

# AGC Weekly News

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## Weekend Roster

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### Saturday

Tug Pilot: Dion Manktelow  
Instructors: Jonathan Cross, Graham Cochrane  
Duty Pilot: Peter Wooley

### Sunday

Tug Pilots: Fletcher McKenzie, Wayne Thomas  
Driver: Anton Lawrence  
Instructors: Norm Duke, John Robertson  
Duty Pilot: Rob Meili

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## Auckland Gliding Club Turns 90 Today!

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Peter Layne has just written to inform me that our club turned 90 years old today – having been formed on 30 April 1931.

If there are any members with old photographs it would be amazing to compile a retrospective in one of the next newsletters to celebrate this milestone.




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## Weekend Weather Outlook

Thanks to Gerard

### Auckland Central

29 April 2021

<b>Friday</b> 30 APR		Partly cloudy. The odd shower, mainly in the west. Light winds, then southwesterlies from afternoon.	▲ 19°C ▼ 15°C
<b>Saturday</b> 1 MAY		Partly cloudy and a possible morning shower, becoming fine by midday. Southwesterlies dying out in the evening.	▲ 20°C ▼ 8°C
<b>Sunday</b> 2 MAY		Fine. Southerlies.	▲ 17°C ▼ 8°C

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## Apologies! Nepal Avalanche Cloud Video Clip

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In case you were unable to view this short clip, Keith Annabell has sent a better link. It's worth viewing. The blurb says:

*"Mother Nature at her finest..."*

*A "cloud avalanche" is a "perfect cloud collapse" that occurred near Nepal's Kapuche Glacier Lake in the mountains. The phenomenon is extremely rare. Few are lucky to see it once in a lifetime. A group of companions were camping by the lake and risked filming what you'll see. The white snow clouds rushed down the valley, unstoppable, instantly swallowing the mountains and hitting the lake surface. Against the backdrop of the blue sky and the yellow-brown mountains, the clouds were more distinct and magnificent. The strong air flow overturned the tents and sleeping bags, but no casualties were reported. Watch for the rainbow over the lake near the end. The shocked travelers all cheered and marveled at what they had witnessed."*

<https://www.youtube.com/watch?v=BFU7GQvKB3k>



### Where am I?

When you look down and ahead to your left, you see a lake; you are not over it yet. However, when pilots call on the radio, they claim they are over it. The lack of position knowledge leads to some confusion, especially when it is a radio call when entering the pattern. Based on experience at uncontrolled airports, saying 'entering the 45' narrows your position down to about five sq miles, which doesn't help anyone else, because on paper it should be a pretty small area.

One of my favorite interactions on the Unicom was (I will change the call signs to protect the pilots):

"Warner Springs Traffic glider XX over Goose Lake at 4100ft entering the pattern Warner Springs traffic."

"XX I am over Goose Lake at 4000ft I don't see you, do you see me" in a panicked voice

"Oh, I'm still about a mile away."

If you are going to use the radio for position reporting, you need to make sure you are accurately reporting your position. Saying you are 'one mile southwest of Goose Lake' would be just as easy on the radio and slightly more accurate if someone else is out there. That someone else is out there is the reason we are talking on the radio.

If you don't know where you are, this leads to problems for the pilot entering the pattern and trying to enter at the appropriate height. When you are over something that generally means it is directly underneath you, which you cannot see. So, if you are using a landmark, you shouldn't be able to see it. If you are trying to get there at a certain altitude, you have to account for the altitude loss from the point you are over until you are overhead of that point.

## Flying in a Crab

Imagine you are on downwind with a crosswind that is blowing you toward the airport. To maintain proper alignment, you have to crab away from the airport. If you are looking at 90 degrees from the glider, you will be looking ahead of where you are abeam. You need to be looking perpendicular to the runway. This throws a lot of students off.

The crab becomes more of a visual error when the student got too close to the airport and is not only crabbing but trying to work back away from the airport to a proper downwind. I notice students saying they are abeam the landing area while they are still a few 1000ft away. Potentially leading to a few hundred feet of error in altitude from where they think they should be.

