

AGC Weekly News

Weekend Roster

Saturday 23

Tug Pilots: Jon Bongrain & Graham Cochrane
Instructors: Nigel McPhee, Graham Cochrane
Duty Pilot: Steve Cronin

Sunday 24

Tug Pilots: Ron Burr & Wayne Thomas
Instructors: Norm Duke, Christian Derold
Duty Pilot: Tristan Harvey Smith

The "New" Newsletter

Thanks to Gerard Robertson, who took over from David Moody, we have continuously enjoyed a weekly newsletter over the past three years. Thank you, Gerard! Gerard is now stepping down from this task, so I will be taking over from him firstly in a temporary capacity, and if all goes well, permanently.

This newsletter should be considered a medium for any and all kinds of communication among the broader club membership, so I'd like to invite members to share their flights or their opinions on other matter affecting the club. My contact details appear on page 3.

The second annual Soaring Grand Prix was held at Matamata-Piako during the week prior to Auckland's Smeg Week. A successful event barring Day 1 when everyone except the Tauranga club's LAK17b FES landed out due to storms.

Concurrent with the GP was the Matamata Christmas Camp, a more laid-back affair entirely. The met conditions were favourable, the company good, and Marion Moody's catering excellent – what more could a bunch of pilots ask for. Of note was In Cheol Kim who was sporting his new, bionic, microprocessor-controlled leg. In Cheol no longer has to fly the ASK21 with hands-only controls as the microprocessor can be set for activities as diverse as running, skiing, and even swimming. However, at \$150K, In Cheol has been reluctant so far to get it wet.

Smeg Week at Drury has come and gone, and it was exciting to follow the members' achievements on the OLC. This was a superb opportunity for soaring pilots of all levels of experience to push their own personal boundaries, while at the same time, being assured of a retrieve if it came to that.

There are two long weekends upon us, plus it's the height of the soaring season, so an excellent time for new cross-country pilots to explore the countryside from Drury. There are few things more satisfying as completing a cross-country personal best, be it 50km or 1500km.

