NEW ZEALAND'S PREMIER SOARING MAGAZINE

Soaring NZ

SEA BREEZE

FLYING IN NORTHLAND

FIRST OF THE GLASFLÜGELS

SPOT • CLUB NEWS

issue 11 august/september 2009

$10.95

BSport Breakfast

6-10am

Kaitaia 95.2FM	Rotorua 1548AM	Wairarapa 91.1FM	Cromwell 107.1FM
Bay of Islands 94.8FM	Gisborne 1485AM	Wellington 711AM	Timaru 1242AM
Whangarei 92.4FM	Taupo 91.1FM	Nelson 990AM	Queenstown 93.6FM
Central Northland ... 92.4FM	Taranaki 97.2FM	Westport 93.3FM	Oamaru 89.6FM
Auckland 1476AM	Hawkes Bay 549AM	Greymouth . 89.1FM/93.9FM	Alexandra 107.1FM
Tauranga 873AM	Wanganui 828AM	Hokitika 89.1FM	Dunedin 1206AM
Waikato 954AM	Manawatu 828AM	Christchurch 1260AM	Invercargill 1224AM
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Ian Smith Dean Lonergan Nathan Rarere

Proud supporters of New Zealand Gliding

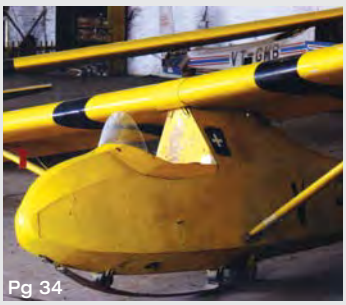
contents

august/september 2009


Pg 8


Pg 10


Pg 16


Pg 34


Pg 39


Pg 41

FEATURES

COCKPIT

REGULARS

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OUTSTANDING ACHIEVEMENT RECOGNISED

In June John and I attended the Gliding New Zealand AGM. As usual the highlight of the weekend was the cocktail evening and presentation of awards. Winning a national award is a big deal. You have to have done something pretty special to get these trophies and they are not automatically awarded if there is no suitable recipient. I think the winners need to be acknowledged and so I am reprinting the award citations as read by Max Stevens.

GLIDING NZ AGM – AWARDS 2009

Angus Rose Bowl

Presented to the NZGA by Bill Angus, one of the original pioneers in aviation in New Zealand, the Angus Rose Bowl is awarded in recognition of outstanding services to the sport of gliding in this country.

Presented to: Jerry O'Neill – Canterbury Gliding Club.

Our worthy recipient joined a gliding club in 1968 and since that time has always given himself in so many ways to the ongoing benefit of the gliding movement. He fully involved himself in his club as a tow Pilot, instructor and as its president, in addition to serving seven years on the executive of Gliding New Zealand.

During his term as club president his passion for cross-country flying came to the fore and he was instrumental in encouraging the club to take a major new direction. He felt the high percentage of pilots who went solo, but resigned before experiencing the true joys of soaring, was something we could do something about. Under his urging, the club purchased a high performance twin seat glider that would provide the opportunity for club members to fly with experienced cross country pilots. Later he introduced cross country courses. The ongoing effect of this has been that the club members today readily progress to cross country flying as being 'what everyone else is doing'. A high percentage of its members enjoy and participate in cross country flying as a normal part of club activity and progressing their soaring skills.

Very importantly during his term as President, he set the club on a sound financial strategy that would ensure ongoing growth and provision for upgrades, maintenance and replacement of equipment in the future. He has always taken an interest in encouraging and assisting clubs to invest in modern gliders and winch facilities and that has included researching the market, dealing with overseas sellers and providing personal loans or bridging finance, enabling the clubs to achieve these all important goals.

His mechanical knowledge and practical experience has seen all manner of equipment fixed or modified, trailers built, even spare parts being specially manufactured to ensure everything stays in working order or is enhanced.

Some time ago he saw the need for his club to move to a permanent site and he personally sourced and purchased land in conjunction with another club member. In time it is intended that this land will be gifted and pass to the ownership of the club – a truly great legacy.

His enthusiasm, intellect, vast expertise and wonderful personality and sense of humour have contributed enormously to the gliding movement as a whole and to Canterbury Gliding Club in particular, who have been very fortunate indeed to have Jerry O'Neill as a very valued member over the last 41 years.

Friendship Cup

Awarded for outstanding contribution to the gliding movement during the preceding year.

Awarded to: Steve Tollestrup – Auckland Aviation Sports Club

Our worthy recipient has been promoting gliding in New Zealand for the past seven years through whatever opportunities came his way.

He developed the concept of the Big Day Up weekends each February/March, which have now become a regular feature of club calendars. He made a particularly noteworthy effort in 2008, securing a relationship with the fast-growing BSport radio network, thus enabling some serious sponsorship and commitment to build an awareness of gliding.

BSport will provide air time and promotion in return for advertising such as a placement in SoaringNZ magazine, banners at events etc. For this, we get national gliding events advertised on BSport, give-away promotions throughout the year, as well as a guarantee of carrying up-to-date competition gliding news. An example of this promotion was four on-air interviews with Ritchie McCaw over a two week period around the last Big Day Up.

"Wing Cam". Mike Oakley and John McCaw enjoy a midwinter flight over the Upper Rakia river in Oakley's ASH 25.

Photo John McCaw

next issue

George Wills wasn't able to get his story on winning the French Nationals to us in time for this issue so we will be running that next time. We have more on Northland sea breeze fronts and a look into the upper layers of the atmosphere.

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

The BSport sponsorship is really important and it gives me great pleasure to announce that the Friendship Cup is awarded to Steve Tollestrup.


Jenny Wilkinson accepts the CWF Hamilton Trophy

CWF Hamilton Trophy

This trophy is awarded to a New Zealander operating in New Zealand for the most meritorious flight that is a New Zealand gliding record.

Awarded to: Jenny Wilkinson – Canterbury Gliding Club

There were four New Zealand records broken during the year, but the one judged most meritorious was a 500 km Out & Return speed record flown in a Ventus 2b out of Omarama in January this year – 157.9 km/h. This was also a Feminine World Record in the 15m class. Congratulations to Jenny Wilkinson.

Air NZ Soaring Award

This trophy is awarded to the pilot who has shown the most significant improvement in their personal standard of competition or record flying during the year.

Awarded to: John Ahearn – Canterbury Gliding Club.

This pilot has progressed from a 50 km flight just a few years ago to 1,000 km standard now. In the last two years he has flown many outstanding flights to try and qualify for the Barron Hilton cup. He was leading the race for some time with a 1,070 km flight in his ASW 20 and has done many other long flights over 1,000 km in some very difficult conditions.

His dedication to early morning starts and thorough preparation has demonstrated a single-mindedness towards his goals. He has purchased a Twin Astir with the sole purpose of modifying it to pressurise the cockpit, then better the World altitude record here in the New Zealand wave. This pilot was from Wellington originally and from a hang gliding background. He has been gliding now with Canterbury for about five years. The Air New Zealand Soaring award goes to John Ahearn.

Air NZ Cross-Country Awards

These Awards aim to stimulate cross-country flying from club sites and particularly encourage those new to this aspect of the sport. Flights during Championships are not eligible.

Sports Class

For pilots who have not previously flown a Gold distance.)

3rd place	Don Howard	Canterbury	603 points
2nd place	Toby Read	Youth Glide Canterbury	613 points
1st place	Maurice Weaver	Tauranga	623 points

Open Class

3rd place	Adam Dalziell	Sthn Soaring	1771 points
2nd place	Doug Hamilton	Sth Canterbury	2396 points
1st place	Jenny Wilkinson	Canterbury	2574 points

Buckland Soaring Award

This is awarded annually to the highest scoring New Zealand national in the New Zealand division of the Aerokurier Online Contest (OLC) for the previous season. OLC rules and handicaps are used. There are two divisions; one for soaring flights commencing in the North Island and the other for soaring flights commencing in the South Island. The winning pilots stand down for the following two seasons.


Dane Dickinson take the North Island trophy


Max Stevens receives the South Island Buckland Soaring Award

36 pilots competed in the South Island Division, 15 of them submitting 6 or more flights. Phil Plane again submitted the most flights – 37 flights totalling more than 10,000 km!! However, it's only the best six that count.

3rd place	Gavin Wills	Glide Omarama	2654 points
2nd place	Hugh Turner	Glide Omarama	3115 points
1st place	Max Stevens	Canterbury	4343 points

Eight pilots competed in the North Island Division, with four of them submitting six or more flights. Darren Day submitted the most – 18 flights. But, again, only the best six count.

3rd place	Ross Sutherland	Wellington	726 points
2nd place	Darren Day	Wellington	1308 points
1st place	Dane Dickinson	Wellington	1436 points

Rothmans Challenge Gold Cup

This is awarded to the New Zealander operating in New Zealand who has attained the highest handicapped speed over an FAI 28%, 300 km triangular course.

Awarded to: Jenny Wilkinson – Canterbury Gliding Club.

This year's winner completed the course at an average speed of 161 km/h. But for a very minor technicality, this flight would have qualified for a Feminine World Record, beating the present mark by a staggering 25 km/h!

With two exceptions I personally know all of this year's winners (and I've had long phone conversations with Steve Tollestrup so that nearly counts). That does not mean I've been around a very long time. What it means is that all of these people, in spite of the exceptional flying and the amazing efforts they give to gliding are really just ordinary club members. That's how I know them. They are all people you'll see out at the club, joining in and taking part in things. None of these people think that they are particularly different from their peers. They all however have the determination to go better, go faster, do more. And they do. These awards recipients are a reminder to the rest of us that we too can achieve the extraordinary, both in our flying and in what we can give back to our sport. Best of all, we don't have to go it alone because we have people like these to mentor us and help us on our way. People like this remind us that it is possible to reach for the sky – and catch it.

Congratulations to all the winners.

Jill McCaw

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. Writers name and address is required and a phone number is helpful.

We received the following letter, which while not exactly a letter to the editor does contain a message that clubs might like to take notice of. The Australian letter writer had been very impressed with the article on Dyneema for winch towing. He wanted to know more but could not find any relevant contact details. - ed

Thank you for your assistance in putting me in touch with Gliding Wairarapa. It wasn't easy. I do not bother with 'phone numbers too much as they run up large bills when phoning overseas, nor are they legal or binding. I am amazed at the lack of care with which many gliding clubs world-wide treat email addresses. The first thing they need to do is to keep them up-to-date. Even here in the Land of OZ I find I cannot contact people at times and when I meet them, the dummies say, "Oh, I've just changed my email Address!"

"Then how about letting people know pronto." I say. I feel like giving them a good kick in the shins, as it happens so often.

Richard Leschen.

Thank you for your article on my career (hobby) of glider towing. I am sorry to have to let my Class 2 medical lapse but with age and medical conditions to the body it was time to retire on a good note.

To clarify my glider towing history: I got my PPL in 1976 and started glider towing at Glentanner in 1985 with Phil Garraway and Gavin Wills and a small group of enthusiasts from the area. It started an association with The Piper Cub ZK-BFV, Gavin's 180hp Cub which lasted right through my towing operations. Some of the retrieves with that aeroplane taught me an awful lot about conditions in the areas of retrieves which was an excellent grounding for when I later flew a Yeoman Cropmaster, Pawnees, C182, Maule's, C172's and other types of aircraft.

I would especially like to thank the owners and operators who trusted me with their aircraft. I was always aware that I was flying someone else's pride and joy which made me very careful when operating their aircraft.

A special thank you to the following people: Phil Galloway who organised my tow rating and supervised me in the early stages, Gavin Wills for his advice and use of his Cub BFV through the years for ATC camps at Timaru, Rangiora and Omarama. Geoff Pywell for the first glider flights at Omarama on a semi-commercial basis, the North Otago operation in the Haka Valley, Richard Halstead of High Country Gliding at Omarama, Mike Thomas for flying his tow plane, Doug Hamilton of Alpine Soaring and Chris Rudge of Southern Soaring, Omarama. Bruce and Rae Drake of Drake Aviation who let me fly their C182 and Piper 236 Dakota's and also for the way they supplied tow planes for Omarama, I learnt a lot about aircraft types for towing from Bruce.

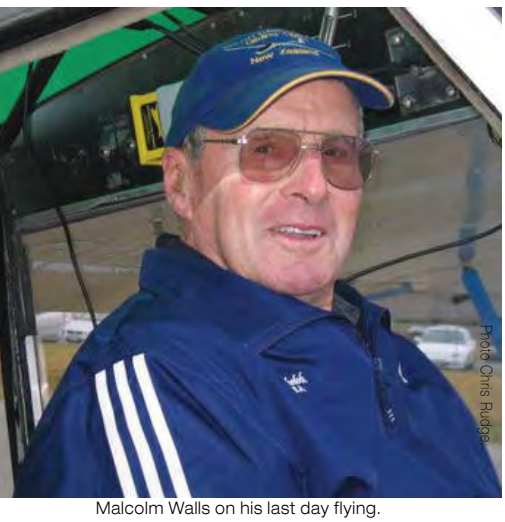


Photo Chris Rudge

Malcolm Walls on his last day flying.

Still thanking people, Justin and Gillian Wills for the towing for their interesting expeditions to various parts of the South Island. The other operation I was involved in was with Steve Fossett and Einar Enavoldson in the Perlan Project at Omarama in their attempting to break altitude records and research in the upper atmosphere in their glider. Also a big thank you to all the glider pilots from New Zealand and around the world who I have launched, it has been a wonderfully fulfilling experience meeting you and your crews and families.

Last but not least the South Canterbury Gliding Club where I finished by doing my last tows in their Piper Cub BNM and it was as enjoyed as much as my first tows at Glentanner.

Without these friends I would not have had the enjoyment of being involved in the gliding community and achieving the 16500 plus tows and the 4117 hours, at least 80% of them towing.

We still enjoy the SoaringNZ magazine to keep us up to date with you all.

Malcolm Walls

Kiwi Girl in England


KIWI GIRL
IN ENGLAND

I read with interest Abbey Delore's article on Lasham. I must question the accuracy of one of her comments. It read "It had been a while since I'd been back in MY BELOVED LIBELLE SHREK."

I am firmly of the belief that this Libelle is owned by her father who out of the goodness of his heart lets his daughter fly it IF SHE IS KIND TO HER DAD and gets him beer from the fridge on request and helps clean his ASH25. Other than that a great article and very nice mag keep up the good work.

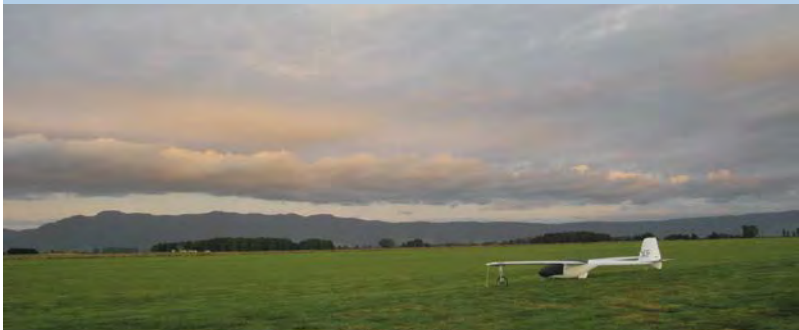
Dad

NORTHERN REGIONAL COMPETITION

MATAMATA

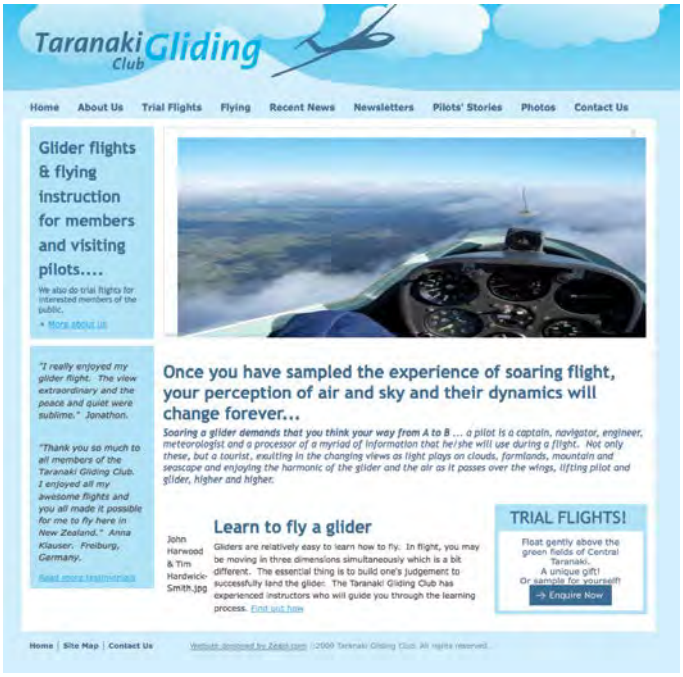
Practice Day	Saturday 28th November
First Competition Day	Sunday 29th November
Last Competition Day	Saturday 5th December

Entry forms will be available for download from the MSC website http://www.glidingmatamata.co.nz/msc/



CLUB WEBSITE UPDATES

Taranaki and Canterbury Gliding Clubs both announce they have new websites up and running, while Piako report that their webcam is back in action.



