

AGC Weekly News

20-21 February 21

Weekend Roster

Saturday 20

Tug Pilots: Shaun McCarthy
Instructors: Nigel McPhee, Graham Cochrane
Duty Pilot: TBA

Sunday 21

Tug Pilots: Shaun McCarthy
Instructors: Norman Duke, Sam Tullett
Duty Pilot: Geoff Gaddes

AGC Covid Level 2 Procedures

Russell Thorne, CFI

- If feeling unwell, stay at home and get a Covid test
- Maintain physical distancing
- Utilise QR codes upon entry, select Bluetooth
- Cross Country flying allowed
- Minimise numbers in large groups
- Wash hands frequently
- Use hand sanitiser

Operating Club Gliders on Cross Country Flights

Russell Thorne, CFI

Before Launch

Paperwork completed
Prepare glider as per DI
Obtain weather brief
Load declaration, turnpoints, task, airspace file
Drink & snacks
Obtain prior authorisation from Duty Instructor or CFI
Launch ticket
Contact mobile number and name
Check onboard tracking including BTraced
Ground security equipment
Chargers if in a contest

Trailer

Derig equipment - wing stand, tail dolly, Rego and WOF, safety chain u-bolt
Trailer hitch to vehicle
Keys available
Mobile number in vehicle
Fuel

After Launch

Operate BTraced
Ops Normal every 30 minutes on frequency in use
Report if low and expecting to land out

Report safe climb again

After Landing

Report safely on ground
Txt Lat-Long to club or retrieve crew
Note landing time
Secure glider
Contact land owner if possible
Commence derig
Check for damage to glider or property
Wait on nearest road

Retrieve Crew Arrival

Derig and ensure glider correctly secure in trailer
Remove battery, personal equipment
Check all components removed from field
Leave farm gates as you found them
Take care exiting farm gates with long trailer

Arrival back at Club

Complete flying record, or record flight time in Tech Log
Submit completed flight record to scanner
Re-rig if practical
Report any damage to CFI.



Photo [Maciej Gebacz](#)

An exciting, rewarding, sometimes nervous or anxious part of the flight. Done right, it is usually the first two! If the weather doesn't go your way, you've been too aggressive in your attack or you're just too late in the day, then it can definitely feel like the latter two. In this article, I aim to share my thoughts on when to start on final glide and how to do it to get the best results, and keep your blood pressure where it should be!

Ideally, the best and fastest way home is to continue racing onto final glide, the numbers will magically marry up, and home you'll fly. Often though this isn't the case, we often find ourselves getting close to final glide, then either turning pessimistic on the day ahead and persisting with a dying climb, or flying home slowly trying to 'pull up' onto glide. This we need to resist, assuming a homogenous sky ahead, we should have confidence in our thermal finding ability and keep running as we have all day.

When to Start on Final Glide

So when do we start on final glide? The key is to keep looking ahead, making the long-term decisions as you have all day long. The key bits of information that you need are, typically what sort of glides have you been getting all day? Long fast LD glides or short poor LD glides? Assuming a CU day, have you been sucked generally up to base when 2000' below, or have you been slowly losing out all day and always in need of a climb to stay in contact? What about a blue day? These are harder to pick for obvious reasons, but you can still use your mind's history on the day to help you build the picture.

Achieved L/D

So, when do we start on final glide? There are many ways to do this of course, but here are a

few methods that I use to get me home each and every time. I like to get a feel of my LD's achieved for the day, to do this on my Oudie and LX9000, I have selected a 'current LD' achieved navbox – I have mine configured to show me the past three minutes. So periodically during the day, I'll glance down at this to judge what speeds are giving what. For example, I may often see 30:1 for 100kt cruise speed, or 35:1 when I'm doing 90kts. To use this method effectively, you'll also need the 'Task LD required' navbox or similar, this one tells you what you need to achieve from this exact moment to finish the task. If it says 82:1 required, you know you need a few more climbs, 36:1 and you know that you're getting very close, 19:1 and you're almost certain to make it!

Let's go with 36:1 required. Have you been having often 45:1 LD's for the day? If so, and if the sky looks similar to the day's flight, then you should have confidence that you'll also achieve 45:1 on the way home and slowly pick up the margin on glide. If you've been punching into a stiff wind all day and your Duo Discus is only achieving 25:1 often in the blue, then you'll be needing to think about climbing again. Just keep the achieved LD greater than the task required LD and you'll be sure to get home - but monitor closely!