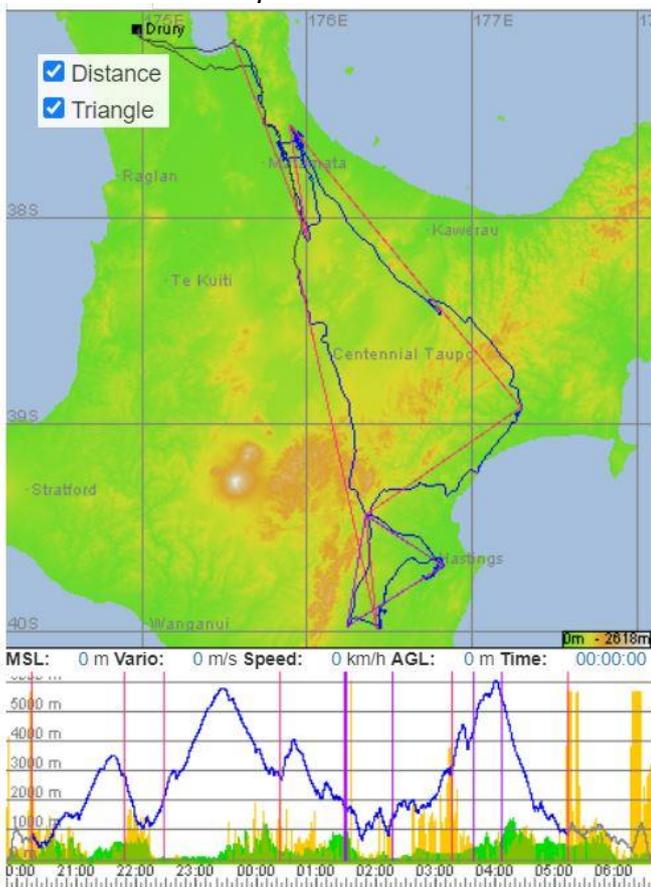
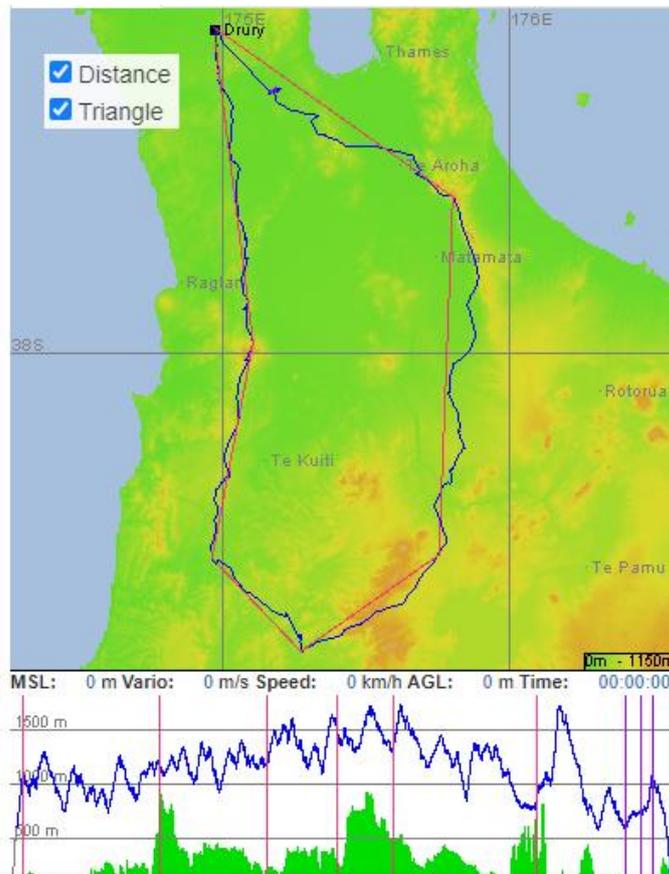


The picture shows David Johnson's (Piako Gliding Club) ASW-20 after landing out during the Grand Prix. A textbook example of Mammatus clouds in the background. A beautiful paddock, right next to Highway 27, but zero chance of completing the task due to towering cumulus and heavy showers.

The OLC bears testimony to our successful pilots who continue to push their own personal boundaries. Of particular note is Patrick Driessen, who continues to add to his growing list of magnificent flights. The one that follows is, perhaps, something completely different.

CFI Russell Thorne has this to say:

“I see that Pat Driessen had another extraordinary flight on Monday 18th January. This is a continued season of truly magnificent flights by a gifted local glider pilot. It is possibly the first time any pilot has flown from Auckland to the East Coast of the North Island and return, 614km and an OLC record. Flight time was 10:44 and the landing took place at 19:36. This includes a period of 16 minutes engine running - nevertheless still impressive”.



Another superb flight is the one shown below - 414km by John Robertson and Paul Schofield in the club's Duo Discus DX on 28 December 2020 – Drury-Te Kuiti - Kinleith and home - another superb achievement.

Below: David Moody's SZD55 against a rainbow backdrop and the drizzle-shrouded Kaimai Hills.



RIP Gordon Scholes

Greetings Fellow Glider Pilots and Friends,

An informal function as a Memorial for Gordon Scholes will be held at Matamata Aerodrome on Friday 29 January 2021. The event will commence at the cessation of flying activities – so that will be about 5.30pm, give or take the vagaries of such things. Friday is the practice day of the NZ Club Class National Competition and MSC Competition.

Gordon was a great proponent of MSC and competition gliding, and while he may not be well known to newer members of our respective clubs, he will certainly be remembered by the more mature and ex-members.

Ralph Gore is master of ceremonies; Mark Tingey and John Griffin will pay tributes. Ross Scholes and Allie have indicated that they will be there as well.

