here the fact that RASP is a useful addition to the forecaster's toolbox. A local pilot with lots of experience of a certain area will usually be able to come to the same conclusions as RASP, or be able to tell when it's telling porkies, but not everyone is able to bend the ear of a suitably-cooperative local.

So what do you do? Have a look at the RASP forecast on a website. Currently, Mats Henrikson runs the two SI models daily (http://zakalwe.com/rasp/), with the NI available given advanced notice. There was enough interest at Taupo to start technical types talking about Plans – plans that are afoot to possibly generate the forecasts locally and feed them in to the GNZ website. Wouldn't that be interesting! Watch this space.

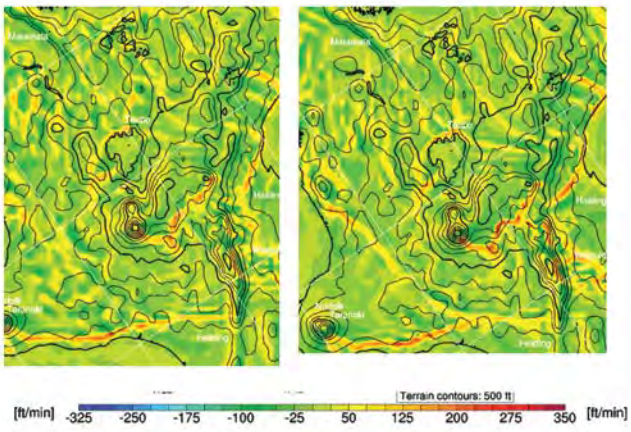


Figure 10: Convergence areas at 2pm and 4pm

Figure 11: Open / 18m racing task for Day 4

GLIDING NEW ZEALAND NEWS

MAX STEVENS GNZ EXECUTIVE OFFICER

This column is intended to give readers an ongoing insight into the activities of the gnz executive and its committees. Rather than a detailed report on matters currently under consideration, here are some recent items of significance.

2010 MEMBERSHIP DIRECTORY At last year's AGM, clubs said they wanted a hard-copy directory every couple of years, provided it didn't cost much. We recently delivered on that request, with the production of a simple directory taken from the central database after the annual cut-off for affiliation fee billing. This was couriered to clubs in bulk in early March, so if you haven't got yours yet – ask your club secretary why not! If you spot any errors in physical or email addresses, telephone numbers etc, please email your corrections to membership@gliding.co.nz

AGM COMING UP The 2010 AGM weekend is at the James Cook hotel in Wellington on 12-13 June. The formal notice of meeting and other details has gone to clubs, and can also be downloaded from the GNZ web site along with the registration form. Nominations are sought for the Angus Rosebowl, Friendship Cup and the Air New Zealand Soaring Award. Remember, if you want to change the way GNZ does anything then you need to arrange for your club to submit a remit to the meeting. The deadline for remits is 12 May.

NEW FACES AT THE HELM Steve Care is now our Northern Regional Operations Officer. Arising out of Mike Dekker's untimely passing, George Rogers is temporarily acting as the National Operations Officer and Karen Morgan has joined the Executive Committee. Dr David Powell is our new Medical Advisor. Laurie Kirkham will be taking over as GNZ Treasurer from the date of the AGM.

We are all highly indebted to Brian Chesterman, who has been very effective and hard working as our Northern ROO for many years. And Bruce Cunningham, who has done an incredible stint as our Treasurer for several decades! There will be tributes to Bruce's and Brian's Stirling efforts in a future issue.

GNZ's RECREATIONAL ORGANISATION CERTIFICATE CAA has at last completed the renewal of our Part 149 Certificate for a further five years. As part of the process we took the opportunity to rewrite and update our Exposition. Some MOAP amendments were also required, largely to reflect new delegation arrangements. As usual, the latest versions of both documents can be downloaded from the web site. Also posted is a list of the main MOAP changes.

RADIO & TRANSPONDER PROCEDURES - *New Advisory Circular*
How to use radios and transponders, plus the exams you need to pass – all is revealed in AC 2-11, a new GNZ Advisory Circular. You can now do your QGP radio qualification without having to pay for an ASL exam. Whether you are learning to fly gliders or just need to brush up on procedures, this new AC is for you!

Remember that GNZ Advisory Circulars and forms are continually updated, so I repeat my last homily to clubs to do their members a favour – periodically check the current status of forms at http://www.gliding.co.nz/moap Print off a small stock for the checkers van, and bin the old ones.

SoaringNZ nationwide photo contest

HURRY LAST CHANCE!

YOUR PICTURE ON THE COVER!

(or the centrefold)

Photo Contest Deadline 2 May 2010. Get your pictures in soon.

The contest is open to any subscriber of SoaringNZ. New Zealand residency is not a requirement but the photos must be taken in New Zealand. They must have been taken within the twelve months running up to the competition deadline. Multiple submissions are welcome.

a Nikon Coolpix S10
is up for grabs courtesy of
Photo & Video International
in Christchurch.

photo & video INTERNATIONAL

Nikon Coolpix S10
6.0 Effective Megapixels
Vibration Reduction
10x Zoom – Nikor Lens
2.5 – inch LCD
Versatile swivel design
Pictmotion by muvee
One touch portrait button

Press photographer Martin Hunter will head the judging panel.

Photos will remain the property of the photographer but submitted photos may be used in SoaringNZ or the SoaringNZ calendar.

Photos must be digital and either TIFF or JPEG format.

Images need to be of at least 3MB.

Email your submissions to soaringnz@mccawmedia.co.nz or post a disc to: Photo Competition, SoaringNZ, 430 Halswell Road, Halswell, Christchurch 8025

If emailing please put "photo competition" in the subject line. Please send only one large image per email.

In the message put photo caption, details on where, what and who the picture is of, camera details and your name and contact details. If sending a disc please include this information in a Word document on the disc. Print it out and include it in the package as well.

No responsibility will be taken for material not received.

Submission deadline is 2 May 2010. Results announced next issue.

TRAINING WEEK
FEB 2010 AT LAKE STATI

By Frank Saxton

The fourth consecutive annual ab initio training camp ran at Lake Station from 21 to 26 Feb 2010. Each year, I think, we become a little better at running it.

The course is now based around the club's two Grob 103s: Mike Zulu and Alfa Juliette. They are launched by the club's truly impressive TOST winch (the club also has the older home built 'yellow winch' as back up if needed). This TOST winch is so powerful we have built a hand throttle with notches in it. I don't think we once set the full throttle notch on the course. Winching is obviously God's gift to glider pilots under training, as it enables cost effective and rapid turn around launching, perfect for landing practice. We did a total of 130 launches on the course and flew a total of 33 hours 24 mins.

Club member Robin Black provided his Piper Cub BTI with tow hook for back up if it was needed. It proved very handy, providing a more reliable means to get some of the cross country flights established.

The purpose of the course is to recruit new members and is restricted to six students. The original idea was to involve the three clubs from the top of the South Island: Canterbury, Nelson and Marlborough. The concept of the commitment of six consecutive days of ab initio training is without doubt, in the minds of those who have participated, the most efficient use of time and money for all involved. A course creates camaraderie and support amongst the students and a disciplined and coordinated approach to the task by the instructors. Humans are social animals and residential camps are always great for that.

The tower of strength is Jerry O'Neill. Without him there wouldn't have been any course. Unfortunately weekends are no longer the guaranteed 'time off' for workers they were in the past. However students can often take a six day holiday and instead of going to Fiji, for example, spend their time and money learning to fly.

We have the use of the The Red Deer Lodge which is at St Arnaud village about 9 kms from the strip. It was built on National Park Land by the Nelson branch of the Deerstalkers Association. The lodge has excellent facilities but what is truly remarkable about it is the huge mother of a lounge/hall room with its open fire not quite capable of taking trees whole. The walls are festooned with ancient stag heads. It is in this room we humbly set up our overhead projector (thanks GNZ) to show our PowerPoints and video clips each night. This year we had no real wet weather so the evening sessions became rather compressed to cover the syllabus. There is a dinner at the local pub on the last night of the course.

Photo Scott Ostermann

Photo Frank Saxton

Photo Frank Saxton

L & R: An impressive visitor, the C130 Hercules. T: The two training gliders used on the course.

Every student got to experience an extended cross country flight. Although the weather was mostly fine it had a stable quality to it, common for this time of the year. Nevertheless modest cross country flights were undertaken, commonly involving the local downwind Raglan Range which is nevertheless three mountain ranges away from the strip and across one lake.

The lovingly rebuilt mascot glider the Ronlerche (BW) was pulled out from the back of the hangar one day and all of the students that could fit in it had an instructional flight. It is amazing how cramped and primitive the old girl is after what we are now used to. But it flies with a certain lightness and agility that is endearing. On another couple of days the Air Force landed one of their huge C130 Hercules transports on our narrow strip and took off again.

Each person on the course will have had their own experiences and highlights, and no doubt their frustrations as well. By the end of the week I was so 'flown out' or otherwise exhausted that I couldn't be bothered getting my beloved Discus out of its trailer. Six days of instructing takes its toll. But the highlight for me was the day when the departure of a front caused the two Grobs to perk up. They went gambolling off on cross country flights with a new found enthusiasm, running after one another along cloud convergences that seemed to just go on and on. We only came home as it was getting to dinner time.

And to see one of the students almost moved to tears by the wonder of being congratulated for flying his first solo is to realise there is truly magic in this world.

Yes, we will do it all again next year... 27 Feb to 4 March 2011.

The TOST Winch

Photo Frank Saxton

SoaringNZ

Warbirds over Wanaka 2010

Photo John McCaw

Мой слишком мимолётный роман с удивительной русской звёздочкой.

My all too brief affair with a wonderful Russian Starlet

AVIASTROITEL AC5M RUSSIA SINGLE SEAT SELF LAUNCHING SAILPLANE ZKGPF

By Roger Brown

The AC4 Russia was the 'World Class' design contest runner-up, to the PW5. Apparently many overseas journalists felt the wrong glider won. The AC5M is the updated motorized version of this glider. Introduced to one at Christmas time, Roger Brown fell in love with it.

My involvement with this lovely Russian began when Thomas O' Rourke generously offered me a flight in his aircraft during the 2010 Xmas Camp at Matamata.

ZK GPF has a very petite wingspan of only 12.6 metres, and a high aspect ratio of 20.6 giving an 'average' wing loading of 3.4 kg per square metre. With her small wing area and relatively high wing loading, I was very interested to see if she would climb and handle our (at times) challenging Waikato thermals. She was fantastic. My affair of the heart with this starlet had begun.

I decided to have my first flight as an aerotow launch, so as to get used to the handling before doing a self-launch takeoff. The cockpit was spacious and should accommodate a variety of pilot shapes and sizes. On aerotow she behaved and handled very well. The controls were light and harmonious.