Taranaki Gliding Club	www.taranaki.zes.zeald.com
Canterbury Gliding Club	www.glidingcanterbury.org.nz
Piako Gliding Club	www.glidingmatamata.co.nz

MAIDEN FLIGHT OF THE DG-1001M

The DG-1001M made its maiden flight on July 9th 2009 piloted by DG chief designer Dipl. Ing Wilhelm Dirks and his co-designer Michael Harms.

Dirks' first impressions: The new DG-1001 power plant impressed me with a very good acceleration. So it was possible to lift off before the mid runway marking of the small 600 m long Bruchsal grass strip. Also the field was very wet. It had rained frequently that day and the preceeding days.

We climbed with about 3 m/s and could cruise with 155 km/h at 6300 engine RPM.

The engine was running very smoothly and hardly any vibrations could be felt in the cockpit. The noise level in the cockpit was so low that it was comfortable to fly without headsets.

With the engine retracted the DG-1001M felt like a DG-1000S without waterballast, no decrease in manoeuvrability could be detected.

DG say the DG-1001M has a new engine, retractable powerplant system and many innovations.

SoaringNZ will be looking at this glider in more detail in a future issue.

new zealand EVENTS CALENDAR

Jerry's Beginners X-Country Course	Mon 5th Oct - Fri 9th Oct 2009 www.glidingcanterbury.org.nz
Flock Hill Camp	Fri 23rd Oct - Mon 26th Oct 2009 www.glidingcanterbury.org.nz
Central Plateau Contest	Sat 31st Oct - Sun 8th Nov 2009
Jerry's Advanced X-Country Course	Mon 9th Nov - Fri 13th Nov 2009 www.glidingcanterbury.org.nz
South Island Regionals	Sat 14th Nov - Sat 21st Nov 2009
Matamata Soaring Centre Cross Country Course – Beginner and Advanced	Monday 23rd - Friday 27th November Whaharoa Airfield Matamata Steve Wallace – MSC Secretary e-mail walest@jafa.net.nz
Northern Regionals	Sun 29th Nov - Sat 5th Dec 2009
Omarama Cup	Sat 2nd Jan - Sat 9th Jan 2010
Nationals – Taupo	Sun 14th – Fri 26th Feb 2010 www.taupoglidingclub.co.nz email: gliding@reap.org.nz
Central Districts	Sat 27th Feb - Sat 6th Mar 2010

SOARINGNZ CALENDAR

Advance orders for SoaringNZ calendars are being accepted now. Thirteen high quality photographs of soaring in New Zealand by John McCaw and others. Designed and produced by the team that make SoaringNZ look so good. A4 size pictures, traditional 12 month calendar. Would make great Christmas gift. Easily postable. $20 including p&p within New Zealand. Available October.
Email soaringnz@mccawmedia.co.nz to ensure you get yours.

THE WORLD AIR GAMES

were held in Torino, Italy in June
Winners of the (Grand Prix style) Gliding Contest were:
1. Sebastian Kawa (Poland)
2. Giorgio Galetto (Italy)
3. Ronald Termat (Netherlands)

http://www.wag2009.com/eng/

LONG TIME COMING!

After a surprising 18 years your editor is at last able to write a simple letter P in the Crew Capacity column in her logbook again. On 26 July, after a check flight Jill McCaw flew two solo flights in Canterbury's Twin Astir from Hororata.
She hopes to be cross-country capable by Christmas.

SUNSEEKER

The World Air Games also saw an experimental aircraft, the solar powered Sunseeker II, set an official FAI altitude record. On the 12th of June 2009, the Sunseeker II reached an altitude of 20,387 feet above Torino. This marks the highest altitude that Eric Raymond has so far taken the craft and also the highest altitude ever reached by a solar-powered or electrically-powered aircraft! Sunseeker II has also completed a tour of Europe, becoming the first solar powered aircraft to cross the alps. Raymond launched from Buttwil, Switzerland, climbed in thermals then used power to climb above cloud. Once up there he got socked in, only just finding a hole to descend through but finally making it to Torino in Italy around five hours after take off. Most readers of SoaringNZ will notice that it looks a lot like a glider. To read more of the flight and the aircraft see the website www.solar-flight.com/europetour

15TH FAI EUROPEAN GLIDING CHAMPIONSHIPS

Date: 27.06 - 11.07.2009 Location: Nitra (Slovakia)

FINAL RESULTS

Open Class - Overall

1 Peter Harvey GBR
2 Laurent Aboulin FRA
3 Steve Jones GBR

15M Class - Overall

1 Louis Bouderlique FRA
2 Lukasz Wójcik POL
3 Christophe Ruch FRA

18M Class - Overall

1 Russell Cheetham GBR
2 Mike Young GBR
3 Karol Staryszak POL

The full results can be found at the following address www.pribinacup.sk/egc2009/results/

FAI congratulates the Winners and thanks the Organisers of the Championship.

BARRON HILTON CUP

Top: Doug Hamilton chats with Chuck Yeager, one of the highlights of his trip to the Hilton Trophy camp.
Above: Doug and the other pilots on the final Hilton Trophy camp. Doug will share the story of his trip next issue.

A Different Perspective of Milford Sound

Interesting photo from Terry Delore.

Milford Sound a few years ago. Photo taken from the ASH with Philip Dew.

THREE GLIDERS FROM PIPISTREL

TAURUS

New Zealand now has two Pipistrel gliders, a Taurus and a Sinus. Their owners are thoroughly enjoying them. Alan Clarke, our local Pipistrel agent tells us a little about the gliders and Pipistrel's new Apis Bee.

The First Taurus is flying in New Zealand

The first Taurus is now flying in NZ, a side-by-side two seater 41:1 with a retractable Rotax 503 engine. Alan Clarke, the NZ Pipistrel dealer, has flown with the new owner and says "it is everything they say it is. The new owner is just loving it, so we are leaving him in peace to enjoy it."

The Taurus is now available in 3 versions – No engine, Petrol Rotax 503 engine or Electric engine.

Pipistrel Sinus Kerikeri to Omarama and back last January

The NZ agents Alan and Donna Clarke live in Kerikeri and recently they flew in the Pipistrel Sinus to Omarama. They stayed for 4 weeks and flew most days, which Alan says was "simply awesome".

Alan's report: we got to Omarama on December 28 and set up camp on the airfield. Omarama seemed to have a 20 knot westerly almost every day but the camp was so sheltered that the tent didn't flap even once; in many ways I think it's the best campground in New Zealand.

What great foresight the man from Queenstown had – he built the camp, airfield, irrigation systems and so on – what a great job he did for gliding and NZ tourism alike.

I learned to fly in South Canterbury in 1964 and towed gliders in an Auster at Timaru and Omarama in 1965/1966. I went on to become a flying instructor for two years at Canterbury Aero Club and then became an ag pilot. In total I flew 6,000 hours fixed wing and 4,000 helicopter hours from 1966 to 1986. Then I had a break from flying for 18 years before taking up gliding in 2004. None the less I came to Omarama with a healthy respect for the Southern Alps and no experience of wave flying at all.

My experiences...

Day 1 I found a nice thermal at Twizel to 9,000 ft.

Day 2 I took Don from Canterbury with me who showed me around the area.

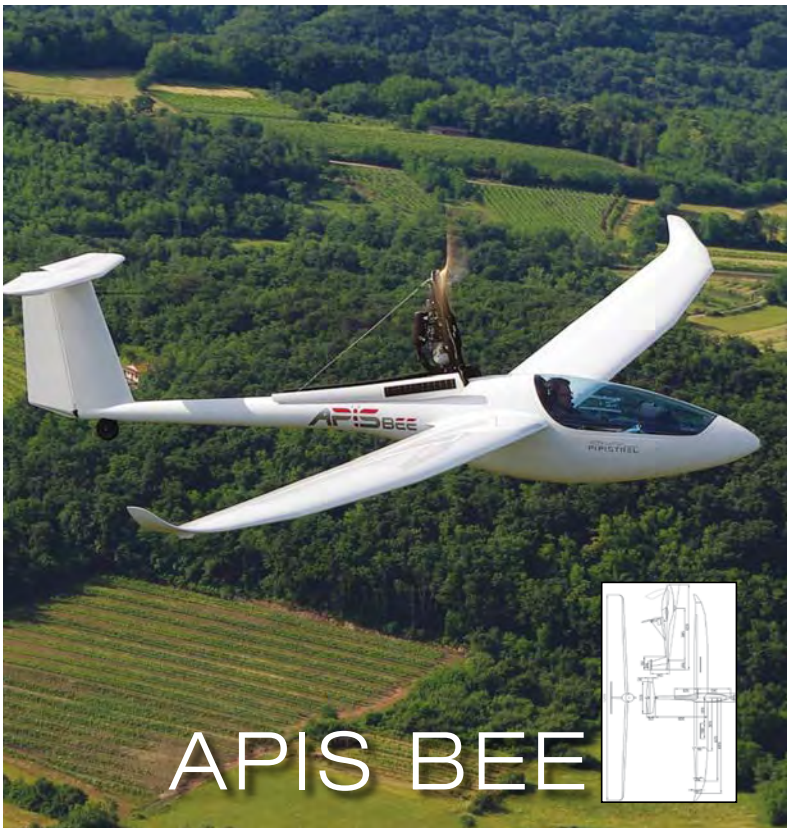
Day 3 I motored up to wave at 9000 ft.

Day 4 I found Grant who used to be a gliding instructor and got a lot more local guidance from him, over several flights. And so it went, gently feeling my way around a new area, so very different to gliding in North Island where thermals and ridge lift stop at 5,000 ft.

Eventually I found I could motor up to 4,000 ft and shut down, and work my way into wave at about 9,000 ft, sometimes taking up to an hour to get there. With no oxygen my wave flights were limited by altitude but none the less it was a great experience.

Using my Omarama experience I have now found local wave at home – in mid winter at 6,000 ft over the Hokianga harbour in a 35 knot SSW wind.

I have no experience at competition flying or in a 45:1 glider but these are some of my observations.



	Pipistrel Sinus 30:1	45:1 Glider
Fly 800 miles to Omarama at 100 knots cruise at over 40 mpg	Yes	No
Take off under own power	Yes	Tow plane needed
Thermal	Good	Very Good
Ridge Soar	Good	Very Good
Cross Country Glide	Limited	Very Good
Suit Competitive Gliding	Probably not	Yes
Suitable for extreme mountain ridge soaring	Probably not	Yes
Get home from anywhere	Yes – just start the Rotax	Not always
Cheap to run	Yes	? ?
Two Seats	Yes	Not always
Suitable for fun gliding	Yes	Yes
Suitable for flight training	Yes	No
Cost	Affordable	Expensive
One man operations	Yes	No

Alan says, it is not a matter of which is best, it is more a question of what kind of flying do you want to do?

Alan can be contacted on 021 400 120

Website www.lightsportaircraft.co.nz

Email alan@acfs.co.nz

Report From Pipistrel Slovenia **May 2009**

A Special Double Celebration for Pipistrel and a market update.

On 15th May 2009 Pipistrel celebrated a special double jubilee. The two important occasions were:

Completion of the 300th aircraft from the Sinus-Virus family which is headed to Mr Bill Hunt from the USA

On the same day the 50th aircraft from the Taurus family left our production facility where it will find a new home in Brazil.

The Pipistrel team is proud to announce that even in these difficult times, we can boast a successful economic operation; in the first quarter of 2009 Pipistrel achieved a 35% increase of our production compared with the same time period in 2008.

Pipistrel achieved this feat by correctly anticipating the global economic trends and focusing on markets of countries less affected by the crisis (Arabian countries, South America and the Far East).

Pipistrel have realistic hopes to double the production output towards the end of 2009. Our customers are looking for more economical aircraft to operate, especially in flight training schools.

Pipistrel continues with the trend of intense investment into research and high-technology equipment and manufacturing development. In 2008 Pipistrel invested one quarter of the entire yearly turnover into research and development. We expect to do the same again in 2009.

At Pipistrel, we assign the greatest importance to the quality of our team, employing highly educated experts in our new Research Institute for Applied Science. Inside the new Institute, the development of a new four-seater is already well underway. This new aircraft is expected to trigger a large-scale revolution in the field of aviation.

At the moment Pipistrel is producing six to seven aircraft per month with close to 1000 aircraft in the past 22 years. We have just

begun the serial production of a self-launching glider, the single-seat Apis/Bee.

With the help of a global distributor network we have aircraft flying in 50 countries.

Philosophy

All Pipistrel aircraft represent the main philosophy of the company

The maximum possible use of energy efficiency

The minimum possible air resistance, achieved with the clean aerodynamic shape

The biggest possible safe payload

The least amount of noise, pollutants and environmental contamination.

The results of this policy are aircraft which have 40% to 70% lower fuel consumption than other comparable aircraft and therefore put a lot less stress on our environment.

Pipistrel are especially proud of the Taurus Electro which made her maiden flight in 2007 and to this time remains the only two-seat electric plane in the world.

Pipistrel has proven by example that it is possible to be successful in business without polluting the environment. The facility in which Pipistrel work is 100% energy self sufficient and entirely powered from renewable sources of energy.

In 2008 Pipistrel claimed two prestigious titles.

For the 2nd consecutive year the Pipistrel Virus SW won the NASA GAT Challenge 2008, and the influential American magazine *Popular Science* declared the Pipistrel Taurus Electro as one of 10 most important innovations in 2008 in the "aviation and space" category.

For the future, Pipistrel have already started actively preparing for the next NASA challenge in the summer of 2011 where we will be introducing many new technologies never before used in aviation and Pipistrel continue to commit ourselves to continue promoting Slovenia through state-of-the-art technology based on ecology.

Ivo Boscarol – General manager

The re-released Pipistrel Apis Bee ***(Apis is Latin for Bee).***

The Apis is a pre-moulded, composite build, single seat, single engine, mid-wing, classic, fixed or retractable undercarriage, high performance glider. It is available in 3 versions: no engine, or self launching petrol or electric engine. By concept, it is single-seat version of the Pipistrel Taurus. The Apis was originally designed by Pipistrel but was given to another company to produce – now the project is back with Pipistrel. After 12 months of development and with around 130 improvements, the Apis has just been re-released to world markets.

Costs

The Pure Glider Version is Euro 41,000 (plus shipping and GST)
The Petrol Engine Version is Euro 54,000 (plus shipping & GST)
The Electric Engine Version is Euro 77,000 (plus shipping & GST)
The current delivery time is approximately 6 months (ex factory)

Pipistrel Sinus G loadings demystified

The Pipistrel Sinus is a motorglider, built to LTF-UL2003 (German) rules. It has to withstand +4G and -2G at VD (design speed, beyond VNE) and +5.3G and -2.65G at VB (turbulence penetration speed). Because the load case at VNE (VD) is much more critical (takes a stronger structure) +4G and -2G gets listed into Aircraft's manual.

With pure gliders, as they do not tend to fly at speeds close to VNE that often, the other case (VB) gets listed into the manual – commonly +5.3G and -2.65G.

Each individual part on the aeroplane has been stress tested to at least +7.2G and -7.2G. The wings in particular have a break load

(tested independently at University of Stuttgart, Germany) of more than 10.8G and this is in hot atmosphere (55 degrees Centigrade). Tine Tomazic, Research & Development, Pipistrel, Slovenia says

"Believe us, the Sinus is very strong – just as strong if not stronger than the gliders flying in NZ at the moment."

SPECS

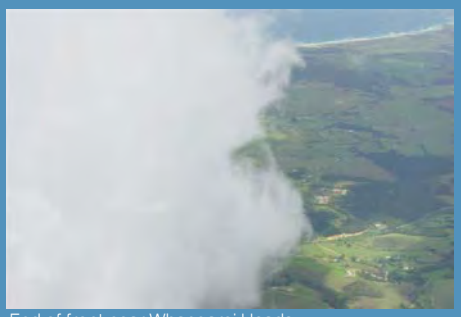
14.97 m (49' 1.5") wingspan
Glide ratio 40:1
Min sink rate 120 fpm
Retractable undercarriage option
Steerable tail wheel
Hirth F33BS Engine
20 Litres Fuel Capacity
Engine on climb 600 fpm
Min sink speed 45 kts

SOARING SEA BREEZES IN NORTHLAND NEW ZEALAND

THE WEST COAST SEA

By Paul Rockell

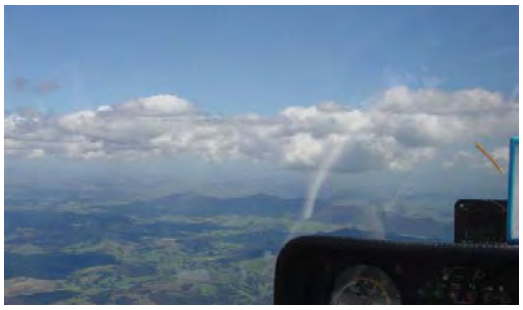
It is a part of the country most of us don't know much about and its challenges are unique. As promised last month, this is the first of two stories on flying the sea breezes that form along the skinny piece of land at the top of the country.



