

December 2015



From Graham White (President)

Hi Everyone,

Well Christmas and the bulk of the soaring season is now upon us. Try to remember **Fly Safe** this summer.

Firstly congratulations to Alexandra and Ryan for their first solo's, great achievement both of you. It's only the start though, not an end in itself but a milestone all the same- well done, and good work by the instructors.

I'm off to Omarama on the 5th for a week and a half, instructing at the youth camp there. If you care to look at the webcam on Glide Omarama's site you can see what the weather is like there – it comes up under the Omarama heading. There will be about 24 students at varying stages in their training from pre-solo through to cross country training.

It's a really good training venue so you juniors might like to think about planning for next year. There will be some youth camps of short duration in the NI in the coming year as well so keep an eye out for that, and if you aren't already, join youth glide, it's cheap and you'll get all the email traffic.

I have just finished reading G Dale's book the Soaring Engine, and found it excellent at explaining in plain language the principles of soaring, flat land and mountains. Well worth the read for all of us, I learnt something from it. If you are interested in obtaining a copy let me know as Gee will be in Omarama and at about \$60 it is good value.

A good aim this summer would be to fly some cross country for all of you with QGP's. That doesn't mean necessarily following me all over the sky, although you're welcome to tag along – I'll even fly in the Libelle if that helps. What I would encourage though is just getting a little bit away from Bridge Pa or Waipukurau, the triangle competition is a good start. With good cloud bases around 5000', you can glide all the way round these courses in HB and with only a couple of climbs in the PW's. A mistake I made early on and is common, is stopping for every scrap of lift. Don't! if thermals are 3knts around the airfield keep moving under likely looking clouds until you get a decent climb of at least 2knts. Eventually you will learn to read the clouds and have a fair idea of what will have energy and what won't. Of course sometimes the conditions change, but usually you get some warning/indication. When flying I'm always available for advise so ask, we may need to change to 133.55 for that, but don't stay silent when you need some guidance. I'll be back on the 19th so we will need to rig the twin HB, and that day I'll be the same age as Grant again, almost ancient!

Cheers Graham

Trophy Holders

1. **Levick Challenge Trophy** – for Best Club Member - John McConville - Treasurer, Instructor, Engineer, Acting Club Captain
2. **Grower Canneries Trophy** – Service to the Club - Neil Faulknor - CFI, CD Contest Director, tow pilot
3. **NZ Cup** – presented by Trish & George Lane - was for any member representing NZ – George advises could be used for any person representing the club at competitions - Graham White & Jason Kelly for 2nd place in Nationals on one day
4. **R G Lee Triangle Trophy** – ex Waipukurau Club – for flying a triangle flight - Jason Kelly
5. **The Drummond Trophy** - ex Waipukurau Club – for the most meritorious flight ex Waipukurau - Graham White
6. **LH Williams Cup** - Most Meritorious flight - Jason Kelly - 642km OLC in HB
7. **Beth & Jim Driver Novice Trophy** - Best Novice pilot - Alexandra Thompson
8. **Thompson Suits Tankard** - Best height gain in a club glider - Jason Kelly 11,000ft in HB
9. **Peter Lyons Memorial Trophy** - most meritorious member - Grant Jarden - Instructor, Assistant Duty pilot, new member recruiter, lawn mowing, tractor maintenance

Awarded from competition results:

1. **Robin Lowry Trophy** – Spot Landing - Brian Kelly
2. **A & J Manley Cup** - No instrument circuit - Brian Kelly

Not on hand and to be located:

1. **Goodrick Memorial Plate** - best two seater flight

Duty Roster Nov-Feb

<i>Date</i>	<i>Instructor</i>	<i>Duty Pilot</i>	<i>Tow Pilot</i>
29-Nov	Grant Jarden	Brian Malcolm	Phil Gray
6-Dec	Jason Kelly	Allie Thompson	Neil Faulknor
13-Dec	John McConville	Shelly Keogh	Bruce Chambers
20-Dec	James Foreman	Ryan Maney	Mads Slivsgaard
27-Dec	Grant Jarden	Wayne Golding	Phil Gray
3-Jan	Jason Kelly	Richard Keir	Neil Faulknor
10-Jan	John McConville	Mike Moloney	Bruce Chambers
17-Jan	James Foreman	Brian Malcolm	Mads Slivsgaard
24-Jan	Grant Jarden	Allie Thompson	Phil Gray
31-Jan	Jason Kelly	Shelly Keogh	Neil Faulknor
7-Feb	John McConville	Ryan Maney	Bruce Chambers
14-Feb	James Foreman	Wayne Golding	Mads Slivsgaard

