NEW ZEALAND'S PREMIER SOARING MAGAZINE

Soaring NZ

FAI WORLD GRAND PRIX WASSERKUPPE

JUNIOR WORLD CHAMPIONSHIPS

FLYING WITH A PRO

AVIATION MEDICINE • CLUB NEWS

issue 24 october/november 2011

IMAGES THAT SOAR ABOVE THE ORDINARY

John McCaw – aviation and agricultural photographer

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COMMISSIONS AND STOCK LIBRARY SPECIALISTS

contents

october/november 2011

Pg 12


Pg 16


Pg 22


Pg 28


Pg 34

FEATURES

REGULARS

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from the editor

october/november 2011

Terry Delore flies 1000km with his eyes shut.

The clocks have gone forward, the daffodils are nearly over and if you haven't pruned your fruit trees by now it's probably too late. Hopefully all the private owners have done all the tweaking and polishing required to have their aircraft ready for the season. Hopefully too you've all given thought to your own currency and whether or not you need BFRs.

I'm looking forward to summer. We're in the process of buying a new (second hand) caravan to have something comfortable to camp in at Springfield. Our poor old Zephyr - which has given us such long and faithful service at Omarama - isn't up to making the trip. A new caravan will be used at both sites and theoretically be used for weekend trips to other places. However somehow I suspect the caravan won't go anywhere else. Holidays and weekends will be spent as always, on gliding sites.

Thermals have already started popping here in Canterbury and some of the more experienced members have been enjoying cross country flights (some of them quite long flights), on a regular basis. Mike Oakley and Terry Delore have been sharing their experience with others, filling the back seats of their gliders with keen and enthusiastic club members. Terry Delore needed a BFR the other week and set a new standard for the check flight, which we are all keen to emulate. He sat our new CFI, Paul Jackson, in the back seat and flew him south a bit and north a bit and when you added all the bits together, they came to around about 1000 km. Just another day in the office for Terry. He passed his check flight.

After a stint as Mike Oakley's 'back seat ballast' Rob Kerr decided to share what he learnt from the experience. See page 28. I had a similar flight with Mike a few weeks later and can say that it is an awesome experience to fly with the big boys. They go further, faster, lower and higher than I would ever go myself. Mike is great at sharing his thought processes on what the air is doing, what he's planning to do, whether or not he's called it right, what our options are at any time and a myriad of other details about what goes into successful cross country flying. It was a cross country course in an afternoon. I enjoyed it immensely and learnt a lot. Thanks Mike.

As we gear up to the soaring season here, our European counterparts are winding down after a successful contest season. In this issue we bring you stories from the Grand Prix Final at the Wasserkuppe in Germany. This contest was combined with a celebration of 100 years of soaring on the site and sounds like it was a marvellous occasion. We are very fortunate to have well known gliding identity Italian Marina Vigorito writing the words, while German woman champion pilot Kathrin Wötzel provided the photos. This is Marina's second article for SoaringNZ. See page 12.

We also have a great story from a young Australian pilot, Matthew Scutter, who has just competed in his first international contest, the Junior World Championships – page 16. We know the magazine is called SoaringNZ but gliding is such a small sport worldwide that I feel we are more like an extended family and it's always good to hear what our cousins are up to.

To complete the international feel to this issue, our own John Coutts, now residing in South Africa, writes about a weather phenomenon called the Trough Line, that creates fantastic soaring conditions. South Africa is not well known for soaring in recent years but many long distance records have been set there in the past. On reading this story I was itching to book tickets and have a go at flying there myself. I think this would be a really interesting part of the world to explore anyway; the idea of wildlife safaris gets me really excited. Put in some stunning soaring experiences and I think it might be my ideal adventure holiday.

I'm going to do a plug here for our calendar. We have a fantastic calendar this year. I think it's the best one we have made yet. The pictures are stunning. We have also gone back to offset printing after a trial with digital printing last year. We were, just quietly, rather disappointed with the result. This year's version looks superb, high quality pictures printed properly on good quality paper - good enough to keep and frame. Calendars are ready now. They make great gifts for family and friends. Email or phone me and I can send them out straight away. See the ad on page 39.

As well as our own calendar John was invited to supply a photo for the prestigious Segelflug-Bildkalender (Sailplane Photo Calendar), 2012. It is fantastic that his work is being noticed around the world.

Enjoy the start of the season.

Stay Safe

Jill

Spring soaring at Springfield

Photo John McCaw

next issue

The start of the soaring season – competitions and courses.
Springfield development part 2.
Update on Youth Glide at a National level.

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

SoaringNZ

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ACCESS TO METFLIGHT GA IS NOW USER-PAYS

The MetService is now charging pilots for their MetFlight services. The service is now part user-pays, after the withdrawal of CAA sponsorship and no replacement funding being found. Thankfully, their general services remain free.

Any New Zealand licensed pilot requiring access to MetFlight GA for recreational flights will have to register on the user-pays MetFlight GA website to subscribe to one of the following options:

- NZ$95 plus GST for an annual subscription
- NZ$65 plus GST for a 6 month subscription
- NZ$35 plus GST for a 1 calendar month or 30 day subscription

MetService say, "In the current challenging financial climate, MetService is not in a position to fully subsidise this service. However, both MetService and the industry are very aware of the vital nature of MetFlightGA – so MetService has undertaken to continue the service from 1 July 2011 until the user pays gateway is introduced from 1 August 2011 at minimal cost to users. The minimal charges are unfortunately necessary, to ensure recreational pilots continue to have the information they need to fly safely."

SHOULD GLIDER PILOTS BE DRUG TESTED?

Back in 2003, the FAI signed up to the World Anti-Doping Agency's (WADA) Anti-Doping Administration and Management System (ADAMS). Its implementation in Europe this season has created a lot of confusion and annoyance among pilots. Plus, the question has to be asked, would drug use of any kind enhance glider pilot performance? Glider pilots already have an exemption for the WADA banned substance that we use regularly – oxygen.

International Gliding Commission (IGC) President Bob Henderson says:

> *"There is a lot of anguish and energy being expended over the out-of-competition testing situation that we all find ourselves in. I am not an expert on the WADA system – but I do think that it is "over-the-top" in terms of the demands being placed on sports that are not in the forefront of likely substance abuse.*
>
> *The FAI Executive Board has discussed this situation and I am pleased to be able to report that, our President decided to put the "out-of-competition testing" on hold until after the General Conference. This is to give us time to consult further with the NACs, Commissions and the individuals affected about what this all means, why FAI is doing it, how it will be administered and the effect on the individuals.*
>
> *I applaud this decision to put the testing on hold; for me this is the correct course of action in light of the obvious concerns that had been raised by many people."*

NEW SECRETARY GENERAL OF THE INTERNATIONAL AIR SPORTS FEDERATION (FAI) ANNOUNCED

Jean-Marc Badan (47), the previous FAI Sports Director and Deputy to the Secretary General, has been appointed as the new Secretary General of the FAI.

Badan joined the FAI more than 9 years ago, after having flown as an airline pilot for more than 10 years with the former Swissair airline. He has an extensive knowledge of the aviation industry, the Air Sports environment and more particularly, of the FAI infrastructure and governance.

On learning of his appointment, Jean-Marc Badan said: *"I am very pleased and proud to be taking over this challenging position at the FAI. The FAI and Air Sports ... still have a lot of potential for developing new and exciting events in the future. I hope that the experience I have gathered ... especially during the preparation of the 2009 FAI World Air Games, will be of value to all our air sports and members worldwide. I am looking forward to continuing to work with the FAI Family and really believe that, by joining our efforts, we are ready for take-off!"*

16TH FAI EUROPEAN GLIDING CHAMPIONSHIPS

The two 16th FAI EGC have been completed. The Open/ 18M/ 15M classes were hosted at Pociunai, Lithuania, (http://egc2011.pociunai.lt/) and the Standard/ Club/ 20M two-seater and World Classes were hosted at Nitra, Slovakia.

The Pociunai EGC was held from 26 July-14 August. Nine days flying was achieved in the Open Class and ten days in the 18M and 15M. Pilots from 20 nations competed, with 21 entries in the Open, 29 entries in the 18M and 25 entries in the 15M classes.

In contrast, the weather was most unkind to everyone at Nitra over the 15th to the 30th of July. The Standard, Club and 20M classes managed to complete four days racing, but the World Class only achieved three days racing as the competition came to a close. So, an additional task was set on the day following the official awards, in the hope that a task would be achieved to enable a World Class champion to be announced. Unfortunately, no-one was able to complete this task, with all landing out in difficult conditions. 31 pilots flew in the Standard Class, 33 in the Club, 11 in the World and 16 crews competed in the 20M class. 19 Nations were represented.

Congratulations to the organisers and the European Champions.

Open Class		
Markus Frank	Germany	EB-29
18M Class		
Karol Staryszak	Poland	ASG-29
15M Class		
Christophe Ruch	France	Ventus 2ax
Std Class		
Sebastian Kawa	Poland	Discus 2A
World Class		
Jakub Barszcz	Poland	PW 5
Club Class		
Roman Mracek	Czech Republic	Std. Cirrus
20m/Two Seater Class		
Harri Hirvola and Visa Matti Leinikki	Finland	Arcus

KLAUS OHLMANN CHASING NEW TYPE OF WORLD RECORD TITLES

German World Record holding glider pilot Klaus Ohlmann now holds World Records in the FAI 'Solar Powered Aircraft' category. On September 10 he made a 439km up to 3 turn point flight in the Alpes Maritimes in Southern France, aboard Seiko-Icaré2. He had previously set an out-and-return record of 384.4km in August.

Ohlmann raced against the weather, clock and a date, with a racing commitment stateside. He said: "Obviously, I wanted just one more go at it before the autumn, and this was the perfect ending. When you put pressure on yourself like this, you have to be careful not to take risks and to do everything right, but the weather was with us and that made the difference."

Seiko-Icaré2 is a solar powered glider built by a team at the University of Stuttgart and sponsored by the Japanese watch manufacturer. Seiko-Icaré2 generates all its energy from photovoltaic cells, which provide enough thrust to take off without a tow plane. The pilot can alternate between soaring and powered flight whilst aloft.

Ohlmann said: "Gliders are already extraordinarily efficient machines, and this is a new and almost inevitable step, not only exploiting the air heated by the sun, but also transforming the sun's rays into electric energy.

"It opens new possibilities and I am determined to add some records to my collection."

Fast and furious. Low high-speed aircraft racing creates a spectacle at Reno.

FATALITIES AT RENO AIR RACES

A preliminary report on the fatal accident is available on the National Transport Safety Board website. The aircraft, an experimental North America P-51D, N79111, impacted terrain following loss of control while manoeuvring at Reno Stead Airport, Reno, Nevada. The commercial pilot sustained fatal injuries; the airplane sustained substantial damage. Casualties on the ground included 10 fatalities and 74 injured.

This accident may well be the end of the Reno Air Races. The event is known for the death-defying danger of super fast aircraft flying low to the ground. Fatalities are not uncommon. This was however the first time that spectators have been affected.

Canterbury Gliding Club members John McCaw, Dave Tillman, and John Kokshoorn were at the event but were unharmed. Kokshoorn, was preparing to compete in a borrowed L29 jet after all modified jets, of which his own aircraft is one, were grounded due to concern over their engines. Kokshoorn had already flown the stock L29 in the qualifying rounds and he reports setting a new course record of 415.3mph. He expects this record to stand for a white as he says they got everything just right.

The L29 jet flown by John Kokshoorn.

John Kokshoorn racing against another jet.

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

NEW WORLD CLASS/PW5 RECORDS CLAIMED IN USA

Two new (previously unset) women's records by Valeria PAGET (USA)

Type of record : **Free triangle distance**
Course/location : **Longmont, CO (USA)**
Performance : **409 km**
Date : **31.07.2011**
Type of record : **Free triangle distance**
Course/location : **Waller, TX (USA)**
Performance : **416 km**
Date : **23.08.2011**

Two World Class/PW5 records by William B. SNEAD (USA) in one flight

Date: **10.07.2011**
Course/location : **Briggs, TX (USA)**
Type of record : **Free distance using up to 3 turn points**
Performance : **814 km**
Current record : **771.74 km (22.07.2001 - William B. SNEAD, USA)**
Type of record : **Free Distance**
Performance : **793 km**
Current record : **741.57 km (22.07.2001 - William B. SNEAD, USA)**

SOARINGCAFÉ.COM TURNS ONE

If you're friends with gliding people on Facebook, you've probably seen links to the Café. You may be one of those people who spends lots of time online, surfing gliding sites, in which case you'll have found it already, but if you haven't seen it before, go and have a look at SoaringCafe.com

They say: SoaringCafe.com, (is) the world's first and foremost site for information, news, feature articles and events revolving specifically around and for the soaring community. Featuring the latest and most up-to-date information possible, SoaringCafe.com brings you a wealth of content that will help you keep abreast of world events, happenings, product reviews and interesting stories from soaring enthusiasts and practitioners around the globe. Plus, you can find the latest in technological advances in soaring equipment and planes that can help you become better informed when making decisions regarding your personal soaring activities.

You can sign in to your own account to receive notifications of news and events but they are also delighted to receive articles and news from any glider pilot with something to say. There are drop down links to lists of articles, including the top 20 posts.

ASH26 E CATCHES FIRE

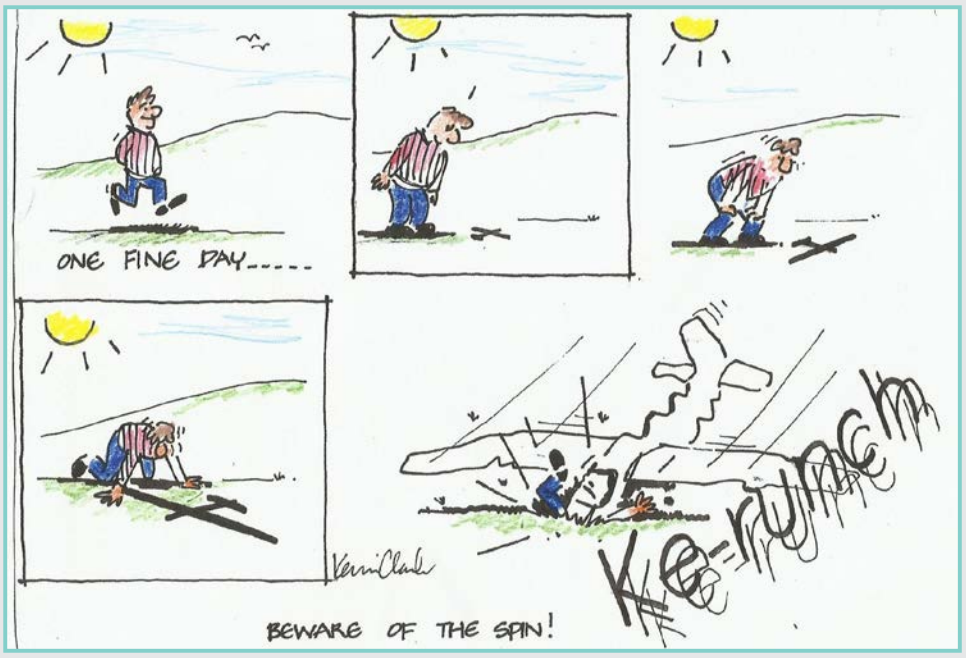
British pilot Jon Wand had an extremely close call in his ASH26 E when a fire occurred in the engine bay while on a short flight. Two minutes after landing, the fuselage fractured. He describes what happened.

The engine was operating normally and had been retracted for about 30 minutes, (after cooling for two minutes) before I decided to land. I was unaware of the red LED flashing until after I heard a bang coming from the rear of the fuselage, at 300 feet, on finals. I then saw the LED flashing, landed normally and the fire was put out within about two or three minutes of landing. The fuselage broke in two as the fire was being extinguished.

The bang I heard was, in retrospect, the first sign of fuselage failure. We will never know the cause of the fire. I think it is most likely that it was a fuel leak, since it is likely that the fire started (I assume) sometime after engine shutdown. However I am sure that the fire had been going for a while before I became aware of it. I recommend that a horn fire warning, in addition to the LED, should be mandatory, since the flashing LED - especially in strong sunlight - is unlikely to be seen.

I missed in-flight catastrophic fuselage failure by a minute or two, maximum.