Once I released from the tow plane it was time to have a little look at the flight envelope and its parameters, whilst attempting to remain airborne. Fear not. This lady just excelled with her climbing ability. She turned as if on rails, the controllability of the aircraft being a big part of her thermalling success. She was a very easy aircraft to trim. The flight manual states her rate of roll as a 90˚ roll in 3.5 seconds, however at 51 knots I'd say this glider was quicker than that. It felt as if I was flying my own mini jet or 'hot rod' as far as her handling is concerned.

Rudder control was positive and adequate. I did however forget to check out the aileron drag effect. It took no effort to balance the turns. Speed control was easy, but I found this little pocket rocket really wanted to go if she was allowed to. I themalled comfortably between 45 knots to 55 knots, able to feel the thermals as one does in say a KA6. She thermalled beautifully.

So now let's get down to the naughty bits shall we? Basic stalling, wing drop stalls, steep turns etc. The flight manual does not allow for spinning unfortunately. Basic stalling speed with my weight aboard was 39 knots IAS.

This sailplane is fitted with wing fairings. They obviously work well, as at the point of stall there is a little warning but no excessive buffeting. However it did want to drop its left-hand wing quite abruptly as well as a noticeably pitch nose down at the point of stall. Standard recovery procedure applied, no issues there.

After thermalling back up to 3000 ft agl, I did a series of five stalls with a variety of wing drop scenarios. All good. All predicable and easy recoveries. Great stuff. Steep turns were a real delight as one rolled from one 360˚ to another. A series of figure of eights once again reinforced her quick and harmonious handling qualities.

L: The Russian Starlet with Thomas O'Rourke the proud owner.

The flight manual gives a minimum approach speed of 55 knots at this wing loading and says to use no more than half dive brake at the round out phase. The glider was very easy to land and control on the ground. The dive brakes give a very adequate glide path control with no noticeable trim change. Excellent.

Two more outings followed with her in self-launch mode. I decided to spend about 15 minutes cockpit time on the ground just running through the engine cycling sequence: engine out, engine in, etc. All the engine retracting and bay door operating controls were on the right-hand side of the cockpit, whilst the fuel primer, throttle, wheel retraction, elevator trim, and dive brake controls were on the left.

So, ignition on, one pump of the fuel primer, throttle set, control column held to its rearward position, brake on. "All clear propeller." Engage. The 27HP 2 stroke Compact engine instantly comes to life. A small warm up period to allow the engine to reach its operating parameters, an all clear from Thomas my wing runner and we are off with good acceleration and very good initial controllability. The Russia does in fact have a very good wheel faired into its wing tips so one could easily do a wing down launch if required. Initial climb out speed was 55 knots coming back to 51 knots to hold an easy 400-500 ft/min rate of climb. Engine temperatures remained very constant. I raised the retractable main wheel and settled in to the climb. At the top of the climb, I pitched over, reduced power and allowed the engine to cool sufficiently before switching it off. The engine retraction controls are all mechanical, so nothing really should go wrong.

It all worked like a dream. A rear-viewing mirror inside the cockpit gave a good view of this procedure.

On my last flight I decided to check her out at speed, so I flew the last several miles back to the airfield at the max rough air speed of 87 knots. At this speed she felt very solid and secure and flew as straight as an arrow. I arrived over the top of the airfield on the non traffic side at 1000 ft agl and did a very easy pull up of 350 ft to regain some of the height back. Fantastic. Flew the circuit at 55 knots and a base leg and a final approach speed of 60 knots to contend with a gusty 5 to 8 knot crosswind component. It was all so easy for her.

So, my thoughts of this wonderful Russian Starlet. This AC5M is certainly a heavier sailplane than its non motorized counterpart the AC4. The maximum all up weight of ZK GPF is 660 lbs which is only 20 lbs less than my Std Libelle without water ballast. Because of the very efficient high aspect ratio wing, the actual wing loading could be seen by some to be high. However with that comes great performance at speed, but she still somehow managed to climb in tight uncooperative Waikato thermals with the ease of a lighter loaded sailplane.

The engine retract system is all mechanically activated, no frills but very simple and very effective. I very much like the idea of how this design is set up. The engine is raised from front to rear, hence the propeller is well away from the canopy and cockpit area when in powered flight. There are no retaining wires, but an over-center locking system within the mast structure. This I believe to be far safer than alternate forward mounted systems. Another benefit of this direction of travel is the motor weight must be sitting very near or on the actual c of g when it is retracted forward. I really do not remember any trim changes during the retraction process. It all seemed quite a natural process both flying wise and retracting wise.

It has a very good automatic control link up system when rigging and is easily rigged single handed. It is even fitted with turbulator tapes would you believe. Her performance as a high performing sailplane has never been tested here in NZ. However, Derek Piggott, the legendary British gliding instructor, at the age of 81 completed a 505 km task in the UK flying an AC-4 where he beat many younger pilots who were apparently flying superior machines.

I do believe that on a normal Waikato cross country day this aircraft would really perform. With her excellent handling qualities and a very credible 1:35 glide angle, this has to be one of the most underrated sailplanes that I have had the opportunity to fly.

My many thanks to Thomas O' Rourke for allowing me the privilege of flying his very special Russian Starlet.

SPECIFICATIONS

AC5M	
Wing Span	12.6 metres (41ft.3inches)
Aspect ratio	20.6
Wing area	7.7 square meters (83 square ft)
Max wing loading	38.9 kg per square meter (7.95 lbs per square ft)
Empty weight	181 kg (400 lbs)
Max AUW	299.64 kg (660 lbs)
VNE	119 knots
Max rough air speed	87 knots
Max control deflection speed	84 knots
Max aero tow speed	84 knots
Max winching speed	60 knots
Engine	MZ35 compact radial single cylinder 2 stroke 27 HP at 6250 rpm
Est. take off distance	700 ft
Est. rate of climb	600 ft/min

Without doubt, 2009 has been a very challenging year for the aviation industry as a whole and for glider manufacturers in particular. Different companies have employed different strategies to survive the financial crisis and sharply declining sales.

NEWS FROM THE SCHLEICHER FACTORY

Photo Bernard Eckley

Australasian Schleicher agent Bernard Eckey updates us with news from the factory.

Photo Bernard Eckley

Smaller manufacturers – especially those with a limited product line – seem to be most affected. Some of them are attempting to make use of their production capacities by seeking orders for composite components from sources outside the aviation industry.

Schleicher's approach has been very different. A longstanding strategy of accelerated development has led to product innovations and the recent introduction of two new models. Steadily improving even their best selling products has put the company on a path of growth while the aviation industry is generally reporting mass redundancies and sharply declining production figures. Here is some up-to-date information on the situation at the world's oldest and largest manufacturer of gliders and motor gliders.

The successor of the ASH 25 has been introduced at the AERO trade fair earlier this year and is called ASH 30 Mi. The fuselage interior has undergone minor refinements following suggestions made by pilots from all over the world. The aircraft is designed for a wide range of possible wing loadings and a maximum all up weight of 850 kg. Standard features are winglets, automatic control connections and a 2-pack PU finish. At the time of writing, the prototype wings are nearing completion and when this article goes to press the maiden flight is likely to be imminent. Enough firm orders with fully paid deposits have already been received to utilise the production line for several years. It underlines the confidence of the gliding fraternity in the Schleicher design team and the skill of its workforce.

An even larger number of orders has been received for the ASH 31 Mi. (SoaringNZ has reported on this aircraft in issues 8, 10 and 12) This new 18/21 metre self launcher seems to fit a large market segment very well and suits the current trend towards total independence. With the shorter wings it allows pilots to compete in 18m class, but after fitting the long outer wing panels the ASH 31 Mi can also be entered in open class. In this configuration it can also be utilised for recreational flying with open class performance. In both wingspan versions the ASH 31 is equipped with the same outer wing panels that have already made the ASG 29 a hit amongst competition pilots. Pilots attest the new model to have an equally excellent feel for the air and are full of praise for the pleasant handling and the outstanding performance.

Pilot feedback is matched by recent competition results. It clearly indicates that modern 18m gliders can match it with any of the current generation open class gliders due to their highly efficient wing sections and much better agility. For this reason it is fair to assume that the recent trend towards ever increasing wingspans in open class is fast coming to an end. Schleicher has a very large backlog of orders for the ASH 31 Mi and if the current level of enquiries is anything to go by the order book is likely to grow further in the months to come. All new Schleicher self launching gliders will in future be equipped with the fuel injected rotary engine featuring electronic altitude compensation.

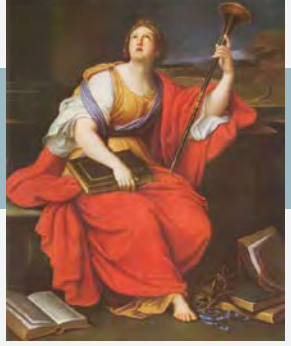
Even though the ASG 29 is still the best selling aircraft in the Schleicher stable, it recently underwent a design upgrade. It proves that even the most popular gliders can be improved and that the designers are not resting on their laurels. The main improvement is not visible at all and is hidden inside the wing. A cleverly reinforced inner wing skin ensures that previous spar bump issues are a thing of the past. Stiffening the wing next to the spar ensures that, even after regular and prolonged use of water ballast, wing skin distortions are as good as eliminated. Comparisons with wings of the same age (but built to the old design) have shown that the new measures reduce wing distortions to a point where they are now on par with any other model of any other manufacturer. The well liked flexibility of the wing was not at all compromised by these reinforcements and the renowned turbulence absorbing characteristics of Schleicher wings have been retained. Obvious progress in this area has not compromised a smooth ride with maximum pilot comfort.

The sustainer engines of the ASG 29 E and the ASW 28-18E have also undergone changes in the name of progress. A purpose designed propeller allows higher engine revs and the ensuing higher power output has resulted in a much increased rate of climb. The climb rate of the ASG 29 E for example is now reported to be 1.2 m/s or 2.3 kts at 420 kg. A modification kit is available for all existing ASG 29 E gliders. Part of the upgrade is a new engine instrument, which is provided by the factory in exchange for the old one.

Continuing demand for the ASK 21 trainer is underpinned by the increasing popularity of the self launching version. The ASK 21 Mi allows not only totally independent pilot training but also enables the owner to offer passenger operations without relying on launch assistance of any kind. Several European clubs are already conducting basic training in the self launching version of the ASK 21 Mi.

The efforts undertaken by designers, management and staff were rewarded by Aerokurier – the leading European aviation magazine. Their readers selected Schleicher as the "Best Brand in 2009". The award was accepted by managing director Uli Kremer on behalf of the entire workforce.

Stay tuned to this channel for further updates as soon as they are released by the factory.



CLIO'S *WINGS*

See page 37 for the answers.

By Clio, the Muse of History

Clio's Wings is a regular quiz in the American Soaring magazine. Clio is actually Raul Blacksten (inspired by the Clio, the muse of history), an historian and vintage glider enthusiast. This quiz appeared a few months ago and because of its reference to Phillip Wills of NZ's gliding Wills Dynasty we asked if we could reprint it.