MacCready

The other method? Good old MacCready. I won't leave on final glide unless it's a 3kt MC, or if the air is silky smooth and it's the last climb of the day, then it's whatever it takes to get home. But let's assume the sky is still active. To me personally, anything less than a 3kt MC final glide feels very marginal in Australian skies. Naturally in the final climb, we want to set the MC to the last thermal average, this will give you the fastest speed home. But what margin do we use? For this, you need to know your history of the day – good glides or poor glides? Typically, no matter the answer to that question, I don't set off for home unless I have a 500' margin. Do we need a safety height? I recommend, no. Why? Because it saves any arithmetic in stressful situations. For example with a 500' safety height, you're now 200' below slope, but you know that there is 500' safety, so you do the math and say, it's ok – I'm 300' over, I'll continue. Why do this to yourself!? Program in a zero safety height and never have to do math again!

How can you achieve the desired safety height to ensure you get home and the target speed to fly? For example, you're in a 5kt final climb. Wind up the computer to a 5kt MC, achieve the required height, then set off at the MC STF. Then this is where the magic happens, turn down your MC until the desired safety height (say 500') is achieved, but remember, never less than 3kts! Ok, now you're gaining on glide, what now? Simply increase your MC until the desired safety

height is obtained again, increase the speed to reflect the target STF, then repeat until you get home!

One final tip – combine the two methods above for complete confidence and calmness.

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

Youthglide Mini Camp at Drury

John Robertson

Towards the end of a quieter than usual year for soaring, a couple of Auckland-based youth pilots and instructors were hatching a plan to get some friends together, old and new, for a bit of flying in the new year. Interest built quickly, and we soon found ourselves planning a proper Youthglide mini-camp over Waitangi Weekend. At an almost alarming rate, the number of registrations reached 15 and we realised we had much organisation to do. Luckily, RT and Dion were delighted to hear of our interest and enthusiastically approved use of the club's gliders and facilities.

Calls were made, emails were sent, and before we knew it Piako and Taranaki had also offered us up a training glider each. A superhuman effort saw Jordan Kerr arrive on the Friday night with not only Taranaki's Janus but also four students from as far as Wellington. Meanwhile, myself and Sam Tullett were cleaning out the shelves of a local supermarket in preparing to feed a group of ravenous students and instructors over the coming days.

Unfavourable north-easterly conditions prevailed for much of the weekend, posing a challenge to

ab initio training. Nonetheless, strong thermals proved exactly what we needed to chew through the syllabi of many of the young pilots present. In spite of the conditions, we recorded a first solo for Aaron Belworthy of Tauranga and a completed silver badge for Logan Hoskin of Manawatū. Others progressed right to the cusp of solo flight, while the more experienced pilots had the chance to explore the upper reaches of the Waikato in DX and XY. Back on the ground, having almost all pilots in accommodation out at the club was a great way to catch up with some familiar faces.

Of course, the success of this camp hinged on the support of many volunteers. Particular credit is owed to RT, for both his invaluable guidance in organising the weekend and for making the time to instruct on all three days. Others in need of thanks include, but are certainly not limited to: Andy Campbell, Graham Cochrane and Wayne Thomas for their tireless towing efforts, Keith Annabel for a similar effort on the winch, and everyone who chipped in on the instructing front. Last but not least, a note of thanks to Dion for his daily visits to make sure we weren't causing too little mayhem for his liking.



Aaron Belworthy's solo



Russell, and Logan Hoskin's silver distance / landout

Please help!

Emma Derold reports that Jordan Kerr from the Wellington Gliding Club, who was recently at the Drury mini camp, has left his toiletry bag behind

somewhere at the club. If you have seen it please contact Jordan on 027 296 1064 as he is very keen to get it back.

Tug-Glider collision in Canada

Gerard Robertson has sent in a link to a discussion on a fatal collision between the tug and a K21 which occurred nearly two years ago in Canada. This is thought provoking and possibly we can learn from it.

<https://magazine.glidingaustralia.org/safety/121-blue-on-blue>

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

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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