

# Newsletter

7th - 8th November 2020



## People's progress

### **C Category Instructor**

Congratulations to Anton Lawrence for successful completion of his final check with the Regional Operations Officer and the award of a C Category Instructor Rating.

This means that Anton is available to deliver instruction for which he is approved and under the supervision of a B category instructor.

He is also now able to issue Type Ratings on the DG303, (LW) now online for suitably qualified club pilots.

### **A Certificate**

Congratulations to Nathan Montano who has completed his QGP A certificate and now continues under the new Soaring Pilot syllabus.

### **New Training Programme**

Pilots who are at a comparative point in their training will swap into the new regime at the equivalent point. The CFI will examine your legacy syllabus for any credits in the next phase and identify any deficiencies that may exist between the two lists.

No further QGP Certificates will be issued by GNZ, you need to swap to the new Training Programme at the end of a A, B or QGP completion, as it applies to you.

Please note that in the new training syllabus there is a requirement for online self study before the next flying exercise is flown. This is one of the many changes made to aid in the quicker advancement for students through the pilot training.

Register, Login, do your homework and make quicker progress.

<http://training.gliding.co.nz/>

Russell Thorne

CFI

# Newsletter

7th - 8th November 2020



## Anton's notes on the DG-303

The Newly acquired DG303 is now on line with a number of instructors able to issue type ratings.

The DG303 is in all aspects identical to the DG300 with the addition of winglets and a slightly different headrest arrangement.

They have an excellent roll rate 45 to 45 in 3.5 to 4 seconds which make thermaling very enjoyable.

The 303 utilises a ram air system and blow holes to turbulate the bottom surface which is consistent with some more modern gliders although a lot further forward than the latter.

Some differences from other gliders in the fleet are, the gear lever is on the left, the stick is a parallelogram type designed to help with PIOs in rough air. You won't notice any difference when in the air from a standard stick. The trim is controlled by a lever on the stick (not to be confused for a brake lever), fine adjustments can be made by moving the trim indicator with the lever held in, otherwise you just give it a quick pull to set the trim to the current speed.

Full forward trim must be used for both launch methods, push the stick full forward, pull and release the trim lever as part of your checks.

The wheel brake is at the end of the air brake travel.

The wheel brake should be used during take up the slack for **aerotow only**, as the glider only has a belly hook which is 100mm in front of the main wheel, this will cause an un-commanded release 90% of the time as the glider rolls forward over the tow rope. You should be able to retract the air brakes as soon as you start rolling after "all out", but holding them out briefly during the initial run may help with keeping the wings level as air is directed over the control surfaces.

The gliders canopy goes all the way to the nose so it's advisable to wear dark coloured shoes so the reflections aren't too harsh, if you are focusing through the windscreen to distant objects this hasn't shown to be too big of a problem, I wear dark shoes in any case, white shoes would not be a good idea.

# Newsletter

7th - 8th November 2020



## Anton's notes on the DG-303 (cont'd)

Be sure to check the fit with a parachute on to ensure you can reach the panel, you may need to put some firm incompressible foam behind the seat to hold it forward enough. I used one of the small PW6 foam blocks which was perfect for myself, taller people will need less.

**CAUTION:** the foam or cushion must be incompressible so that - particularly with the brisk acceleration of a winch launch - you cannot be pushed back. You're holding the stick and may inadvertently pull the stick back as your body moves; several accidents have occurred this way. (Gerard's note)

The gear lever is very easy to use and utilises a gas strut to help lift the wheel. The catch to hold the wheel up is very small so make sure to push the lever hard against the side of the cockpit, otherwise a wheel collapse on landing is a possibility, (speaking from experience). In the event of a wheel collapse or wheel up landing the doors will flick up before the glider touches the ground and should remain undamaged, however the tow hook will need to be cleaned and inspected.

The glider has automatic linkages so rigging and derigging is a breeze, just check the ball bearing on the elevator link is slid into the bell fitting on the elevator itself, there is a small window on the stabiliser to check this. Also when removing the stabiliser make sure the wire safety retainer is pushed to one side so as not to tear it out when undoing the retainer bolt. Some helpful soul did that to mine before a purchased it and it also happened to Tim Bromhead so be careful.