End of front near Whangarei Heads

Whangarei under the seabreeze

Map showing the usual position of the leading edge of the West Coast sea breeze front.



In the north of the North Island of New Zealand is a three hundred kilometre long peninsula. In essence this runs north to south and is only seventy kilometres at its widest. It rises high on basement greywacke to twelve hundred feet in the east and falls rapidly to the Pacific Ocean. The land to the west falls gradually to the Tasman Sea only interrupted by ancient volcanic remnants often joined over great distances by consolidated sand tombolos. Being subjected to high rainfalls and warm temperatures and never experiencing glaciations, most of Northland is characterised by eroding rolling hills either covered in native bush or exotic pinus radiata. The valley floors are intensively farmed, mostly dairying, but with fields quite large enough for landing gliders.

Most New Zealand glider pilots have little knowledge of what is available to gliding up here, no more than us Northlanders know anything about mountain peaks, snow and wave. This is a small account of some of the climatic features we are blessed with in this small area of New Zealand. Northland is quite uncluttered with air space regulations and in my view is a soaring paradise to those with the old pioneering spirit. Do not all come at once.

As the sun comes up on a summer's day, I check the view towards the east coast. If the Northland peninsula is free of cloud with maybe a little valley mist but out at sea there are towering cumulus, that's a sure sign the day is going to be a very soarable and more than likely involve sea breeze and convergence. On a good summer's day in the north with our long coastlines and large harbours, there are myriads of sea breeze fronts and general convergences all with their differing cloud bases and characteristics to be explored.

West Coast Sea Breeze

From mid December to mid March, when the ground has dried out sufficiently and the equinoctial winds are long gone: if the anticyclonic high pressure is centred on us or not too far south, the wind that day will favour us with a slight easterly breeze. All that day's heat will flow towards the western side of Northland to meet the cool moist air sucked in off the Tasman Sea, producing one of our better sea breezes. Very occasionally this will run the length of Northland, over three hundred kilometres long. Most likely it is the original long white cloud of Aotearoa as seen from the first arriving canoes.

If the day heats up nicely, at midday I will take a peek over the homestead ridge to observe the cloud development in the interior. At about the same time the east coast sea breeze will be pulling back inland and overhead the dairy farms and airstrip where I live some fifteen kilometres from the sea. Gliders need to launch quickly at this time before the thermals move too far inland. For me, after a leisurely lunch, it is a simple matter of filling up a drink bottle, stowing fruit bars, rounding up Helen and any stray grandchildren and off to the DG400's T hangar, pull out GNZ and go, usually getting

BREEZE

Paul Rockell in his glider

Paul Rockell has been soaring for nearly thirty years, mostly in the North. He has logged around 1100 hours.

airborne at 2.30 pm. I am the afternoon's light entertainment for those little farm kids who are well used to this noise and routine.

Takeoff is to the east and then I head west. Sometimes the east sea breeze has cleaned the thermals up to twenty kilometres back inland before they gradually strengthen with rising bases and then wham, we are in the business.

With our sea-scrubbed air and excellent visibility, the west coast sea breeze front can always be spotted from far away with its hanging walls of cloud, some thousand to fifteen hundred feet below the inland cloud base. Usually back some ten kilometres or more from the west coast beaches this cloud front can appear at times to be intermittent to the north and south with gaps. Sometimes there is lift along the frontal line with no observable cloud but most often it is well marked by wisps of condensing cloud getting sucked up into very blue-black bases. Most typically, a single length of cloud can be unbroken for up to twenty kilometres with very strong lift where, full negative flap, full speed, legs hugging the instrument console tightly and with the glider still climbing into the base, the only option is to peel out to the side, pull up, push on and dive back in. There is never any need for circling other than to admire a view or have a play with speeds rarely slower than 70 knots.

It is a special magic to fly this front northwards along the lee of the Tutumohe Plateau. This ancient volcanic basalt tableland rises between four to six hundred metres above sea level and extends about fifty kilometres in length, falling away rapidly on both sides like a smaller version of the Kaimai range in the Waikato. When the cool laminar sea air spills over the eastern side and meets the inland hot air it seems to create vortices of wave mixed with sea breeze with localised higher cloud bases. Behind the southern high point at Kaihu is the best place for this phenomenon.

Gliding gets more than a little surreal in these great roiling maelstroms a couple of kilometres wide, every bit of air is rising mixed up with pale mother-of-pearl coloured stringers of condensing cloud, nine-tenths closed in on all sides and with the malevolent dark green native bush base close beneath. Quite forbidding inside, glimpses out to brilliant afternoon sunshine and blue Tasman waters occur often enough to allow the pilot to stay orientated.

The northern extent of the front is usually cut off by the inflow of sea air into the Hokianga Harbour, so it mostly finishes between Opononi and Rawene Townships on the harbour's edge. Sometimes, although rarely, it will start again quite strongly behind the high ground at Punguru on the north side of the harbour and run on towards Kaitaia.

I have never seen conditions yet where this cloud front continues up to Cape Reinga at the same time. It does happen rarely but it is mostly out of phase occurring earlier in the day with low bases and is then swept away. I once saw low level lenticulars over the length of North Cape peninsula over the top of low cumulus maybe set off by the beach dunes but I was standing on the ground. So, most times in the North Hokianga it will skew to be a convergence centred over the Maungamuka hills being affected by inflow over the Aupouri and Ranganunu Peninsulas to finish behind Kaeo Township in the east.

So pop out under the cloud, admire the giant sand dunes at the Hokianga harbour entrance and push on back south. Cloud bases in the north are usually between five and six thousand feet. Sometimes this front will act like a ridge and climbs can be made up the sides with an accompanying glory bow. Soar on and one hundred kilometres farther south is the largest harbour in the southern hemisphere, Kaipara Harbour. From the Northern Wairoa River south, cloud base usually lowers markedly to three thousand feet because of the flatter terrain and greater influence of harbour marine airs. However, if the front has merged into a single line convergence, flights all the way down the narrow part of the peninsula to Auckland are possible. Most often I turn back around Paparoa town, the length of good lift being over one hundred kilometres long, fly back to the high country south of Kaikohe and push out into cloudless sky, grit my teeth and head for home. With over three hundred kilometres of fantastic effortless flying and a great deal of fun with stunning scenic beauty I never tire of this Northland gliding classic.

When conditions are suitable, such as days with very cold air at height with a dash of tropical moisture laden air coming in at base, then this convergence can severely overdevelop with heavy rain in thunder storms – fantastic to look at if you are standing on the ground in the east and more than exciting if you are still soaring. Strong lift with great golden orbs of sunlit raindrops blowing off the tops just out from the edge with crash bang all around.

It is also possible to fly from the sea breeze front out to the west coast sand dunes where the wind off the sea is sufficiently strong to allow a flight up the beach to the Manganui Bluff which stands fifteen hundred feet high. Then ridge soar back up to two and a half thousand feet and head inland to the convergence again. There are so many interesting gliding scenarios still to be found up here and while Whangarei pilot Bernie Massey creeps off on the bleakest of days ridge-crawling for hours, all under 2500 feet, from coast to coast, declaring that he likes a technical challenge ... just give me another hot summers day any time.

Next issue we continue this discussion and look at the East Coast Sea Breezes.

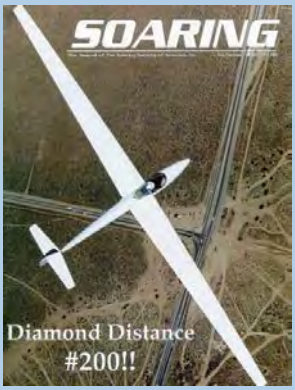
In December 1966 an article appeared in Soaring magazine entitled ‘There’s Fiberglass in Your Future’. The Libelle, the first of the Glasflügels, German for “glass wing”, marked the beginning of a radical change in the development of sailplanes and in the sport of soaring.

THE ALLURE OF

Terry Delore’s historic Libelle GGK, known these days as “Shrek”. Now fitted with winglets to bring it into the modern era this little ship has no trouble flying long distance flights, even on winter days’. This is the ship Abbey Delore is pining for (see article last issue)

The Hutter H-301 Libelle, was introduced to the world in 1964. The Libelle and its various incarnations (H-301, H-301B, H-201, H-201B Standard Libelle and the Club Libelle 205) went on to take the soaring world by storm, ranking in the top numbers of contests around the world for several years, becoming the favourite of soaring pilots everywhere and talked about as the glider nearly every pilot would like to own.

That original Libelle was designed and built by Wolfgang Hutter and the husband and wife team of Eugen and Ursula Hanle, the founders of the Glasflugel company. The design process began first in the various rooms of the Hanle house and later in workshops. Surprisingly the Dragonfly [as they called it] was a development from the jet-powered self-launching H-30TS built by Wolfgang which was itself a development of the diminutive wooden



This story was printed in the American Soaring magazine in June. It was brought to our attention by Graham Lake of the Auckland Aviation Sport Club. Graham is an enthusiastic Libelle pilot and he will be following this up with an article on Libelles in New Zealand very soon.

This slightly abridged version is reproduced with the permission of the editor of Soaring and the author of the article.

Soaring magazine noted the Libelle as

"... the most beautiful sailplane in the world"

after its appearance in the gliding world in 1964.

By Neita Montague

GLASFLÜGEL H201 LIBELLE

PERFORMANCE DATA		
Span	15	m
Length	6.2	m
Height	1.31	m
Wing Area	9.8	m²
Wing Section	Wortmann FX 66-17A 11-182	
Aspect Ratio	23	
Empty Glider Mass	185	kg
All-Up Mass	350	kg
Water Ballast	50	kg
Load Factors	?	
Maximum L/D	38	
Stalling Speed	33.5	kt
Minimum Sinking Speed	0.60	m/s
Max. Rough Air Speed	135	kt
Never Exceed Speed	135	kt

THE LIBELLE

Hutter H-28 of the 1930s built by Wolfgang and his brother Ulrich. Quite an intriguing heritage for what would eventually become the very first fiberglass airframe of any type awarded a Standard Type Certificate (in September of 1965) by the FAA – and which would, in this way, become the grandfather of every one of today's modern composite aircraft. Designers from Rutan to Airbus have simply continued what the tiny Libelle started. The evolutionary Libelle was a most revolutionary aircraft!

Libelles were known for their speed and climbing abilities. A Libelle photo from the 1966 National Soaring Championships carries the caption, "A view of the Hutter Libelle that more and more competitors seemed destined to see – the bottom." A summary of the long soaring flights of 1966 show the Libelle with the highest average distance. The H-301B sold for US $5,300 ex-factory plus $300 for the optional tail chute.

Thirteen Libelles entered the 1967 U.S. Nationals held in Texas; the highest placed Libelle flown by Ben Greene came in fifth. The following year he was first. The Glasflugel Fiberglass Fleet went on to claim all three of the world's major speed marks: 100, 300 and 500-km Triangle.

The revolutionary construction of sandwiching fiberglass and balsa was causing concern, leading the Braunschweig Insititute of Technology to test the Libelle wing to the equivalent of 41,400 hours of flying. This is 13.8 times their nominal 3000 hour test! At that time no other sailplane had been subjected to such an extended test program.

That same year the first flight of the H-201, called "the improved Libelle," took place. It had fixed gear but lacked the manoeuvrability of the H-301 in take-offs and landings, so many tail booms suffered damage. Chip Bearden on www.recsoring.org wrote that, "The 201s were infamous for breaking in ground loops. I still remember seeing a 301 at the 1981 U.S. 15 m Nationals at Minden with external longerons glassed onto the exterior of the rear fuselage."

In the 1968 FAI World Championships in Poland, Per Axel Persson from Sweden placed second in a Standard Libelle, losing by 150 points, while competing against the likes of the Elfe S-3 (one flown by A.J. Smith and one by George Moffat), the Phoebus A, Foka, and AS-W 15, only a few of the great variety of ships flying the eight-day contest.

At the 1971 U.S. Standard Class Championships Libelle pilots finished in the first five places, the H-301s with their flaps locked! In 1972, twenty-seven Libelles competed in the U.S. Standard Class Nationals in Marfa, Texas.

1971 was a great year for Libelle pilots. They finished in the top five places in the 39th U.S. Soaring Championships at Minden, Nevada. The Libelles were trouncing the Kestrel (a later Glasflugel), the ASW-12, ASW-17, the Cirrus, the Diamant 18, and the Nimbus II. The world was stunned.

Looking at all the contest final rankings during the 1970s is quite fun. You can note the top Libelle drivers jockeying for the top positions, trading places throughout the years. Other names you see during these years are Neil Armstrong and Wernher von Braun, who were also Libelle owners but did not compete. The U.S. Nationals saw 20 Libelles competing in 1973.

In 1974 the Glasflugel firm ordered a large wreath with the letters "500" and leaned it against the nose of its 500th Standard Libelle. "More have been built than any other fiberglass airplane" is the caption of its picture in front of the factory. At that time they were producing 10 Libelles a month.

The Libelles were going farther and faster. For six days James Smiley held the World Out and Return Record of 650 statute miles and a 72.2 mph average. Henry Combs in 1998 earned his 200th Diamond in Libelles.

Wil Schuemann had instituted performance enhancements to the wings and fuselage of his own ship and in the '70s freely provided advice, data and drawings for others with the resulting enhanced performance equal to that of the mighty ASW 12, except at high speeds – where it was superior! Not bad for a 15-metre "pocket battleship". Wil's presentation from the SSA Convention of that same year is available on http://www.betsybyars.com/guy/soaring_symposia/72-modif.html.

The Libelles were also going higher. Marcel Godinat, member of the 1936 Swiss Soaring Team at the Olympics, in an H-201 set a Nevada State Record out of Minden of 30,000 ft. In successive years he went on to 37,000 ft for a personal best.

There were originally 111 Libelle H-301s. The 600 Libelle H-201s were designed without flaps, without the optional tail chute, and with a new Wortmann wing. They were built from 1967 to 1975, along with a variation, the H-210B and were produced until 1974. There were several experimental design developments which though flown never went into production, the H-202 , H-203 and the H-204.

Then the Club Libelle (H-205) came into being of which 171 were built. It was created with a t-tail, no flaps, fixed gear, used the Wortmann wing and was designed for the low-time pilot, club use and off field landings. It has an unusual type of trailing edge air brake which is similar to those on the Mini Nimbus and the Mosquito.

Many of the nearly 900 various types of the Libelle are still flying in a wide number of countries. The H-301 life limit is 12,000 hours – enough for several lifetimes of great soaring. Imagine how nice your daughter will look, flying your father's Libelle.

Until the death of Herr Hanle, the Glasflugel firm continued with the 'insect' theme pioneered by the Dragonfly Libelle. The Hornet was the Standard Class successor to the H-201 and 151 were built including the Hornet C. The Mosquito (200 built) was the first Glasflugel designed for the then-new 15-metre racing class. (The H-301, retrospectively recognised as the first sailplane of that class, was designed before the 15-metre racing class existed. In a sense, it helped bring about the existence of this class – another 'first' for the seminal Libelle.)

Ursula Hanle went on to design the aerobatic Salto, using H-201 wings cut down at the root to 13.6 meters with trailing

edge brakes, and a V-tail. Sixty of them were built. Even the HBV Diamant – which flew on a set of H-301 wings – was a descendent of the original Libelle.

The Libelle name had such allure that the original marketing name of the H-401 Kestrel was, in fact, the Super Libelle. The name was later changed, probably because it was somewhat redundant!

Besides the 129 H-401 Kestrels built, the Glasflugel company produced a variant, the H-604 Kestrel 22. The Glasflugel H-304 (CZ) is still being produced today – more than thirty years after its introduction.

While most people will run in the opposite direction when they see a Duo Discus ready to rig, many will gladly pitch in to help with the Libelle. It takes just two people and only a couple of minutes to put it together. One pull on the spar butts with a specially designed tool bring the wings "home" with a satisfying "clunk." And unlike most 'modern' sailplanes, a Libelle's spar carry-through sits out in the open, in plain view where it's simple to see while rigging. As a result, rigging is fast and easy, to the great relief of the helper on the wingtip!

In 2005 there was a discussion in Australia of holding a Libelle competition, and in Germany a Libelle Gathering was held on 08/08/08. Libelle lovers in France will hold their 3rd Libelle Cup in Issoudun, France this summer. The first U.S. Libelle Gathering was held in July.

The Libelle is a true classic – an instant hit that still has a devoted group of owners who love to fly this little machine. Forty years later, hundreds of pilots around the world still count themselves as fortunate to own or fly Libelles.

