

Newsletter

8th – 9th August 2020



Winter flying

Upon making a website booking, limited Winter flying operations may now take place at Drury for pilots with Independent Operations signed off. Dual Training may re-commence by arrangement with available Instructors upon 24 hours notice.

Contact Paul O'Neill-Gregory, Jonathan Cross, David Moody, Graham Cochrane, Norman Duke, Sam Tullet, Ross Taylor, Murray Wardell, Russell Thorne for mutual arrangement.

Winter Operations depend on suitable airfield conditions and may be withdrawn if deterioration is evident following an extended period of rain

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Trophy returns and annual dinner

The **Annual Awards and Prize Giving Dinner is planned for Saturday 22nd August** following the Flour Bombing and Spot Landing Event.

Would those last years recipients please return remaining club trophies to the clubhouse cabinet before that event.

Ardmore Shield - Outstanding Flying Achievement of the Year
Drury Gliding Competition Winner Novice Class

Banton Trophy - Winner of the Drury Competition

Neil Grant Memorial Trophy - most promising pupil

C.H.R. Liddell Trophy - most meritorious flight by a pilot with less than 70 hours (originally 50 hours)

Zeeman Vase - presented to the highest placed **club** glider in the Drury Competition

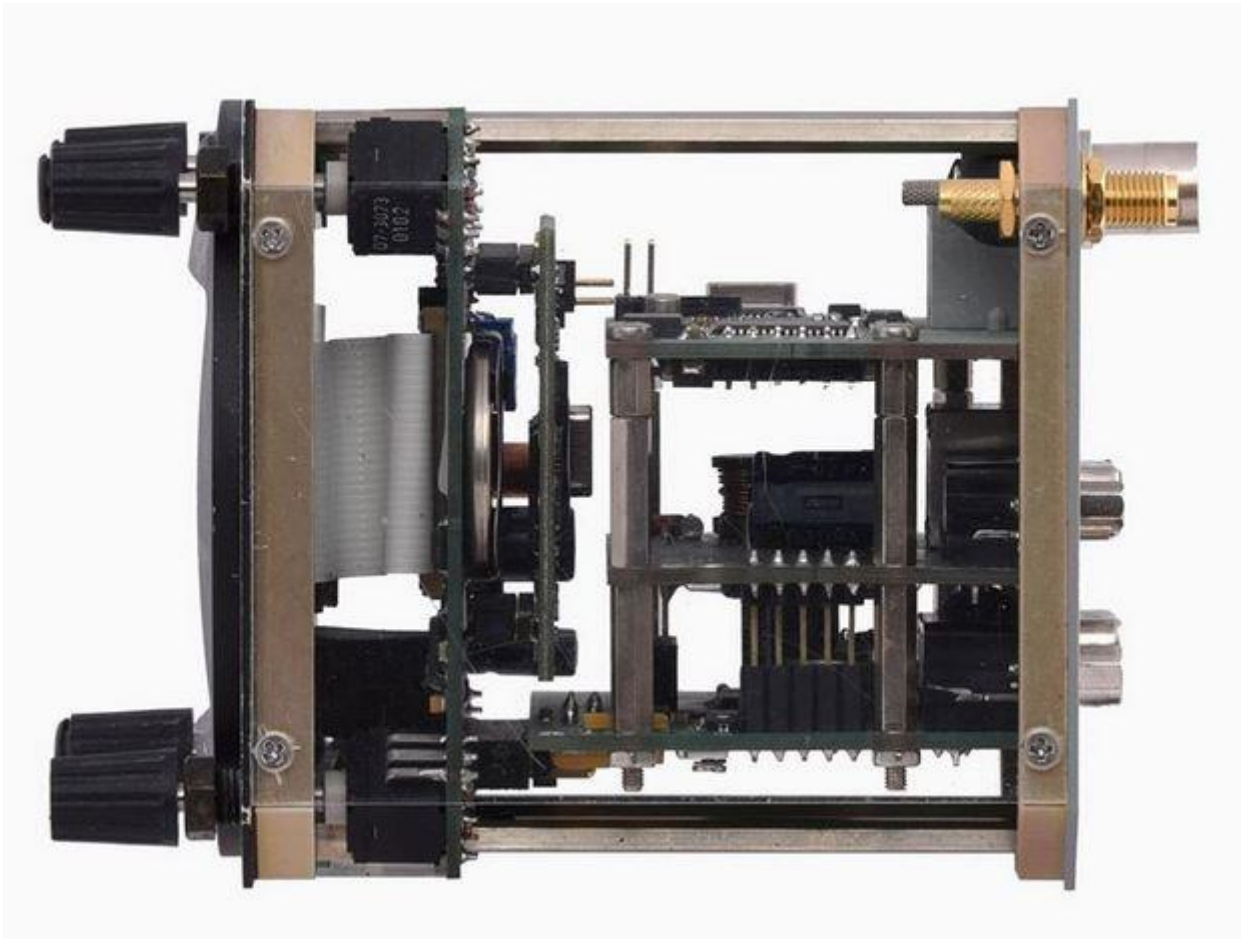
Instructors Trophy for Circuit and Landing Competition (could be Spot Landing Winner)

Green Air Trophy for services to club in non-flying capacity

The Bent Stick Award for longest retrieve by a club member

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What is this? Answer next week.