Philip Wills

CLIO'S QUESTIONS

1. Philip Wills was probably England's preeminent glider pilot and promoter for his day, yet he is only really famous for his books on gliding and like British gliding in general during his day, he never seemed to quite measure up against foreign glider pilots. TRUE or FALSE

2. In 1934, Mungo Buxton designed the Slingsby Hjordis glider for Wills. Wills flew the glider in the 1935 British Championships and set numerous records in the glider. He also flew it in the 1937 World Championship, finishing way down the pack. Yet the glider had to be modified in order for Wills to fly it. Why?

3. The glider that Wills did not fly in the 1937 Worlds was one that Buxton designed specifically for the Worlds, which was initially called the *Hjordis 2*. Why did Wills decide to not fly this glider?

   A. It nearly killed him.
   B. It was not an improvement over the original Hjordis.
   C. Slingsby did not get it ready in time.
   D. Wills just did not want another glider.
   E. It was given to someone else to fly.

4. What is it that British glider pilots probably thank Wills the most for having done?

5. Entered in the Swiss World Championship, at Samaden, Wills was flying in the mountains near Lake Como when he struck an unmarked logging cable that stretched across a valley, and was killed. TRUE or FALSE

6. On the 15th of September 1957, Wills took a daring chance in order to test a theory. While the totality of what he accomplished was not ground breaking as it had been done before him, it was groundbreaking in one regard and there was likely a great pucker factor to the flight. What did he do?

7. Flying his Minimoa on the 1st of July 1939, Wills set the English altitude record. What kind of a lift source did he use?

   A. Moazagotl lift.
   B. Wave lift.
   C. Thermal lift.
   D. Cloud lift.
   E. Ridge lift.

8. Despite all of his years of flying and all of his records, Wills was never able to achieve a Diamond flight. TRUE or FALSE

9. Wills accomplished a lot of remarkable flights during his over 55 year soaring career, and they started almost from the beginning. Two years after his first glider flight, his first cross-country, in 1934, was a bit of a milestone for British soaring. Why?

10. Wills spawned a family of glider pilots who became famous glider pilots in their own rights. Which of the following is/are not part of his glider pilot family?

    A. Gavin Wills
    B. Justin Wills
    C. Chris Wills
    D. Chill Wills
    E. Lucy Wills

NEW ZEALAND JUNIOR DEVELOPMENT SQUAD
OMARAMA 12-20 DECEMBER 2010

WAVE AND RACING CAMP

Learn wave flying and glider racing from the masters!
Be prepared for the first New Zealand Juniors contest in 2011!

NZ Junior glider pilots are invited to attend a mountain wave and racing camp directed by Gavin Wills of GlideOmarama.com and assisted by top racing instructors from around the country. To join the squad Junior Pilots should be 25 years or under and hold at least a B certificate.

With about eight high performance two seaters and six single seaters a wide range of experience levels can be catered for. A parallel training programme for interested pre solo and post solo pilots is to be held at the same time.

Organised by junior pilots for junior pilots this awesome event is hoped to be the biggest gathering of young pilots ever seen in New Zealand.

BE THERE! For more information contact abbeydelore@gmail.com

Sponsors include New Zealand Gliding Clubs and GlideOmarama.com.
The GNZ Georgeson Trust will be awarding four scholarships for Junior applicants.

A QUESTION OF SAFETY

GEORGE ROGERS NATIONAL OPERATIONS OFFICER, ACTING

2009 was a bad year for gliding accidents – **a very bad year**

WHY?

There were sixteen reported accidents in New Zealand since the start of 2009, in which three pilots lost their lives and four sustained serious injury. Looking at the accidents, it seems that Lady Luck prevented a further five fatalities – imagine the consequences of that!

In the 10 years prior to 2009, our fatal accident rate averaged 2.4 per 100,000 launches – putting us amongst the highest in the gliding world. But the 2009 fatals bumped our previous 10-year average up to 3.3 per 100,000 launches – this is roughly treble the comparable rate in the UK, Germany and the USA. Clearly, we have a long way to go in the risk management stakes.

Over the last ten years, half of the accidents occurred during soaring flights involving experienced or relatively experienced pilots. Terrain impact caused ⅔ of the fatalities (8 of 12) over the 10 years. Outlanding accidents caused the other ⅓.

In the sixteen reported accidents, nine caused the destruction of the glider and four gliders were substantially damaged. That is almost 4% of the total fleet.

I urge you to re-read the article by Bernard Eckey on Risk Management published in Issue 11 (August/September 2009) of *SoaringNZ*.

It is clear that pilots must understand and appreciate their current skill and currency levels so they can make informed judgements about prudent limits they should set and discipline themselves to operate to. Bernard suggests we should "review our risk profile periodically – at least prior to every new soaring season".

We have to conclude from the review of serious accidents that Bernard's words are prophetic, "One poor judgement will increase the probability that another will follow ... If the poor judgement chain is allowed to grow, the chance of a safe outcome decreases rapidly."

GNZ will be putting a focus on supporting pilots at all levels in prudent decision making, especially about the limits they should set and discipline themselves to operate to.

At the end of the day, only you the pilot can make the in-flight decisions, and you need to realistically prepare yourself through honest and reasoned understanding of your skills and competencies. Opportunities to work with experienced instructors, at briefings or at periodic or Biennial Flight Reviews, to understand where you are at are a valuable opportunity to improve your safety.

ONE BAD DECISION LEADS TO ANOTHER

by Sandy Griffin

Sandy Griffin is the President of the Tauranga Gliding Club. She and her husband John used their holidays last year to fly in the Queensland State Gliding Contest out of Darling Downs in Australia. They are familiar with the area, having flown from the site in the past. Sandy was flying in the Club Class when she had an accident. She shares with us the sequence of events that lead to the accident in the hope that sharing her story will help others avoid similar events. Sandy's story is an example of what George Rogers was referring to in his safety column when he quoted Bernard Eckey's words, "One poor judgement will increase the probability that another will follow..... If the poor judgement chain is allowed to grow, the chance of a safe outcome decreases rapidly."

Monday 28 September 2009

First flying day of the Darling Downs Soaring Centre QLD state contest – the previous day and practice day were cancelled due to high crosswinds on 12-30. Field elevation 1230 QNH.

Today was a 15 kts and gusting, marginal, straight crosswind on 12-30. On the grid Club Class was first and I was the fifth glider to be launched – I told my husband, "I think they will delay the launch 30 minutes to an hour," and then the call came to launch. Before I launched I heard the first glider aloft saying that he was not able to maintain drop height of 2000 feet AGL. I did think maybe I should go to the back of the grid. (That was my first mistake. I should have gone with my instinct.)

Launch went well and I released at 3200 QNH (2000 AGL). The wind was strong and I was trying to find a thermal – upwind. I saw three gliders head off downwind and when I saw them next they looked to be climbing. I thought, stay upwind, but as they seemed to be climbing I followed them (second mistake). I remembered "stay away from the launch path" and so did a dog-leg to the other gliders, losing height. The thermal was strong and turbulent and the drift was huge and towards the airspace limit, beyond which was Military Air Space. I left and at this point it crossed my mind, should I go back to the field – I did not (third mistake).

I was low near the airfield and decided to do a turn (500 feet AGL) so I could land to the right of the fleet as instructed at briefing

if landing for a relight while launching was underway. I had not realised that the launch had stopped. I then did a turn and by now had become fixated with landing in the correct place (fourth mistake).

I turned again at 300 feet AGL and realised this was a bad mistake (my fifth). All I remembered was to keep the speed up (put the stick and trim full forward) so as not to stall and spin in, and when the turn was completed I was heading straight in and across 12-30 at 65 kts and in ground effect. I was over a cropped paddock and all I had to do was open the airbrakes – I did not (sixth mistake). I had become fixated with making the strip and all I could see then was that I was between the tugs and the gliders and thought they might be launching so tried as I reached the edge of field to turn slightly (seventh and last mistake). As I eased my grip on the control stick to attempt to turn a little I dropped the right wing (approximately 5 feet AGL) and could not hold it. The wing touched the ground causing a severe 180 degree, cartwheel type, ground loop – this resulted in the glider being damaged.

Result:

I sustained only bruising to the right knee area and a sore forearm and right side for about 24 hours.

The damage to the glider: rudder cable area was damaged, tail wheel damaged, canopy popped and damaged and electronic wires pulled out from some instruments. It had to go away for repairs and checking for any structural damage.

What had happened?

After each mistake my judgment became more impaired and in the final three mistakes my vision became more tunnelled. I was probably only reacting at the final two mistakes and not decision making.

I underestimated the strength of the wind and sink. In Queensland the thermals can be very strong but so can the sink and the area between thermals can be a long way too.

I underestimated that you can lose 200 feet plus in a turn in the strong conditions we had.

I over-estimated my 300 hours ability.

Things I Could Have Done Better

I should have gone with my first instinct and gone to the back of the grid. If I have any doubt about a launch I won't launch

After launch – my plan was to stay upwind and this is what I will adhere to – if it makes sense.

I should have cut off at a safe height, and in that day's conditions that would have been 800-1000 feet AGL. I need to do a complete circuit for the conditions or modify to land anywhere safely on the field or surrounding paddocks.

I need to remember the airfield is just another outlanding if conditions are difficult. Even without a radio call, everyone in the operations team is watching and will not let the tug and glider launch if there is a conflict.

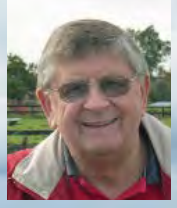
I should not get fixated with landing where the briefing states if that is unsafe due to conditions.

I need to make decisions early – earlier in difficult conditions, and fly the glider to land in a safe manner.

Remember FLY the Glider in a safe manner at all times – make early decisions and modify if needed – don't deviate from landing protocols where possible. Forget about contest rules/conditions if it means a safe landing; where possible call up on the radio to tell your intentions.

Observation:

Once you have made a mistake – each mistake you make after that becomes compounded, your visual responses narrow down and overload shrinks your ability to make clear/good decision making.



Peter Thorpe is an instructor and towpilot with Aviation Sports Club in Auckland.

EVENTUALITIES – IT APPLIES TO THE TOW PILOT AS WELL AS THE GLIDER PILOT

Remember the E at the end of the pre-take off checklist? Do you seriously think about all the possible scenarios you might be faced with during and shortly after take-off? I like to use the check as an opportunity to lift my head out of the cockpit and focus on the big wide world outside and consider what could go wrong.

Recently I was lucky enough to be asked to instruct at the NZ Cadet Forces Gliding Course held at Dannevirke in late January. We had a nice long but quiet grass airfield, 19 keen cadets, a bunch of instructors, tow pilots and Cadet Force staff; add in some Army chefs and we were in business. I was sharing a very nice Grob 102 Twin II GNP with Roger Brown from Piako and on about day two the press came to visit and I got to take a local photographer lady for a flight to get some aerial shots of the town.