Introducing cartoonist KEVIN CLARK from Wairarapa



FROM AN INSIDE SOURCE AT SPIDERTRACKS

Spidertracks is going well – the Alaska State Government issued a directive on 1 May that ALL aircraft carrying government employees had to also carry an Iridium based satellite tracker – as you might imagine we've been fairly busy! The good thing about this is that they didn't bother to require that the aircraft carry 406 ELTs, they just by-passed the whole ELT issue and went straight to trackers.

In the gliding world, we provided the tracking service for the FAI Grand Prix in Chile earlier this year, and are finding increasing interest from the top levels of gliding. SPOT is still going to beat us at the lower level though.

FATALITIES CAUSE CANCELLATION OF PARAGLIDING WORLD CHAMPS

The 12th World Paragliding Champs in Spain were cancelled by FAI after only one day, due to two fatalities and five reserve deployments. This suspension means that paragliders classified as Competition Class under the FAI Sporting Code are not permitted to fly in FAI Category 1 championships for the period of the suspension. In August, the FAI announced that a Paragliding Competitions Safety Task Force has been formally appointed and approved.

The handling of the inquiries and safety recommendation after this event will be of interest to all FAI run aviation sports.

MORNING GLORY SEASON SEES SOME GREAT FLYING

Our Australian correspondent Al Sim has sent in this wonderful photo of soaring a Glory wave in the Gulf of Carpentaria at the end of September. Sim and others regularly travel north to base themselves in Burketown, hoping to catch these most awesome waves in the sky. Morning Glories are a little understood weather phenomenon, caused by seabreeze influences in the Gulf. They only occur during a short period between mid September and November and roll inland from the Gulf in the early morning. Glory clouds can be up to 1000 km long, 1000 to 2000 metres high and move across the ground at speeds of up to 60 km/h. We have run a previous story of a Glory expedition in issue 7.

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FAI WORLD GRAND PRIX
WASSERKUPPE 20-31 AUGUST 2011

Our European correspondent was particularly close to the action during the Fédération Aéronautique Internationale (FAI) World Final Grand Prix Gliding in Germany in July. Her husband, Italian Giorgio Galetto was competing, having qualified by winning the Italian GrandPrix in May. Galetto eventually won the final.

In July 2011, it was exactly 100 years since the first glider flights were made in Wasserkuppe, Germany. In memory of these pioneers, the International Gliding Commission (IGC) decided to hold the 4th World Finals of the Grand Prix Gliding at the beautiful Wasserkuppe airport near Frankfurt.

The Grand Prix was born in early 2000, when the IGC created this type of competition in order to make the wonderful sport of gliding more understandable to the general public by simplifying the rules and adopting a scoring system similar to that of Formula One motor racing.

The maximum number of participants is limited to 20 gliders, while all gliders are 15m class. Once in the air, all pilots start together and the winner is the first across the finish line after completing the assigned task.

The gliders are equipped with a tracking system for flight data and one or more cameras. The data is sent to the ground and processed by software specially created for this purpose, then projected onto a screen at the airport and streamed live on the event website. A mix of data (altitude, ground speed and climb rate), pictures and live commentary makes the competition very exciting for the spectators.

At the 2011 FAI World Championship Grand Prix there were 19 pilots from 9 countries (Austria, Australia, Chile, France, Finland, Germany, Italy, Czech Rep. and Poland). Giorgio Galetto, the well known Italian, won the FAI World Grand Prix. This was the second FAI Gold Medal to be held in Germany, the other going to the winner of the World Gliding Championship in Bayreuth in 1999.

From the very first day, Giorgio was locked in a thrilling neck and neck race with the young German pilot Sebastian Nägel, which saw them fight until the last day, when the older, more experienced Italian pilot was able to get back to the airfield, despite the very marginal weather. Poor weather dominated the greater part of the week.

Final glide of Giorgio Galetto

Photo Kathrin Wötzel

By Marina Vigorito

Photo Marina Vigorito

Photo Marina Vigorito

Photo Kathrin Wötzel

Photo Kathrin Wötzel

Preparing for launch

Photo Kathrin Wötzel

The Wasserkuppe is considered the cradle of gliding. The first glider flights began from the site in 1911, when a group of young students from Darmstadt made the first hops in self built flying contraptions and achieved distances of 250 m (2½ football fields). A year later they reached 800m and set a world record. Interest in soaring grew in 1918, when the Treaty of Versailles limited the production and use of powered aircraft in Germany. In the mid '20s the first meetings were organised with the aim of comparing the various technical solutions and by the '30s these gatherings had an international following. The first world championship was organised in 1937.

The recently restored Gliding Museum at Wasserkuppe is one of the most interesting and finest museums dedicated to gliding. It includes replicas of the first flying machines used by the true pioneer of gliding, Otto Lilienthal. Lilienthal was making his first flight experiments by 1891. On August 9, 1896 a gust of wind broke one of his wings and he fell 17 feet, breaking his spine. He died the next day saying "Sacrifices must be accepted!" The IGC's highest award is named in his honour. To honour the history of gliding at the site, a fringe programme involving twelve vintage gliders ran in conjunction to the GrandPrix, giving spectators and competitors a taste of how far the sport has come.

Results

1	Giorgio Galetto	(ITA)
2	Sebastian Nägel	(GER)
3	Peter Hartmann	(AUT)

Photo Kathrin Wötzel

Photo Kathrin Wötzel

Pilot: Giorgio Galetto from Italy

Competition Pilots Try Vintage Gliders

Pilot Didier Hauss

I have done the longest flight of the day: 23 sec!! Tilo Holighaus

Brian Spreckley flies the beautiful Minimoa

Take off of "Hol's der Teufel", Pilot Tilo Holighaus

Pilot in "Hol's der Teufel": Tilo Holighaus

SG 38 on final glide

Pilot: Uli Schwenk

Photos **Kathrin Wötzel**

JUNIOR WORLD CHAMPIONSHIPS

By Matthew Scutter

Matthew, from South Australia, placed well in the Australian Junior Nationals and Club Class Nationals before going on to represent Australia at the Junior Worlds. He started gliding three years ago, looking for an affordable way to learn to fly powered aircraft, but was hooked on soaring and has never looked back. He greatly enjoys cross country and competition soaring, and spends most weekends flying his LS4 from his home club, Adelaide Soaring Club.

There were no New Zealand pilots competing in the Junior World Championships however several competitors do have a New Zealand connection. Devin Bargainnier - USA, Luke Dale - UK, and Gabriel Briffe - France are all young people who have spent time working for Gavin Wills at GlideOmarama. Gabriel Briffe placed second in the Club Class. With no New Zealander to do the job, *SoaringNZ* asked young Australian pilot Matthew Scutter to report on the contest.

This year I was lucky enough to attend the Junior World Gliding Championships in Musbach, Germany with three other Australian pilots (Nathan 'Jonno' Johnson, Andrew Maddocks and Nick Maddocks), and a selection of Australia's finest support crew: Team Captain Mandy Temple, Coach Peter Temple and Weatherman Alex Wallis.

Preparation began at Squad Week (training camp for those competing at the Worlds), hosted by Bruce and Anita Taylor at their ranch in Kentucky, New South Wales, a hop, skip and 1650km drive from my home club, Adelaide Soaring Club. Kentucky was chosen for its terrain and weather conditions - the closest in Australia to

Gridding in the fog at 11am

Repairing the aileron in the hallway of Stuttgart University"

Soaring above the clouds

what we might find in Germany: varying elevation, swathes of small paddocks, significant patches of unlandable terrain and conditions prime for the formation of convergences. 'Fortunately' the weather cooperated and we had poor to mediocre flying conditions most days, which proved excellent training for what we were to encounter in Germany. We did have one day where a stellar convergence line formed and everyone had several hours flying up the face of the clouds to 10,000ft - except myself, having outlanded earlier that day! Squad Week was the last significant training opportunity before the Junior Worlds, and tasking into the 2000 - 4000ft conditions helped me mentally change gears before heading over.

The plan was to arrive two weeks early, to get some practice in the local area and in the glider I was going to fly in the Junior Worlds. I had hired an LS1-f, thinking it would be similar to the LS4 I fly in Australia, while still having a competitive handicap in Club Class. We didn't get much flying in the first week as unfortunately the weather didn't cooperate. We did have the chance to sort out a few issues with the aircraft, such as one aileron jamming on ¾ deflection on the outer tip and then twisting to full deflection at the pushrod! In this area the Europeans had the edge on us, we had to hire or borrow everything, usually on nothing more than the owner's word that it was in top condition. In this case the owner wasn't even aware of the problem, but we still paid out of our pocket to have it fixed. You really can't budget for things like this!

The following week I had planned to attend a local competition at a site called Klippeneck. Klippeneck has the best facilities of any gliding club I've come across. The level of organization was phenomenal - catering and entertainment every night, on field accommodation for everyone and 100 trailer tie downs where everyone could rig and derig simultaneously. (In Germany, gliders are usually derigged each night because of the moisture.) Klippeneck itself is in a unique location, perched on the edge of the Swabian Alb, a long thin plateau of raised (1200 ft) terrain with large, flat paddocks on top. Being on the edge allows gliders to be winch launched off the side of the plateau, where they can either ridge soar the side of the plateau or head out into the valley. Unfortunately the regatta did not last very long. On the first day of flying a German pilot flying a Ventus cM crashed into a paddock and was killed. The competition was subsequently cancelled - launches still available for the remainder, but no more scoring. The majority of the other competitors went home over the following two days. This put a somber mood on what was an otherwise fantastic atmosphere for a competition. I very much enjoyed the evenings at Klippeneck and I hope to make my way back to the annual regatta sometime in the future.

After leaving Klippeneck, we headed directly for Musbach to


Photo Grant Johnson

Poms enjoying the warm weather

settle into our accommodation and try to do some flying from the site before the Junior Worlds started. Musbach itself is to the east of Stuttgart, on the edge of the Black Forest. The tasking area is mostly southwest along the Black Forest, northeast along the Swabian Alb and then back across the valley to Musbach. We flew that same task every competition day!

We were able to get one practice day in at Musbach during which Nathan and I flew together and did quite well. While we had decided to not 'pair fly', we were certainly team flying - constantly relaying information between each other and mostly staying within sight of each other.

We had originally planned to go back to our accommodation after briefing at the airfield each day to prepare for our flights, talk strategies with our coach and get our personal weather briefing, but this wasn't possible on any day. Gridding and first launch would always be as early as possible after morning briefing (often in thick fog), and then first launch would be slowly pushed back fifteen minutes at a time until either we launched or it was too late to set a task. This made for very long days sitting on the grid watching the weather develop and collapse. Given the poor weather prospects for the week, the organisers seemed very keen to get us to fly regardless of whether the task was possible. There were several days where no one completed the task, and only on 3 days did less than 50% of the field outland. Cloud bases were usually between 2000 ft AGL and 3500 ft AGL, with climbs varying from 1kt to 8kts. We only had one 'true blue' day, which was cancelled shortly after launch unfortunately - we have a lot of blue days in South Australia, so I had been looking forward to a bit of home field advantage.

Flying with so many other gliders at once was an incredible experience. Seeing 25 gliders fan out in front of you and watching which of the half a dozen routes taken between them paid off and which didn't, taught me a lot about picking my routes and feeling the air. I spent a lot of time loosely following the German and Dutch teams and was blown away by how far off track they would deviate towards promising cumulus. I think the reasoning was that when there is such a variety of climb strengths within a local area and such low cloud bases, flying on track will often only let you pick between one or two thermals but with large deviations you can make that four or five thermals sampled and find the strong climb, while those who took smaller deviations have fewer choices and may end up in something weaker. The Dutch team in particular seemed to have climbing up the face of clouds down to an art form and I watched them slipping up the side of a cumulus many times.

Outlandings were always tricky (compared to what we are used to at home!) but for the most part were not a problem. Unfortunately, on the second to last day of flying, I hit a large sewerage trench in a paddock deep in the Black Forest, which broke off an undercarriage door and put a pair of large cracks in the forward fuselage which needed to be repaired. Due to the sudden impact, I was taken to hospital where I had a dozen x-rays and an ultrasound, to later be given the all clear. Not flying the last day dragged my scores down quite a bit and certainly took the wind out of my sails for a few days.

In the end, Nathan placed 17/44 and I placed 27/44 in Club Class, which I was quite happy with for my first world competition.

The atmosphere in the evenings was terrific - being around so many glider pilots your own age is an experience you simply can't find anywhere else. The opening night in particular was spectacular, a huge stage with a band was set up in the middle of town and the whole town was invited to come and join the party. 5000 people were anticipated, but I expect it was quite a bit less than that due to the poor weather, but still a huge turnout! There were also two 'international nights' where all the different countries cooked foods from their homeland and we all shared a communal dinner.

A huge thanks goes to the GFA (and its members), the Australian Junior Gliding Club, Adelaide Soaring Club, and many, many others who helped me get to Germany and have this fantastic experience which will stay with me for life. I hope to see some New Zealanders there next time around!

Results

Standard Class

1	Felipe Levin	Germany	Discus 2a	3832
2	Lukasz Grabowski	Poland	LS 8	3352
3	Jon Erik Lygren	Norway	LS 8	3341

Club Class

1	Tim Kuijpers	The Netherland	StdCirrus	4536
2	Alexander Späth	Germany	Std. Cirrus	4508
3	Tobias Welsch	Germany	Std. Cirrus	4504

WHAT TO DO WITH DEAD BLANIKS

PROJECT PHOENIX

In September, Luke Tiller sent the following proposal to the Marlborough Gliding Club. The club has three, now defunct, Blaniks. Luke has some interesting ideas on what can be done with them. Luke is a Marlborough club member and Pilot Officer and Unit Training Officer for No. 27 Squadron, Air Training Corps, NZ Cadet Forces.

Project Aim:

Finding beneficial training uses for the Blanik airframes.

Situation:

At the present time, MGC has possession of 3 Blanik airframes.

Blanik A	GKN	– complete airframe.
Blanik B	GOY	– damaged airframe.
Blanik C	GPJ	– fuselage and wing (?)

This proposal assumes the near certain predicament that all Blanik airframes become permanently grounded. However, there may be some use for them as ground based training aids, also doubling as a gliding club 'awareness' recruiting tool, among our target market of aviation orientated youth, <18, and 18-25.

Blanik GKN

In the event that all Blaniks become permanently grounded as per EU ruling, GKN could be used as a complete airframe training aid, for assembly by Nelson Marlborough Institute of Technology aircraft tech students. This would be an ideal training aid, showing the makeup and construction of an all metal airframe, i.e. students can rig the glider together, and learn about airframe construction and control connections.

This glider airframe would also serve a dual purpose of presenting the glider as a real example, and 'seeding the awareness' of gliding as a sport amongst a target audience of students: 18-25 yrs.

Blanik GPJ

It is possible that the cockpit section of GPJ, can form the basis for a two person flight simulator for ATC cadets. The simulator would teach the cadets about piloting an aircraft and also navigating a flight plan/task from the rear seat. This would be achieved using widely available flight sim computer software and control sensor hardware built into the simulator around the Blanik fuselage.

This Blanik based simulator would achieve the aim of assisting our aviation training syllabus across all 3 years of the ATC training programme. The added bonus is that cadets become familiar with gliding and are pre-prepared before attending our gliding club or national gliding camp.

The Blanik when used as a gliding sim can also be used as an ab-initio trainer as a precursor before stepping into a real glider for pre-solo training.

This would undoubtedly provide real attraction for an ATC Southern Area (i.e. Omaka) based national gliding camp. (use sim on rain days etc ...)

Blanik GOY

Controls and seating can be obtained for use in the Blanik Simulator.

A wing or part section of a wing can also be used as a training aid for aircraft construction teachings, aerofoil design.

ATC 3 year Aviation Training Syllabus.

(The selected subjects below are relevant to the Blanik Sim used as a training aid:

= NZQA unit standard applied.

=ATC supplementary training.

Year 1.

-Aircraft construction.

-Aircraft parts.

-Effects of controls, axis of movement.

Year 2.

-Cockpit layout, instrumentation.

-Circuits.

-Attendance at National Aviation/Gliding camp.

Year 3.

-Air Navigation.

-Flight Planning.

-Crew Resource Management (working together to navigate a virtual sortie).

