

AGC Weekly News

Weekend Roster

Saturday

Tug Pilot: Andy Campbell
 Instructors: Nigel McPhee, Christian Derold
 Duty Pilot: Peter Himmel

Sunday

Tug Pilots: Ron Burr
 Winch Driver: Hugh Warren
 Instructors: TBA
 Duty Pilot: Tony Noble

Reminder! Gliding Theory Lectures and Exam Schedule 2021

Russell Thorne, AGC CFI

This notice for the lecture series is being repeated in case it was missed.

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

Feedback from the CFI

The school holidays short course has been well supported by a number of our young and younger female club members, with concerted efforts being made under the guidance of Paul Schofield, plus the efforts of Georgia Schofield in scheduling the participants. When not flying there have been lectures held in the morning to support the afternoon flying.

The ground conditions underfoot at the airfield continue to hold up well, with firm conditions that have not yet deteriorated in the odd shower that has passed overhead.

For those who have not yet seen it, a recent accident video commentary on YouTube by Tim Bromhead is a lesson in circuit planning.

<https://www.youtube.com/watch?v=FGltf3V3Xhk>



This article is a brief description of discussions at the recent committee meeting on 14 April.

Keith Macy – our new treasurer is asking our duty pilots, and those who help from time to time, to please be careful to complete the fields on the digital entries (and the paper entries) as accurately as possible. The correcting of poor data can be a hair tearing and time-consuming process for Keith, but it needs doing for a variety of mandatory reasons. There is a way forward and we will have a system that is much easier – in the meantime “Please” fill the data clearly and accurately.

Private Hangar Owners – It has been some time since the ground rent on private hangars, and those using the club hangar, have changes. We are reviewing those rentals and will look to keep them in line with the increases in our rates. Please expect a modest change if this affects you.

Working Bee Dates – Sat May 8 and Sat May 29 are both dates set to tidy up our facility. It is planned to start at 09h00 and work until 12h30 or later depending on the flying possibilities.

Job List – We have drafted a list of as many routine jobs that require attention during the years operation at the airfield. We envisage this list to be circulated and left somewhere obvious so that when something needs doing, and you have the time and inclination, then you can get on with it.

The advantages are obvious, we avoid obligatory rules, but those who are not sure what needs doing have a list that can help.

Ideas for membership fees – We want to see what the feeling is to have a single full membership fee that is fully inclusive of all club glider rentals. It is an idea proposed from time to time and not uncommon with clubs around the world. We think that with a rough guess this fee would be approximately \$1300 per annum. Please give us some feedback on how or if this could be implemented and some changes or problems you may see with this. The obvious advantage is that we could simply divide applicable costs by the membership numbers. There are clearly pros and cons the obvious con is that would not suit those who seldom use club aircraft, but would it encourage the use of the club fleet and would it direct us to a different makeup of aircraft? This is an open debate and there is no “agenda” – just a desire to adapt to different ideas with open minds.

Duo Re-location next season - The committee wants to assess members' interest in positioning the Duo in the South Island for a period in the early part of the season, between September and November. The possibility exists to take the Duo to either Springfield or Omarama - both venues offer good access to mountain flying at that time of year. Please contact either Ross or Gerard if you are interested.

Movie about 1960's US Championship Gliding

Those of you who have read US and World gliding champion George Moffatt's 1974 book “*Winning on the Wind*” will be especially interested in this movie, to which Gerard

Robertson has provided a link. The title is “*Sun Ship Game*”.

<https://www.youtube.com/watch?v=ifpn9vcQSbU>

Nepal Avalanche Cloud

Keith Annabell has sent in the following MP4 link to an amazing three and a half minute video of an “avalanche cloud” exploding down a Nepalese mountain gorge – truly spectacular.

<https://mail.google.com/mail/u/0?ui=2&ik=e3df1fb41c&attid=0.1.0.3&permmsgid=msg-f:1697145427839072499&th=178d78c65686b8f3&view=att&disp=safe>

MOTAT with support from Ryman Healthcare, and facilitated by the Park family, present: The Sir Keith Park Aviation Talks



The Sir Keith Park Aviation Talks will cover topics of interest to the aviation community, from significant events to the ground breaking pioneers who changed the course of history.

The inaugural talk of the series will be presented by Dr Adam Claasen and will cover the life and career of Air Chief Marshal Sir Keith Park.

The free event will be held on 6 May at the MOTAT Aviation Display Hall, 200 Meola Road.

Please arrive at 18h00 for a presentation start at 18h30.

The duration of the talk will be approximately 50 minutes, followed by a Q&A session with Coast radio presenter Lorna Subritzky.

While the event is free – a ticket is required for entrance. Please RSVP by reserving a ticket [here](#).

Weekend Weather for Hanua (thank you Gerard)

<p>Friday</p> <p>23 APR</p>		<p>Cloud increasing. Rain during the evening, with possible thunderstorms. Northerly breezes, turning westerly late evening.</p>	<p>▲ 21°C</p> <p>▼ 13°C</p>
<p>Saturday</p> <p>24 APR</p>		<p>Cloudy at times. A few showers, mainly early morning and again in the evening. Southwesterlies, fresh for a while.</p>	<p>▲ 21°C</p> <p>▼ 11°C</p>
<p>Sunday</p> <p>25 APR</p>		<p>Cloudy periods and isolated showers clearing. Westerlies.</p>	<p>▲ 20°C</p> <p>▼ 10°C</p>
<p>Monday</p> <p>26 APR</p>		<p>Fine at first. A period of rain later, followed by isolated showers. Northwesterlies changing southwest overnight.</p>	<p>▲ 19°C</p> <p>▼ 10°C</p>



I've spent most of the last thirty years flying cross country, competing, and teaching others to soar and race. I've been lucky enough to fly in lots of different places: in the USA from Mifflin, Sugarbush, Parowan, and Minden, all over Europe from Finland to Spain and as far east as Lithuania. I've worked in Australia, New Zealand, South Africa, and even Japan. Along the way, I've managed some reasonable distance flights and a few good results in the internationals. Lucky, lucky, lucky. And I've spent many dozens of seasons coaching: for the BGA, the GFA, GNZ, for Glide Omarama, and many individual gliding clubs. Again, lucky. On the other hand, I never made any money...hence:

The Soaring Engine Series!

