NEW ZEALAND'S PREMIER SOARING MAGAZINE

Soaring NZ

WORLD GLIDE 2012

EURO GLIDE 2012

NEWS FROM THE SCHLEICHER FACTORY

MOUNTAIN SAFETY • CLUB NEWS

issue 30 october/november 2012

IMAGES THAT SOAR ABOVE THE ORDINARY

VISIT OUR NEW WEBSITE **WWW.MCCAWMEDIA.CO.NZ**

John McCaw – aviation and agricultural photographer

McCaw MEDIA

Tel +64 3 322 5222

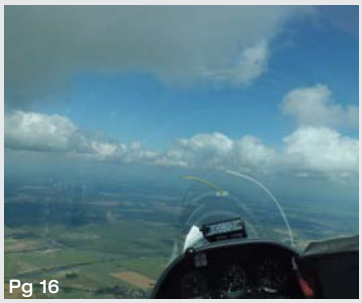
Mob 0272 804 082

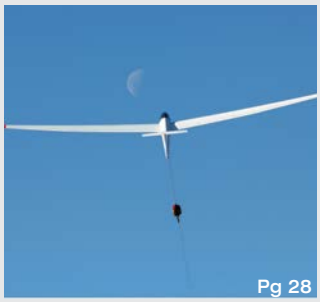
www.mccawmedia.co.nz

COMMISSIONS AND STOCK LIBRARY SPECIALISTS

contents

october/november 2012





FEATURES

REGULARS

SoaringNZ

Publisher
McCaw Media Ltd

Editor
Jill McCaw
soaringnz@mccawmedia.co.nz

Annual Subscription Rates

New Zealand	$75
Australia/South Pacific	$112
Rest of world	$135

Advertising, editorial and subscription enquiries
McCaw Media Ltd
430 Halswell Rd
Christchurch 8025
New Zealand

soaringnz@mccawmedia.co.nz

Tel +64 3 322 5222
John - 0272 804 082
Jill - 021 1261 520

Printer
Blue Print

Design
RGBdesign & Print Ltd

Proof Reading
Melanie Henrikson

SoaringNZ is a bi monthly publication produced by McCaw Media. Advertising statements and editorial opinions expressed in SoaringNZ do not necessarily reflect the views of McCaw Media Ltd unless expressly stated.

ISSN 1178-4784

SoaringNZ is Five. Happy Birthday to Us.

This magazine in your hands is Issue 30. Last night I spread all thirty magazines out on the floor, a block with five rows of six. It covered as much of the floor as a reasonable sized rug and it looked fantastic. In fact, I'm thinking of having a poster made of the thirty covers. Every cover is a stunning illustration of the excitement and adventure of soaring. When you put all thirty of them together, they look amazing. We have photos of gliders in all attitudes - upside down (twice), gliders on the beach, over the sea (three times), over lakes (surprisingly only three times), over mountains (really surprisingly, only twice), places other than NZ (four times) and showing people (six times). Some of my favourites are Issue 8, with young Hugo Miller flying a Blanik with the canopy off (you know he was having fun), Issue 6 with a Dimona over a Queensland beach, and Issue 12 with Piako's PW6 on the beach at Raglan. It's a different and pretty picture of a glider, and the fact that it was my own landout doesn't change that. My all-time favourite is Issue 21, with Toby Read posing beside GlideOmarama's Duo at Milford Sound, with Mitre Peak in the background. It is not only a very scenic picture but it puts a gliding take on an iconic view. Looking at this photo, I know that these pilots had an adventure. You can't get a better cover picture than that.

It was pointed out to me that there isn't a cover with a woman. It is a very good point and sadly, representative of the number of women in the sport. Ladies, if you get any good shots of you flying, forward them to me for possible covers. Actually, any readers out there, send me good, high resolution pictures. We are always looking for exciting gliding photos.

Technically there is a cover with a woman. I was actually P2 in the Dimona on Issue 6, but you would have to look hard to see me.

Only one glider has managed to be featured twice, Dane Dickinson's LS8, ZN. It was on the cover of Issue 4, back when it had swirly decals and on Issue 25 when it had an equally fancy but more standard, black on white paint job. It features in this issue too, but not on the cover. It was flown by Roland van der Wal in Euroglide. See page 16. ZN gets around.

Thirty issues with forty-eight pages of text at roughly five hundred words per page equals around 720,000 words. Modern popular novels usually come in between 80 – 100,000 words. We have collectively (because there have been an awful lot of contributors over the years), written around eight novels of gliding words. That is a huge body of work. Have a look on your bookshelf and see how much room that many words take up. And then there are the photos. I have no idea how many wonderful images we have printed.

Which of all those words do I like the best? Reporting on the Grand Prix back in Issue 2 was exhilarating and bizarre. The magazine was all new and then bamm, when we were still feeling our way and working out how to make a magazine, we had an international competition in our patch. It was so exciting. Over the years we've had some fantastic reporting on World Championships, from both our own NZ competitors and international writers who were pleased to help out.

We've been very lucky with some of our NZ regular contributors. Two in particular stand out in my mind as amusing and informative: Ian Dunkley's vintage columns are missed, now that ill health is slowing him down and David Hirst's technical pieces can make me laugh while I learn. The most common query I get from people on past magazines are for David's columns, 'An Idiot's Guide to Tephigrams' in Issues 3 and 4.

SoaringNZ has covered some incredible world records. We started with a very special one. The feature story in Issue 1 was Fossett and Delore's, 2007, 1250km 25% FAI triangle speed record. By the time we went to press, Steve Fossett was missing - later confirmed dead. Terry Delore has set another other world record since, a three turnpoint, 2500km declared distance, flown in New Zealand with John Kokshorn, in Issue 14. Doug Hamilton's 'Flight from Hell,' Issue 7, was a hard fought 1500km triangle. It wasn't a world record but it did win him the honour of being New Zealand's last Barron Hilton cup recipient, in 2009. Jenny Wilkinson achieved a 500km out and return woman's speed record in 2009, Issue 8. We have also highlighted spectacular flights from our sport's past, featuring Dick Georgeson, Doug Yarrall, Keith Wakeman, Yvonne Loader and others. This issue's story on Ann Johnson's 1979 245km goal flight continues in that tradition. See page 40.

Long flights have, of course, featured strongly in our pages but I'm equally as pleased to have printed stories of first solos, 50 kms and stories of the joyous, happy, local flying contributed by pilots who just want to share their pleasure in our sport.

Back issues are still available at the same cost as current magazines, if you would like to complete your set.

Mike Strathern
A winter flight from Nelson Lakes.

Photo Mike Strathern

next issue

Start of the soaring season

South Island Regionals

Cross country courses

Soaring in Canada

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

Deadline for membership changes to GNZ online database for next mailing: 10 December.

A fantastic picture from a glider flight with a difference (and our only cover featuring a woman).

Issue 16 was a little different. It had both a large number of safety articles, including Part One of Arthur Gatland's 'Threat and Error Management', and the finals of our one and only photo competition. It has been a challenge to keep our competition reports fresh and entertaining. I don't think we do too badly with that. Of course, the people who were there are probably the most avid readers of those, but we hope others are enjoying the coverage too. It has been great to chronicle the inception and growth of YouthGlide and the Youth Soaring Development camp, but that could be my own personal bias.

When I think about what I am most proud of though, it is the fact that you are holding Issue 30 in your hands right now. In September 2010, Issue 18, I wrote an editorial entitled, 'Random Thoughts on Earthquakes and Their Aftermaths.' No-one had any idea then how bad things were going to get. Issue 21 came out when our world was completely broken by the February 2011 quake that destroyed Christchurch and killed more than 180 people. I am so proud of the fact that, in spite of everything that has happened since then: the loss of our house, our printer's factory, the huge damage and upheaval in Christchurch, you have still received a top quality soaring magazine every two months. There have been times where you very nearly didn't.

Thank you to all the people who have contributed over the years and the many more people who have read and enjoyed our efforts. Please share your love of gliding and of SoaringNZ with your friends. Help us to grow into our next five, ten, fifteen years. Happy Birthday to us all.

Cheers

Jill McCaw

SoaringNZ

subscription form

Name: _____

Address: _____

_____ Postcode _____

Phone _____

Email _____

Annual Subscription Rates - six issues a year

New Zealand *(All GNZ members automatically subscribed)*	$75
Australia/South Pacific	$89
Other overseas	$92

Payment enclosed $ _____

(All cheques made payable to McCaw Media Ltd)

Credit card facilities available

Post today to

McCaw Media Ltd, 430 Halswell Rd, Christchurch

Tel +64 3 322 5222 Email soaringNZ@mccawmedia.co.nz

gift subscriptions

Recipients Name: _____

Address: _____

_____

_____ Postcode _____

Email _____

Gifted by: _____

Contact phone: _____

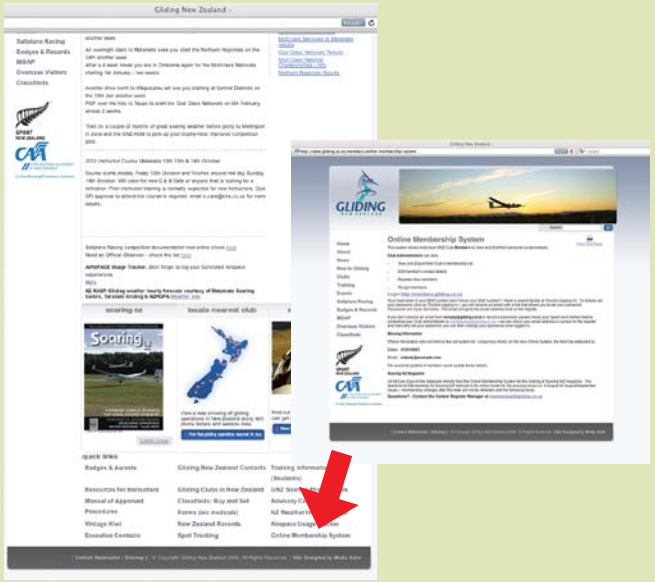
Credit Card Number Card Expiry Date _____

☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐

Name on Card _____

Moved House?

Don't miss out on your Soaring magazine!!
Gliding NZ members can now change their contact details online.
At www.gliding.co.nz there is a link to Online Membership at the bottom of the home page.



NO SOARINGNZ CALENDAR THIS YEAR

We are sorry to announce that we will not be producing a calendar this year. Life in Christchurch is difficult at the moment and sadly the calendars are a product that have only broken even with a considerable effort. This year, we just felt that it wasn't worth it. Maybe next year.

WANTED:
STORIES FOR *SOARINGNZ*

Here is your chance to get your words in print. At *SoaringNZ* we are always on the look-out for stories of fantastic flights both in NZ and abroad. We also like stories of inspiring pilots, both current and historical. Back when the magazine started, we had regular columns on Instructing, Ab-Initio, Towing and Vintage. We have had infrequent columns on Safety, Meteorology and Tech Talk. If you think you can provide any words to fill these spots we would love to hear from you. Don't worry about technical writing skills. The editorial crew will look after that. See the contact details on Page one for the editor's email address.

NZ PILOTS PLACE IN MEDITERRANEAN CUP

Ben Flewett, 1st, Dane Dickinson on right, 2nd. Standard Class.

Ben Flewett, 1st, Dane Dickinson, 2nd Standard Class.

Sue Wild (mother of Ben) reports that she and Tony Flewett have just returned home from Rieti where they acted as crew, cooks, waterboys, tech support etc, etc for a group of six pilots from England and New Zealand. The contest, the Mediterranean Cup, took place from 7–17 August. There were only a few points between Ben and Dane.

L-R: Ben Flewett, British pilot Leigh Wells (ex World Champion), Dane Dickinson.

WOMEN SOARING PILOTS ASSOCIATION SEMINAR

Ladies, if you're planning a trip to the States next winter put this on your itinerary.

Moriarty, New Mexico, 8-12 July 2013.

According to the link through the WSPA website, Moriarty is located on a high plateau at around 6,000 ft MSL, which is bounded to the west by the Sandia and Manzano mountains, to the north by the Sangre de Cristos (the stepping stones to the Rockies of Colorado), to the east by the open expanses of Eastern New Mexico and to the south by the Carrizozo lava flow, the Sacramento Mountains, Capitan Mountain, and White Sands National Monument. Moriarty boasts some of the finest year round soaring conditions in the United States, including 15 knot thermals to 22,000 ft, mountain wave to 34,000 ft, and orographic lift off the Manzano, Sandia, Ortiz, and Sangre de Cristo mountain ranges. Many flights in excess of 250 miles are recorded each year.

HISTORIC PHOTO 22 NATIONALS JAN '85 PILOT AND CREWS

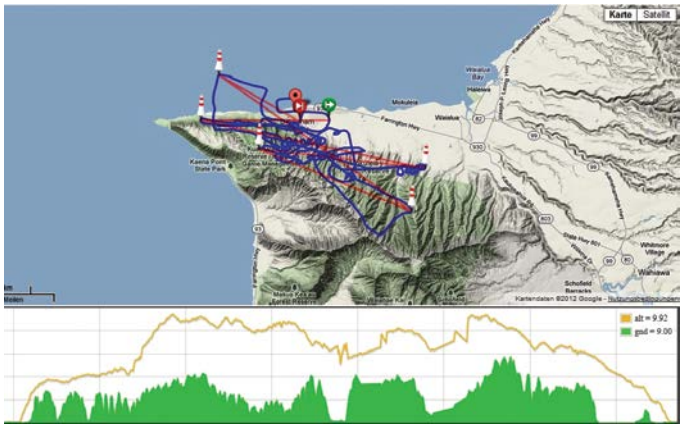
There are a lot of familiar faces in this photo, taken at Alexandra in the '80s. Your editor thinks she recognises: David Mair, Ian Finlayson, Bruce Drake, Ray Lynskey, Bob Fisher, Peter Lyons, Wendy and Terry Delore, Reatha Ackroyd, Ann Gatland, Yvonne Loader, Tony Timmermans, Errol Shirtliff, Nigel Ackroyd, Bill Walker, Theo Newfield, Ivan Evans, Ross Marfell, Phil Galloway, Craig Keenan, Grae Harrison, Tony Van Dyk, Arie Van Dyk, Helen Georgeson, Dick Georgeson, Frank Gatland, Eoin Coutts, Richard Halstead, Mike Rix (kissing Val), Don Lamont. Photographer possibly John Goddard. There are quite a few others she thinks she ought to be able to name but it is still only a fraction of the number of people in the picture. Thank you to Nigel Ackroyd for sharing this with us.

Max Stevens adds some other well known gliding names. Paul Schofield, Max Stevens, Noel Mair, David Speight, Chris Garton, Trevor Mollard, Geoff White, Peter Heginbotham, Ernst Peter, Cora Van Dyk and Julie Timmermans.

Fossett Memorabilia washes up in Australia

Steve Fossett is well known in gliding circles as the billionaire who flew world glider records with NZ's Terry Delore. Fossett, who died in an aircraft crash in 2007, held many other types of world records, including one set in 2002, when he flew a balloon non-stop around the world. According to Wikipedia, 'He launched the 10-story high balloon Spirit of Freedom from Northam, Western Australia, on June 19, 2002 and returned to Australia on July 3, 2002, subsequently landing in Queensland. Duration and distance of this solo balloon flight was 13 days, 8 hours, 33 minutes (14 days 19 hours 50 minutes to landing), 20,626.48 statute miles (33,195.10 km).' South Australian glider pilot Keith Willis recently emailed Terry Delore to explain how a friend of his had come into the possession of some memorabilia from that flight. "On the last day, as he was approaching Australia, Fossett dropped some oxy bottles in to the sea. He had opened the taps so they would sink (as mentioned in his book, Chasing The Wind), however one of them floated to the shore in the Great Australian Bight. A friend of mine bought it from the man who found it and brought it back to South Australia, just a few kilometres from where I live."

UNUSUAL OLC POINTS SCORED IN HAWAII



We are used to seeing OLC flight traces detailing long distance flights. Spare a thought for pilots attempting to gain points on the island of Oahu. The trace is from American pilot, Gary Reuter, logged while taking a break in Hawaii. Hawaii belongs to the SSA's Region 11, competing with Northern California and Nevada. "If I had known what I had to beat, I could have stayed up longer very easily. Dillingham airport is mostly soaring along the main ridge of the north shore. When the trade winds are blowing, which is most of the time, one could stay up for days." He flew with co-pilot Bill Pyziak in an IS-28B. "The main ridge runs almost to the most northwest point of the island, to about 10 miles east and curves toward the south. The workable portion of the ridge at the northwest starts at about 1000 feet MSL and gradually rises to 4000 feet at the island's highest mountain. When thermals are working, one can get farther east and south toward the middle of the island but a large portion is covered by class B airspace for Honolulu International Airport; so even a Silver C distance is difficult, if not impossible."

Three commercial soaring operations are operating off the west end of the 9000 foot runway. "Of the twenty plus gliders on the field, only about four of them are private. There are 2-33's, 2-32's, Grob 103's, a Lark, a Fox, an ASK21, several motor gliders and a variety of others all for rides, instruction and rental." Sky dive operations at the east end of Dillingham's runway make for a lot more activity. After sunset, the field is closed to all general aviation and reverts to military night ops until sunrise.

Other soaring is available in Hawaii from the Mauna Kea Soaring Club on the island of Hawaii. The volcanoes Mauna Kea and Mauna Loa, on the island of Hawaii both reach above 13,000 ft ASL.

Mauna Loa is the dark volcano surrounded by clouds at the bottom of this satellite photograph of Hawaii.

Mauna Kea from Mauna Loa Observatory, Hawaii

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

PIPISTREL VIRUS SW 100 NOW CERTIFIED FOR GLIDER-TOWING!

Pipistrel is proud to announce that the NASA challenge winner, their ultralight Virus SW 100 is now certified for glider-towing operations, according to the strict German LTF-UL2003 legislation.

The maximum weight of the towed glider is 700 kg (1540 lbs), so this also allows for towing of large and heavy gliders. (The SW 80 with the 80 hp is not certified for towing operations.)

WORLD GLIDE 201

Uvalde, Texas is one of the premier soaring sites in the United States. Located in West Texas, between San Antonio to the east and Del Rio to the west, Uvalde is situated in an agricultural belt, bounded by Texas hill country to the north and flat, more desert-like terrain to the south.

By Rand Baldwin

Photos Kathrin Woetzel

During the summer, prevailing winds from the southeast frequently bring moisture-laden air from the Texas Gulf coast into the task area, resulting in large fields of high altitude cumulus underlain by strong thermals. Long cloud streets often form, allowing high speed final glides of 100 to 150 km when the final turnpoint is southeast of Uvalde.

The contest officially began on August 5th, but pilots and gliders began arriving in mid-July, well in advance of the official practice period, which began on July 28th.

It has been 21 years since the world's best glider pilots converged on Uvalde to compete in a World Gliding Championship. Much has changed since 1991, but the fabulous soaring weather, and the hospitality and enthusiasm of the local community have not. In his remarks at the closing ceremonies, Championship Director Ken Sorenson said, "...this is absolutely the most soaring-friendly town I have ever known."

Opening ceremonies were held on August 4th and featured a parade down Uvalde's main thoroughfare to the Uvalde Honey Bowl, where local dignitaries, contest officials, and IGC President Eric Mozer addressed the large crowd, surrounded by the competing pilots, who formed a semi-circle around the stage.

The enthusiastic support of the townspeople was evidenced by the large crowds that lined the parade route to cheer and wave at the pilots as they paraded past in trucks, cars and 'floats' on their way to the opening ceremonies.

Excitement had been building for months at the impending debut of several new open class designs, led by Dick Butler's Concordia. The Concordia was finished just in time for Dick to accumulate a few hours in the long-winged beauty before packing it up for the trip to Uvalde.

