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# Soaring

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# from the editor

june/july 2013

This editorial is being written at the GNZ AGM in Wellington. From a personal perspective I'm really pleased with the way things went. We have a new President for Youth Glide New Zealand. Jordan Kerr, a 'young' pilot from Gliding Hutt Valley will replace me in the role. Jordan works for the Defence Force and his day job currently involves driving VIPs and organising ceremonial parades for dignitaries.

He says his first flight in a glider was, "when Dad took Mum flying when she was pregnant with me." He grew up at the Taupo Gliding Club where his father was chief tow pilot and at the Bridge Pa Gliding Club where his father instructed. "So every school holidays you would have found me and dad at Taupo and every weekend at Bridge Pa. I learnt to fly myself at Gliding Hutt Valley." Thanks for taking on the job Jordan. You're going to be great. To contact Jordan please email: [jordankerr86@gmail.com](mailto:jordankerr86@gmail.com)

This must be the seventh time I've attended the AGM and they have become a little blurred in my mind. I've grown to really like coming to the AGM, for a whole load of reasons, not all of which have anything to do with gliding.

I like Wellington. I like the quirky public artworks along the waterfront and elsewhere in the city. I find a palpable sense of history in the place. Historic buildings and places are well placarded. In the basement of the Old Bank Building (okay the name is a bit of a giveaway that this might be a historic place) are the timbers from the jetty that used to be on the site, before obviously, a bank was built here some years later. The curve of Lampton Quay (and again the name is a clue) follows the original shoreline and statues like the Man and his Dog on the Plimmer Steps give a connection of sorts to the early inhabitants of the town.

I've just been out for a walk down the Terrace from the James Cook Hotel where the AGM is held and quite by accident stumbled into the city's original cemetery on Bolton Street. Well parts of it anyway. A large chunk of it now has a motorway through it, but there is enough left to give a feel for this historic site. There are some very famous NZ graves in there too. I stood in front of James Edward Fitzgerald, early NZ politician, and Col. William Edward Gibbon Wakefield, one of the creators of the New Zealand Company. Alexander Horsburgh Turnbull, of the Turnbull Library has his tombstone there, but it's been moved and he and his family, like nearly 3,700 others, lie in a burial vault under a small piece of lawn, their remains moved for the motorway. What a shabby way to treat a

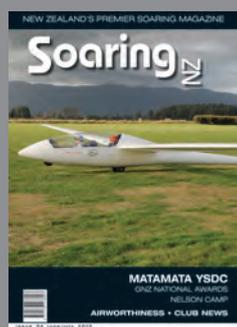


Newly appointed Youth Glide NZ President, Jordan Kerr.

man who gave so much to this nation.

I have 'done' Te Papa several times over the years and still have much there to see. I had hoped to catch a movie at the Embassy theatre one day but ran out of time this year.

The big part of the gliding AGM however is the gliding people. It is great fun to spend a weekend in the company of like-minded people. True, quite a bit of that time is spent sitting in meetings, but we're all aiming for the same things, so it's not so bad. The President's forum, where clubs share innovations and ideas is always



Abbey Delore and Enya McPherson just before they broke the Woman's 100km speed record.

Photo Jill McCaw

## next issue

Preparing for Summer Soaring, Southern Regionals, Retaining Membership, Club Accounting

## revised magazine deadlines

Deadline for Club News, articles and pictures is **31 October** and **11 November** for advertising.



# 1ST NORTHERN YOUTH SOARING DEVELOPMENT CAMP

MATAMATA 21-28 APRIL 2013



Despite the typical autumn showery weather, only one day saw no flying. 135 flights were had over the six flying days.

By Bill Mace  
Camp Coordinator  
President MSC



## WHY STAGE A CAMP?

Planning started at the Matamata Soaring Centre's (MSC) October meeting, when it was decided to have a Youth Glide Training Camp in the April 2013 school holidays. We believed that if we were going to ask instructors and helpers to give up their time for the camp then it would be a serious instructional camp, based on the concept of the Cross Country Course and the Walsh Flying School.

