

AGC Weekly News

Weekend Roster

Saturday

Tug Pilots: John Bongrain, Dion Manktelow
 Instructors: Russell Thorne, Graham Cochrane
 Duty Pilot: Georgia Schofield

Sunday

Tug Pilots: Pat Driessen
 Winch Driver: Bradley Greer
 Instructors: Ross Taylor, Sam Tullett
 Duty Pilot: Nathan Montano

Glider Theory Lectures and Exam Schedule 2021

Russell Thorne, AGC CFI

The following is the 2021 Theory Lectures and Examination Schedule to be held at the Auckland Gliding Club, Drury, beginning after the Queen's Birthday weekend at 09h00 on Saturdays during the Winter Season.

All Glider Pilots under training should consider attending this series. The one-hour exams are multi-choice and require a 70% pass rate.

Please bring your training syllabus for exam signoff.

Apart from the GNZ online content, there is the Qualified Glider Pilot Study Notes available from Gliding International Bookroom at \$32.00. Most exam content is sourced from this publication.

<https://www.glidinginternational.com/books-dvds>

Schedule for lectures and exams, and names of presenters

12 June - Navigation & Airmanship - Russell Thorne

19 June - Air Law - Gerard Robertson

26 Jun – Exams on Air Law, Navigation and Airmanship; Russell Thorne

3 July – Meteorology; Anton Lawrence

10 July - Human Factors; Jonathan Cross

17 July - Exams on Meteorology and Human Factors; Russell Thorne

24 July - Glider Technical; Gerard Robertson

31 July - VHF Radio Theory; Russell Thorne

7 August - Exams on Glider Technical and Radio Theory; Russell Thorne

14 August - VHF Radio Practical; Russell Thorne

New Members

Information from Greg Balle

We welcome the following new club members, **Lucy Matehaere** and **AJ (Alexander) Dudley**.

Short Gliding Course in April School Holidays

Russell Thorne

Next week a short gliding course for the forthcoming school holidays is being offered. The lead instructor will be Paul Schofield.

There is also a need for launch support crew, including Tow pilot and/or Winch Driver, so we can offer launches to other club members.

Dates: Monday 19 April from 9am, until Friday 23 April 2021. The club website is now open for bookings.

A decision to go ahead will be made this weekend based upon prior website bookings, as well as the availability of support crew to offer launch facilities. In the event that weather is unsuitable on any day where bookings are made, then a relevant lesson will be offered.

Yesterday

27 May 1942 - Spot the Gliding Club Farm in this wartime aerial photograph?



Tip: Follow the road from the township top centre, over the railway, all the way to the bottom right – looks like a little valley to me, which is probably why it is so damp in winter, even though it has been flattened (Editor's comment).

Today

14 Apr 2021 - Are they drilling for oil on our eastern boundary?



The drilling rig is associated with ongoing geotech investigations on behalf of the Mill Road Corridor project and NZTA to determine the final route. Discussions are continuing on behalf of the Gliding Club.

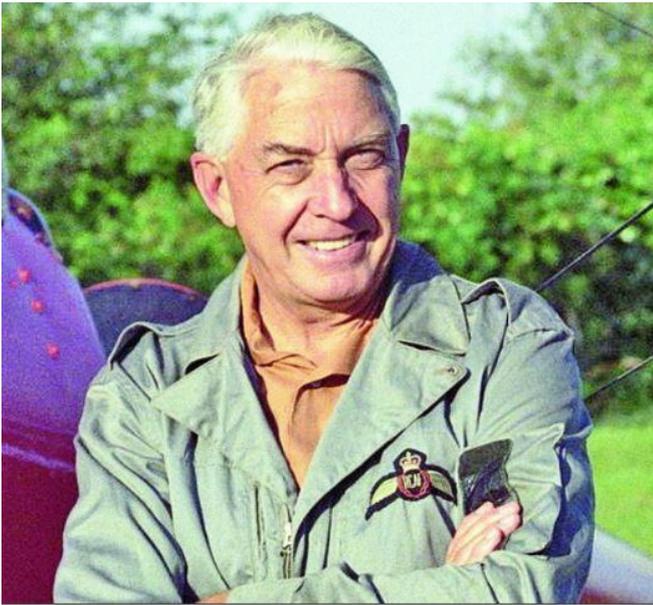
www.supportinggrowth.govt.nz

• Recently the Auckland Council released a Notice of Requirement about the Drury Arterial Network to the West of the Gliding Club. See it at:

<https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/05%20nor-drury-arterials-network-overall-layout-plan.pdf>

Tales of Long Ago from Far Away A Hairy Departure

by the late Bill Teague, Vancouver, Canada



Bill Teague (1930 – 2018). Champion glider pilot, SAAF pilot, RCAF pilot, NATO helicopter instructor, game ranger and airline pilot.

When Rene Comte first imported his Moswey 4 from Switzerland he had no trailer for it. Nevertheless, to take advantage of the summer weather he decided to attempt some cross-country flights, figuring that he could always manage to land in a field where I could land my Tiger Moth and tow him off, back to Baragwanath. Such is the naivety of youth that I acquiesced.

The Moswey was repositioned from Baragwanath to Wonderboom, and so on the 17th December 1951, I towed Rene north for some distance where he released in weak lift.

A few hours later the call came from Minaar, (a town) east of Pretoria, that he was down in a field. When I arrived, the field turned out to be a plowed one! I landed alongside the glider, but it was clearly obvious even to me with all my vast 300 hours of experience that there was no possibility of taking off solo in the Tiger, let alone towing a bloody glider.

There was a convenient dirt road next to the field that was reasonably straight, but it had a two-foot embankment. By now, the usual throng of interested bodies had arrived, plus a police officer. We first man-handled the Tiger Moth down the embankment and onto the road, then the glider. There was about a three-foot clearance from the wingtips on either side.



Rene Comte with his Moswey 4

The craft were aligned and tow rope attached. Normally the Moswey took off on a droppable wheel dolly. However, I had not thought to bring it along. I asked the policeman to drive way down the road and stop any approaching traffic. He drove about a hundred yards down the road, stopped and climbed up onto the roof of the car to get a better view of the proceedings. I walked down to him and patiently explained that he needed to go at least a mile and a half further down.

I started with full throttle, but the acceleration was sluggish due to the glider being on a skid; slowly, ever so slowly, we gathered speed. Just as Rene was getting airborne, we passed underneath a set of high-tension cables that crossed the road, fortunately at right angles. Oh, I hadn't mentioned them before? At last, we were both up and away. The rest of the return flight to Baragwanath was uneventful. Such is a day's work in the life of a glider tug pilot.

Weekend Weather

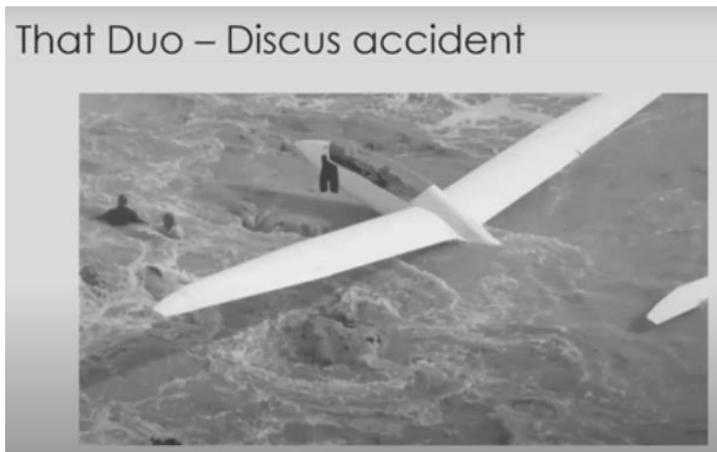
Hunua

15 April 2021

| | | | |
|---------------------------|---|--|------------------|
| Friday 16 APR |  | Fine spells, but isolated showers in the morning, and more widespread showers developing at night. Westerlies. | ▲ 22°C ▼ 13°C |
| Saturday 17 APR |  | Morning showers, gradually clearing in the afternoon and becoming fine. Fresh southwesterlies. | ▲ 19°C ▼ 8°C |
| Sunday 18 APR |  | Partly cloudy. Southwest breeze. | ▲ 19°C ▼ 10°C |

Staffordshire Gliding Club Zoom Talk by Mike Fox Human Factors in Gliding Safety

Submitted by Gerard Robertson



For the details, see <https://www.youtube.com/watch?v=IEZH4Vii2bs>

Attention Please! Aerobatic Competition at Mercer This Weekend

Weather-permitting, the NZ Aerobatic Club will be holding an aerobatic competition this coming weekend (April 17th and 18th), at Mercer Airport.