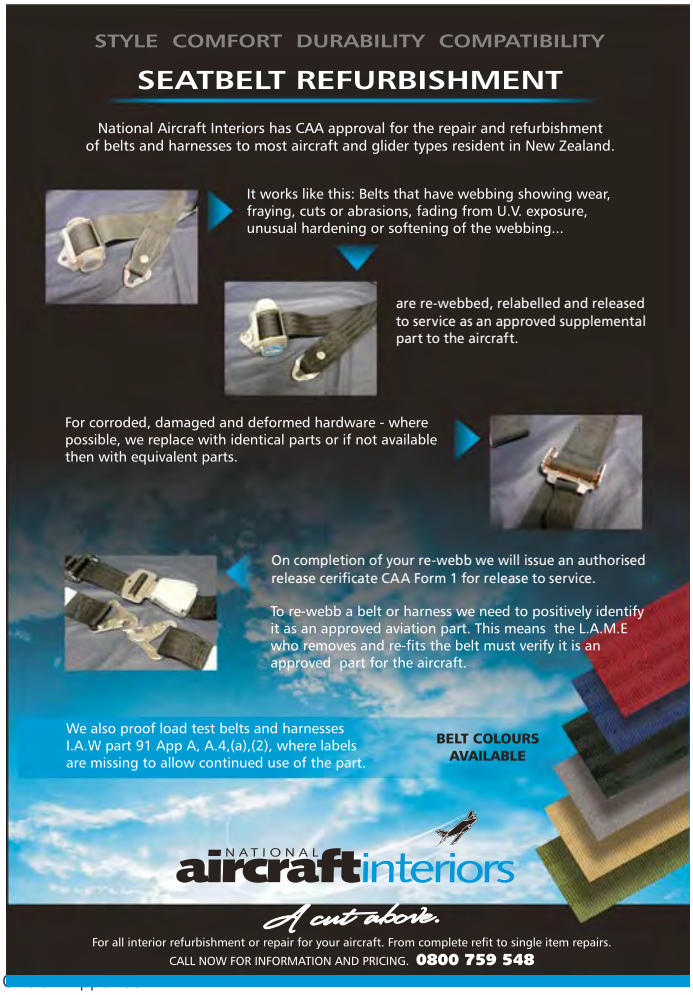
Technology may have moved on past the Libelle – but as any Libelle pilot will tell you, it hasn't moved very far! Truly, the Libelle was a tremendous achievement, and far ahead of its time.

Soaring Libelle Covers Over the Years:

Soaring has produced nine covers showing the Libelle in its various versions: March 1996, September 1968, January 1969, August and December 1970, November 1971, April 1978, March 1980 and June 1980. The October 1970 cover shows a grid full of Libelles. There are also several "Soaring Calendar" pictures.

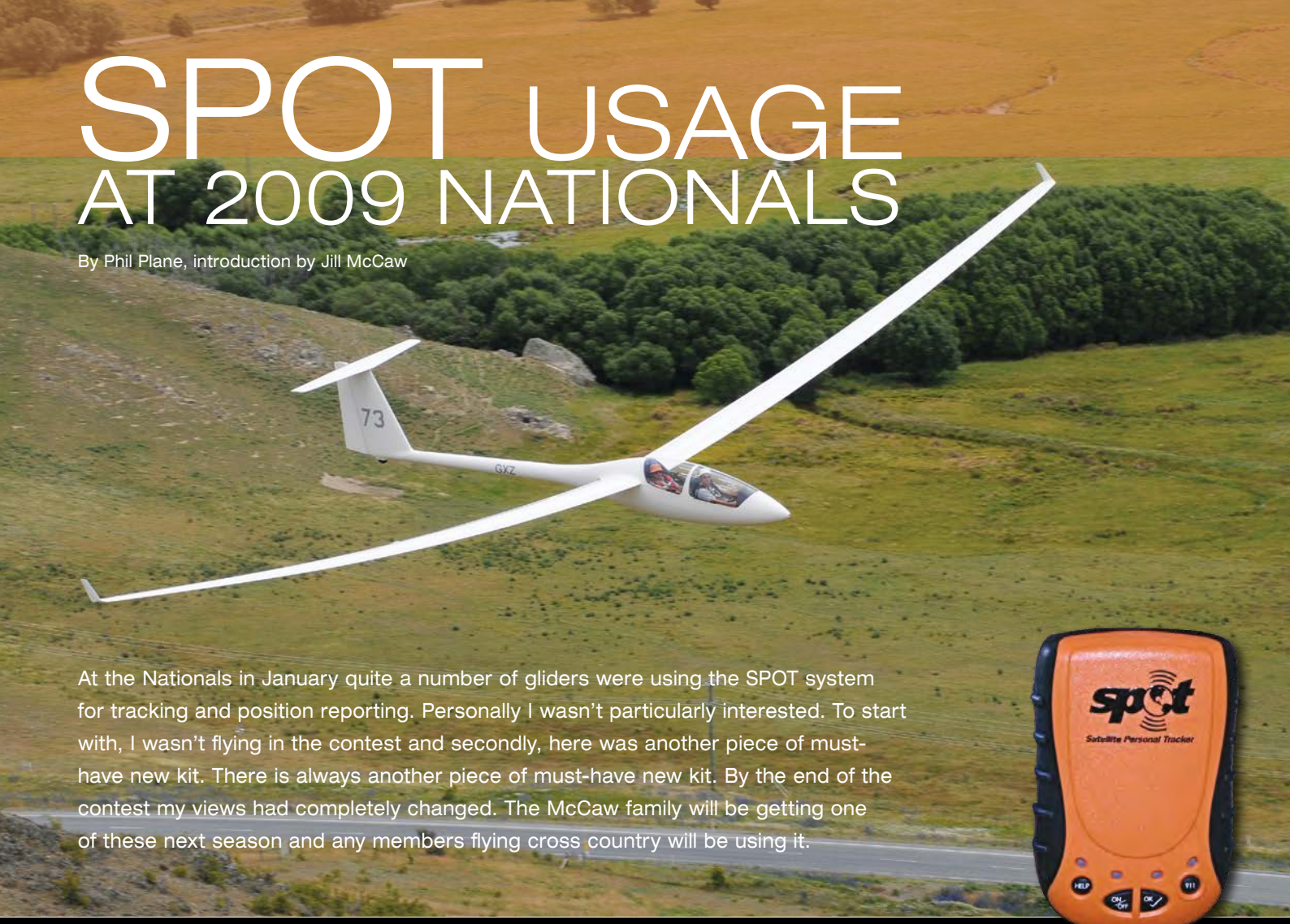
About the Author:

Neita Montague, a power pilot with 2200 hours, was introduced to soaring by her husband ten years ago. She owned a Ka6CR and now owns an H-301Libelle, N7115, S/N 50 and flies out of Reno, Nevada. She is President of the Women's Soaring Pilots Association and a member of the Reno High Sierra 99s.



SPOT USAGE AT 2009 NATIONALS

By Phil Plane, introduction by Jill McCaw



At the Nationals in January quite a number of gliders were using the SPOT system for tracking and position reporting. Personally I wasn't particularly interested. To start with, I wasn't flying in the contest and secondly, here was another piece of must-have new kit. There is always another piece of must-have new kit. By the end of the contest my views had completely changed. The McCaw family will be getting one of these next season and any members flying cross country will be using it.

Why did I change my mind? There were three reasons.

Firstly, I relieved Sue Wild in the radio room for several days. The workload of the radio operators during a contest is high. There is a lot of energy involved in not just correctly organising start and finish procedures but in taking ops normals calls, being aware of where the whole field is and noticing and acting appropriately if calls haven't been made within the prescribed time frame. Gliders carrying SPOT do not need this service. Gliders carrying a SPOT have their position relayed to a web page every five minutes. If they stop moving a colour change on screen will alert the folk in the office and the pilot's crew that a retrieve needs to be organised. The position of the landout is instantly known. Because the trace is overlaid on a google terrain map the people in the office can tell if this is a good landout on an airstrip or potentially something more serious. This is a very good thing.

Secondly, the web page of traces was projected on the wall in the Terminal Building so that crew and hangers on could watch progress. It was a rougher and much cheaper version of the high speed flight following of the Grand Prix and every bit as popular. Everyone with an interest could watch how the SPOT gliders were doing. Anyone with web access anywhere could follow the racing. It was certainly well received by crew and families at Omarama.

The third reason I became a SPOT convert is because my son Alex carried a borrowed one. Seventeen year old Alex set out to achieve the goals he had set at the beginning of the summer. He wanted his 300k and a diamond height. SPOT meant that we could watch his progress and know which side of which ridge he was on. We could see he was soaring Mt Cook and cheer, even as we groaned a little because sometimes he seemed a long way from home. To Alex's embarrassment his father who was back home in Christchurch knew exactly what he had been up to because he could log on to Phil's SPOT website and follow him. Alex accused his father of spying. John was fine with that. We felt much happier knowing where our young pilot was.

Radio Operator Sue Wild and Roy Edwards

The following is a transcript of the talk given by Phil Plane at tje AGM on how he turned a simple search and rescue device into a flight following service useful to glider pilots and their supporters. Phil has done all this work voluntarily but I think the SPOT people should be paying him for adding value to their device.

Jill McCaw

Technical Background

The SPOT satellite messenger is a low cost device that sends a message via satellites. The message is delivered to a base station that forwards it to a central site in the USA. The messages are then delivered by email and/or SMS text messaging to the addresses selected by the operator.

In areas where there is satellite coverage this is very reliable. All of New Zealand has coverage. SPOT claim they are aiming for 98% success at delivering one message in 15 minutes.

The SPOT has four buttons. Each button has an LED that flashes when the button has been activated.

On/Off, which turns the device on.

OK, which sends a message three times at five minute intervals. Only the first message to get through is delivered, the rest are discarded. This is to improve the chance of a message getting through.

Help, which sends a message every five minutes for an hour. All messages are delivered. *(This turned out to be the button which made SPOT useful for flight following – Ed)*

911, which sends a message every five minutes until the batteries die or the SPOT is switched off. All messages are delivered to the emergency services.

SPOT has a tracking mode that allows the unit to send a message every ten minutes for twenty-four hours. These messages are not passed on from the central site, but are shown on a website. This wasn't useful for what I was trying to do. It is possible to use the tracking mode and this is what the Australians have done at http://www.glidingmaps.com.

The initial program:

My initial idea was to use the SPOT system to supplement or replace the 'Ops Normal' radio messages used at Omarama to keep track of gliders flying from Omarama. The 'OK' message can be configured to send an email to any address. I set up a server to receive the messages and produce a map with the location marked. The server had a database linking the SPOT serial number contained in the email to the glider details like registration etc. This allowed the program that displays the map to use an icon with the appropriate glider registration to show the location of the glider.

The initial program worked well. It uses a partially transparent green circle with the glider registration in black as the icon for a recent location. After an hour the icon changes to a partially transparent orange circle, and after two hours to a solid red circle. This is in keeping with the policy at Omarama of having hourly 'Ops Normal' calls and starting to get seriously worried after two hours.

The map display program only shows the most recent message for each SPOT.

Phillip Plane

Further enhancement

I had a visit from the importer of SPOT in Christchurch. While we were chatting he mentioned that the 'Help' button sent a stream of messages, all of which were delivered. That isn't obvious from the documentation, and I wasn't aware that SPOT did that. I ran a few tests and sure enough, the 'Help' button gave an hour's worth of tracking. This didn't require any change to the map display program, just to the configuration of the SPOT. If the 'Help' messages are delivered to the email address used for the 'OK' Ops Normal system, you get an email every five minutes for one hour.

Trace history

Once the mapping program was working I wanted to see the day's history from each SPOT. This is so that if a glider goes missing we can easily see where it has been, and get an idea of where it was headed when the messages stopped. This has developed into the track map which allows you to select the glider and the date, and shows all messages received from that SPOT on that day. The points have a green ring with a sequence number so you can see the direction of travel. The ring is red if the point is less than 100 metres from the previous point.

Roy Edwards – Contest Director at 2009 Nationals

Each point can be clicked on to bring up additional information, including a link to Google maps to get driving directions to the point.

The ability to get driving directions was added at the suggestion of Roy Edwards during the Nationals.


Fig. A


Fig. B


Fig. C


Fig. D


Fig. E


Fig. F

Some images taken from the spotmap website:

Fig. A is midday on 10 January.

Fig. B show the progression during the day. Towards the end of the day the icons go orange to show the SPOT message is over an hour old, then red to show the message is over two hours old. As people land and turn off their SPOTs the icons time out.

Fig. C shows the info box that can be displayed from any icon. It shows the time, location, and information from the database of gliders and pilots.

Fig. D shows the trace for the day, zoomed in to clarify the use of the red circle to show that the SPOT has stopped moving, as happens when the glider lands. In this case it has landed on the Omarama airfield. If it was a landout it would be obvious from this where the glider had landed.

Fig. E shows the trace for a glider for the day.

Fig. F shows the info box from any of the trace points. Notice the link for driving directions.

How has it worked?

We have found the SPOT system reliable. There have been some problems when the SPOT systems seemed to stop passing messages for an hour or so, and the server for map.xinqu.net got powered off accidentally once, but the system has been in use since November 2008 with very little downtime.

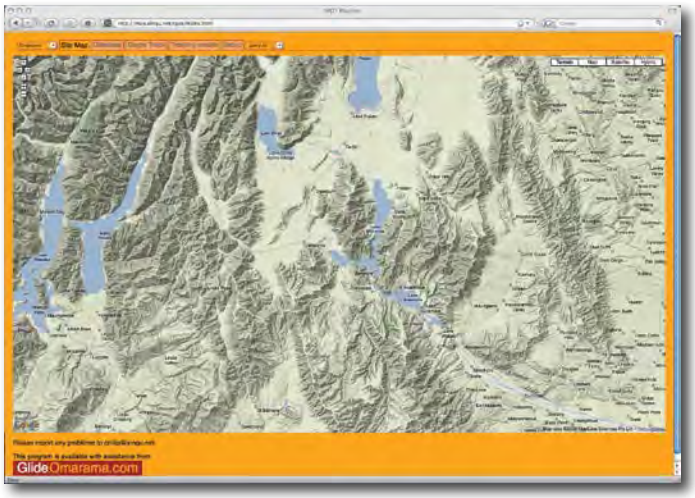
During the Nationals having SPOT tracking available took a lot of load off the radio for Ops Normal. The contest director was very happy with the way it worked and the extra information it provided.

The SPOT units are robust and reliable. They do need a good view of the sky to get good results. If there is nowhere to mount the SPOT on the panel or glareshield the unit can be clipped to the shoulder straps. Putting the SPOT in the side pocket in the glider doesn't get a good result.

When the SPOT units have been carried around in the mountains they continue to provide tracking in the bottoms of the valleys.

Battery life is good. The unit used in the DG1000 is just starting to flash the power LED red to indicate low battery. It has been in daily use since the start of November, so it has lasted over three months of daily use. A new set of batteries costs $15.

The mapping system is quite basic and is really just a proof of concept. There is much development to be done, and over the winter I expect to improve the presentation of the tracking and add many new features which have been suggested by users.



Please check out the website below

http://map.xinqu.net/spot.html

Phil now has support for multiple sites, including different timezones. He adds that if clubs want to use the system he is happy to add their sites. Philip Plane can be contacted at philip@xinqu.net

DIAMOND HEIGHT FLIGHT

On his last day of the season Kerry Eggers managed to cross two of his soaring goals off his list. He flew his Standard Cirrus out of the Nelson Lakes Gliding Club and landed in Motueka having achieved his Diamond Height.

Although this flight was not outstanding when compared to those of more experienced pilots, I am a relative newcomer to the sport of gliding and for me it was pretty amazing.

The glider was going in for its annual and I was going to the States for a couple of months, so it was our last Saturday of the season. The weather was unsure with a front coming up the island but I finally got the word Saturday morning that it was all on.

After to-ing and fro-ing to get the winch at the right end of the strip for the wind direction, Frank was the first to head off, closely followed by Max. I had been tied up with the winch so was the last to get my glider to the launch point. When I looked up I could only see one glider and he was high. That was a good sign.

> "One of my goals for a while had been to get my Gold height gain and this looked like a good day to try for it."

The launch was rough but manageable. I talked to Frank on the radio and told him Miles had gotten to 13,000 feet over Mount Robert. Frank said he was heading north as you could not go anywhere from Mount Robert with the frontal cloud closing in from the east. I said to Frank, "You can always go up."

One of my goals for a while had been to get my Gold height gain and this looked like a good day to try for it. I headed towards Mount Robert and was climbing slowly in some extremely rough air. I kept my straps cinched up very tightly so I did not hit my head on the canopy and wondered which way I was going to get smacked next. I managed to keep the glider the right way up and pointing generally in the right direction and then I flew into some very smooth strong wave. The mechanical vario was pegged off the stops and the averager was sitting steady on 14.5 knots up. This is what wave flying is all about.