As counterpoint to the 28-meter span Concordia, several manufacturers had reversed the decades-long trend toward incremental improvements and increasing span in the open class. Schempp-Hirth worked tirelessly in the several months preceding the WGC to produce six new Quintus M's for the championships, while Lange Aviation churned out the 23 meter Antares, sporting the same wing as the Quintus.

Not to be outdone, Jonker Sailplanes had been secretly working on a modification to the Jonker JS-1. Only days before the WGC began, they officially announced the JS1C, a 21 meter variant of their very successful 18 meter JS1b.

Eyes were also on the returning champions: Michael Sommer of Germany in the open class, Stefano Ghiorzo, the 2010 15 meter champ from Italy, and Zbignew Nieradka of Poland in the 18 meter class. Michael Sommer had won the past three open class world championships, so the big question was, "Can he do it again?" Such

Above: Briefing.

Below: Ronald Termaat 18m.

a feat would be unprecedented, so all eyes were on Michael, especially those of his competitors, who had him firmly in their sights.

The competition drew 98 pilots from 24 nations. The roster included three women, all in the 15 meter class: Lisa Trotter of Australia (ASW-27); Alena Netusilova of the Czech Republic (ASG-29-15); and Susan Schoedel of Germany (Ventus 2ax). Lisa's husband Peter was also on the Australian team, flying a Ventus 2bx. Is this the first time a married couple has competed in a world championship? Perhaps an enterprising reader can research this question and let us know.

Weatherman Dan Gudgel, ably assisted by Walt Rogers, did a masterful job of forecasting each day's soaring weather. His forecasts were often right on target, but when they weren't, he would give a thorough explanation of what actually happened at the following day's briefing.

On many days, the surface wind at the airport between grid time and last launch was about 30 km/h, gusting to 60 km/h. Large dust devils frequently formed over the airport and played havoc with anything that was not heavy or tied down. Dust was a big problem on the grid, occasionally obscuring the tow pilots' view of the gliders behind them at launch. Crews were kept busy right up to launch in frantic but often futile attempts to clean wings and canopies. In the final days, local officials had the airport grounds watered down near the runway, which virtually eliminated the dust problem.

Speaking of weather, this championship was blessed with 14 days of exceptional soaring weather, including the one mandatory rest day. It is impossible in this space to give a thorough account of such a long and complex competition. Instead, we concentrate on a few highlights and refer you to the official WGC 2012 website, SoaringSpot.com, and SoaringCafe.com if this article whets your appetite for more details.

The Contest

The first contest day—August 5th—began with a good forecast and relatively long racing tasks for all classes, varying from 576 km for the 15 meter class to 628 km for open. In a pattern that would be repeated throughout the contest, tasks were set with three to six turnpoints surrounding Uvalde and ordered so that for the most part pilots would fly a long counterclockwise orbit around Uvalde. This tasking strategy was dictated partly by the long tasks demanded by the generally strong conditions and the need to avoid restricted military airspace to the west, Mexican airspace to the southwest, and class C airspace over San Antonio International to the east.

The first day's open task had a couple of bends and twists, forcing pilots to spend more time to the east, a factor that would figure dramatically in the day's results.

A sea breeze front was forecast to move in from the east and

First landing.

the timing of its passage was critical. Unfortunately, many open pilots had to fly so far into the dead area east of the early arriving front that they failed to make it back to Uvalde or had to start their engines on course to get back. Many of the finishers without engines had to make long low final glides and a few just squeaked past the finish line.

Only 35% of the open class received speed points. The 15 and 18 meter classes were luckier with 75% and 91% completion rates, respectively. One open pilot who failed to finish was 2010 champ Michael Sommer. French pilot Laurent Aboulin, on the other hand, placed first for the day with a speed of 139 km/h in his 23 meter Quintus M with Bruce Taylor of Australia in second place, only seven points behind. The Goudriaan brothers, of South Africa, were 5th and 6th in their JS1Cs.

Dick Butler in Concordia and his teammate Ron Tabery were among the first day casualties with Dick 23rd and Ron 13th, as were Great Britain's Pete Harvey and Tassilo Bode of Germany. One interesting fact is the domination of the top ten by the new short wingers. Of the top 10 open pilots on the opening day, seven were flying 21 and 23 meter gliders. This presaged a trend that would continue throughout the open class contest. Strong thermals and long streets made for fast cruising speeds and low thermalling percentages, so wing loading was an important factor and span less so.

Sebastian Kawa emerged the winner in the 15 meter class, closely followed by Christophe Ruch of France, Radek Krejcirik of the Czech Republic, Tomasz Rubaj of Poland, and Matthias Sturm of Germany. In the 18 meter race, Wolfgang Janowitsch of Austria grabbed the top spot at 136.9 km/h, with reigning world champion Nieradka Zbigniew of Poland breathing down his neck, only 19 points behind. Russia's only entry in the contest, Timoshenko Dmitry, flew his ASG-29 to third place, followed by Great Britain's Mike Young (ASG-29) in fourth and Russ Cheetham (JS1b) in fifth.

Day 1 was the first of two days in which (real and virtual) landouts were a significant factor. The rest of the competition enjoyed generally excellent soaring weather and, except for day 12, landouts were few and far between. Because thermals were strong, with lots of streeting, speeds were fast and seconds mattered. In the 18 meter class, for example, only 4.1 km/h—55 points—made the difference between first and 10th place on the first day.

As it turned out, the first day's results were significant

Sebastian Kawa before takeoff.


Australian Team.


Killian Walbrou, France, 18m.

First weight and balance test.

predictors of who would bubble to the top at the end and, in many ways a portent of how the contest would play out from that point.

By the end of day 2, Matthias Sturm, who flew his ASW-27 to victory in the 15 meter class, had risen to the top spot, where he remained, thanks to brilliant flying and a string of four more day wins until day 10, when he stumbled badly, ending up 33rd for the day. He dropped to second overall, behind seemingly indomitable Sebastian Kawa. Kawa also had an impressive streak of four day wins, and a stumble on day 12, when he joined 32 of his 36 competitors in a mass landout. However, because several other leading pilots were among the non-finishers, Kawa managed to hold onto his lead through the end of the contest.

In the 18 meter class, reigning champ Zbigniew Nieradka started strong with a 2nd place finish on the first day. He continued to fly brilliantly and consistently throughout the next 12 days, to retain his title as 18 meter World Champion. After the sixth day, Ziggy remained in first place overall, except for one day, when he temporarily dropped to second. His teammate, Lukasz Wojcik enjoyed three day wins and oscillated between second and third overall until landing in the number two spot at the end.

Mike Young and teammate Russ Cheetham did a splendid job of team flying. The two Brits gave it their all and earned place number three on the podium for Mike, with Russ close behind in fourth.

Ron Tabery (SS) and Dick Butler (DB) made a great open team for the USA. In the air, they were constantly exchanging information by radio, which is uncharacteristic of Dick. Some wags commented that Dick probably talked more on the radio at this contest than the sum total of his transmissions in all previous contests combined! He was clearly elated at flying his brand new creation and discovering that it was all he had dreamed it would be.

With only a few hours in Concordia before the contest, Dick ended the competition in 7th place overall with Ron in 10th. Final results aside, Dick felt that his and Gerhard Waibel's vision for a new open class sailplane, conceived a decade ago, had been vindicated. Dick won two days and placed third on another, with Ron in very close proximity on the scoresheet. On day twelve, DB and SS placed first and second with speeds of 157.5 and 157.2 km/hr. After landing, Ron said, "If you didn't like today, you don't like soaring!"


Briefing for Team Italy.

Louis Bouderlique (left) couldn't finish the competition because of a mid-air collision with Peter Hartmann.

These dusties were a feature of the runway everyday.

Atti Jonkers.

Coda

On Sunday, August 19th, the skies above Uvalde could hold back no longer. Gray skies and light rain greeted pilots, crews, friends, and onlookers who gathered at Garner Field for the closing ceremonies.

At every competition, especially one as long and intense as a world championship, pilots, crews, and organisers comprise a transient but tightly knit community. The release from weeks of intense focus, long days, heat, dust, whipsawing emotions, and exhaustion tempered by elation seems palpable when the flying is finished and everyone can simply relax and enjoy their last day together.

It was in this relaxed and happy mood that Master of Ceremonies Mark Huffstutler called on the assembled crowd to take their places in the viewing stands, as he began introducing the national teams. Cameras flashed and cheers erupted as each team was announced and marched in with team captains hoisting their national flags.

Mark recognised key members of the WGC staff and organizing team, including Ken Sorenson, Director of the Championships, Linda Murray, Championship Manager, Kerry King Huffstutler, Assistant Championship Manager and Team Uvalde Co-Chair, and Al Tyler, SSA Chairman. Al welcomed everyone to the closing ceremonies and expressed his appreciation for the hard work and dedicated service of Team Uvalde and to the community of Uvalde for its support.

Mark introduced Championship Director Ken Sorenson, who thanked the volunteers and singled out Chief Steward Dick Bradley, Deputy Director and Task Setter John Good for special recognition.

Ken commented that "...the winning scores of this competition are more points than have ever been earned at a glider competition. The second highest scores were earned here at Uvalde in 1991." He went on to quote an even more remarkable statistic: "About halfway through the competition I mentioned that the total kilometers flown took us the distance from the earth to the moon. You'll be glad to know that we didn't leave you hanging out there in low earth orbit. The total distance flown including the official practice period was almost 800,000 km, more than the distance to the moon and back."

The prize-giving began with OSTIV President Loek Boermanns, who presented the OSTIV Safety Award to Wolfgang Janowitsch and the entire Austrian Team. MC Mark Huffstutler then awarded the Robert Kronfeld Challenge trophy for the fastest speed achieved during the championship (161.0 km/h on Day 7) to British Team pilot Pete Harvey, who, in a demonstration of his skill as a speed demon, made a mad dash to the podium to receive the award, then raced back to his seat. Finally, Mark announced the winners and runners up in each class, as they took their places on the podium and accepted their FAI medals and trophies. Here are the top three pilots in each class and their total points.

15 Meter Class

1. Sebastian Kawa	Diana 2	Poland	11062
2. Matthias Sturm	ASW-27	Germany	10628
3. Radek Krejcirik	Ventus 2ax	Czech Republic	10526

18 Meter Class

1. Zbigniew Nieradka	ASG-29	Poland	12170
2. Lukasz Wojcik	ASG-29	Poland	11840
3. Mike Young	ASG-29	Great Britain	11774

Open Class

1. Laurent Aboulin	Quintus M	France	12084
2. Michael Sommer	EB29	Germany	11977
3. Oscar Goudriaan	JS1C	South Africa	11835

Team Cup

Awarded to Team Poland, who amassed 11,842 points to win the coveted (and massive!) trophy. The top three teams were:

Poland	11842
Great Britain	11757
Germany	11694

Thus ended the 32nd FAI World Gliding Championship. At this writing, daily and cumulative results and tasks are posted on the official WGC 2012 website at wgc2012uvalde.com and at SoaringSpot.com/wgc20112 .

The author would like to thank Ritz de Luy for her outstanding performance as blogger par excellence for SoaringCafe.com during the competition. Ritz was the eyes and ears of Uvalde as she provided continual updates throughout the day every day of the practice period and the competition. The Soaring Café published over 520 posts, comprising approximately 120 original posts, including Ritz' blogs, and over 400 posts from aggregated sources.

Next—on to Chaves, Argentina where the unflapped classes will compete in January, 2013— then to the 2014 FAI World Championship in Leszno, Poland. See you there!

Eight times world champion Sebastian Kawa with his dad.

Podium presentations.

The grid.

CONSISTENT FLYING ACHIEVES TOP PLACINGS

TOP 5 RANKING BY DAY

15m

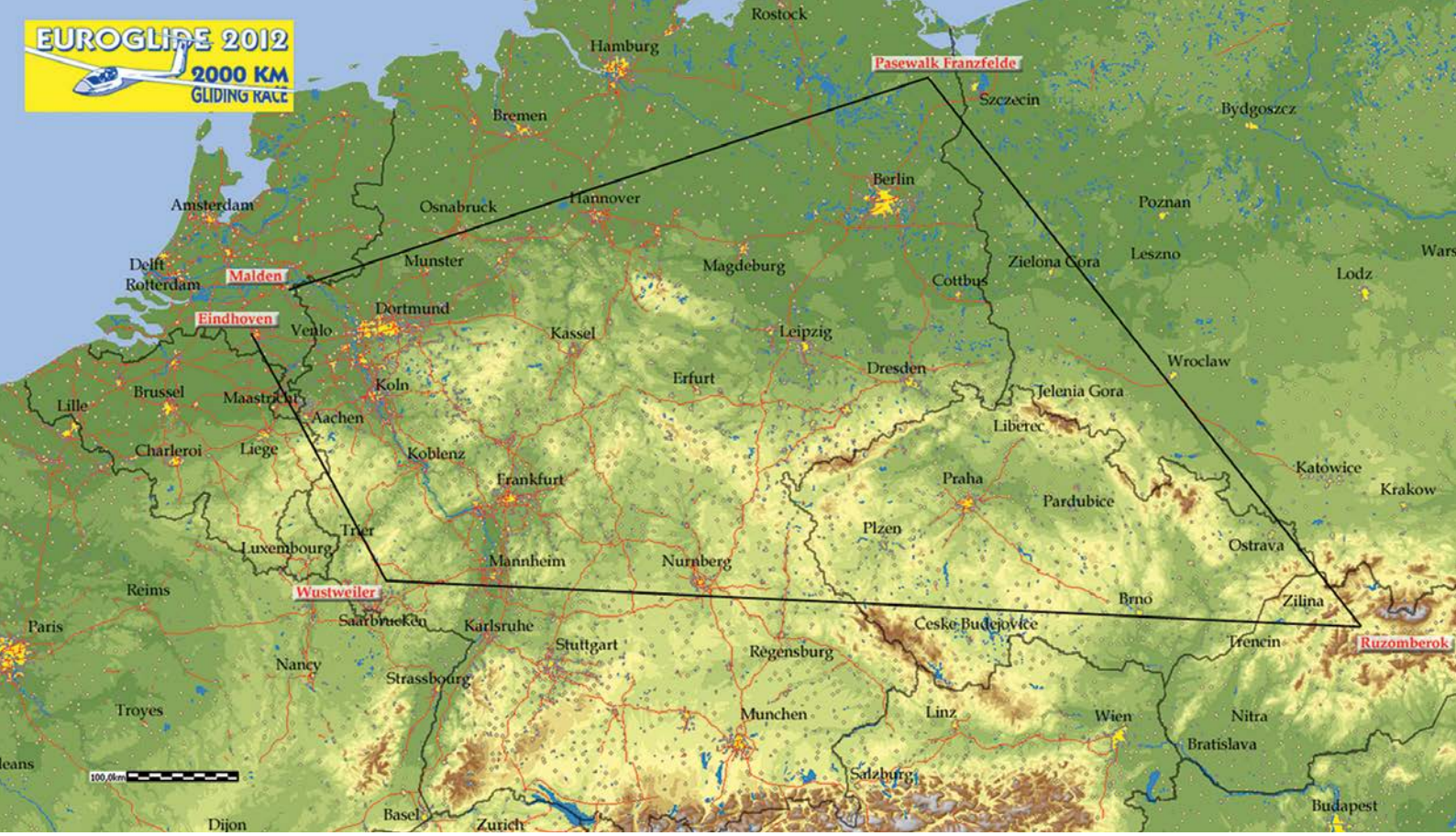
Pilot	Country	Final Score	Rank	1	2	3	4	5	6	7	8	9	10	11	12	13
Kawa	Poland	11062	Daily	1	5	5	1	1	4	3	20	2	1	14	14	1
			Cumulative	1	2	2	2	1	2	2	2	2	1	1	1	1
Sturm	Germany	10628	Daily	5	1	1	3	2	1	1	6	14	33	5	27	14
			Cumulative	5	1	1	1	2	1	1	1	1	2	2	2	2
Krejcirik	Czech Republic	10526	Daily	3	9	11	5	13	2	26	23	3	2	1	1	7
			Cumulative	3	4	6	4	4	3	5	5	5	4	3	3	3
Raimond	Netherlands	10291	Daily	11	19	18	5	3	5	18	3	22	3	7	19	12
			Cumulative	11	14	16	13	10	8	8	7	8	6	6	6	4
Rass	Austria	10242	Daily	15	5	4	14	7	13	13	21	6	6	20	28	19
			Cumulative	15	8	4	7	6	6	6	6	6	5	5	5	5

18m

Pilot	Country	Final Score	Rank	1	2	3	4	5	6	7	8	9	10	11	12	13
Zbigniew	Poland	12170	Daily	2	1	3	6	2	2	2	13	3	11	8	2	4
			Cumulative	2	1	3	3	1	1	1	2	1	1	1	1	1
Wojcik	Poland	11840	Daily	13	2	1	5	4	1	13	12	6	27	10	1	9
			Cumulative	13	4	2	2	2	2	2	3	3	3	3	2	2
Young	Great Britain	11774	Daily	4	4	2	1	15	4	6	1	18	28	3	15	8
			Cumulative	4	2	1	1	3	3	3	1	2	2	2	3	3
Cheetham	Great Britain	11739	Daily	5	2	24	2	9	3	4	3	19	24	1	5	15
			Cumulative	5	3	7	4	4	4	4	4	4	5	4	4	4
Streit	Germany	11687	Daily	9	1	18	9	3	7	15	6	4	6	16	6	21
			Cumulative	9	10	12	10	6	5	5	5	5	4	5	5	5

Open

Pilot	Country	Final Score	Rank	1	2	3	4	5	6	7	8	9	10	11	12	13
Aboulin	France	12084	Daily	1	5	6	2	8	11	3	4	5	13	4	6	1
			Cumulative	1	1	1	1	1	1	1	1	1	1	1	1	1
Sommer	Germany	11977	Daily	13	2	3	12	1	2	2	1	1	4	5	9	2
			Cumulative	13	9	8	8	3	3	3	2	2	2	2	2	2
Goudriaan	South Africa	11835	Daily	6	4	2	16	21	1	5	5	8	1	1	3	7
			Cumulative	6	2	2	3	6	5	5	6	5	5	4	3	3
Bode	Germany	11774	Daily	20	3	5	10	2	4	6	3	4	6	7	17	3
			Cumulative	20	11	10	10	5	4	4	4	3	3	3	4	4
Harvey	Great Britain	11759	Daily	18	1	8	1	9	3	1	2	16	9	3	5	4
			Cumulative	18	10	11	6	8	7	6	5	6	6	5	4	5



By Roland van der Wal

EUROGLIDE 2012

Every two years, a gliding club in Eindhoven, in the Netherlands, organises Euroglide. It is a gliding race (or rather, gliding regatta) that covers a distance of approximately 2500km.
This year, it was mainly through Germany, Poland, the Czech Republic and the Benelux countries: Belgium, the Netherlands and Luxembourg.

Contrary to a standard gliding competition, where a task is flown from the same airfield each day, Euroglide has one task of approximately 2500 km: "Depart from Eindhoven Airport, round the turnpoints and return to Eindhoven as soon as possible, but at latest on the last competition day." Pilots have thirteen days to cover the task. Each night they report their position and intended point of launch for the next day's flight. For years, I have been reading the reports of glider pilots who have participated in this epic gliding event (which can be found on www.Euroglide.nl). This year, I found myself in a situation where I could give it a shot.

The task started in Eindhoven (the Netherlands) and would lead us past Pasewalk, situated north east of Berlin, in former East Germany. The second turn point was somewhere in the east of the Czech Republic, which I cannot pronounce, let alone spell. That was followed by a third turn point that was situated close to Luxembourg. I wasn't too worried about that because it was too far away to even consider in my basically non-existent flight plan. There was a last leg, but as I travelled that by car, it's hardly worth mentioning in this gliding epistle.

