

Newsletter

21st - 22nd November 2020



The other end of the string

On Sunday 22nd Nov. there will be a meeting of winch drivers, starting at 9.30 am.

Any & all club members who are interested in winch launching & especially what it entails at "the other end of the string" are invited to attend.

It is expected that the meeting will last between 1 & 1-1/2 hours, after which one of the winches will be set up. Members can then experience first hand launching from the winch end."

Cheers

Grahame Player

Winchmaster

Grahame's asking for help here: if you're not already involved in some sort of club service, please consider this valuable activity.

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Covid 19 awareness

While we have had recent positive news from both Pfizer (BioNTech) and Moderna Pharmaceutical companies about Covid19 vaccines, the reality is that the availability of such vaccines is month's away and with priorities going to health workers and others on the front line of our defences, we must continue our vigilance at the club level, much the same as businesses are required to by law.

We note the upsurge in publicity in both government and business websites to enhance Covid19 awareness.

The club reminds members that for every entrant to the airfield and club, a QR code is posted at the Gate/Clubhouse/Caravan, it is there for our need to record each visit. We need to have great accuracy in recording the names on the flying sheet.

Despite the fact that everybody has a degree of Covid fatigue, the occasional cases still exists in our community and this virus has an uncanny ability to spread very easily.

At the individual level, the club encourages the need to record the QR Code, Social distancing in confined spaces , frequent hand washing, the use of hand sanitiser as presently supplied in the Briefing Room beside the computer and in the Caravan.

<https://www.health.govt.nz/our-work/diseases-and-conditions/covid-19-novel-coronavirus/covid-19-health-advice-public/protecting-yourself-and-others-covid-19#hygiene>

If you exhibit flu-like symptoms, then stay away from the club, seek Healthline advice and get a Covid19 Test.

We will be increasingly aware of summer visitors to the club including trial flight passengers, Air Cadets , none of which presents any greater risk than the regular people we all know around the club.

Kind regards

Russell

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Northern Regionals

Northern Regional Gliding Contest 28th Nov-5th December at Matamata

A reminder for any club pilots who are intending to enter the upcoming Northern Regional Contest with a club glider. This contest is at Novice through to the Open Class and is a great way to extend your cross country skills.

You need to have permission of the Club Committee and CFI to enter a club glider make a booking for the glider to be away and organise yourself with the devices or equipment you need from your own resources, or that of the club.

Check you have a parachute, battery charger, tiedowns, tow out gear, tape, map, Btraced installed on your phone, a cross country checklist, organised in plenty of time and know how to enter a task on your device either phone or glider soaring computer.

There is lots of help out there to assist you, but any other local help, see me, or one of the other entered pilots.

This attached article from the Bicester Gliding Club is just one example

Matamata Current Entries and the Entry form are here

<https://msc.gliding.net.nz/events/matamata-northern-regionals-nov-2020>

or here

https://www.soaringspot.com/en_gb/northern-region-championships-matamata-2020/pilots

The Matamata Turnpoint and Airspace file is here

<https://msc.gliding.net.nz/cups>

Bunkhouse accommodation can be arranged through Ralph Gore or take your own tent to the Waharoa campground (gore.family@xtra.co.nz)

The food is excellent and much appreciated, they even keep it hot after you get back from a landout.

If you just want to see what is going on at the Contest

<https://msc.gliding.net.nz/tracking>

Kind regards

Russell

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The Mercer Triangle

Russell

To cover the local 100km flight on Sunday, the conditions were not easy, but I did manage to get around the 100km triangle that is Karaka Saleyards - Orton - Rataroa Hill-Drury. Both Karaka VRP and Orton are close to controlled airspace, so accurate flying is essential.

These Turnpoint additions in Seeyou Cup format for the 100km triangle can be edited into your Turnpoint file, otherwise look on the club website for Turnpoint files.

"98OrtonCorner",Ortonner,NZ,3723.200S,17501.383E,26.2m,1,,,,,"Corner of AA TMA",,

"99KarakaVRP",KarakVRP,NZ,3704.625S,17455.695E,20.7m,1,,,,,"Saleyards",,

"100Rataroa",Rataroa,NZ,3714.361S,17518.648E,215.2m,1,,,,,"Trig",,

Lots of climbs between 2,000-3,000ft reflecting the low cloudbase and many areas of overdevelopment.

First climb over Papakura to 2,500ft then a long glide from Bombay Gardens to Meremere with nothing, then climbed back to 3,000ft and set off to Orton, got a small climb on the Spring Hill Prison to Orton near the AA airspace , then back towards Te Kauwhata and a better climb to get me to Twin Forests where I got up to 3,700ft, the best climb I got on the day.

Quite dead towards Rataroa Hill and I turned at about 2km short and came back towards Mercer as the direct route was overcast, long glide to get ahead of a dying convergence lying south west from the Green Shed towards Tuakau , once past the dark line, it was much more buoyant from the Green Shed back to Drury.