I got to 13,000 feet very quickly and had to pull out the air brakes while I talked to the guys on the ground to get the height limit raised. They got it raised to 17,000 feet so off I went again, quickly reaching that. At this stage I was getting quite a bit of cockpit icing and hoping it would not get much worse. I talked to the guys on the ground about getting it raised higher but was told I would need to call Christchurch direct and would need my transponder on as well. I turned my transponder on (which I had never had the call to use to date) and nothing happened. Great. I was in strong wave, which we hardly ever see to this extent here and I could not use it because my transponder was not working! I had a close look at it; in fact it was going but in the strong light it was hard to read the numbers.

I then tried to unfold my full-sized aviation map to check the frequency for Christchurch control. If you have ever tried to unfold and refold a full sized map in a cramped glider cockpit you will know it is not an easy task, especially as the Cirrus has a fully flying elevator and I had to try and keep the stick trapped between my knees as I was doing this. I finally got it all sorted out but by this time I was back down to 10,000 feet as I had not been

Left: Intrepid Nelson Lakes pilots at the end of a long day. Safe on the ground at Motueka. Author (and his glider) at the back.

concentrating on staying in the lift while I was sorting all the other bits and pieces out.

I headed back to where I was pretty sure the lift was. I started to go up which was the idea but realized all of a sudden there was cloud to my left, my right, in front, above and behind me so I pulled the air brakes fully out and did a max rated turn straight down to the patch of green I could still see below me. Once in the clear again I pushed forward to get clear of the cloud and got back into the strong lift. Away I went. I put a bit more air over the canopy with the front vent and this seemed to keep the screen clear of ice right in front of me.

I called Christchurch on 129.4.They asked me how high I was going. I said something to the effect that I did not know how high I could get. I asked for clearance to 20,000 feet as this seemed pretty high to me. My request was granted so off I went. In the lighter wave I am more used to I usually fly very slowly to stay in the lift. Not this one. If I flew slowly the glider icon on my moving map would turn around and fly in the opposite direction and I would move out of the strong lift. I found I had to keep at around sixty knots to maintain my position in the lift. A little while later I got to 20,000 feet.

Everything seemed to be going well. My oxygen was fine, the cockpit icing was not getting any worse and I was not too cold. I called Christchurch and asked for clearance to 23,000 feet, which they gave me. I then had to call again and tell them I was at 23,000 feet, could I get clearance to 25,000 feet which I got.

The climb had been slowing from about 22,000 and stopped at 24,654 feet. My feet were getting a bit cold and it was getting late in the day. Time to head back. A landing at Motueka had been one of my goals for a while and our strip at the lake where I had taken off from had strong cross winds with severe turbulence. The only glider that had landed there that day had been damaged so Motueka was looking good.

I told Christchurch what my intentions were and they handed me over to Nelson control. When I called Nelson it was something like, “Golf Juliet Kilo one POB, two miles North of Lake Station strip at 22,000 feet requests clearance to Motueka”. After a pause Nelson came back, “Say again your altitude?” It is not unusual to get wave to 13,000 feet at the lakes but we do not get the really high wave very often. I was given clearance.

Not too far from Motueka I was just cruising along enjoying the view (which was pretty amazing) and not losing much height. I looked down and saw the shadows were starting to lengthen on the ground. I was still over 19,000 feet so I pulled the air brakes all the way out. Luckily they will stay all the way out without needing your hand on them to hold them open. By now I had no feeling left in my feet so I had to work hard to do balanced turns. I wanted to make sure all the cockpit icing had gone before I landed as I was landing into the sun. It was still pretty windy.

I concentrated very hard on my landing as I did not want to mess up a good day with a bad landing. On turning crosswind to join downwind for runway two zero I could see I was going side-ways across the ground because of the strength of the wind. There are no other landable paddocks around the Motueka strip so I made sure I got it right. Frank and Max had landed there earlier on in the day and the guys from Tasman Sky Adventures came out in their four wheeler and gave me a tow to their hangar. About two and a half hours later a convoy of three cars with glider trailers attached arrived for a pack up by headlights.

I guess I will have to set some new goals for next season as two of them were to get my Gold height and to land at Motueka, both of which I have done on my last day of this season. As far as I know the height I got to is a new record for this area. Not bad for the oldest glass glider in the club (standard Cirrus). Looking forward to next season.

NELSON LAKES

Soaring NZ

Nick Reekie in his LS6.

Photo Martin Hunter

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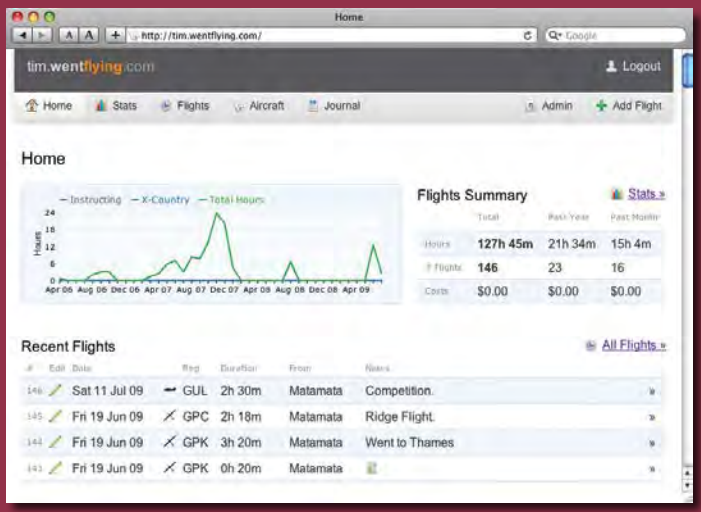
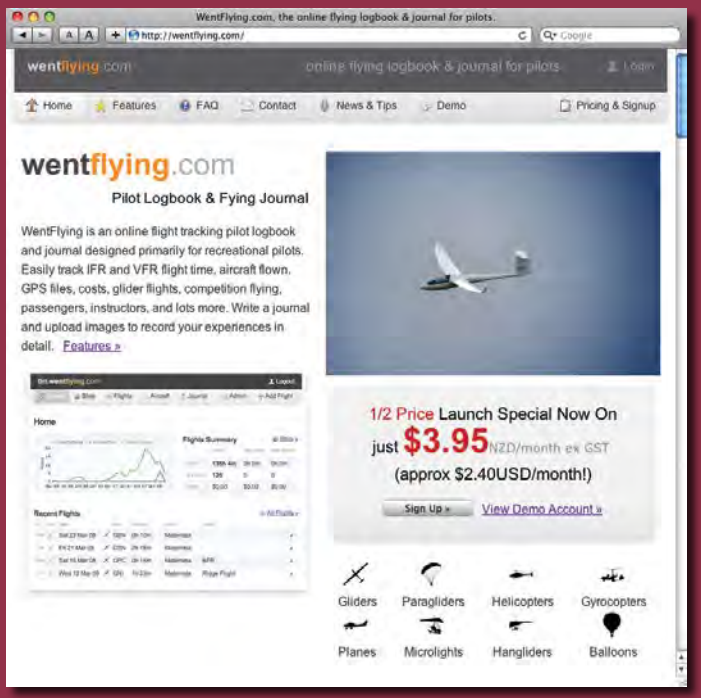
Introducing a new way to keep those vital hours





By Tim Bromhead – Piako Gliding Club

All glider pilots have a logbook, and when I started gliding at Piako Gliding Club three years ago I was given one of the blue soft cover logbooks. Unfortunately the cover is starting to come apart from travelling around with it so much. I looked in envy at some of the old hard cover logbooks, and soon my mind turned to using a digital logbook.

I had a good hunt around, but couldn't find any software designed for glider pilots. I ended up using a spreadsheet, and it worked okay for a while. I really had trouble remembering to update it when I got home.

So I decided to build my own system, and it's called WentFlying.com. The website was launched at our annual club dinner this year. Because it's web based, I can use my iPhone to add flight details at the bar straight after flying.

So what does WentFlying do? It does all the basic logbook stuff, such as logging flight times, launch types, locations, instructors and passengers, cross country time and instructing time. You can also store a GPS file for each flight, write a journal, or upload some images from your flight. I really wanted lots of gliding specific features, for example tow pilots can use it to track how many aerotows they do.

Each flight is linked to an aircraft, and you can get flying stats for individual aircraft, models of aircraft, types of aircraft, or gear and engine types. This way WentFlying can be used for both gliding and power flying.

A database of all New Zealand and Australian aircraft is built into the website, so it's quick to add an aircraft you fly. All you have to do is enter a registration. All the aircraft details, such as manufacturer and model number, are loaded automatically.

Some other handy features include the ability to enter your existing flying time, so you don't have to enter your entire flying history into the system for it to be useful. You can also duplicate flights, so entering in five identical circuits is made easy.

WentFlying can't completely replace your real logbook yet. CAA requires that we keep a paper based logbook, and your instructor can't sign an online logbook. So what's the point? WentFlying lets you store a lot more information than your paper logbook does, it acts as a backup, and you leave your real logbook safe at home.

It's taken several months to build WentFlying, and as I need to recoup some of the costs it is selling for five bucks a month. Because there are so few glider pilots in New Zealand, the system also suits power pilots, and in time pilots from other countries. If you've got any ideas on other features you'd like to see, I'd love to hear from you.

As a launching special, the 10MB plan is half price at $2.45/month excl GST until the 31st August.

There are also two free accounts to give away, just subscribe to our newsletter on the WentFlying homepage to go in the draw.

The site is available online now at www.wentflying.com

Note from the Editor - We have discovered there is another gliding specific log book system available. Ian Sheppard from Gliding Manawatu had this to say about it.

I have been looking for an Electronic Logbook for a while now and I have come across this one, http://people.bath.ac.uk/enpms/logbook/. It is in Open Office format, which can be downloaded for free, and can be used in Windows or Mac.

It has been set up to suit the UK system in regard to the P, P1 & P2. I have copied their system and alter it when I put the total

LINE LOGBOOK
up to date

times in my Normal Logbook. (WentFlying is set up specifically for NZ pilots.)

This Electronic Logbook has the added feature of a statistics page which is very handy, also a place for distance flown, and a place to record your flight trace number. It also has pages for Power times.

A word of warning, if you use this you still need to fill your normal Logbook. It is an easy way to add up your times and is a good back up. I know there are those out here that are spreadsheet savvy, but this program is quite neat.

Sheppard says, "And also consider photocopying your logbook as a backup in case you ever lose it."

PROMOTING GLIDING IS A JOB FOR ALL OF US

Introducing Nick Reekie, the new Promotions Officer.

By Jill McCaw

Gliding New Zealand's new Promotions Officer, Nick Reekie, is a long term Canterbury Gliding Club member. Nick wants GNZ members to contact him if they have any ideas for promoting our sport, or know of an event or happening that might have media legs. "I want people to phone me," he says emphatically. "We have to work as a team. I can help people contact the media, tell them how to word media releases, that sort of thing, but I don't know what's happening out there in the clubs unless people tell me. If someone has done something interesting or there is an event that gliding will be part of, then people need to let me know."

Promotion of gliding is a team effort. Nick reckons everyone is a marketing manager for gliding. "Everyone has a role to play. We need to be looking at attracting quality members, not necessarily putting efforts into trial flights."

Among other tactics, Nick will be working with Jill McCaw to come up with a regular column aimed at helping clubs with promotion ideas. Previous Promotions Officer Steve Tollestrup will take a background role and help with media and other contacts as Nick takes over.

Nick Reekie has been gliding for fifteen years. Flying his LS6 ZK he came second in the Nationals a few years back and is a previous Hilton winner. He loves the sport. He laughingly says he likes flying high and fast but has a long and distinguished habit of outlandings.

When I interviewed Nick he was on tenterhooks waiting for his partner Kate to ring and say their second baby was on the way. We got through our coffee without interruption.

Nick Reekie's contact details are
Phone 021 2454 337
Email vnemax@gmail.com

RISK MANAGEMENT

By Bernard Eckey

'Human factors' is presently the big topic amongst professional aviators. Recreational pilots are well advised to tap into the lessons learned by our big brothers. Gliding accidents still occur despite ongoing efforts to avoid complacency in our sport. Every mishap should provide us with an impetus to review our attitude to the sport and the risk that comes with it. This healthy approach serves two purposes. First and foremost it reminds us to remain vigilant and what is just as important, it helps us to avoid repeating the mistakes of others.

While flying gliders we are faced with two kinds of risks. The first and most obvious one is the risk of outlanding. Here the pilot's ego might take a bit of a hammering and the placing on the competition score sheet might be adversely affected but on the whole it is: "No big deal!" After all, a properly executed outlanding poses hardly any risk to aircraft or pilot.

What we are really concerned about in this context is the level of risk to pilot and aircraft some of us might be tempted to accept just to improve our chances of success. With almost every activity we undertake we accept a certain level of risk and in this respect gliding is no different to a lot of other sports. This is a very personal thing and means that every participant needs to decide what level of risk he or she is prepared to accept. No doubt, experience, the quality of training, currency, know-how, theoretical knowledge and a host of other factors influence the level of risk and our attitude towards it, at least subconsciously.

Risk tolerance can even change depending on the circumstances we are in at the time. For example, some pilots tend to fly even more conservatively with passengers or students on board. Obviously risk acceptance can not only be rather fluid but it can also be influenced by our momentary motivation.

Let me give you an example. A few years ago I took part in a regional competition where the task involved crossing an unlandable area of scrubland. At my altitude and by my estimation it was only just safe to cross the scrubland at a low MacCready setting when I noticed another competitor at least 2000 ft below me and cruising much faster. He was clearly dependant on finding a thermal to make it across the scrubland. We both completed the task and met again for a drink at the end of the day. I enquired about his tactics and was shocked by the answer: "Well," he said, "I outlanded on the first day and figured that I need to take more risks if I still want to make it onto the podium."

I'm sure you get my point now. Momentary motivation can lead to a severe reduction of safety margins to a point where they no longer exist. In the end our hero never made it onto the podium and even if he did all he would have got was a handshake by the competition director for his efforts. Food for thought isn't it?

A summer soaring flight, scenic or contest? Does it make a difference?

Recognising that our individual motivation can affect our momentary risk profile empowers us to resist gambling with danger. Let's review our risk profile periodically – at least prior to every new soaring season.

It is also a known fact that humans are less inclined to abandon their goal the closer they get to it. Glider pilots have continued on a very marginal final glide to their intended destination although an outlanding would have been the only safe option. "Get home-itis" is the word often used to describe the phenomenon. Let's be aware of it and resist it when next it arises. Smart pilots are constantly assessing ways to avoid bad luck while flying. One poor judgment will increase the probability that another will follow and this holds true especially in gliding. If the poor judgment chain is allowed to grow, the chance of a safe outcome decreases rapidly.

The old saying holds true more than ever: "Superior pilots use their superior knowledge to avoid situations requiring the use of their superior skills."

Bernard Eckey is the Gliding Federation of Australia head coach for South Australia and the Northern Territory and the author of *Advanced Soaring Made Easy.* He will be head coach of the Matamata advanced Cross Country Course in November.

A QUESTION OF SAFETY

MIKE DEKKER NATIONAL OPERATIONS OFFICER, GNZ

Not long ago I couldn't even spell NOO. Now I am one.

A few words about myself – I first discovered the joys of silent flight about 33 years ago at Christchurch. At that time I was already an incurable 'airhead' with a PPL who could never get enough of aviation; but gliding had never occurred to me. After my first year in the air force, I moved to RNZAF Base Wigram where I saw some gliders. Being curious, I took a quick up and down flight and I was well and truly hooked.

After Wigram I did a lot of flying from Ohakea, Blenheim and Paraparaumu, as well as numerous other locations, but not a lot of serious cross country flying. Nevertheless, I did manage to get my 300km in a K-13 from Omarama, and I landed various Blaniks, K-13s, Olympias and Phoebuses into lots of paddocks.

I then gave up for 10 years to raise a family, pay a mortgage and gaze longingly at fluffy cumulus. I started flying again 10 years ago, after I moved back to Blenheim. I have been filling my boots ever since with the help of a Mini-Nimbus, a very understanding wife, some very obliging club members and some of the best soaring conditions in the country.

Not long ago, I woke up one morning and realised that I was one of those 'old buggers' that the gliding movement depends on to keep things going safely. I have to say: I often don't feel like it – there are still lots of pilots out there with a whole lot more experience than I have.

In theory, I am now responsible for ensuring that all gliding operations conducted under the auspices of GNZ conform to the relevant standards, regulations, and procedures, and in particular to the GNZ Manual of Approved Procedures, the GNZ Instructor's Handbook, and Civil Aviation Rules. What a mouthful.

"And why do we need to bother?" I hear you ask. "So we can all enjoy ourselves in safety and with the minimum of outside interference," goes the reply.

