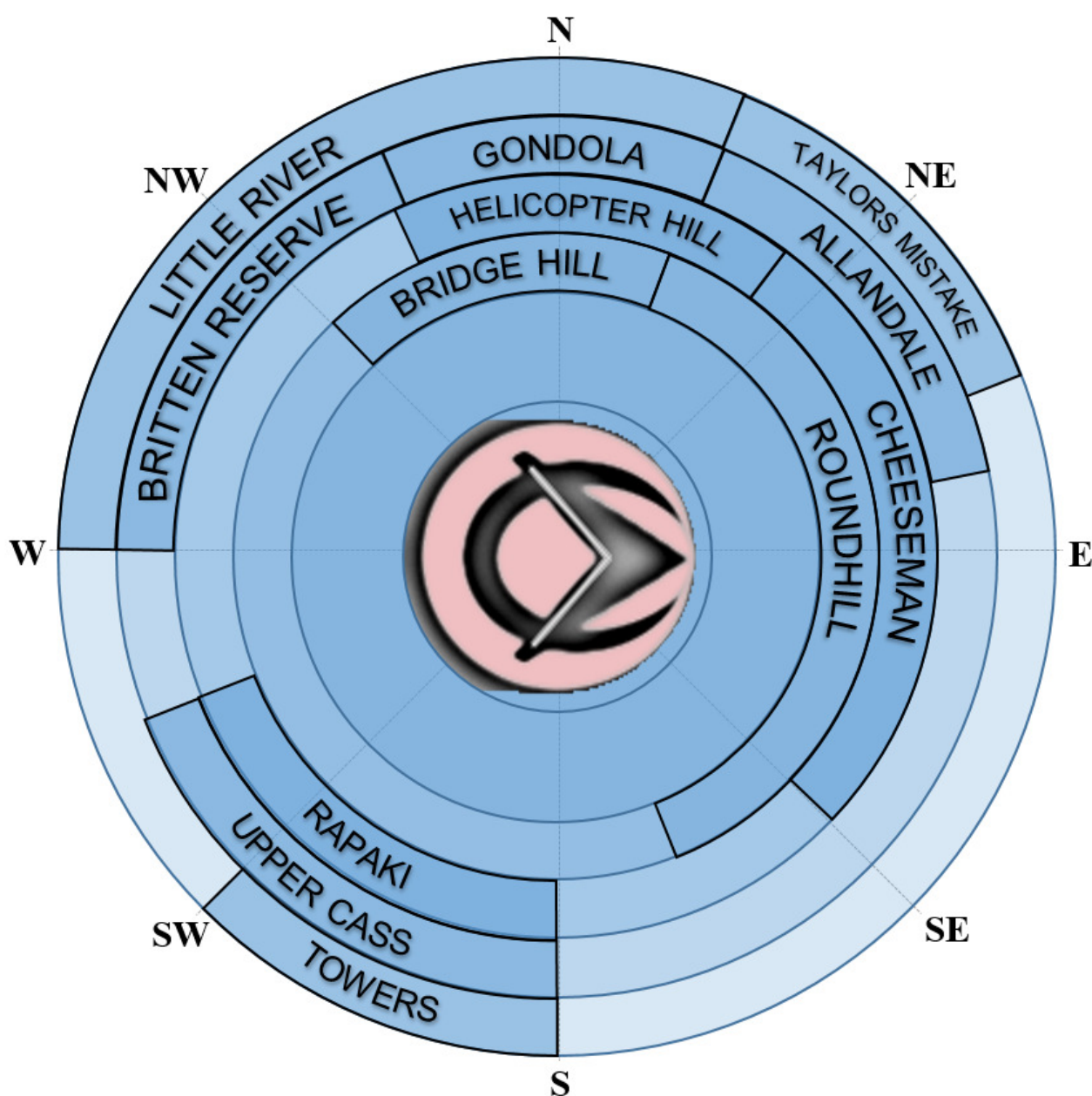


Canterbury Hang Gliding and Paragliding Club

Sites Guide 2015/2016



Complete Sites List

Name	Rating	Prevailing Wind Direction			
		N	E	S	W
Allandale	PG2 HG Int				
Bridge Hill	PG2 HG Int				
Castle Rock	PG3 HG Adv				
Cheeseman Skifield	PG2 HG Int				
Cracroft	PG1 HG Basic				
Gondola	PG2 HG Adv				
Helicopter Hill	PG2 HG Int				
John Britten Reserve	PG2 HG Int				
Little River	PG2 HG Int				
Magic Mountain	HG Adv				
Rapaki Township	PG3 HG Adv				
Round Hill	PG2 HG Int				
Scarborough Cliff's	PG3 HG Adv				
Taylor's Mistake	PG2 HG Int				
Taylor's Mistake Gut	PG2 HG Int				
Towers	PG2				
Upper Cass	PG2 HG Int				

- Lower rated pilots under direct supervision of a qualified instructor may also fly from these sites.

INTRODUCTION

Welcome to the 2015/2016 edition of the Canterbury Sites Guide. It has been a while since the club has published an update. If you are reading this guide, it is likely you are a resident pilot new to the area, a visiting pilot from within New Zealand, visiting from Overseas or a newly qualified from a school. Welcome to you all.

This publication is as it says: “a guide”. Hopefully, it has enough information to get you to the right spot, fly safely and respect any site rules that we have created to ensure we do not lose the ability to fly from the site. The guide cannot explain all the details and nuances of each site or weather conditions, so please don't hesitate to ask questions of any experienced club member you meet whilst out and about flying.

Updates to the guide will be published in the online sites guide at:
<http://www.chgpc.org.nz/flyingsites>.

To keep in touch with other members and be informed on general club matters, join the club forum
<http://www.chgpc.org.nz/forum/2>.

The club does not own any flying site and those presented in this guide are on both public and private land. The use of the sites have been secured through negotiations with the land owners and in some cases our presence is only begrudgingly accepted. These negotiations have resulted in the rules set out in this guide. If we all adhere to these rules then the landowners will hopefully continue to allow us to fly from their land.

Local or visiting pilots who have not briefed themselves about our sites could potentially lose them for us. Therefore, it is important that we identify unknown pilots found on our sites and educate them about our club and sites guide. Don't leave it to someone else. Make sure you do your bit to help us continue flying.

Radio Information

The club uses UHF Personal Radio Service (PRS) Channel **40** (477.400MHz) as a general operating frequency.

You can use radios upto 5 Watts transmitting power. Try and purchase a reputable radio. The \$50 Dick Smith specials do not have much range and no one will hear you.

DO NOT USE the following Channels:

1 to 8 inclusive as these are allocated as output frequencies for repeater stations.

31 to 38 inclusive as these are allocated as input frequencies for repeater stations.

Radio's are the only method of 2-way communications in the mountains. If you are flying with others and expect a retrieve or assistance in an emergency you must carry a reliable UHF radio.

Keep transmissions short and remember the rest of North Canterbury can hear you.

GENERAL RULES TO FOLLOW WHEN USING FLYING SITES

All pilots are required to be members of the NZHGPA and carry their membership cards (they are your pilots licence). NZHGPA rules and procedures should be followed at all times (gliders and harnesses must have current WOF's). If you are a visiting overseas pilot then you will need a temporary membership, which you can purchase through our club. Further details for visiting pilots is given at <http://www.nzhgpa.org.nz/visitors.php> .

PARAMOTORS OR POWERED HANG GLIDERS ARE NOT PERMITTED AT SOARING SITES.

Vehicle access and parking are often a key point in site negotiations. Please use only the agreed access routes and parking areas.

Please report any damage or concerns about flying sites to the sites officer immediately.

When flying XC try not to land in fields containing livestock or horses.

Good Public Relations helps us enormously in maintaining acceptance among the public and eases the way for future site negotiations. Please always make an effort to be considerate and courteous to the public and landowners when driving to or at a site. Likewise, please follow the country code: take litter home with you; don't climb over fences/walls and always leave gates as you found them.

Model aircraft:

At some of our soaring sites, predominately Taylor's mistake and Allandale, model aircraft are also flown. A mid air collision between a HG/PG and a model could potentially cause injury to you or your equipment. Therefore, where possible, we should try to fly in separate areas of the ridge and respect the fact that each group has equal rights to be flying.

However you should also be aware of this CAA Rule:

101.213 Right of way

Each person operating a model aircraft shall ensure it gives way to, and remains clear of, all manned aircraft on the ground and in flight.

WEATHER

The only thing that is certain about the South Island weather is that it will be changing rapidly. The majority of weather systems arrive over the South Island having originated in Australia or the Sub-Antarctic seas somewhere south of Tasmania.

These systems give us three general types of weather:

1. Anti-Cyclonic (High Pressure System)
2. NW winds
3. SW winds

Let's take a look at each one:

1. High Pressure System

In the Summer, these produce light winds and average to strong thermal strength in the mountains (Southern Alps). The convection in the mountains quickly draws in a sea Breeze from the NE and across the Canterbury plains. Christchurch and the plains will generally only be good for coastal soaring in this NE sea breeze.

In the Winter, these systems are more common and can last many days. However, the persistence of the high pressure (descending air) causes strong inversions which limit thermal activity. The NE's sea breeze is generally a lot weaker. In these conditions, the Port Hills thermic sites can be flown for longer before the sea breeze arrives.