The take off behind a Pawnee was normal and we cleared the sewage ponds (thank goodness) and headed north towards the town. I was chatting to the passenger and noted all looked normal but I became aware that climb rate was low and the airspeed was getting down towards 60 knots. My ageing brain was just starting to think that something might be wrong when the tow plane wings rocked violently and an apologetic voice on the radio announced he had an engine problem and was returning to land downwind on the runway in use. After release I found myself at 700 feet on the edge of town so the photographer took some quick piccies and we turned back to join downwind at 400 feet for a low circuit to a normal landing. Not such a big issue for us in the glider.

The tow plane meanwhile completed his landing and taxied to the edge of the field leaving a huge trail of black oil on the grass. It turned out the pilot had experienced a loss of power and some vibration that he initially suspected was a carb icing problem. He tried the usual fix of applying carb heat but when the problem got worse he decided to wave me off and return to land. The problem was a completely fractured cylinder barrel such that you could see the piston, but what was interesting was the gradual loss of power rather than sudden failure you might expect. From the glider there was no visible indication that a fault was developing – no smoke or oil yet by the time the tow plane was back on the ground there was oil pouring everywhere.

In this case it was the tow pilot who needed to have thought about his EVENTUALITIES and what options he had if things went pear shaped soon after take off when there is not much time to react. He did a good job to get safely back on the airfield with no additional damage to the engine or aircraft and it was in fact back

in the air two days later. But he was lucky the problem occurred when it did – maybe 30 seconds later and he would have been faced with a forced landing in a paddock.

Twice last year while towing I experienced problems with the tow plane engine. One was a loss of power and increased vibration in the climb at about 1800 feet that caused me to wave off the glider and return to land, the other was rough running at part throttle while normal at full power. The point is that we work our tow plane engines very hard and tow pilots must be alert for any sign that something is not normal. Most piston engines will give warning that something is going bad. Temperatures, pressures, vibration levels, noise and rpm will give clues if we are smart enough and alert enough to interpret the message and take the necessary action.

How often do we climb out on the runway heading rather than turn back to remain close to the airfield for the first 500 feet? How often do we press on with the launch even though we know something is not quite right but there is a queue of gliders waiting to launch and we are the only tow plane available? How often do we run the fuel level down below the prudent minimum because we know we are remaining close to the airfield?

CLIO'S ANSWERS:

1. **False.** Wills was a world class glider pilot and became the 1952 Open Class World Champion during the competition in Spain.
2. The Hjordis had a circular fuselage and Wills could not get his shoulders into the cockpit. Therefore, holes were cut into the sides of the cockpit so that Wills' shoulders would fit. What this meant was, that while Wills himself could fly securely, if uncomfortably, ensconced into the glider, his shoulders were out in the breeze.
3. **A.** While Wills was very impressed by the glider during his flight testing of the Hjordis 2 (then renamed the Slingsby King Kite), it refused to recover from a test spin. Although he attempted to bail out, the centrifugal forces kept Wills in the cockpit but during his attempts to bail out, he shifted his weight enough that the glider recovered and he managed to land safely. Winch launching one King Kite in the Worlds caused it to spin in, with no injury to the pilot. Years later Fred Slingsby himself discovered something that he could not believe, that the wings had been built with wash-in instead of wash-out, which encourages tip stalling.
4. Wills was responsible for making the British Gliding Association (BGA) represent the mass of British glider pilots instead of just being another club. He also fought to make it the independent governing and controlling body for gliding and soaring in Britain, uncontrolled by government interference (well, not much anyway). In addition, he used his connections to minimize the controlled airspace in Britain.
5. **False.** That was fellow British pilot Donald Greig, who died during the 1948 Worlds. Wills had flown through the same valley and scratched at the same lift, at Era, where Grieg contacted the cable, but Wills himself never saw the cable. Wills lived nearly another 30 years.
6. Taking off from Dunstable and leaving the English coast at Kent, at an altitude of 600 feet, Wills flew across the English Channel to a France that he could not see due to the mist. The theory he was working on was that in September, the land cools more rapidly than the sea and thus there was the possibility of finding lift over the water. He was right! At one point, the sea lift carried him to 3500 feet MSL and when he crossed the French coast, he still had 3000 feet below him.
7. **D.** Again taking off from Dunstable, he reached the altitude of 14,170 feet over Welwyn, Hertfordshire, inside a cloud that he had unwilling entered – while unknowingly suffering from a hypoxia induced headache. Fortunately, the Minimoa was equipped with an artificial horizon, which he had never used before, and he left the cloud fairly quickly.
8. **False.** During the 1952 Spanish World Championship, Wills climbed in either a wave or a storm front (he thought the latter but it was smooth lift), to an altitude of just over 25,000 feet (according to his altimeter) for his Altitude Diamond. He became concerned though because he could not seem to exit the lift. Although on oxygen, he worried that he might be carried possibly as high as 40,000 feet before he could leave the lift band. More critically, he had to remove his mask in order to call his crew on the radio, and he did not know how long he had before he would lose his senses. Unfortunately, his barograph went off the chart at 22,430 feet and robbed him of the British Absolute Altitude record.
9. Up to the 18th of March, British gliding was pretty much tied to the ridges. Although the Germans, and even the Americans were doing it routinely, no Englishman had dared to go cross-country. On this day, Wills, Eric Collins, and Siebert Humphries took off into the unknown from Dunstable. Humphries landed 19 miles away. Collins (who Wills says was only one of two natural pilots he ever met) set a 2-place record by landing the London Gliding Club's Kassel 45 miles away in Little Waltham. Wills himself flew the club's Professor and landed 55 miles away in a field of blackberry bushes, near Latchingdon.
10. **D.** OK, if you didn't get this one, there is no hope for you and you get a minus 10 points. Chill Wills was an American movie actor not a glider pilot. Chris and Justin are Philip's sons. Gavin is a cousin. The late Lucy was Gavin's daughter and the subject of a spectacular gliding film in New Zealand.

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Clio's Wings #40, p. 4

INSTRUCTORS' COLUMN
HUGH TURNER

Last issue Hugh Turner introduced us to some of the differences between women and men when it comes to learning to fly and going on to become recreational glider pilots. He continues the discussion. SoaringNZ asks for comments and feedback on this and other articles.

WOMEN PILOTS PART II
A **(MALE)** INSTRUCTOR'S PERSPECTIVE

Long-term commitment

Do men and women have different priorities with long-term commitment to recreational activity? Aviation is not something one can do well at unless there is significant dedication of long term and regular time from one's weekly schedule. Is being immersed in any activity to this degree an encouragement or a barrier to male/female participation levels? Clearly if women elect to raise children this becomes a 20 year full time commitment. Yet their spouses are often happy to manage a dedicated recreational pursuit during this same period of family commitment, so the answer is not clear. While women may delay serious commitment to recreational or athletic pursuit, interestingly it would seem that many women athletes achieve their personal best achievements after pregnancy and as mothers. Raising children, managing a household, coupled often these days with working at the same time teaches women significant skills in multi tasking, time and stress management that may exceed the abilities of their men folk and could prepare them well for flight management.

Perception of risk and risk management

Has our evolution included the development of an 'adventure gene' that is active in most men, inactive in most women? Do boys and girls get equal exposure to risk activity and its management? If it exists, is the relative activation or dormancy of an adventure gene related to the level of exposure to risk activity in the childhood formative years? How much personal risk will women accept in comparison to their male counterparts and how much more or less risk management practice needs to be in place to make an activity more or less acceptable to either party?

Learning methods

What differences if any can be identified in general in the way each gender prefers to learn, be taught, receive and process information in terms of accepting or rejecting teaching methods that have been devised and delivered by their own or the other sex? Can we adapt our learning preferences to accept alternative methods or will this inevitably compromise our learning ability or confidence? How well do women thrive when being taught by men in a man's world?

Some (major) generalisations:

In working as a gliding instructor I find I make some generalisations on first being introduced to new trainees or aspiring aviators; then I have to consciously work hard to dismantle my own preconceptions to give them fair treatment. My generalisations would seem to be:

Men tend to be overconfident, women under-confident in practical appliance.

Men tend to consider their skills are better than their instructors give them credit for and that they are ready to take on increased responsibility earlier than their instructors will release it to them. Women tend to be slower to each goal along the learning path and are often apologetic for being careful or having a perceived lack of skill. Instructors find themselves looking for ways to suppress the assertive momentum of the men while encouraging the women to take earlier responsibility.

Men tend to accept lower standards of accuracy and have less tolerance of repetition to gain skill and understanding. Women tend to display greater desire to get it right, are more self-critical and inspired to do the task well. They are more prepared to repeat exercises as often as necessary to achieve this.

> "How well do women thrive when being taught by men in a man's world?"

Men have a tendency to trust they can extract themselves from unidentified difficulties, will face them if needed and in fact can welcome or invite challenges from the unknown. Women have a tendency to need to identify all threats and have answers to them before getting surprised by them. Men tend to have an inherent trust in their instructors and the equipment. Women tend to ask questions about both before committing themselves to the unknown (air) yet will often place absolute trust in their male companion's (instructor's) ability and decision-making.

Men tend to have a preference to learn their skills practically while flying and accept a level of clumsiness along the way as part of the process. Women tend to have a preference to know the theory before they go flying and expect to handle the aircraft well from an earlier time.

Male instructors may have an instructional technique based on greater or lesser degrees of intimidation and criticism that may be effective in teaching men. Women may be less accepting of this style. They are more likely to shop around for an instructor to whom they relate well then be insistent on doing the bulk of their training with that instructor.

Left: Yvonne Loader is a Gliding Woman's World record holder, a tow pilot and secretary and fundraiser for two gliding clubs. Does she come to gliding with different perceptions and attitudes to a man?

Men tend to have a need to be in constant control. Relate this to driving a car – how often will you see the man driving and the woman as a passenger? This can result in early difficulties with aircraft handling as their need to be always doing something with the aircraft controls dominates when none is needed as the aircraft is inherently stable. This results in over controlling and disharmony. Women tend to have a more sensitive instinctive feel for the controls from an early time as they are less inclined to control.

Men are usually willing to make an instinctive or opportunistic decision and live with the result regardless of its quality. If they subsequently are shown to be wrong they just take another decision to mitigate the results of the original decision. Women can sometimes do nothing when some action is needed thereby leaving them 'behind the game'. Instructors may interpret this as the trainee being unresponsive or indecisive rather than recognising she has not been prepared for the situation and is unwilling to make a decision or response from zero point knowledge.

Men tend to be more adventurous overall and are undoubtedly so in marginal conditions (have greater risk acceptance) than women who tend to be distinctly risk averse.