I was asked if I would write an article on what modern cognitive science can tell us about how to fly better. Rather than invent the wheel, I thought I really couldn't improve on an article which first appeared in Soaring about 20 years ago. It was reprinted in the Canadian journal *Free Flight*. The author, Alan Reefer makes the point so well that in our sport, indeed in any non-contact sport, you can never beat the competition – you can only perform to your potential and trust that on the day your performance will be better than your opponent(s). About the time the article appeared, Timothy Gallway had written a popular book called "The Inner Game of Tennis" in which he identified that match performance was largely about letting the 'skilled unconscious' play the match for you. Unfortunately, most of us are in fact skilful at doing just the opposite – trying to will ourselves to do things through conscious and active control. This article picks up on the 'inner game' idea and contains terrific advice for all flying, not just for the competition pilot."

Contributed by SQNLDR Allan Baker. Now the RNZAF Human Factors specialist based at Aviation Medicine Unit. Allan used to be a 'C' cat and tow pilot back in the '70s and '80s for Canterbury and Auckland clubs.

THE INNER GAME

By Alan Reeter

Cross-country soaring requires only minimal physical strength and agility, but no other sport requires such prolonged, uninterrupted mental effort. In addition, in a competition this effort must be sustained for three to seven hours a day, for five to nine days.

Every sport is unique, but soaring is unusual in its reliance on brain versus muscle. So, mental techniques that work in other, less cerebral, sports should have application in soaring. The techniques most applicable to soaring are the ones which work for sports requiring a high degree of skill rather than effort. Every pilot is unique - what works for one pilot, or even the majority of pilots, may work differently for you. What works for you on one day may not work as well the next. It is up to each individual to discover what does and does not create the mental state that enhances performance. Let me introduce a fictitious pilot named Bob. Last year, Bob refined his racing equipment and even installed a MegaData 2000 in his glider. However, this year Bob began studying and refining mental techniques.

Motivation

Bob understands that longevity in the sport is necessary to acquire advanced soaring skills. Many new racing and cross-country pilots start out progressing quickly but over time, they may become disappointed with their rate of progress. They become frustrated with themselves when they make mistakes. It's not surprising that motivation wanes and skills plateau well before pilots reach their potential. Slow learning, plateauing, and burnout can often be traced to the pilot's motivational style. Like most, Bob grew up with a motivational style that focuses on negative consequences. From an early age, he heard admonitions such as, "You'd better work hard or else ..." For most of his life, Bob didn't question this style — it works a lot better than having no motivation. But over time, Bob's

self imposed pressure to achieve started to take a toll. Practising became less enjoyable.

Most elite performers are positively motivated. They are attracted to goals, not pressured. Most importantly, they enjoy the process of improving their skills. This goes deep. Positively motivated people aren't just interested in the momentary rush of the win. They enjoy getting there. They don't get as fatigued and learn more, faster, because the process is enjoyable. This strengthens their motivation. This year Bob began to consciously change his motivational style. He reminded himself that soaring is a wonderful privilege and experience. He tried to see mistakes as discoveries which would lead to improved future performance. He looked forward to challenges. When he did something well, he took the time to savour the experience. He also set goals which enhanced his motivation.

Goal Setting

Bob always knew that goal setting is important to maintaining motivation. Achieving even small goals provides positive reinforcement. Goals also pull you out of your comfort zone and help you focus your efforts. Seeing improvement is a strong motivator. Bob also knew to set goals that are attainable. Earlier, he didn't grasp the full implications of this. His goals often included external factors that he could not possibly control. For example, Bob used to set goals such as winning the Region 14 Championships. Such goals include many external factors related to other competitors, officials, equipment and weather. Including external events in goals has three negative consequences:

- During practice, you may speculate about the skill of the competition. This will distract you from working on something you can control – your personal skill.
- During the event, you will be tempted to 'turn around and look at the competition' instead of flying your glider.
- After the event, you will feel discouraged if you don't win, even though the fault may be completely out of your control. Your motivation and faith in the training process will suffer.

Try to set goals that include only those things you can control. Such goals will focus your attention on your skills, that is, personal mastery. This year Bob set several goals. One was to learn to locate thermal centres within the first 45 degrees of the turn. Another was to use sixty percent of the lift band during each flight. Although not stated explicitly, achieving these goals is likely to give Bob the same results that he previously desired - winning the Regionals.

Personal Mastery

Jerry May, Professor of Psychiatry at the University of Nevada said, "The best competitors ... forget who they are competing against, because they're so focused on achieving their own goals." When you strive for personal mastery you'll be focused on the task at hand instead of winning a trophy. Think about it - these are different goals. Zen in the Art of Archery by Eugen Herrigel (Pantheon 1953) is a good motivational primer on mastery. You may want to get a copy.

Optimism

Sport observers are aware that good athletes tend to be optimists. In soaring, good pilots seem to be more optimistic than average about the upcoming lift conditions, speeds for the day, etc. In Learned Optimism (Alfred A. Knopf, 1991), Martin Seligman, PhD, makes a compelling case that being optimistic significantly increases our chances of succeeding. He also believes that we can learn to become more optimistic. Optimism is the result of a positive self-explanatory style. Our self-explanatory style is the way in which we explain our performance or other events to ourselves. Compare Bob's explanatory style this year to previous years. As he climbed out of holes in previous years, Bob typically thought, "I'm always screwing up everything." He felt discouraged. This year he thinks, "Everyone hits holes occasionally, but I made a great save." His outlook is positive, even after a near landout. He is relaxed, energized and eager to move down course to the next challenge. Imagine the cumulative effects of these two explanatory styles over the course of a long contest.

One way to enhance awareness of explanatory style is to understand the vocabulary. There are three dimensions to a self-explanation: personalness, pervasiveness, and permanence. An explanation is personal when the pilot attributes the event to some personal trait: "I pulled off a great save" or "I screwed up." The alternative is to attribute the event to something external, such as luck or the weather. An explanation is pervasive when the pilot interprets the single event as evidence of general ability, or of inability. An explanation implies permanence when the pilot interprets the single event as evidence that the skill, or lack of skill, will continue into the future.

We can analyze Bob's self-explanation of a bad event using this model: Pessimist Bob, of previous years, thinks, "I'm always screwing up everything." Here, Bob is telling himself that the event is due to a personal defect, and the defect is pervasive and permanent. Optimist Bob, of this year, thinks, "Everyone hits holes occasionally." Here Bob attributes the bad event to something separate from him. It's not a personal inability, it's not pervasive, and it's temporary. Here's how Bob interprets a very good event: Pessimist Bob thinks, "Gosh, I lucked out that time." Bob is not accepting credit, and the good event was temporary. Optimist Bob thinks, "Hey, I made a good decision again." Bob's taking personal credit. His ability is pervasive and permanent.

Optimists learn faster. Several decades worth of research show that positive reinforcement results in faster learning. The optimist recovers from bad events quickly. The event is shrugged off as not being personally relevant. Attention shifts to the next challenge. The pessimist tends to get wrapped up in the personal failure. Attention is focussed inward. There is a major caveat — learning requires that we accurately see what we do correctly and what we don't. A person who is slow to accept credit for mistakes or who fails to recognise the accomplishments of others has a learning handicap. Seligman's book includes a self test that you can use to evaluate your explanatory style. He also includes suggestions for changing your explanatory style.

article to be continued next issue

"The best competitors ... forget who they are competing against, because they're so focused on achieving their own goals."

THE MAGIC OF THE TROUGH LINE SOARING IN SOUTH AFRICA

By John Coutts

I met my wife while we were living in London. We decided that after getting married we would live in Johannesburg for a year or two, before moving on to Auckland to settle down. However, some years later, (eight to be precise) three kids, a business and a mortgage mean that we could be here for a little longer than anticipated. It's not all bad though, as we have some of the best thermal conditions in the world and many world records were set here until Klaus Ohlmann started re-writing the record book in Argentina.

The South African gliding fraternity is quite a bit smaller than in New Zealand, with only about 500 members. There is the Johannesburg club, (Magalies Gliding Club) which at one stage was reputedly the largest in the Southern Hemisphere, but these days is probably about the same size as the Auckland Gliding Club, with about 150 members. There are quite a few smaller clubs, but in total probably only about six or eight that would operate regularly on the weekend. I am currently flying from the Potchefstroom club, which is home to the JS 1 Revelation. It's a very small club, with only 25 members and we fly only on Saturdays but including myself, there are two former world champions, the current 18m vice-champion and Uys Jonker and his brother Attie, who placed 5th at the 2003 World Champs. Coincidently, Attie and Uys Jonker are the creators of the JS 1 sailplane.

It's actually very surprising how small the soaring fraternity in South Africa is, considering the brilliant weather and length of the soaring season available. Johannesburg is at the same latitude as Brisbane and is close enough to the equator to get good soaring conditions year round. It is possible to fly 300 km or more every month of the year and even in winter we can get fantastic conditions. Just this July, we had a day of 7,000 ft cloud bases, 8kt climbs and it was possible to fly 300 km at over 135 kph. Our winters are normally cool and dry and sometimes without rain for almost six months. In fact, about five years ago, I remember not seeing a single cumulus cloud – or anything that could produce an ounce of rain, for over five months. The winter conditions are typically short, with a two or three hour soaring window and weak blue thermals, which can still allow flights over 300 km on the best days.

The best weather is situated to the south-west of Johannesburg by about 200 – 300 km and the best time is between November and January. All but the coastal regions enjoy excellent soaring conditions at some point during the course of the year. In a geographical sense, most of South Africa consists of a plateau which ranges from 3,000 ft to 6,000 ft in elevation, although to the eye it can look as flat as the Canterbury Plains. Over a relatively short distance, a collision of moist and dry air takes place and this is what can make flying conditions in South Africa so amazing. This is sometimes referred to as the Trough Line, and Helmuth Fisher, the current holder of the world 1000 km triangle speed record at 169 kph, wrote an interesting article about it – see The Gariep Dam gliding web site gariepgliding.com. The story is found on the Weather Conditions page. Dry air from the Atlantic high, which is

Every part of the world has its own unique soaring characteristics. John Coutts describes a weather phenomenon known as the Trough Line that occurs in South Africa and shares some of his gliding experiences in that country.

Sebastian Kawa at Tswalu

almost a constant meteorological feature sitting to the west of South Africa, collides with moister air that is drawn down from Central Africa, through Zimbabwe and Botswana.

Moist is a relative term, as the soaring can still be very good, although the cloud bases will only be perhaps 5,000 – 7,000 ft above ground and the higher dew points provide additional energy and instability, to produce regular afternoon thunderstorms. Anyone who has been to Johannesburg over the summer period will tell you that the area seems to get hit by a thunderstorm almost every afternoon. The average rainfall in Johannesburg is almost 1000mm a year, and travelling south-west the rate drops to less than 400 mm in the space of 250 km. When travelling in this direction, there is a noticeable change in the terrain, with many corn and crop farms giving way to cattle and then semi desert land, which in many areas appears to not be farmed at all. In essence, it is much the same effect that can be seen in the vegetation when travelling from the West Coast to Omarama, although the area is completely flat.

This trough line probably only occurs on half of the days over summer and its location can fluctuate from over Johannesburg, almost to Cape Town, which is over 1200 kms away. However, its normal location is about 250 km to the southwest of Johannesburg and it runs in a roughly northwest - southeast line, producing a development similar in appearance and effect to a sea breeze front. On the western (dry) side, the cloud base can be 17,000 – 18,000 ft, going to blue thermals the further west you travel. At the convergence, the cloud base drops down to perhaps 12,000 ft, in a standard sea breeze fashion with the best lift being right up against the dags. It can be possible to fly hundreds of kilometres without turning.

Two years ago I managed to exploit such a day to fly over 1250 km in my old ASW 20. I took off from Gariep Dam, which is generally regarded as the best place for soaring in South Africa and the site where Helmuth flew his world record. The day started later than expected and it was almost 12.00pm before conditions were strong enough to leave on task. Bear in mind that there is no daylight saving in South Africa, so 12.00pm is actually the same as 1.00pm in NZ. I had no pre-declared task but thought that conditions may be suitable for a 1000 km out and return.

It's normal to head east first, to let the prevailing westerly winds carry you until the conditions improve for the big push westwards into wind. Soon the tell tale signs of the trough line were evident and I intersected it almost 200 km downwind to the southeast. I turned to the northwest and the conditions just got better and better, with the cloud base lifting to over 18,000 ft (over 14,000 ft above the ground) and when I stopped to climb, the lift was almost always more than 10 kts and a few times the average peaked at 14 kts.

I turned 300 km to the north west of Gariep Dam, (700 kilometres completed at 4.30pm local time, with three hours to sunset)


Photo Sebastian Kawa

A good day over the Kalahari

to see the most amazing sky I have ever seen. The front was now fully developed and stretched far off to the horizon, dead on track for home. Like Omarama, the dry air produces excellent visibility and you can see more than 200 kilometres. In only one and a half hours I was back at home but still at 15,000 ft and with the front still stretching off over the horizon, I flew another 100 km to the east, before turning back to make it home before sunset. I stopped just once, to climb in the last 550 km.

Another interesting day occurred on the practice day of our most recent National Championships at Welkom. Welkom is the Afrikaans word for welcome and is a mining town 150 km to the southwest of Johannesburg. The town had its hey day during the '60s, '70s and '80s, when the gold price was high and the mine yields were good. The mines have just about been exhausted now and the town is a shadow of its former self. They built dual carriageways everywhere and an international airport capable of accommodating 737s to ferry the bullion out. Now the council doesn't even have money to cut the grass at the airfield, let alone maintain it to operational status. The airfield comes with a control tower and terminal building, which lies vacant awaiting our annual return.

Unfortunately Welkom lies just inside the moist side of the trough line and therefore through December we have to contend with thunderstorms on an almost daily basis. However these thunderstorms make for some interesting and technical flying. A by-product of the thunderstorm is rapidly descending air close to the heaviest rain or hail, and this downburst of cool air literally hits the ground and radiates out in front of the storm. This jet of air races in front of the storm at speeds of up to 60 kph or more, undercutting the warm air and forcing it to rise in much the same way as a sea breeze front does, albeit at a much faster pace. The wind lifts dust off the fields – especially at this time of year, as many crops are still yet to germinate, and produces a wall of dust that marches across the countryside just in front of the storm.

On this particular day I was flying with Mark Holiday, who flew in the Omarama Grand Prix in 2007. The day was weak and windy and an official practice task cancelled, but Mark and I decided to try nonetheless. A few hours later and barely 100 km into the stiff breeze, I noted that some thick cirrus was drifting in from the west (the weather systems generally come from the west like they do in NZ) and if we didn't head home soon, the cirrus would kill the thermal activity.

We headed for home and now firmly under solid cirrus overcast, we managed to just climb onto final glide, but I decided to throw a spanner into the works. I had noted well defined mammatus clouds seemingly falling out of the cirrus and remarked that there must be a storm producing it and it would be rude not to check it out. The visibility was unusually bad and we flew directly into the gloom, delicately extracting the last remnants of energy out of a collapsing cloud street. Eventually I could see a bit of definition in the distance and the odd lightning strike convinced me that we were going to find what we were looking for.

It was only about 20 km out that we decided the storm did have a defined soarable front and that it was safe to increase speed. Eventually I was doing about 130 kts and was at 2,000 ft AGL when I hit the front. I pulled up and it only took about six turns before I reached cloud base at 6,000 ft with the averager settled at 16 knots up.

We turned and started running the front at just below VNE. In fact, you needed to fly a little bit out from the front, as the lift was so strong that it was not possible to stay below cloud base. In no time at all we were 200 km from home, with the front still stretching away towards the horizon. Sadly we had to head home, because once the front passed over Welkom it would be too dangerous to land there. The 200 km trip home took just under 45 minutes, with an average ground speed of around 270 kph. In fact, the whole jaunt up and down the front of about 250 km was done in just over an hour and at one point Mark had a ground speed of 396 kph. Mark's trace can be seen on the Online Contest Site. Search Mark Holliday (ZA) 12.12.2010

Unfortunately, the sink was so severe when we left the front that Mark actually landed about three kilometres short of the airfield. I chickened out early and went back to the front to top up, to make sure I had an easy glide home. What made this day so special was the strength and length of the storm front, which I believe was actually energised by a weak cold front system.