The battery is a larger 12AH type, but will have the same plugs as the rest of the fleet, one 7AH battery will also fit in the battery compartment.

Some useful numbers that in no way negate the need to read the flight manual which is now on line are:

Max pilot weight 110kg / Min Pilot weight 70kg / Max all up weight 450kg

VNE 135kts / Max cross wind 8 kts

Weak link for winch launch 6000n =Blue

Aero tow speed 54 to 70kts but up to 108kts for cross country tow.

Winch launch speed 54 to 60kts no more than 70kts

Enjoy.

Anton Lawrence

# Newsletter

7th - 8th November 2020



## Air Cadets Camp

### - *postponed due weather forecast*

At this stage we have 30 cadets to be flying, with others there to assist and make things as smooth as possible. This number may change by 1 or 2 but not substantially. 15 per day of flying seems like a far more achievable outcome, and with the favourable weather we've been having we shouldn't have any issues. We will have all their weights pre-done and will have our own gliding register to keep track of what is happening.

We will be there early Saturday morning 0800hrs to offload our equipment and we will be ready to help with Gliders from 0830 or the earliest that suits you and your team.

We have no time limit for the Saturday and if pilot flight hours and weather is sufficient we can continue the flying programme as late as required. We will amend our night training programme from there but it'll likely be pretty relaxed in the evening.

Same time for Sunday morning, we'll be ready to go as early as required.

We will be departing 1730 on the Sunday.

# Newsletter

7th - 8th November 2020



## Tow pilot roster

Sat	31-Oct-20	am Pat Driessen/ pm Wayne Thomas
Sun	01-Nov-20	am John Bongrain/ pm Wayne Thomas
Sat	07-Nov-20	Andy Campbell
Sun	08-Nov-20	TBA

# Newsletter

7th - 8th November 2020



## A change in alignment

*- we're now 18 / 36 (start using it)*

### Drury Runway Designation

Members will be aware that a Drury airfield map has been available in AIP format for some years on our website.

During a recent update for subsequent publication in the Aeronautical Information Publication (AIP), a survey has been carried out by Aeropath using Google Earth, the exact orientation of the runway centreline has been determined to be 017.42 degrees True, from which we must subtract local variation of 20.6 degrees to arrive at new magnetic designations of our **Runway of 18/36**.

This is not an unusual revision, as the earth's magnetic survey does change over time.

The Drury chart will be published in the AIP from 25 Feb 2021, however we need to get used of the new designations in our radio calls from now and edit the change into our manuals.