In practice however, I can't even begin to hope to achieve this on my own. It will happen only if responsible pilots – that means you and me – do the right things.

One of those right things is to take personal ownership of promoting good standards to those around us. This includes making it obvious to our gliding mates, peers, juniors and seniors that we expect the same from them; and being constructive in any criticism we might offer them. Instead of acting like cops, we need to act like mentors.

So let's fly safely, have fun, and share our wisdom and experience with others as we gear up for another soaring summer.

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.

2009 AGM

Two-thirds of GNZ's affiliated member organisations were represented at this year's AGM weekend in Wellington, mid June.

Philip Plane (Omarama) gave an interesting presentation on flight following by GPS tracker, revealing just how cost-effective SPOT can be – I reckon every committed cross-country pilot should have one.

Rob Sherlock (Canterbury) enjoyed the close attention of many clubs when he presented his glideTime system developed for electronic capture of flying activity. Canterbury GC has been using Rob's system with great success for some months now, and President Kevin Bethwaite is very happy for other clubs to adopt it.

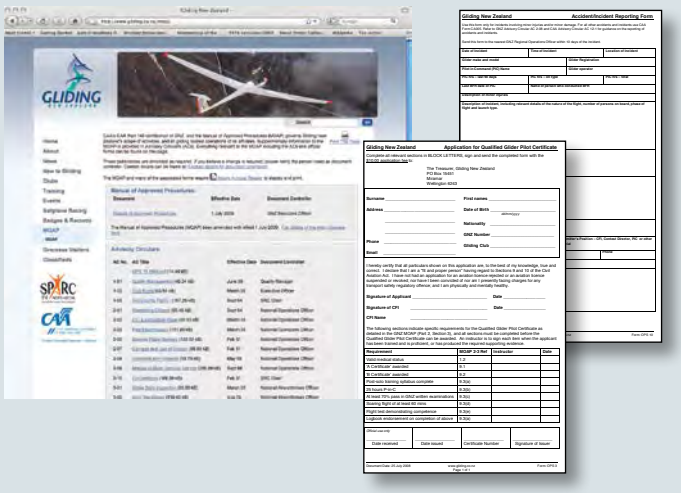
Tim Bromhead (Piako) presented his web based system for logging airspace clearances (or denials) – something the Airspace Committee has been advocating for a while. This will be accessible from the GNZ website. I'm sure there will be more on this to come from the Airspace Committee before the next season gets under way.

The actual AGM on the Sunday morning saw Tom Davies (Wellington) re-elected, so your Executive Committee is unchanged for the coming year. Also unchanged were the affiliation fees, except that the 50% concession scheme for junior members was dropped – so we just have the 100% scheme now.

What has changed though is the GNZ constitution (Rules of Incorporation). Tom Davies had put a huge effort into bringing the constitution into the 21st century. The proposed changes were unanimously adopted. But, as one or two delegates expressed concern at not having had enough time to consider them, the details will remain on the GNZ website for a while at **http://www.gliding.co.nz/GNZ/AGM/** The Executive invites any suggestions for further change by way of remit at next year's AGM.

GNZ FORMS

I'm afraid it has to be said – many clubs are not good at ensuring their members use current GNZ forms. You'd be amazed at the relics that still turn up (eventually), having been sent to an out of date address. Clubs, please do your members a favour – check the current status of forms at **http://www.gliding.co.nz/moap** Print off a small stock for your checkers van, and bin the old ones.



NATIONAL OPERATIONS OFFICER

Mike Dekker (Marlborough) has taken over as Doug Hamilton's successor. Mike is a long-time and very experienced gliding instructor and cross-country pilot, with an engineer's questioning approach as to how we do things. An organisation like GNZ needs to "continuously improve", and your Executive feels that Mike will be just the man to drive the operational aspects of that – witness his recent work on our Advisory Circulars. Speaking of which, Mike has written a new one on accident and incident reporting, AC 2-08, with an associated new OPS 10 reporting form. Download these from the GNZ website.

One early task for Mike is to find out just how many of our listed instructors (almost 300) are currently active. Early indications are that only about 60% of them are still generously giving their time in the back seat.

NATIONAL PUBLICITY COORDINATOR

While on the subject of new faces, I am very pleased to say that Nick Reekie (Canterbury) has stepped up to take over from Steve Tollestrup. Actually, Steve has very graciously agreed to carry on in the background to directly assist Nick until he finds his feet and develops his own network of contacts. Crazy Nick has some great promo ideas and will be looking for support from you – watch out!

GNZ'S RECREATIONAL ORGANISATION CERTIFICATE

Our CAR Part 149 Certificate expired in mid July. However, all is not lost – CAA has given us a short term extension while they process our application and will eventually renew our certificate for another five years. Mind you, this has taken rather a lot of work, as our formal Exposition (required by the rules) had fallen a bit behind our current practices. We also took the opportunity to make some improvements here and there to our MOAP, which is closely linked to the Exposition, and to our AC on Quality Management. The MOAP changes have little effect on day to day operations, except that the back-seat passenger rating has been moved from the QGP syllabus to the advanced training syllabus.

The revised documents, including a list of the MOAP changes, are downloadable from the GNZ web site. Clubs will receive hard copies of the new MOAP, Exposition and Constitution, shortly.

DRAFT STRATEGIC PLAN

A new plan has been drafted – this was circulated to clubs a couple of weeks before the AGM and can be downloaded from the link given above. This is intended to guide the development of the sport of gliding in New Zealand over the next five years. It sets a general path, outlining objectives and strategies to achieve those objectives. Key actions to be taken over the next year or so are set out in the Annual Plan. In replacing the previous plan, it records the major milestones achieved during the period of that plan, which was written five years ago. It takes into account the weekend planning session held at Matamata in April 2006, where many of you were present, and the various Presidents' Forums held since then.

You are invited to study this draft document and make any suggestions to the Executive that would help to improve the quality of the typical gliding experience that clubs provide and/or to grow participation in our sport.

SoaringNZ nationwide photo contest

YOUR PICTURE ON THE COVER!

(or the centrefold or featuring on the Soaring NZ Calendar)

Photo Contest Deadline 31st August. 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 31 August 2009. Winners will be notified and will feature in the September edition.

Prokofiov in “Peter & the Wolf” uses a narrator to paint word pictures, what a good idea.

Pity we couldn’t commission some music for the following tale.

The fleet at Poona

"AN INDIAN ROPE TRICK"

By Ian Dunkley Photos Thorsten Fridlizius

A couple of years ago eight pilots from Europe, plus some young pilots from India, are sitting in the shade of a tree, wondering why they are in Poona, instead of Ratnagiri ten hours to the south, whilst in the distance the call of the Kazi bird can at times be heard. Sitting in the branches are the members of the Indian Government's National Gliding Centre, Poona, wondering what they can do with the pilots, and considering the fate of the Kazi bird, if it gets in range. In the distance, at Ratnagiri, are some VIP's who know nothing about the tree, the pilots or Poona; they have been invited to an opening ceremony.

Enough of that. This then is the story, as I saw it, of the 'First Rajiv Ghandi International Gliding and Soaring Competition' which despite not taking place, was enjoyed by most of those who came, and could have led to a resurgence in Indian gliding. If this happens eventually, it will all have been worthwhile, with the bonus for most of the visitors of seeing something of India for the first time.

Dr Kazi, the organiser who had been planning the event for two years, ran into problems. After two years of planning, at the last minute, permission for foreign pilots to fly was withdrawn, pending individual security clearance. VIPs had been invited to the opening, a stand had been erected, press and TV were coming, pilots were arriving from Europe and India within days. Dr Kazi did not need another problem. He got one; final permission was not forthcoming for any gliders to be moved to Ratnagiri, the competition site. There were no gliders currently at Ratnagiri.

This wouldn't happen anywhere else in the world. After all, if we want to hold an event in the UK or elsewhere, we just go ahead. How could this happen?

India's growing security problem is of course one of many reasons, another is the British. The British ruled, if not ran, India for over 150 years and their legacy was bureaucracy, a gift as stupid as introducing rabbits to Australia, although as an Indian friend pointed out, "You can at least shoot rabbits, or build fences". The only people who appreciated the gift were of course the bureaucrats, to many of whom the word "No" has special meaning. It's safe, and that helps in promotion. "Yes" is dangerous; it can mean change, risk of criticism, upsetting someone powerful and getting transferred. "Someone powerful" means politicians, or someone who can influence them, for in India to be a politician can be a profitable end in itself, and they certainly don't want their boat rocked. If you think all this is fanciful, pay a number of trips to India, and whilst there read the papers.

The British ruled, if not ran, India for over 150 years and their legacy was bureaucracy

For whatever reason the lack of "Yes" eventually led to an interesting ceremony in Ratnagiri. It was opened, closed, reported, and televised, all without a sailplane being present. The "Emperor's New Clothes" was re-born, but even before that Dr Kazi had other problems. What to do with the pilots flying in from Europe? It was too late to cancel them, and he still hoped for permissions. What would you have done?

His salvation came when the National Gliding Centre at Poona were asked by the "Times of India" about the competition they were taking part in. This was news to them as neither they or their boss, The Director of Civil Aviation, had even heard of it. So they

called Dr Kazi to ask "What's going on?"

"Pilots are arriving in Mumbai on Friday. I can't run a contest here, I will have them met and sent to you".

The Gliding Centre did what any other gliding club would have done, made an effigy of Dr Kazi and stuck pins in it. They then set out to do the best they could for the descending hoards from Europe and India. The Centre had only three L23 Blaniks (the visitors had been told "123 Blaniks" and that seemed impressive), plus one winch. It appeared that the miracle of the fishes was about to be updated.

On arrival in Poona, a bemused bunch of European pilots who thought they were going 400 km south found no competition and that any flying was restricted to dual, with a requirement that they should not touch the controls below 500 m. At ground temperatures of 44°C under clear blue stable skies, not flying was no problem, finding room under a wing or sunshade was. Plus remembering not to sit on a leading edge in shorts. With the exception of two pilots who returned home straight away, the remainder were philosophical. They had come to see India as well, so if there was no gliding, then they'd go do that.

Inevitably optimism got in the way, and more time than sensible was spent waiting for the authorisations, so some touring opportunities were lost. In the event no clearances arrived, so a short two-day local soaring event was held at Poona with the visiting pilots, all of whom were instructors, flying as P2 to low-hour locals. This proved very beneficial, for as conditions were weak, the P1's learnt how use thermals that were much less than their customary 'stonkers'. I, who had been invited as "Guest of Honour and Bearer of the Light that will Guide our Endeavours" (I kid you not), missed the ceremony 400 km away and also the comp, because Pat and I had gone 'walkabout in India' for a few days.

Was it a waste of time and money? For me, no. I like India, many new gliding friends were made, plans for return trips to restore gliders, expeditions to new hill sites in India discussed, Indians coming to Europe on courses, and plans to revitalise Indian Gliding aired. It should of course not be a surprise that none of this took place.

This is not the place to give a history, dating from 1937, of Indian gliding which has declined from a peak of over 400 Indian built gliders, plus imports, to less than 20 today spread over 12 clubs. More than 300 airworthy gliders were grounded in 1997, after two accidents, when C of A's were withdrawn from all gliders over 25 years old, including American 'tin ships'.

So all in all a very rewarding and interesting trip, and Dr Kazi invited me to the event at Ratnagiri the following year. Did it take place?

"Come on get real."

Matamata Soaring Centre

CROSS COUNTRY COURSE

Waharoa Airfield – Matamata

Five Days of Fantastic Flying

Monday 23 November - Friday 27 November 2009

This year the Matamata Soaring Centre are running two conjoined cross country courses

Standard Cross Country Course

Aimed at pilots wanting to undertake their first cross country glider flight up to low hour cross country pilots. Suitable for pilots wanting to prepare for entry into their first competition. This course uses a combination of single seaters and twins with a ratio of one instructor and twin for every two to three students. Cost is $100 per head for the week, plus aerotows and glider hire of the twins. Numbers are limited to a max of 12 students.

Advanced Cross Country Course

This course will be aimed at cross country pilots wishing to extend themselves and develop their speed and distance flying skills with emphasis on badge flights of 300 and 500km. Cost for the Advanced Course will also be $100 per head plus aerotows and pilots will be expected to provide their own glider.

Numbers for this course are not limited.

Bernard Eckey, author of *Advanced Soaring Made Easy* will be head coach.

Students are advised that A*dvanced Soaring Made Easy* will be a required text. If students don't already have their own copy they can buy it as part of the course. An extra $70 will be added to their course fees.

Matamata Soaring Centre

Contact details to register for either the Standard or Advanced Cross Country Course are:
Steve Wallace - MSC Secretary
e-mail walest@jafa.net.nz

CREW CORNER

JILL MCCAW

TOWING GLIDER TRAILERS

Hooked up and ready to go. Have you checked everything is as it should be?

The club is going away on camp and you've volunteered to tow one of the trailers. That's great. Good on you. Camps don't happen without the volunteers who are willing to put themselves out and make things happen. You roar out to the club, back up to the trailer, hook it on and take off. You're off! All is fine until 10kms up the road you have to brake hard, the trailer fishtails and the whole unit rolls. Fortunately you're okay, but that is a very expensive piece of kit that just crashed itself to pieces in its box. The club is going to hate you but there was no way it was your fault. Was it?

It very possibly was.

Let's back up a bit. Trailer towing is a skill. It's not terribly hard to learn how to do it, but a good briefing and type rating can make all the difference. You also need to physically learn how to drive the combination. This is not something you learn in the distance from the trailer park to the road gate, or even on your first trip. Expect it to take several trips.

But, back up even further. Before you can tow you have to have a car that is capable of towing. Warrant of fitness and rego up to date? Insurance is void if they're not. Is the tow bar rated for the weight of the trailer? Do you have the correct fittings for the electrics? Are your tyres and brakes up to scratch? You will have better stability if car rear tyres have an extra 5-8 psi above normal. Is the size and CC rating of your car up to the job? I'd like to suggest that Ford Escorts, even if they are turbo charged, aren't really up to towing twin trailers. A previous Ford Escort owner once tried to kill me while passing with a trailer on a blind corner. I mention these things so that others can learn from these mistakes without trying them for themselves.

Fill up with petrol.

Check the trailer. Is it the correct trailer? Warrant of fitness, Rego. Tyres pumped up. When was the last time it was out? Do the wheels actually go around? If it's got a warrant then it should be okay. It is a good idea to note whether there is a spare tyre with the trailer and how it is stored. You may have to carry it in the car.

Next step, check the glider. It may be that you have to de-rig it into the trailer before you can take it away. That is great. Make sure there is someone there who is familiar with (or knowledgeable about) the way it is secured. If it is already de-rigged, open the trailer up and check that everything is as it should be. Check that wing stands and any other loose pieces are safe and that nothing will work its way loose or damage anything. Check the other gear for the glider, the batteries, parachute, ballast, tie downs etc. Who is taking those? Is it you? Have you got them?

If you're taking the trailer empty, i.e. you are off on a retrieve or the glider is being flown to the camp, make sure you have all the bits you need, wing stands etc. It pays to open the trailer and check everything is secure. It pays to check too that you actually have the right trailer and it hasn't already got a glider in it. That has happened! Very annoying to open a trailer in a paddock to find it is already occupied.

If it is a retrieve and you are using the pilot's car, give it a quick once over too. Check all the things already mentioned, petrol is important.

Next step, hook up. Murphy's law says that if the light fitting on your car is a square one the trailer will have a round one. Know this in advance and get an adaptor. Your club may even have one for each trailer. Don't forget to check the lights work! Check your mirrors, you need to be able to see behind the combination.

As you head up the driveway, note how long the thing actually is. Don't forget this ever; not at the petrol station, not when you want to pass a campervan on the open road and especially not as you get to your destination and turn in through what is nearly always an awkward farm gate. A glider trailer will not fit through a fast food drive in!

It goes without saying that you will obey the road rules. I quote from the official NZ Road Code, "The maximum speed for a light vehicle towing a trailer on the open road is 90km/hr." And, "Remember, you will be slower and less stable than other traffic when towing. Check behind often to see if other vehicles are held up behind you ... stop at a safe place and let them pass." And, "Leave more space between your vehicle and the one in front, so that others can pass you." And finally, "Remember that the added weight behind you means you will need more space to stop. Increase your following distance from 2 seconds to 4 seconds." I would also like to add that for some trailers and tow car combinations 90km/h may still be too fast. If the combination feels unstable or as if it is driving you, slow down! You don't want to wreck the glider or even kill yourself or others. Take it quietly and learn how the trailer responds behind your car. Learn how to drive it. Just remember how much money it is all worth and take care of it.

And when you do arrive safely, make sure someone shouts you a beer.

Towing – Not all tow vehicles are as flash or as suited to the task as George Deans' Porsche 4WD, seen here collecting Canterbury's LS4. Make sure your tow vehicle is capable of what you are asking it to do.