There are two commercially run gliding operations in South Africa which run for the summer soaring period of November, December and January. The first operation is run by Dick Bradley in Bloemfontein, which offers excellent soaring and also excellent out landing possibilities. The area is forgiving enough that first cross country pilots could go there to do their 300 or 500 km diamonds easily and safely. Dick provides all the support, encouragement and suitable aircraft from LS4s up to the latest 18 m machines.

L: Heading for a gust(dust) front. The dags can be seen directly in front of the glider and to the lower left side of the picture you can see the face of the dust storm wedging under the warmer air to the extreme left of the picture. The main rain band is on the right hand side of the photo with some nasty sink. R: soaring up against the dags.

The more experienced cross country pilots could try Gariep Dam, which is run by Martin Leslie. Although Gariep dam is only about 180 km south of Bloemfontein, it is that much further into the Karoo desert, where there is only cattle and sheep farming. Out landing is by way of airfields or known airstrips. To the west, civilisation is sparse and it could be 100 km or more between safe out landing spots. The weather is normally better there though and out landing is almost a nonexistent possibility. That said, you still need to be prepared, confident, aware of the conditions, threat of storms and constantly re-evaluating your safety options. In essence, if you are confident in Omarama then you could also fly confidently at Gariep.

Dick Bradley – Bloemfontein www.soaring-safaris.com

Martin Leslie – Gariep Dam www.gariepgliding.com

Please don't hesitate to contact me if you need any further encouragement to try the magic of the Trough Line for yourself. And one final note – the crime. Yes, South Africa is more dangerous than NZ or Australia, but this is really limited to the main centres. Once you are out in country, the people are very friendly and you will feel safe wherever you may outland!

Uys Jonker, One of the Jonker brothers in formation during the last years Welkom Nationals

Soaring NZ

HIstoric and beautiful Minimoa winch launching at the 100 Years of Soaring Celebrations at Wasserkuppe in Germany.

Photo Kathrin Wötzel

FLYING WITH A

Rob Kerr was fortunate enough to be ballast for Mike Oakley in his ASH25 a few weeks ago, during perfect spring soaring conditions. To encourage people to get out and flying, Terry Delore has been setting tasks for those who want to give it a try. Mike and Rob didn't quite make it round but enjoyed their flight anyway.

PRO

By Rob Kerr

The Trip

We flew from Springfield - Canterbury's new soaring site, north over the Waimakariri River into Lees Valley and then into the Hanmer Basin. We turned back south to run down the Puketeraki and Torlesse Ranges over Porter Heights, Lake Coleridge and almost to Mt Hutt. Since we didn't have the advantage of Terry Delore's 'Little Helper', we decided not to try for the last turn-point at Pudding Hill, and headed home for beer and BBQ. Over three hours of soaring between 5000 - 7000 feet, and we didn't crash once!

The ship

One thing I learnt was how flexible the ASH's wings are. Looking to the side, it was easy to see if we were going up or down – it's unnerving at first how much the wings bend, but the craft is so fantastic, it was hard to find sink sometimes. It takes a bit more effort to get the wings over (in a turn) compared to other gliders I have flown, but is an order of magnitude quieter than the Grobs unless, of course, some tape comes loose! (But that was only a problem above 70 knots.) I put a little more pocket money in my savings account that night towards my own glider (although I suspect my wife took it out again).

The clouds

I like clouds. The value of a flight like this for this low-hours pilot were the things I learnt about reading the clouds and finding the lift. Watching Mike take us around the sky and trying to work out where to go next was the most valuable of experiences. The signs are subtle but clear once you have been shown them. I recommend anyone in my position to take the opportunity to sit in with a more experienced pilot, ask questions, learn and then test out the ideas when you are back as PIC.

The reason

It's been a hell of a year for those of us in Canterbury. I have never worked harder than I have during the past 12 months and I started to forget that there was more to life than earthquake engineering. The trip reminded me that our land is beautiful and we are lucky to have the means to soar over it, and that there are good things that come from earthquakes too. We wouldn't have mountains otherwise. So make sure you get out and enjoy them.

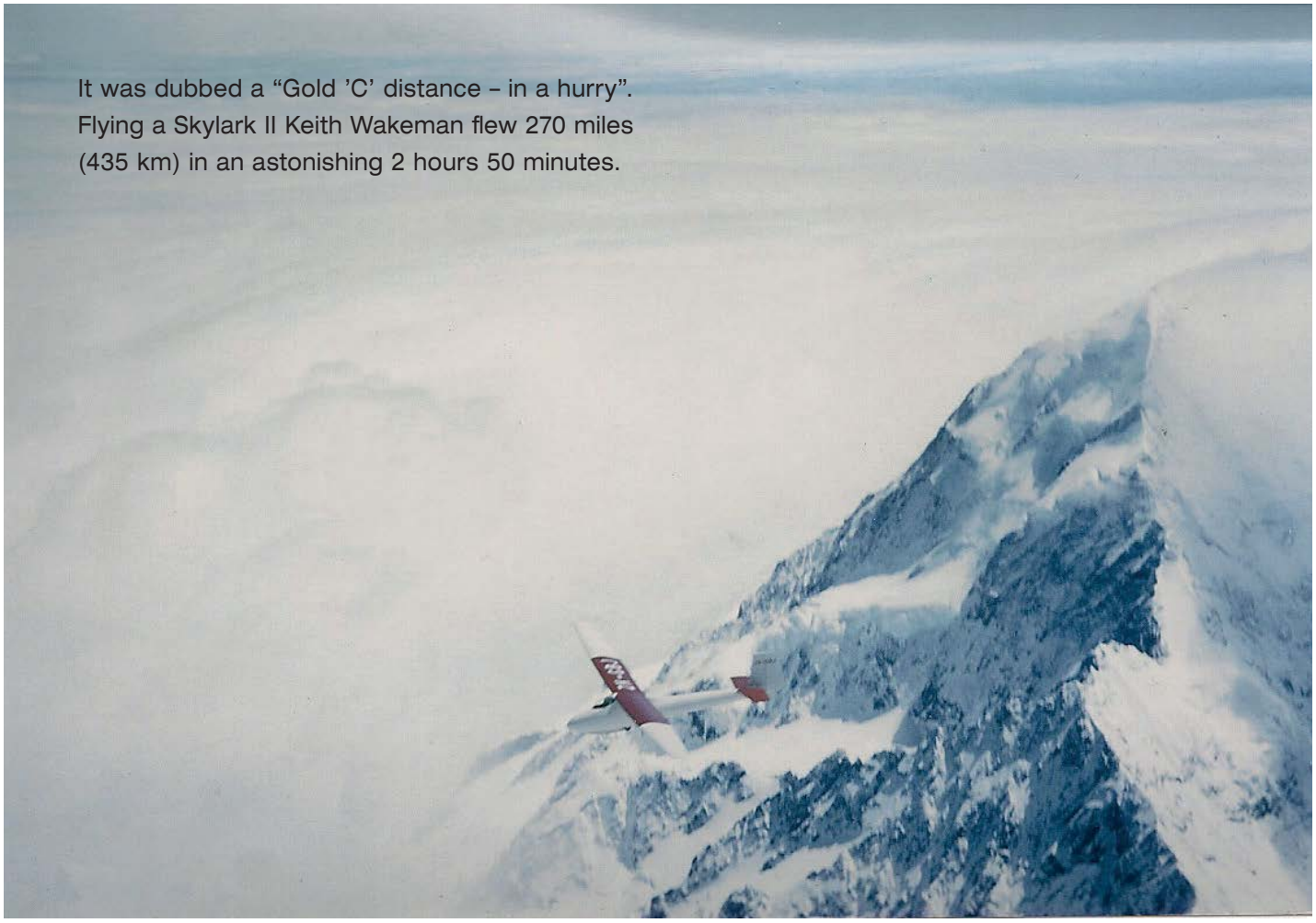
Thanks

Thanks Mike for taking me with you. In more than three hours of fantastic soaring, he showed me a fantastic time, managed to avoid the knobbly bits and was generous in his advice. Another great day in the sky.

BIO – ROB KERR

Rob is a former paragliding pilot and instructor. After having the canopy between him and the ground once too often, he retreated gracefully for a number of years before starting gliding a few years ago, but still with low flying hours. Between family, friendship and work commitments he is only getting out often enough to keep the training constant, but he is now determined to spend more time in the air. Married with a nine year old boy, Rob is a Chartered Civil and Environmental engineer with his own practice, which was supposed to allow him more time to do other things. And it will one day.

THE FIRST GLIDER CROSSING OF – AN EXTRAORDINA



It was dubbed a “Gold ’C’ distance – in a hurry”. Flying a Skylark II Keith Wakeman flew 270 miles (435 km) in an astonishing 2 hours 50 minutes.

Our obituary of Chris Wills in the last issue contained a story of his ‘ride’ in a thunderstorm. This created quite a lot of interest. We forget how primitive gliders were only forty years ago and how hard some of the pioneers needed to work to achieve the flights they did. Russell Thorne has forwarded the following, which was originally published in The Gliding Kiwi and is assumed to be written by Wynn Craven, editor of the time. This would be an exceptional flight if flown today in a modern glider, but I can’t imagine anyone achieving it in a Skylark 2 or similar. For this flight Keith received the third Gold ’C’ ever awarded in New Zealand after Gordon Hookings and Ralph Court. Following this flight he represented NZ in the World Championships in Leszno, Poland in June 1958. Keith died on 17 November 2004.

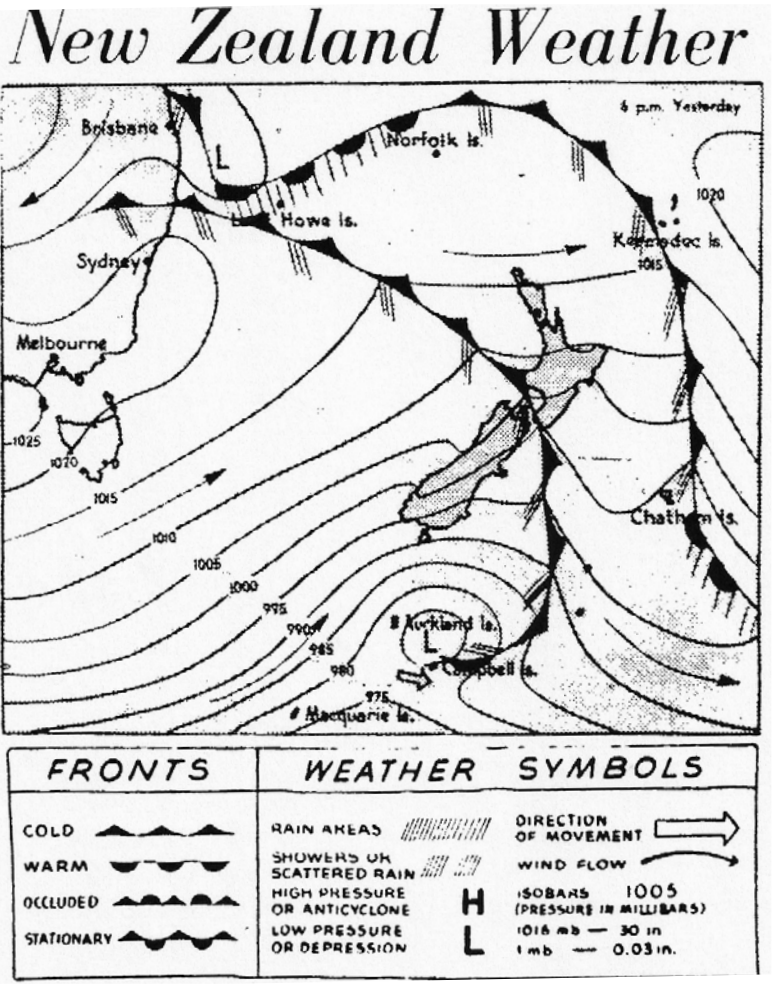
0n November 1st 1957 the billboards for the ‘Dominion’, the morning newspaper read: “GLIDER’S CANTERBURY-MANAWATU RECORD RUN.” That day every newspaper in the country wrote up the greatest gliding story ever told in New Zealand. The publicity was terrific. As for the flight itself, we knew that Keith wanted his Gold C before going to the World Championships to be held in Poland next year, but to obtain an average groundspeed of 95 mph (152.9 km/h) - well, the gliding world has been completely dumbfounded as to how it was done.

The achievement was mentioned over the BBC and Philip Wills, Chairman of the British Gliding Association described the flight as the most startling in history. The flight was beyond all understanding of the public, but at the same time captured the imagination of the most scornful and stolid power-pilots. And what does Wakeman himself say of the trip?

“The easiest cross country I’ve ever made,” and he means it.

The day, 0ctober 31st 1957 dawned especially for gliding pundits. A hundred miles away at Timaru the GK Editor was impressed enough with the lenticulars to take a photo of them. It was 8.30 am and he soliloquised the hope that someone would be able to utilise the promising conditions.

COOK STRAIT
RY FLIGHT IN 1957



The synoptic chart for day prior to flight

Actually, at that very moment John Best, who works at Harewood Airport, was equally as impressed and was soon on the phone urging 'Wakeman Glider Airways' out of bed.

Installed in the Syndicate's Skylark II by 10 am, Jim Owen dragged him out of Harewood with an Auster tug. The wind was Northwest on the ground but a strong South westerly was blowing upstairs. The tow proceeded through two waves and release was made in the third, located over Lees Valley.

The time was 11 am, the height 11,000 ft and in order to stay in the wave an airspeed of 60 mph was necessary, as well as a heading due SW. Less airspeed meant a drift backwards of the wave. At 11.30 am the altimeter read 13,000 ft and it was decided to head north, with the simple intention of going as far as conditions would allow.

In an endeavour to stay in the lift, a heading of NW was kept and although the ground was being rapidly covered in a crabbing manner, the lift was also diminishing, so on this leg a forced landing was at least contemplated. Once past Culverden however there was no thought of it, as the lift improved to bring Hanmer under the wings at 10,000 ft.

Here there was a pronounced lenticular cloud and wave lift was improving. Still heading NW at 70 mph indicated airspeed (IAS) and staying in the lift, he was crabbing steadily north, all the while making turns to SW now and then, to stay in the lift or gain height. The leg to Molesworth Station was the next objective. Keith reports that, contrary to popular belief, the lift area in the wave which comprises the leading edge is extremely narrow and difficult to stay in. He estimates the belt of lift to be only 100 to 200 yards on the average, although obviously widening with height nearer the crest, as he finds it much easier to stay in the wave higher up. He also reports that it is not uncommon to lose 6000 ft of height if transferring from one wave to another flying directly into wind.

Crossing Molesworth, NZ's largest cattle station, the altimeter read 13,000 ft. The country which lies north of this point is some of the wildest you could see in New Zealand. One can stand on top of a hill in the area and the country in any direction, as far as the eye can see, is devoid of civilisation and landing areas, just a rough jumble of rugged mountains and valleys. But these surroundings hold no terror for 'Wakeman Glider Airways'. After all, he blazed this trail both ways by Skylark II earlier this year. He knows the area like the back of his hand in any case, a point of importance which he often stresses as a big factor in making successful cross-countries. Pressing northward, the lift now increased, the oxygen was turned on. At 18,000 ft the maximum for the flight was reached. At this height, the Skylark was level with and just out from the leading edge of the lenticular cloud. There was no icing and just a trace of frosting on the canopy.

The lift was very smooth. 0f interest was the absence of any higher separate lenticulars as is usually observed in NW conditions. (It should be noted that these were Southwest waves this day).

Blenheim now came up at 15,000 ft and conditions were never more favourable to attempt the first ever crossing of the Cook Strait to the North Island. At this juncture Wakeman debated with himself where to head for in the North Island, as it would be by no means certain that the SW conditions would exist there, for directional variations are often prevalent in Cook Strait due to the funnelling effect. The decision was therefore made to head for Rongotai Airport.

Leaving Picton with 14,000 ft under his starboard wing, some 15 miles of wind-whipped ocean lay ahead. Indeed it seems a lot further when one is in the air. Over the water, wave lift was still evident but was not utilised as plenty of height was in hand, with which to carry on. When about five miles from the coast of the North Island, it was noticed that the SW wind was also dominating the North Island so the course was changed, so that a run up the West Coast to Paraparaumu airport was the objective.

Only 3,000 ft was lost on the Strait crossing and the Skylark II now at 11,000ft swept up the coast line, flying just a little out to sea. The land rises abruptly along these shores, producing hill lift in the SW conditions.