How did I manage to talk my wife into crewing for me? Lucienne, my friend and wife, cut me a deal; I would cycle with her through Europe, which has been her dream for some years, and then she would consider crewing for me in Euroglide. Done deal. And although cycling is not exactly my cup of tea, I enjoyed most of this epic journey, which took us around Spain, through France and Belgium, to finish at my birth town in the geographical centre of Holland. It wasn't all smooth sailing, I have to admit, but that is a story for another magazine.

It all began with Warren Dickinson, who told me during the South Island Regionals that Dane had a job in Ghent (Belgium). Dane was in the process of shipping his glider over to Europe to fly in the European summer. In the end, I made a deal with Dane to fly his LS-8, rego ZN, in Euroglide, so that he could fly my glider, the mighty VH (as he calls it), during the Nationals here in New Zealand. Many thanks to Warren and Dane, for making all this happen.

As it worked out, the glider arrived late in Antwerp, Belgium. Dane made last minute modifications to the glider and trailer, to have 'Team ZN' ready to fly and roll just in time for the starting date, 18th of June 2012.

We attended the compulsory briefing on the Sunday night, which was conducted in English. There were 70 participating gliders in the field, with several foreign teams. The briefing was held in a very professional manner and it was the beginning of a great adventure. Every year the task changes and covers different terrain and countries, with new airspace issues and different weather patterns. I was faced with a steep learning curve, as I had never participated

Great sky near Pasewalk northern Germany.

in such an event before, unlike most of the teams that had previous experience with the contest.

Lucienne was somewhat apprehensive, to say the least, about driving Dane's manual Audi, towing the trailer through the busy lanes of Europe, on the wrong side of the road. But after a few hours on the road without any major consequences, she gained considerable confidence and soon became a truckie to be proud of!

After one 20 minute practice flight at Terlet, the Dutch National Gliding Centre, I started the glide under a remarkably nice sky on Monday morning at 11 am, working my way north-east towards Germany. The day quickly deteriorated and by the time I crossed the border at 4500 ft near Winterswijk, the visibility was back to its normal dirty fish tank quality the European pilots are used to. (We sometimes forget how lucky we are with the visibility here in NZ.) The clouds disappeared and a grey sky took its place. I had no idea where I was, besides the fact that I was outside any controlled airspace (so my Oudi told me).

I tried to report my position to Lucienne by cell phone several times, but this appeared to be a complete waste of time. Cell phones don't work in Western Europe at any height above 100 ft. I learned a valuable lesson for the next time - bring a SPOT and ditch the phone during the flight. Not once during the two weeks was I able to report my position to Lucienne, so for the first couple of days she was driving blind behind me, or sometimes away from me, while I was in the air. When I landed the first day in a corn field near Osnabruck, it took her near two hours to drive 140 km BACK to fetch me. I started to lose valuable brownie points very rapidly, very early in the race.

It also did not help that I landed far back in the field, stopping immediately after touchdown in the soft soil. This meant we had to carry the wings for a good 200-300 m to the trailer. Fortunately two of my Dutch gliding mates, William and Evelyn, joined Lucienne in the retrieve of the glider and the lost pilot. William and Evelyn were meant to fly Euroglide as well, but they got an offer on their glider that they could not refuse, just before the start of the event. They decided to stick with me. They are both professional pilots, and their help and support, especially with regard to flight preparation and airspace issues, proved to be invaluable.

Of the 70 gliders entered, only 11 were pure gliders. The rest of the pack were either self-starters or turbos. There is a reason for this, as the logistics of finding a suitable place to take off the following day could sometimes be a bit of a challenge. However, in saying that, with the numerous gliding clubs, especially in Germany, this never proved to be a too big an issue. Quite frankly, there is a bit of added 'spirit' to fly the task in a pure glider. The Euroglide organisation provided a comprehensive data base of all airspace and airfields around the course. The rules allow that 300km (forward on track as the crow flies) can be covered by road travel. After the first landing, we found a suitable place near Osnabruck, after travelling roughly 30 km by car and trailer. We found refuge for the night with about eight other teams. The Germans were extremely hospitable; they gave us all their club facilities to use and organised a tow plane for the next day.

The next day was no good, so we decided to do some sightseeing in the old town of Osnabruck and enjoyed a beer or two.

Polizei arrive on the scene.

Day 2. I would not have considered rigging, was it not for the others, who positioned themselves on the grid under a dull grey sky with poor visibility. I took off last and I was very surprised to find lift, in a sky with hardly any definition. I did not turn, just followed the slightly darker contours and flew into a 15 kt head wind at 4000 ft, sort of on track. Dane's flarm proved to be a brilliant tool in these conditions, as I am not used to flying in such poor visibility. The lift was weak, but I covered the ground.

I decided to try to land on an airfield or an airstrip, as most of the paddocks available to me were either wheat or corn fields. As opposed to New Zealand, where most farms are grass-factories, Germany has basically no livestock outside on the fields. Therefore stock is fed with grain crops and 99% of the paddocks are corn, wheat or other high growing crops. Corn was still a good option, as in the north of Europe the crops were still low enough to land in. Today, however, I landed in possibly the only grass paddock in a 100 mile radius, after I picked an airstrip on my data base that I could not find on the ground, no matter how hard I looked. So I had to opt for my plan B and landed the glider in very tall grass (!#*). All went well given the circumstances.

I texted the co-ordinates of my landing, just south of the Bremen CTR to Lucienne. You can imagine that she was a less than a happy camper when she found out that I was miles off track. Back came the car and trailer again.

The next day was one of the better days, as a high moved over eastern Germany. The wind was from the southwest, which meant I had a push from the back. The sky was crystal clear, with 4/8 cumulus predicted to go to 6500 ft base. Today there were about eight teams taking off from Hoya, just east of Bremen. As per usual, I flew entirely by myself as the field started to spread out. 350 km northeast on day 3, at the first turn point, I saw four other gliders. From here I had a 20 knot cross wind, which made the going a lot tougher.

Enjoying the new scenery, I did not always pay attention to

Dane doing last minute preperations after taking it out of the container in Antwerp.

On the road Near Luxembourg.

Preparing for take off with Lucienne and William.

the flying and I got myself into a bit of a hole. The sky around me looked good, but I got low and it was only 4pm. I aimed for a little airfield on my data base that appeared well within gliding range. The land below me started to become quite rolling, with only crops and forestry. Pretty, but it forced me to be a bit more careful putting the LS 8 on the ground. Guess what, I could not find the airfield on the map (again). I had plenty of height, so I started to backtrack a little to where I had spotted a good plan B option before. You can see where this is going. I was concentrating on where to get down, rather than where to get up. You can guess the rest.

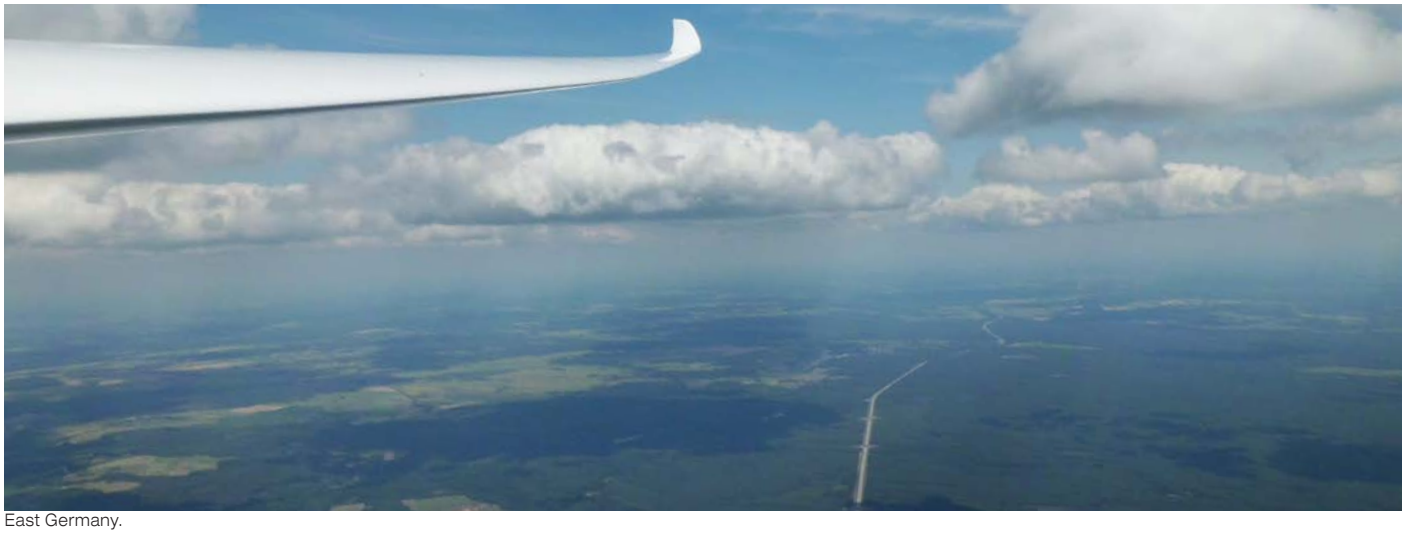
I landed on the Polish border in a very nice, uphill and empty paddock. In my opinion a good land out is a good day. But I really started to get frustrated that I was not able to find the airfields that appeared on my database. This is where the knowledge of my friends came in handy. They pointed out some of the finer tricks of navigating in Europe and preparing a glider flight in foreign terrain, which helped me feel a lot more relaxed when I was flying.

I texted Lucienne with my co-ordinates and started walking in search for the land owner, whose tractor I needed in order to get the glider to the road. In Germany and probably many European countries, the farmers live in the little towns spread out through the country side. So it can be quite a challenge to locate them. Since the crew were at least three hours away, I had some time on my hands. A train driver must have reported the glider in a paddock alongside the track, as I got a visit from the local Polizei, demanding to know that I was not entering German soil with any ill intent.

The next day's weather was very similar to the one we just had, only with less wind. Unfortunately we could not find a suitable place to launch from. After many phone calls and at least 80 km travel we found a club East of Berlin, Eggersdorf. It became quite an experience when they towed me with a microlight, but after flying into 7 knot thermals up to 7000 ft, I felt a lot better. It was however mid-afternoon before I got away, so my day was relatively short. Most of the other teams were miles ahead. As I found out later, they chose


Land out. This looks like a difficult retrieve. (Towed the glider onto the road)


Explaining to Lucienne and William, that it ain't too bad.



East Germany.

not to land out, but rather landed on fields with gliding facilities.

I had a wonderful relaxed flight that day and flew from one glider field to the other over spectacular country, in brilliant conditions. When I arrived at the mountains that separate Poland from the Czech Republic, I decided to land to have a beer. After the crew arrived we had dinner and we visited the old town of Goerlitz. Life was less stressful now, as we organised the tow for the next day, we did not have to travel by car and the glider was rigged!

The following day I took a tow behind a Wilga, the most powerful tow plane I have used so far. The conditions were blue and very weak. The 35° on the ground didn't help either. Lucienne left before I even started as we anticipated difficulties at the Czech border, with the paperwork for the trailer (or rather the lack of paperwork). She travelled through customs without major incident. However, her early departure almost ended up into a bit of turmoil, as I could not get away in the very weak thermals. Communication was impossible, and making things worse, the sky in the mountains 40 km down the track looked fantastic, but no way was I going to get there in a hurry.

It took me almost two hours to get away from the field into the Sudeten Mountains.

I received a text message that was probably a couple of hours old, that said travelling by car in the Czech Republic was very slow going. The roads were in a pretty poor state of repair and there are basically no highways where I was going. That day I flew as far as I could towards the second turn. As I had fallen so far behind and knew that the crew had (for the first time) trouble keeping up with me, I decided to take a short cut on the 2nd turn point by taking some of the road mileage off my (depleting 300 km) credit. I turned around at Dvůr Králové late that afternoon and flew about 80km back towards where Lucienne and the others were setting up camp for the night. The cell phone coverage was a lot better in the Czech Republic compared to Germany.

We camped on a gliding field in Hořice, just north east of Prague. The Czech people don't speak any other language than their own. This made life considerably harder than in Germany. But with gestures we found out that we could not tow midweek from this field. We had to travel the next day, which took far more time than we would have liked. Ending up at a field with towing possibilities for the next day, cost me too many 'road credit' kilometres. This meant that I could only score distance points, as technically I 'did not finish'. That night we found out where pilsner originated from.

Hořice, the place we camped, gave us very unstable weather and 20 kt wind, with no ridges or hills to speak of. I launched and just scraped in with a 31 km flight and landed on an abandoned airstrip. The rules state that the minimum distance for a flight in order to make it a competition flight is 30km. So we had to travel again to find ourselves another gliding field. Since the weather had deteriorated, we found a nice lodge to stay the night, to continue the flying the next day.

Where to go now? With no intelligent method of communication available to us, we started travelling by car in marginal conditions towards the German border, enroute to the 3rd turn point. Knowing of a gliding field near the border, we aimed in that direction. Not long after, the sky broke open and we saw a glider being towed. We pinpointed the landing of the tow plane and we were in business. This was a bit of luck, as the sky improved dramatically while we rigged and filled the glider on the gliding field of Plzen. I could now fly into Germany again and continue my gliding race, rather than travelling by car and trailer.

I had a wonderful flight that landed me on a picturesque field in Rozenthal, south of Nurnberg. The field Commandant was a neat guy and offered me, as well as hangarage, overnight accommodation and a meal. He even organised a tow plane and tow pilot from a nearby gliding club. The plane arrived the following day, as promised, and towed me in very weak conditions to see me off for the next leg of my journey. I had difficulties getting established, had to dump my water and at some point had my wheel out for a landing. The tow pilot waited until I was out of sight, before returning to his home field. Realising it took me almost two hours to get away, I was very grateful for the tow pilot hanging out for me. When I broke through the inversion that day, the going was good in blue thermals and I ended my flight in Haßfurt. This was still quite a distance to the last turn point: Wustweiler, near Luxembourg.

Haßfurt is where my flying stopped, my official land out spot for Euroglide. On the last days of the race, the weather did not allow me to continue. It was a great adventure never the less. Adding it all up, I probably flew half the course, but the experience of keeping on flying, not having to turn back, flying over terrain that you have never crossed before, is epic. For Lucienne and my Dutch friends it was an experience too, as they travelled through Europe in a way they never would do otherwise. In hindsight, flight preparation is a must, as flying by the seat of my pants did not cut it. The other lesson I learned was that a SPOT is mandatory, especially when you have emotional ties with your crew. Furthermore, a good laptop for weather and Notam information is also on the list of things to bring.

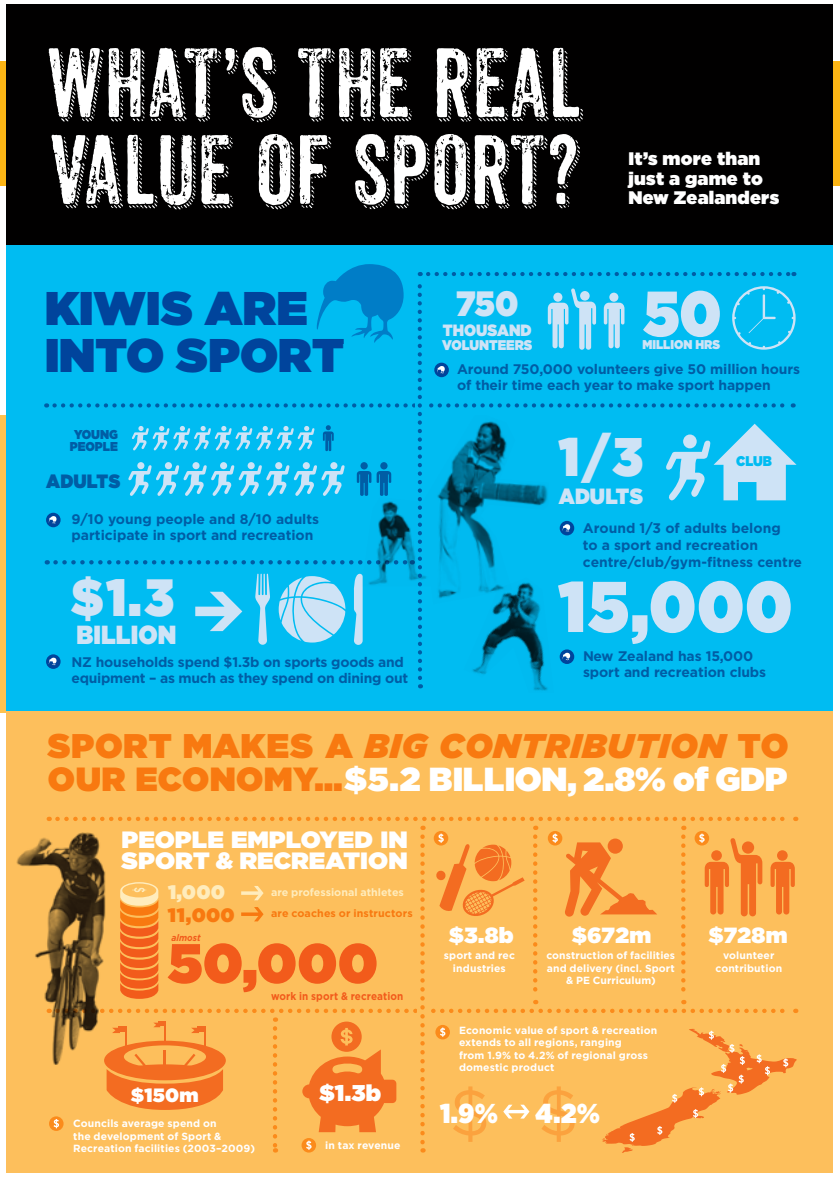
Come 2014, I will be participating again if circumstances allow me to do so. Thanks again to Lucienne, Dane and Warren Dickinson and my Dutch friends William and Evelyn.

GNZ AT SPORTNZ

WHERE ACRONYMS RULE THE WORLD...

By David Jensen

I attended a one day SportNZ forum on your behalf, as an NSO, on a beautiful Wednesday in windless Wellington. NSO is National Sports Organisation - not National Symphony Orchestra - and here the acronyms stop (apart from the obvious).



Some quick observations

About 26 sports groups where represented from Table Tennis and Petanque, to Synchronised Swimming and Pony Club NZ. About half of the attendees were in a fully paid capacity for their sport. Keep in mind that Gliding NZ has one partly paid Exec member.

The diversity of sports represented does in fact illustrate the problem many of us are having recruiting new members. There is so much on offer these days, and so little time.

Interestingly, many of the older sports groups (Bowling for example) have similar problems to us, asset rich and cash poor, and the challenge of staying relevant and 'fresh'.

I detected some frustration at the level of state funding supplied to so-called 'High Performance Sports' where their ability to attract sponsorship and corporate support surely surpasses many smaller but no less performance orientated sports.

We had an excellent hour or so with VolunteerNZ. Personally, I had no idea how big this group is. 1.3 million Kiwis are volunteers in some capacity (which clearly includes everyone involved in gliding). I guess the rest (3 million) are couch potatoes. I'd suggest a visit to your local Volunteer Office might be a productive hour or so. How can we include volunteers into the club structure, given that these people may be keen to be involved in club stuff without the desire to fly? Many years ago Roy Edwards introduced a nice lady to our club whose sole purpose was to be a de facto Duty Pilot. She wasn't a club member, she didn't have an interest in aviation, she didn't run wings or clean aircraft. Her mission was work experience and she kept the timesheets, and some order about the place. How many new members (especially younger members) feel their sole purpose in the club is to be fresh meat for the duty pilot roster?