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Annual Flour Bombing, Spot Landing and later Prize Giving Dinner

The annual Flour Bombing, Spot Landing and later Prize Giving Dinner is to take place at Drury on Saturday 22 August , Reserve Day for weather is Sunday 23 August.

Assistance from instructors is required for the event to run smoothly and safely. This event is about flying accuracy, where safety is not compromised.

Firstly, an instructor will be required to co-ordinate the flying event, as I shall be away in Whanganui that weekend for family reasons. Offers to take charge-please reply to cfi@glidingauckland.co.nz.

Guidelines (or rules if that needs to be said)

A compulsory briefing shall take place (TBA) by the Instructor in Charge, for all participating pilots and supporting ground crew. Noting weather limits, procedures, recording results, and currency requirements.

There shall be a \$5 pre-entry fee per glider, payable at the caravan, winner takes all.

Winching shall be the primary means of launching, although aerotow is permitted.

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Bombing rules (cont'd)

No two gliders shall be in the bombing circuit at any one time.

Primary use shall be of two seater gliders, comprising a pilot and bomb aimer, although pilots of 500+ hours shall be permitted to operate single seaters.

Pre-QGP pilots intending to fly, shall fly dual with an instructor, Pre-Solo pilots shall not fly the bombing circuit.

Post QGP pilots may form a team, the P-in-C shall be determined before flight and be responsible for the flying.

Minimum release bombing release height shall be 600ft (QNH) followed by a dumbbell circuit pattern finishing with a SPOT landing. A release height infringement shall disqualify bombing points, accruing a 50 metre penalty.

The winner shall be determined by adding the Bombing and Spot landing error in metres, lowest score wins.

The release flightpath shall follow the centreline of the runway, breaking away after bomb release for a lower level base and final approach turn.

The target shall be placed at midway length, abeam the club house and the spot landing target shall be at

1/3rd length from the runway end. This is not a short landing contest, but toitoi or pool noodle may de-limit the beginning of a shortened field.

A judge to measure and record target error in metres shall be stationed abeam the Bombing target and Spot landing square. Supporting crew shall remove landed gliders from target or touchdown area before next glider commences bombing run.

Equipment Required

Flour Bombs, Handheld Radios, Spot Landing Square (caravan) , Target Sheet, ToiToi or Noodles and means of recording results.



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Major events forthcoming (club)

Gliding Instructor Course Begins (5 Weeks on Wednesdays)

-Wednesday 19th August at 7.30pm (Venue TBA)

GNZ Training Presentation

- Sunday 6th September @ 5pm @ Drury => *to be confirmed*

Auckland Gliding Club AGM

-Sunday 20th Sept @ 9.30am @ Drury

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Major events forthcoming (comps)

[Matamata Cross Country Course](#)

-Sat 24th Oct 2020 - Wed 28th Oct 2020

[Taupo Central Plateau \(practice 31 Oct + 7 comp days 1 to 7 Nov\)](#)

-Sat 31st Oct 2020 - Sat 7th Nov 2020

[Omarama South Island Regionals \(TBC\)](#)

-Sat 14th Nov 2020 - Sat 21st Nov 2020

[Matamata Northern Regionals](#)

[-\(practice 28 Nov + 7 comp days 29 Nov to 5 Dec\)](#)

[Springfield Soaring Championships](#)

-Sat 28th Nov 2020 - Sat 5th Dec 2020

For further info see

<https://gliding.net.nz/events/?gnz=true&other=true&type=all&timerange=future&pageView=summary>

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Major events forthcoming (comps / events)

Matamata Air Cadet Camp

- 7th - 11th December 2020

[Omarama YouthGlideNZ camp](#)

-Thu 10th Dec 2020 - Sat 19th Dec 2020

[Matamata Sailplane Grand Prix \(4 comp days 27 to 30 Dec\)](#)

-Sun 27th Dec 2020 - Wed 30th Dec 2020

[Omarama Nationals \(practice day 01 Jan + 9 comp days 02 to 10 Jan inclusive\)](#)

-Fri 1st Jan 2021 - Sun 10th Jan 2021

[Auckland Enterprise \(practice day 16 Jan + 7 comp days 17 to 23 Jan inclusive\)](#)

-Sat 16th Jan 2021 - Sat 23rd Jan 2021 @ Drury

[Matamata Club Class and MSC \(practice day Fri 29 Jan + 9 comp days 30 Jan to 7 Feb\)](#)

-Fri 29th Jan 2021 - Sun 7th Feb 2021

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QGP lecture schedule

QGP Radio Procedures Lecture

-8th August 2020 @ 9am @ Drury

QGP Exams Human Factors and Radio Procedures Theory

-Sat 15th August 2020 @ 9am @ Drury

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Something to watch in winter

Glider Climbs Out From Down Low - I Released Too Soon!

<https://www.youtube.com/watch?v=fmBuyodhdgA>



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¼ Share for Sale

Finance available

ZK-GBF hangered at Drury is a self-launch Arcus M, 2 seater glider which allows you the opportunity for seven day week soaring. No rigging. No tow plane. No Paddock landings. LX Nav instruments front and rear.

Easy to fly, comfortable, handy and agile - with outstanding performance and syndicate partners:

Performance benchmarks in the Two-Seater Class have been re-defined by the **Arcus**. Whether you are aiming to achieve OLC top positions or record flights, take your friends soaring, competition results, or interesting safari flights - the **Arcus self-launching sailplane** provides the ideal means to put these ideas into practice.

Sound like you? Ph. Simon 021999893