The gathering will be informal and there will undoubtedly be some yarns told as well as the more formal tributes. Food will be provided (I am told that it will be more up-market than a BBQ but not a plated meal). The bar will be open with both

the normal and non-alcoholic refreshments available on a pay as you go basis.

It is important that we get a good indication of numbers attending, so please go to the link [In Memory Of Gordon Scholes](#) (Ctrl click) and fill it in in as soon as possible, so Marion Moody knows how much food to provision.

This email is going to movers and shakers in the MSC clubs - presidents, secretaries, club captains are therefore asked to distribute the message within their clubs and also consider ex-members who may be interested in attending.

It is only a week and bit away, so prompt responses are requested.

See you there,
Iggy

Ian (Iggy) Wood
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Believe It or Not

Certainly nothing to do with gliding but a form aviation nevertheless. And a little absurd perhaps? Professor August Pickard (28 January 1884 – 24 March 1962) posing with his safety headgear for ballooning. Certain delicate instruments were apparently carried in the baskets.



For sale/wanted

Nothing in this section yet – please feel welcome to advertise here.

Thanks to all those who have helped put this newsletter together. Next week there will be more on the subject of soaring across country from Drury.

Editor: Peter Wooley, Ph 021 170 2009; e-mail wooleypeter@gmail.com

It may be the first autumn day but the recent dry weather and associated high cloud bases tempted me to set Sat 1st March aside to do some gliding. The fact that Doug Henry and David Moody had made an alcohol fuelled, Friday night pact to take the Duo and do the same thing, motivated me even more.

The reason I write this article (apart from the fact I enjoy re-living the experience) is not because I have done anything spectacular. This flight was slow and actually not as far as I should have travelled, but I hope it helps pilots to see that you don't have to be a Terry Delore or John Coutts to have interesting soaring adventures.

After getting XN ready with charged batteries and about 80 litres of ballast I launched behind Dion piloting CEB and started climbing over the quarry. The climbs were solid and strong to 3500' initially, and then another climb to the local airspace ceiling for today of 4500'. A call to DX revealed they were already near Tahuna, so I put my foot down so we could enjoy the same air at some stage. The clouds were all good and I was soon travelling over Mercer airstrip and towards the Western Twin Forest. As happens often, I was torn between travelling South and West towards Raglan (which I enjoy) or the normal run down the Kaimais or Cambridge Hills. There were reliable clouds to 5000' or more, which is ok, especially when they were all working and quite close together. However, David & Doug reported a blue area South of Morrinsville. Despite reports from various gliders that the ridge was working ok I decided to turn west about 10km North of Morrinsville. This involves changing to Ch-Ch control and getting a clearance through controlled airspace. As always, I was a little un-professional at first but the controllers were great and approved my initial request of not above 5500', without hassle.

I squawked my code and concentrated on climbing to my allowed height easily as I headed towards Mt. Pirongia. I was carefully skirting the Hamilton Control airspace line on my flight computer as the energy line was very close to Hamilton Control. No problem really as I was well over the 2500' ceiling – it was fun and felt almost naughty crossing over the heavily populated Te Rapa area of Hamilton so I took a picture just for fun.



Looking south over Hamilton Central

The 15+ knot SW wind was pushing the clouds further east than is the norm when we travel down this way. Usually our track is West of Huntly and along the Hakarimata Hills which run just West of Ngaruwhahia and Southwards between Hamilton and Raglan. This time the hills were already blue and the good clouds were well into controlled airspace so there was no choice really. Apart from the odd question, just to make sure I was still on channel, the ATC were great and extending my height approval to 6500' was no issue either as the cloud base increased further south.

In the lee of Pirongia a wave or convergence had an obvious effect on the thermal pattern which took a bit of time to work out. Fooled by broken climbs I eventually found a solid climb west of Kakapuku. I have always been intrigued by the way Mt. Pirongia (big), Kakapuku (smaller), and Te Kawa (small) all line up like Dad, Mum and baby hills near Te Awamutu. The volcanic shape of Te Kawa is similar to the hills around Auckland that were active not so long ago I guess.