Keith was in fact getting good lift but as it was so free of turbulence he considers it was lift emanating from the South Island. The


Photo Stew Cain

ZK-GAS (far left) and its Canterbury Club stable mates at Wigram.

cloud base was lower now so the speed was pushed up to 70 IAS but the lift persisted at 2 feet per second.

Now over Paraparaumu (which incidentally was closed, owing to strong winds, all powered aircraft having diverted to Palmerston North), the air was smooth at 8,000 to 8,500 ft. Why stop with this height in hand? So off to Palmerston North if possible. Following the road to Shannon there was now a top cover of overcast at about 7,000 ft and underneath, five-eights cu, the tops of which were at 4,000 ft. From Shannon onwards, height was gradually lost and Palmerston North was reached with 2,500 ft on the altimeter. The intention was to land on Milson Aerodrome but there was still some height left so the 'press on' spirit prevailed. However, it was not to be and before he had gone very far north the weather was closing in and looking extremely black. Unfamiliar with the difficult country and with the menacing and severe turbulence, a 180 degree turn was made and Milson Aerodrome again the objective. Now positioned about 2 miles NE of Palmerston North at 4,000 ft the turbulence around the cumuli was very severe. Milson should have been reached with at least 2,000 ft left but the wind was gusting to 60 mph and at only 800 ft up with half a mile still to go and a rather frightening angle of descent, he decided that he wouldn't make it. So a 20 degree veer out of wind to go back to the grounds of the Freyberg High School was made and the speed pushed up to 80 IAS. The school sports grounds proved to be clear, so a dive at 80 mph with brakes out, a levelling off near the ground and a run of only 10 yards brought terra firma in contact again with the time at 2.20 pm, just a little under 3hrs after leaving Lees Valley, 270 miles away.

A mathematics class had noticed Keith coming in and drew the attention of their Master. Soon all were running to the glider. It was still gusting 60 mph and the pilot remaining seated keeping the wings level was greatly relieved to have the help of some 25 boys, who pulled the machine to shelter behind some buildings and secured it down. It isn't often one is so fortunate at the end of a cross-country flight and Keith is grateful to Mr Craig, the headmaster and all who assisted him.

The boys, now highly excited and amazed to learn where the glider had come from, were also pleased about missing their maths lesson, so the story goes.

It was Thursday. Press interviews followed and Keith became a king at the Manawatu Gliding Club. Ahead were two days of bad weather gusting at 45 mph which was too strong for the towplane. 0n Sunday, a Tiger towed the Skylark back as far as Blenheim and by another tow further south to release over the inland Kaikouras, resulting in a free glide as far as Conway.

Conditions were now SW again, which did not produce good lift at this location, so the remainder of the return journey to Harewood was made by trailer. Three hours to get to Palmerston North and nearly four days to return. This remarkable flight completed Keith Wakeman's Gold C tests and at the moment the technical committee is considering whether the flight constitutes an official World Speed record. It is certainly an unofficial record, with ground speed averaging 95 mph. He is more delighted in stealing a 'sputnik' on North Island gliding pundits, who were rumoured to be planning a Straits crossing. His next objective is a diamond distance and he states that conditions which enabled this remarkable flight were certainly good but not uncommon.

FOOTNOTE: (from original article)
The technical committee are of the opinion that F.A.I. speed records apply only in the case of nominated goal flights.

Radiosonde taken at noon 31 October 1957 at Harewood Airport.

Altitude*	Wind Direction	Wind Velocity
Surface	300 deg	23 knots
1000ft	290	26
3000	280	30
5000	280	31
7000	270	42
10000	250	53
14000	240	67
18000	250	65
20000	250	74
21000	250	80

* Mean wind over a layer centred at these heights.

Lapse rate and Humidity readings.

Height	Temperature	Humidity
Surface	21 deg	28%
4240ft	9	42%
9360ft	-6	61%
14860ft	-15	55%
17760ft	-22	52%
23010ft	-35	49%

Source: The Gliding Kiwi December 1957 - Wynn Craven Editor

new zealand EVENTS CALENDAR

Central Plateau Soaring Competition Centennial Park airfield, Taupo Gliding Club	29 October – 5 November 2011
Jerry's Advanced Cross Country Course Omarama Airfield, Jerry O'Neil/Canterbury Gliding Club	6 – 11 November 2011
South Island Regional Gliding Championships Omarama Airfield, Canterbury Gliding Club	12 – 19 November 2011
MSC XC Course Matamata Want to learn how to fly across Country or improve your racing skills.	21 – 25 November 2011
Northern Regional Championships Matamata airfield, Matamata Soaring Centre	26 November – 3 December 2011
Youth Soaring Development Camp Omarama Airfield, Youth Glide and Glide Omarama	9 – 19 December 2011
Auckland Gliding Club, Christmas Camp Matamata Airfield, Auckland Gliding club	26 December 2011 – 6 January 2012
Canterbury Gliding Club Christmas Camp Omarama Airfield, Canterbury Gliding Club	Dec - Mid January (tba)
Raglan Camp Raglan Airfield, Piako Gliding Club	6-13 January 2012
Drury Competition Drury Airfield, Auckland Gliding Club	7-15 January 2012
Club Class National Championship & Omarama Cup Omarama airfield, Omarama Soaring Centre	14-22 January 2012
Multi-Class National Championships (Open/18m/15m/Standard/Sports) Matamata airfield, Matamata Soaring Centre	28 January – 8 February 2012
Central Districts Championships Waipukurau airfield, Gliding Hawkes Bay & Waipukurau	18 – 26 February 2012

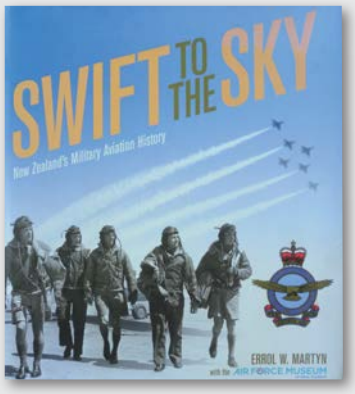
For full details on any of these events see the Gliding NZ website

Swift to the Sky

New Zealand's Military Aviation History

By Errol W. Martyn with the Air Force Museum

232 pages, full colour
RRP $65
Published by Penguin Books (NZ)
Available in book stores



Reviewed by Jill McCaw

There are two main interests in the McCaw household. Rugby is looming large at the moment but aviation of all types is an ongoing passion. John's father Jim McCaw was a fighter ace with RNZAF 486 Squadron during World War II, where he flew Typhoons and Tempests. Prior to his death, he was heavily involved in the Wanaka's New Zealand Fighter Pilots Museum. *Swift to the Sky*, the beautiful new coffee table book by Errol Martyn was extremely well received in our house. The book was so popular in fact, that I have had trouble reviewing it. I could never find it, as it would never be where I had left it but instead be on someone's bedside table, under a bed or in one instance, left in a car after a ride to the airfield.

Martyn is well placed to compile a book such as this. He spent thirty two years in the airline industry, before becoming a full time researcher and writer specialising in NZ aviation personnel from the earliest times. He is an honorary consultant to the RNZAF museum and an active member of the Aviation Historical Society. I have had cause to butt heads with Martyn in the past, when he pulled apart an article I had written on an historic aircraft (The Vickers Vildebeest) for Pacific Wings. I knew Martyn knew his aircraft, what I hadn't known is that he could produce a book such as this. *Swift to the Sky* is a wealth of information, delightfully displayed.

At the back of the now defunct Wigram airfield is a nondescript building, one among many that used to be part of the active Air Force Base. This building now contains the Air Force museum archive and it is full of so many stories and memorabilia of flying, of training, courage and boredom from our Air Force personnel, that you feel if you start looking through it you will never come out. Martyn has sifted and collated this material and produced a collection of personal anecdotes, official documents, photographs and drawings that is engaging, entertaining and informative. This is a book to savour and keep, to dive into and refresh your memories of New Zealand and world events from the focus of our Air Force. Covering the period from the very early days of New Zealand aviation, through the World Wars and Vietnam and ending with the RNZAF flying into Bamian, Afghanistan, this book takes small and personal incidents, reports of large scale events and apt illustrations, to look at the men and women and the aircraft and weave together a story of what it was like to be part of our military aviation history over the last hundred years.

NORTH ISLAND AIR NEW ZEALAND CROSS CO

AWARD WINNING F

By Mark Drayson

The Air New Zealand Cross Country award is actually two awards, with prizes given to the best flights originating in each island. See the last issue's report on the GNZ AGM for more details. Also in the last issue, we brought you the story of Chris Streat's winning South Island Flight. Here, as promised, is the story of the North Island winner. Mark Drayson was flying a Club Astir from Waharoa airfield in Matamata. Interestingly Chris' goal for his flight was 1000 km, while Mark was aiming for a 50 km flight. He met his goal, was challenged, made good decisions and had an adventure, and his achievement was recognised by the GNZ Executive.

This flight was my second attempt in three days to complete my FAI 50 km badge flight from a remote start point. My first attempt had ended in a paddock less than 500 metres from the finishing sector.

The long range forecast predicted westerly winds for Wednesday, a club flying day. Wednesday came and looking out of my office window mid-morning, the sight of the clouds suggested that a trip to the airfield, about an hour away, would be worthwhile. On arrival at the field, around midday, the windsock indicated a variable westerly, blowing strongly enough to suggest the Kaimai Range ridge would be working.

I caught up with the tow pilot, Harold Oates and my OO, Bill Mace and went over my plans for the flight. My intentions were to release at 2,000 ft, head towards the ridge, get established and get an idea of how strongly the ridge was working before moving on to the start point above the fertiliser sheds situated on the road

UNTRY LIGHT

Photos Bill Mace

Photos representative of the area.

at the base of the Kaimais. We estimated cloud base at between 4,000 and 4,500 ft and if conditions were suitable, I would also attempt my FAI 1000 metre height gain.

I filled in all the necessary paperwork and got it signed off by Harold and Bill. I DI'd the club's Club Astir NI, connected the data logger and GPS, then towed down to the launch point. After a quick chat to Harold and Bill, I loaded myself into the cockpit, got comfortable and we were off.

I released at 2,000 ft and flew in towards the ridge and an area colloquially known as the Nursery Slopes, where ridge lift in even weak conditions is almost assured. I had to fly in quite close before I started to register any lift, about 1.5 kts. I flew extended figures of eight in this steady lift and once I had cleared the ridge, the lift improved to a steady 3-5 kts. At 3,500 ft I decided that I would attempt my height gain - cloud base appeared to be 4,500 ft and the lift was steady. Running parallel to the ridge, I started to reduce my altitude, levelling out every now and then, to ensure the ridge was still working at lower heights. My aim was to get down to 1,100 ft, giving me a target height, allowing for a small margin of safety of 4,450 ft.

At 1,300 ft, due to the variability of lift, I decided discretion was the better part of valour and started my height gain - new target height now 4,650 ft. I again flew long figure eights until safely clear of the ridge, then on to an area where the faces could normally be relied upon to channel the airflow upward, to provide good lift. I started circling in steady 5 kt lift and at 4,400 ft encountered cloud base, still needing another 250 ft to be sure of my height gain. I worked the areas between the clouds looking for the height but was unable to find it. I decided to break off at this point, as my ultimate goal for the day was the 50 km flight.

According to my GPS I was 25 km from the start point, so I converted my height into speed and headed off towards the start.

Matamata airfield

Wairere Falls

I flew past the start point, then turned back towards the fertiliser sheds, with the aim of crossing them at 1,600 ft, which I did at 100 kts. I turned back into the ridge, converted some of my speed back into height and flew on at 60 kts, towards what I hoped would be some lift. I reached the ridge at 1,250 ft and found no lift but more importantly no sink. As I flew down the ridge I picked out a couple of paddocks to land in, if required and at this stage it was looking as if my second attempt was going to end in its infancy. As I was resigning myself to my second out landing in three days, I registered a few bumps and then the intermittent but cheerful tone from the vario. I flew parallel with the ridge for as long as the lift lasted and then flew figure eights in this area, slowly gaining height. As my altitude increased so did my spirits. It took 10 minutes of flying backwards and forwards below the ridge line before I cleared it and got into stronger lift.

At 3,500 feet I set the finish line coordinates at Tirohia in my GPS and headed off towards Mt Te Aroha. There was quite a northerly component to the westerly, giving a reasonable head wind – progress was steady. I tried to maintain my altitude between 2,500 ft and 3,500 ft, stopping off in areas of good lift to top up my height.

Soon enough I was flying across the Wairongomai Valley, encountering steady sink until I reached the western face of Mt Te Aroha. The lift was weak across the face of Te Aroha but picked up once I was back onto the main ridge. I flew on down to the Tirohia spur ridge, where I had met my Waterloo three days previously. I flew on down the spur testing for any lift - there was none of consequence but conversely there was no sink either. So as not to repeat my previous mistake, I flew out into the valley, looking for any thermals that I could use to get to the finish line and back to the ridge for the flight home. There were none to speak of, weak and intermittent, so I flew back to the ridge, gained as much height as I could and flew down the spur ridge and on to the finish.

I passed through the finish at 2,000 ft and into a thermal which took me to 2,800 ft, at which point I headed back towards the spur ridge and the flight home. Unfortunately, the westerly had got more of a northerly component and I encountered steady sink where earlier it had been almost zero. With my altitude at 1,800 ft I had picked out a paddock to land in (not the same one as for my previous attempt) if I couldn't find any lift. I had noticed a couple of gullies further up the ridge whose faces appeared to be at a favourable angle to the travel of the clouds, so headed for these instead of out into the valley to look for thermals, this having proved unsuccessful earlier. I reached these at 1,300 ft. They were working - not strongly, but I was going up not down. I flew these faces for over 15 minutes, slowly clawing my way up to 2,000 ft, which was not enough to get me back to the main ridge at a safe height.

I decided to head for a promontory that jutted out of the foothills. Its shape and position to the wind direction suggested I may find lift there, otherwise the paddock was handy. The area was working, a steady 1.5 – 2 kts. I flew figure eights across the face until safely above the top and continued to circle to 2,800 ft, then headed for the main ridge. The flight back to the high point on the ridge, where I would leave it and head back to the airfield, was easy.

Approaching Thompsons Track, Les Riesterer called up the ridge traffic to inform everyone he was in a weak pressure wave. I have never flown in any form of wave before so decided to give it a crack and with some luck I would achieve my height gain also. I climbed to cloud base and then started flying around the edges of the clouds, looking for lift to get above them. This took some time to achieve but once above them I started weaving in and out, flying parallel to the ridge, trying to find the line of the wave. The wave was almost imperceptible when I finally flew into it, 0.5 kts and smooth. I tried flying along the wave but struggled to stay in contact, so I headed back in the direction I had come from, looking for the strongest area of lift, then turned the nose into the wind and brought the airspeed back to just above the stall. I picked out a landmark, tried to maintain station on it, while I enjoyed the smoothest (albeit quite pedestrian) climb to 6,500 ft that I have ever experienced. Rate of climb was a steady 0.5 – 1kt and the sensation of 'floating' was incredible.

With all of this height, I flew over Matamata on the way back to the airfield at Waharoa. All in all a great day in the cockpit: 50km and 1000 m tasks achieved, and a couple of challenging moments to test my skills and improve my understanding of soaring. To achieve my 50 km award I had flown 140.4 km.

Thanks to Edouard Devenoges for ensuring I got the paperwork right and Bill Mace for observing.

GNZ AWARDS & CERTIFICATES
AUGUST –SEPTEMBER 2011

QGP No	Pilot's Name	Club	Date
3136	Douglas P. Lovell	Kaikohe GC	18.9.2011
3137	Adam W. Bland	Gliding Manawatu	18.9.2011

This is a rather meagre contribution. I do hope that my next will be more substantial, as people start to fly more and achieve more in the springtime.

On a different note, Alex McCaw is now co-winner of last season's South Island Air NZ Cross Country Award, along with Chris Streat. Chris, winner of the award, suggested that Alex should be joint winner due to his magnificent 1000km flight. Alex was ineligible for the award as he had a Gold Badge. I thought this an excellent idea and I supported Chris's suggestion.

Edouard

Chris has this to say about the situation.

This is not a bad precedent. Although the rules do state that it can't be won by anyone with a Gold Badge, no one was adversely affected by allowing Alex to be a co-winner. As well as the Gold Badge rule, which I recommended they drop, there is a vaguely worded statement in the rules about how the award is best given to someone of less experience, in this case Alex. My only regret is that I didn't do this before the awards were given out.