THE COMPASS

Ron Sanders is the towmaster, club engineer and an instructor at Gliding Manawatu. This article was originally written for the club newsletter as part of a semi-regular technical feature.

The humble compass is often seen as a relic of the past in the modern cockpit. Glider pilots with constant circling in thermals, VFR flight conditions and reference to GPS equipment, often do not refer to the compass at all. The failure of a compass is rare, its power source being much more reliable than that of all the latest trendy electronic toys. The chances of the Earth's magnetic field failing you in flight is infinitely more remote than an electrical failure. If all else fails you may well need the reliability of the compass.

The compass fitted to most light aircraft, including gliders, consists of a rotating compass card fixed to a magnet and suspended on a pivot. This active component is suspended in a fluid-filled housing with a transparent front face having a reference mark known as the "lubber line". The magnet on the compass card attempts to align itself with the local lines of the earth's magnetic field as the aircraft is turned and this movement is seen as the compass card rotates past the lubber line. The compass fluid dampens the oscillations of the compass, lubricates the pivot, and decreases the pivot bearing load due to the buoyancy of the card in the fluid. These are good reasons to ensure the fluid level is adequate during the glider DI check.

For all its reliability there are a few operational characteristics of the compass we need to be aware of to understand its limitations. These limitations are often referred to as "compass errors".

These "errors" are different to magnetic deviations caused by external magnetic influences of ferrous materials in the airframe or the influence of electric currents in instruments, radios, cameras and other electronic equipment.

The local lines of the Earth's magnetic field are not parallel with the earth's surface except at the equator. At the magnetic poles these lines are essentially perpendicular to the surface. At our latitudes the magnetic field is inclined to the surface. Our compass therefore is constructed with a pivot point above its centre of gravity and often compensated by weighting so that the card will hang level on its pivot. This compensation however is the root cause of the two operational errors we need to be aware of.

Acceleration Error

The centre of gravity of the compass is not exactly over the pivot but in the Southern Hemisphere, slightly on the north side of the pivot. Therefore we get an apparent turn when we accelerate on easterly or westerly headings, becoming less until there is no error as we accelerate on northerly or southerly headings. For example, if we accelerate heading east, the heavy north end of our compass will lag behind and the compass card will rotate indicating an apparent turn to the south. A deceleration will cause the opposite affect and an apparent North turn will be indicated. Acceleration on north/south heading produces no error as the pivot and centre of gravity are in line with the direction of flight.

Turning Error

When we turn a glider there is a centrifugal force produced on all the airframe away from the direction of the turn. This force also acts on our compass with its off-centre centre of gravity. Once again this affects the compass. As we turn through northerly headings the heavy north end of our compass will cause the compass card to rotate faster than our glider is actually turning and as we turn through southerly headings the compass will rotate more slowly than we are actually turning. As we turn through easterly and westerly headings there is no turning error as the pivot force and the turning forces through the centre of gravity are in line with each other.

To compensate for this turning error, when turning onto a particular heading we must overshoot northerly headings by 30° going through north at a rate 1 turn (180° per min), diminishing to no compensation for east/west headings and then undershooting progressively to 30° for a southerly heading.

Next time you are alone in a thermal with a constant rate of turn, find the compass, pick some features about the NSEW positions and glance at the compass from time to time going through these headings. I trust the apparent erratic performance of the compass may now be forgiven, and you may understand what it is able to tell you.

Always keep your lookout going but it is also valuable to understand what your compass is doing.

National Gliding Championships

CENTENNIAL PARK • TAUPO 2010

Date Practice Day Sun 14 Feb
Contest Days Mon 15 – Fri 26 Feb 2010

Taupo Gliding Club look forward to hosting the next Multiclass Nationals.

TGC are working on many improvements to camping/ caravan sites and providing more onsite facilities, including more water for camping and ballasting and more power supplies. Ablutions and kitchen facilities will be improved with temporary facilities.

Taupo offers all forms of accommodation from camping, backpackers, chalets, motels, hotels and many rental holiday homes. The last would be a good option for families who would like to share. TGC will investigate and advise regarding accommodation.

Please advise your anticipated choice of accommodation. This will help with our planning and availability.

The airfield
1300m by 130m. Has undergone levelling and restructuring on 06 runway and we will easily handle the expected 40-50 entries.

Airspace
There are significant improvements to airspace being worked on and these will enhance the tasking opportunities. A recent meeting with Airways Ch/Ch was positive and we await confirmation.

Task Area
Te Kuiti – Opotiki – Taihape – Raetihi

Contest Director
Roy Edwards has accepted the task with our grateful thanks.

Scoring
Rob Lyon with Dennis Cook.

Preparation
The team is coming together, we have lots to do and we look forward to hosting you all.
We are working on a repeater for our base radios, publicity local and national, incl the Taupo District Council.
If you are thinking of coming it would be helpful if you could give us an indication of your intentions, regarding accommodation and special needs. This will assist us with planning.

Camping Grounds, Cabins and Caravan Parks
Lake Taupo Top 10 Holiday Park. Centennial Drive
Ph 07-3786860
Camellia Court Motel 50 Tonga St. Call glider pilot Ockie
Ph 07-3784346
De Bretts Thermal Resort. Hot pools, nice cabins.
Ph 07-3788559

Book a bach. Check this out www.bookabach.co.nz
For more local information visit www.laketauponz.com

See below a chart of the contest area.

We look forward to seeing you in Taupo 2010

Taupo Gliding Club
www.taupoglidingclub.co.nz
email: gliding@reap.org.nz
Clubhouse phone. 07 378 5627

Photo Pam Gos

Perhaps you've read the last few SoaringNZ magazines and seen articles on last year's competitions and/or recent world gliding comps, and thought, "Hey this could be for me."

FLYING COMPETITIONS

By Vaughan Ruddick for the Sailplane Racing Committee

So what are competitions about?

Whatever competition you fly, like anything in gliding it is all about learning. Lots of people seem to be scared to fly comps because they are scared of seeing their names at the bottom of the score sheet for their first few attempts. Just remember that you have to start somewhere and even Ben Flewitt and John Coutts started at the bottom before rising to where they are now.

One thing you will find is that most of the top pilots are remarkably open about the techniques and experiences. There is nothing better than flying a contest with good pilots – it may feel intimidating at first, but you will learn so much.

New competitors are normally amazed by what can be achieved in a contest, often startled by the tasks that are set. As a new competitor you have no excuse for not giving it a go. You have a task set, weather briefing, volunteers running the ground operation, your crew to help if you land out, the same glider to fly for a week or more, lots of tow planes to tow when required, usually a bar and barbeque laid on for socializing. What more could you ask for?

Photo Magda Staunch

After pilots fly their first contest they are usually hooked and fly them for many years. Why? Because it improves their overall flying so much and gives them a something to measure their flying against.

A normal competition day starts around 9 am with the prepping of your glider, briefing at 10 am with weather briefing and tasks for the day. You'll be on the grid around 11-11.30 am with launch at 12-1 pm. Then you will be on task from 1-6 pm, or later if you land out.

So, what are the options for flying a contest in New Zealand? First you have the un-sanctioned Gliding New Zealand comps. That is the Central Plateau, Helen Vint, Matamata Soaring Centre, and Omarama Cup contests. These are all great entry level comps. The GNZ sanctioned contests are the North Island Regionals, Central Districts, South Island Regionals (also great entry level comps) and then we have the Nationals, the premier New Zealand Contest.

Tasks are usually of two types: 'racing tasks', where the winner is the fastest around a pre-declared task and the 'assigned area task', which provides freedom to go wherever you want within set areas with the aim of going as fast and as far as you can go in a given time.

All classes are catered for, sports class through to the open class. The only difference between tasks for the classes is the task lengths. Sports class tasks are usually around 100-200 km while the open class can be set around 400-600 km. Also all classes except the open class are handicapped for glider performance, which makes for fairer racing with all the different glider types.

So come on give it a crack. Either talk to one of your experienced club competition pilots for more info or guidance or contact one of the Sailplane Racing committee members. We are always pleased to help.

Contact Vaughan by email
vaughanandpaula@paradise.net.nz

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 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
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 Phil Smith phil.r.smith@xtra.co.nz
Ph (027) 486-4761
Base Matamata Airfield, Ph (07) 888-5972
Flying Weekends, Wednesdays and Public Holidays

Rotorua Gliding Club
Club Website http://www.geocities.com/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

Waipukurau Gliding Club
Base Waipukurau Airfield Ph (06) 858-8226
Flying Weekends and Public Holidays

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

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

GLIDING NEW ZEALAND **CLUB NEWS**

Deadline for club news for the next issue 10 September 2009.

RNZAF AUCKLAND AVIATION SPORTS CLUB

Arghhhhhh … the sled ride season, the time when we try hard not to beat the tow plane to the ground. That's when the week of fine calm weather turns to strong winds, mostly across the strip, accompanied by rain or fog as the weekend arrives. Not conducive to soaring or long flights.

In April we had the pleasure of hosting 19 Squadron ATC for their gliding camp. A flying camp really, as we shared the effort with our power colleagues. We always find these to be a most pleasurable weekend as we get to work with a bunch of invariably polite cheerful young folk who are enjoying themselves and eager to learn. Our thanks to the Auckland Gliding Club for a quick response with their tow plane when ours became temporarily sick mid Saturday morning. Also thanks to the DSM syndicate for bringing her over to help out on Sunday. Finally, thanks to our members who gave up their weekend to help run the event. In between times we have hosted cadets from individual ATC squadrons and local Air Scouts.

We got an invite to provide a Glider Aerobatics display at the RNZAF Air Show at Whenuapai. CFI Peter Thorpe flew the display that went very well and all to time.

Our tow plane has been subject to some TLC to deal with being hard to start and an overheating issue. A new high torque starter fixed the first problem, while the second has resulted in some

Top: Auckland Aviation Sports Club - Francois and David
Below: Annuals time

Above: RNZAF Auckland Aviation Sports Club.

attention to the carbie, oil cooler and baffle seals. All this has made a dent in our coffers.

Congratulations to Kris Pillai who achieved his B Cert recently. It was a real pleasure to learn our Steve Tollestrup was awarded the Friendship Cup at the recent GNZ annual conference. Steve has long been the publicity officer for GNZ and has done much to raise Gliding's profile throughout NZ. We also got to welcome a new tow pilot, Rob Kenyon, to our somewhat dwindling ranks.

A couple of our students have progressed through solo and are well into B cert. These are the ones now claiming ownership of the club singles. June/July is also time for our glider fleet annuals and we had a good club effort to get them all derigged ready for inspection in the hangar, then to put them back again the following weekend. Once again a practical lesson on how heavy twin Astir wings are and how popular you get with the local lynch mob when you announce one of the control bell cranks is the wrong way round and the wings have to come off … again. Some of our private owners took the opportunity to add theirs to the pile and the hangar soon got to look like an Airfix factory. First time some had been out of their boxes since March.

AUCKLAND

As is traditional at this time of year, we don our gumboots and mush on as best we can with our soggy airfield. We have been busy with several projects, all nearing completion before the next season begins. Our new ASK 21, (GAK) number 860 of its type, has been fabricated at the factory in Germany for departure at the end of August and we now have our first picture which is attached. One of the roles envisaged for this glider is the provision of gliding experience for the disabled under the project name "Glide Freedom", with its specially fitted hand controlled rudder designed by the manufacturer Alexander Schleicher. Greg Douglas, an experienced glider pilot himself who has long enjoyed the thrills of our sport despite his own mobility difficulties, has the reins on this project which has attracted funding because of its unique offer to those disabled pilots wishing to share the same opportunities. It is envisaged that the glider will travel in its own trailer to other airfields in the region to deliver gliding opportunities, complete with a lifting harness to enable entry and exit to the ASK21.

The last of our commitments under the Snow Douglas bequest has been the selection of a single seat Discus CS as recommended by our instructor panel. The 1997 Discus to be registered as GCS is coming from Florida complete with trailer in time for the next season and is well equipped as per the photo.

Our Sunday morning pre-solo A Course under the tutelage of Rae Kerr and Vincent Vingerhoeds has come to an end for Richard Nelson, Murray Miller and Joshua Chevin, all prepared for first solo after Tuesday night briefing sessions and structured flying lessons up to 1 pm on the Sunday. It is an exercise which has met with approval of all involved.

Of those opting for the usual club training method, Barry King (after an absence of 40 years) and Craig Forrester have achieved Solo pilot status. Congratulations to you both. Also on the podium this time is Doug Henry who with dogged determination late in the season achieved his five hours duration accomplishment in the club PW5 – well done.

The winter QGP lecture series is now well underway and supported by Angus St Clair Brown, Bruce Barbour, Barry King, Darryl Galpin, Craig Forrester, Doug Henry, Joseph O'Neill Gregory, Joshua Chevin, Chris Vette, Laurence Brown, Leighton Duke, Matt Findlay, Matt Williams, Michael Hogan, Murray Miller, Richard Nelson, Vadim Shegay, and Wayne Thomas, all looking forward to sitting the QGP exams soon.

Auckland: ASK 21 – note hand rudder control

Discus panel

Our new ASK 21 in the factory

Auckland - The new Pipistrel. Sinus

There have been two recent additions to the airfield in the Pipistrel Sinus motorglider for Ian Malins and a Discus 2cT for Jonathan Cross who managed a late season excursion to Raglan and back.

All these people would like to know, how many more sleeps until summer?

RT

CANTERBURY

The continuing poor weather has curtailed our activities flying wise but we were lucky to have a fine although bitterly cold day for flying several Cadets from 18 Squadron ATC (Avon). Instructor Rangi de Abaffy introduced them to the sport, taking each of them to 2000 ft in one of our Twin Astirs. Oddly for the cold conditions, many of them got soaring flights. They all enjoyed the gliding experience and the following months will see more of the same for these keen young lads and lasses. Hopefully with better and warmer conditions.

Recently the club held a very well attended midwinter dinner at a local winery where the opportunity was taken to present the Gliding Association's top award, the Angus Rosebowl, to Jerry O'Neill. Space doesn't allow me to list the reasons for Jerry receiving it but take it from me – they are many and ongoing. Jenny Wilkinson also did well at the AGM where she was presented with the CWF Hamilton award, the Air NZ Cross Country award and the Rothman's Challenge Gold Cup for her various soaring achievements which included a World Record.

John Ahern received the Air NZ Soaring Award for his cross-country efforts whilst endeavouring to qualify for the Barron Hilton Award which was deservedly won by Doug Hamilton for his tremendous flight. It is interesting to note that Doug is the first non-Canterbury member to win this prestigious award. Well done Doug, we might have to make you an honorary Canterbury member!

Our midwinter fun day was held on the last Saturday of June, with pilots testing their skills at toilet paper cutting, bombing and spot landing. This was to be followed with a barbecue but the gas in the bottle had all escaped due to a faulty connection. Sad, sad.

It didn't spoil the taste of the beer though.

We are still getting our clubhouse up and running and recently several members spent a day mid-week working on it.

The never-ending struggle with all sorts of problems to smooth the path to our using the new site at Russell's Flat has reached the stage where we can now use the site to fly from. This has all been made possible by the persistent efforts of a few club members dealing with Council, locals who will be our neighbours, and a hundred other things. It will be most important that due recognition is given to these folk sometime in the future. There is now much that the ordinary members can do to get the site to its full potential.

Stewart.

Below: Canterbury Gldiing Club

Gliding South: Photos from times with better weather.
Top: Gliders over the Takitimus.
Bottom: Returning to Five Rivers from Manapouri.

GLIDING SOUTH

Very poor flying weather has prevailed since the last issue, amounting to no more than a few circuits ... roll on spring!

Following the recent AGM George Taylor takes the helm as president, with Matt Menlove as CFI and Bob Martin as club captain. A warm welcome to new member Derry Belcher, another private owner. Also great news is the club fleet now includes a replacement for the demised Libelle IC.

Having entered a partnership with Youth Glide Omarama and ownership of Single Astir NG, the club is looking at a very positive future with the prospect of ATC taking part in ops at Five Rivers.

Our 20 m hangar spot at Omarama is looking for a new tenant, refer to ad this issue if you are interested.

Event: Jerry O'Neil (Canterbury) will be running a Cross Country camp at Five Rivers in the spring. There are a limited number of places. Please make contact to bob.martin@clear.net.nz as soon as poosible if you are interested in taking part.

The Libelle trailer will also be available for a new home in the not-too-distant future – watch for an ad or email your interest.

BM

HAWKE'S BAY GLIDING CLUB & WAIPUKURAU GLIDING CLUB

This will be the last letter from either of these two clubs.

The Waipukurau club grew from the Hawke's Bay Club forty-two years ago and has decided to amalgamate back with the HB Club. The process is well down the track and, subject to agreement on a new constitution by all parties, the new club Soaring Hawke's Bay Incorporated @ Hastings and Waipukurau will come into existence.