2. NW winds

The famous NW'er is a Foehn wind which we experience most during the Spring and Autumn equinox. You can check the metservice mountain forecast for the likelihood of this wind. The NW'er brings warm dry air as the westerly airmass is dried and compressed by passing over the Southern Alps and descending into the Canterbury plains. The NW'er creates a system of wave lift and turbulent rotor bars downwind of the Alps. The crest of the waves normally form cloud that give rise to the smooth lenticular clouds at high altitudes. The rotor clouds are marked by ragged cumulus clouds in between the wave crests.

In Christchurch, something odd happens when the NW is around 30-80kph at 2000m in the Alps. One of the NW'er waves hits the ground around Christchurch airport and bounces back up. This encourages the NE sea breeze circulation to start and you can find that although there is predominant NW wind, it is actually NE at low altitude. Here, you need to be careful. The NE sea breeze is cold and dense, so it stays at low altitude. This makes it possible to fly low lying coastal sites (Taylor's Mistake) but 100m higher on the Port Hills (Gondola) it is turbulent NW.

So, only fly low coastal sites in these conditions. Do not be tempted to fly higher Port Hills sites even if the NW feels like 10-20kph. It is turbulent and can quickly change.

When the NW strength increases past 80kph at 2000m in the Alps, the NW wave normally pushes over the city completely. Do not fly in these conditions.

3. SW winds

Immediately after the NW wind, SW fronts and winds hit. Sometimes as a gust front. The SW front can bring rain but being a cold front the poor weather clears quickly, leaving us with a cold and dry airmass. The SW wind normally drops quickly during the day and leaves us with our best thermic soaring conditions.

AIRSPACE

Unfortunately for us, Christchurch International Airport is located in close proximity to the majority of our sites and hence we are affected by the large amount of controlled Airspace that has been created to protect aircraft flying within it.

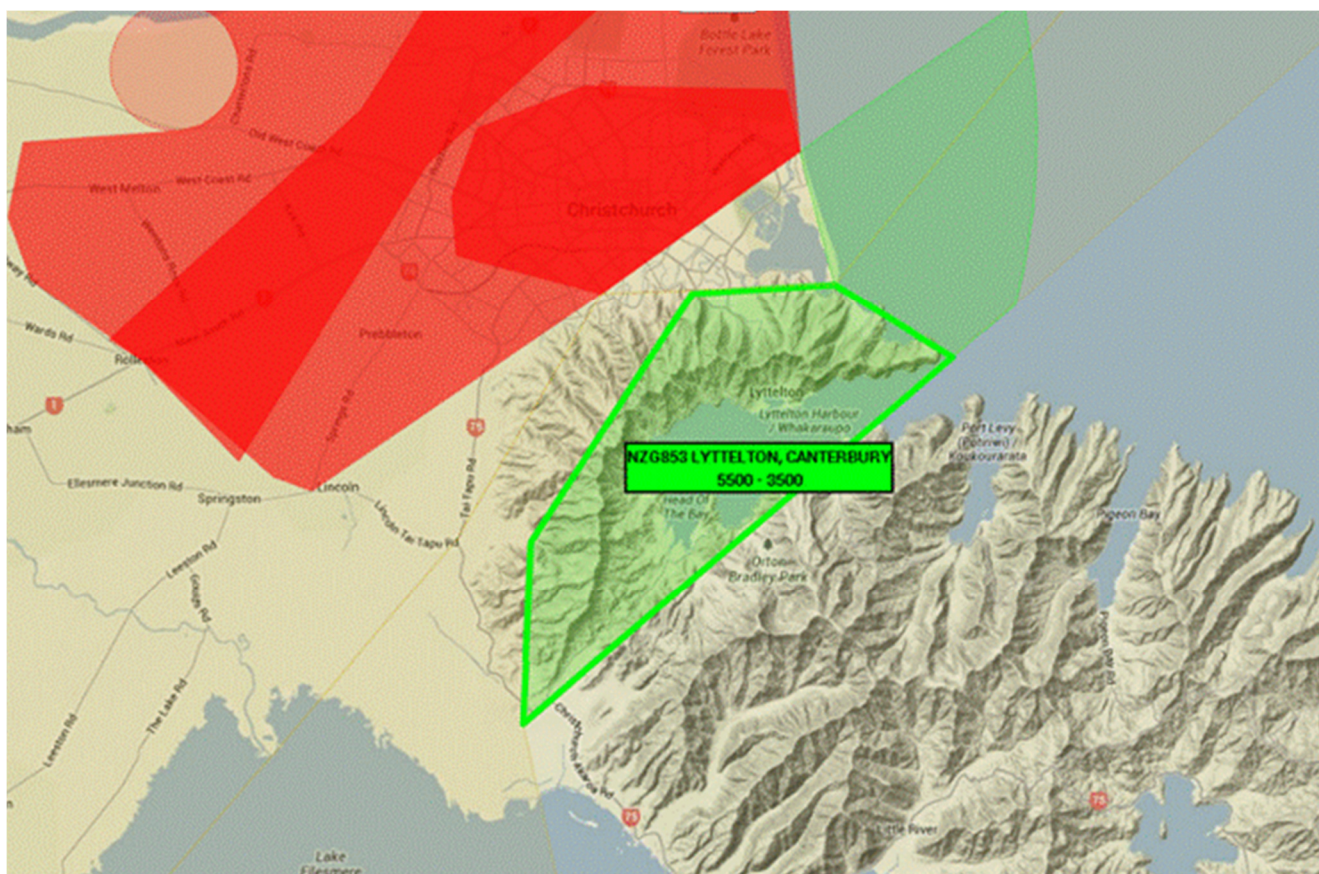
We are not permitted to fly within controlled airspace and so you must ensure that you avoid it by becoming familiar with the location of controlled airspace around Christchurch Airport.

This is not negotiable, the day a Hang Glider or Paraglider has a mid-air with another aircraft in controlled airspace is the last day we will be able to fly.

You will find the most appropriate airspace on a Visual Navigation Chart C13 (1:250000 scale). Check this is the current chart as they are updated annually.

G853

Is a general aviation area created by the club to increase our altitude limit from 3500ft amsl to 5500ft amsl for the highlighted area. To use this increased altitude limit you need to activate it by calling the Christchurch Airways duty manager on 03 3581694. You will need to give an activation time and a time at which it will close. Airways staff are very helpful and will do their best to meet our requirements. If we do not use G853, it is hard to justify its continued existence, so please, do not be shy, make good use of G853 and activate it when conditions are suitable.



INCIDENT and ACCIDENT REPORTING

It is a CAA rule requirement that we report all incidents and accidents. Details are given in the NZHGPA Organisation & Procedures Manual.

Amongst many other things, reporting allows us to determine if there are safety concerns with a particular site, pilot or equipment. This will hopefully allow the club to address the concern to avoid similar incidents and accidents re-occurring.

A brief summary of the NZHGPA OPM reporting section is provided here:

What is an **incident**? Something that:

1. Jeopardises the safety of the hang glider or paraglider.
2. Involves a hang glider or paraglider, and causes injury or severe mental strain to any person, or damage to property.
3. Involves a breach of airspace regulations.

What is an **accident**? Something where:

1. A person is fatally or seriously injured as a result of being attached to the hang glider or paraglider or in direct contact with any part of the hang glider or paraglider including any parts that have become detached from the hang glider or paraglider.
2. The hang glider or paraglider suffers substantial damage, which adversely affects the structural strength, performance or flight characteristics of the hang glider or paraglider that would normally require major repairs or replacement of the affected components. This excludes hang glider minor damage to uprights and battens.
3. The hang glider or paraglider is missing or is completely inaccessible.

All **incidents** must be reported to the club safety officer.

All **accidents** must be reported to:

1. The 24 Hour CAA Accident Hotline on 0508 ACCIDENT (0508 222 433).
2. The local Police (Immediately) in the case of a fatality.
3. The NZHGPA Operations Manager (immediately) in the case of a fatality or an accident which could involve third party insurance claims.
4. The Club Safety Officer within 24 hours.

A completed accident report must be sent to the NZHGPA within 48 hours.

EMERGENCY PROCEDURES

In the event of an accident, please be ready to assist if needed. There are very often medically experienced people on most sites.

In the event of a serious accident that needs immediate hospitalisation

- Call 111 and ask for **POLICE**
- Describe the incident as **FALL FROM HEIGHT**
- If the location is remote, give coordinates in any format. Rescue helicopters will be able to use these.
- Stop other pilots flying in the area. A pair of crossed gliders indicates 'Land Immediately'. Use radios, shout, wave your hands, or whatever method works to get pilots clear. Rescue helicopters will delay landing if there are gliders flying close by.
- Be prepared to help carry the victim's stretcher if needed.

If you are qualified and assess that the victim is not seriously injured, then you can **call an ambulance**, but they will need a physical street address. They may not be able to use GPS coordinates.

ALLANDALE 43°38'38"S 172°37'28"E

Wind Direction: NE

Sites Officer: Derek McKee

Minimum Pilot Rating: PG2 or Intermediate HG

Access: Via Summit Road from either sign of the Kiwi or Gebbies Pass.