In fact, it wasn't designed as a money-making project, although given that there is no work in coaching right now a little income has been handy. I sat down to write the first book because I was frustrated at having to teach the same skills time and time again in the classroom. Don't get me wrong, I love coaching and I can talk all day but there comes a point where one thinks "there must be an easier way..."

Volume Four Release May 2021

Volume four is on the starting blocks waiting for the gun: I'm doing the final proofs right now. It's written and laid out in the same way but it isn't about soaring. It's all about the kit: the glider and the instruments. Those of you that have been obsessed with gliding forever might not see the point, because you already know your way around the equipment. I've owned, maintained, reworked, and tuned - in order - a Swallow, Ka6, Libelle, Jantar 1, Libelle again, ASW 17, ASW 24, DG100, ASW 24 (again) DG101, Libelle (yet

again, but a Striefenader one this time) and now an ASW 24 (yes, again... sigh) and an ASH 25. I know what I'm doing by now. Many of you reading this will have a similar history. But what about the newcomers to gliding? Most beginners today have the means to purchase high-performance ships, but they don't have the background or experience to operate them efficiently. Sometimes they don't operate them safely either, which is a real problem. Through no fault of their own, mind: there is almost no training available for the ambitious 200-hour pilot who wants to fly an ASW 27, a DG 800, or a JS1. And all of those machines are much more difficult to operate and more inclined to bite their owners than a Ka6.

So, volume four introduces high-performance sailplane technology and design from the pilot's point of view, pointing out why the aircraft looks the way it does, what it is designed to do and how to operate it without making a fool of yourself. The text also tackles modern avionics: I've just refitted my racer with the very latest gear and I've had to work hard to get on top of it all, and there's a lot in the book dedicated to that subject because even experienced pilots are not necessarily up to date with the latest stuff.

I had to add an appendix to cover principles of gliding flight and principles of variometry, so the beginner has some chance of finding his way around the more technical material in the main text. This might be useful to those of you that have lots of experience but need reference material for instructing or coaching.

So that's volume four: out soon, watch this space. Meanwhile, there's no peace for the wicked. I'm just about to start out on volume five, which will

wrap up the whole Soaring Engine project with a text on learning to fly, from first flights to license and XC standard. Again, for both beginners and for instructors and coaches. Don't hold your breath, because I need to go and do some flying now, having been locked down in the UK and grounded for far too long. Roll on summer.

Volume One

Volume one covers the basics of how the air moves around to give us lift, either in flat terrain or on ridges and in the mountains. Having found the lift it discusses how one might safely climb in it: this can be a trick in the mountains. It comes out of the time I spent coaching in the UK for the British Gliding Association, and to a lesser extent from the coaching I did at Glide Omarama and for the Gliding Federation of Australia. I would spend much of every week in front of the whiteboard: it's a part of the job. So, I became accustomed to talking about soaring. When you're giving lectures it's important to keep the information clear, concise, and to the point. Diagrams must be simple, uncluttered, with a coherent house style. You must teach from the known to the unknown, from the simple to the complex, the easy to the difficult, with lots of repetition along the way to get the ideas across. And crucially, not only must you know what you're talking about but you must also understand why the audience doesn't necessarily get it the first time. Fortunately, pilots all tend to make the same mistakes and they mostly find the same things difficult, so with the experience I've had, it wasn't too hard to find the right crux points to focus on.

Volume Two

Volume two is essentially more of the same: looking closely at how the air moves around but this time in the special circumstances of Wave

and Convergence systems. I was able to fly sixteen seasons for Glide Omarama and the soaring conditions there rely heavily on convergence and wave: at the same time, I was able to fly in the French Alps, in the Pyrenees, and in the Sierras, so that gave me a wider perspective. Volume two is a bit of a specialist book, and a flatland pilot in a temperate task area might think it's not relevant but the reality is that convergences and wave abound everywhere: they are just hard to recognise unless they are particularly strong and discrete.

Volume Three

Volume three was born from coaching in Australia at Narromine and from flying international competitions. I've spent some time doing one-on-one coaching sessions, focusing on flatland speed flying skills: this was a good discipline for my competition flying. Of course, the heart of competition flying is not the soaring, believe it or not. Yes, you have to be a good soaring pilot to fly in a world gliding championship and get anywhere at all, but that's just entry-level stuff. It is hard work to practise to get good at it but it is, in the end, just application. The key is strategic flying, gaggle flying, and team flying. In "Winning on the Wind" George Moffat says "alone is slow" and he's right. Just remember this: it isn't about being a great glider pilot, it's about getting more points than everyone else at the moment the director ends the competition. This is hard to practise and to learn by yourself, easier to pick it up when you're flying in the competitions for real, but you have to do a lot of them to get the message. Or, at least, I had to. This style of flying and level of commitment isn't for everyone, but the knowledge and skills required trickle down into club-level flying if you'll just take time to see what it's all about.

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.

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