The Internet

I could write a book about this. I won't. You wouldn't read it. BUT - the observations from other sports about their use of websites, Facebook, Twitter and Blogs was startling. Go online and look up a few (I know you won't). http://www.triathlon.org.nz/ - grew membership from 2,000 to 8,000 in one year. Now there was a bit of skulduggery involved but the sponsors took a greater interest once the membership grew. Have a look at http://www.nzequestrian.org.nz – the number of hits they received during the Olympics apparently exceeded the TV channels. There is something here for us as well. You can't see gliding from the ground but with the latest cheap HD cameras and YouTube, you sure can from the comfort of your home: http://www.youtube.com/user/bviv

And remember that nowadays most people who want to find your club or what gliding is about, Google it first.

Commercialisation of sport is well and truly here. Quite where the boundary is between sport and entertainment can be a moot point. Red Bull created a sport for advertising purposes – 'Crashed Ice'. It's a cross between ice hockey, roller derby, downhill skiing and laddish behaviour, as best as I can guess. But they can now sell tickets to events with up to 200,000 spectators and the on-selling of Red Bull drinks (ghastly stuff) can only be guessed at. What does this mean for gliding? The suggestion is we need to understand our 'Brand' and we should keep a watch on where Sport/Entertainment is going, because we 'pull' from a similar market. I'm not a marketing person but the need for a Marketing Plan does seem to make sense.

More and more sports are elbowing themselves into the space that attempts to capture people's interest, enthusiasm, time and money. The traditional weekend is a thing of the past (many people work Saturdays and Sundays - not just dairy farmers) and most working people with kids have a diary that's chocker. Evolve or die, was a lasting message.

David Jensen

Dairy Farmer...mid-week.

MISADVENTURES
OF A COMPETITION PILOT

By G Dale

English pilot G Dale is an enormously experienced pilot. He and his partner Annie spend their lives gliding. During our winter they are flying and competing in England and Europe, heading back to their positions with Glide Omarama for our summer, where G instructs and Annie is a tow pilot. In spite of all his experience, G was involved in a mid-air collision at a gliding contest in July. G is happy to share his misadventure with *SoaringNZ* readers.

Those of you who know me well will also know that I am quite unashamed to blow my own trumpet. If I do well, I'll talk about it. It's part of the coaching process (or maybe I just have too big an ego). However, if I screw up I don't mind talking about it as well. That is also part of the coaching process. I do plenty of flying and to be honest when I look back at each day, it just seems to be a litany of stupid mistakes. Usually I seem to get away with it, but this year my luck nearly ran out. Here is the main lesson I learnt:

Don't trust the other guy in the thermal
(and always wear a 'chute).

It was Day Two of the Club Class Nationals at Cambridge and I was flying my DG100. I had a reasonable result on the first day, flying with my team mates Iain and Ken and looking for a result that would get me to the Europeans. The first day was horrible gaggle flying under some Cu. Everybody knows that gaggle flying in comps can be unacceptably dangerous but we all know as well that it can be unavoidable. So, in the team briefing for Day 2, we decided to try for an early start and for the three of us to get away from the rest of the field and the difficult gaggles.

As it happened, we got hung up at the first turning point and the gaggles were going faster than the previous day because it was a bit easier in the thermals. We all piled into Newmarket together, somewhere above 1500 ft, looking for a climb. There were lots of gliders (20 plus) and more gaggles running into the back as well.

I took the quieter route around the back of the town, looking for the blue thermals coming out of the warm / cool dividing line and sure enough I found one, but sadly, only the sink near it as it went through. Close, but no cigar. I could see a couple of gliders starting to turn half a mile upwind, so joined them and started a weak, slow climb.

I don't remember the next bit clearly but what I remember with absolute clarity was looking out of the turn before levelling the wings to move a bit and finding another glider RIGHT THERE!!!!! Shit!

He hit me with a fairly gentle shove, up and under the rear of the fuselage, and my mind went into overdrive.

Now this is interesting, so pay attention. If this happens to you, don't worry that you will be scared and unable to function. I was terrified but due to good training and familiarity with the glider, I seem to have done the right thing on autopilot.

First I pulled the stick back to stop the nose down pitch and pulled full brake. If you're going straight down you want to limit the speed increase, right? Who cares if the wing breaks, you're screwed anyway. The elevator bit for a second, just enough to make me think that maybe I would be able to fly away and then ...whack ... the nose went straight down into the vertical.

So there was no decision to make at all.

Get rid of the canopy!

I pulled the jettison knob and it didn't bloody move at all, even with all my strength. And yes, I had followed the AD's and greased

the mechanism last year. Not this year though, so maybe that is why it was tight.

Lose the canopy, now!

I had both hands on the knob and it moved back with a bang, but the canopy didn't go anywhere. I had quite deliberately left it attached at the back in the hope that it would go clear up and over and miss my head, but I guess that prevents it coming off at all. So, a huge hard kick up at the front (it's a DG, remember) and it started to lift.

I don't remember the next bit, because I think the headrest gave me a whack in the back of the head and neck as it came off (I still have whiplash). When my head cleared I was thinking straps, straps!

Again, it was not simple. I looked for the buckle, it was dark (I didn't realise at the time that the fuselage had broken completely and the glider was bunting hard through into the inverted) and because of the negative g, everything seemed to be in the wrong place. And again, one hand didn't do the job - the load on the buckle was way too high. I have very strong hands from playing the piano (misspent youth) but not strong enough. Probably hanging in the straps at minus 2g or more wasn't helping. Two hands don't fit the buckle either, so I pushed with opposing thumbs and click.... free fall.

A quick decision....I am tumbling, should I pull or try to stabilise and then pull? No time, pull pull pull!

I have discussed this since with my parachute rigger. He says always pull immediately. Never wait because you will spin up quickly and then get a malfunction - the chute won't open properly, if at all. Besides, I was at about 900 ft when I finally got clear, so there wasn't much time left anyway.

As you will have guessed (an easy guess) the chute opened fine. It was a tremendous buzz. I felt just great hanging there, watching the glider go down past me upside down. That was until I realised that I was going to have to work to miss the forest, the railway, the road ... The chute steered okay pulling on the back risers but I manage to bodge the landing and knocked myself out. Ho hum, how uncool.

Fellow competitors called 121.5 and whistled up helicopters, others landed to help (thanks everyone, much appreciated). Three helicopters, one police car, one fire engine and one ambulance later, I was strapped to a board, filled with needles and sent off to hospital for numerous x-rays and scans. Thanks guys for the terrific and hugely costly service. I was given the all clear. The other guy managed to land in an adjacent field, so it's only inconvenience and hardware, nobody hurt. Just a bit of concussion and two very red faces.

It took a little time to piece together what had happened. The chap that hit me from underneath and outside the turn had been with me for some time in the thermal, sitting behind at the same level. Neither of us knows why we collided. I do remember that several times on the previous day I looked behind from my DG 100, thinking, it's a bit awkward for the others when I fly at 42 kts, but tough... I had been in the habit of flying very slow and a bit flat in the weak conditions. That works well for that glider, but clearly I was getting in the way. The other glider was an LS 7 so would have been going ten knots faster. That's food for thought. I have been flying in crowded gaggles for years, being really careful, keeping a good lookout and worrying about it. And I still had a mid-air. Think about the possibility and be ready because it could happen to you too.

I am tumbling, should I pull or try to stabilise and then pull? ... I have discussed this since with my parachute rigger. He says always pull immediately.

This season I landed out six times. Five times I had the glider with me.

I guess I might have been getting a bit cocky, with all the mountain flying practice, competition flying, coaching, and team flying. Safety doesn't come with currency or experience — safety comes with having the correct attitude and flying defensively. And if you break the glider, you won't win the competition. (Being last but one in the UK Nationals really doesn't help my chances of any upcoming team selections.)

On the bonus side, I have a couple of interesting bar stories and a new glider courtesy of Joint insurance (thanks). Roll on next season.

I hope readers find this story useful. I have certainly learned a lot from my experiences -and of course I will be happy to talk about anything, if you come find me and buy me a beer.

Annie and G Dale.

The grid at the 2012 UK Club Class Nationals. Photo: flyerjane.blogspot.co.nz

The UK Club Class Nationals 2012 were held at Gransden Lodge Airfield, in July 2012. Gransden Lodge Airfield was an operational bomber base during World War II. Visit http://www.glide.co.uk/cambridge-gliding-centre/ for more information

NEWS FROM THE SCHLEICHER FACTORY

By Bernard Eckey

At the recent World Championships at Uvalde Zbigniew Nieradka from Poland took out the 18m class with an ASG 29. All three podium positions in this class went to ASG 29 pilots. Photo Kathryn Woetzel, Uvalde 2012

Another year full of interesting developments is now well and truly behind us, with glider manufacturers trying to outdo each other refining existing models or developing new ones. Unfortunately, informing the general public about all the hard work happening in the background is all too often put on the back burner.

The past twelve months have been extremely busy for Schleicher. A record number of new gliders left the Poppenhausen factory, with the ASG 29 and the ASH 31 topping the list of aircraft dispatched. The ASG 29 remains the clear favourite amongst the world's competition pilots, resulting in a backlog of orders, even after five years of maximum production. The problem of slowly developing wing distortions has now been eliminated by modification of the fabrication method. "This problem is now clearly behind us," says Managing Director Ulrich Kremer, "and is possibly one of the reasons why the ASG 29 is still enjoying an undiminished popularity. Of course, the many competition successes add to the aircraft's appeal. As in previous years, ASG 29 pilots have occupied top podium positions at almost all major championships in 2011/12. Three consecutive world titles also speak for themselves! This year only ASG 29 pilots occupied the podium and seven out of the first ten pilots were flying ASG 29's".

The new ASH 31 Mi was officially granted type certification by EASA. The option of flying it in either 18 metre class or in Open Class (with optional 21 metre wingtips) has proven popular with pilots who are looking for a self- launching glider and total independence. A parking brake was added to the list of options. It allows pilots to conduct an engine test run without holding the wheel brake at the same time. The rotary engine was upgraded and now comes with fuel injection and automatic altitude compensation. It has not only resulted in even easier engine management but also in an impressive climb rate of 3.4 m/s. (approx. 7 knots) at maximum take off weight. Of concern are the rapidly increasing costs, time and effort required for type certification. This applies not only to Schleicher but also to other glider manufacturers who certify their aircraft to CS 22 standards.

Even after a quarter of a century of full production, the ASK 21 remains the world's favourite trainer. Its service life of 18,000 hours makes it by far the most economical trainer in the medium term. The self-launching version is adding to its popularity and the trend towards training new pilots in a self-launching glider continues unabated. The worldwide call for an increased maximum weight in the rear seat was recently heeded by Schleicher. So far, the ASK 21 was limited to 110 kg in both front and rear seat but certification

Top L: Testing ASH 30Mi wing to destruction. Bottom L: The factory and newly upgraded airstrip. R: The runway is now ready for all weather operations.

for a maximum weight of 130 kg in one of the seats has now been granted. The necessary structural reinforcements will be incorporated into all future ASK 21 but it is important to note that the total maximum cockpit load is still limited to 220 kg. This modification is seen as a major step towards allowing larger instructors to continue their valuable service to the gliding movement.

Certification of the new ASH 30 Mi Open Class two-seater is topping Schleicher's list of priorities right now. The new fuselage has undergone testing to destruction under the watchful eye of the authorities. The same applies to the wing. (Refer to photo above.) In the meantime, the ASH 30 Mi prototype has undergone extensive flight testing with a long list of reputable pilots taking the opportunity to experience this new generation of two-seat Open Class gliders. Production of the ASH 30 Mi has now commenced.

What really sets the ASH 30 Mi apart from other 'big wing' two seaters is the latest generation of airfoils. The newly designed wing with only 13% thickness features five different airfoils with a maximum lift coefficient approx. 0.2 higher than comparable gliders. An even smoother lift curve at the top end, combined with an aspect ratio of 41 gives the aircraft an impressive climb performance and a significantly flatter polar curve. For example, at a wing loading of 50 kg/m² (approx. 10 lbs/ft²) and at speeds of around 200 km/h (110 knots) ASH 30 Mi pilots can cruise almost 20 km/h (11 knots) faster than their ASH 25 counterparts and not come down any quicker.

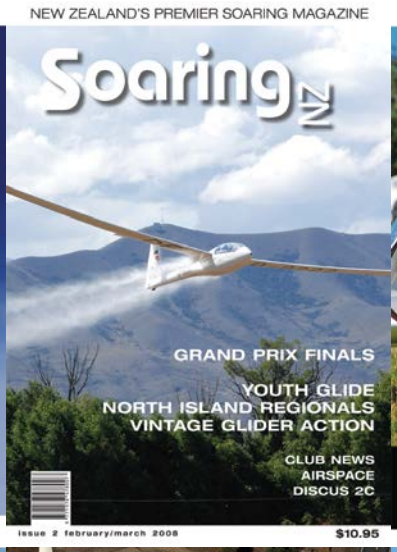
An impressive list of options includes flashing lights in the leading edge of the fin, dual engine controls, steerable tail wheel, fin tank, bug wiper garages and the like. PU finish and winglets are standard and so are the new lightweight LiFePO4 batteries. Customers who opt for the pure glider retain the option of an easy engine retrofit at a later stage. All necessary structural components including engine bay doors will be provided as part of the standard package.

Even gliders no longer in production are being upgraded. A typical example is the ASW 22 which has just received the official EASA blessing for an increased take off weight of 850 kg. Further aircraft developments are in the pipeline but remain under close wraps for the time being.

To allow trouble free test flying of new aircraft, the factory airstrip was recently upgraded. It now features a bitumen runway for all weather operations and eliminates the need to transport new gliders to a nearby airfield after a prolonged period of rain. The photo bottom left shows the factory in the foreground and the newly bituminised airstrip in the top right hand corner.

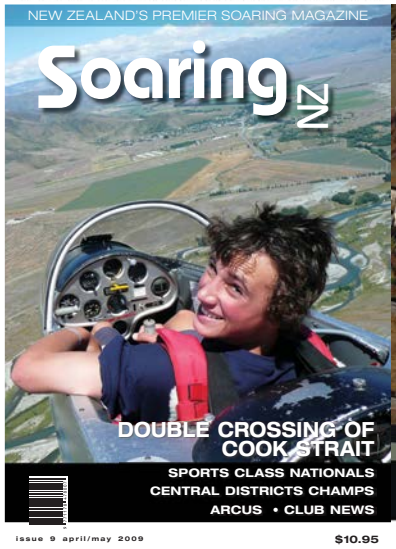
Please stay tuned to this channel for regular updates. Readers of *SoaringNZ* will be informed as soon as further details are released by the factory.


NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
FOSSETT & DELORE
LATEST CONTEST ACTION
CENTRAL PLATEAU
SOUTH ISLAND
REGIONALS
CLUB NEWS
AIRSPACE
ASH30 MI
issue 1 december/january 2007-08 www.soaringnz.co.nz $10.95


NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
GRAND PRIX FINALS
YOUTH GLIDE
NORTH ISLAND REGIONALS
VINTAGE GLIDER ACTION
CLUB NEWS
AIRSPACE
DISCUS 2C
issue 2 february/march 2008 $10.95

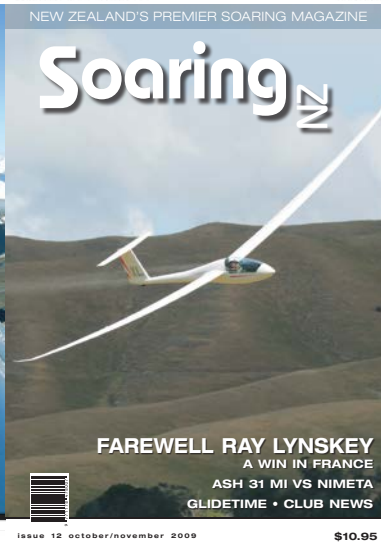

NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
HOT SPOTS - NELSON LAKES
MATAMATA NATIONALS
AIRGAMES ACTION
CLUB NEWS
AIRWORTHINESS • CARAT
issue 3 april/may 2008 $10.95

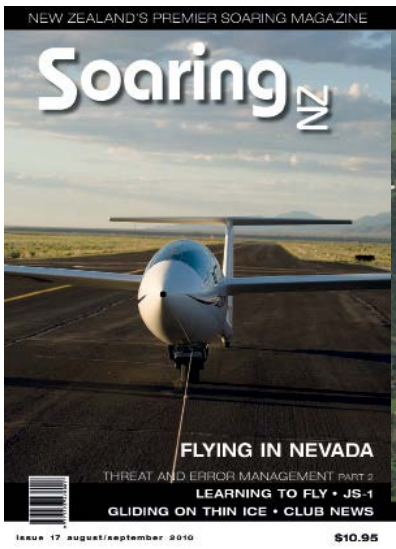

NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
YOUNG ACHIEVERS
WORLD CHAMP CONTENDERS
1000 K IN A CLUB ASTIR
CLUB NEWS
TECH TALK • ASG 29
issue 4 june/july 2008 $10.95

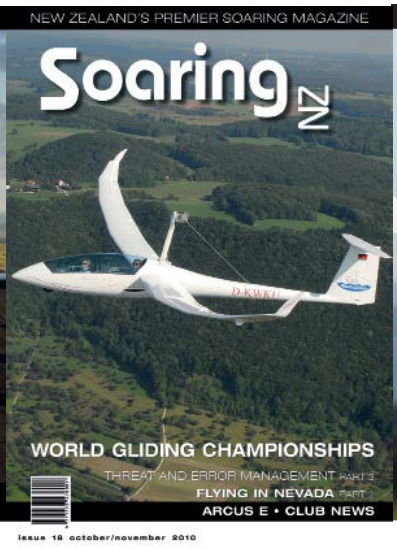

NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
DOUBLE CROSSING OF
COOK STRAIT
SPORTS CLASS NATIONALS
CENTRAL DISTRICTS CHAMPS
ARCUS • CLUB NEWS
issue 9 april/may 2009 $10.95

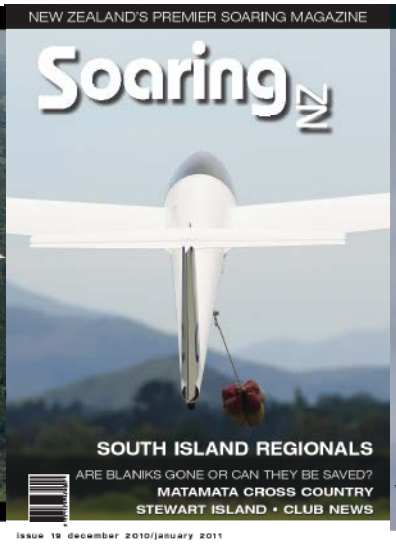

NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
PRIBINA CUP 2009
A EUROPEAN SUMMER
ULRICH KREMER INTERVIEW
LANDOUT • CLUB NEWS
issue 10 june/july 2009 $10.95


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

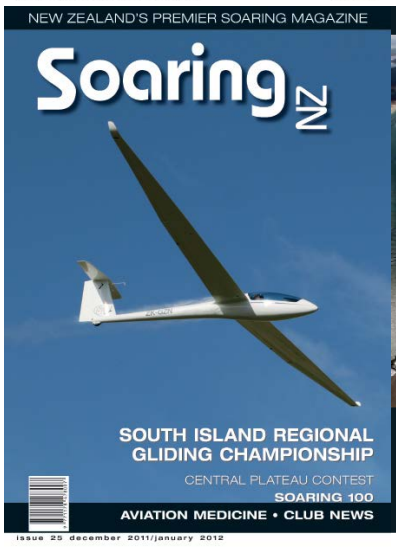

NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
FAREWELL RAY LYNSKEY
A WIN IN FRANCE
ASH 31 MI VS NIMETA
GLIDETIME • CLUB NEWS
issue 12 october/november 2009 $10.95