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

OBITUARY
BARRIE CUMMINGS

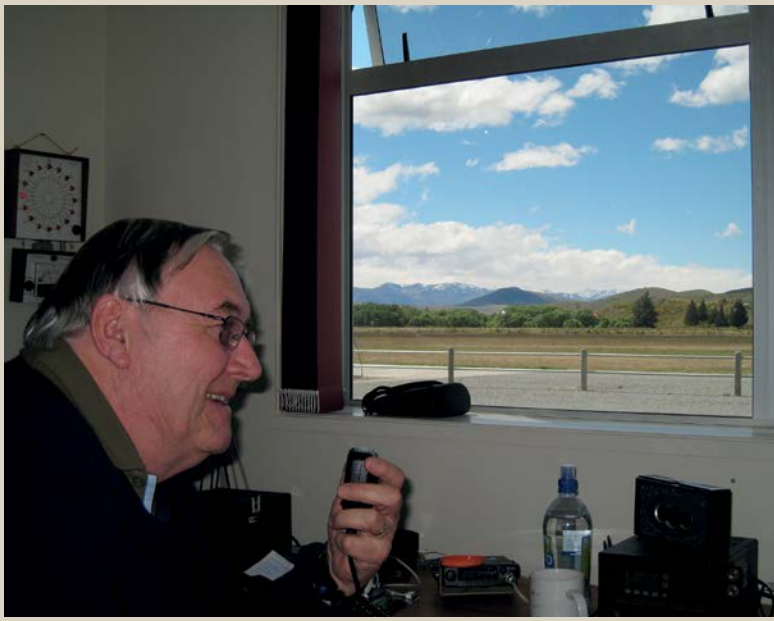
BY YVONNE LOADER (with some content taken from the tribute read by Jerry O'Neil at Barrie's funeral)

Barrie Cummings was a member of the Canterbury Gliding Club. The wider gliding family would know him as the bloke sitting on the grid logging the tow times at the South Island Championships. You may also have noticed that he was Contest Director Geoff Soper's 'right hand man' and you couldn't have missed that he was the Communications Co-ordinator. His 'BBC' dulcet tones on the radio advised that the gate would open in X number of minutes and were clearly understood when taking "Ops normal" calls. It came as a shock that he passed on at age 63.

Barrie originally took up gliding in the UK as a young man and reached solo standard, but left the sport due to other priorities in life. In the '90s he decided to renew his acquaintance with the sport and came on a six day training course that Jerry O'Neil was running for the Canterbury Gliding Club. He approached gliding like everything else he did in life with great passion, intelligence and humour. Barrie was an extremely successful businessman and while serving on the Executive for several years as the Club's Treasurer, he brought to the role analytical detail, negotiating skills and a business perspective, guiding us expertly through the steps we needed to take to improve the financial structure of the club. As the Canterbury Gliding Club moves our entire operation from Hororata to Springfield at considerable expense, we have been giving thanks for Barrie's foresight, which has put us in a much sounder financial position than would otherwise have been the case and from which the club will continue to benefit well into the future.

Barry was always good company and a legend at gliding camps for his cooking skills and his uncanny ability to match bacon and eggs with an appropriate fine red wine. He had a whimsical way of looking at life, tempered by a wicked sense of humour, had a keen intellect which made him a great adversary in an argument and a master story teller over glasses of the finest red wine.

We will miss his laughter and great humour but the good times we shared with him, during which so many special memories were created, will be fondly remembered by all those who had the good fortune to know him and enjoy his company.



THE REGISTER

PETER LAYNE

The ASW27 GJI is the seventh example to appear on our register and has come from the United Kingdom, where it was initially registered BGA4788 and later G-CJUH. This early model ASW-27 was originally registered to the RAF Gliding and Soaring Assn at Bicester, Oxfordshire, in 2000. In 2004, it transferred to the GSA's Chilterns Gliding Centre in Halton, Buckinghamshire. In 2007, it was sold to New Zealander Ben Flewett, who gained 3rd place that year in the Grand Prix at Omarama. The glider wore tail number Z2. The next owner was Richard Johnson of Husbands Bosworth, Northamptonshire and he applied tail number J1, from which GJI has been derived. It is now registered in his name in New Zealand.

The ASW20 GTJ was originally registered as such but L R Tiller had this amended to GTL to reflect his initials. Now with the above sale affected, it has reverted to GTJ. Skylark 4 GCP is a well used glider which was initially registered in New Zealand in October 1962, to the Canterbury Gliding Club. Previously it had flown in Britain, registered as BGA1064 and was owned by G Wills & Sons Ltd. The following month it was registered to Dick Georgeson. Now, after 13 New Zealand owners, it has been cancelled.

There are only two Dimonas in New Zealand and these relatively unknown gliders have both featured in my notes this year.

Ian Williams, GCB Syndicate's engineer reports, "GCB is currently in my workshop and my planned target for completion (to airworthy) is this Christmas. It has never been rigged (or flown) in New Zealand. It was one of eleven purchased by the Thai Air Force in 1984. Most of them were eventually sold to Australia. GCB however was bought by Dave McMillan in Greymouth and it sat in his hangar for a while. It has only about 1400 hrs (all documentation in Thai) and a zero timed engine ... has not run at all. Being only 50 metres from the sea, the glider attracted corrosion. I got on to it while doing a Class 2 Engineers' Course with Roger Harris. Our syndicate (Conal Edwards, Tony Noble, Jonathan Cross and I) bought it. Conal, Tony and Jonathan are all private owners in the Auckland Club. It was basically identical to the Dimona ZK-GPH imported by Neville Swan and subsequently sold to Laurence Mathewson at Ranfurly (Otago). I ferried it down there and was even more convinced it is a ripper little machine."

At a glance it resembles a Grob 109. Ian adds, "I have also refurbished ZK-GOC, the Grob 109 in Auckland, which included installing the engine from the Stemme S10 that Owen Truelove flew out from the United Kingdom to New Zealand."

Acknowledgements Ian Williams, Ben Flewett, Richard Cawsey, Simon Palmer www.caa.govt.nz

NEW

ZK-	Type	C/n	Owner/Operator	Date	Previously
GJI (2)	Schleicher ASW 27	27129	R A Johnson, Timaru	6 Jul 2011	G-CJUH

CHANGED

ZK-	Type	C/n	From	To	Date
GKR	Schempp-Hirth Mini Nimbus B	81	P J Mulhare, Whangarei	B F Barber, Auckland	30 Aug 2011
GPO	Avia Stroitel AC5M MZ35	31	E N Howcroft Cambridge	M J S Wilkins, Taupiri	4 Aug 2011
GSH	Schempp-Hirth Janus	52	Whangarei Dist. G C	Hauraki Aero Club	29 Jul 2011
GTJ	Schleicher ASW20	20467	L R Tiller, Renwick	N Z Sailplanes Ltd, Brightwater	18 Aug 2011
GZN	Rolladen Schneider LS18-8	524	W W Dickinson, Wellington	D N Dickinson, Wellington	7 Sep 2011

CANCELLATION

ZK-	Type	C/n	Owner	Fate	Date
GCP	Slingsby Skylark 4	1344	R J Burr & M R Jeffrey, Auckland	Withdrawn from use	17 Aug 2011

Skylark 4 GCP lined up at Waharoa in 1994. Peter Lewis

ASW-27 GJI (2) nearly ready for take off at Aston Down, England 23 August 2009. Richard Cawsey.

What ever became of . . . the first ZK-GJI?

The first ZK-GJI was a Nimbus 2, imported in December 1974 by Peter Heginbotham. In May 1991 its registration was cancelled "Withdrawn from use" when the owner, R K Morris, moved to Australia. In June 1992 it was restored to the register as ZK-GPA by Robert (Rob) Garlick of Wellington and it is currently registered to C P Jackson of Seddon.

Nimbus GJI after a busy day at the office. Waharoa on 23 January 1982 during the 19th New Zealand Nationals. Peter Layne

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SoaringNZ

South Island Regional Gliding Championships 2011

Compulsory Briefing Saturday morning 12 November 2011
Practice day Saturday 12 November 2011
Competition 13-20 November 2011

Entry fee to be advised. Check on GNZ website for updates

Expressions of Interest (include class and glider) to Geoff Soper
email sopergeoff@clear.net.nz

Tasks will be set with a view to challenge you and give satisfaction but not break you.

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The emphasis on the South Island Regionals as a whole is to be challenged, share, learn, and have fun in one of the world's greatest soaring areas

ARGENTAVIS MAGNIFICENS

A BIRD YOU WOULDN'T WANT SHARING YOUR THERMAL

The world's largest soaring bird

This article is adapted by Jill McCaw from The aerodynamics of Argentavis, the world's largest flying bird from the Miocene of Argentina (2007) Sankar Chatterjee, R. Jack Templin, and Kenneth E. Campbell Jr. Proceedings of the National Academy of Sciences.

Six million years ago, a huge bird flew in Argentina. Argentavis magnificens had a wingspan of about seven metres and a mass of around 70 to 72 kilograms. The world's largest known flying bird, it was roughly the size of a Cessna152. In comparison, New Zealand's own Haast Eagle Harpagornis moorei (which became extinct only about 600 years ago) had a wing span of three metres at most and weighed around 10 to 15 kg. Argentavis was probably too heavy to be capable of continuous flapping flight or to make a standing takeoff under its own muscle power. Like extant condors and vultures, Argentavis would have relied on thermals present on the Argentinean pampas to provide power for soaring, and probably used slope soaring over the windward slopes of the Andes. It was an excellent glider, with a glide angle close to 3° and a cruising speed of 67 kph. Argentavis could take off by running downhill, or by launching from a perch, to pick up flight speed.

How do we know? Because the scientists named above have been running computer simulations to work it out. These simulation models were originally developed by helicopter designers.

Argentavis fossils have been discovered in four localities of upper Miocene continental deposits in central and north western Argentina. Although Argentavis was close to the theoretical upper size limit for safe gliding and 16 times heavier than the Bald Eagle (Haliaeetus leucophalus), the fact that it flew is evident from a suite of anatomical evidence, including light, pneumatic bones; robust, elongated wing elements, and large, widely spaced quill nodes on the ulna, for the attachment ofsecondary feathers. Its primary feathers (scaled up from those of California Condor) would have been 140 –150 cm long and 12–14 cm wide. Despite its flight adaptation, there is a great deal of controversy over how this giant extinct bird could take off, fly and safely land.

Flapping flight, although more versatile than gliding, requires a constant supply of power, derived from the flight muscles. The larger the bird, the greater the amount of power required to sustain flapping flight. Flight muscles average 17% of body mass, irrespective of the size of birds, of which the pectoralis muscle represented the major bulk, providing the crucial down stroke for powered flight. For Argentavis, the pectoralis muscle would approximate 11 kg, which is not large enough to produce enough power for continuous flapping for such a heavy animal.

Using the Animal Flight Simulation (ANFLTSIM) model, it was calculated that the sinking speed of Argentavis, was 1 m/s. As long as the upward velocity of the rising air over the Andean slope was 1 m/s (which wouldn't be a problem in that territory), the bird could soar indefinitely, with little effort. It was estimated to be able to reach speeds of around 67 kph in a straight soaring flight, e.g. in ridge lift. And it could thermal - Argentavis could hold a turn of 30m radius as long as the upward velocity was 1 m/s or more (and 5 m/s was probably more likely). The thermal size needed for the bird to climb near the ground was of the order of 100 m diameter.

Takeoff and landing are the two most arduous tasks for large flying birds. The Great Kori Bustard (Ardeotis tardi) is the largest modern flying bird, with body mass up to 18 kg, but it takes off only with great difficulty, by running like taxiing aircraft. Could

Argentavis, 3.5 times heavier than the Great Kori Bustard, take off from the ground?

Although the pampas were probably a part of its home range, especially during the summer months with plentiful thermals, the presumed lack of sufficient power and a high stalling speed, suggests that Argentavis was incapable of making a successful running takeoff from level ground. However, even a gentle down-slope and a light headwind (5 m/s) add a significant increase in forward thrust and power, which would have enabled Argentavis to take off from the ground - a technique often used by the extant albatrosses and hang glider pilots. For example, 10° of downward slope adds a forward thrust of 120 N, and at a running speed of 5 m/s, the added thrust power is 600 W. This power is more than the difference between the level flight power and the aerobic power available to Argentavis (Fig. 4B). If Argentavis could run at speeds up to 5 m/s, take off down a short 10° sloping surface should be possible, even with little wind, provided of course, that thermal drafts of at least 1 m/s are occurring in the vicinity.

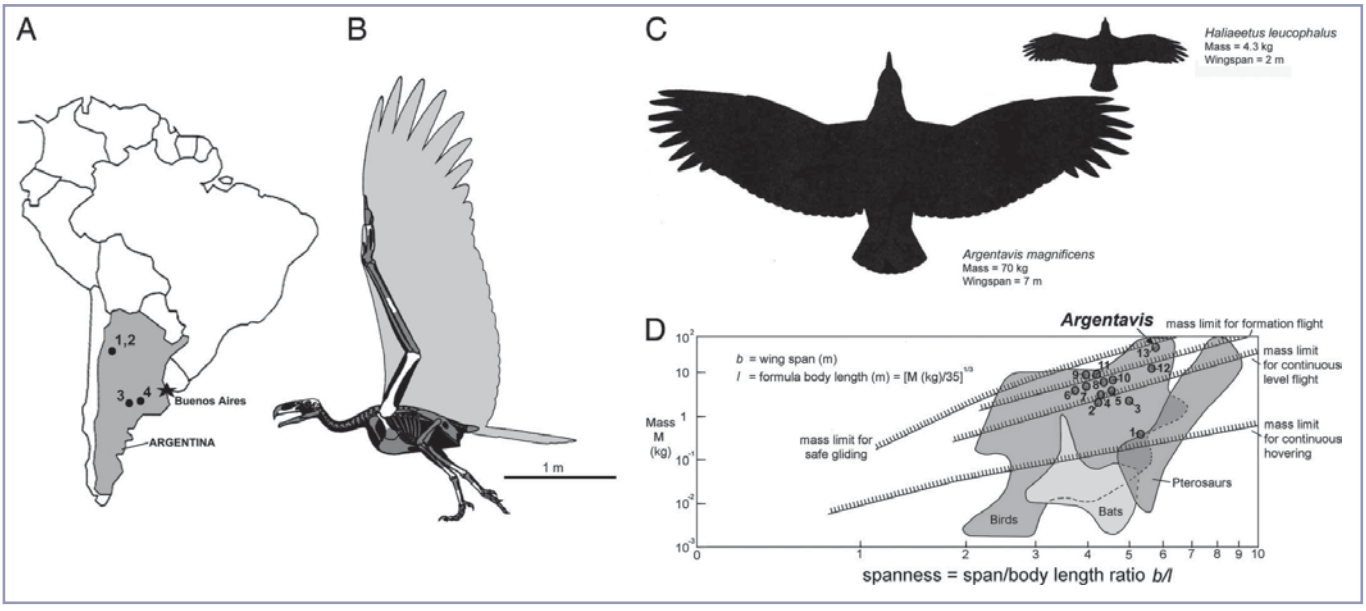

Fig. 1. Location and size of Argentavis

A Map of Argentina showing four fossil localities of Argentavis from upper Miocene deposits

B Skeletal restoration of Argentavis showing the known elements in white,

C Dorsal wing profile in silhouette of Argentavis is compared for scaling with those of a Bald Eagle

D Relation between mass and span of three groups of flyers (birds, bats, and pterosaurs) occupying their distinct areas in the chart, each showing the range of their flying styles as size increases. The chart shows four sloping hatched bands, the lower edges of which correspond to the theoretical estimates in the upper mass limits, respectively; note that Argentavis occupies the upper size limit of gliding flight.

