



OMARAMA CLUB NEWSLETTER NOVEMBER 2016



Congratulations to Trevor Mollard on being awarded the FAI Paul Tissandier Award for outstanding services to aviation.



We are so proud of our CFI, Trevor Mollard, being awarded the FAI Paul Tissandier Award and an "A" category instructor rating recently - well deserved given his tireless efforts in keeping things going at Omarama utilising his wide range of knowledge, enthusiastic manner and willingness to share his many advanced flying skills with others is well recognised and appreciated and it is indeed very fitting that his outstanding contribution has now been recognised internationally.

Trevor was introduced to gliding through an Air Cadet training camp held at Thames in 1965 where he flew in a K7 and a few months later in May 1965 he won a scholarship giving him 10 hours flying in a Harvard which would have been something very special to experience. In January 1966 Trevor joined the RNZAF as an Officer Cadet going through the ground phase for six months and it was during this period when Trevor joined the Wigram Aviation Sports Club (*subsequently renamed the Omarama Gliding Club*). He first soloed in a T31 the week before

commencing the flying training on the wings course. Trevor's first trip to Omarama was in Jan 1967 to attend the "Wiggies" camp which took place at Wardells Airstrip in those days. He achieved his Silver "C" five hour flight and remembers Dick Georgeson's awesome flight when he flew to 30,000ft in his Dart.

Trevor completed the Wings Course in April 1967 and did a brief operational conversion on to Vampires a 'first generation' jet before being posted to Sioux helicopters. While flying helicopters Pilots were not allowed to fly 'fixed wing' so gliding lapsed during that period. When he was able to resume gliding Trevor joined the Auckland Aviation Sports Club flying their Skylark GBY and before long he became the CFI shortly followed by becoming the Club President.

Trevor entered his first competition in GBY Skylight 2 about 1970. In those days turn points were near hotels and letter markings were hidden behind the hotel with crews following the gliders around with trailers in tow. It was a huge advance when competitors were able to use Instamatic cameras!

Trevor left the RNZAF in 1974 to be based at Paraparaumu Airport flying Fokker Friendships carrying out calibration of the Airport Radio Beacons throughout NZ and the South Pacific. This required very precise flying and relatively low level manoeuvring. He purchased his first glider GBF – a “bloody fast” K6 which he eventually sold to Bob Henderson with a World War 11 parachute which Bob subsequently used to good effect joining the “Caterpillar” club (*those who save their lives through using a parachute*) when BF experienced a structural failure. Trevor replaced BF with an ASW19 GLB. Trevor flew Calibration 1974 through to 1986 which was an ideal job for getting leave during the gliding holiday period so he was able to compete at Matamata and Alexandra for a whole bunch of years. During this time Trevor became a member of the GNZ executive and was eventually Vice President before he had to move to the South Island.

A new aviation company started up call Newman Air. Trevor applied, was interviewed on the Monday and had a new job by Friday. He resigned from Calibration starting four weeks later with Newman Air which morphed into Ansett Airlines. In 24 months Trevor had 4 type ratings - Dash 7, Dash 8, 737, Bae-146. His roster curtailed gliding tremendously and so began nearly ten years with no gliding.

After the World Gliding Championships at Omarama in 1996 Terry Delore lent Trevor his LS6 GSX which got Trevor back into gliding re-joining the Wigram Aviation Sports Club at the time it changed its name to the Omarama Gliding Club.

It was Christmas 1999 that Trevor was made redundant from Ansett leaving with 7,000 hrs in Bae146's and in order to keep flying he moved to Switzerland and commenced flying for Crossair, a subsidiary of Swiss Air, flying AVTO RJ's - a later version of BAe146. Trevor Joined the local Gliding Club located at Dittingen in Switzerland and enjoyed very nice flying over the Jarra Mountains. With the news Ansett NZ had gone broke and the knowledge that Swissair, the parent company of Crossair, had lost several billions of dollars the writing was on the wall so Trevor cast around for another flying job.

While on leave in NZ Trevor was contacted by Go Fly, a low cost subsidiary for British Airways, saying if he could be in London for a simulator check flight two or three days later he could have a job! He was formally employed the next week and gliding had to be put on hold once again. Trevor qualified with Go Fly in one month and flew the Boeing 737-300 series out of London Stansted with occasional postings to Bristol and Scotland. One perk given to British Airways staff was a discounted Concorde flight to New York for 500 pounds, a flight fondly recalled by Trevor.