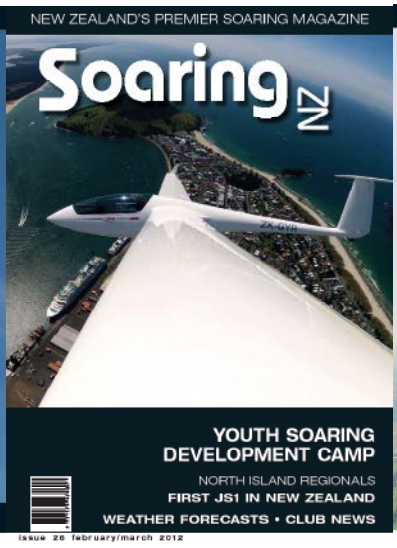

NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
FLYING IN NEVADA
THREAT AND ERROR MANAGEMENT PART 2
LEARNING TO FLY • JS-1
GLIDING ON THIN ICE • CLUB NEWS
issue 17 august/september 2010 $10.95


NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
WORLD GLIDING CHAMPIONSHIPS
THREAT AND ERROR MANAGEMENT PART 3
FLYING IN NEVADA PART 2
ARCUS E • CLUB NEWS
issue 18 october/november 2010


NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
SOUTH ISLAND REGIONALS
ARE BLANIKS GONE OR CAN THEY BE SAVED?
MATAMATA CROSS COUNTRY
STEWART ISLAND • CLUB NEWS
issue 19 december 2010/january 2011

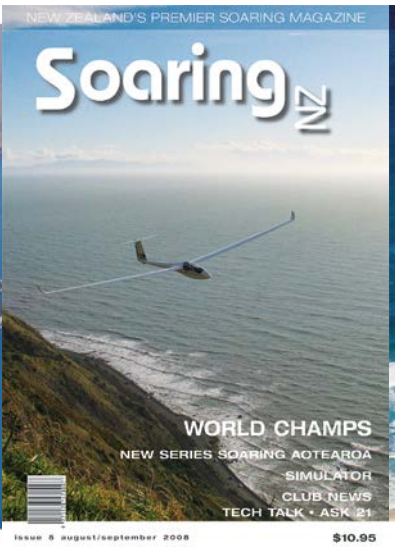

NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
NATIONALS
YOUTH SOARING DEVELOPMENT CAMP
NORTH ISLAND REGIONALS
DRURY COMPETITION • CLUB NEWS
issue 20 february/march 2011

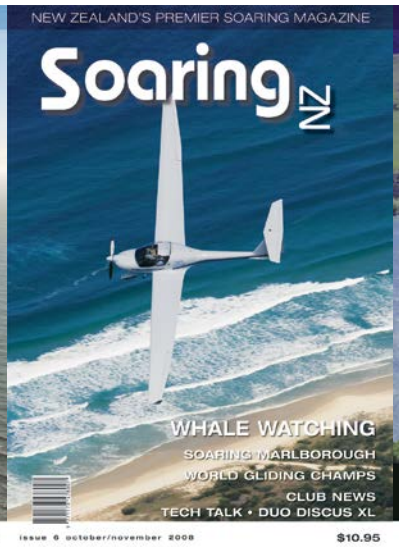

NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
SOUTH ISLAND REGIONAL
GLIDING CHAMPIONSHIP
CENTRAL PLATEAU CONTEST
SOARING 100
AVIATION MEDICINE • CLUB NEWS
issue 25 december 2011/january 2012

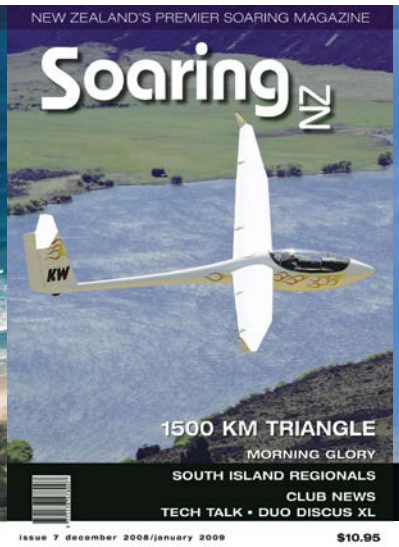

NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
YOUTH SOARING
DEVELOPMENT CAMP
NORTH ISLAND REGIONALS
FIRST JS1 IN NEW ZEALAND
WEATHER FORECASTS • CLUB NEWS
issue 26 february/march 2012

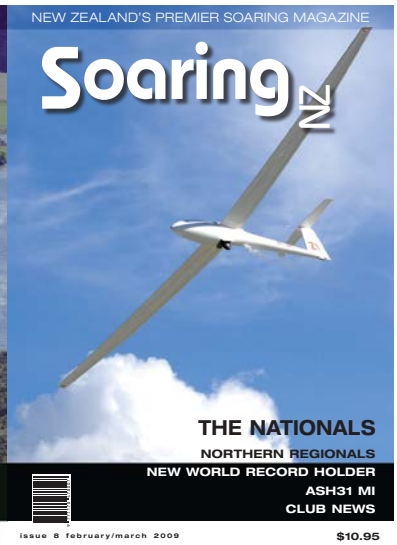

NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
COMPETITION SEASON
ABBEY DELORE AT SSA
MOUNTAIN SAFETY • CLUB NEWS
issue 27 april/may 2012


NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
GNZ GOES WOW
SRC REPORT
GARY'S ROAD TRIP
MOUNTAIN SAFETY • CLUB NEWS
issue 28 june/july 2012


NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
WORLD CHAMPS
NEW SERIES SOARING AOTEAROA
SIMULATOR
CLUB NEWS
TECH TALK • ASK 21
issue 5 august/september 2008
$10.95

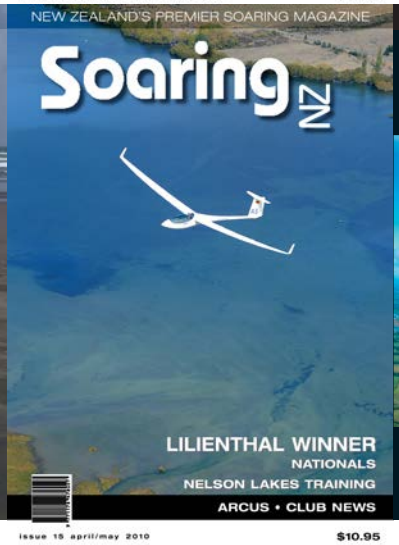

NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
WHALE WATCHING
SOARING MARLBOROUGH
WORLD GLIDING CHAMPS
CLUB NEWS
TECH TALK • DUO DISCUS XL
issue 6 october/november 2008
$10.95


NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
1500 KM TRIANGLE
MORNING GLORY
SOUTH ISLAND REGIONALS
CLUB NEWS
TECH TALK • DUO DISCUS XL
issue 7 december 2008/january 2009
$10.95

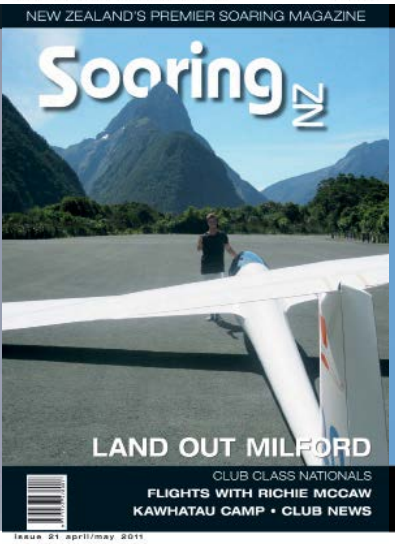

NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
THE NATIONALS
NORTHERN REGIONALS
NEW WORLD RECORD HOLDER
ASH31 MI
CLUB NEWS
issue 8 february/march 2009
$10.95


NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
CONTEST SEASON
CENTRAL PLATEAU • SOUTH ISLAND
SUNSEEKER
RASP • CLUB NEWS
issue 13 december 2009/january 2010
$10.95

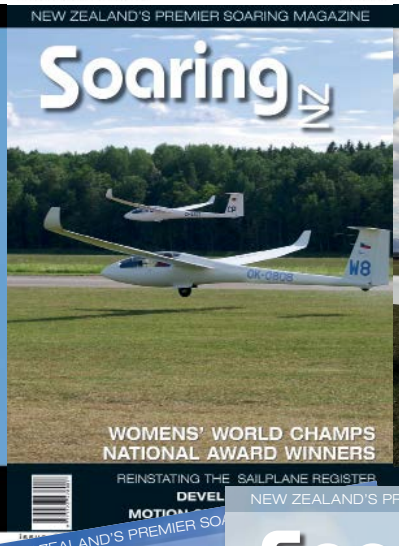

NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
WORLD DISTANCE RECORD IN NEW ZEALAND
WEST COAST CRUISING
MATAMATA CROSS COUNTRY
SKYLARK 3 • CLUB NEWS
issue 14 february/march 2010
$10.95


NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
LILIENTHAL WINNER
NATIONALS
NELSON LAKES TRAINING
ARCUS • CLUB NEWS
issue 15 april/may 2010
$10.95


NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
SAFETY ISSUE
THREAT AND ERROR MANAGEMENT
• HYPOBARIC CHAMBER
PHOTO CONTEST WINNER
FLYING OVER FRANKFURT • CLUB NEWS
issue 16 june/july 2010
$10.95


NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
LAND OUT MILFORD
CLUB CLASS NATIONALS
FLIGHTS WITH RICHIE MCCAW
KAWHATAU CAMP • CLUB NEWS
issue 21 april/may 2011


NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
AUCKLAND GLIDING CLUB 80TH BIRTHDAY
GLIDING AT OMAKA
GNZ PILOT DEVELOPMENT
NEW GLIDERS • CLUB NEWS
issue 22 june/july 2011


NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
WOMENS' WORLD CHAMPS
NATIONAL AWARD WINNERS
REINSTATING THE SAILPLANE REGISTER
DEVEL
MOTION


NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
FAI WORLD GRAND PRIX WASSERKUPPE
JUNIOR WORLD CHAMPIONSHIPS
ING WITH A PRO
• CLUB NEWS


NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
CONCORDIA
JS1C REVELATION
ANGUS ROSE BOWL AWARD WINNER
YVONNE LOADER
MOUNTAIN SAFETY • CLUB NEWS
issue 29 august/september 2012


NEW ZEALAND'S PREMIER SOARING MAGAZIN
Soaring NZ
WORLD GLIDE 2012
EURO GLIDE 2012
NEWS FROM THE SCHLEICHER FACTORY
MOUNTAIN SAFETY • CLUB NEWS
issue 30 october/november 2012


NEW ZEALAND'S PREMIER SOARING MAGAZINE
Soaring NZ
LAND OUT MILFORD
CLUB CLASS NATIONALS
FLIGHTS WITH RICHIE MCCAW
KAWHATAU CAMP • CLUB NEWS
issue 21 april/may 2011

BEWINCHED

By Jim Bicknell

President of Gliding Wairarapa, Jim Bicknell is in love with winch launching and can't understand why the rest of us use tow planes. He shares Gliding Wairarapa's winching experience, and words of wisdom with us.

If your gliding activities to date have depended on aero-tow launches and you are interested in furthering your gliding skills, why not gain a winch launch rating? You will find it is much easier on the pocket.

Your first action should be to read the GNZ MOAP section on winch launching, followed by the excellent articles and video clips that appear on the web under 'Glider Winch Launches'.

The following are suggested titles that can be downloaded and kept in a ring binder, readily available to all members of a winching operation.

Winch Launch Training Guidelines, by Bill Daniels.

Faribault Winch Operations. This details ground crew operations.

Winch Operators Manual, By BGA. This 20 page publication was printed in 2002.

Winch Launching Manual, By GFA. This 60 page publication was printed in 1998 and has not been updated but still contains a lot of useful information.

I also strongly recommend, *Safe Winch Launching*, found on the BGA web site.

Commit yourself to several launches with an experienced and current winch rated instructor from one of the winch equipped clubs that are dotted around the country. If you have become comfortable behind the club tug, your first winch launch may shake your confidence a little. Please persevere. It gets better when you keep your eyes open.

Your first impression will be that everything happens very fast. Within three or four seconds of the instructor's, "All out, all out," command (depending on the wind speed), the glider will have completed the ground run and be airborne. Airspeed will be about sixty knots and the aircraft will have rotated into the initial climb. At about 300 to 400 ft AGL, the climb will steepen to about forty five degrees and the airspeed should be within the aircraft's recommended range. As the launch proceeds, the winch driver will steadily reduce the winch RPM in response to the pilot's radioed airspeeds. As the aircraft nears the end of the launch and starts to level out, the winch driver will ease off the power and start a five second count back so the pilot can lower the nose and pull the release without any tension on the launch rope.

Unlike an aero-tow, it is not easy to instruct during a winch launch that will be completed in less than a minute, so the briefing and de-brief will be thorough. The first launch or two may just be a demonstration but after that, you should be invited onto the controls and serious training can begin. If you already have a rating for the type of glider that is being winched, then five or six launches may be sufficient for your winch rating. You will, of course, have


Photo John McCaw

to experience at least three simulated cable breaks and demonstrate the recovery procedures. In all probability, several training sessions will be required to master the launch techniques.

A SAFETY TIP

Prior to your first solo winch launch, add additional ballast weight to compensate for the unoccupied rear seat. Even with extra ballast fitted, you could be surprised how quickly the glider may try to pitch into a nose high attitude at the start of a launch.

Most recent converts to winching after many years of aero-tow launches find difficulty in maintaining a nose high attitude and frequently level out just after liftoff. This can be very disconcerting for the winch driver and a little dangerous for the pilot, who will quickly overfly the winch and find he has barely enough altitude to complete the circuit. Another problem is the airspeed radio calls to the winch driver. If the pilot is under stress, the information is often called before the transmit button is fully pressed. Push the button, take a breath and speak.

It is also quite safe during the early stage of the launch for the glider to exceed the recommended winch launch airspeed (Vw), provided the correct weak link is fitted. This provides an additional margin of safety should a launch failure occur at low altitude. The extra speed can be turned into height. Once the glider has settled into the main climb, the placard speed should be established. The driver can alter the airspeed at anytime during the launch, in line with the pilot's radioed requests.

COMMUNICATIONS

When Gliding Wairarapa commenced operations in 1989, the winch line was 3.5 mm single strand high tensile steel wire, that, because of its conductive properties, provided a path for the radio signals between the glider and winch. Early in 2000, Gliding Wairarapa switched to Dyneema, which is non-conductive. Radio contact between the winch and glider sometimes failed about halfway through the launch. This loss of communications at a critical stage of the launch had us baffled for a while, until I realised what was happening.

Vertically polarised antenna are universal in aviation because they are mainly broadside radiators and non directional. The radiation pattern from a vertical half wave antennae, if it was visible, looks a bit like a plump doughnut when viewed side on. Almost no radio frequency energy is radiated or received in line with the ends of the antenna. Most gliders have a vertical half wave aerial fitted in the fin.

At the start of the launch, the winch antenna and the glider antenna (although about a mile apart) are broadside to each other, allowing a maximum transfer of signals. During the launch, the glider rotates into a 45 degree climb and by the time it reaches 1000 feet AGL, both antennas are more or less end on to each other. Once the glider has flown over the winch, it has passed out of the blind spot and good radio contact returns. The communication problem was resolved by installing a three element full wave loop antenna on the winch, aimed at the glider launch point and a single element loop aimed at the release point, above the winch. Both antennas are matched into a single cable to the VHF transceiver and communications have improved 100%.

We will gladly provide details if someone wants to use a similar system.

TRAINING PILOTS AND WINCH DRIVERS

Once upon a time, pilots communicated requests for more or less power to the winch by yaw and wing rocking manoeuvres. With the introduction of load cell technology in winches, it is now possible for the operators to continuously monitor the amount of launch energy that is being offered to the glider pilots.

Many experienced aero-tow pilots find it difficult to rotate into a full climb when they first start winch operations and frequently need some encouragement from the driver to raise the nose. A nose high attitude during the launch obstructs forward visibility and the aircraft can drift off course, making cable recovery difficult. Another hazard, although rare, is aircraft flying into the launch area. The duty pilot can radio a warning and even abort the launch, if the flight paths are converging. Course corrections should be radioed from the winch, with reference to the cardinal points. Instead of calling go left or right, call go East or West and if you wish, include the degrees of correction. eg. Go east, go east 10 degrees.

Ideally, all pilots should make an effort to train as winch operators. It can be just as much fun as big game fishing. Calm or light wind conditions should be chosen for driver initiation and preferably with a two seat trainer flown by an experienced pilot. After several launches have been observed, allow the trainee to recover the parachute and cable. This should quickly produce a sense of throttle and brake control. The next stage is to let the trainee rest a hand on the throttle during a launch, so the subtle control movements can be experienced. Once this has been mastered, allow the student driver to initiate the launch, with the instructor handling the radio calls, until the student can handle this task

Winching at Wairarapa.

as well. Training should be spread over several sessions. During quiet periods between launches, explain emergency and safety procedures.

THE ANATOMY OF A LAUNCH

Winch The winch driver has received a radio call that Glider FI is preparing for a launch in two minutes. Included in the call is the wind speed, aircraft's weight and required airspeed, also the names of P1 and P2. This data, in addition to the take-off time, is entered into the winch log and the radio call acknowledged. The winch engine is started and the load cell display zeroed. A visual check is made of the airstrip and the immediate area around the winch.

Glider The pilot has completed his cockpit checks. The wing runner checks that the correct weak link is fitted, then hooks on to the belly hook. The launch procedure is the same as for aerotow. The wing runner checks, then declares, "All clear above and behind," and commands, "Take up slack." The pilot radios, "Winch, Glider Foxtrot India, take up slack, take up slack."

Winch The driver responds, "Glider Foxtrot India, take up slack, take up slack." The gear selector is moved to the launch position and the slack is slowly reeled in. The load cell will display a reading between 30 to 70 pounds, depending on the airstrip surface and the length of tow line. When the slack has been recovered, the load cell reading will climb to about 200 pounds, if the glider is resting on a nose-skid. If the aircraft is fitted with a nose wheel, it may be necessary to apply the wheel brake to prevent the glider from over riding the launch cable.

Glider "All out, all out."

Winch Replies, "All out, All out." The throttle is gently advanced to the required power setting. Very quickly, the glider will rise above the horizon and start rotating into a climb. A quick glance at the load cell display will show an initial reading of over 1200 pounds, that will drop to about 300 or 400 pounds as the glider becomes airborne. The load cell reading will again increase quite quickly as the glider rotates into the full climb.

Glider The Pilot has the stick forward as the glider surges forward and within seconds has reached flying speed. The pilot's left hand is close to the release knob should a launch failure occur. A few more seconds have elapsed and at an altitude of 300 feet the pilot can start rotating into a steeper climb. The airspeed can be radioed to the winch at this stage. Say each number separately and repeat twice e.g. five zero, five zero instead of fifty, fifty.

As the launch continues, the winch power is steadily reduced. Increasing downward pressure from the cable causes the aircraft to level out. The driver will start a five second count back as the winch is throttled back. "Five, Four, Three, Two, One." At the start of the count back, the pilot will lower the nose, pulling the cable release twice on the count of one. The aircraft is now in free flight. The cable parachute deploys and the winch driver recovers the line, in preparation for the next launch.

In summary the advantages of winch launch operations:

Flying training is more affordable, an important consideration for younger members.

A winch trained pilot will possess a high level of alertness, be up with the action and will quickly develop soaring skills.

Club culture is more interactive.

Generally, winch operations are more environmentally friendly.

So, on behalf of the winch equipped clubs, may I extend an invitation to anyone who is interested, to try a new airborne experience.

The choice is yours.