The main aims were:

- ▶ To help establish a community of young pilots who could encourage and support each other in gliding.
- ▶ To provide a focus to local clubs and to assist them in attracting and retaining younger pilots.
- ▶ To involve the youth pilots in the planning and the direction of the camp.

## FACTS AND FIGURES

Seven students attended full time for seven days, one for five days, and several were part timers and casual attendees. (14 in total.)

Experience levels were widely varied. Two students had done less than 10 hours flying, several fitted in with 16-30 hours flying, four had their QGP, a couple had 100 to 200 plus hours flying. Three were from Canterbury, eight were previous Omarama YSDC attendants, one was an instructor. Ages ranged from 14 to 22.

**GLIDERS EMPLOYED:** six twins and three singles were used, club gliders from Auckland, Tauranga, and Piako. Mainly Piako's tow plane was used but Tauranga's tug joined in for two days. Two syndicate gliders were also used.

15 Instructors gave briefings and flew instructional flights, we had three full-time helpers, plus Bill Mace as CFI and Manager, and Steve Care (NOO) was Safety Officer and Instructor.

Despite the typical autumn showery weather, only one day saw no flying. 135 flights were had over the six flying days, and included the following:

- ▶ **Ridge flying** experiences with a 15-30 kt westerlies.
- ▶ **Many circuits and landings**, practicing specific skills, e.g. no brakes and brakes jammed, one land-out, and one incident report. Most participants flew a 100km out & return task, comparing av. speeds, several did 'type'

Youth Glide in New Zealand is going from strength to strength with more clubs seeing the benefit of being involved. The Matamata Soaring Centre decided to be brave and host their own Youth Soaring Development Camp, inviting Youth it will be an annual event and provide young people with the choice of a North or South Island camp, or as some seem



conversions, two double aero tow ratings, and an aero tow rating by a pilot who had only winched.

- ▶ **Two pilots soloed**, attaining 'A' certificates, two 50 km silver "C"s, and a record attempt (confirmed) for Woman's 100km speed record.
- ▶ **Five tow pilots gave their time** and several people provided ground services, book keeping and feeding of participants.

There were extensive briefings both in class and one-on-one, covering the following subjects:

- ▶ Aero Tow Basics
- ▶ Air Traffic Control
- ▶ Award and Badge Recognition
- ▶ Badges, Awards, Competitions
- ▶ Convergences/Sea Breeze Flying
- ▶ Flight Analysis
- ▶ Flight Planning
- ▶ Flight Preparation & Glider Setup
- ▶ Glider Flying Basics
- ▶ Out Landing
- ▶ Instruments

- ▶ Human Factors including Aviation Medicine
- ▶ Ridge Flying
- ▶ Thermalling
- ▶ Training Progress
- ▶ Use of Ballast, Flaps etc.
- ▶ Wave Flying
- ▶ Weather, Basics and Advanced & Forecast Analysis
- ▶ Winch Launching

The following speakers also addressed the pilots at the dinner on Saturday night: Alex McCaw, who had represented NZ at Australia's National Joey Glide (Junior) Competition. Tim Bromhead, the winner of the Trans Tasman Trophy. The National Youth Glide President Jill McCaw spoke to us on how she sees Youth Glide developing, and Abbey Delore showed us a promotional presentation she has used at various speaking venues.



members of clubs from around the country. The camp was so successful to be aiming for two gliding camps in a year.



**CONTRIBUTORS/SPONSORS**

Given the short lead-in time, unknown participant numbers, and the small numbers expected, our thanks to the following sponsors who enabled prices to be kept affordable. All pilots were very appreciative and would like to thank the following:

- ▶ FONTERRA, BLUEBIRD, & GILMOURS for donations of food/drinks.
- ▶ Matamata-Piako District Council for reducing the camping ground charges in line for those charged to the Walsh Flying School.
- ▶ MSC for dropping all accommodation charges on the bunkrooms.
- ▶ Auckland, Tauranga, and Piako Gliding Clubs for negligible glider hire charges.
- ▶ The private glider owners who made gliders available.
- ▶ Those individuals who donated meat, vegetables, fruit and baking.
- ▶ The various helpers in the kitchen.
- ▶ They also recognise the large amount of work that went into briefing preparation, and appreciate the time taken by those who came just to deliver the briefings.