Go Fly made a profit and was brought out by EasyJet changing to Airbus 320s featuring the highly visible tangerine colour. Very much to Trevor's advantage was their flexible employment contracts. As their business was seasonal it suited EasyJet to have pilots off over winter enabling Trevor to spend six months in NZ and to work six months for EasyJet during the northern summer.

'Wiggies' moved their base permanently from Wigram to Omarama, changed their name to the Omarama Gliding Club with Trevor helping out with instructing and becoming the CFI. How fortunate OGC members are to have the benefit of Trevor's wide flying experience and knowledge and to share the benefit of his competition experience that started in 1975 when he won the 13th sports class Nationals in Matamata and continues to this day.



Remaining passionate about gliding Trevor got involved in airspace issues affecting gliding about ten years ago when it was becoming a big issue for GNZ however he had started this journey 45 years previously with a submission advising Queenstown Airport authorities that the runway should be differently aligned to facilitate much lower minimums— advice ignored with current users having to live with the limitations created by the current alignment. When acting on behalf of gliding Trevor was able to discern the 'bullshit vs the genuine case for air space change' due to his Airline experience and spent

numerous hours fighting for "gliding airspace". It has been through the efforts of Trevor and others that we have managed to retain glider flying areas as long as we have but at times there must have been very frustrating outcomes to time consuming hours devoted to research, air space presentations, hard bargaining and lobbying undertaken by Trevor with the disappointment of losing more battles than winning.

Trevor was made an "**A category**" instructor this year recognising his extra-ordinary instructing skills, extensive aviation knowledge and the high standards he sets himself and imparts to others. Trevor is gifted in his instructing ability and the manner he conducts briefings for both flying and theory in a thorough, easily understood and calm manner followed up with a check phase to ensure the briefing has been understood. The club is very fortunate indeed to have a CFI with the calibre of Trevor. **We extend our heartiest congratulations to Trevor on this well-deserved recognition.**

Trevor retired from Airline flying three years ago and enjoys gliding, skiing, travelling, cruising and looking after his grand-daughters with his ever supportive Wife, Jenny. Trevor has 23,200 flying hours evidencing a stellar and wide variety of flying experiences. Being presented with the FAI Paul Tissandier Award is well deserved and a very fitting recognition of Trevor's enormous contribution to aviation, to gliding in NZ, Omarama operations generally and to the Omarama Gliding Club.



WHAT HAS BEEN HAPPENING OVER WINTER?

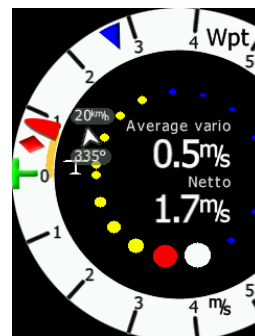
Once again Nigel Davey and Ross Gaddes have carried out a major upgrade/maintenance programme on our gliders - the high maintenance bill this year attests to that!

The best news is that an S100 (the latest version) has been fitted to Ventus 2 DR ***(many grateful thanks to The Southern Trust who donated \$2,000.00 towards the cost)*** and a S100 with S80 repeater has been ordered for UO so very shortly we will have the best club fleet in NZ fitted with standardised instrumentation. *(In all my years*



of flying this has been a dream as managing and remembering the details of different types was never easy for me and Trevor is very grateful that he won't have to brief me every year on the

Cambridge!!!).



Refer to the April newsletter for Trevor's write up on this instrument and remember the operating manual is available "on line" so it is very easy to familiarise yourself with this awesome flight instrument.

?

RULE CLARIFICATION



Sometimes we get a question – the answer to which has been lost in time. Following one such question we advise that the one year Pre Paid scheme validity period commences from the date the pre-payment scheme payment is made as this is the only practical way our Accounts person can establish the commencement date which is from the OGC Bank statements.



ANNUAL GENERAL MEETING - Will be held the 30th December 2016 at Omarama. Details of the venue will be advised.

**HAVE A GREAT SOARING SEASON AND AN ENJOYABLE
CHRISTMAS - YVONNE**