Men tend to be more gung-ho or cavalier in their total approach to training and flight progress. Certainly the bar talk at the end of the day revolves around these attitudes. Undoubtedly we see more competitiveness within groups of men who fly than we do when groups of women fly. I suspect women are more interested in helping each other get around a difficult sky while men take adverse pleasure in smugly abandoning their colleagues to their fate with a landout in the same circumstances.

The endurance of men in the cockpit would appear to be greater than women both in terms of attention span and a desire to stay airborne or go long distances. Gliding women may be flying for reasons of personal achievement rather than the 'go further faster' ambition of gliding men. Attention span is related to and may be extended by experience. If a trainee's flight experiences always end after an hour we should not be surprised if that pilot 'switches off' after an hour despite being still airborne. Also it must be stated discreetly that men and aircraft designers/manufacturers, particularly those of small aircraft, have not yet satisfactorily resolved the issue of acceptable sanitation in aircraft. I learnt early in my instructing days the need for sensitivity to the sanitation needs of women when a female pilot I had been flying with told me after four hours during a remarkable cross country flight while we were still some distance from home that she wanted to land and she wanted to land NOW. For her the flight had become less than enjoyable despite the extraordinary conditions and remarkable terrain we had been experiencing. I constantly hear men dismissively and often times disparagingly declaring it is not their problem to resolve female sanitation arrangements in aircraft. Until this is done women will inevitably either curtail extended flight experiences or subject themselves to discomfort, dehydration and embarrassment beyond the male ability and willingness to take sanitation relief.

If we group the generalised tendencies of men and women we find a thread of overconfidence and assertiveness on the male side, with greater care, diligence and willingness to embrace a safety ethos on the female side. Professional airline pilots are now expected to embrace the concepts of total CRM (Crew Resource Management) that includes all the skills and welcomes the input of all the participants as opposed to the earlier inherited military aviation convention of senior pilot domination in the cockpit. In discussing the contents of this article with some of these professional pilots it is apparent the crews and the airlines appreciate and prefer the female ethos of care; it seems the women may be better at practicing the concepts of CRM. While the overwhelming majority of airline pilots continue to be men, increasing numbers of women are making it into the pilot ranks. Apparently most airlines' HR and disciplinary procedures include having what is effectively a Bad Boys list of transgressions – the women pilots don't feature on it.

Teaching methodology

The skilled instructor will recognise learning styles and adapt teaching methods to suit each trainee. It seems there is acceptance within academic teaching professionals that while both sexes benefit socially and behaviourally within a coeducational environment, paradoxically both sexes also learn better with segregation at lesson time.

Doug Hamilton and Karen Morgan make a formidible team at South Island contests.

Peter Coveney

Peter is a B Cat instructor with Auckland Aviation Sports Club.

Do women pilots want to be taught/considered in the same way as the men through aviation teaching processes? In speaking with several professional air women it is apparent they are rightly of the opinion they should not be treated in any separate way to the men, suggesting coeducational teaching is appropriate. They want to be measured by the same scales and follow the same syllabi of training schedules and certainly do not want or expect either leniency or more exacting standards at testing time. However, they may learn more confidently and achieve better results if their instructional programme is devised, delivered and measured by professional women who they regard well.

Questions, Answers & Observations

As with any other activity, significant application is necessary to produce professional skill in instructing. Many volunteer gliding instructors have been captured to be instructors by clubs desperate to swell the ranks of a diminishing and ageing instructor pool. Some may offer their services as a way to obtain cheap air time rather than by any significant demonstrated skill in imparting knowledge. Flights may be more often conducted for the benefit of the instructor than the benefit of the trainee. There is no doubt the general standard of instruction within aviation circles at voluntary level is more often than not less than adequate, yet men thrive within it. This culture does not seem to suit women trainees who are noticeable more demanding about quality and critical when quality is absent.

Effective aviation teaching requires developing skills in inventive ways to explain and demonstrate tasks. This needs to be done in a way meaningful to the individual rather than by textbook rote to groups of people using one premise. The instructors who find ways to relate theory and practical application to other experiences outside aviation will prove more effective than those who confine the teaching process to a purely aviation context. If trainees already have significant skills in riding horses, sailing, skiing, engineering, driving or any number of other activities, finding parallels and relating aviation skills to these activities may achieve better and earlier long lasting results than adhering strictly to teaching off an aviation platform.

Instructors must also be prepared to dismantle skills ingrained by other disciplines to give them acceptable aircraft handling skills or to amend decision-making processes. Understanding the nature of these other established skills and their likely effect on aircraft handling and decision making is paramount. Glibly passing comment that a trainee has the handling skills of a motor boat or bulldozer driver perhaps says more about the instructor and his lack of perception than it does about the lack of skills of the trainee.

I have had the immense privilege of being associated with many women pilots whose skills, tenacity and dedication to achieving their goals often eclipses the men with similar ambitions. They have succeeded despite the barriers imposed by men in what is effectively still a male domain. Who can argue against the need to bolster declining participation in all facets of aviation? If women are alienated from aviation at the outset because of male organisational bias we immediately exclude 50% of the potential from participation. Finding ways to improve and retain the intake of women within aviation is a challenge offering big rewards for the whole industry. This may require a significant change in approach to how it attracts its future participants. It is just as much a challenge for the gliding movement.

SITUATIONAL AWARENESS

Situational Awareness, or SA, is a term much bandied about by military pilots but it applies to everyone and not just F-15 drivers. On the gliding airfield accidents and incidents can be prevented by members keeping an eye on what is happening around them. For example when you are launching a glider, once the tow rope is connected you have responsibility for ensuring the launch will not conflict with other traffic. Sometimes a cursory look downwind and towards final approach is not enough. What about traffic taxiing to line up on the runway behind you? It pays to have a really good look around.

What about the tow rope? It can be easy to miss a knot if it is close to the rings. Although the glider is the responsibility of the PIC, a second pair of eyes can spot airbrakes open or tail dolly still attached or even canopy unlocked.

If you are helping a student or passenger in the front seat on days when the instructor is busy and remaining in his seat there is no problem if you query the need for ballast or advise him where not to put his camera, drink bottle or other solid items. Be especially vigilant when people not used to gliding are helping out. Make sure they know how to run the wing properly and certainly do not expect them to have the same Situational Awareness as you.

When watching from the sidelines do be aware of things like canopies left open, parachutes placed on the grass (definitely a no-no), or gliders left unpicketed in breezy conditions. We are all capable of lapses especially when we have just returned pumped up from a great flight and we should not feel aggrieved when reminded to protect our assets.

By exercising good Situational Awareness we are just protecting each other.

Children are naturally curious and can slip away from their parent's care very quickly whilst Mum and Dad are discussing a trial flight with the duty pilot.

Tail dolly?? – A posed shot but this has happened for real before now.

GNZ AWARDS & CERTIFICATES
FEBRUARY – MARCH 2010

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

QGP NO	Pilot's Name	Club	Date	Glider
3083	John D. Spencer	Glide Omarama	24.1.2010	
3084	Charles M. Blackburn	Glide Omarama	24.1.2010	
3085	Bruce Cooper	Glide Omarama	24.1.2010	
3086	Gerard Saint-Jalmes	Auckland GC	11.3.2010	
3087	Steven T. Evans	Nelson Lakes	18.3.2010	

SILVER DISTANCE

Bruce F. Barber	Auckland GC	13.12.2009	PW5
Gerard Saint-Jalmes	Auckland GC	24.2.2010	Club Astir
Ashley J. Hurndell	Glide Omarama	2.3.2010	Discus CS

SILVER DURATION

Mark Drayson	Piako GC	6.1.2010	Discus b
Nicholas Oakley	Canterbury GC	29.12.2009	Astir
Matthew Findlay	Auckland GC	31.12.2009	Club Astir
Gerard Saint-Jalmes	Auckland GC	20.2.2010	Club Astir
Kerry W. Eggers	Nelson Lakes GC	30.1.2010	Std Cirrus

SILVER HEIGHT

Matthew Findlay	Auckland GC	31.12.2009	Club Astir
Bruce F. Barber	Auckland GC	4.1.2010	PW5
Jason M. Kelly	Hawkes Bay GC	10.1.2010	Twin Astir
Gerard Saint-Jalmes	Auckland GC	24.2.2010	Club Astir

SILVER BADGE

1140	Nicholas Oakley	Canterbury GC	4.2.2010
1141	Bruce F. Barber	Auckland GC	12.2.2010
1142	Kerry W. Eggers	Nelson Lakes GC	4.3.2010
1143	Gerard Saint-Jalmes	Auckland GC	8.3.2010
1144	Ashley J. Hurndell	Glide Omarama	12.3.2010

GOLD DURATION

Mark Drayson	Piako GC	6.1.2010	Discus b
Nicholas Oakley	Canterbury GC	29.12.2009	Astir
Matthew Findlay	Auckland GC	31.12.2009	Club Astir
Gerard Saint-Jalmes	Auckland GC	20.2.2010	Club Astir
Kerry W. Eggers	Nelson Lakes GC	30.1.2010	Std Cirrus

GOLD HEIGHT

Alan P. Belworthy	Piako GC	30.12.2009	Ventus 2ct
Ashley J. Hurndell	Glide Omarama	2.3.2010	Discus CS

GOLD BADGE

312	Alan P. Belworthy	Piako GC	10.2.2010

DIAMOND HEIGHT

403	Alan P. Belworthy	Piako GC	30.12.2009	Ventus 2ct
404	Ashley J. Hurndell	Glide Omarama	2.3.2010	Discus CS

DIAMOND DISTANCE

141	Alan P. Belworthy	Piako GC	30.12.2009	Ventus 2ct

THREE DIAMONDS

119	Alan P. Belworthy	Piako GC	10.2.2010

AIR NZ CROSS COUNTRY CHAMPIONSHIPS

	Glider	Distance	Points
SPORTS CLASS			
Edouard Devenoges	PW5	518.78	704.86
Alan P. Belworthy	Ventus 2ct	585.88	513.71
Ashley J. Hurndell	Discus CS	47623	482.34
Robert Smits	Sagitta	282.16	359.49
Paul Ellison	ASW20	361.22	346.22
Robert Mollard	Discus CS	334.76	338.67
David Hirst	PW5	182.39	234.65
Brian Savage	ASW19	172.20	183.86
Keith Irvine	Club Astir	139.62	158.46
Keith McIlroy	LS4	156.08	157.98
Douglas Henry	PW5	111.63	136.67
Gerard Saint-Jalmes	Club Astir	105.44	122.19
Bruce Barber	PW 5	56.00	68.56

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
Alan P. Belworthy	Ventus 2ct	585.88	513.71
Richard McCaw	Discus 2c	556.69	505.43
Ashley J. Hurndell	Discus CS	476.23	482.34
Robert Smits	Sagitta	282.16	359.49
Paul Ellison	ASW20	361.22	346.22
Robert Mollard	Discus CS	334.76	338.67
David Hirst	PW5	182.39	224.65
Brian Savage	ASW19	172.20	183.86
Keith Irvine	Club Astir	139.62	158.46
Keith McIlroy	LS4	156.08	157.98
Douglas Henry	PW5	111.63	136.67
Gerard Saint-Jalmes	Club Astir	105.44	122.19
Bruce Barber	PW 5	56.00	68.56

OFFICIAL OBSERVERS

09/032	Anthony Van Dyk	Gliding Hutt Valley	28.1.2010
09/033	Ian J. Jenkins	Gliding Wairarapa	11.3.2010

GNZ FIRST COMPETITION AWARD

013	Bruce F. Barber	Auckland GC	12.2.2010
014	Ashley J. Hurndell	Glide Omarama	12.3.2010

OFFICIAL OBSERVERS PLEASE NOTE:
If you have not revalidated your Official Observer Certificate (92/) and would like to remain an OO (which I hope you will), you have until the 1st of September to do so.
I suggest that you see your Clubs CFI to organise a revalidation clinic.