SAFETY
in Mountain Flying

PIERRE LEMAIRE

Techniques in behaviour and improvement

We continue with our reproduction of the excellent booklet Safety in Mountain Flying produced by the Centre National de Vol à Voile (French Federation of Soaring) written by Pierre LEMAIRE. We continue with Chapters Five and Six, with some editorial input where New Zealand best practice differs from the French.

This booklet is the result of the work and experience accumulated in 70 years by the instructors of the Gliding national centre of Saint-Auban-sur-Durance (CNVV).

Chapter Five

Take Off and Landing in the Mountains.

In mountains, the surroundings are often unfriendly, which can provoke a high level of stress.

Before the flight, think about emergency landing procedures, in case of an incident during take-off. Do not make a 180° turn at low level.

When the tow plane nears the slope, one must stay in the correct position, (right behind him, at the same level).

For the landing pattern, fly as you would in the flat country, using the standard circuit pattern.

The differences come from the wind, which can be a lot stronger and gusty, from variable directions, Thunderstorms can also cause gusts.

The turbulence provoked by nearby slopes can be quite severe!

One must thus take extra precautions, on the ground and in flight, be mentally prepared and train for the eventualities.

Variable winds mean extra care must be taken with the canopy. You need to be alert to the risk of ground loops while rolling and to the minimum flying speed in the landing pattern.

Outlandings in mountains will be all the more difficult when the wind is strong, and wind shear near the ground will make the final tricky.

Above a 25kt wind, an outlanding in mountainous surroundings is risky.

NEW ZEALAND RECOMMENDATION

Our New Zealand instructors suggest that a 25kt wind on the ground is very dangerous and would be dangerous well before the wind reached that strength.

The final leg will be very very steep and very short! Going any distance downwind of the field would be very dangerous and very quickly lead to an undershoot. At 25 kts it may not be possible to get out of the glider at all – there are many stories of people having to stay in their gliders for long periods after landing and 'flying' it to ensure there is no damage.

Landing in windy conditions needs training and must be practised in a two-seater.

Flapped gliders must be used in accordance with the flight manual. Previous training on the airfield is mandatory.

For the landing pattern, the VOA (optimum approach speed) must be calculated to account for the strength of the wind and the possible gusts.

- Landing Speed (VOA, knts) = Stall speed (Vs) + 10 + ½ wind speed (use highest possible wind speed of gust).

One must nevertheless be careful with the upper speed limits, especially with flapped gliders.

When landing on a slope, always land uphill, with a steeper than usual angle of approach and a calculated VOA.
In a strong wind, while on downwind, one may delay flying at VOA, be satisfied with 1.45 Vs, and correct speed to VOA during the base leg.

NEW ZEALAND RECOMMENDATION

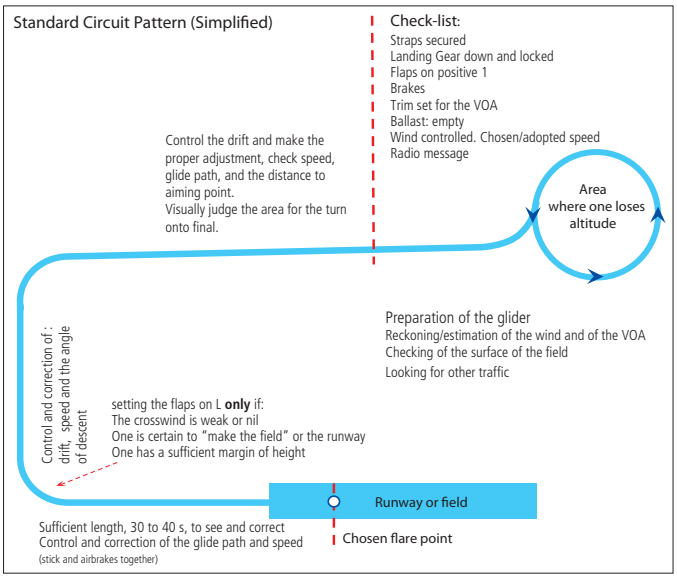
The above is not recommended. Calculate your landing speed. Set yourself up at that speed and adjust your circuit accordingly. In high winds, on base leg, concentrate on checking your drift, crabbing if needed and keeping your speed and angles right. There is too much happening on a high wind circuit to start playing with your speed at different points.

Take into account the unique features of the landing area (slope, wind, suspected sink rates), the downwind leg may be initiated higher than usual, and one may choose an abbreviated circuit pattern. (see diagram)
Try to keep the time flying the final leg to 30 to 40 seconds as usual, but the distance over the ground will be shorter when the wind is strong.

NEW ZEALAND RECOMMENDATION

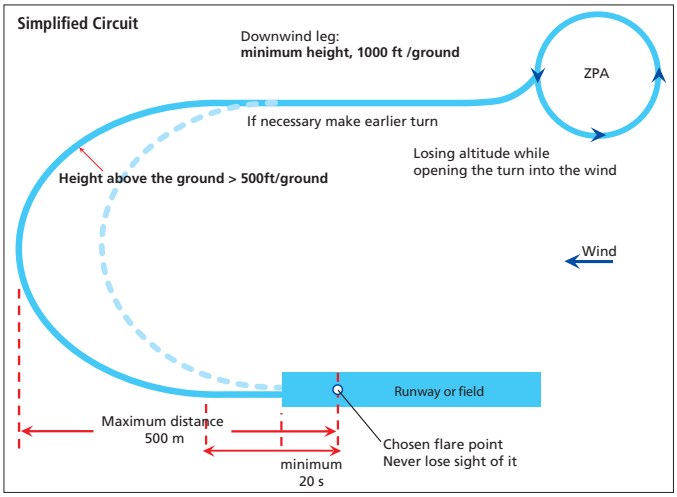
Again, this is not taught in NZ. Concentrate on checking your drift and keeping your speed and angles right.

Sometimes it is advisable to wait for the wind to drop before landing. One may also choose to land on another airfield.



Never, never go from a positive setting to a negative one on final!
The consequence is a brutal drop before one obtains speed and L/D again!

Landing in windy conditions or severe turbulence



When in strong winds,

- Be aware of turbulence. If high angles of bank are necessary, keep an eye on your height and speed.
- Moreover, one must be very cautious while turning from upwind to downwind; one must be ready to push on the stick. Never lose sight of the field.
- Fly a higher than normal downwind leg; using the airbrakes early may help to stabilise the glider.
- Beware of wind gradient and of vertical and horizontal rotor;
- Wind shear may provoke 180° changes in wind direction in a few seconds.
- Landing can be bumpier. During finals, maintain the VOA till the flare, and always stay above 50 kts indicated.
- Flaps must be at the **+1** setting until the touch down. Change the setting to 0° or negative as soon as the glider is on the ground.
- Airbrakes should be fully extended during flare and touch down; this reduces the risks from turbulence as well as the length of this delicate phase.
- Keep the stick back while rolling.
- Be very cautious when opening the canopy.

Outlanding in mountainous surroundings

- Study all the known landing sites in the area and mark them on one's map; keep the updates on the GPS and the data bases. Do not take off without an updated safety out-landing zone booklet.
- As soon as possible, walk the outlanding fields, use a power plane to check the environment and the landing pattern.
- In mountains, use half the value of the L/D or the rule given by your instructor. Fly from within glide distance of one aerodrome or outlanding field to another.
- If landing out, call on the radio before you get too low. Give your position in relation to a well-known site.
- Allow plenty of height. Never use a low landing pattern.
- Mentally visualise the landing pattern, starting from the point where the glider will come to a full stop.
- Try to reach and maintain glide path on final at VOA with **½ airbrakes** taking into account the present wind.
- Frequently re-assess the wind. IAS and VOA must be controlled as well as the variometer value. Your perception of the field will change as you get closer to the ground.
- Move the glider out of the field as fast as possible.
- When at one's home airfield, practice abnormal situations, short landings, abbreviated circuits, too high or too fast approaches/finals. Regularly use a self-launcher to perform landings on other airfields/landing areas.
- Get mentally prepared, consider landout scenarios, imagine urgent situations (increasing sink rate, changes in wind direction, using the flaps in place of the airbrakes, etc).

Beware! Turbulence adds stress. Stress diminishes mental faculties and narrows the field of vision!

Preparation for the flight with associated instruction and training, is the best way to reduce or avoid stress.

To help an eventual search in the case of an accident before take-off, if you have one, switch on your SPOT which should strapped to your body/parachute. Leave your cell phone on, preferably in one of your clothing pockets.

A small emergency kit, also in a pocket, might be useful.

In all cases, signal your intention to land out on the radio, and give information on the site. After landing, inform your crew/flight follower of the safe completion of the landing or any problems.

Chapter Six.

Aeronautical Medicine - HypoxiaOXY.

NEW ZEALAND RECOMMENDATION

In New Zealand it is recommended that nobody should be flying in conditions where they require oxygen without being thoroughly familiar with its use and the dangers involved. All pilots using oxygen should have attended a suitable hypoxia/oxygen use training course.

Safety in mountain flying requires a rigorous and permanent application of the rules and techniques, and good physical condition.

To this goal, one should:

- Sleep sufficiently the previous night;
- Eat and drink properly before and during the flight;
- Wear appropriate clothing - temperature gets colder with altitude;
- Wear good quality glasses, a cap with a small visor and protection for the neck;
- Breathe oxygen at 10,000 ft/sea-level at the latest.
- And keep breathing oxygen during the descent for an appropriate time. At the moment, the best recommendation is to use the EDS system on D5 and to use it from an altitude of 5,000 ft.
- Bring pee bags or any other system allowing the pilot to urinate.
- Avoid any alcohol at least 12 hours before the flight (for large quantities absorbed, a duration of more than 24 hours to recover one's capacities, might be necessary!)
- Use medicine/tablets, only if they are certified and compatible with flying.
- Avoid any use of drugs (including cannabis).
- And be aware that smoking lowers the level at which one suffers from hypoxia.

Next issue we will conclude this series with a look at Human Factors, Instructing for Mountain Flying and will sum up the series.

GNZ AWARDS & CERTIFICATES
AUGUST - SEPTEMBER 2012

QGP No	Pilot's Name	Club	Date	Glider
3178	Dan Visser	Taupo GC	1 8 2012	
3179	Philip Dunlop	Auckland GC	1 8 2012	
3180	Gary Patten	Auckland ASC	10 8 2012	
3181	Joseph S. Ward	Taupo GC	18 8 2012	
273	Henry L. Middleton	Taupo GC	22 8 2012*	*Reissued
3182	Steve Foreman	Auckland ASC	6 9 2012	
DIAMOND DISTANCE				
146	Paul Knight	Auckland GC	5 9 2012	Discus 2 ct
OFFICIAL OBSERVERS				
09/100	Dan Visser	Taupo GC	22 8 12	

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

FAQ
TRANSPONDERS

By Max Stevens, GNZ Executive Officer

I'm in the market for a new transponder – what should I buy? This is an increasingly common question as many of the old Mode A/C transponders in our gliders fall over, what to do?

One thing is certain; you should definitely not buy Mode A/C, unless you can get a good second-hand one at a sharp price, because it will become unusable within the next eight years or so. If you need a transponder now, you should buy a Mode S with 'extended squitter', which will see you well into the foreseeable future as ADS-B replaces radar worldwide.

OK, why is this, and what's in it for me?

ADS-B has better coverage and is vastly more accurate (and much cheaper for Airways) than radar. Airways will not be replacing their radars once they reach the end of their economic life, around 2020-21. Meanwhile, ADS-B will be gradually phased in, with a national deployment plan solidifying in about 2015. The benefits will accrue mainly to the heavy end of commercial aviation in terms of safety, efficiency and reliability, but GA aircraft will need it to get clearance into controlled airspace – think about that FAI 1,000km diploma you've always wanted and the sky is full of wave. If you've got ADS-B, Airways will be able to see you, even in the deep south, so getting a clearance should be easy – and you won't even have to enter a squawk code because the 'box' will already have that built in against your rego.

What is ADS-B?

Automatic Dependent Surveillance – Broadcast! In layman's terms, your transponder takes GNSS position and altitude data and adds this and your aircraft identity to the Mode S transponder data burst (via the aforementioned extended squitter). This is called ADS-B (out), and enables the Airways ground receiver to display your information on a 'synthetic radar' screen. ADS-B (out) will automatically transmit continuously at twice per second – it doesn't need the radar to sweep round every few seconds and tell your transponder to respond. However, experts say the glider battery drain should not be significantly worse than modern transponders.

What's the catch?

At the moment, the GNSS side of ADS-B (out) is very expensive. This is because it has extra layers of signal processing to enhance accuracy and provide the vital internal assessments of signal integrity and confidence – unlike the GPS engine in your average gliding kit. However, developments are under way and the cost is expected to come down significantly as the world really gets into ADS-B over the next 10 years.

Will Airways assist GA with ADS-B fitment?

Airways are certainly mindful that mandating ADS-B (out) could impact heavily on light GA aircraft at current prices. When transponders first became necessary in New Zealand about 20 years ago, Airways did a bulk-buy and a hire-purchase scheme over 10 years, that greatly assisted the national implementation of radar. Most gliders were fitted early because the annual cost was modest. Given that ADS-B is an order of magnitude cheaper than radar for Airways, it could be argued that Airways should do a similar deal to facilitate GA buy-in this time round. But who knows? Watch this space! (Australia intends to keep its radars as backup to ADS-B, at least in the medium term, so existing transponders in most VFR aircraft will still work, albeit with much more limited coverage than ADS-B.)

If my old Mode A/C still works, will I have to do anything soon?

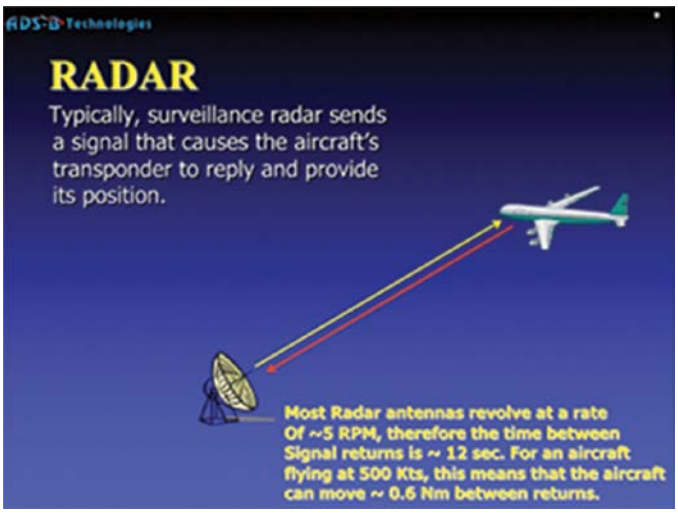
No. But, after a certain date (probably around 2018), CAA Rules may require new/replacement transponders to be Mode S with ADS-B capability – but the GNSS data source will probably not be required until nearer the phase out of radar. Once the old radars are gone for good, just stand-alone ADS-B (out) avionics with no transponder functionality will be all that's required.

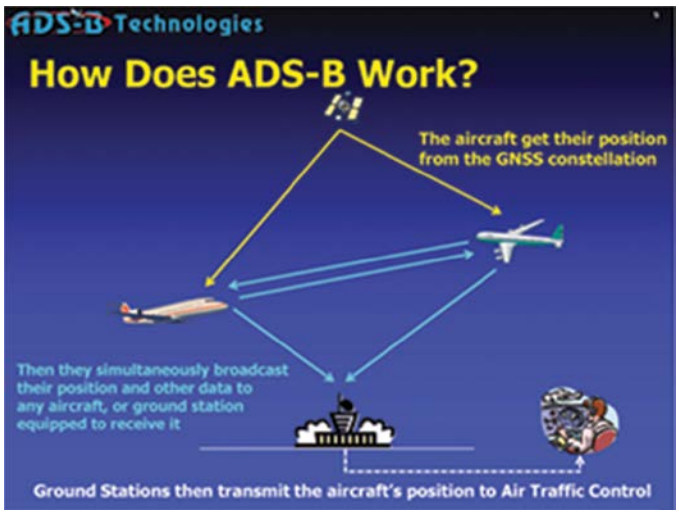
OK then, what's ADS-B (in)?

ADS-B (in) is an extra receiver in the aircraft to enable the display of the broadcast positions of ADS-B (out) aircraft, possibly on a moving map navigation display. This will have a much greater range than the FLARM we currently use, but will always be optional.

Airways ADS-B Planning Task Force

Airways is actively engaging with the aviation industry in planning the transition from radar to ADS-B. GNZ is participating in Task Force meetings and will keep readers informed of progress as it affects gliding.





ASH30MI & QUINTUS

WHAT ARE THEY REALLY LIKE?

By Terry Delore

In July, Terry and Wendy Delore had a whistle-stop trip to Germany and mixed sightseeing for Wendy with visits to glider factories for Terry. Terry got to fly in both the ASH 30 Mi and the Quintus, two of the latest 'hot ships'. He is happy to tell us about it.

Our first visit was to the Schleicher factory at Poppenhausen to check out the ASH 30 Mi. We were met by Bernard Eckey, the Australasian agent and shown through the factory. Schleicher's general manager, Uli Kremer brought the ASH 30 Mi down the 10km from the Wasserkuppe to Schleicher's own paved strip in Poppenhausen. The ASH 30 Mi is a self-launching, 26.6m wing span, two seater (the same as the ASH 25), with the same span as the ASH 25 with tip extensions. It has less wing area than the ASH 25 Mi and a lot higher aspect ratio but feels like an easier ship to fly.

I got to have two flights in it, the first in the back seat and the second from the front. I actually requested to fly in the back as I wanted to check whether it suffered from the typical ASH 25 two piece canopy leaks, annoying screaming whistle from the cold and canopy shrinkage. We did not get high or cold enough to find out. It was summer and we topped out at 9,500 ft. They were well sealed canopies, although very squeaky due to the new urethane paint rubbing together. This will be remedied I am sure.

What the ASH 30 does have is a hell of a good rate of climb under power. It climbs out very well, about 30-50% faster than the standard ASH 25 Mi. I was most impressed with the new drive train. This same setup is being installed in all their new self-launching gliders: ASH 30s, 31s and ASK 21s which, by the way, are very popular and in high demand as self-launch club trainers. I was surprised to see just how many were being built.

Schleicher have made a simple change to the drive train – they added one more tooth to the drive cog, and it gives a much better rate of climb by spinning the prop faster and simply increases

L: Designer Martin Hider and Schleicher's General Manager Uli Kremmer fitting a device for flutter testing as part of the final certification process.
Top R: Terry preparing to fly the ASH 30 Mi.
Middle and bottom R: The Schleicher factory.
Below: AHS 30 Mi

thrust. They have improved the refuel system and removed the fuel lines from the cockpit, placing them in the rear engine bay, a better place for them.

The ASH 30 cockpit is massive. There is no shortage of space for two giants. It handled nicely and was harmonised, better than the standard ASH 25. It thermalled better and glided better, with a better L/D at the top end. It seemed heavier on the rudder than my ASH but this may have been my soft shoes on the rudder pedal bars, which are quite short.

We landed, swapped seats and had another shorter flight. I liked the ASH 30 Mi, although it was not performing to the expectations of the designers and they are still working on extracting further potential from this ship. They also hope the production models will come off the line lighter, as the only one flying is heavy, nearly 850kg with two pilots, max all up is 850kg.

On our way to Frankfurt we visited Kircheim Teck and the Schempp-Hirth factory. We were met by Tilo and Brigetta Holighaus. On a short tour of the factory we saw Gerrit Kurstjens' Quintus getting its finishing touches, then we moved on to lunch at the Hahnweide, where Gerrit's Quintus was about to be test flown.

That afternoon, in a great German thermal sky, the test pilot brought Gerrit's Quintus overhead to land after its first test flight, then Gerrit took it up for a fly.