Parking: There is limited parking alongside the road. DO NOT drive onto the Rigging or Takeoff area.

Landing: Top Landing is possible for both HG and PG. Be very careful not to fly downwind of the takeoff area as you will quickly encounter rotor.

Bottom landing is the paddock next to Bamford road (LZ1). You can also land in the paddock next to the Wheatsheaf Tavern (LZ2). You cannot see LZ2 from Takeoff as it is 4km distant behind terrain.

Flying: Allandale is the most frequented site for hang gliders in a NE. In a typical summer sea breeze it will be too windy for paragliders. The lift band can sometimes be small, even with 20kph wind speed. On other days there can be abundant lift. It is possible to ridge soar 1-2Km in either direction along the summit ridge. Be careful to avoid turbulence from the many spurs that lead down from the ridge to Lyttleton Harbour if you get low.

It is also possible to fly xc from Allandale. This site gets the first sun and so it is possible (in the absence of a sea breeze) to climb out and head round the summit ridge towards Mt Herbert and beyond. Behind takeoff, Airspace limits you to 1500ft.



BRIDGE HILL 43°09'25"S 171°43'03"E

Wind Direction: E-SE

Sites Officer: Patrick McGregor

Minimum Pilot Rating: PG2 / HG Intermediate

Access: From SH73 turn off onto the access road to the environmental education centre. Follow this track until it reaches the first saddle.

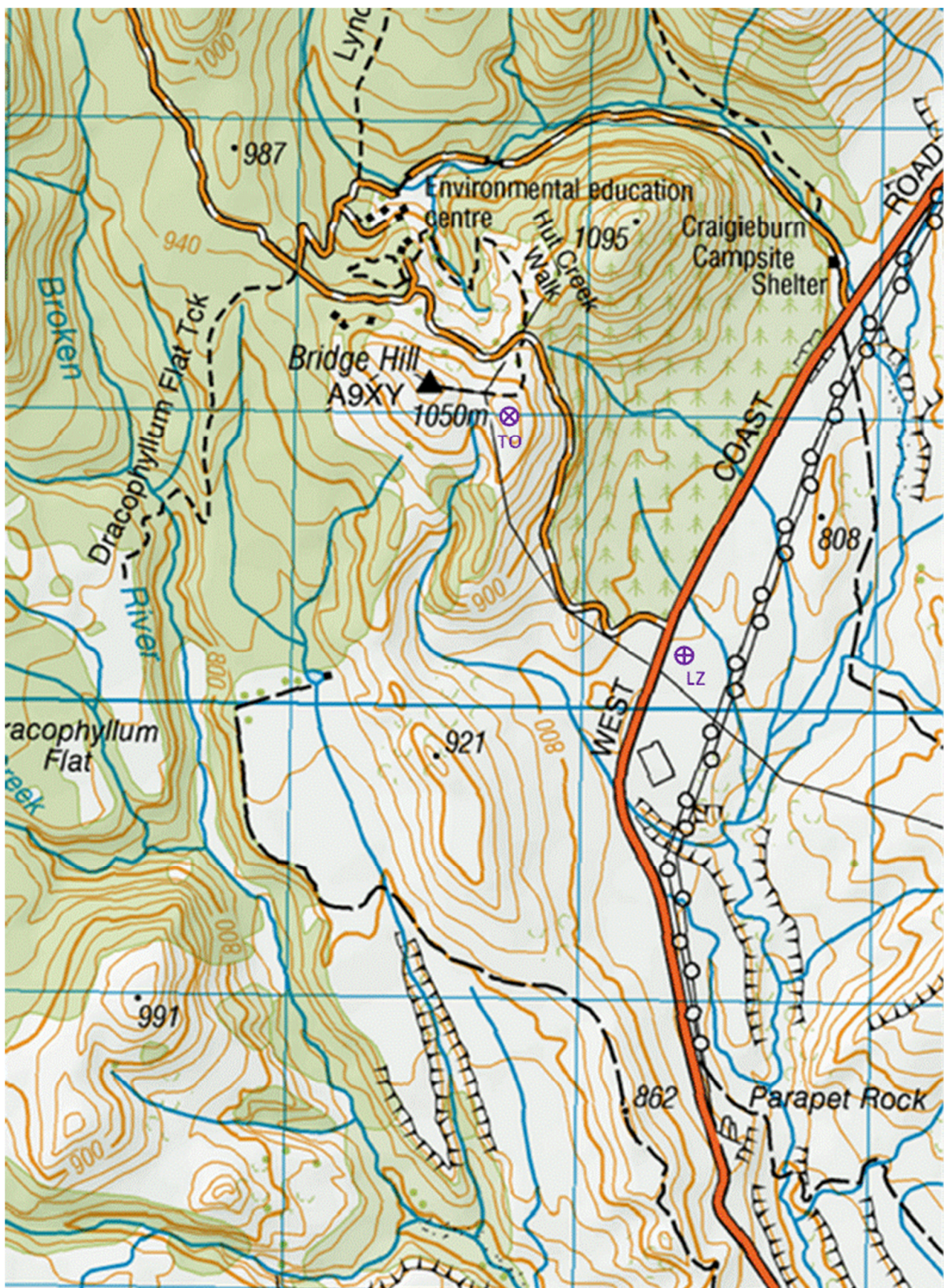
Parking: Park off the track in the saddle or for serious 4-WD vehicles you can drive upto Bridge Hill.

Takeoff: Faces East to South East. There is a generous amount of room for several gliders.

Landing: Next to SH73 just opposite the turnoff for the access road. Be very careful of multiple adjacent power lines to this landing area. If you are not comfortable with the close proximity, you can choose a landing spot west of SH73.

Flying: Bridge Hill takeoff is only a 100m above the landing and does not have much potential for xc. Sometimes you may find it soarable if the wind is on or if your timing is right you may catch the convergence created by the incoming NE sea breeze.

Normally you would only fly this site if there is a soarable wind on the face or you can't be bothered to walk up Helicopter hill or drive to Mt Cheeseman.



CASTLE ROCK 43°35'29"S 172°41'57"E

Wind Direction: LIGHT WINDS

Sites Officer: Patrick McGregor

Minimum Pilot Rating: PG2 / HG Advanced

Access: It is not possible to drive to Castle Rock due to the post earthquake closure of the summit road between the Gondola station and Rapaki Track.

Parking: Parking was available at the hairpin immediately above the Rock.

Takeoff: Walk up (above the road), over the style and upto the summit ridge. The takeoff area is just below the trig point. You will find it rocky and small. (i.e. just enough room for one glider to launch).

Landing: Top landing is possible in light winds at Upper Cass.
Bottom Landing. There are two options:

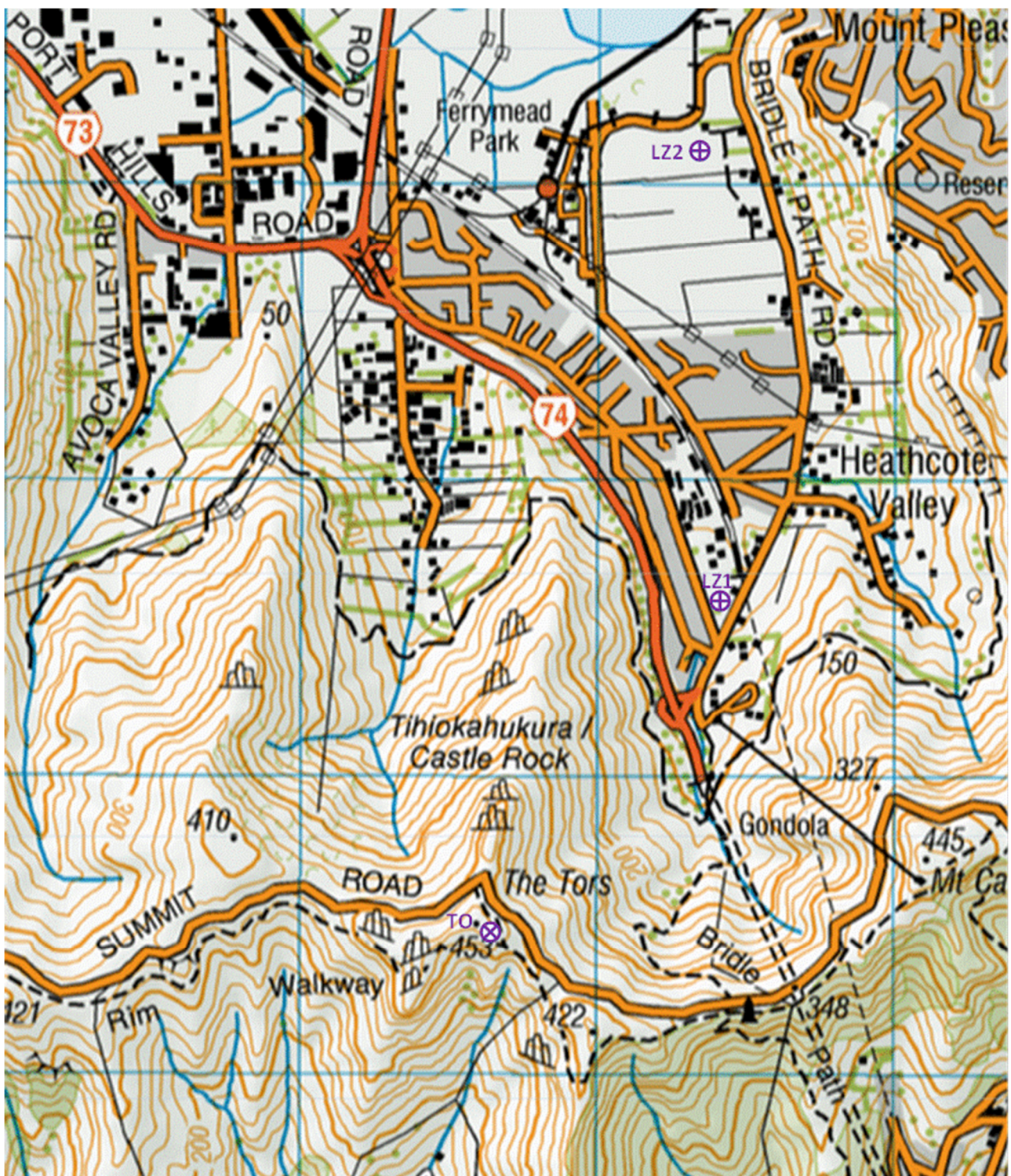
1. Heathcote Domain (Cricket Pavilion) closest to the Tunnel entrance. This landing option is small and not suitable for Hang Gliders.
DO NOT LAND here if there is a cricket or football match in progress.
2. Ferymead Domain is located further out towards the Ferymead heritage park and estuary. This is the best option for Hang Gliders.

