

# AGC Weekly News

6-7-8 February 21

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## Weekend Roster

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### Saturday 6

*Youthglide Mini Camp*

Tug Pilots: Andy Campbell,  
Wayne Thomas  
Instructors: Russell Thorne,  
Graham Cochrane  
Duty Pilot: Conal Edwards &  
Youthgliders

### Sunday 7

*Youthglide Mini Camp*

Tug Pilots: Andy Campbell,  
Ron Burr  
Instructors: Norm Duke, John  
Robertson  
Duty Pilot: Diane Edwards &  
Youthgliders

### Monday 8

*Youthglide Mini Camp*

Tug Pilot: Graham Cochrane,  
Wayne Thomas  
Instructors: John Bongrain,  
Sam Tullett  
Duty Pilots: Youthgliders

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## Summer Soaring

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While others flew in the competition at Matamata, Drury has experienced some excellent soaring weather. The Discus 2 has seen good use at the hands of John Robertson, who continues to accomplish some excellent flights. It will be interesting to see how he fares, should he get the opportunity to participate in Regional competitions, as he is definitely a young pilot who is going places.

And on the subject of the Discus 2, it's good to see what a superb fleet the club has assembled. This is something that is sure to attract new and younger members, as the club can now provide an excellent progression for post-solo pilots, without them having to front-up the cash to buy their own ships.

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## Getting Low

*Adam Woolley*

It happens to all of us, but how we deal with it is very different for everybody. Some will roll over and resign to an out landing far too early, others will get hyper-focused and climb away in the smallest of bubbles. You make your own luck, though occasionally there's nothing you can do and you'll be on the ground regardless. So what can we do to avoid getting low? What can we do to deal with being low? How do we get away from being low?

### Low while flying XC

Avoidance while racing. Looking out the window and being observant is the absolute key to this one. Whether you're on a task or seeking your five hour duration for Silver C, it's critical to your soaring success. On task, I'm looking well ahead, 50-100km if the visibility allows. You should have a target cloud ahead to climb in, then back up plans past it. What if the backup plans past your target cloud are possible 2-3kt looking scraps for 20km, then worse after that, before it gets better again? Simply, at your target cloud, your target

climb strength should be adjusted to 3kts (even though you're hoping for and should get 5kts!). Be patient, stay higher, cross the area of uncertainty, climb again in the stronger conditions down track.

### Low while seeking duration

Avoidance while seeking duration. You're at the 4,5 hour mark of your five hour duration claim, the sky has fallen apart with no more chance to climb, you are going to land before your target, give in right and try another day? No!! Find yourself the least amount of sink possible, remember it takes a very long time to 'thermal down' in 0.1-0.5kt sink - it's also smooth, quite relaxing and rewarding too. If you're a competition pilot and first off tow, you can use this technique while your friends get towed up to help you!

### Dealing with being low.

It's happened, get over it. Any cursing and swearing, feeling of frustration is of no use to you right now, put it behind you and move on. One of

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the best things about climbing away & subsequently finishing your task after a low save is, you still have an average speed, you're still getting points, and you will soon land safely at your intended location. So, having a clear, focused and determined mind is critical to climbing away.

### Take the blinkers off

Taking the blinkers (blinkers) off. With your clear and focused mind, it's incredible what you can notice & feel from mother nature. Seeing a local soaring bird nearby suddenly become visible, or a bunch of birds launching out of the tree's below, trust them, fly over slowly, feel the sky, only make a turn when you're in lift, perhaps you'll need to park in the weak turbulent sink and wait for the bubble to come to you like the start of this article? Look for all the usual thermal trigger points that the textbooks, your instructor, or friends have spoken about over the years. The easiest trick I use to find a thermal when you've exhausted all other opportunities is to imagine yourself where you would most hate to be right now on the

ground, usually, it is the hottest and most uncomfortable place to be barefoot. Go past every trigger source you can before committing to the field, link them all up as you inspect the field and position yourself for the (potential) landing.

Important! Stay within your own experience envelope, just because someone can break off into a field at 300', doesn't mean you can. Always stay within your own capabilities.

*Adam Woolley was born into the gliding world, being the 3rd generation in his family. Going solo at 15, his thirst for efficiency in soaring flight and quest for a world championship title to his name has never wavered. One big passion is sharing his experiences and joy with other glider pilots all around the world. Adam is an airline pilot in Japan on the B767 and spends his off time chasing summer around the globe. He has now won seven National Championships and represented Australia at five WGC's & one EGC.*

*Thanks to Kelly Bezemek of Wings and Wheels for giving AGC Weekend News permission to copy Adam Woolley's articles.*

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## Comments from the CFI

**Russell Thorne**

A couple of remarkable flights have been recorded lately:

### In Cheol Kim

With the installation of a new, versatile and very expensive prosthetic leg, In Cheol has made remarkable progress, moving from hand controls to the more conventional use of the rudder pedals we all use, in extending his solo hours. His flights of late have been long and well deserved, considering his long application of perseverance.

1st January 1hr 29mins

16th January 2hrs 04 mins

30th January 1hrs 43 mins

### John Robertson

John has achieved his Gold C Goal Flight by making an out-and-return to Tokoroa in the Discus 2. The trace is on the OLC Website. The

flight took 3hr 41min and the time over the task itself was 3hr 28min at a speed of 86kph - a creditable achievement for a pilot of around 100 hours. See then flight at <https://www.onlinecontest.org/olc-3.0/gliding/flightinfo.html?dsid=8252581>

### All the latest Auckland Club flights on the OLC are recorded here:

<https://www.onlinecontest.org/olc-3.0/gliding/club.html?cc=219&st=olcp&rt=olc&c=C0&sc=&sp=2021>

### The Club Class Nationals at Matamata, where a number of our club pilots are flying, can be viewed at:

[https://www.soaringspot.com/en\\_gb/club-nationals-and-msc-comp-matamata-2021/results](https://www.soaringspot.com/en_gb/club-nationals-and-msc-comp-matamata-2021/results)

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### For sale/wanted

**Share in Drury hangar:** Hein Groef's hangar share is now available. Please inquire through Paul Knight on 0276288077 or email [paul-knight@xtra.co.nz](mailto:paul-knight@xtra.co.nz)

**ASH31Mi:** Accident free, built in 2015, 30 engine hours, 600 hours airtime accumulated 2018-2020, flawless engine performance, five-year check/overhaul in 2020, complete documentation, aluminum Cobra trailer, LX 9070 etc. \$356 000.00. Serious inquiries only to Ross Gaddes +64274789123

Thanks to all those who have helped put this newsletter together. If there is anything you would like to share with the members via this newsletter, text or photographs, please e-mail me. I will be grateful for any contributions.

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