Gerrit arrived back from his flight with a wide smile and kindly offered me a flight. I had time for a quick buzz. It has a 70 hp piston engine. It is a typical two stroke, noisy vibrating, power plant but has plenty of grunt, even at 850kg and the power plant is almost all automatic. It is very simple to operate. The Quintus is a really sharp looking glider. To my eye, it is the best looking ship to hit the market in 25 years.

It is a sleek, eye catching, single place 23m wingspan ship that gathers a crowd. The rejigged cockpit really impressed me. It is the best Schempp cockpit yet. You would almost think you were in an ASW 27. The controls are where you expect them to be and there is no need for gorilla length arms, like in my Nimbus 3. The Quintus looks like a Ferrari, handles like a Ferrari and performs like one too. I was pleasantly surprised by its handling. It is nimble for its size and easy at low speed, with well harmonised controls and light stick loads. It really has performance and I wished I could have

The Quintus looks like a Ferrari, handles like a Ferrari and performs like one too.

experienced it at 850kg, as it is claimed to have max L/D at around 80 knots at that weight. The best L/D is verbally claimed at 1:60. I am not sure I could see that in my short flight but it is excellent.

The Quintus has a very delicate centre of gravity. From memory, min 94kg and max 106kg, on Gerrit's aircraft. This may be to get best performance, I am not sure. Efforts will be made to reduce the empty weight on this ship too. There are question marks in my mind about it, for instance it has 13 water ballast tanks, all operated by electric solenoid. It remains to be seen how well that will work but they seem confident with the system.

I wasn't considering buying a single place ship but I can see the appeal. The steerable tail wheel would make it really easy for independent launching. It is a nice bit of kit for both the serious competitor and sport aviator, and is not too awkward to ground handle. This machine is definitely going to be the weapon of choice for those who have a cool NZ $380-400k burning a hole in their pocket.

In summary, I liked the ASH 30 Mi but it has been a very long time getting to production and Martin Heider, the designer, is still working on optimising its performance. It doesn't have a steerable tail wheel yet and they haven't geared up for full production at the time of my July visit. It will be a popular open class two seater ship if Martin Heider can extract the design performance. Very little is being said about this and no test flight performance has been published to my knowledge. It is not a winner yet but I hope it will be soon.

I really enjoyed flying both the ASH 30 Mi and the Quintus. Thanks to both Schleicher and Schempp-Hirth for making it possible, and especially Gerrit Kurstjens for letting me fly his brand new Quintus.

Plenty of leg room in the back seat of the ASH 30 Mi.


Gerrit and Pam Kurstjens.

WAVE CONDITIONS CANTERBURY

Wave conditions over Canterbury on 30 September allowed Mike Oakley to snap these shots of Akaroa from FL 150. Unfortunately he wasn't carrying a camera but shot these photos with a phone.

After going nearly to the Lewis Pass and back from Springfield there was a lot of cloud and over development around. We then decided to go east down wind some 100 km to Akaroa in 20 minutes with a tail wind of up to 70 knots. It took 50 minutes to work our way 100km back into wind to Springfield.


1


2


3


4

1 This is what was left of the arch that drifted down wind at Fl 180. Lake Ellesmere and Rakaia river mouth looking south.
2 Looking south. Lakes Forsyth and Ellesmere with some of the southern bays of Banks Peninsula.
3 Looking north.
4 Akaroa from FL 150.

INSPIRATIONAL GOA

ANN JOHNSON'S FLIGHT: TIROHIA – GISBORNE, JAN 1979

By Ann Johnson, introduced by Roger Brown

I find it fascinating to look back at our NZ gliding past, to some of the incredible flights and distances that were achieved by some very special people of the day. Flights which, if they were achieved today, using some of our more modern fleet, would still have been considered a major achievement. One such flight was Keith Wakeman's well documented first crossing of Cook Strait in 1957, flying a Skylark 2. That day he flew an incredible 435 km, flying south to north in an amazing 2hrs 50 minutes.
Another amazing flight that is not so well known is Ann Johnson's flight to Gisborne. Even by today's standards it was a flight to really admire and become truly inspired by. It was really out of 'left field' as far as flying over that part of the country was concerned, at that time.
It is interesting to note that Ann flew the entire flight over some of the most inhospitable landmass of the North Island's east coast, using only an Automobile Association (AA) road map.
The era between the late 1960s to the mid 1980s was a golden time for Ann (along with Rosemary Gatland and Yvonne Loader) as these ladies were consistently pushing the performance boundaries of a very male dominated sport.
Ann tells the story of her flight in her own words. This story was originally written for publication in Vintage Kiwi, but it was thought that it should have a wider audience.

GOAL FLIGHT TIROHIA

Gisborne 30 Jan '79

I guess the whole idea started many years before, when my husband Noel was playing around with a silly Gold C distance flight: Matamata – Tapu – Opotiki! At this stage, with the then NZ Record (Straight distance to a goal 92 mls) under my belt, I was eyeing up Jill Walker's efforts in the UK, where in 1959 she had set a NZ National Record of 101 miles (162 km). To my mind, this record appeared not too impossible to beat, even with our somewhat tricky, North Island conditions.

Then, one mid winter's day in June 1967, Noel crossed the Kaimai ranges, near Matamata, climbed in the westerly wave to 10,000 ft and landed at Whakatane, only 22 miles short of his Gold C. It obviously wasn't going to be that hard for me to do similar.

We played around with the idea until finally in April 1969, I took off in our KA6cr 'FD', climbed to 24,000 ft and set off down wind with a declared goal of Opotiki. I arrived overhead, still on oxygen at 13,000 ft after a flight of 92 miles (148 kms). I had beaten my own record, but Jill Walker's distance of 101 miles still eluded me.

Once again, Noel and I looked at more maps and concluded that I could have made Gisborne. We even started to work out some final glide calculations and marked these distance rings on our maps for a possible future attempt. However, our family grew and we discovered tramping and skiing, both wonderful family activities and for a time gliding dwindled into the distance. However, both Noel and I knew that a flight to Gisborne was definitely on - sometime in the future.

AL FLIGHT

It was during this period that we sold 'FD' and purchased an ASW15 GGO.

It wasn't really Rosemary Gatland's tremendous record-breaking flight in November 1978 that did it, but I guess it helped me get off my chuff. Rosemary's flight was from Ardmore to Taupo - a distance of 207.52 kms, to knock off Jill Walker's long standing record. So, the maps came out again. I still had this strong desire to beat Jill Walker's original distance.

January 30th 1979 appeared to be the day. I declared Tirohia (at the base of the Kaimai ranges near Paeroa) to Gisborne as my goal, but also as a secondary objective, to break my existing gain of height record and hopefully my absolute height, set some years previously. To do this, I had to get to a low point on the Kaimai ranges of under 1,000 ft and then climb to around 30,000 ft.

I had previously climbed to 28,500 ft and then, although still in lift, had to abort the flight due to icing issues.

On Sunday 29th January we just about 'blew' everything. Testing the oxygen equipment in the evening, a valve jammed and in a matter of minutes we lost most of our oxygen. Frantic telephone calls and John Borman to the rescue. The Tauranga Gliding Club had two tanks available and we could have whatever we wanted. We did not get to bed until 11.00 o'clock that night but we were now, at last, all ready for the big day.

The morning looked interesting. From our home on the Tauranga side of the Kaimais, the sky looked inviting. We could see the westerly wave but it was obvious that Matamata was 'claggy'. However, we drove over the hill to prepare the glider. Releasing over the Kaimai ranges at 12.30pm into a broken, grey overcast sky but with strong southwesterly wind, I descended to mark my low point on the ridge.

Noel, now in the retrieve car heading quickly for Tirohia, told me I was not low enough. Mouth dry and slightly shaking, I descended again at high speed, with the dive brakes fully extended. At 500ft indicated, I felt I was as low as I dared to go, and to hell with Noel, I started to climb - the bush, rocks, and waterfalls dropping rapidly below me.

I had a pleasant trot north at 2,000 ft along the ridge to Mt. Te Aroha and then out in to the valley to my remote starting point of Tirohia. I could see the car below me, with Noel and the boys waiting for me to start, so they could also begin their marathon road trip to Gisborne to retrieve me. There was an increasing amount of radio chatter, indicating that Tony Timmermans and the Auckland 'bomber squadron' were also in the area traveling south, along with German champion Ernst Peters. I turned south also, getting ready for the 'big climb'. Whilst the Auckland contingent raced passed me along the Kaimais, it later transpired that Ernst Peters had declared a 1000km task, Ardmore – Turakirae Heads – Te Araroa! I settled down to start my climb between the railway tunnel and the high point.

Watching for the gaps, I moved out in to the valley looking for what we call the 'pressure wave'. After a couple of attempts, getting caught out by the cloud build up and having to pull my dive brakes to descend, I found it. Smooth silky lift, taking me above the general cloud base. Four, five, six thousand feet. I knew I was established. Seven thousand, eight thousand, and although I was still climbing at 2 knots, I was now high enough to turn down wind and head for

GO from the Kaimai lookout.

the main westerly wave on the Tauranga side of the Kaimais. With a ground speed of around 120 knots I guess, I watched the rugged Kaimai ranges speed past beneath me; the bush, the rocks, the places where Noel and I and the boys had tramped. Ahead now at 6,000 ft lay a roll cloud. Formating alongside it, I started my climb. Noel was monitoring my progress from the ground as I passed the various thousands of feet. Under me, the whole Bay of Plenty slowly fell away. Thousand by thousand I climbed. Sixteen thousand, more oxygen. Eighteen, Twenty thousand until at last, 23,000ft. I had to make a decision -climb on slowly with oxygen running out, or turn down wind towards Gisborne?

Gisborne it was. With a strong tail wind behind me, the ground below passed like a map. The Kaimais and Tauranga harbour disappeared. Down below me on the right were the Rotorua lakes and away in the distance was the Ruapehu wave. I wondered if I might get to explore that one day. Seventeen thousand feet over the Whakatane River and moving inland, Noel called me on the HF radio to indicate they had just crossed the Kaimais. Out to the left was now Opotiki, where I had landed many years before and ahead, far below lay the bush-clad Huirau Ranges. Thirty miles north towards the East Cape, I was able to see Mt. Hikurangi, the first place in the world upon which the sun rises.

And so I flew on. Ranges, small streams, bush; nothing really distinguishable, until out on my left there was Matawai. It had to be Matawai. I was now down to 13,000 ft and flew happily on. Gisborne was mine, although I could not yet see it. Te Karaka 9,000 ft below and smooth lift. Another wave system and the opportunity to climb and fly even further south, Waipukarau or even Masterton - but perhaps another time.

A final radio relay through 'Golf Juliet', still flying on the Kaimai Ranges so many miles behind me, "Tell Noel I'm at 10,000 ft and only 30 miles from my goal."

Ahead must be Gisborne. It had to be. The inhospitable bush clad ridges soon became level farmland and vineyards. Young Nicks Head out to the right. Why did I picture Poverty Bay as a large bay? Back on the radio and a quick explanation to the airport controller that I was a glider pilot inexperienced in the ways of controlled airports, and suddenly, with a slight bump, I landed at 5.16 pm after a flight of 245.85km. I had at last beaten Jill Walker's distance by a further 83 kms.

A QUESTION OF SAFETY

GEORGE ROGERS NATIONAL OPERATIONS OFFICER

ACCIDENTS

Three occurrences have been reported since the last article.

These included;

- 1 engine issue leading to an out-landing, with an initiated ground-loop.
- 1 ground-loop on landing.
- 1 aileron disconnect on aero-tow. This was a first flight after maintenance unrelated to, but in the vicinity of, aileron connections.

Improving Safety Performance

At the AGM weekend there were discussions about the incidence of serious glider accidents and the cost of these, both in lives and financial terms.

Aviation Co-operating Underwriters Pacific Ltd, Arden Jennings, gave an insurance perspective about the incidence. Most glider insurance claims end up with them, and Arden alerted attendees to insurance industry concern about claims relative to premiums paid for gliders. If trends cannot be contained, we may encounter difficulties in arranging affordable glider insurance, as is already happening in some countries, with Insurers withdrawing from the market.

The Operations Team had discussions about the issues raised and have reviewed the accidents over the last 15 years.

While the information the NOO has only allows superficial analysis, some broad conclusions can be drawn;

- Terrain impact when soaring in mountains or ridges are the most unforgiving accidents. Most fatalities and serious injuries result from these accidents. The gliders are generally written off.
- Out-landing, or low level loss of control are the second category of serious accidents in terms of pilots and damage.
- Training and solo consolidation accidents seem to be increasing.
- Engine problems in powered gliders leading to occurrences, seem to be increasing.
- Occurrences involving relatively non-current or inexperienced pilots in relatively high performance gliders are noticeable.

The Question is;

"What can we, individually or collectively, do to improve safety performance?"

At a GNZ level we have;

- Asked Arthur Gatland to do the excellent series of articles on "Threat and Error Management" (TEM) for glider pilots. These were published in *SoaringNZ* and are available on the GNZ website "Training , Safety Information"

  These articles give clear guidance on the TEM approach to avoiding situations in Gliders that may result in an accident.
- Published Advisory Circular AC 2-05 Biennial Flight Reviews to support a sound approach to periodic revalidations of pilots, which we would hope may reduce mis-judgements in flight and see a reduction in accidents.
- Published AC 2-04 Instructor Privileges and Currency to consolidate requirements aimed at ensuring the quality and currency of Instructors.
- *SoaringNZ* is reproducing the booklet of the French Federation of Soaring "Safety in Mountain Flying".

  This provides excellent guidance and will be a great aid to training for, and flying in, mountains and ridges. While developed in the French environment, the safety messages are readily interpreted into NZ conditions. The booklet is also available on the GNZ website.

At an individual and Club level we need to think about what can be done to minimise accidents and the consequences of these.

Gliding Hawke's Bay and Waipukurau is pleased to be hosting the

2013 CENTRAL DISTRICTS GLIDING CONTEST

at Waipukurau from 20-26 January 2013

Saturday 19th is a practice day

Waipukurau has an excellent reputation for settled weather in January with thermals and convergence predominating. It is an ideal early level competition with plentiful safe land out options. The CHB Aero Club provides camping/caravan accommodation at the airfield with good clubhouse facilities at $15 per person/night. The entry fee has been set at one hundred and seventy dollars ($170) reduced to one hundred and fifty dollars ($150) for early entries before 1 January 2013. Please pay Entry fees to HBS bank account 031355 0690287 00 or by cheque to Gliding Hawke's Bay and Waipukurau, 204A Knight Street, Hastings 4122. We look forward to seeing you there

David Davidson
Contest Director

Photo Graham Palmer

South Island Regional Gliding Championships 2012

Omarama 17 - 24 November

Compulsory briefing 10am Saturday morning on practive day 17 November 2012

Usual emphasis on FUN, learning, sharing knowledge plus challenging taks set just right for max enjoyment in one of the world's greatest soaring playgrounds.
We challenge all clubs to encourage youth participation and bring your two-seaters to Omarama for an exciting fun filled week of soaring, prizes, entertainment and great company!

Entry fee same as last year	$244
Late Entry Fee (after 9 Nov)	$30
Day Entry Fee	$50/day
Entry form available on GNZ website	

Free entry to CLUB CLASS with the following conditions; pilots never having flown in a contest, plus any Club two-seater entering CLUB CLASS with a handicap (performance) equal to or less than 87 eg. Twin Astir fixed or retractable u/c, Puchaz

Expressions of interest please advise Contest Director Geoff Soper
email: sopergeoff@clear.net.nz cell: 027 662 3098

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 info@glidingauckland.co.nz
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) 318 4758
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 www.glidingmanawatu.org.nz
Club Contact Ron Sanders Resanders@xtra.co.nz
Base Feilding Aerodrome
Flying Weekends, Public holidays

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

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

Hawkes Bay and Waipukurau Gliding Club
Club Website www.skyhigh-photography.com/Main/Aviation_and_Spaceflight/HB_Gliding_Club.php
Club Contact David Davidson Dhcd@clear.net.nz
Ph (06) 876 9355
Base Bridge Pa Airfield, Hastings 0272 887 522
Flying Sundays. Other days by arrangement

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

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

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

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

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

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

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

Rotorua Gliding Club
Club Website http://www.rotoruaglidingclub.blogspot.co.nz/
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

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

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

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

Wellington Gliding Club
Club Website http://www.soar.co.nz
Club President Philip Milne milnelaw@gmail.com
Ph 021 803 37
Base Paraparaumu Airport
Bookings Ph 04 297 1341 (clubhouse)
Ph 027 618 9845 (operations)
Flying Weekends and Public Holidays 7 days a week December through to March

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

GLIDING NEW ZEALAND CLUB NEWS

Deadline for club news for the next issue 11 November 2012.

CANTERBURY

At our recent AGM, Kevin Bethwaite was returned for another term as President. He and his team have worked hard during the huge shift of the club from Hororata and establishing the Springfield site. A huge amount is still to be done and we are lucky to have such a dedicated group guiding things. Treasurer David Tillman sounded quite up-beat, despite all the money we owe and some minimal increases were made to a few fees etc. Dick Georgeson was elected as Patron and he has given two lovely paintings to the club, which are hanging in the clubhouse. One shows his Dart 15 in front of a wave cloud during his out and return record back in the 1960's and the other his aircraft during the world distance flight from Southland to Hicks Bay, when he, Dave Speight and Bruce Drake all flew their gliders to the same spot and were all awarded the record.

Development is taking place all the time but when the call goes out for a working bee, many turn up and lend their effort and talent to make large improvements. Just recently, a large tilt door which was donated by a member, was fitted to the woolshed, which will be the main workshop for glider maintenance. Furniture and fittings were moved back into the house, which had undergone earthquake damage repairs and is now the main social centre.

Several weekends have provided good soaring, enabling several to fly various cross-country flights of varying distances - the best being close to 1,000 k and several a bit shorter. Our Janus is getting good use by younger members now and it is pleasing to see them progressing with their flying, as they are our future instructors and what-have-you.

Stewart.

CENTRAL OTAGO FLYING CLUB

We've been a little quiet over late winter, due to poor weather and members being AWOL. In fact, at one stage, nearly everybody was away overseas in one exotic location or another! Pete McKenzie at least was in NZ and he enjoyed a wonderful flight with Terry Delore out of Springfield. Despite a late start, they managed around 1000 km, including passing overhead Alexandra and turning near Garston. John Robinson also flew at Canterbury's Springfield the week prior and enjoyed his first thermals for the season with Kevin Bethwaite in the CGC Janus.

We have had average flying at Alexandra during June and July, with a mixture of cold wave flights

Canterbury: Action from Springfield..

and circuit practice. In August, Allen Hogan (re) soloed after many years away from the sport and he looks forward to getting some good soaring in this summer.

JR

MANAWATU

Things have been a bit quiet over the winter but we have been able to fly most weekends, as the airfield hasn't got too wet. It typically does about this time of year, so we have been really lucky. Stuart Anderson has signed Stuart Cawood off to do rolls and inverted flight in our DG1000. It must be something in the name 'Stuart' as they seem to love flying upside down! Rob Lasky has now got his QGP and has converted onto the DG1000 and is flying the wings off it. A couple of weekends ago, Rob Lasky took Patrick Richardson for a 2½ hour ridge flight in the DG1000. When they landed, Ross Anderson took Dave Cameron for an evening ridge flight in the DG as well, to show him the joys of non-powered flight. He is slowly coming around to our way of thinking. We will make a glider pilot out of him yet. The next day Rob Lasky and Patrick Frame took the DG for a 3½ hour ridge flight with Stuart Anderson tagging along in the DG202, so we have been getting a reasonable amount of flying in but we are really looking forward to some good thermal days as the summer comes.

Now that we have finished the clubhouse, we have had an opening party, which was well attended by almost all our club members and partners. The clubhouse has come up awesome and we can look forward to a few beers after flying on those nice summer days on our new deck.