An important part of the agreement is the desire of us all to maintain a gliding presence at Waipukurau. This will enable us to continue running ATC camps and Central Districts Contests there as well as taking advantage of the good summer thermals that are less affected by the sea breeze at Waipukurau than at Hastings.

There are two major prongs to our implementation of this desire. First we have had agreement in principle from the Central Hawke's Bay Aero Club to retain the Gliding Club Hangar at Waipukurau. Second is our desire to buy a two seater self launching glider (SLG) for general club purposes. This should facilitate mid week flying and also make transition between sites more flexible. The options will include flying from one site with the SLG and at the other with the tow plane. The knowledge of excellent 'outlanding' facilities with an onsite hangar will, we hope, encourage more cross country attempts.

We have a unique situation in that both airfields are owned by the local aero clubs. They therefore have a legitimate interest in our performance on their airfields and it will be important for us to clearly distinguish between SLGs and other forms of microlight type aviation. Some SLGs look like gliders, others look like general aviation aircraft with long wings.

Many gliding members also belong to our local aero club and in the interests of being good tenants the gliding club organised rolling the Bridge Pa grass runway for the Hawke's Bay and East Coast Aero Club with a steam traction engine. Grant Jarden added a new skill to his already wide

Hawke's Bay and Waipuiurau: Glider tow out by traction engine not really successful

ranging ability to drive machinery of all sorts. We have decided that the trial of the traction engine to retrieve gliders was not an unqualified success but made for interesting photos.

Our next letter will we hope be from the "Soaring Hawke's Bay Club @ Hastings and Waipukurau".

David

GLIDING MANAWATU

Following our Kawhatau Camp in February the club has enjoyed excellent late summer and autumn flying. Two of our trainees have soloed after a solid effort over many weekends. We have hosted National Air Scouts, Wanganui ATC and many visitors. Three very well attended social events, a visit from our Wellington friends, and some adventurous days on the big ridge nearby have kept our small club happy and busy.

Congratulation to Patrick Frame who soloed on 4th April and also to Al Park more recently. As mentioned, they have put in many circuits to achieve their first solo and the club's instructors have been very impressed with the dedication and enthusiasm of these guys. Patrick has since made a flight in our venerable K6 and on the 24th June his partner organised a surprise midweek flying treat for his birthday, which we all enjoyed almost as much as he did. Even ATC got into the spirit of it and made airspace available. We have had several potential new members doing three flight packages but none have taken the bait yet and converted to trainee status, a situation we need to remedy.

In March we hosted the Wanganui ATC cadets over two pretty ordinary weekend days, and although one of the days seemed unsoarable, Craig Hunter impressed the cadets by disappearing for most of the afternoon. While they were doing mere 20 min flights, he was away several hours. They just couldn't believe it, even though they saw it. The last weekend in March was a boomer. Jono Pearson took our DG 202 on a big ridge trip, North to Rangi Hut then south to Pukerua Bay ending with a landout near Levin when the day died. Craig in GG had a good day also with a final glide from 6000 ft over Taihape. Our twin with Ron Sanders instructing took a couple of flights to ridge and back.

April's big highlight was Patrick's solo followed by some good soaring flights on subsequent weekends. Saturday 25th, Anzac Day, we hosted the National Air Scouts camp at Taonui. What a great club effort – 32 flights starting at 9 and going all day. The instructors were outdoing themselves with short field landing practice, so that we could launch without pushing back. Half way through the morning, great excitement as the Deere Spitfire was sighted in the distance, orbiting over Fielding. Despite radio pleas he would come no closer. The Scouts were great, and very well organised by their leaders, not just milling around, but learning the whole time. We didn't do fun stuff like that when I was a Scout.

Manawatu

Gliding Manawatu: A happy punter at the Air Scouts Camp

The first weekend in May our Wellington friends who come to Kawhatau came to visit. The weather gods were not particularly kind on the Saturday but a great night was had at President Ross and Suzanne's place, and it was a great social event. We had some good short and interesting flights on the Sunday, showing off the Manawatu scenery.

Anzac day had shown what could be done with one twin. The committee has been considering a second twin and we borrowed the Wgtn Janus LM to explore its possibilities. A social breakfast organised by Aaron, our club captain, guaranteed a turnout of almost all members and we then did 22 flights using the two twins. Sunday another 12 flights making it a very busy weekend for our towies. As I write this LM is being returned to Wgtn and we are now having a look at a DG 1000. An excellent way to while away the winter blues!

Only two more months until the equinox gales of September are due to arrive…

Meanwhile we are working through a series of QGP lectures organized by Russell our CFI, and dodging the puddles on the airfield.

Michael O'Donnell

MARLBOROUGH

This is really embarrassing – we have hardly flown during May and June. We had four weekends in a row without a single launch. Uncharacteristically cold and wet weekends plus a spot of glider maintenance has made for the worst gliding winter I can remember. Our ability to boast about winter soaring while the rest of the country is grounded has been badly damaged.

Not all news is bad though. Our Blanik was due for its 3000 hr fatigue inspection, which we expected to cost a small packet and ground the glider for a month, but a little research discovered that the manufacturer now recommends this inspection at 3750 hrs. Not expecting a response, I emailed CAA to see if they could review it. Meanwhile, time for the annuals came due and we removed the wings. Just before Alastair was about to start drilling out rivets, CAA replied that YES, they would extend it out to 3750 hrs as per the maker's recommendations – saved by the bell.

Let's hope this summer is a good one – I think we all deserve it.

Mike

NELSON LAKES GLIDING CLUB

Flying lasted into June with some pleasant late season thermal flying and one interesting wave day. The rotor was directly above the field and once conquered, pilots were rewarded with strong wave conditions from 7000 ft. I had my first real wave flight getting to 13500 ft with the CFI on board (very reassuring) and restricted only by lack of oxygen. Kerry Eggers had a notable flight to 25,000 ft above the strip – rumoured to be the greatest height out of Lake Station (?) and worth a diamond height award. It was a very eventful day all round with five gliders launching.

The first plane down, GMZ, was caught in a severe cross gust, ground looping, losing its tail and backing into the fence along the side of the strip. The two experienced gentlemen involved were shaken but not injured. The other three pilots elected to head for Motueka airstrip some 80 km north to be retrieved later in the dark. Because we don't have a trailer for our second twin, my uncomplaining passenger and I hung around for three hours watching proceedings from above and waited for the crosswind to drop off enough to land safely. It was unnerving looking down on a tailless plane and being told over the radio to stay up if possible. It gave me the chance to have a second go at climbing through the rotor back into the wave. I might have some idea what to do next time, but I was very pleased to have taken an instructor along for that ride.

The last few weekends have been un-fly-able or dead still at best. I guess the season is over. Perhaps the season will start early!

Ken

PIAKO GLIDING CLUB

With the lack of good flying conditions our club has focussed on "fostering": fostering good Public Relations, Public Service and good club spirit.

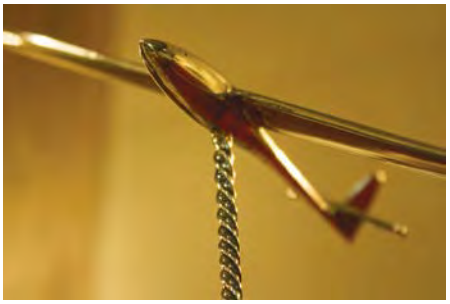
The public relations was in the form of taking 20 of the brightest 14 year olds from eight of the colleges throughout the Thames Valley for a winch launching day. They came and stayed overnight and had a lecture on the theory of flight, a question and answer session, and a safety briefing in the evening. With the use of their GPS traces and all the specs on the glider and the winch they could work out the forces involved. What a great way to study physics. This will foster an understanding of gliding, spread the word throughout the schools, and hopefully some will return to an experience that blew them away.

The Matamata Piako District Council, who owns our strip, sponsored a fire fighting family from Victoria over for a week's experience of the county's attractions. Could we offer a couple of free flights? Well of course we could, and so we fostered our good relationship with the Council and ended up with a quarter page photo in *The Waikato Times*. You can't buy such publicity.

Saturday night was our Annual Awards Dinner held in our clubhouse. Another fabulous dinner catered for by Jan Mace and Kate Stevens, with 54 sitting down to dinner. As an added attraction we had a local artist, and past club member, Tom Shank along to exhibit 12 of his watercolours and tell us how he got into painting. To foster the good relationships within the club we randomly re-seated everyone between each of the four courses. We started with all the women around their own tables. The idea was for them to get to know each other, fostering new relationships so they are more likely to come to the club, which hopefully will see more flying by their husbands. Then we mixed everyone up so the members got to know each other, and because the club consists of terrific people that fosters good relationships and co-operation within the club. The general consensus was that this was the best dinner yet.

While we have had some circuit and local flying, all we need now is for the westerlies to start and we can get some ridge flying done.

Bill



Piako: A sneak peak of current flying conditions is available via the webcam on our revamped club website. Currently undergoing some finetuning in the reliability stakes but looking good here.

Piako gliding Club Prize Winners Left to right
Neil Raymond - DeRenzy Pot - Most improved new pilot
Tim Bromhead - Ken Bartlett Trophy - Most outstanding Personal Best for winning Sports Class Nationals
Robin Britton - President's Pot - For an amazing flight during Sports Class Nationals
Bill Mace - Care 200 Trophy - fastest time around the Care 200 course
Not pictured:
Joan Wine - Tom Martin Trophy - for providing outstanding friendship and service to the club in the past year. Joan doesn't fly, but puts a huge amount of work and effort into the club as committee member and secretary of the club.

NEWS Waikato Times

Big break from the bushfires

Sue Waters saw some horrific things in the aftermath of the Australian bushfires. A holiday in Matamata-Piako is a welcome break. Nicola Brennan reports.

Photos (cloud right on the deck) of the solar panel setup on the front of the TGC hangar at Stratford. These recharge several glider batteries and those of the Pawnee tow plane. The installation developed and installed by Peter Williams who supplied the first (smaller) panel. The second panel was donated by Steve Barham It is working well and effectively and we are happy to report that last weekend the tow plane started with alacrity on a cold Saturday afternoon first go. Inset: Close-up of the panels.

TARANAKI

Winter woes waste wishes of wanting pilots. However, undaunted, we have proceeded with attending to basic things. The tow plane is now linked into the solar charging unit which, though only a trickle charge, keeps the voltage levels of the batteries up. Starting the tow plane motor has proved a problem during recent winters when, perforce, there has been a gap in flying activities. We are happy to report that the motor starts briskly now. Thanks to Peter Williams for his efforts in this.

QGP lectures have been going well and participants are nearly through the syllabus. Work is proceeding on our new website which should be up and running by the time this is read. And just to show we do fly, a rather bleak 11th July saw some circuit bashing and a delighted Richard Arden back where he thinks he belongs, flying the PW5. Go Richard, for you'll have competitors.

PJM

GNZ AWARDS OFFICER
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40 Eversham Road, Mt Maunganui 3116.

GNZ AWARDS & CERTIFICATES
JUNE 2009 – JULY 2009

SILVER DURATION				
	Douglas H. Henry	Auckland GC	05/04/09	PW 5
GOLD HEIGHT				
	Kerry W. Eggers	Nelson Lakes	23/05/09	Cirrus Std
DIAMOND HEIGHT				
400	Carl P. Jackson	Marlborough	06/04/09	Nimbus 2
401	Kerry W. Eggers	Nelson Lakes	23/05/09	Cirrus Std
DIAMOND DISTANCE				
137	Carl P. Jackson	Marlborough	06/04/09	Nimbus 2
THREE DIAMONDS				
116	Carl P. Jackson	Marlborough	11/05/09	

AIR NZ CROSS COUNTRY CHAMPIONSHIPS				
		Glider	Distance	Points
OPEN CLASS	Carl P. Jackson	Nimbus 2	534.57	882.545

NEW OFFICIAL OBSERVERS	
92/254	Jenny Wilkinson, Canterbury
92/255	Maurice Weaver, Tauranga

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GLIDERS

Std Cirrus 75B • One of the last made and much sexier looking than earlier models. Has sleeker nose profile and winglets in 15m configuration; can also be flown in 16m configuration without winglets if you need longer legs. Tinted canopy, Terra transponder, Borglet varios, final glide computer, full tow out gear, twin axle trailer. Flies like an angel. $28,0000. Contact: glider.pirate@yahoo.co.nz for photos and queries, ph 04 476 9985 evenings only.

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. Finished in polyurethane. 1600 hours TT. Glider flies very well and handles nicely! This glider comes with 2 options. First option sports a new Cambridge 302 with 303 nav screen, new Microair transponder and Microair radio! Second option comes with Cambridge M nav and no transponder but still with Microair radio. Glider has ugly metal trailer but works very and tows nicely. Only reason for sale is to upgrade to a Discus / LS 4, etc. Option 1 $ 22500 Option 2 $16,000 Ph Geoff Gaddes. 0274 972 723 Email g_gaddes@xtra.co.nz Photos @ www.flickr.com/photos/zkggo/

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 ph 021 0357 182

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

LS 8 ZK-GXS • complete with trailer. Fully equipped. Refinished in urethane paint. NZ$150,000. Contact: Graham White, email: g-p-white@xtra.co.nz ph 06 8776073.

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. NZ$330,000. Contact: Brian Kelly, email: Erinpac@xtra.co.nz ph 06 876 7437.

JANUS • Wellington Gliding Club seeks to sell Janus GLM 9s/n 54). The Janus is in good condition, with Ilec, Transponder - C, Trailer. Approx 3900 Hours, 3200 Launches. Great value for money, performance two seater. $65,000 (GST) Inclusive, ono. Contact, George rogers (rogersg@xtra.co.nz) or Mike Tucker (mike@hvpc.co.nz) Cambridge L-Nav + GPS Nav + Wiring + connections Price $3,800.

ASW 20 ZK-GDF 20s • (widely known as THE best value for money) Recent cockpit refurbishment New Home Built Trailer M-Nav, Oxygen, New Annuals TT 2118 hours, 1980 German Made 15 and 16.6m, Blue Tinted Canopy Price $48,000. A great glider for syndicate. Email: Delio Fagundes - delio.fagundes@gmail.com

GNZ members are eligible for one free non-commercial classified advertisement per issue.
Deadline for receipt of advertising for our August issue is 22 September 2009

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

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 Ph Ivan Evans 03 539 6232 email:ivan@ts.co.nz

COBRA 15 (ZK-GJE) • Best condition Cobra in the country, complete with trailer in good condition. It is fitted with an Icom radio and a Borgelt B40 vario. This glider is fully aerobatic, easy to fly and has a 38:1 glide ratio comparable with a Libelle or Standard Cirrus. More details are available on: http://users.actrix.co.nz/russell.jones//CobraAdvert.htm Price: $17,000 ono. Contact Russell Jones, ph 09 5273430 or email: PrismConsult@gmail.com

DG400 self launching motor glider for sale GPL • excellent condition. Polyurethane finish. 44:1 15/17M, $108,000 Your key to soaring independence. Email:paul@agriservice.co.nz

Ka 7 GDN 2 seat vintage glider in good flying condition • Currently owned by the Taranaki Gliding Club and leased to Aukland Aviation Sports Club. Contact Tim 06 764 7573 or timhs@farmside.co.nz

ASW20F GRP - $44,000 • Undamaged glider, manuf. 1980, 2000 hours, empty weight 261kg, standard avionics plus transponder and 302&303 Cambridge incl. handheld mounting system, parachute, oxygen, watering system, Komet trailer, ground gear, wing cover (linen), glider is ready for competition. Rego NOT included. Currently based in Tauranga. For more details contact 021 689 592

HANGARS

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

20m Omarama Hangar Space for rent • Gliding South require a long term tenant for their space in the middle of West side of the Eastern Hanger. It is a good position, has great neighbours, has few rules and is vacant from August 1st. The club needs a secure return and so the price reflects this at $2400 per annum plus outgoings For more Information contact Nigel Davy on 0274 321 314 or email: nigel@shotoverengineering.co.nz

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

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

15 meter hangar space east hangar at Omarama • for sale $2000/m negotiable. Phone 03 348 7009 or email vindaloulou@gmail.com

OTHER

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

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

Parachute for sale • 26 ft Lopo model (for 100 plus kg pilots). Mnftg 1991, carried in a glider 31 flights and never used. Will be repacked and certified, as a condition of sale. $750 Ph Neville 03 5728 463 evenings.

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

Container From Germany • Some space available in shipping container containing trailer and glider ex Germany end of August on cost sharing basis. Contact committee@glidingauckland.co.nz or Ph 0276 942 942

WANTED

The club de Planeadores Junin, from Buenos Aires • Argentina, is looking for an ASK 13 glider to buy and import to Argentina. If there is some for sale, please send details to robertms3@yahoo.com Thanks you very much Roberto Segobia

Size A aviation oxyygen cylinder • one only, used or new, with or without valve. Contact: Paul Barrett by e-mail: paullinda@xtra.co.nz or ph 03 318 1331 evenings.

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