Table 1. Aerodynamic data of Californian condor, Argentavis and a motor glider Schleicher ASK-14

	Body length	Mass	Wing area	Wing span	Aspect ratio	Wing loading	Power available	Cruising speed
Californian condor	0.65m	9.5kg	1.32 m2	2.74m	5.7m	70.6N/m2	45W	61kph
Argentavis magnificens	1.26m	70kg	8.11m2	7m	6.04	84.6N/m2	170W	67kph
Scheicher ASK-14	2.13m	340kg	12.6m2	14.3m	16.2	265N/m2	916W	90kph

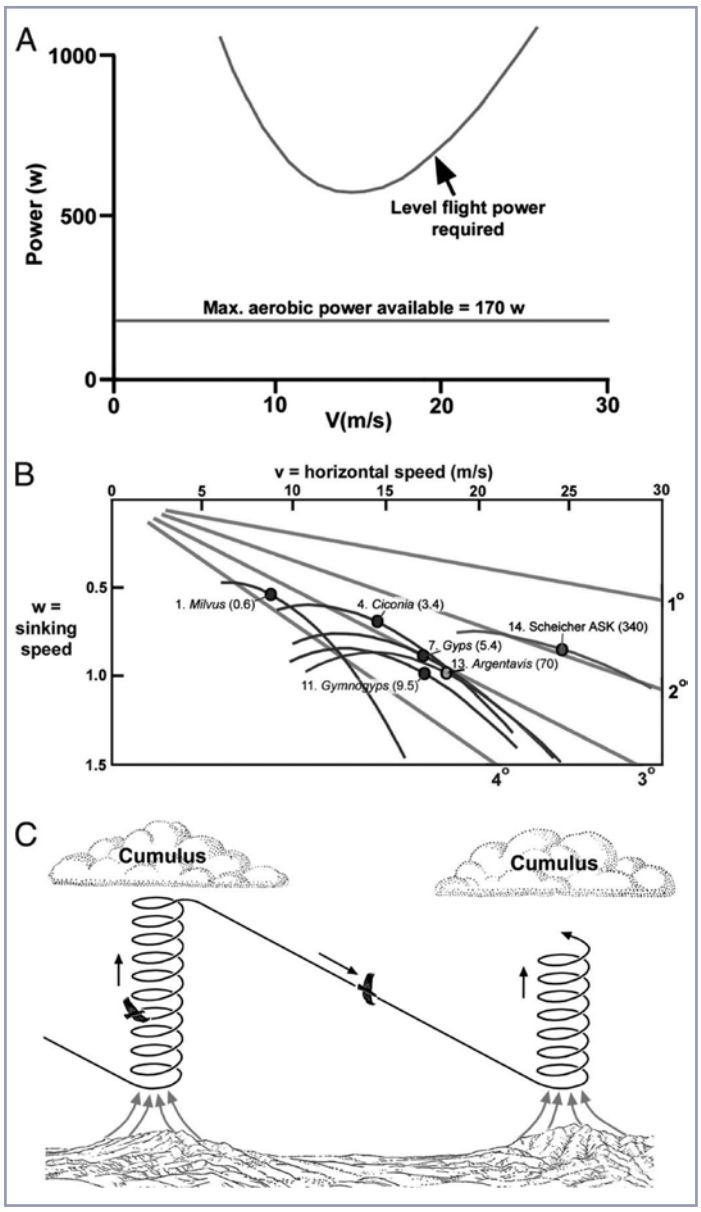

Fig. 2. Flight performance of Argentavis

A Power curve (steady level flight) for Argentavis. The horizontal line represents the estimated maximum continuous power available (170 W), assuming pectoral muscle mass comparable with average percent of all birds, and the U-shaped curve represents the power required for steady powered level flight (600 W). Because these two curves do not intersect, continuous flapping flight was almost certainly not possible for Argentavis.

B Glide polar for Argentavis, compared with four species of extant soaring raptors: Black Kite (Milvus migrans), White Stork (Ciconia ciconia), White-backed Vulture (Gyps africanus), and California Condor (Gymnogyps californianus), as well as a motor glider ASK-34; body mass of each bird is shown in parentheses. Lines of glide slope angles are also shown. For most birds including Argentavis, the minimum glide slope is close to 3°, indicating excellent gliding capability.

C Many landbirds soar by circling in thermals that require climbing successive thermals and gliding in the desired direction. It is likely that Argentavis also exploited thermals for cross-country flight in the Argentinean pampas.

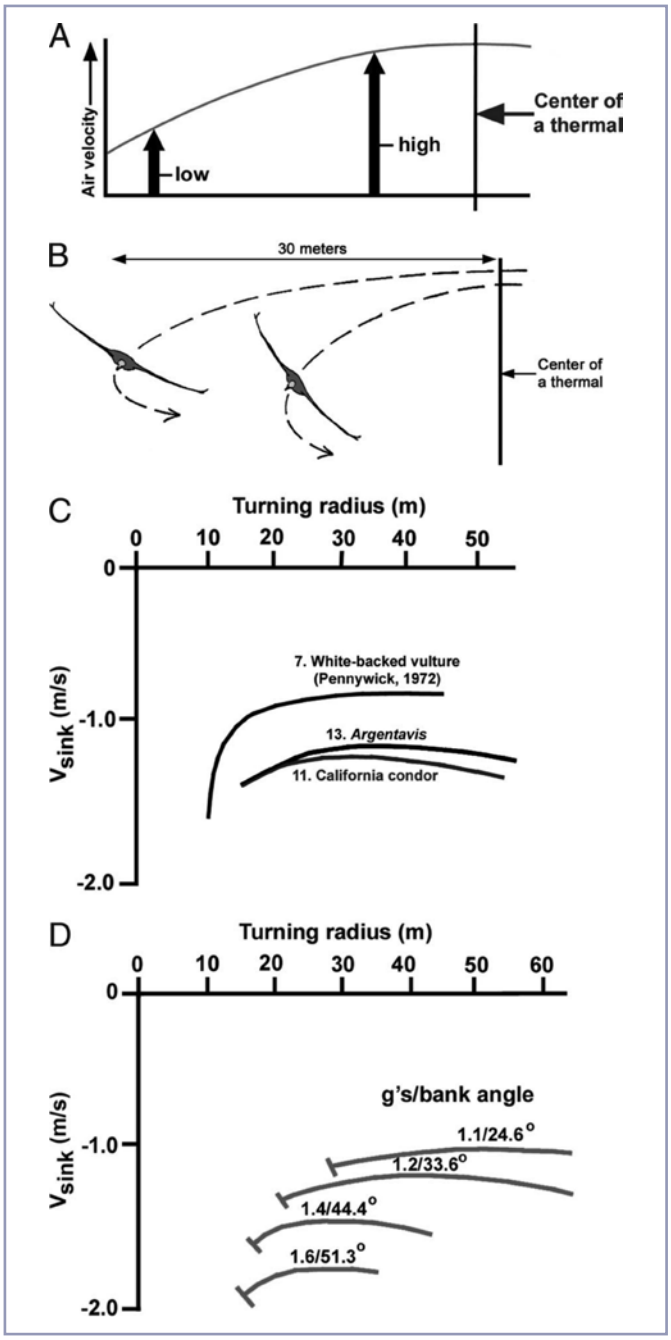

Fig. 3. Thermal soaring technique

A The upward air velocity in a symmetrical thermal decreases with distance from the centre.

B A bird turning in a small circle is able to climb faster than a bird flying in a wider circle because there is less lift round the outside of the thermal. To fly in circles, the wings must be banked, and increasing the angle of bank can tighten the turn. The most efficient circling radius is proportional to the wing loading.

C Turning radius plotted against the sinking speed for three soaring birds: White-backed Vulture, California Condor, and Argentavis

D The turn can be tightened by banking further at higher g levels. For Argentavis, it is seen that the sinking speed increases rapidly as the turn is tightened, but there seems little difficulty in holding turns of 30 m radius at sinking speeds close to 1 m/s.

A QUESTION OF SAFETY

GEORGE ROGERS NATIONAL OPERATIONS OFFICER

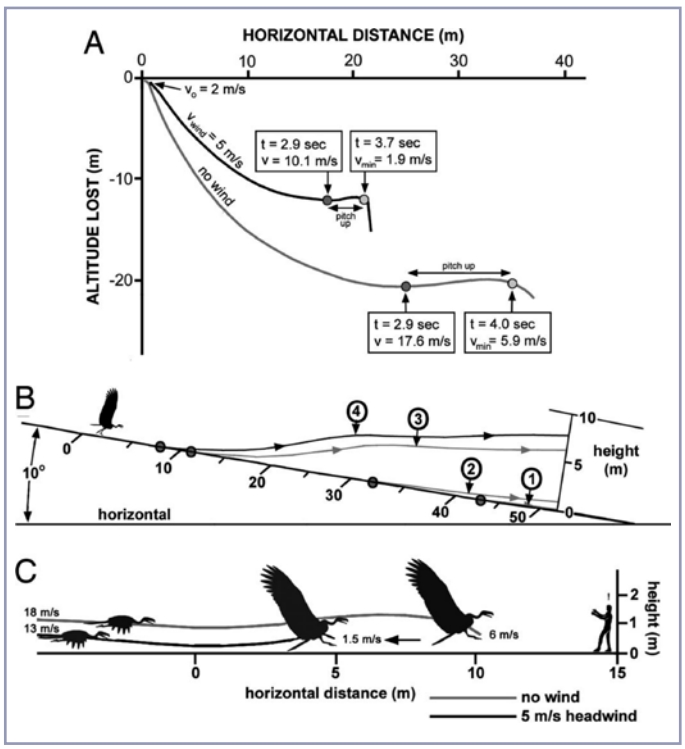

Fig. 4. Takeoff and landing capabilities of Argentavis.

A Glide paths of Argentavis from a perch at 2 m/s, and then pulling up at a maximum continuous power. Note the sensitivity of headwind of 5 m/s blowing toward bird that greatly reduces height loss and the minimum speed in the pitchup.

B Figure shows four simulated takeoff runs on a 10° sloping surface along which the gravity component of force is equivalent to an additional 600 W of propulsive power at a running speed of 5 m/s. Argentavis could take off by running downhill with a light headwind of 5 m/s.

C Safe landing strategy of Argentavis. Because a maximum landing speed of _5 m/s is considered marginally safe (11), the presence of some wind seems essential.

“ The size of a Cessina 152, a glide slope of 3º and a cruising speed of 67 kph.”

ACCIDENTS

Two glider accidents have been reported since the last Safety report. One was a wheel up landing with no damage. The second involved a ridge soaring glider impacting trees on the ridge. The glider was substantially damaged.

Currency

As we get into the new season, please review your currency and plan to refresh skills accordingly. Launch statistics for the January to June period reveal launches in 2011 are 19% down on 2010 and 22% against the 5 year average. There is a risk that many pilots and perhaps instructors, may not be as current as previously and that in itself poses threats to safe soaring. Pilots are recommended to review the Threat and Error Management articles prepared by Arthur Gatland in 2010 as part of their preparation for the coming season.

These articles are available on the GNZ website in the Training section and in SoaringNZ issues 16, 17 and 18.

Get Home Itis

CAA recently published a useful article on ‘Get There Itis’ reviewing the human factors that can cause unwise decision making. We see this ‘get there or get home itis’ as a factor in a material proportion of gliding accidents. The article reviews Cognitive Bias, which may cause distortions in the human mind that are difficult to eliminate, but can lead to perceptual distortion, inaccurate judgement or illogical interpretations. The article is now on the GNZ website and well worth a read. Enhancing our understanding of the cognitive bias issues help us manage ourselves, to avoid falling into the traps others have encountered.

Safety Checks

In all forms of aviation, standard check lists and procedures have been developed to capture accumulated knowledge, to avoid repeating mistakes of others. In gliding, we have such checks, including the pre take off and pre landing checks which, if properly carried out, should prevent occurrences like canopies opening in flight and wheel-up landings. If you ignore or overlook this accumulated knowledge and experience you do so at your own peril and risk repeating others mistakes.

We also have defined procedures for the ‘Daily Inspection’ of gliders and ‘Duplicate Inspections’ after rigging. The Certificate of Release to Service (Tech 19a) in the Tech Log / DI book of any glider maintained under the GNZ Tech 22 Maintenance Programme notes:

This Release to Service is valid subject to the aircraft being found serviceable after inspection in accordance with GNZ Advisory Circular AC 3-01 Glider Daily Inspection.

We have had fatal occurrences in NZ involving preventable in-flight failures where it is suspected DIs or Duplicate Inspections were not properly completed. There have been other instances of emergencies where control disconnects have occurred. It is recognised that modern gliders with auto connect controls are designed to minimise risk but there are still connection and locking arrangements that are vital.

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) 384 3196
Base Hororata Road, Hororata
Flying Weekends, Public Holidays

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

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

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

Gliding Manawatu
Club Website 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 0272887522
Flying Sundays. Other days by arrangement

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GLIDING NEW ZEALAND CLUB NEWS

Deadline for club news for the next issue 11 November 2011.

AUCKLAND AVIATION SPORTS CLUB

A totally forgettable winter. The runway contractors were still doing phase one, we still could only fly Saturday afternoons from 3pm and all day Sunday, and it rained most Sundays. Some of the Saturdays showed good soaring conditions until we were allowed to fly, when it promptly cycled out - sigh. But all is not lost. Phase one has now finished and we are able to resume normal operations, flying both days of the weekend, whenever we want to start. We have also made some infrastructure gains courtesy of the contractors, so it's not all bad. Now all we need is to have the nice fine weather during the weekend instead of during the week when we are at work. We are such sad cases.

Four of our students recently underwent ground courses and all passed the exams ... well done guys. We have an OO course and FRTO to come. Recent weekends have seen little lift, with sled rides being the order of the day. Good for training and a chance to play and test skills on jammed brakes, unusual approaches, rope breaks and paddock landings, using the good old Toi Toi fronds. Roll on Summer.

Graham Lake

AUCKLAND GLIDING CLUB

Since mid-August, our airfield has at last returned to being usable. As mentioned last issue, we have had to fly out of Matamata and even their flyable days have been limited. Apart from a small group of keen (and local) pilots who met on Wednesdays and Fridays, lit the log fire and immersed themselves in lies and promises over a beer or two, the clubhouse has been very quiet. Another exception has been the holding of QGP lectures on several Saturday mornings for our newer members. Anyway, we are gradually starting to attract back more of our members and the facilities are beginning to return to service.

The weather has not only been drying out the field but popping off some spring thermals. Soaring flights - mainly local, are starting once more. It was good to see Pat Dreissen back from the US, with tales of 20,000ft bases, ASW27s and 800km flights, but still keen to sample the Drury airspace to make the first cross country of the season. It is also good to see a couple of new owners, Doug Henry in LS3 LL and Bruce Barber in Mini Nimbus KR, both sampling the local thermals in their new toys.

Our bright yellow Pawnee, CEB, is at least half way through an expensive wing rebuilding program so, until October at least, we will be

Aviation Sports Club member Steve Foreman nails a simulated paddock landing.

using the 172 as well as our winch. The winch has also been undergoing a cabin replacement/ refurbishment, led by our long time member and winch master Graham Player. For many weeks we have been hearing much crashing and banging and swearing going on at the club workshop but now the winch is running and successfully slinging our gliders and passengers skywards again. Thanks Graham.

Like most clubs, there are a lot of jobs to do to ensure an acceptable service is provided to our membership. Like most clubs, there are less members with the time to commit as each year passes. This is a real challenge, and will be for our incoming committee, following our AGM, which is very soon (in late September).

If passing through our area, please feel free to drop in and sample some hospitality and even maybe some interesting flying. We operate on Wednesday, Saturday and Sunday and hope to increase that as summer starts to kick in. Also remember that we will be running our Drury Comps (XC Regatta really) from the 7th – 15th January 2012. This laid back but successful event has become a must for an increasing number of pilots. We welcome visitors and members to attend and have some fun during what can be the best part of the summer.

RG

Canterbury: Jenny Wilkinson explains gliding to some keen visitors.

CANTERBURY GLIDING CLUB

The improved weather over the last few weeks has seen more flying activity. On two occasions, a group of ATC 36 Sqn cadets drove over from Greymouth and each had a glider flight, as did another ATC squadron from Christchurch. Club member Craig Walecki is a NZ Cadet Force Officer with the rank of Flight Lieutenant and is in charge of these young people. He does a wonderful job organising these flying days.

At our recent AGM, Kevin Bethwaite was returned as President. He explained to members that with all the expense of moving to Springfield, it was essential that we get the flying activity moving along, as this was one sure way to raise finance. This resulted in several people coming to fly at our end of month Springfield weekend. This has carried on, with many members getting current again after the long cold winter - some of them enjoying cross country flights as the thermals begin to pop. The following weekend at Hororata brought a great turn out, with a big increase in flights.