Murray

I flew The Mercer Triangle Sunday as well in the Duo with Jason Smith. Similar experience to Russell - it can be a challenging course. I had Mercer as an escape option, but didn't have to use it.

Once we got to Twin Forests it got much better (up to 10 knots) and over 4,000 ft. It's a good little course which presents all the elements of a bigger cross country task.

On a good day the Duo could do the Mercer Triangle 3 times with 3 different students getting a cross country experience

(with maybe even 3 different instructors).

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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

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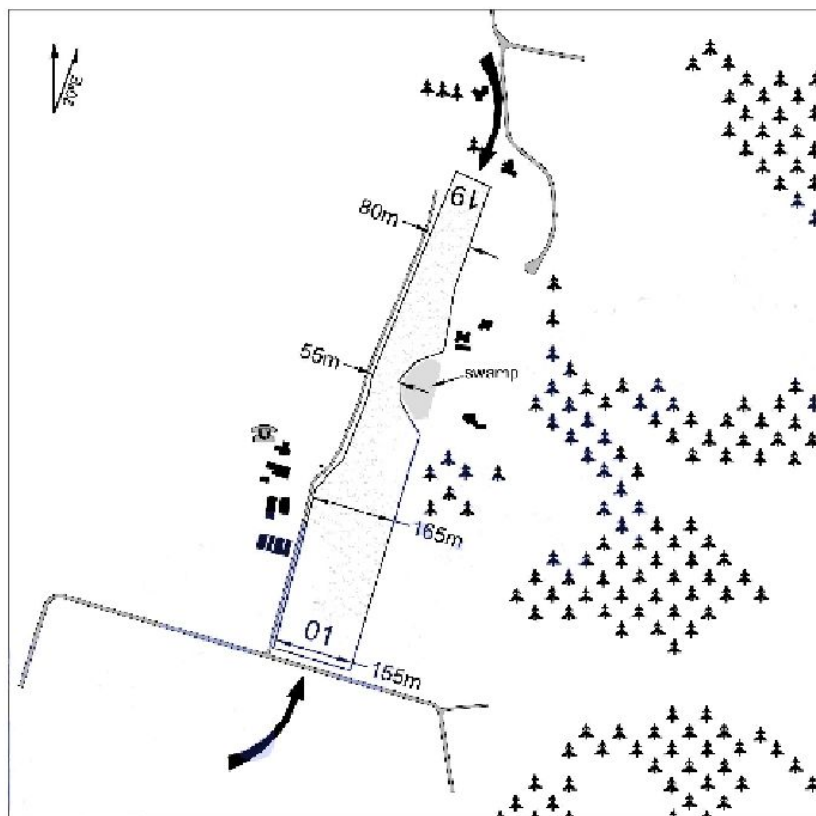
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ELEV 80FT
NZDY

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.

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This weekend's forecast

Hunua

19 November 2020

Friday 20 NOV		Fine apart from evening cloud. Southwesterly breezes.	▲ 22°C ▼ 9°C
Saturday 21 NOV		Cloudy periods and isolated showers. Westerlies developing in the afternoon.	▲ 21°C ▼ 13°C
Sunday 22 NOV		A period of rain early morning as northwesterlies change southwest, then fine spells.	▲ 20°C ▼ 9°C



Included for no particular reason other than that I can. One of several quirky signs on the route around the sculpture display at Brick Bay, adjacent Snell's Beach: well worth the visit!

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Major events

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

<https://auckland.gliding.net.nz/events/agc-smeg-task-and-goal-week-2021>

Club Class Nationals and MSC Comp

Fri 29th Jan 2021 - Sun 7th Feb 2021

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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



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

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Jerry O'Neill's comments on cross-country training

The only other points I would add when teaching paddock selection and out-landing are as follows:

1. Always move towards an area that has more than one potential landing field so you have more than one paddock to choose from.
2. Always start the circuit by flying over the paddock to check the surface and wind direction. *(others recommend flying **around** the field, as slope and undulations may not be visible from directly above)*
3. When landing cross wind always make the circuit on the downwind side and land on the downwind side of the paddock so the glider will weather cock away from any fence.
4. Immediately after turning final on a paddock approach deploy full airbrake to ensure that you are not going to overshoot so you have time to make a correction. This is a very common problem with *ab initio* paddock landings.
5. Always teach a reasonably steep 1/2 brake approach angle at the correct speed for estimated wind. This reduces the landing roll and avoids any obstacles. Some students get the idea in their heads that the way to land into a small paddock is from a shallow slow approach. You have to get this idea out of their heads at an early stage because this very dangerous practice for many reasons.



Ian William's field selection training confirmed that Colin Kelly had made a good choice of field for his second landing in the Ventus previously at Omarama.