*Russell Thorne*  
*CFI*



# Newsletter

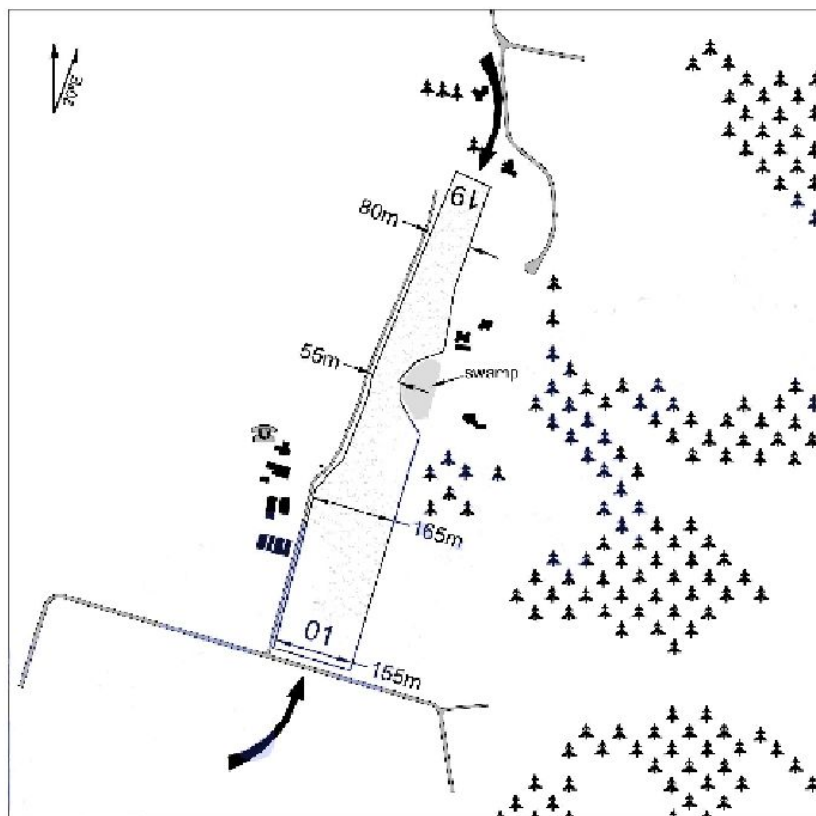
7th - 8th November 2020



ELEV 80FT  
NZDY

NON-CERTIFICATED

DRURY  
AERODROME  
UNATTENDED 134.45



1. Circuit Direction: RWY 01 - Left hand  
RWY 19 - Right hand  
Frequency - 134.45MHz
2. Prior approval required for visiting aircraft. No operations before 08h00 or after 18h00.
3. Intensive gliding activities take place, particularly during weekends, public holidays & Wednesdays.
4. Glider Winch Launching: Operations may take place at any time up to 2500ft AGL. Refer Danger Area D23b
5. During winter and after periods of heavy rain, the airfield surface will be soft.
6. Details on activities associated with the aerodrome can be obtained by contacting the owner:  
Auckland Gliding Club: Tel (09) 294-8881 or A/H (0276) 942-942.
7. Caution is advised during periods of winds from the easterly quarter.

# Newsletter


7th - 8th November 2020




## This weekend's forecast

Hunua

5 November 2020

 **Severe Weather Warning Orange**

 **Severe Weather Watch**

**Friday**

6 NOV



Fine spells. A few showers, mainly in the morning. Northwesterlies.

▲ **23°C**

▼ **13°C**

**Saturday**

7 NOV



Fine spells and the odd morning shower. Rain developing from afternoon. Northerlies strengthening.

▲ **23°C**

▼ **16°C**

**Sunday**

8 NOV



Rain easing to a few showers in the morning, but rain returning at night. Northerlies changing to westerlies.

▲ **21°C**

▼ **11°C**



# Newsletter

7th - 8th November 2020



## Major events

### OGC Mountain Flying Course

Mon 9th Nov 2020 - Fri 13th Nov 2020

### South Island Regionals Omarama

Sat 14th Nov 2020 - Sat 21st Nov 2020

### Northern Region Championships

Sat 28th Nov 2020 - Sat 5th Dec 2020

### Springfield Soaring Championships

Sat 28th Nov 2020 - Sat 5th Dec 2020

### YGNZ Omarama Camp

Thu 10th Dec 2020 - Sat 19th Dec 2020

### MSC Xmas Camp

Sat 26th Dec 2020 - Sun 3rd Jan 2021

### MSC Sailplane Grand Prix (4 comp days)

Sun 27th Dec 2020 - Wed 30th Dec 2020

### Multi Class National Championships

Fri 1st Jan 2021 - Sun 10th Jan 2021

### AGC Smeg Task and Goal Week

Sat 2nd Jan 2021 - Sat 9th Jan 2021

### Club Class Nationals and MSC Comp

Fri 29th Jan 2021 - Sun 7th Feb 2021

# Newsletter

7th - 8th November 2020



## 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



## Hangar space for sale

With his retirement from gliding, Hein's hangar space is available for sale.

Any interested party please contact Paul Knight;  
[paul-knight@xtra.co.nz](mailto:paul-knight@xtra.co.nz)

# Newsletter

7th - 8th November 2020



## Videos to watch

### The Airtruck

The club briefly had one of these as a towplane in the 1970s - I recall the view as most unusual

<https://www.youtube.com/watch?v=C8WsxxMrWfl&t=271s>



## Learn how to make videos with flight data display

<https://www.youtube.com/watch?v=I3oV-2sUV5g>