## Outside of the pattern

### Turnpoints

With everyone posting on the OLC, you can see where pilots are actually turning, like the fishing story. "I turned Jacumba today" when, in fact, their GPS trace shows they turned five miles short of Jacumba, flying ten fewer miles. Once you add

a few more turnpoints in there, the flight just got a significant amount shorter.

Those of us that raced with cameras know what it was really like getting over the target. It would disappear, and you might have to lower a wing and strain your neck to look down. Then hope you went far enough and pull up and turn, hoping your point was off your wingtip. I only raced one contest with a camera; they were being phased out when I started racing. I did, however, do my badges flights with a camera. We still have the declaration forms hanging in the instructor's office.

## Position reporting

When you are flying with someone, and you are trying to meet up or share information. You have to be doing a good job reporting your actual position. When you look down at a 45-degree angle to the north edge of the city, and you tell your buddy, you are over the city. He might be looking at the cloud over the city and head for that expecting to find you there. FLARM has really been a game-changer on finding those that are geographically challenged.

*Garret Willat holds a flight instructor rating with over 8000 hours in sailplanes. His parents have owned Sky Sailing Inc. since 1979. He started instructing the day after his 18th birthday. Since then, Garret has represented the US Junior team in 2003 and 2005. He graduated from Embry-Riddle with a bachelor's degree in Professional Aeronautics. Garret represented the US Open Class team in 2008 and 2010 and the Club Class team in 2014. Garret has won 3 US National Championships.*

*Russell Thorne has been to Warner Springs, NW of San Diego in California where he flies, where Garret's father checked him out before going flying in a 1-26 (!) years ago. Russell's first taste of mountain flying.*

<http://www.skysailing.com/>



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## From the CFI – Flying Record Submissions

Russell Thorne

### Flying Records

It is unfortunately once again necessary to highlight the need to submit Flying Records by **all Glider Pilots, whether self-launched, or via any other launch method** in the case of any approved Independent Flying at the Auckland Gliding Club.

Apart from the obvious accounting need, there is no back-up awareness when no notification is received by the receipt of a flying sheet which confirms your return to safety.

Recently, there have been significant short-notice drone operations near the airfield and it is likely those pilots were not informed of the threat, when no intention to fly is lodged.

The requirements are to:

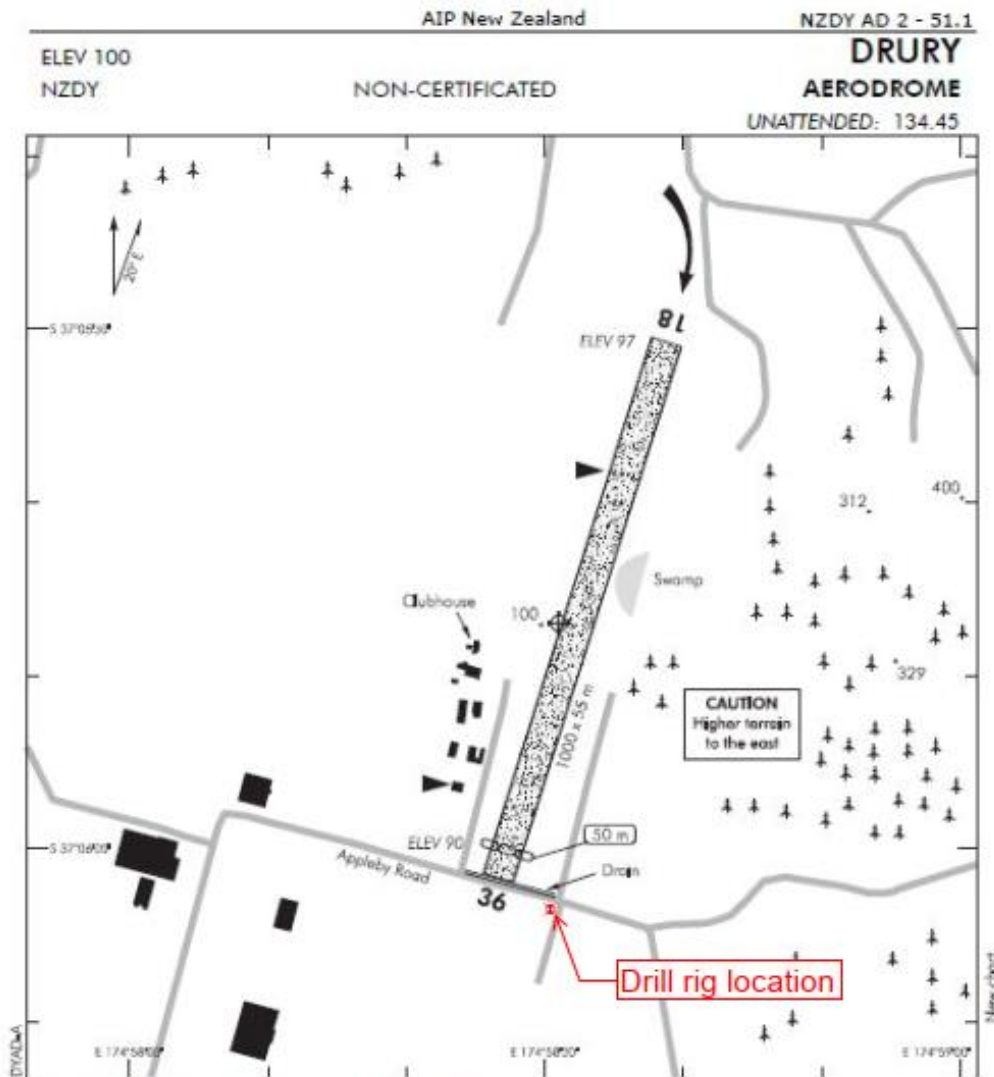
- 1: Advise the CFI by email of your intention to fly and some indication of where-[cfi@glidingauckland.co.nz](mailto:cfi@glidingauckland.co.nz)**
- 2: Ensure you submit a Flying Record to the GlidingOps system, usually by completing and scanning a Flying Sheet in the Briefing Room. This confirms your safe return.**
- 3: Only those who have a signed approval in their logbook can comply with the requirements in the MOAP or the Club Flying Rules.**
- 4: Failure to comply with these requirements puts your continued operations at the Auckland Gliding Club in jeopardy.**

# Drilling Rig on Southern Boundary

Russell Thorne

A drilling rig operation is scheduled to be operative from Monday 3rd May and likely to be complete on Wednesday 5th May with any delays extending to Friday 7th May.

The rig extends to a height of 6.4m and is related to investigation of the Mill Road Corridor project, and will be sited in the paddock to the south of Appleby Road in the position noted on the accompanying airfield chart.



1. Circuit direction: RWY 18 — Right hand  
RWY 36 — Left hand  
Glinters begin their circuits at 700 ft AGL.
2. Take-off operations not permitted before 0800 LMT or after 1800 LMT.
3. Intensive gliding activities taking place — particularly during weekends, public holidays and Wednesdays.
4. **CAUTION:** Glider winch launching — operations may take place at any time up to 2500 ft AMSL. Refer Danger Area D235.
5. **CAUTION:** Significant hump in RWY 18/36 abeam clubhouse restricts runway end visibility. Radio equipped winch rope retrieval vehicles may not be visible at opposite runway ends.
6. During winter months and after periods of heavy rain — airfield surface will be soft.
7. Caution advised during period of winds from the easterly quarter.

S 37 05 47 E 174 58 31\*

Effective: 25 FEB 21

© Civil Aviation Authority

DRURY  
AERODROME



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## GNZ AGM

*From Gerard Robertson*

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A reminder that the Gliding New Zealand Conference and AGM will be held in Wellington on 12 and 13 June 2021.

### *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.

**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.

On the subject of contributions, I would only like to ask that these are submitted at least a day before publication (Friday evenings).

**Editor: Peter Wooley, Ph 021 170 2009; e-mail [wooleypeter@gmail.com](mailto:wooleypeter@gmail.com)**

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