**MATAMATA YOUTH SOARING DEVELOPMENT CAMP**

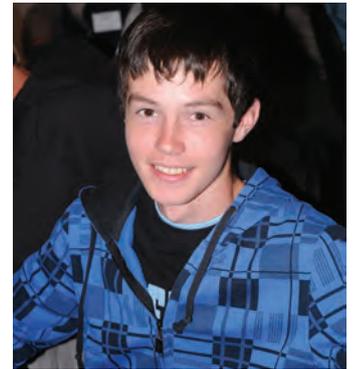
By Campbell McIver

The Inaugural Northern Youth Soaring Development Camp has been successful, thanks to Bill Mace of Piako Gliding Club and his team, who organised it.

I live in Auckland and fly at the Auckland Gliding Club, alongside fellow Youth Glide member Philip Dunlop. We experience thermal conditions in the summer and occasional ridge conditions off Drury Hill. Youth Glide takes keen young pilots and puts them in an environment where they can experience different conditions. Gliding down in Omarama at the Youth Soaring Development camp of 2012, I, a young, wide-eyed pilot who had only 12 hours gliding and about two hours solo, was put in a stunning environment and was privileged enough to experience the incredible conditions Omarama has to offer.

Attending the Matamata camp, now with 60 hours, and nearing QGP, I felt I had an understanding of what Youth Glide is about. Matamata brought together young pilots at a range of flying stages, from the early stages of training, some nearing solo and others such as myself in the late stages of training and a few who were





The food was fantastic

Phillip Dunlop.

QGP. While the weather did not favour us for the beginning of the camp, there was only one day when no flying was done.

We were given many lectures, not only for QGP, but others that helped us with landing out, competitions and more. When the weather had calmed, students did exercises such as circuits, including non-standard situations such as brakes jammed open and closed, rope breaks and the odd surprise bounce recovery, thrown out by the instructor! We were very lucky, as on the last few days of the camp westerly winds picked up, giving us what we were waiting for - ridge soaring the Kaimais! This gave us the opportunity to soar for hours and gave the new entrants of Youth Glide an opportunity to experience the excitement of ridge soaring.

In the first part of the week, the students were able to practice thermal entry, circuits and landing practice which led to some inevitable first solo flights. We are proud to announce that we had two first solos, which were then followed by the students being attacked by several buckets of ice cold water in the traditional first solo dunking.

With ridge soaring available at the end of the week, the cross country aspect of gliding was introduced to many. Alex McCaw flew Alan Belworthy's DG-101 up to Thames and back. Jordan Kerr and myself both completed our 50km silver C distance tasks. I achieved a 170km flight, Phillip Dunlop was skilful enough to climb to 6500ft in pressure wave, however the prize goes to Abbey Delore and co-pilot Enya McPherson for their record breaking flight for the New Zealand Women's 100km out and return flight (they used the Kaimai speed challenge track) with an average speed of 132km/h in Tauranga's Janus (ZK-GNN). This was a very memorable moment for Youth Glide and we hope there will be more of these in the near future.

They had a second attempt at the record the next day but unfortunately luck was not on their side and Abbey had no choice but to land out in the Te Aroha racecourse. The landout was observed by Alan Belworthy in his Ventus, who was giving Abbey advice over the radio, as well as by Alex McCaw and myself, who were at 4000ft in pressure wave at the time. We can all report that Abbey performed an incredibly well executed landout and the girls set down safely to



Joan Wine, one of the wonderful ladies in the kitchen.

Safety Ops and Instructor, Steve Care