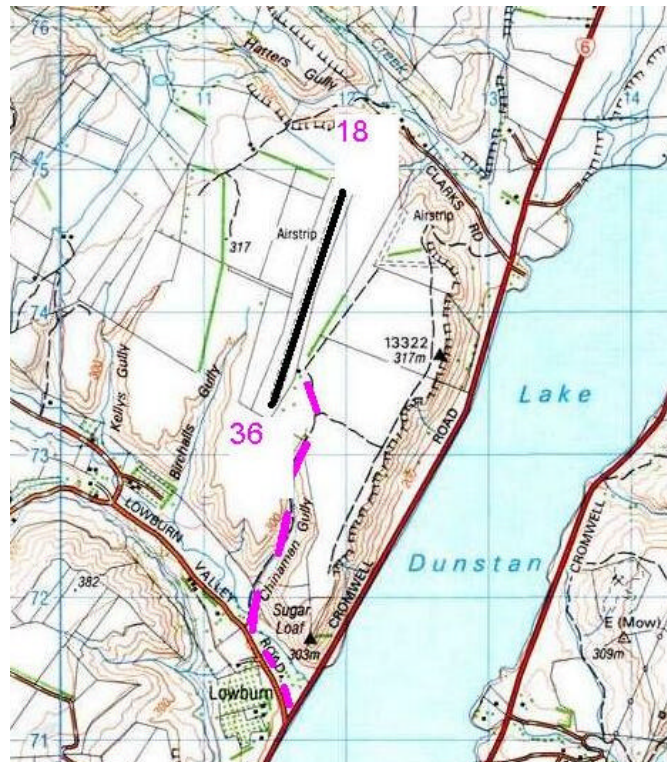


Lowburn Sugarloaf airstrip briefing notes

How to get there:

Basically go up Lowburn road, turn right, through the gate just past the house as shown on the map. A rough ford is crossed (trailers may scrape!). The track climbs steeply to the strip on the terrace.

Please respect this private property; we are lucky to be allowed to use it! Leave the gates as you find them. Many thanks to Peter Morton, who allows us to use his airstrip.



Lowburn “Sugarloaf” strip

Important info:

The airstrip is narrow, and rocky everywhere off the strip... Be very careful to land on the correct centre of the airstrip. It is possible to be confused so look carefully at what you are lining up on. Do not land either side of the airstrip, there are monster boulders hidden.

YOU CANNOT LAND EITHER SIDE OF THE NARROW STRIP!

It's very important to **clear gliders off the strip** as soon as they've landed. It's only wide enough for one at a time. Likewise be vigilant when towing out the winch cable.

Leave the strip clear until ready to takeoff. Get strapped into single seaters off the airstrip and we'll push you on. Be prepared to land over the top of a waiting glider but give it plenty of clearance (100'). Do not takeoff until any retrieved gliders are back at the start point.

Do not land too early on 36. There are huge rocks out there. Know the dimensions of the real airstrip.

We'll assume LH circuits.

Beware of cones falling from the pine trees if windy (watch where you tie down). There are lots of hidden rocks to ding your car on too.

Use 119.1 MHz when local.
Vectors are 18 and 36.
Field elevation is 1000'



Lowburn strip from Pisa foothills

Airspace:

Check your maps and be aware of airspace limitations. Queenstown airspace begins at 6500' above Lowburn. As you get closer to Queenstown the upper limit of uncontrolled airspace steps down dramatically. There is also other traffic transiting through the area. The airstrip may be used by local microlights.

Winching:

Use "lake-side" and "Pisa" for compensating for cable drift. The western fence is very close so be prepared for stopping real quick if the chute drifts that way.

Landouts:

There are few landable areas nearby (so many grapes now...). There's a small airstrip just north of the airstrip across the terrace, and some paddocks exist to the west at the same height or higher. Otherwise there's the Cromwell strip to the south and Bendigo paddocks etc well to the north.

Weather etc:

Not an ideal airstrip in a strong westerly. Expect severe rotor from the Pisa range. Wind direction on the ground in these conditions can change rapidly, however at low level much of the wind does tend to come straight down the lake. Expect areas of strong sink and turbulence! Like Alex expect sink on final due to curl-over effects of being on a high terrace.

On the positive side, the summer sea breeze is less likely to penetrate this far except late on very strong thermal days. Great soaring in summer!

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Contacts:

Local contacts are Roger and Jean Gibson. They live just a bit further up Lowburn valley road.

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Looking north up “36” Lowburn

JR Oct '04