The 10th September produced a very nice northwester, so Terry Delore got CFI Paul Jackson to check him for a BFR. It took a flight to Waikaia in Southland to Lake Guyon in Marlborough and back to Hororata to do so, with Terry flying his umpteenth 1000 km. Some BFR! Jerry O'Neill covered quite a bit of the South Island and James Turner, flying a Twin Astir on his second glider solo, climbed to 9500 ft in local wave.

It is with deep sadness that we learned recently of the passing of member Barrie Cummings at age 63. Barrie was club treasurer for five years from 1998 and a top one at that. He was a staunch helper at the regional championships at Omarama over the last few years and his expertise will be sorely missed. Our sympathies go to his wife Helen and the greater Cummings family.

Stewart

GLIDING MANAWATU

Our club is still fizzing over the weekend two months ago when Adrian Cable came down and gave a weekend tutorial on aerobatics in our fantastic DG1000. We were short on space last Club news so here's more …

The Sunday turned out to be a perfect day and Adrian treated Ross and Stuart Anderson to some aerobatics in his RV4. The main action however was in the glider. It was interesting to see the looks on people's faces when they came back from flying inverted in the DG1000. Most people were pleased they did it but wouldn't be in a rush to do it again. However Stuart Cawood thought it was quite addictive and flew all the way from Feilding to Bunnythorpe upside down. It was very impressive to see. The Club would like to thank Adrian Cable for making his time available and for coming down to teach us the finer points on inverted flying. If there are any other Club members who want to come and have a try,

CANTERBURY GLIDING

contact us and we will make it happen for you. It is definitely an experience you need to try once.

Since then, winter reality has set in. In spite of snow, rain and wind our field, which is built on a swamp, has been surprisingly dry. We have managed to fly every weekend day, weather permitting, albeit sometimes using the seal and dodging between powered aircraft. Our fellow aviators at Taonui have been very cooperative, for which we are very grateful. Payback for us clearing the sheep every summer day perhaps?

During late August, warmth has returned and several one hour plus flights have been recorded. Our beloved Grob 103 II experienced a rare landout in that time, Ross Anderson, PIC, with recent QGP Al Park, getting a taste of cross country. An aero retrieve proved possible, so all ended well. Roll on summer!

MOD

NELSON LAKES GLIDING CLUB

The winter has seemed rather long and dead, as far as soaring goes, in our neck of the woods. However, a number of new members have joined. For example, we welcome David van der Linden, who has gliding experience gained in the USA and has purchased an LS4 from the closed-down Minden operation in USA. We also have Mike Strathern coming back into action, with an ASW20 and his availability on the instructors' roster. Andy Heap, who has been an instructor, is now living in Nelson and has joined our club and re-soloed. Plus, we have a couple of keen new ab initios in David Smith and Franck Thevenard. All these people are in the productive years of their life and can potentially add strength to our

club's middle ranks, as it were. Also, adding two new modern private gliders to our fleet is a great boost.

The committee is looking at the option of purchasing another 15 metre single seater. We took a weekend off flying in July and with the use of a scout hall, did some TLC on our club gliders. Our annual dinner was held last month, with food provided by the local polytechnic chef's course. The meal was just outstanding. Also in August, we had our annual blind instrument circuit day, with a barbecue and then went local soaring, in weak thermal ridge and then wave. There are some holdups with availability of personnel for the annual engineering work on some private gliders at present, and the QGP exam questions have some issues, holding up our training theory in that area. These will be overcome and we look for a good solid season of activity ahead. Roll on the new season.

PIAKO GLIDING CLUB

Just when I thought there was little happening on the gliding front, along comes the Kaimai Challenge and all of a sudden the 100 km out and return record is under constant attack. The first official day of the challenge was a boomer, with a new record being set by the current holder Brett Hunter, at a raw speed of 204.248 kph. The competition is being led by David Jensen, with a handicap speed of 195.111 kph, set on 14th August. Results and challenge details can be seen on the MSC website in the Kaimai speed challenge section.

Earlier, we had our Annual Awards Dinner which was a great success, complete with hors d'oeuvres, a pasta starter, roast duck and chicken for the mains, followed by a range of four desserts plus ice cream. For some reason, most were full at the end of it. A report on this and details of the redistribution of the silverware, can be seen on our website under 'News'.

There is a lot of benefit to be had in competing for these local trophies and challenges.

It gives us something to try to achieve as a goal on normal club days. Gliding is about challenging yourself, by doing the best you can, with the kit you have got, under the conditions of the day. We are very fortunate these days to have some very good computer programs such as Seeyou, to analyse the day's flying and help us constantly improve our performance.

The weather has had the feeling of spring about it, and I have noticed some good thermal development (on non flying days). The RASP has looked promising and so what better time to introduce a new bunch of pilots to this addictive sport. With this in mind, Piako has just started an enthusiastic group of trainee pilots. Due to availability constraints, we are assigning each to an instructor to supervise their training, instead of running the usual 6 week 'A' Cert course. It will be interesting to compare their progress to those

who have gone through the course system.

As I write this, there is a strong westerly blowing and this Wednesday looks like another boomer. May the good conditions continue all through Spring, Summer and Autumn. Heck, that's not too much to ask.

Bill

TAUPO GLIDING CLUB

The big news is that TGC's Pawnee tow plane, ZK-TPO, is fully restored and up and flying again, much to the pleasure of the tow pilots and all concerned.

Due to unstable weather on Saturday, we had the official launch of TPO on Sunday 31st at midday. The Pawnee from Auckland was there, also the chipmunk, and Hugh de Lautour had the Beaver from Ardmore, and Mark Funnell with his Beaver. It has been a labour of love and the club owes a depth of gratitude to our club manager Tom Anderson, for the many hours of labour he has put into the restoration.

Our patron, John Curtis, has written the following statement. "Following a major make over, involving a large expenditure in both man hours and dollars, our trusty workhorse ZK-TPO, now in its fourth decade, has emerged in pristine condition. A 'heart transplant', i.e. the installation of a new power plant, gives us a Piper Pawnee D235n worthy of its name. This followed a major airframe inspection, with particular attention to the clusters, so one might say - adding lustre to the clusters is the superb paint finish achieved by our resident human dynamo and expert painter, Manager Tom Anderson. We congratulate you Tom, and be assured, we do appreciate your efforts. Well Done!"

We had another lecture in our training series on Wednesday, 'Hypoxia and how to avoid it: Your life may count on it!' Presenters were: Peter Battersby, Medical stuff and Tom Anderson, Practical stuff.

The wave cloud and our Gliding Club Altitude Competition await, summer is on hand and we await the strong South-Easters. Spring is here and despite a present cold snap, two Sundays ago we had a record; our whole fleet of 6 gliders and two other private gliders, all launched and soaring together!

Active training continues, with two students, Dave Smith from Nelson and Steve Guy from Tauranga. Steve went solo in early September.

A reminder to all competition pilots.

The Central Plateau Gliding competition is all go from Sat 29 Oct to Sat 5 Nov so get in and register. Also, we need willing volunteers to help the launch master, help with crew retrievals and many other tasks. If you are coming and can help out, please let Trev Terry know: trev@reap.org.nz or Tom Anderson: gliding@reap.org.nz

GO Richie and the AB's!

Peter Battersby

GLIDING WAIRARAPA

Since our last newsletter not a lot has happened, which is at least better than nothing at all. The strip has been rained on and snowed on. Flying has been sparse, but spring is here. The strip has dried out, is looking great and flying is well under way again. The Wairarapa looks magnificent from the air. Our resident black swan has become a mum with five cygnets - cute.

We are currently running a winter ground school for the QGP candidates, so will have some QGP ready pilots come summer.

The K13 is out of the air for some maintenance and tidying up, and the weather is warming up nicely and becoming glue-drying friendly. Meanwhile, the trusty K7 has been pressed into service.

Every club in NZ must have gone through the angst of upgrading their twins from vintage wood and fabric, or metal to 'glass. We are now at that stage (the angst, that is). Very late starters. Talk about birth pains. We haven't got to conception yet, still at the chatting up and fantasizing stage.

Emile van der Merwe, ex Wellington Club, has joined us with his K6, which now brings our flock of K6's to five! They're breeding, like the swans - must be something in the water. We'll be able to run one-class races this summer.

On some days we'll have three Libelles on the field - it's all go.

The second winch is nearly ready to go. Looks like we'll be able to keep two winches going on good days. (An oxymoron I know - on good days everyone should stay up when launched, but you know what I mean.)

Pete O' Tewb

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

Discus-2cT 2007 • Fully optioned. NDH, 450hrs from 170 starts. 9 hrs on turbo. LX8000 computer, FLARM, Becker txpndr & comm. Mountain High 02. Hangar covers. Cobra trailer with SL package. All in as new condition. $198k. Will finance. Brett Hunter 021 927 626 or hunter.b@ihug.co.nz

For sale two very nice gliders looking for a new home • Ronlerche K4. Slingsby Skylark 2. Contact John 06 758 2953

DG400 GOI • Very good condition. Good avionics, Resurfaced wings. 17m tips. Clamshell trailer. Airframe approx 1300hr, engine approx 150hr. $90k. Half share also available based in Omarama or Alexandra. email dg400@xtra.co.nz

Janus 2 seat trainer glider • Total time 3090 hours, 4500 launches. New towhook just fitted. 720 ch radio, transponder Cambridge electric vario, two HD batteries. Price $52,000 or we will consider any offer. Contact Bill, 09 437 2807, bill@igrin.co.nz

Duo Discus T ZK-GTT • Low hours. 1st flown Aug 2004 Immaculate condition. Complete panels. EDS oxygen. Autocryl finish. Komet Deluxe trailer. Hangared Taupo. Consider half share or full sale. Please contact Trev Terry 0274 908 566 or email trev@trevterrymarine.co.nz

Cobra 15 (ZK-GJE) • Very good condition. Recently refurbished trailer. Fully aerobatic, easy to fly and has a 38:1 glide ratio comparable with a Libelle or Standard Cirrus. Icom radio and a Borgelt B40 vario. $13,000 ono. Contact Russell Jones on 09 575 9788 or email: PrismConsult@gmail.com

One third share in PIK 20 • at present based in Whangarei. Come North and fly in unrestricted airspace. Where else can you get 40+ to 1 performance for $8,000.In spite of what you may have heard this aircraft is not difficult to fly, only different. Phone Lester Chapman 09 435 6979

LS8-18 • ZK-GZN. 15m & 18m wingtips. Immaculate. Competition ready, tuned for racing in every detail. Winner of several national and regional championships. Approx 1080 hours, 325 starts. Refinished PU mid-2006. Cobra trailer & tow out gear. Instruments: Becker Rx & Tx, 57 mm Winter mechanicals, Ilec SN10B, Volkslogger, FLARM, PDA, EDS oxygen. POA. Contact Dane Dickinson 021 104 9694 or dane@xtra.co.nz

Libelle 201B #579 GIU • Good condition approx 2300 hours and 1600 launches. Basic panel plus transponder, chute, 02, Trailer, $18K Contact Paul 021 331 838

ASH25M for sale • ZK-GRJ - in top condition, possibly the best available. Complete with trailer. Always hangared. Fully instrumented. Contact Brian Kelly, phone 06 876 7437, e-mail: Erinpac@xtra.co.nz

Speed Astir IIB • ZK-GUB. Flapped 15m; 40:1; 2000hrs; Oxygen (A8A); Microair radio; transponder; 2 varios; good trailer; gelcoat in good condition; slim-pack parachute; excellent first glider; hangared Omarama; reluctantly selling after 18yrs; reasonable offers; email Paul Barrett at paullinda@xtra.co.nz or phone 03 318 1331 (evenings)

Discus 2B, ZK-GZP • Competition ready, fully instrumented, large screen color Altair nav system, Becker AR4201, Microair T2000 transponder, ACK A-30 encoder, Flarm, EDS oxy, transponder, only 867 hours, superb condition refinished late 2010, Cobra trailer, tow out gear, Wingrigger one-man system. Available due to going self-launcher, email rjzx@woosh.co.nz

Libelle 201B GIV • One third share in based at Whenuapai Auckland. Reluctant sale due to health. $6000. In good condition with trailer. Phone Terry 021 181 5664.

Slingsby Kestrel T59D 19m, HQ • This is a well maintained high performance glider with 1,500 hrs flying time off 646 launches. Glider is well instrumented and fitted with oxygen. Trailer and wing and canopy covers included. Price NZ$20,000. Contact David Clark 021 108 0783, divandprue@netspeed.net.nz

Slingsby Kestrel T59D 19m, ZS-GII • Recently fully refurbished, #Launches 970, #Hours 2240. Aircraft Serial no. 1828Instruments: ASI - knots, Altimeter- feet, Terra Transponder, Dittel radio FSG40, FLARM with remote display, Zander flight computer with VARIO, Volkslogger, Compass, Second vario, Oxygen system. Wing and canopy covers, logbooks and flight & repair manuals. Full tow-out gear. Enclosed Trailer with refurbished chassis. Price NZ$30,000. Price incl shipping & insurance to any NZ ports. Glider currently hangared at Cape Gliding Club, Cape Town, South Africa. Contact Jacques du Toit, M:+278 2418 8771, email j7dutoit@telkomsa.net

HANGARS

Drury hangar position for sale • For under half the price of a new trailer you can enjoy the ease of a fully rigged glider! Concrete floor, power, water. Make an offer. Roger Sparks phone 027 495 656

Drury hangar position for sale • Concrete floor, ideal for 15m sailplane, power for recharging batteries. Just tow your glider to the door and back in, no moving of other gliders. Offers phone Ross 09 415 4997

South Canterbury Gliding Club has for sale its 15 metre Hangar Space at Omarama $1800 per metre + GST. Contact Paul 021 331 838

15m hangar space at Omarama available for long or short term rental Contact Annie Laylee or G Dale on annlaylee@aol.com or gdale247@hotmail.com

OTHER

Norfolk Aviation Sports Club has a brand new • in the box Becker AR4201 Aviation Radio for sale, at the discounted price of $1700+GST. Phone Clinton 06 762 4871

Tow Plane for sale • PA25-160 ZK-BWP Recently returned to airworthy status. New non-terminating C of A, 406 ELT, Tow Hook. Lycoming 0-320, 220hrs to run. TTIS 3897, TSO 1779. $50,000. Phone 0274 724 732 or 07 376 8298 evenings for further details

Ipaq 3200(?) • PDA with Winpilot including charger and leads Offers. kea.tours@xtra.co.nz

Patterns from which to make canopy covers for Astir CS • (a cloth pattern), Jantar (paper pattern) and LS3 (paper pattern). Any good to any one? $5 and I will post one to you. Contact Frank Saxton 03 546 6098 or email my address which is in the GNZ directory

Volkslogger flight recorder IGC/FAI approved • $995 ono. Contact laurie.kirkham@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 2011.

Soaring computing system • Ilec SN10B and Vario with iPaq300 PNA connected. Comes with Garmin GPS and Goddard cabling for inter-connection and power. iPaq runs SeeYoumobile (included) giving multiple available parameters & moving colour maps. $2500. Contact jonathanc@xtra.co.nz

Caravan, Zephyr, 3 berth • On site at Omarama. Not road worthy. As is where is. Weather proof. Breeze Way awning. The old blue caravan has given us many years of pleasure but we are finally modernising. $4000 ono. Email John McCaw j.mccaw@xtra.co.nz

WANTED

Hello! I'm looking for a two-seater trainer like Puchacz, Grob G-103 Twin Astir II Acro or non-Acro, or ASK21. Tales Maschio, talesmaschio@gmail.com (Brazil)

The Whangarei Gliding Club is looking for a fibreglass 2 seater glider that can take 2 pilots of 2 metres(6'4") in height and about 100kgs each. We would like a trailer with the glider. Please contact Bill Rossiter email billro@xtra.co.nz Phone 09 437 2807 or 027 226 8213

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GHS 15 mtr. Foka 4 Polish Built.
LD 34-1; VNA 141kts (aerobatic) Good trailer and ground gear. Just completed annual airworthy and bore-scope inspection. $18,000 Glider plus free Taupo hanger space until 2021. 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

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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

NEW – NZ AGENCY FOR LXNAV THE MOST ADVANCED SOARING INSTRUMENTS

We will be in our Omarama workshop in early September – please phone if you require service onsite at Omarama

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