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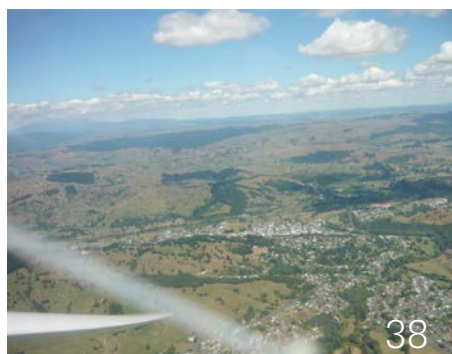
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# from the editor

may-july 2015

I was visiting a friend the other night and upon her husband learning that I was a glider pilot he mentioned, as many people do, that he'd always been interested in learning how to glide. He started quizzing me on how it all worked. I've had thirty odd years involved in the sport and I've got the answers to these sorts of questions pretty much off pat. It summarises to something like this:

- › Go out and introduce yourself to your local club.
- › You fly in a two-seater with a qualified instructor.
- › The instructor, tow pilot and everyone involved is a volunteer.
- › It takes roughly eight hours of flying time to get to solo but -
  - › A lot of that time is spent doing circuits – because being able to fly take-off and landings is crucial and
  - › Getting to solo is only the beginning – that's when you really start to learn to soar.
- › You pay to join the club and it is the club's responsibility to make sure that you are safe to fly and that includes giving you the training you need to do so, i.e. training is free.
- › You pay National Affiliation fees, club fees, glider hire and your tow fees.
- › Circuits therefore are the expensive part of training, even though they are the shortest flights.
- › Most clubs own at least one two-seat training glider and a single seater so you don't need to own a glider of your own.
- › Once you get involved you are expected to play your part in the work required to get everyone flying -
  - › Getting gliders out in the morning and putting them away at night
  - › Running wings
  - › Retrieving gliders off the field and helping them line up for the next take off
  - › Taking your turn as duty pilot (administration, time keeping, general organisation of ground operations) and
  - › Joining in with Working Bees on aircraft, airfield and clubrooms.
- › A modern training glider has a glide ratio of around 38 to one.
- › Gliders fly by using the energy in the atmosphere.
- › A huge part of learning to fly a glider (once you've mastered



Volunteers don't just fly aircraft. Kim Read and her kitchen team put in an incredible amount of work at the YSDC at Orana

the basics of straight and level) is how to find that rising air –

- › Thermals
- › Ridge
- › Wave
- › Explain the above with large arm movements for maximum effect. Diagrams also help.
- › Explain how it is this ability to read the energy in the atmosphere and use it to pilot your aircraft where you want it to go that elevates gliding into the most fantastic sport – far out weighing power flying.
- › Remind the interested party again that everyone involved is a volunteer and if they want to get involved, they are going to have to commit to more than just turning up every other weekend for an hour's lesson.
- › Explain that gliding clubs have a special character, a group of aviation minded individuals who love spending time together discussing the arcane art of soaring, and that is why the gliding movement feels, to many of us, like an extended family. If your prospective member's eyes are still open and starry



The Shark – Graham Johnson's new glider  
Photo John McCaw

## next issue

Next issue: Glider Insurance  
– an issue you need to  
be concerned about

Women in gliding

National Award winners

## magazine deadlines

Deadline for Club News, articles  
and pictures is 10 August and  
17 August for advertising.



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when you get to the end of that, you may well have a new club member in the making.

I find it good to go through this exercise now and again because it reminds me just how much I love our sport and everything that is so great about it. One thing about last week's conversation reinforced something else I'd been thinking about earlier - the fact that our organisation is run by volunteers. Yes, we're used to everyone on the field being a volunteer, CFI, instructors, tow pilots, duty pilot but sometimes we need to remember that the Executive committee, safety team (NOOs and ROOs), airworthiness officer, everyone on the various and very important committees that interact with other outside parties, everyone is a volunteer. Everyone in the organisation, everyone. For heaven sake, be nice to them. They are all fitting what they do for our sport into their busy lives. If your club is audited - be as prepared as possible. If you're applying to have a badge flight recognised, learn the rules and have everything done correctly so that your OO and the awards officer don't have to chase you up. Take your turn at being the duty pilot. If your BFR is due, swot up on procedure and make a time with an instructor to get the job done. Be kind to everyone. Help your fellow club members.

Stay Safe  
Jill McCaw

# CENTRALINES 2015

## Central Districts Gliding Championships

BY JASON KELLY



WAIPUKURAU AIRFIELD 15 – 21 FEBRUARY

Fourteen gliders took the opportunity to fly in this low key regional championship which is used as a training ground for new competition pilots. A World Class (competed in with PW5s at this competition) and a combined Open / Club class were tasked and scored. The contest organiser Max Stevens put together an experienced team to run the contest.

### SUNDAY 15 FEBRUARY

After a non-event practice day due to poor weather, Sunday saw a morning of rigging and preparation. The contest was opened with contest director Neil Faulknor welcoming pilots to the event. After some great weather in the previous weeks, the competition start invited drought breaking weather, unfortunately not with much rain but cool south easterlies. A forecast of overcast skies with patchy drizzle and some clear patches with thermals for the day meant no task was called by task setter Graham White. However, local soaring was possible and a number of pilots launched to view the area with the longest flight being almost two hours.