Anyhow – the land out options are much nicer than those further West but I was soon heading to the rougher landscape West of Otorohanga town. The lift was now getting solid and I was topping out about 6500'. I have to admit that travelling a few miles east of Te Kuiti I was slowing down due to indecision about whether to try for a triangle or out and return, or even just go as far South as I can and return to Taupo. Not really being decisive, I kept moving South past Eight Mile Junction which is Southwest of Te Kuiti where the road from Tauramanui meets the New Plymouth highway. Plenty of landings initially but the road to Tauramanui looked rougher. Never mind – base was high and while the flat spots seemed isolated

the paddocks looked landable. I pushed on South and dreamed maybe of the possibility of getting to National Park or even Mt Ruapehu. A look at my watch and an ever-increasing blue sky pushing in from the West, convinced me a triangle to Mangikino might be a better option with a return home via the Kaimais which should have worked in the 15 knot South-Westerly. I turned east but only for a few km as the way East seemed to be lacking of clouds also.



Looking west to Kawhia Harbour



Southern King Country - cloud streets towards Tauramanui

So, I changed my mind again! I turned Northwards after climbing under some pretty scruffy country near the Waimiha School which is not so far West of the Pureora turn point. That was far enough and the way home was always going to present a challenge. Clouds were still going well and the tops still high so I took a

picture of Bennydale before climbing and heading back past Te Kuiti. Again, I sought approval to 6500' with Christchurch Control and made my way Northwards past Otorahanga. The sea breeze was really having an effect unfortunately. I was starting to consider my options as I climbed as high as possible into the last real cloud for a hell of a long way. On the Northern horizon I could see some build ups but that could have been North of Drury for all I could tell. But again, a surprise, the lee side of Mt Pirongia again had a wave effect that was no good for a climb but gave me a great glide past Pirongia township and towards the Raglan Road where it passes through the Hakaramata hills. Still, it was the longest glide so far starting at 5500' and ending at about 2300'. Just when I was eying up the airfield at Te Kowhai as a nice pickup place – yeeha!!! Nice to know thermals can still get going even in a decent sea breeze if something is able to interrupt the wind. The hills set off a choppy thermal and the world looked much better from 3500' where it all broke up. Gradually moving north this happened again and again, all the time getting a little closer to the only cloud developments that were still miles to the North. The first scruffy clouds produced only chopped up bits of lift but they were still better than the lonely option of the paddocks that lay along the Waikato River and near the main State Highway. At 1700' and with a skinny glide into Mercer Airstrip, I headed east from the river after trying badly to climb in choppy thermals over the prison and then drifting over the Hampton Downs race track.

On the way to Mercer – bang – a decent climb – again the world was looking much better and the way home was assured as I hit the clouds I'd seen from about 100 km away. I soon had more than I needed so I easily made my way back after 5 hours for a cold beer and a stretch. This was great fun and the best flight this season for me. I'm still a little disappointed that I didn't go to Mt Ruapehu but it would have caused a hassle I guess, but a good hassle to have. Thanks to Malcolm Wright who now owns XN – he has been great by allowing me to fly his Discus while he works overseas- it is a brilliant little glider.

Gerard Clicks of the Week

<https://vimeo.com/448225155?fbclid=IwAR1pU17r-8R8E-KO7BBXTbVRnbSoavl6u78eGURoJMql6GIR0xnR9urVw20>
<https://magazine.glidingaustralia.org/mag/GA54.pdf>
<https://chessintheair.com/this-brilliant-man-can-get-you-in-trouble-misapply-maccready-theory-at-your-own-peril/?fbclid=IwAR11NSeUOvgL1Zz-BDHrI77LGje6c0zpNn64pEvvMdgGhmGmFFAmAiNmXIE>