CAUTION: Both LZ's will be turbulent if the NE has arrived.

Flying: Castle Rock faces due North and is a good thermic site in the right conditions. The spur leading up to Castle Rock provides good trigger points for thermals. Once you have climbed out, it is then possible to fly along the peaks of the summit ridge or for the more adventurous you can go for the crossing over Lyttleton Harbour. Be wary of the NE sea breeze arriving. You can monitor the NE by looking at the sea in Lyttleton Harbour and the Heathcote estuary. As soon as you see signs of a strong sea breeze (i.e. wind lines, white caps, kite surfers) it's really time for you to be landing. If it is too late and the NE has already arrived in good strength, then you should either top land on the summit ridge or fly well out into the Ferymead Valley and try one of the paddocks near the Heritage Park.

DO NOT FLY in a NW, unless you are positive the NW is <20kph at all altitudes.

CASTLE ROCK 43°35'29"S 172°41'57"E



CHEESEMAN SKIFIELD 43°09'24"S 171°40'16"E

Wind Direction: LIGHT WINDS (Takeoff faces East)

Sites Officer: Derek McKee

Minimum Pilot Rating: PG2 / HG Intermediate

Access: From highway 73 turn off to the Cheeseman skifield. Follow the access road to the locked gate). The club does have a key that will allow you to drive all the way to the Skifield carpark. The Key is held by Steve Bankier (Tel 03 7411899). The charge for using the skifield section of the track is \$10 per vehicle per trip. Make sure you close and lock the gate behind you.

Parking: Either stop at the locked gate, park well off the access track and walk the last 500m to takeoff or park in the main skifield carpark if you have paid for the key. DO NOT drive your vehicle any higher than the main skifield car park (i.e. upto or above the ski lodge).

Takeoff: There is plenty of room to rig and takeoff in the main carpark. The initial slope down to the access track is shallow so make sure you have sufficient speed to clear it. In the summer, dust devils/thermals will trigger from the car park so make sure you do not spend unnecessary time clipped in.

Landing: There are two bottom landing options. The closest (LZ1) is Texas Flat. This is the place you will probably have left a vehicle. PG's generally land between the track and the start of the hogs back ridge. Texas flat does have a shallow slope and the large tussocks can make landings technical for HG's. LZ2 is where the majority of HG's land as it has a better approach and is normally facing the thermic wind or NE if it has pushed into the plateau.

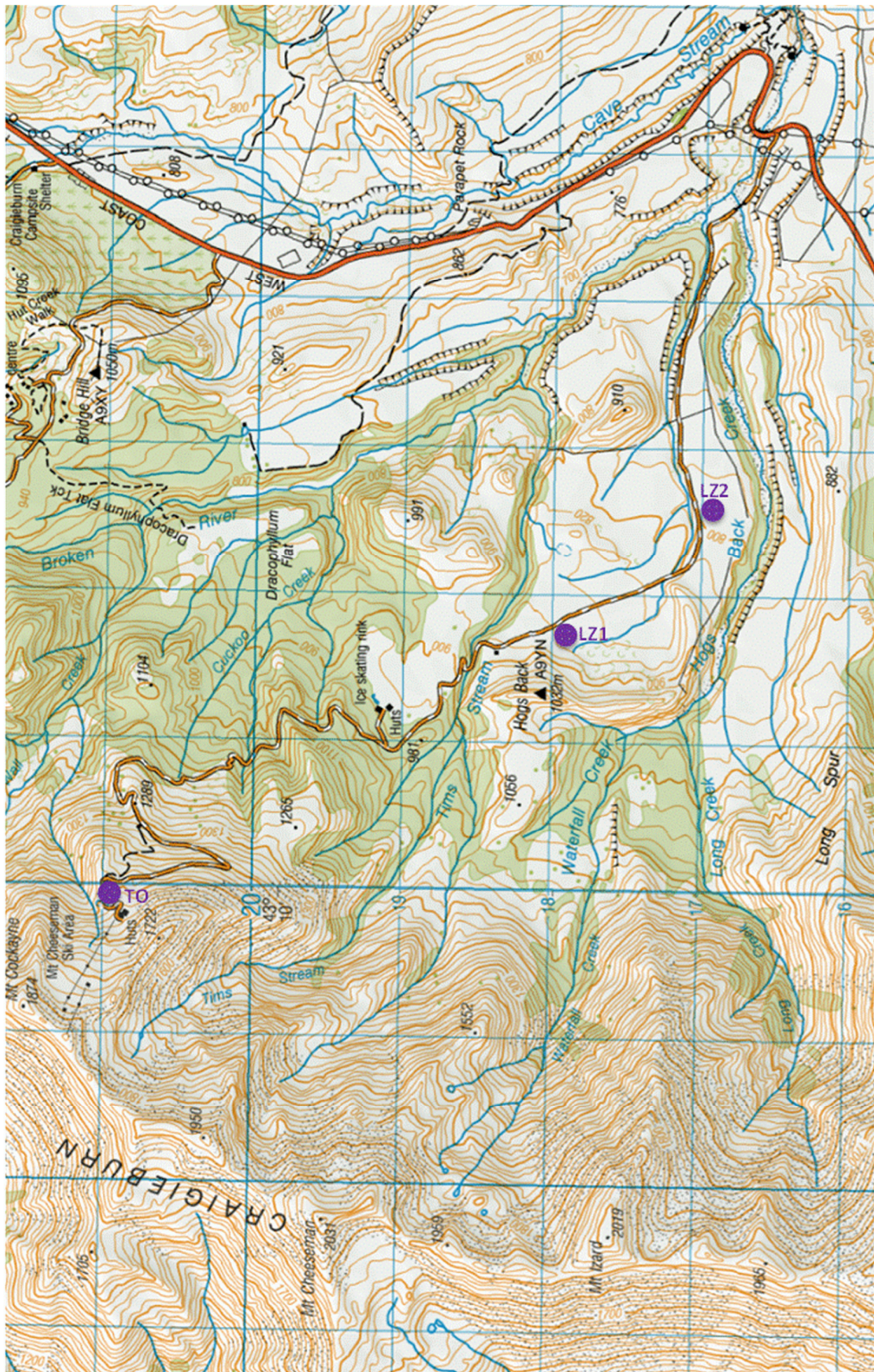
Flying: Cheeseman provides the easiest access to the Craigieburn ranges. This is a good starting point for xc flying within the local area or straight line distance flights. Pilots have flown to Otira or in the opposite direction, Springfield. Cloudbase can reach higher than the start of controlled airspace at 9500ft. Sometimes it can be a struggle to get your first climb from Cheeseman. Your best bet is to turn right (after takeoff) and follow the scree slope along the access track. This gives you some room to work initial thermals that will track up the scree slope until they release properly at the top of the ridge. This will put you in close proximity with terrain. If you are not comfortable with this, you can try your luck further out away from the mountain and try and find a thermal triggering off one of the lower slopes. This will give you much better terrain clearance.

Cheeseman is an Alpine site and in the summer, thermals and turbulence can be strong. Make sure you are current and have all the necessary safety equipment.

Flying with others is a very good idea as the area is remote. Cell phone coverage is now available from the transmitter located in Castle Hill village.

DO NOT FLY here in a NW. Takeoff is leeseide and it may seem ok but it will be very turbulent.