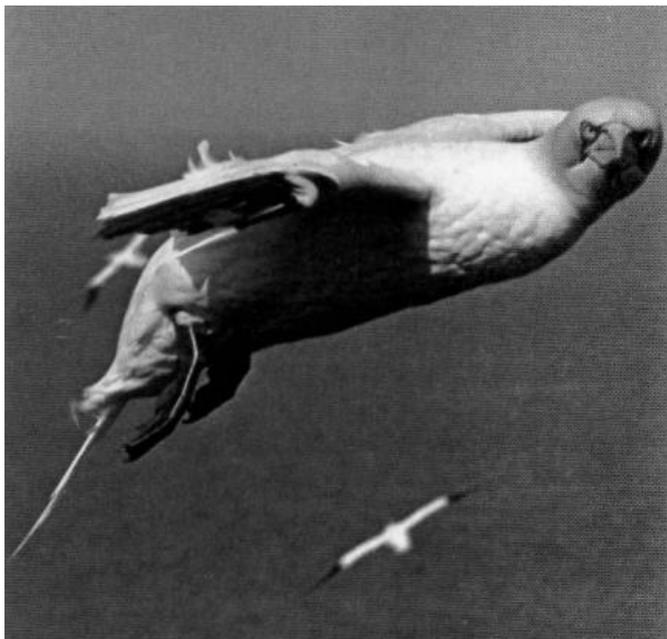
North Island Akro Fest - Mercer Airport June 20-21

Please advise all pilots to keep well clear of Mercer Airport during this time, unless visiting for the event. The airfield remains open, however expect possible radio advice on aerobatic traffic if you are joining or flying nearby.

A NOTAM will be issued both mornings if the event proceeds.

For further information contact Grant Benns on 0210629929.

The Gannet



The Gannet knows it without reading books. Body cambered and tail down to reduce speed increases lift, and the nose-down pitching moment. To trim wings move forward to displace centre of pressure ahead of centre of gravity. Airflow begins to separate near wing trailing edges as speed is reduced, causing soft feathers to ruffle upwards, turbulating the boundary layer, delaying further separation and stall. *Alula* (bastard wing) acts as a slat by extending at the leading edge, inboard of the primary (pinion) feathers, to delay stall by keeping flow attached. Landing gear coming down to increase drag, before rolling (wings half folded) into an evasive dive. (Courtesy of DMT Ettliger via Shell Aviation News, UK).

Interested in Some Vintage Gliding?



Have we any vintage gliding enthusiasts out there, apart from Ray? Here is a professionally produced, 15-minute film about gliding across country, made back in the plywood days. It includes footage of Rene Comte's Moswey 4. You can see it on YouTube at <https://www.youtube.com/watch?v=fMwMgS-cCcw>



For sale/wanted

Ventus 2a: S/N 10 Equipped with LX9050 with Flarm and control column unit. Maughmer winglets - Refinished in 2008. Imported ex USA - no major damage history. Dittel FSG71M com and Trig TT21 Mode S (ADS-B out capable). Aluminium top Cobra trailer, wing wheel, tail dolly and tow-out bar. Re wired with LiFePo4 batteries. My partner Malcolm wishes to sell his share as he is no longer based in Auckland. I will either keep my 50% share or sell outright (#2 choice). This aircraft is one of the best performing gliders in 15mtr class yet is a delight to fly, even when tanked, and exceptionally easy to handle. They land short and rig in minutes. MY PARTNER IS VERY KEEN TO SELL HIS SHARE. Contact me - Ross Gaddes - for more details.

A request, please. When making payments to the Club Bank Account Number 03 0104 0012743 00, PLEASE ALWAYS include the Invoice Number and Your Surname.

Thanks to all those who have contributed to this edition. 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, whatever they may be.

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