CLUB DIRECTORY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Wellington Gliding Club
Club Website http://www.soar.co.nz
President Warwick Walbran wwarwiknz@yahoo.co.nz
Base Paraparaumu Airport
Bookings Ph 04 297 1341 (clubhouse)
Ph 027 618 9845 (operations)
Flying Weekends and Public Holidays 7 days a week December through to March

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

GLIDING NEW ZEALAND CLUB NEWS

MAKE EVERY WORD COUNT

Space is limited in this section and correspondents are reminded that the word limit for Club News is 300 words. While you may get away with up to 350 words during a slow period 600 words is not acceptable and 900 words is just silly. That is a full article. I have cut several clubs' news this issue. While I endeavour to retain the most important information, if I have to cut pieces you will be relying on me to decide what is important and what is not. This type of editing takes time and if I am busy I will simply cut your piece at the nearest end of sentence after the 300th word. If you have used those first 300 words to talk about the weather, that is all you will get. Please choose your words carefully.

Congratulations to the two clubs who have given us a succinct round up of their activities in under 200 words. Deadline for club news for the next issue 10 May 2010.

AUCKLAND

As we move into the later summer months and cooler temperatures, there has been quite a lot of activity at the club. As I write, the large group of twelve Auckland pilots have returned from the first Nationals at Taupo with a few trophies in the trailer.

Congratulations to Nigel McPhee and David Hirst as first place getters in the Open Class with the club Duo Discus X. Both pilots were models of consistency without being day winners and the rewards are evident in their top podium finishes. Ross Gaddes was runner-up in his newly refurbished

Auckland: The new winch.

Auckland: Nimbus 3D, first of its type in New Zealand.

Canterbury: intriguing markings appear on airfield after Alex McCaw let loose on ride on mower. The central motif is apparently a diagram of a thermal. Yeah right.

Ventus 2c. National Club Class champions were Auckland club pilots Paul Schofield and his runner up Geoff Gaddes.

Podium finishes also were deserved for veterans Lindsey Stephens and Pat Driessen who were narrowly beaten out of the top places by the leader of the next generation of top 'standard' class pilots, Dane Dickinson. Well done to all club pilots who braved the challenges of a new site and represented the club so admirably at the national level.

Meanwhile, back at Drury, Colin Bryan has taken delivery of his Nimbus 3D (SN#11) from the US. Formerly N33YB and first flown 1992, the 25.6m two seat Nimbus preserves its name heritage as GYB in its new home. It is the only example of its type in the country. Colin is looking forward to some long flights in the later part of the season.

Mark Ford has now got to the point of conducting launch trials of their new winch. The cab, chassis and some of the mechanics started life as the Auckland Aviation Sports Club winch. It has been much modified.

Initial results of trials have been very encouraging on our 1,000 metre airfield at Drury. In zero headwind conditions, the club Duo Discus was launched to 1,350 ft and the ASK21 to 1,250 ft (AGL). On a day with a 17 kt average headwind Paul Knight did three launches in the club Discus CS with the following results: 1,750 ft; 1,750 ft and 2,050 ft (AGL).

Ian Williams always has an engineering project under his supervision together with Allen Tromp as chief quality control officer. This time, it is the re-engining of the Grob 109 motor glider (GOC). The Grob 109 has been a longtime resident at the field and has many syndicate members from within the club.

RT

CANTERBURY

As is usual after our prolonged summer camp at Omarama, flying activity at Hororata has been spasmodic but did not deter several members in late February taking the Janus and LS4 to Lake Station for the annual visit to the Nelson Club. Reports indicate that everyone enjoyed the hospitality and the flying.

Recently a working bee on our clubhouse saw most of the painting jobs completed and several carpentry improvements made, like the back door now shutting freely without a firm kicking at the bottom of it! Next task is to lay the carpet courtesy of Terry Delore Carpets.

Much rain during last Spring produced an over abundance of grass and although a cut for silage had been taken in December more rain in January produced more growth, so one member's ride-on mower has been getting a lot of work.

About three quarters of our new site at Russell's Flat had been sown down in barley by Mike Oakley and the hot weather recently enabled him to head it all and the straw has been baled. A cut of silage was taken off the remainder of the airfield which is now known officially as Springfield.

The Christchurch ATC squadrons have re-commenced flying with us and Jonathon Wardman who soloed at Omarama has done so at Hororata as well.

After Easter another busy weekend will take place when several scouts attend a camp at the Hororata Scout Den. These young folk will have a winch launch and a hot air balloon flight plus some theory lectures to help them gain their flight badges. I understand that they will also travel to Darfield airstrip for a ride in a DC3. It's all go these days.

During a recent mid-week flying day at Hororata we had a visit from John Van Til who was a foundation member of the club and played a big part in seeing our first glider built from kit-set form. A T31, it was the third glider to be registered in the country ZK-GAC. On the 29th November 1953 John Evans and John Van Til flew the T31 in wave to 19,000 ft over Harewood, now Christchurch International, to take the two-seat height record which was unbeaten for many years afterwards.

Stewart

Central: Recent gliding weekend. l to r Doug White, John Eggers, Kerry Jackson. R: JW on approach to 32.

Gliding South: top: Southern wave. Left: Happy Camper. Middle: President George Taylor familiarises preflight happy camper. Right: Front row viewing, Southland Motor Caravan Association.

CENTRAL

We have enjoyed a good summer of flying from Alexandra, with conditions being dominated by SW/W wave. Using the accompanying low-level rotor and launching off the winch, many long flights along the Old Man Range to Roxburgh and beyond have been achieved. Strong thermic days have been few and far between, but we have had a couple of good mid-week days enabling flights to the Lindis and Hunter Valleys. A successful and enjoyable weekend of gliding was held recently which enabled us to catch-up with our friends from the South Canterbury and Five Rivers clubs. Conditions throughout the weekend were stable with an inversion layer at 4000 ft so initially pilots struggled in weak patchy lift over the translator/Leaning Rock ridge. Eventually some made it to 6000 ft and managed to reach the Old Man Range and soar for 2-3 hrs. Meanwhile, our trusty Twin JW was kept busy with five trial flights.

Congratulations to Clinton Stokes who recently soloed in the Twin Astir.

GLIDING MANAWATU

January to March have been very busy for the club.

ATC Camp at Dannevirke was both a new venue and highly successful. The airstrip was great for the task, and the cadets were reported by the instructors to be a superb lot. Four gliders were provided by ourselves, Wellington Club and Hawkes Bay / Waipuk clubs along with 3 tow planes. To meet the desire of the ATC to have more consistent instruction, extra help was provided by Roger Brown and Peter Thorpe from up north, Rod Ruddick from Wellington. Thanks to them. 20 cadets flew several times a day. A couple went solo who had attended previous camps and the whole camp was a great success.

That camp ended Friday and we commenced our 2010 Kawhatau Camp on the Saturday. 17 Gliders, 14 singles and 3 twins kept the tow plane busy, and the weather improved as the week went on. Thanks to Ossie Fargher, our Taihape member, and the Phynn family we had an alternate strip at a lower level than the main field, and it proved its worth on 3 occasions, when landouts were

avoided. Great cross country flights occurred. The usual social scene at Te One occurred nightly. Another fantastic week in a fantastic place. As Ron Sanders said, after a great day, why can't we do this all the time?

During the week following our return home, we were all stoked to have Liam O'Leary solo one weeknight. Congratulations Liam!

A few weeks later we had a very big Open Day at Taonui. It was a fundraiser for the local rescue helicopter. Max numbers were supposed to be 500 but the paper said 3000 attended. There was weak easterly wave so our gliders were up and down all day.

We are busy 'digesting' several new members and lots of 3 flight package potentials. Our new DG means we have to keep the flights clicking over, but the DG has continued to enthuse our membership and spirits are high. We are looking for a mild autumn to make up for the lacklustre summer.

Michael O'Donnell

GLIDING SOUTH

Soaring conditions have been evasive at weekends but have had a share of circuit and wave days during this spell. Flights to 15,000 ft in broken wave have been quite challenging, with glorious sunsets to memorise the action. Pilots active recently include Matt Menlove (CFI), George Taylor (President), Bob Martin (Club Captain), Alex Bowes, and Derry Belcher. Logan Simpson, bound for the Airforce, showed great patience, waiting nearly two months for his day and a great trial flight with George.