CHEESEMAN SKIFIELD 43°09'24"S 171°40'16"E



CRACROFT 43°34'57"S 172°36'44"E

Wind Direction: NE (LIGHT WINDS ONLY)

Sites Officer: Derek McKee

Minimum Pilot Rating: PG1 / HG basic

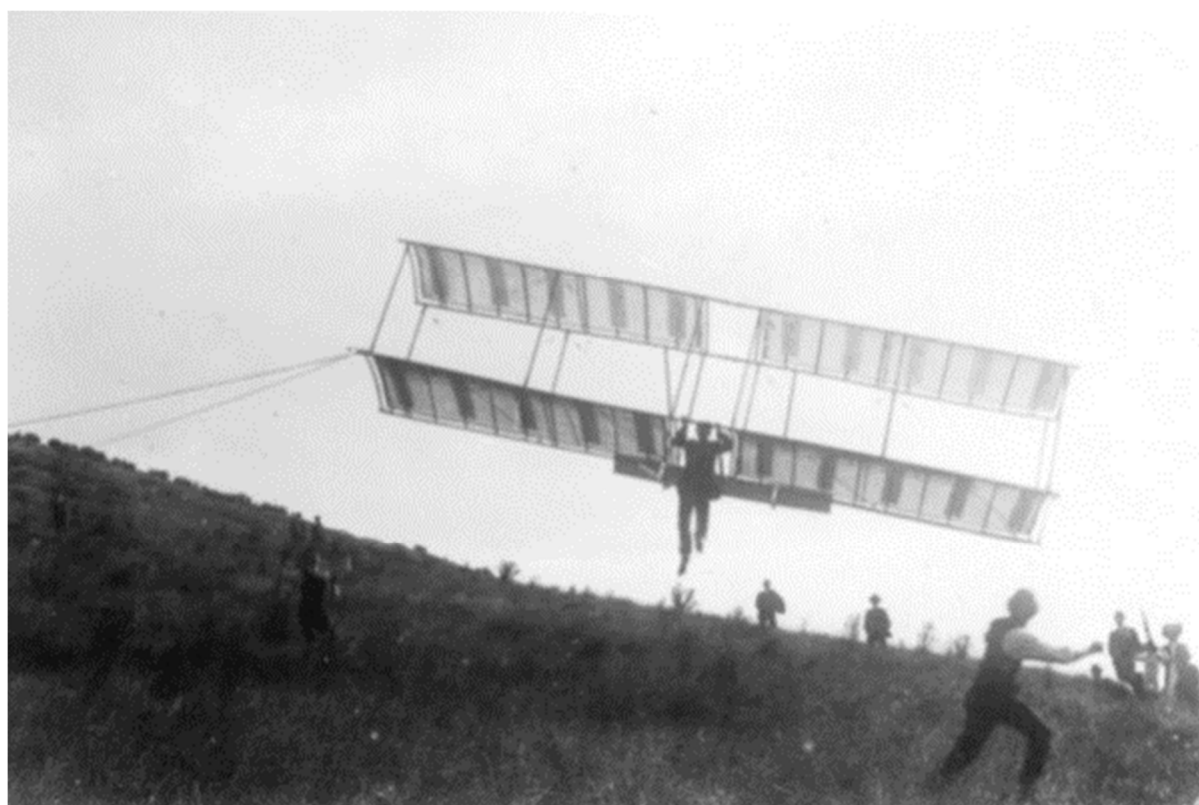
Access: Turn off Cashmere Rd onto Worsleys Rd. The site is approx. 2km (opposite Cracroft settlement) down this road before it starts climbing up Worsley's spur.

Parking: Before the right hand corner, opposite the Cracroft reserve.

Landing: At the bottom of the hill.

Flying: Cracroft is the best training site we have for day 1 students. The site is only suitable in light NE winds. Anything more than 15kph and it will get very turbulent from upwind ridges and trees. Watch out for cow pats and rabbit holes on landing.

Cracroft has a significant aviation history. It was used by notable aviation pioneers Richard Pearse and George Bolt. Cracroft was also used by Hang Gliding pioneers (including world record sailplane pilot Terry Delore). It was also used by the Wigram gliding club as a Port Hills landout field prior to the planting of trees in the valley.



George Bolt - pioneering aviator at Cracroft



GONDOLA 43°35'21"S 172°43'01"E

Wind Direction: Takeoff faces N (LIGHT WINDS ONLY)

Sites Officer: Patrick McGregor

Minimum Pilot Rating: PG2 / HG Advanced

Access: Ride the gondola (for PG's) upto the top station or drive along the summit road from Mt Pleasant to the saddle just before the track leading upto the gondola top station. Pilots wishing to use the gondola will be asked for their NZHGPA membership. If you do not have your membership card you will be refused entry.

Parking: At the road end before the road closure barriers.

Takeoff: From the gondola walk down the grassed track (in the direction of Taylor's Mistake) or walk up from the car park. You can rig and takeoff from the track. You should be airborne well before the 10m cliff that drops down to the Summit road. Be aware that the spur closest to the gondola station can trigger thermals and create turbulence if there is any wind coming from the North. It's also worth a quick look into Lyttleton Harbour to see what the lower altitude wind is doing (there is a windsock on the eastern end of the Lyttleton harbour wall).

Landing: Top landing is possible in light winds (Best at the saddle where you have parked). Bottom Landing. There are two options:

1. Heathcote Domain LZ1 (Cricket Pavilion) closest to the Tunnel entrance. This landing option is small and not suitable for Hang Gliders.
DO NOT LAND here if there is a cricket or football match in progress.
2. Ferrymead Domain LZ2 is located further out towards the Ferrymead Heritage park and estuary. This is the best option for Hang Gliders.

CAUTION: Both LZ's will be turbulent if the NE has arrived.

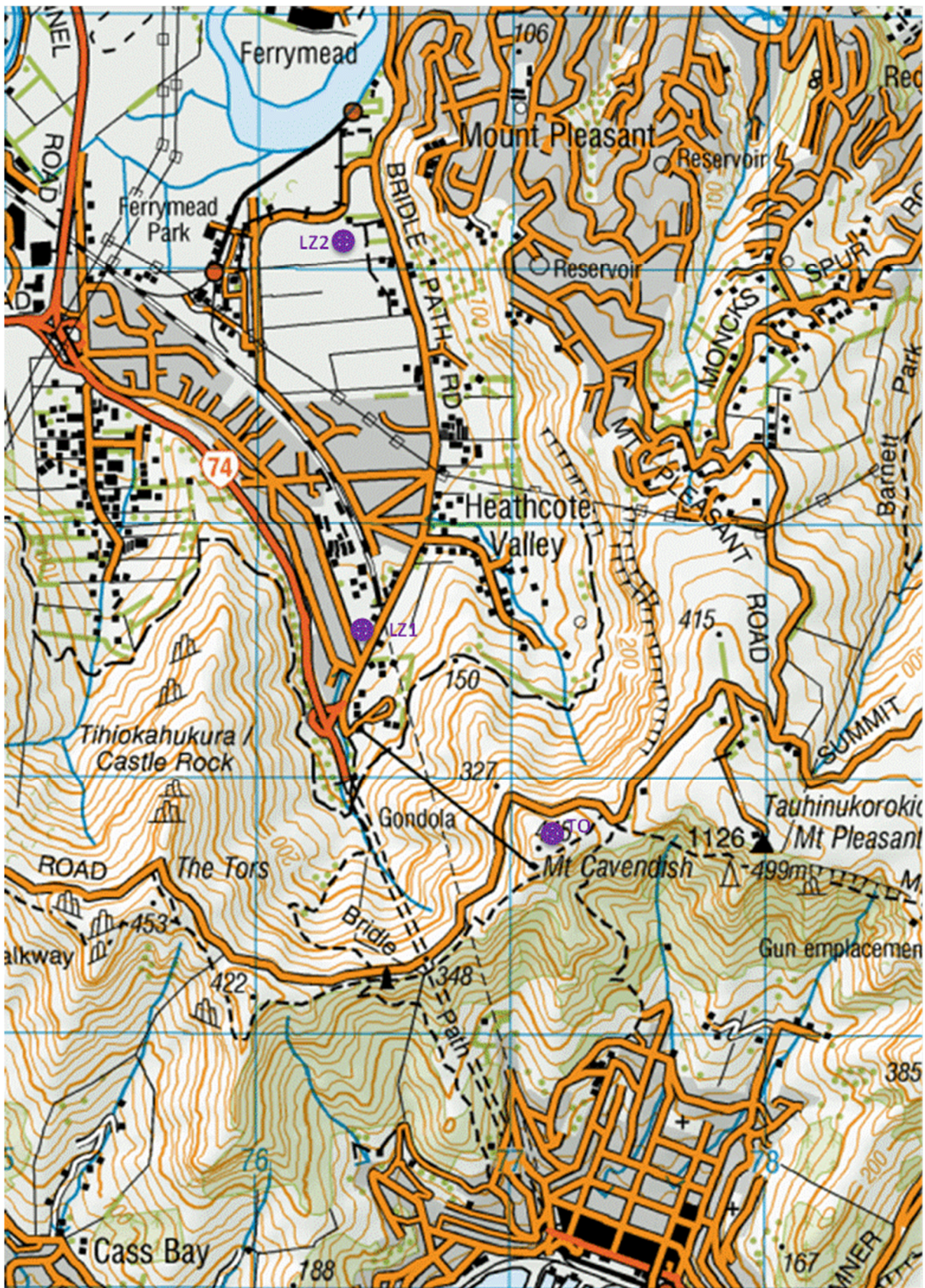
Flying: The cliffs and rocks below takeoff, face North and are a good source for thermals in the morning and early afternoon sun. From early afternoon, thermals will still be generated but the sun will be perpendicular to the rocks and face of John Britten, so you will find stronger thermals there.