Ross Anderson

NELSON LAKES GLIDING CLUB

It has been frustrating over the last couple of months, looking out at promising weekday skies, only to be rained out weekend after weekend. Nelson has failed to deliver the sunny conditions for which it is renowned. But at least we now have some snow on the mountains, so there is spectacular scenic soaring to come.

Mike Strathern is now offering a professional glider repair service at his new house and workshop in Brightwater. He is being well patronised by the club and private owners and doing an excellent job. He has given our fleet of four a thorough pre-season going over. The fleet is in good shape and the club is in good heart, but we need to fly.

We recently had our annual awards dinner, with some well-deserved recognition. The Audrey Rodgers Trophy for Services to the Club was awarded to our long serving secretary Brent Higgins, who, among other things, ensures that we are compliant with all the regulatory requirements that clubs are subjected to these days. The Shirtliff Trophy for Best Flight in a Club Glider went to Ted Glasgow, for a mammoth tour around our local mountains and beyond. The Evans Trophy for Most Meritorious Flight was awarded to Kerry Grieg. The Roger Poulter Trophy for Most Improved Pilot was well deserved by Mark McCulloch. And the Hurricane Wire Trophy (that no one wants to win) went to the hapless Frank Saxton. The Drummond Trophy for Best Gain of Height was not awarded due to a seasonal lack of high flying.

May the season begin this weekend.

Ken Montgomery

PIAKO GLIDING CLUB

Despite a pretty dismal August and a far from inspiring start to September, we have managed to justify our name as a gliding club, and have held together pretty well, with the membership keen to get cracking!

Manawatu:

Piako: Woollie hats and gloves were needed.

We had our SOS-B (Start of Season-Briefing) on Saturday 8 September, which was attended by 45 - 50, on a day that had NFD written all over it! We were treated to a wonderful piece on oxygen use by Jonathan Pote of Aviation Sports Club, who has joined us as an associate this year. Rainer Kunnemeyer delivered his excellent paper on Aeronautical Decision Making, which, having been honed to perfection, is approaching iconic status. Tim Bromhead (our resident gadget geek) gave us a great interlude on what's hot for the cockpit this year, and CFI Julian Mason ended with an excellent presentation – 'Final Thoughts'.

Jonathan advised the addition of G at the end of pre- flight checks – it stands for Gulp. Two gulps of oxygen whilst you are still on the ground should instill in your brain that there is nothing wrong with your oxygen, to remember when you start making dumb decisions at 11000ft, like removing it because you think there is something wrong.

The presentations were topped off with a great lunch and, despite our best efforts, only two short, wet flights. All went home thoughtful and happy that flying was about to start. My special thanks to the kitchen team for doing it all without any help from me!

Earlier (August 18) we had our winter Annual Awards Dinner, which was a catered affair with a guest speaker, Air NZ A320 Training Captain Barry Murray. Barry is soon to become involved with the 787 Dreamliner team. Hopefully Barry will be joining us this season, to handle something a little less complex! A thoroughly enjoyable evening, over in a flash due to the All Blacks being a priority!

The following week saw a number of wave days. Leading the charge was Alan Belworthy in RY, who left the line at 0814, dead set on 1000K, followed by Paul Knight in VM and Tim Bromhead in XP, both with lesser goals of 500K in mind. Regretfully, despite early establishment in wave, it didn't last and Alan returned with an empty bag. Paul and Tim, however, managed an identical track over 502km, which showed outstanding perseverance on a tough day. Congratulations go to both, with thanks to Alan for stirring the early Wednesday action up in the first place and a hope that he will achieve his 1000K goal soon. Others simply enjoyed another great day on the Kaimais.

In closing, I share some radio dialogue from the Sept 5 wave day, as reported by our intrepid tow pilot Iggy Wood:

CHCH Radar: Bravo Zulu Alpha and Glider Romeo Yankee your transponder returns show that you appear to be very close to each other.

BZA: The tow rope is 53 metres long.

———

XP: Iggy, would you lock my car and eat my sandwiches that I left on the front seat?

BZA: Wilco!

———

VM: VM will be landing long.

Ralph: Congratulations Paul, well done.

VM: Just don't get between me and the toilet!

———

One 500km glider pilot to the other 500km glider pilot:

Now that you are half way, you might find the second half quicker if you put your wheel up.

The other 500km glider pilot: [silence]

PC

Piako: Winter soaring

Taranaki: Clinton Steele and ASW15 about to touch down at Mangamingi. Photo by Glyn Jackson.

TARANAKI

A quiet period for our club, as we await the return of our Twin Astir, damaged in an accident last April. John Tullett lent us his K7 to fill the gap. At the moment, there is little chance of the Blanik being resurrected. A shame to see a good aircraft laid-up.

An excellent off-field day was held at the Hardwick-Smith airstrip at Managamingi, where pilots had a go at circuits away from familiar surroundings. A few long-ish single seat flights have helped the mix, but we look forward to the new season.

Reports to the AGM mentioned the big increase in solo single-seat flying and the steady increase in membership over the years.

The Normona Cup went to Glyn Jackson, for his flight at Matamata, and the Ranges Cup to Will Hopkirk, for the best height achieved. Most improved pilot award to Glyn. I think he managed to blush. Well done.

At the Gliding New Zealand AGM, Tim Hardwick-Smith was awarded the OLC prize for flights made in the past season. Entering this was Glyn's idea and he came second.

No changes to the club officialdom, but James Walker has retired from flying membership for the meantime. Many thanks James for your efforts as club President and Treasurer over recent years. You helped carry the club through a difficult time.

PJM.

TAUPO

The year is flying by and it is getting ever so close to the start of the soaring season. What better place to start that season than in Taupo.

To kick things off, we have the Central Plateau Soaring Competition, which begins with a practise day on the 27th of October and concludes on the 8th of November. The club is entering the Twin Astir as 'Team Taupo', encouraging up-and-coming cross country pilots to share the back seat for this event. Team Taupo is also throwing out the challenge to other clubs to enter a club two-seater and have a 'competition within the competition'. Are there any challengers out there?

Congratulations go out to two of our students, Joe Ward and Dan Visser, who have completed their QGP's. We also welcome two new members, Elliott and Dmitri and one returning member, Peter to the club.

Other events have included: an Official Observers Course, a club training night - where we learnt how to leap out of a glider (not that one wants to), a refresher course in Hypoxia and the use of oxygen systems. And last but not least, was a very successful Garage Sale run by two very enthusiastic social members. The money raised will go towards the maintenance requirements of the club's Jantar.

As for the flying, there have been some great days and (with the expected improvement in the weather) we are all looking forward to getting into some serious flying.

So - if you would like to experience thermal, ridge or wave flying come and join us at Taupo.

Trace

WELLINGTON

My perception was that winter at Paraparaumu seemed quite wet, with little wind and flying. Despite this, our club gained three new members: Jacob Vaughan, Adelle Wright and Tim Hogan, all of whom are keen for as many training flights as possible. As we surface from winter, the slow rise of spring brings the westerlies, and with it, the first of many northward crossings of the Manawatu River - gateway to the Ruahine Ranges. This year, the traditional opening (first crossing after 1 Sept) went to Vaughan, Warren, and Rob Garlick who crossed on a murky Wednesday.

David Jones (with a few other helpers, including Vaughan Ruddick), has slowly been repairing and painting the outside of the clubhouse. Soon, we will start on the inside, with some serious trips to the tip, to remove several years of accumulation from the clubhouse. Thanks to the efforts of Alain Marcuse, with assistance from Tom Davies, we were awarded a grant from the Pelorus Trust. This has allowed purchase of 'safety equipment' in the form of two SPOT trackers, two transponders and two handheld radios. We thank the Trust and encourage other clubs to apply for grants through their local trusts. Applications may take a bit of time, but payback is funding that otherwise might not be possible.

While travelling in Europe, Ross Sutherland has again lined up our southern summer crew. We look forward to meeting Milan, a Hungarian, and Vojtech, a Czech, both of whom are well qualified instructors and tow pilots. Of course, the crew would not be complete without Cecile from France, who will take care of ground control. From their CV's, all three have many talents, and we look forward to welcoming them in mid-December for the beginning of our 7-day operation.

Finally, a number of our club members escaped to the northern hemisphere summer for some great flying. Dane and Warren Dickinson, along with Bill Walker, spent two weeks in Serres (France), which is the site owned by Klaus Olhmann. If ever there was an Omarama on steroids, this has to be it, in the French Alps. A round trip to from Serres to Mt Blanc is about 400 km, with no end of 10–12k high peaks. Meanwhile, Grae Harrison and some wannabe Wellington club members took on Minden, Nevada for some seriously big thermals.

Warren D

David Jones and Vaughan Ruddick paint the WGC clubhouse.

Dane nears Mt Blanc, the Mt Cook of France.

Vaughan & Warren cross the Manawatu on a very murky westerly.

Outside Nevada's oldest pub at Genoa, about 4 miles from the airport, are the Harrison's, Newfield's, and Pat Driessen. Chris Richards was off boating on Lake Tahoe.

Wellington: Mono Lake (Calif) as seen by Grae Harrison and Phil Plane.

We take our classifieds list from the GNZ website and from ads detailed with us personally. To update your ad, please go online or advise Roy Edwards, our webmaster. Ads notified to me will appear on this page but we are unable to make changes for you on the web page. Please contact the webmaster if your item sells.

GLIDERS

ASH 25M, ZK-GRJ • in top condition, possibly the best available. Schleicher self-launching two seat motor glider, complete with German trailer. Fully equipped, re-finished by Sailplane Services in Autocryl, in very good condition. Low hours. Annual just completed. Always hangared. Fully instrumented. Contact Brian Kelly, phone 06 876 7437, email Erinpac@xtra.co.nz

Ventus b Turbo – GSP • NZ$74,000. 15 and/or 16.4 metre. Includes trailer, oxygen and parachute plus GPS. In good condition and competition ready with trailer. Phone Auckland 09 478 8858 or email tony.timmermans@paradise.net.nz

ASK 13 • Fresh annual inspection. King KY97A com, Borgelt B40 electric vario with rear seat repeater. New winch hook and tailplane fittings installed at last annuals. Further details, please contact Alan, 0274 960 748 or a.belworthy@xtra.co.nz

Std Cirrus GXA • Will also consider ½ share based in Matamata.Best performing Std Cirrus in NZ, re-profiled wing, all Std Cirrus 75 mods done (reshaped nose, wing roots, double-blade airbrakes). 2800 Hrs logged, gel coat in good condition, tinted canopy. Fibreglass clam-shell type trailer. M-nav computer, Terra mode-c transponder, Icom radio. Genuine 37:1 performance. $28K ono. Contact Karl on 0274 999 183 or karltht@yahoo.co.uk

ASW 20F ZK GYR • Equipped with Cambridge 302 and IPAQ loaded with Seeyou Mobile. Parachute (2004 new) and repacked Feb 2012,radio, transponder, oxygen system, wing covers, wing extensions and winglets, recently upgraded trailer with internal winch, insured through to 31/10/12. Price $52,000, to view check out http://discuscs.blogspot.co.nz/2012/01/gyr-looking-really-clean.html Contact Paul 0274 409 462

DG 300 Elan • GOZ Full panel. Road trailer. $55,000 or near offer. Apply to Errol Shirtliff. Phone 03 526 8724 or email shirtliff@xtra.co.nz

Discus B ZK-GPV • NZ$78,500 includes oxygen, C transponder, Ilec vario with speed to fly, rate of turn indicator, mounts for two extra batteries, blue tint canopy, 'chute, ground handling gear and good trailer for easy two person de-rig/rig. Superb handling characteristics with 41/1 performance. Please contact John Bayliss 092781760 or baylissj at pl.net

JS1-B Revelation • Less than 50 hours on the clock. Jet sustainer to be retrofitted September. Cobra SL trailer, best of instrumentation including ClearNav, 302, Butterfly vario/AH etc, Trig Txp, Xcom radio. All factory options. Contact Brett. email: hunter.b@ihug.co.nz or 021 927-626

DG200 GNA 15M 40:1 L/D $30,000 or near offer • Current ARA. Tidy condition just finished cut and polish. Cambridge GPS, Mode C transponder, Radio, parachute, wing covers and ground handling equipment. Oxygen system available. Good trailer with recent new galvanised sub-frame. Best value L/D and ideal XC performance suit low time pilot. Total 2400hrs Contact: Mike gdg200@gmail.com phone 04 904 0651

Libelle 201b GIU • 2358 hours 1688 launches (20 August) 02, Transponder, 6 channel Tait radio, Borgelt B40 vario, Chute, Trailer. Good original finish. Annuals currently underway. $20K. Phone Paul 021 331 838

PW5. ZK - GKF • Has been in its box all year because I'm now working in Australia. Around 650 hours and all up to date when I left for Oz in January. Trailer, parachute, radio, transponder. Located Rotorua. Price / terms negotiable. Phone Jeff 0274 505 025 or parkerjg@wave.co.nz

Cobra 15 (ZK-GJE) • In good condition with a refurbished trailer. Easy to fly and fully aerobatic with a 38:1 glide ratio, comparable with a Libelle or Standard Cirrus. Includes tow out gear, Borgelt B40 vario and a parachute. $12,000 ono. Contact Russell Jones on 09 575 9788 or email:prismconsult@gmail.com

HANGAR:

Two adjacent 18m hangar spaces in the Omarama Hangar • $30,000 each or near offer. Contact Mike Hamilton Phone: 03 962 1530 email: mike.hamilton@hamjet.co.nz.

Hangar space, 15m, east hangar at Omarama • Asking $2000/m or reasonable offer. Contact Linda vindaloulou@gmail.com, 03 348 7009 or 021 071 8402.

GHS 15 mtr. Foka 4 Polish Built.
LD 34-1; VNA 141kts (aerobatic) Good trailer and ground gear. Just passed annual airworthy and bore-scope inspection. Total hours 1791. Based Taupo Club. Includes ownership, hangar space to 2021. $13,000 Phone Colin 07 378 4862

Grob G102 Astir CS77 Standard 15m Serial No.1768
Less than 1000 hours total time. Second highest performing Astir next to the Speed Astir ... a delight to fly. New ARA & inspections, carried out before handover. ADs and required maintenance all up to date. Custom built trailer; registered, Easy to use trailer attachments. Easy rigging system. Excellent ground handling tow out gear. $28,000 ono.
Contact: warrenpitcher@xtra.co.nz

GNZ members are eligible for one free non-commercial classified advertisement per issue.
Deadline for receipt of advertising for our December issue is 22 November 2012.

Hangar Space for rent at Omarama • 15m. Call Paul Chisnall on 021 162 2396 for a good deal.

Hangar Space 15 m at Omarama • We need the cash for new toys so here's the deal, $1500 per metre. First in gets a bargain. Phone Paul on 021 162 2396 or Nigel on 027 274 1624 or email pchisnall@xtra.co.nz

OTHER FOR SALE

Second hand Accusat MT410 406/121.5 Mhz Personal locator beacon (Non GPS type) • Battery due replacement July 2014. $350 ono. Contact Lionel Page, Aviation Sports Club, 021 333 031

GPS-Nav/L-Nav for sale • Complete unit, wiring, cables and flask. Available because I've up-graded to an LX V7/Nano combination. $900 ono contact David - david@puketiro.co.nz or 0274 517757

Chalet Omarama Airfield • new build – biggest and warmest – completed Oct 2012 – Fully furnished – move in and put the kettle on. Email raymar@vodafone.co.nz

WANTED

Old copies of Gliding Kiwi: Nos 1 to 6 (late 1955 – Dec 1956 – these were known as the NZ Gliding Bulletin Circulars); Vol 1 No 9 (Sep 1957), No 15 (Mar 1959), No 16 (Jun 1959); Vol 3 No 8 (Dec 1963); Vol 25 No 4 (Aug-Sep 1999); Vol 25 No 11 (Oct-Nov 2000); Vol 27 No 3 (Oct-Nov 2002). Many thanks to Jon, Roger and Miles for filling in many of the previous gaps in my collection. Errol Martyn, P O Box 6482, Upper Riccarton, Christchurch 8442, phone 03 343 5408, Email – errol.martyn@xtra.co.nz

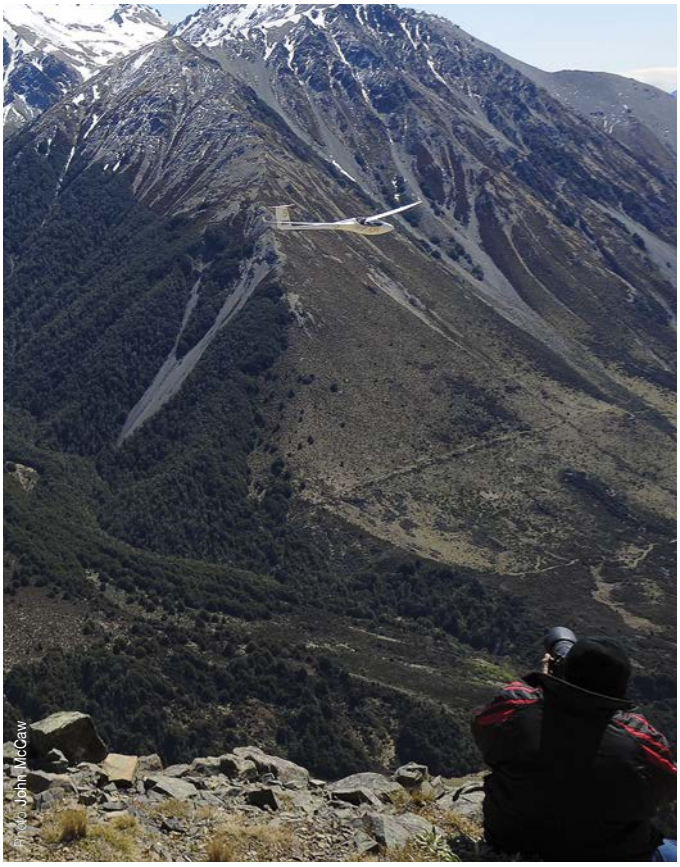


Photo: John McCaw

FOR SALE

OMARAMA CHALET

Get a syndicate together
– make it more affordable – enjoy a rental income when you are not using it.

Under construction now – Act fast to choose your layout

Available as completed shell to allow buyer to finish or completely finished to buyer specs.

No more sites available

PHONE 0274 774 885

FOR IMMEDIATE SALE

DELIVERED ANYWHERE IN NZ

VENTUS 2C ZK-GYD

Fully flyable as new condition
Based at Drury, Auckland

• Normal 57mm Winter Altimeter, ASI and Mechanical Vario • SN10B Flight Computer • Flarm with Swiss Bat display on the panel • Dittel FSG 71M radio • Trig TT 21 'S' Mode transponder • Oxygen bottle and M/H regulator system • Tinted canopy • Tail Ballast tank • Tow out gear and tail dolly • Immaculate Cobra trailer with SL options and carpet area on the floor

I am willing to discuss all ideas and options such as shipping overseas and/or basing in Omarama.

Ross Gaddes 09 294 7324 or 027 478 9123

OMARAMA CHALET

One of the originals, built early 90's, recently refurbished, with new carpet, tiled kitchen/bathroom flooring (heated). New kitchen with ceramic cooktop, dishwasher, sink waste disposer, fridge/freezer and microwave.

Enquiries to Alan Holgate.

Phone 03 454 2144 or 0274 367 442


QUINTUS
BETTER BY
design
NEW
NEW ZEALAND AGENT FOR
LXNAV
The most advanced soaring
instruments and trig avionics
Please contact us for servicing onsite at our Omarama workshop.
Sailplane Services Ltd
SCHEMPP-HIRTH
email sailplaneservices@xtra.co.nz
phone 09 294 7324