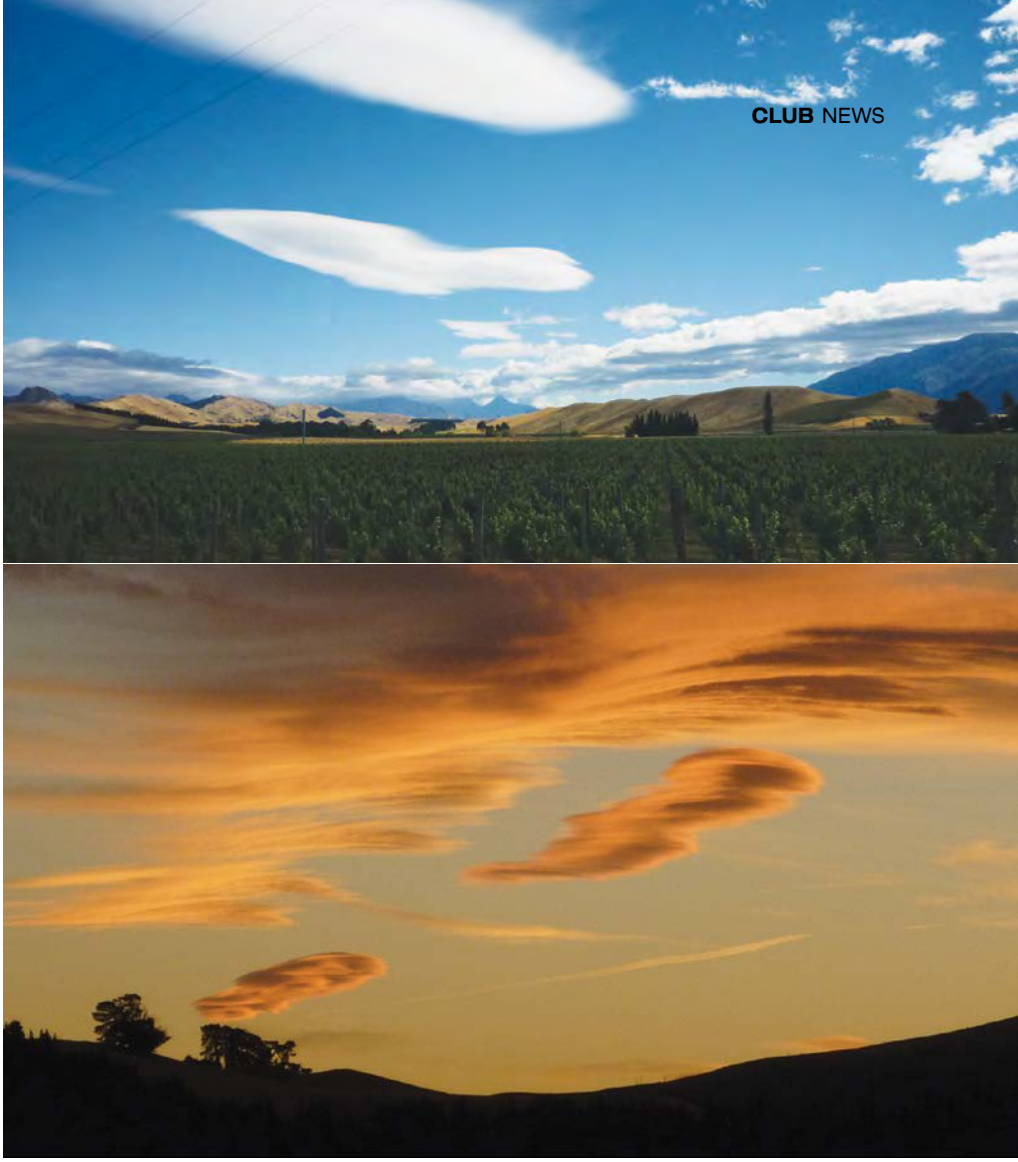
We have just completed this season's busiest weekend, ... so far. The impressive fleet of 21 luxury motor caravans from Southland Motor Caravan Association was hosted at Five Rivers for their annual visit. Several of the guests had travelled south from the North Island. The ridge switched on for the whole weekend, making for many 'Happy Campers' taking to the sky. Our thanks to George Taylor and Bob Martin on the winch for their patience. Regards Barbara Stirling (sec). Thanks also to Bill Ward for all his winch driving on the Saturday.

Sunday afternoon with the motor caravan fleet departing, club pilots were rewarded with 'wave' to 13,000 ft, Alex Bowes in MO and myself in ZP.

Update IC, 2008 insurance claim. The club has definitely been handed 'the short straw' and is now turning to GNZ for some official support in this claim. The outcome of this claim should after all be of great significance to all NZ clubs who believe their club glider fleet is insured.

Enquiries welcome regarding 'Autumn Flyin' ops at Five Rivers.

BM



Marlborough

MARLBOROUGH

Summer is still trying to appear between the frequent easterlies but the club has enjoyed some good soaring in between. We held our Waitangi fly in again this year which was a great success. Some fantastic flights on convergence were had, with Frank Saxton out to Springs Junction for a 300km and Chris Richards down to Lake Coleridge and back (500km). Other members enjoyed the local conditions. The following day five gliders took advantage of convergence traveling out to the Waiau at 9500 ft.

On the club front Norm Sawyer is nearing the end of his QGP syllabus and should have it completed by the time this goes to print. We have two new members joining our ranks providing a welcome boost to our membership.

CJ

NELSON LAKES

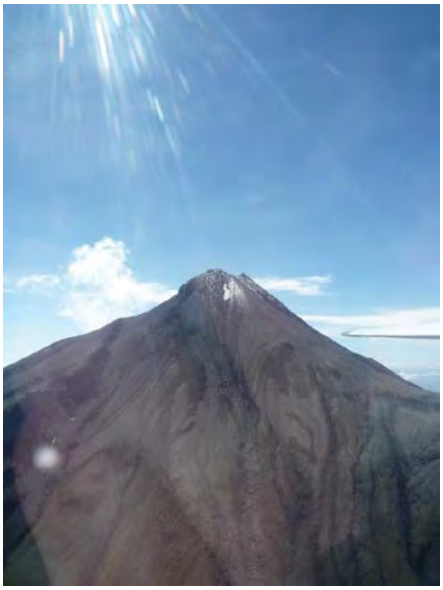
Busy times at Lake Station! While not a fantastic soaring season, it has certainly been flyable, with everyone extending boundaries and skills. Bravo Whisky, the club's original aircraft, now nicely restored was so keen on her maiden flight she took Ivan Evans directly to 6000 ft. We now have a fully operational fleet of five club gliders, and a strong reliable winch. The vision has taken a while to materialise, but the club is well equipped to cater to all its members' diverse needs.

We had a successful flying week in February with some twenty gliders on the field. Visitors enjoyed themselves exploring the top of the south, with some extending their stay. I enjoyed seeing Ian Dunkley's beautifully restored Fauvel and was disappointed not to see it fly.

The same week Errol Shirtliff generously devoted his time to run a cross country course. Weak conditions caused some difficulty mustering the flock. He said "Ken this course is not about landing in paddocks." Twice I landed in paddocks. He said "today we will go east" and Ken, seduced by the wave, went west. Errol is a very tolerant man!

The following week Frank Saxton, Jerry O'Neill and various helpers put in another great effort coaching six newcomers on the annual (oversubscribed) ab initio course. With two solos and more to follow, this is an excellent way to attract new members while having a positive impact on club finances. It is always good to








Norfolk Aviations Sports Club

have Robin Black on the strip with his Piper Cub during this period, enabling some of us to get aerotow ratings and providing easy access to our spectacular mountains.

We are now looking forward to some scenic winter flying.

Any former members interested in attending our 50th anniversary on the 8th May should contact Fred McKee on 03544 8595.

NORFOLK AVIATION SPORTS CLUB

We at the Norfolk Road gliding club in Taranaki have had some great gliding weather recently, with impressive convergence clouds extending from Mt Taranaki (Maori for Gliding Peak) into the eastern Taranaki hill country. Several days have provided these conditions and have seen pilots flying out to Urenui, Tikorangi, Pourangi, Douglas and areas in between, with flights around three hours becoming common. Not to mention the flights close into Mt Egmont and around and over the ranges and National Park.

Welcome to new club member Jamie, who is just starting through the training syllabus. A steady stream of trial/mountain flights have kept pilots and wing runners busy.

The club is sad to report the passing of long time member Mike Jones, after a long illness. Mike contributed greatly to the club over the years, and our thoughts are with his friends and family.

C.S.

PIAKO GLIDING CLUB NEWS

While the flying has been quite reasonable for the summer, we have also been addressing safety issues. The instructor's panel and committee are concerned about the number of accidents and incidents involving high hour glider pilots around the country. A lot of time has been spent trying to

A beautifully restored Ka6 spotted by the editor at Matamata recently

determine how best to address these concerns. I have mentioned before our compulsory pre-season briefing; this is to be followed up with another briefing, focussing on the types of accidents that have been occuring, and ways to avoid them being repeated.

Another part of our focus is to look at our club culture in regards to safety. We are encouraging pilots to make the landout decision early, so that the landout can be executed calmly, following correct procedures – not in a panic, because the last-ditch effort didn't work. We believe there is enough disincentive in a pilot's mind to land out, without any added stigma. I would far rather go on countless successful landout retrieves than on one to a broken glider.

The Matamata Airfield open day was a great success with the various disciplines demonstrating what they had to offer. The weather co-operated and we put through a number of trial flights before the demonstrations started, and we got some enquires about learning to fly gliders. All very positive.

For those that are interested in The Piako Gliding Club, our fabulous web site, redesigned by Tim Bromhead, is available for viewing at www.glidingmatamata.co.nz.

SOUTHERN SOARING

With our last mountain soaring course for the season finishing on 13 March 2010, it has been interesting to reflect on how the 2009/2010 season went compared to 2008/2009. Despite the economic recession, we were up 40% on mountain soaring course bookings and, compared to the same time at the end of February, we were also up on the number of passenger flights.

This excellent result is due to the great team of people we have had at Southern Soaring this season. Les and Irene have done a superb job in coordinating things in the office and selling flights to visitors. Mike Till, Gavin Wrigley, Darren Smith and Don Mallinson have worked hard to ensure people have enjoyed their trial flights, or that we have had successful outcomes for our learn-to-fly courses. Nick Wyngaarden, assisted by Mike Jarman, Mike Till and Darren Smith, has ensured our towing operation ran smoothly. As always, Rod Dew has been an anchor in ensuring our gliders are taken to the grid, launched and put away each night.

I would like to acknowledge the excellent support we have had from the Canterbury, South Canterbury and Omarama Gliding Clubs who have provided aircraft at various times in support of our mountain soaring courses or meeting the extra demand for scenic flights at busy times.

The season was marked by a number of interesting events and highlights. There was the tornado in November and Mike Till achieving his 10,000 hour of gliding in the same week. There were the fantastic wave flights, some over 600 km in length and averaging over 140 kph. There were the two superb thermal weeks in February with 10,000 foot cloud bases, six-knot-plus thermals and flights over to Mt Aspiring and Mt Earnslaw, or down to the Nevis. Far more rewarding however was the great feedback we have had from clients. The following from Stu MacPherson (a barnstormer who features in Richard Bach's book Nothing By Chance) perhaps summed up these comments best:

"Thank you for expanding the envelope of my knowledge and experience, and adding these accomplishments to my airborne life. You are touching lives there in Omarama in more ways than you may realize. We are in your debt. Employing some of my new Kiwi vocabulary – Good on ya mate! Keep on sharing."

Chris

TARANAKI GLIDING CLUB

Well, it has been an interesting few months since the last contribution to the Club Notes section. There have been some busy days and some long gaps as the weather showed who was boss. Some Taranaki members and two from Norfolk completed an FRTO course at the NP Aeroclub during November/December and good value it was too. Tim Hardwick-Smith and Steve Barham attended the Matamata cross-country course which was splendidly covered in the last issue. Both derived much from the course and conversing with those around them there. Having been on earlier courses there, the contribution

Taranaki:above: The last word in retrieve cars. Left: Pawnees picketed for the evening after the day's work at the Taupo Nationals. Middle: Eltham from the east. Bottom: Will Hopkirk (L) and Richard Arden polish the wing of 'their' glider, watched by an admiring throng. Photos by Peter Miller.

that the presenters give is priceless and we all appreciate the time and effort devoted to helping others.