Climbing out from the gondola is a good starting point for crossing the harbour or flying down the summit ridge. If the day is looking good, think about activating G853 to give you 5500ft alt limit.

From a safety perspective, you really do need to keep an eye on the progress of the NE sea breeze. The cold sea air will stay down low and you will be merrily thermalling away in light winds oblivious to the fact that there is a strong NE curling around Mt Pleasant spur. This is particularly the case in summer when the sea breeze is strongest. In late autumn/early spring this is much less of an issue.

The gondola operator has asked pilots not to fly close the gondola cars or cable. We do not want an incident where a glider hits or becomes entangled in the gondola equipment. For this reason, you must not fly closer than 100m (laterally and vertically) to the gondola. This is especially important for Speed Wings.

DO NOT FLY WITHIN 100m OF THE GONDOLA CABLE



HELICOPTER HILL 43°08'26"S 171°43'45"E

Wind Direction: Light Winds only

Sites Officer: Derek McKee

Minimum Pilot Rating: PG2 / HG Intermediate

Access: Turn off SH 73 onto the Broken River skifield access road.

Parking: Approx 1km from SH73 on the skifield access road you will see a walking track starting from here. There is enough room for 2-3 vehicles to park on the side of the track.

Takeoff: Put your walking shoes on. Follow the walking track to Lyndon Saddle then turn left and walk upto Helicopter Hill. It is a steep climb so pace yourself. Once at the top of the hill, Takeoff is the SE face. There is plenty of room.

Landing: Bottom Landing is right next to SH73 close to where you turned off onto the skifield road. Be careful to avoid the powerlines that run through the landing area.

Flying: Helicopter Hill is an old site that was used before it became easier to access Cheeseman. Helicopter Hill is a thermic site (you can get thermals triggering from Takeoff). If you manage to thermal up from Helicopter Hill the flying advice is the same as for Cheeseman. Be careful not to dive off on a glide towards Lake Pearson if you are low. SH73 passes through a gorge and there are no landing options.

HELICOPTER HILL 43°08'26"S 171°43'45"E



JOHN BRITTEN RESERVE 43°34'59"S 172°43'30"E

Wind Direction: Takeoff faces NW (LIGHT WINDS ONLY)

Sites Officer: Derek McKee

Minimum Pilot Rating: PG2 / HG Intermediate

Access: Drive up Mt Pleasant road and turn right when you reach the summit road. The site is 500m along the road.

Parking: Park in the layby or grass verge next to a gate and style.

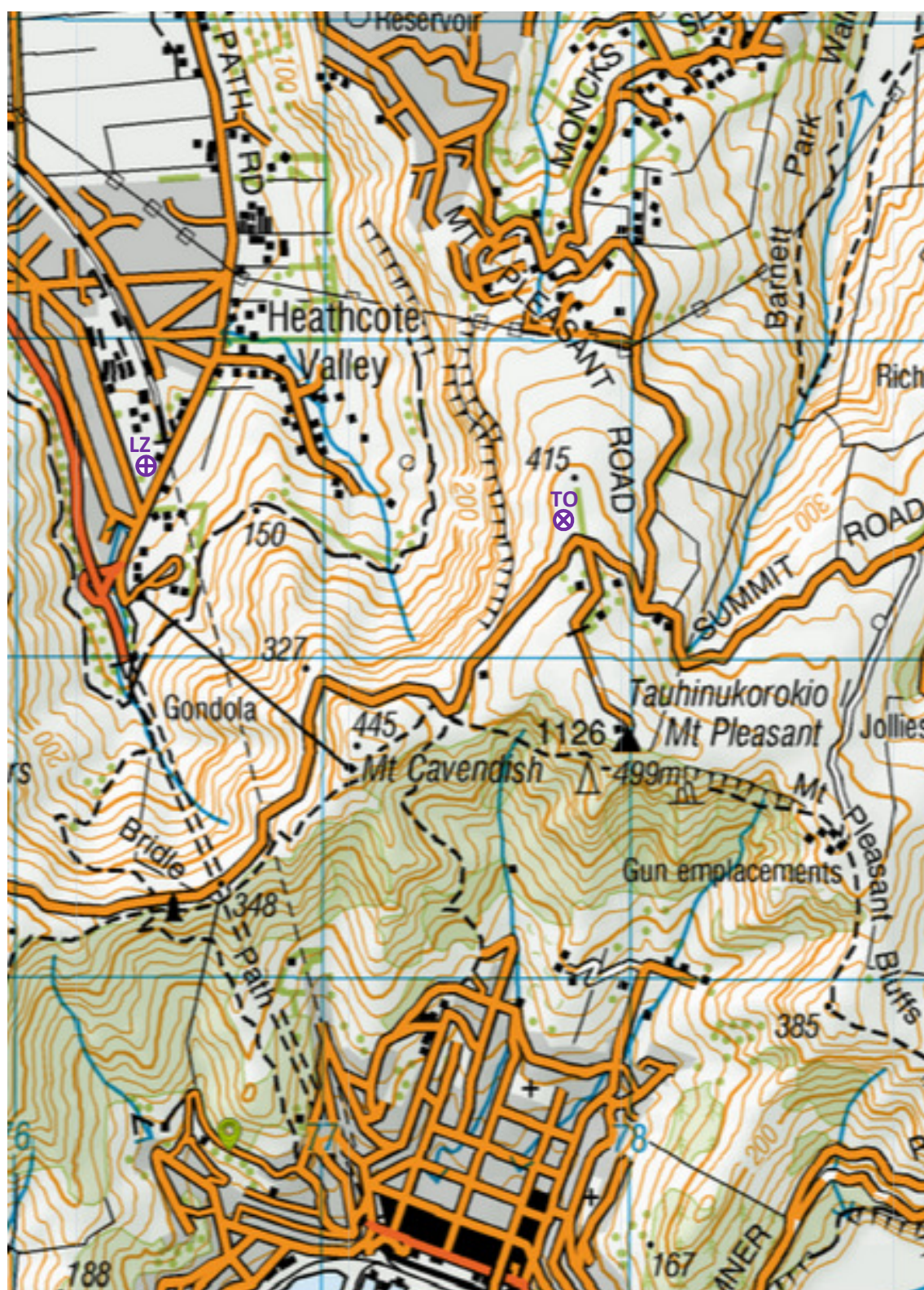
Takeoff: Is located in the flat tussock area just beyond the style. The takeoff is expansive and can accommodate many rigged gliders compared to Castle Rock and the gondola.

Landing: You can top land at takeoff. Bottom landing is the same as for gondola/Castle Rock.

Flying: John Britten is adjacent to the gondola and so the flying notes are very similar. The main difference is that this site is above some large rocky outcrops that face NW. These heat up later in the day than the gondola and so John Britten works better in the afternoon provided the winds remain light. Generally a thermic or nil wind site, it is possible in the right conditions to soar the entire ridge all the way down to the Ferrymead bridge. Note that the airspace altitude limit drops down to 1500ft at this point.

The same cautions apply about flying in a NW:

DO NOT FLY IN A NW, unless you are positive the NW is <20kph at all altitudes.



LITTLE RIVER 43°48'45"S 172°48'26"E

Wind Direction: Light Winds (Takeoff faces North)

Sites Officer: Derek McKee

Minimum Pilot Rating: PG2 / HG Intermediate

NOTE: The takeoff land owner has stated that this site can only be used for non-commercial uses. Schools or commercial tandems are not permitted.

Access: From the SH73 Akaroa road, turn right onto Kinloch road just after passing Little River Tavern. Follow this road up the steep climb to the summit road and turn left. Follow the summit road until you reach a stile over the fence (TO1) or carry on a little further for TO2.

Parking: Park on the side of the road. There is enough room for 3-4 vehicles.

Takeoff: PG's normally use TO1 because of less obstructions on the ground. HG's normally use TO2 as the slope is a little steeper without obstructions immediately after takeoff. At either takeoff, there is plenty of room to rig several gilders. Before you takeoff it is a good idea to pop over the back of the summit ridge to check that there is not a southerly still blowing up the face from Te Oka bay.

Landing: PG's normally use LZ1 whilst HG's LZ2. If these paddocks have livestock in them use an adjacent one on the same side of the road. Be cautious of power lines that run through adjacent paddocks.

Flying: Little River is one of our best local xc sites. Controlled airspace does not start until 9500ft. You should only be flying this site in light thermic conditions. The airmass at Little River is normally better here than at the Port Hills, so you can expect a higher cloudbase.

Despite its 700m altitude above the landing area, it can be easy to bombout. Generally, thermals will trigger off the spur closest to takeoff, so remember to work the first climb you encounter as it may be the only one on your way to the landing zone.

Just be careful when thermalling out from takeoff, to monitor your drift. If you are drifting quickly over the summit ridge (i.e drifting south) be sure to leave when you are still able to comfortably make it back to takeoff. You do not want to get caught in any turbulence below the summit ridge on the southern side.

