

AGC Weekly News

Weekend Roster

Saturday 30

Tug Pilots: Andy Campbell, Wayne Thomas
Instructors: David Moody, Anton Lawrence
Duty Pilot: Vincent Vingerhoeds

Sunday 31

Tug Pilots: Pat Driessen, Wayne Thomas
Instructors: Paul O'Neill-Gregory, Russell Thorne
Duty Pilot: Ross Jones

Billing Flights: Duty Pilot flight logging

Keith Macy/Russell Thorne

Over the past few weeks we have been trialling the use of a laptop in the caravan so Duty Pilots/Flight Recorders can log flights digitally. The trial has been successful but there are still some processes, training and documentation that need to be refined, before we make this transition permanent.

Until advised otherwise, please will all Duty Pilots revert to using the old-style system of paper flying sheets. With this in mind, will Duty Pilots please read and memorise the following important points regarding the launch.

- **Before a launch is permitted, the DUTY PILOT MUST ENSURE the flight has a fully completed tow ticket, including:**
 - **Pilot name;**
 - **Tow height;**
 - **Aircraft registration;**
 - **EFTPOS receipt number.**

The WHITE TUG TICKET must be given to the tow pilot prior to the launch. The BLUE COPY with the EFTPOS receipt stapled to it, must be placed with all the other blue tug ticket copies, in a plastic bag (provided in the caravan). After flying at the end of the day, this bag is posted into the Red Box.

The procedure of obtaining a tow ticket BEFORE the flight is often disregarded. It is important that

Duty Pilots improve the adherence to the set procedure, as set out here. Glider pilots being asked for their tow ticket while already strapped in the glider is not the time for them to admit that they "forgot" to purchase a tow ticket.

Duty Pilots, take note please:

- **At the end of the day, you must scan/email the flying sheet to the treasurer, on the club's printer-scanner.**
- **For those new to being Duty Pilot, the scanning and emailing of the flying is set out in the booklet "How We Do Things". To do this, the menu item on the club's printer/scanner is called "Flying Records". Instructions for doing this are also on the wall above the printer.**
- **BEFORE scanning the time sheet to the Treasurer, the DUTY PILOT MUST ENSURE that:**
 - **Each and every data gap (block) on the record is filled out;**
 - **Payments due have been collected.**

All the above, essential for maintaining the club finances in good order, highlights the importance and responsibility of work done by the Duty Pilot on every flying day.

Club Rosters

In case some of you are unaware of this, details of competitions as well as our weekly roster can be found at <http://soaringtrack.com/agc>. For the weekly roster, click "Auckland Gliding Club" on the left-hand menu, then "Calendar" on the top menu bar. This will bring up the consolidated duty rosters.

Covid19 again in the Community

Russell Thorne

With the two new positive cases of Covid19 South African variant identified, particularly based on the North Shore, around Albany, Silverdale and Northcote, it is again appropriate to raise the need to have visitors to the club to apply health precautions, especially use contact tracing measures available on the club property.

- Check in with the QR code at the Entrance Road, Clubhouse and Caravan.
- Check the Bluetooth function is on with your mobile.

If you feel unwell with symptoms, do not visit the club, self-isolate and call Healthline [0800 611 116](tel:0800611116) to arrange a test.

<https://www.health.govt.nz/your-health/services-and-support/health-care-services/healthline>

Youthglide Mini-Camp, Waitangi Weekend

Organisation for a significant number of YGNZ Glider Pilots both locally and further down the

North Island are proceeding for the Mini-Camp to be held over Waitangi Weekend 6th-8th February.

Many young glider pilots will be staying overnight at the club and using Kitchen and Bathroom and bunkroom facilities. Many club gliders have already been booked and extra Instructors including those from outside AGC will attend, to cope with numbers expected to attend. Public Trial Flights have been restricted and many pilots will be either utilising or expecting to use the Winch.

<http://youthglide.org.nz/mini-camps/#involved>
<https://www.facebook.com/YouthGlideNewZealand/>

Club Class Nationals, Matamata 29th January-7th February 2021

The Club Class National begin at Matamata this weekend, a number of Auckland Club Members are entered, but no Auckland Club gliders.

https://www.soaringspot.com/en_gb/club-nationals-and-msc-comp-matamata-2021/pilots

Do you know how to jump out of a glider?

From Russell Thorne: A useful link for the newsletter on the continuing series of videos from Tim Bromhead at Matamata Soaring Centre on the use of parachutes by glider pilots.

https://www.youtube.com/watch?v=s1Uis0N-hKY&fbclid=IwAR2M4DdrpWNINAzwCtA-oDya0_Tw69ITDbgnrD91RcPcqe62nm2YNc2r33Q

Model Glider World Speed Record

David Moody

This clip might be interesting for some, especially the modelers. A clip of a RC glider performing a 548mph dynamic soaring World Record. To see it you will have to set your playback as slow as possible.

[Preview YouTube video New World Record RC Airplane Speed 548mph](#)



This article appeared a long time ago and is well worth reading again if you are interested in soaring across country. Ed.

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. 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.

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 Chrischurch 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 Ruepehu 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.

For sale/wanted

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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