### MONDAY 16 FEBRUARY

The morning weather looked promising, so gliders were gridded



Photo Keith Cammock



Photo Keith Cammock

The Grid



Photo Keith Cammock

Thermals 17 February 2015



Photo Keith Cammock

and tasks set with big circles around the turn points to allow challenges for all pilots. However, the forecast overdevelopment came in at around noon and cut off the heating. A PW5 was launched as a sniffer but was quickly back on the ground. Once the day was officially cancelled, the temperature rose as the cloud thinned which did allow some local soaring.

## TUESDAY 17 FEBRUARY

The weather reverted to normal and a task was set with launch at 12:15 pm. After some hiccups, everyone was on task by 1:50 pm and enjoyed reasonable thermals to 5,000 feet AGL and a challenging task in parts. The sky was best in the east which is not the norm here and was contrary to the RASP forecast. A pair of pilots completed a competition task for the first time which is great as these regionals are for training. A couple of

GPS files couldn't be read in the open class but most pilots had a smile on their face and looked forward to another flying day tomorrow.

## WEDNESDAY 18 FEBRUARY

Lots of happy faces again today after another successful racing day. Launch was delayed somewhat with a wait for the temperature to rise on the ground and then the wind changed so the grid had to change ends.

All gliders were launched by 2:30 pm into a largely blue sky but climbs of 3-500 feet/min were there with lift topping out between 5 and 6,000 feet. The PW5s had mostly blue thermals in the east with a little cloud later on while the open class could take advantage of the cloud which formed with a convergence running to the ranges in the west. At Te Aute looking to the



Photo Keith Cammock

Heading for home

next turn at Gwavas, the lift was marked with wispy cloud which developed more as the day progressed. Along the top of the ranges another convergence had formed which gave a climb to 8,000 feet and it was possible to run along this south until it ran out west of Ormondville. Some pilots elected not to push in to the ranges and had slower runs as a result. Two more climbs in the convergence over the flats had pilots on final glide from Tikokino back to Waipukurau via Rakautatahi.

#### THURSDAY 19 FEBRUARY

It was another reasonable day despite a southwest wind arriving to try and spoil the fun. The PW5s found the wind too much to fly the task but the open had a challenging day with thermals broken but workable up to 4,500 feet. A convergence west of Te Aute made the day by making the southern turn possible. Six pilots got round. Due to some misunderstandings about airspace, there were some infringements that had to be sorted. David Hirst won the day at 98 kph, a good effort, with Hugh de Latour second - honours to the two Ventus CT pilots. Obviously wingspan helped today!

#### FRIDAY 20 FEBRUARY

Yes! Four competition days in a row which wasn't the long term forecast for the week. An earlier start was had as sea breezes were forecast for later in the day. Thermals to 5,000 feet to start then up to 6,000 feet in the higher country to the west had everyone out on track early and around the top turn before the sea breeze effect had arrived there. The sky looked good as far

as one could see in any direction, so maybe a longer task could have been possible but would have made it hard at the end as the sea breeze convergence moved well inland. Some pilots ran down the ranges again towards the southern turn where the choice was back up the middle of the plains or deviate to the convergence in the east. As it turned out, the convergence was the better choice although not by a huge margin. Most pilots were on final glide from the second to last turn but the easterly and sinking air on the other side of the convergence was there to catch out the unwary. A group dinner out together in the evening was held today as most pilots were due to depart after flying tomorrow. It was a great way to round off a very pleasant day.

#### SATURDAY 21 FEBRUARY

We waited on the ground but unfortunately the conditions prevented setting a task. However, most pilots had a flight in the local area. There was a westerly with large areas of overdevelopment and a limited soarable area. This was a pity because thermals in the area were 6-800 feet/min to 6,500 feet for two hours or so. Some pilots found limited wave west of the field with convergence in the east for 20 km or so. Later in the afternoon rain showers pushed through with the front with a late clearance and a temperature still around 25°C.

After what turned out to be a great week of flying with at least local flying possible every day, the Keith Cammock and Craig Hunter combination won the World Class contest, Ross



Photo Keith Cammock

Launching into a good looking sky

Taylor was the top Club Class pilot and Graham White retained the Open/Standard class titles. Daily Open Class tasks and scores are on Soaring Spot at <http://www.soaringspot.com/cds2015/>.

With thermals every day and well set tasks resulting in only three land outs in the entire competition over all classes, this shows the great flying conditions available in Hawkes Bay. In the unlikely event of a land out being required, there are many large fields available as safe landing areas.

Thanks to contest director Neil Faulknor; weatherman, task setter and scorer Graham White; tow pilots and all the helpers. Thanks also to our sponsors Centralines and New World Waipukurau. A great thank you is also due to Margaret Keir, the master chef, who spoiled all present with two fantastic steak meals which were much appreciated by all who attended. We hope to see more pilots and hangerons for next year's event. At prize giving, Tony van Dyk challenged all those present to bring at least one extra person next year whether they be a pilot or volunteer to help on the ground. Other Central Districts gliding clubs are also asked to help support the running of their local event.

## RESULTS

The Keith Cammock/Craig Hunter combination winning the PW5 contest, Ross Taylor top club class and Graham White Open/Std.



Photo Keith Cammock



Photo Keith Cammock