For xc flying, you can aim to fly a circuit to Hill Top, Little River township and back or fly to Akaroa or Christchurch. Whilst overall xc distances are small, the flying is technical and rewarding.

As with all Port Hill sites, Little River is heavily influenced by the NE sea breeze. In summer, the NE may arrive quickly and so your flying window may be short. At other times of the year you should have a longer window of flying.

The NE will actually come into the Little River valley two separate directions. Firstly, it will come over from Port Levy saddle and Akaroa harbour. Slightly later, it will also push in from Lake Forsyth.

You can keep a good track of the wind strength by looking at the state of Lake Forsyth. Thermic activity will have ceased by the time you see definite wind lines on the lake. You may encounter some turbulence as you descend through a shear layer and into the sea breeze.

LITTLE RIVER 43°48'45"S 172°48'26"E



MAGIC MOUNTAIN 44°27'15"S 169°44'44"E

Wind Direction: Thermal Soaring

Sites Officer: Derek McKee

Minimum Pilot Rating: PG2 / HG Intermediate

Access/Parking/Landing/Flying: Contact Bill Degan for details.

Bill Degen
03 326-6411
021 247 2676

MAGIC MOUNTAIN 44°27'15"S 169°44'44"E



RAPAKI TOWNSHIP 43°36'28"S 172°41'14"E

Wind Direction: SW-SSW

Sites Officer: Patrick McGregor

Minimum Pilot Rating: PG2 / HG Intermediate (No students under supervision)

Access: From Governors Bay or Lyttleton

Parking: At the obvious Hairpin, there is off road parking for 3-4 Vehicles.

Takeoff: Go through the gate and onto the spur overlooking Rapaki township. There is enough room to rig several gliders.

Landing: Top Landing on the spur only.

DO NOT land on the beach or anywhere in the Township.

Flying: THIS SITE IS CURRENTLY CLOSED

Rapaki has been used on and off for many years. It is a very important site to us because it is the only place we can fly when the SW winds are still too strong for other higher altitude sites. Despite its diminutive appearances, Rapaki can be soared all the way upto the summit road.



ROUND TOP 43°29'29"S 171°42'28"E

Wind Direction: Light Winds (Takeoff faces E-SE)

Sites Officer: Patrick McGregor

Minimum Pilot Rating: PG2 / HG Intermediate

Access: From Windwhistle, follow Coleridge road until you reach Long Spur farm. The access track through Long Spur farm is owned by Gerald 03 3186802. You will need to contact him to seek prior permission. If there is a lot of ewe's with lambs on the lower parts of the farm, it is advised that you should not seek permission as a vehicle travelling through the farm at this time can potentially separate lambs from ewes. The access track is should only be used by 4WD vehicles to minimise damage to the track. Lift sharing should be used to minimise the disruption to the farm.

Takeoff is actually owned by another farmer, Gavin King. You will also need to contact him to seek permission to use takeoff. 027 3186938.

Parking: There is plenty of parking at Round Top (at takeoff). It's a good idea to leave a vehicle at LZ1 or LZ2.

Takeoff: You can takeoff from above the transmitting tower or a slightly better area is a short 50m walk lower down to where the hill has less of a sharp edge.

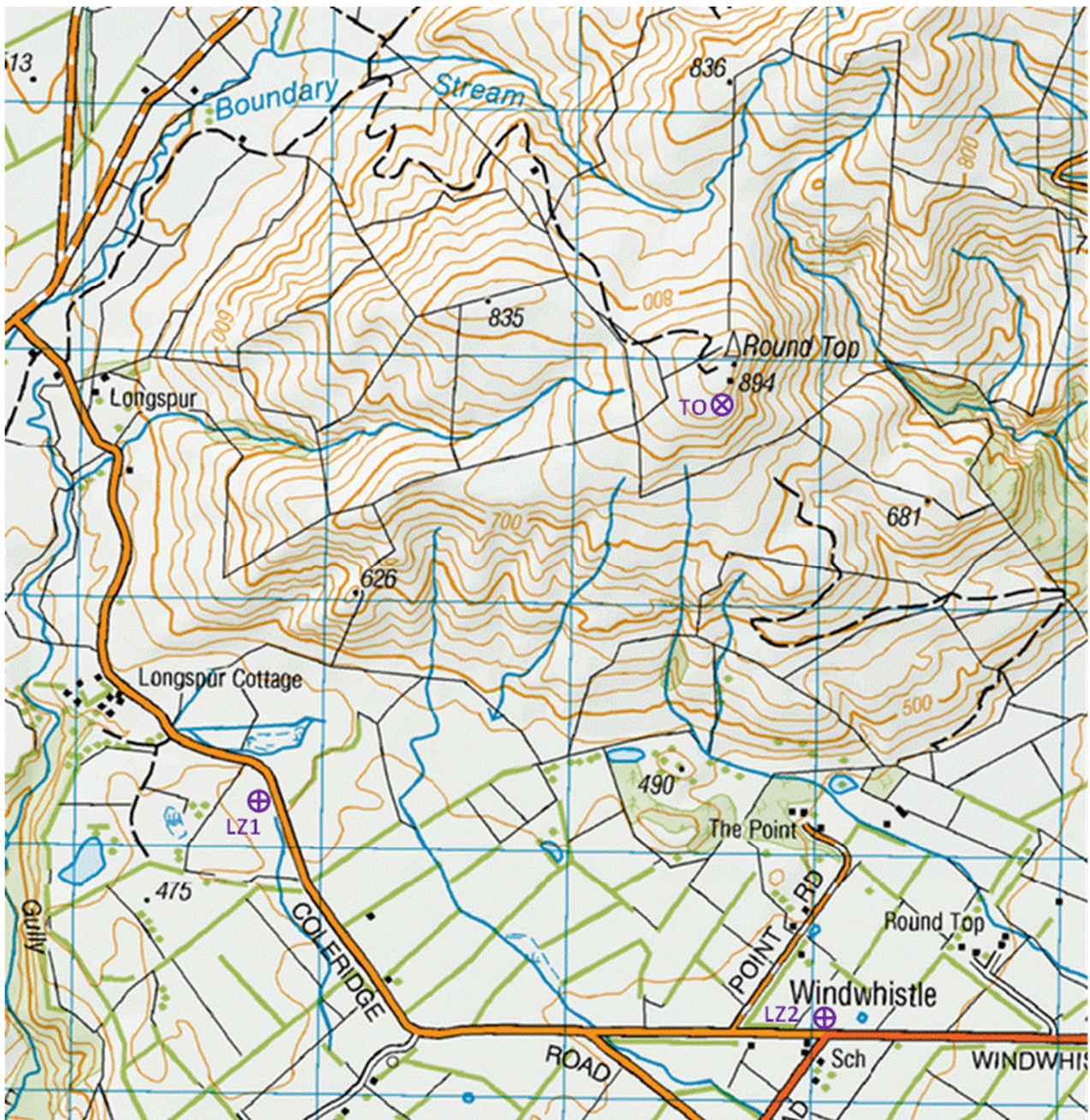
Landing: You can land straight in front of you (half way down the hill) and walk back up. This will save a retrieve if you are intending to fly again.

There are plenty of paddocks to land in. Avoid ones with livestock and horses. LZ1 is the closest but has power lines running through it. LZ2 is a safer option but you will need some altitude before you can reach it from takeoff.

Flying: Round Top is still in a trial stage as a flying site. Despite its location, it can prove to be thermic and because it is still on the Canterbury plains you can achieve good terrain clearance for long glides.

The only drawback is that the reason the track is there is to service high power transmitters. We are not sure of the hazard of flying in front of these yet, but it can't be good for you.

ROUND TOP 43°29'29"S 171°42'28"E



SCARBOROUGH CLIFFS 43°34'40"S 172°46'35"E

Wind Direction: NE-E

Sites Officer: Patrick McGregor

Minimum Pilot Rating: PG3 / HG Advanced

Access: Driving from Sumner on Taylor's Mistake road, stop 50m past Appian Lane where there is a walking track access to Scarborough Cliff Reserve.

Parking: There is parking for 1-2 vehicles at the side of the road next to the walking track access.

Takeoff: Is the obvious grassed area on your left, before the cliff edge. Due to the sharp cliff edge, rotor will exist and it will be necessary to positively get your wing flying before you approach the edge. You will need good canopy control to achieve this (for PG's). Do not attempt a takeoff from here if you are unsure about being able to stay up.

Landing: It is possible to land in the paddock on top of the cliffs (to the south of and slightly lower than takeoff). However, expect turbulence from the cliff edge. Better landing options are Taylor's mistake beach or the normal Taylor's mistake LZ.