Duty Pilot's Tasks

1. Arrive at the airfield by 11am or the time agreed with instructor / towpilot for the day.

2. On arrival:

- i. Open the hangar(s), club house and caravan.
- ii. Check water, oil and fuel levels in both tractors and move them out of the hangar as required.
- iii. Fit batteries into gliders and get them ready for moving out of the hangar.
- iv. Tidy caravan, ready flight sheet (*ensure carbon paper is between the white and yellow sheets*) and duty board for the day.
- v. Ensure the caravan radio is operational.
- vi. When enough personnel are to hand, assist with moving gliders from the hangars, DIs and cleaning etc.
- vii. When operating on 019 or 029, place "Gliding" sign on driveway to direct people to the gliding operations.

3. During operations:

- i. Log all flights onto the Flight Sheet (take off time, landing time, pilots and passengers and which aircraft.)
- ii. For trial flights, prior to launch, get the person to complete a Three Month Membership form and record the Trial Flight Voucher number or if paid on the day on the flight sheet. Any three month temporary members returning for subsequent flights need to pay the launch costs only.

Trial flight costs are currently:

\$125 to 2,000ft

\$150 to 3,000ft

\$200 to 4,000ft

The club also offers a buy any two trial flights to any height and get a third one to 2,000ft free.

- iii. Schedule all flights in conjunction with the instructor(s). Students are allowed one consecutive hour of glider / instructor time. Trial flights need to be fitted in as appropriate as required.
- v. Record all funds received against flights / people's names and securely store any payments received.
- vi. Help with and or arrange glider take offs and retrievals.

vii. If you leave your post (including going flying), ensure you appoint a person to perform your duties.

viii. Ensure any completed Membership Application forms are given to the club secretary.

4. After flying:

i. Ensure glider batteries are removed and put on charge (MX and YP.)

ii. Ensure HB's battery is on charge (12V).

iii. Complete the flight logs in each glider (total flying time and number of flights).

iv. Switch off caravan radio.

v. Ensure all funds received and completed flight sheet are collected by the treasurer or other designated person or securely stored out of sight.

vi. When enough personnel to hand, assist with moving gliders back into the hangar and ensure all covers are put on.

vii. When operating on 019 or 029, ensure "Gliding" sign on driveway is returned to the hangar.

viii. Ensure hangar, clubhouse and caravan are locked and secure (all windows are closed, doors are locked etc.)

If you have any questions, please do not hesitate to ask more senior members for assistance and advice on any of the above or other gliding club issues.

Highlights form the YGNZ Camp

Graham and I had an amazing ten days flying in Omarama. On the first day, we went to the east, for a great couple of hours flying to amazing heights. What a great way to start the camp. The next couple of days were fantastic wave flying days. On the 10th we did our first flight to Mount Cook, an amazing experience. It was the perfect time as there were no clouds whatsoever. We got over 18000ft that day, but we were still going higher. On the second to last day there, Graham and I got to 21000ft! Yes, it was amazing, but unfortunately we were heading back, so we had to pull brakes out and go. I did a solo in HB as well, but there was at least 8 knots of sink on base leg, so I ended up doing a very low circuit.

At night, we lit the fire and told stories and talked and talked and talked till the sun went down, which was about 9-10pm. Every Monday, Wednesday and Friday, there was Tabata, a very hard form of exercise. It went on for 30mins, and the rest of the day, we were all complaining about stiff legs and backs. Not many people went to these classes, but the ones who did always seemed to be in pain.

I had the most amazing experience. Learned lots, laughed lots, and am very grateful to the Hawkes Bay and Waipukurau Gliding Club and Graham White.

Allie Thompson