Our membership has strengthened of late and we welcome Kieran McLaughlan, Andre van der Elst, Gene Campbell and Stephen Engelbrecht as new members to the Taranaki Gliding Club. Also, Jim McKay and Iain Finer have rejoined. Jim came straight back as a towpilot and then both he and Iain re-soloed in the Blanik. That last fact alone should cause alarm and despondency in the hitherto rather closeted PW5 group who now have to contemplate an increasing demand for 'their' machine. Andrew Skene has shifted temporarily to the Hawkes Bay. Enjoy the wave Andrew!

Will Hopkirk recently enjoyed a determined three-hour flight in the PW5 soaring a sea-breeze front that had come up from South Taranaki. Our gliders were joined on that occasion by the two ASW 15's from Norfolk. And a good time had by all. Not to be outdone, Richard Arden, also in the PW5, had a grand tour from the Dawson Falls then north to the Pouakai Gap on the Saturday of Taranaki Anniversary weekend. That day provided some superb soaring conditions. Even the Discus managed to stay up and cover a lot of territory, as did the Twin Astir. Stirring stuff! What a shame that winter is soon to intrude on this sort of thing.

PJM

TAURANGA

The Taupo National Gliding Contest has just finished. Although the weather was not always conducive to gliding there were six soaring days. Tauranga had, again, a good team of members entered, assisting and/or supporting. Thanks to Roy Edwards, as the National Contest Director – another great job done. Well done to our competing pilots – Adrian Cable & Roger Peters, Dave Jensen, Brett Hunter, Maurice Weaver, Edouard Devenoges, Paul Ellison, John Griffin & John Roberts & (Gordon Scholes & Sandy Griffin). Brett Hunter, Adrian Cable and John Griffin/Roberts all had first day placings. That's 1st place on half the contest days in the open class. Our club was well represented and this shows we have a strong and healthy cross country core of pilots.

Taupo was a great location for the Nationals, offering some new challenges to pilots. Congratulations to all the people at Taupo Club for making such a great success of their first Nationals.

The Tauranga Club is going through the process of and considering if we should buy a new two seater glider, either a Duo Discus xL or a DG1000 or either with a Turbo, specifically for extended flights out of Tauranga.

We have several new members and the challenge is to retain them after they go solo – perhaps taking them cross country in a high performance glider may assist – who knows?

WELLINGTON

After a slow start to the summer soaring weather, flying at Paraparaumu has been all go for February and March. Our summer instructors Bob Bowers (USA) and Alex Chylek (Canada) have kept the club running with seemingly minimal effort 7 days a week. Bob, who is used to soaring Applachian ridges, had an eye-popping experience when Mike Thornbury took him 50 km south of Paraparaumu along the Makara coast to Cape Terawhiti (pictured) late one afternoon on a moderate westerly. Being 1500 ft high with the sea as the only landable option is not something Bob is used to.

Bob and Alex are currently working with eight student pilots. Two of them, Dan Ashby and Emile van der Merwe (pictured), soloed at our annual camp with the Manawatu Gliding Club in the Kawhatau Valley. Phyn's strip (pictured) is not for the faint hearted, and Bob reports that both of his fledglings performed well. Before they leave in early April, Bob and Alex hope to solo four more of the student pilots. Then the hard work starts in keeping their interest until they go cross country and become hooked for life on the sport we all enjoy.

Grae Harrison was recently teaching his daughter Celine (12 yrs) the art of ground duty. Celine got to solo in the club tow-out car. The following weekend saw Vaughan Ruddick and Tony Passmore sitting in the back seats of our DG1000's, while 19 cadets from the local ATC took the controls for 20-30 minute flights. With a well casted ground crew, classroom training, and two tugs, they were able to finish by 3 pm. Wow, what an effort, and hopefully some ATC cadets may come back and join the gliding movement.

Wellington: Top: Phyn's strip, Kawhatau Valley. Left: Emile after soloing. Middle: Makara Coast. Right: Dane and Andy May discuss a task.

Seven Wellington club members participated in the Nationals, and apart from the marginal weather, Taupo was a great experience for all. Although there was some luck involved, Dane Dickinson (pictured) managed to bring home enough silver for the six other club members that missed out.

Warren D

WHANGAREI

Here in the North our crippling drought continues on and on, statistically the worst one in twenty-eight years it comes on top of a reduced payout the previous year for dairy farmers. This financial impact is really beginning to toll. A place of joyous relief in these times is our clubroom and gliding friends where we kickback, have a tea, coffee or stronger, tell outrageous stories, reminisce, fix the country's problems.

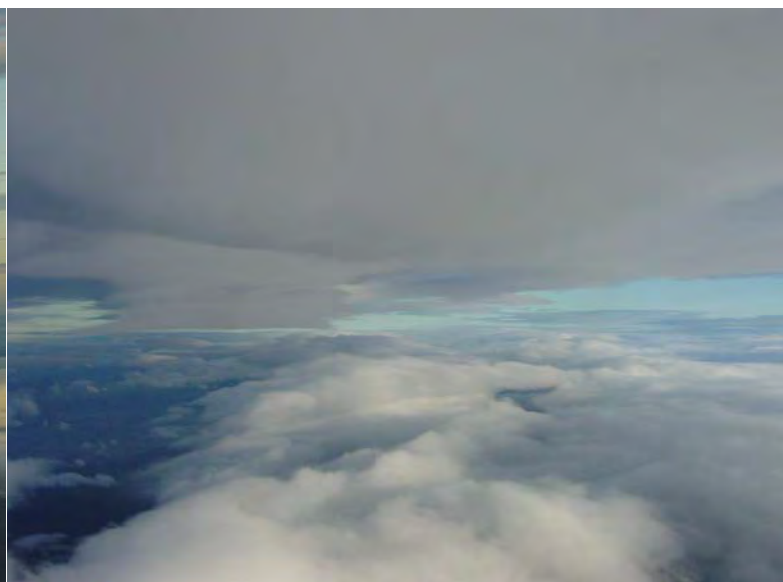
We do fly. There have been some brilliant late summer days with great flights up the coast in sea breezes towards Kaitaia, with racing returns down the centre spine of Northland, heaps of training flights, the bread and butter stuff of clubs and flights to the Bay to view the Queen Mary liner. We had a visit from DSN, a Cessna 150 for aerotows, which was very successful in preparation for a winter move to Dargaville for dune flying while dairy cows winter here. Perhaps some of the Auckland and Kaikohe gliding club members would have an interest in this seasonal move to an excellent airfield a few kilometres from the cliffs?

Our lone Nationals entrant, Bernie, with new member Mark towed sixty kilometres to the West Coast to release and land on the beach some ten minutes later discovering that the prevailing wind was doing its own thing as a local squall went through. The cliffs had to be scaled to get cell phone reception in a gale which had returned. Of course the highlight was the five hour retrieve up the beach being chased by the incoming tide, getting stuck, surfing creeks, to be followed the next day by washing the sand out of those crevices and re-rigging with a polish.

With the westerly wind back the wave returns most evenings as thermal influence wanes. I had a pleasant flight to eight thousand feet the other afternoon returning just ahead of the dark. Life goes on.

PHR

Whangarei: Left: This picture has been taken at dusk looking down the Northland peninsula along the weak wave system from Kaikohe to Hikurangi. Right: This wave is looking out to the Poor Knights Islands past Puhipuhi Tablelands.



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GLIDERS

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

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

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

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

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

ASW 15 #15069 • Recent re-finish inside and out carried out at Sailplane Services. 1600 hours TT. This glider comes with 2 options. First option sports a new Cambridge 302 with 303 nav screen, new Microair transponder and Microair radio! Option 1 $ 22500. Second option comes with Cambridge M nav and no transponder but still with Microair radio $16,000. Trailer tows nicely. Phone Geoff Gaddes. Phone 0274 972 723 Email g_gaddes@xtra.co.nz

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

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

LS 8, ZK-GXS • complete with trailer. Fully equipped. Refinished in urethane paint. NZ$150,000. Contact: Graham White, e-mail: g-p-white@xtra.co.nz, phone 64 6 877 6073.

ASH25M, ZK-GRJ • Schleicher self launching two seat motor glider, complete with German trailer. Fully equipped, re-finished by Sailplane Services in Autocryl, in very good condition. Contact: Brian Kelly, e-mail: Erinpac@xtra.co.nz, phone 64 6 876 7437.

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

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Deadline for receipt of advertising for our June issue is 22 May 2010.

1967 Libelle H301 • TT 1800hrs, radio, transponder, parachute, recent 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 067582953 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 021 223 4911.

PW5 ZK GES • Serial 17-08-016, 670 hrs. Includes PZL ASI, Altimeter and Mech vario, Microair 720 series 760 ch radio, Borgelt B40 Electric Audio Vario with averager. Fully enclosed trailer, 9 AH battery, Cambridge MNAV with electric vario (not fitted) and insurance cover to Jan 2011. $20,000. Contact Alan Belworthy (07) 579 3075 or email a.belworthy@xtra.co.nz.

Ventus Ct SW for sale • In good condition with Cobra Trailer. Won the Nationals in 2006. Hard to beat for price versus competitiveness with the get home convenience of the turbo. $120,000. Julian Elder email julian@elder.net.nz.

Nimbus 2b • GKI Priced for a quick sale $38,000 ono. Phone either John 0274 994 375 or Ben 027 555 5485 for all info.

HANGARS

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

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

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

Hangar space Omarama for sale • Top slot in new private lock-up hangar. Secure, convenient, water, power, painted floor. Great neighbors. Regret not available to syndicates nor commercial operators. Contact David Laing laing.braeview@xtra.co.nz or phone 027 434 0074

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

TRAILERS

Glider trailer • good condition, new bearings and repaint at the start of the season. Suit 15m/17m glider. Currently at Taupo. $2,000. email martinlindley@xtra.co.nz or phone 021 623 202.

OTHER

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

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

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

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

Cambridge L-Nav + GPS Nav + Wiring + connections • Price $3,800.00 Delio Fagundes – delio.fagundes@gmail.com

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

Winter ASI AS-3-20 • Marked up for ASW20a http://www.trademe.co.nz/Browse/Listing.aspx?id=271678560

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.

For Sale

Ventus 2c 18m ZK-GYD

2002 Model. Serial Number #76.
Total Airframe approximately 465hrs.
This aircraft is in immaculate condition.
Equipped with normal instrumentation as pictured.

Including:
– Ilec SN10 Vario/Flight Computer with remote.
– Flarm with Swiss Bat external display
– Transponder (to be fitted)
– Dittel FSG 71M Com Disc Brake
– Tinted Canopy
– Carbon/Kevlar cockpit
– Oxygen with MH regulator
– Cobra trailer with carpeted floor and full SL special options
– Tow out gear.

$175,000 including GST

Contact Ross Gaddes, Sailplane Services.
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Sailplane Services (2005) Ltd