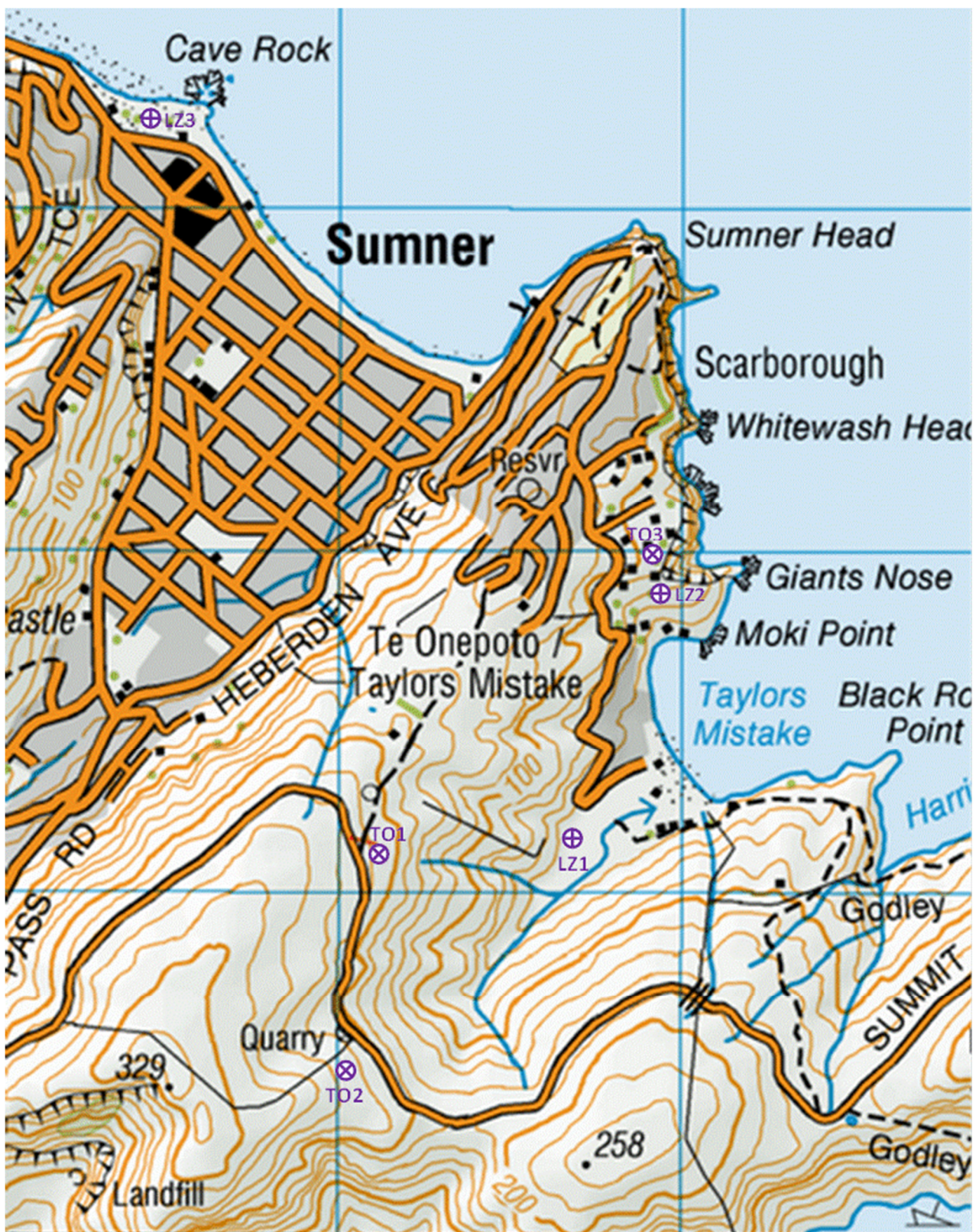
It is also possible to fly to cave rock and land on Sumner beach. To do this you should have at least 800ft above Whitewash head before you leave. Make sure you head north initially (to avoid turbulence from Whitewash head). Aim to land at the back of the beach somewhere near the Sumner surf club. The NE will be stronger here so make sure you do not drift further downwind of the beach.

Flying: The cliff edge takeoff requires good control and judgement (hence the advanced pilot rating). Normally you soar the cliffs by flying down from Taylor's mistake (and return to Taylor's mistake for landing), So have no need to use the cliff takeoff. On rare occasions, the cliffs are soarable when Taylor's mistake is not.

The cliffs provide abundant lift and you can achieve 1000ft amsl or more if you find thermals coming off the sea.

The NZHGPA OPM states that SIV manoeuvres must not be performed at the cliffs (due to previous incidents where pilots have ended in the sea without support boats).

SCARBOROUGH CLIFFS & TAYLOR'S MISTAKE



TAYLOR'S MISTAKE 43°35'09"S 172°45'58"E

Wind Direction: NNE-ENE

Sites Officer: Patrick McGregor

Minimum Pilot Rating: PG1 – HG Intermediate

Access: From Evans pass, travelling towards Godley Head on the Summit road, there is a cattle stop and obvious layby.

Parking: There is enough room to park 10-12 vehicles in the layby next to takeoff.

Takeoff: The main takeoff (TO1) is right next to the carpark. Large, grassed and gently sloping. There is plenty of room to rig many gliders.

Taylor's mistake saddle (gut) takeoff (TO2) is located 1km down the hill and above the summit road. This is used when there is not enough wind to soar from TO1.

Landing: Top Landing is fairly straight forward for PG's at TO1 & TO2. For HG's it is still possible but more technical due to the sloping ground. Some HG's land above the road behind TO1.

The main bottom landing is LZ1 and located in the grassy paddocks behind the beach carpark. You can also land on the beach (PG's only) away from the crowds. Sumner beach LZ3 is reached by first soaring Scarborough cliffs.

Flying: Taylor's mistake is the club's most heavily used site. It is generally flyable most of the year round in the NE sea breeze. In the summer, thermic air mixes with the sea breeze and causes some turbulence that you would not normally expect at a coastal site.

At first appearances, the site looks small but with the use of the gut and Scarborough cliffs it can accommodate many gliders. If the winds are light you can head to the gut for a better chance of staying up.

Be very careful to avoid the telephone wires and poles that run adjacent to the summit road (especially the side wires that support the poles).

If the wind is off to the North, you can expect turbulence behind the small spurs (especially just before the quarry). If the wind is more from the East you should notice much better lift and you can also get wave. Avoid flying too far into the gut if the wind is off to the East.

The main hazard for Taylor's is the wind speed. It can vary a great deal during the day. Fortunately you have a great indicator; the sea in front of you. Wind lines and anchored boats on the sea will give you a good idea about the true wind direction and speed. You will learn through experience that you can fly when there are some white caps on the sea (but not too many).

If you feel the winds are very strong whilst flying, it is still better to land at the main top landing LZ1. Avoid the compression in the gut and the bottom landing LZ2 as it will be even stronger and more turbulent there.

In stronger winds you will find the biggest challenge of top landing is getting down. Competent use of descent techniques are required.

TOWERS 43°35'17"S 172°43'34"E

Wind Direction: SW and NE

Sites Officer: Derek McKee

Minimum Pilot Rating: PG2

Access: Same as for John Britten except take the first road on your left. Drive upto the end of the sealed road and go through the gate and cattle stop (leave the gate as you find it). Continue up the track until just before the 2nd gate there is a grassy layby on your right.

Parking: In the grassy layby there is room for 3-4 vehicles. Further up the track you can also park 2-3 vehicles if using the NE takeoff.

Takeoff: The SW takeoff (TO1) is a mere 50m from the carpark. The NE (TO2) takeoff is found below the ground station for the transmitters.

Landing: There is no real bottom landing for the SW site. However, you can try and put the glider down on the saddle just before the gondola or with enough altitude you could make the Lyttleton sports grounds at Naval point (beware of turbulence from the tall trees that surround the field).

Top landing is fairly straightforward in a SW.

From the NE site you will generally be landing in Barnett park.

Flying: The SW site is proving quite good in a dying southerly, it gives you the opportunity to fly when the SW wind is preventing flying on the North facing Port Hills sites. There is sufficient room to ridge soar several gliders. It can also be quite thermic.

XC potential is a bit limited because you have to push into a headwind to fly down the summit ridge towards Gebbies Pass. However, you may get lucky with the conditions and find you can try the glide across the harbour.

The NE site is used in light winds only (merely to gain a bit more altitude than the lower Barnett Park takeoff).

TOWERS 43°35'17"S 172°43'34"E



UPPER CASS 43°35'39"S 172°42'05"E

Wind Direction: SW & NE (Light winds)

Sites Officer: Derek McKee

Minimum Pilot Rating: PG2 / HG Advanced

Access: There is no current vehicle access due to the closure of the summit road. Walking access is from the gondola or the start of the road closure at the top of the Rapaki track.

Parking: Would have been at the car park at the top of the bridle path or Castle rock.

Takeoff: Is the gently sloping tussock on the SW face or NE face.

Landing: There is no real bottom landing for the SW site. You can try the Lyttleton sports field at Naval point but it is likely to be turbulent in a moderate SW.

From the NE takeoff, the bottom landings are the same as for gondola/John Britten.

Top landing is possible for either direction takeoff.

Flying: Very similar to the Towers. You do have the opportunity to soar into the same bowl as that accessed from Rapaki.

This site is not flown much at the moment, due to the road closure.

Flights from the NE face are only for light wind conditions. The takeoff is a lot friendlier than Castle Rock but lower in altitude (not by much, but enough to make it harder to get that first thermal climb from over Castle rock).

