

AGC Weekly News

Weekend Roster

Saturday

Tug Pilot: Dion Manktelow
 Instructors: David Moody, Graham Cochrane
 Duty Pilot: Graham Cochrane (?!)

Sunday

Tug Pilot: Wayne Thomas
 Winch Driver: Graham
 Instructors: Ross Taylor, Anton Lawrence
 Duty Pilot: John Bongrain

A Change in Payments Procedures

A new payment system for tow fees, winch launches and club glider time.

As you may have read before, from 1 June a new invoice system for payment of aero-tow, glider time and winch launches for members has been in operation. From now on, an invoice will be e-mailed to you with a simple "pay now" link which can be used to make your payment.

Existing blue launch tickets are still valid but will be phased out. Certain EFTPOS payments will still be used, but only for visitors and temporary

memberships (trial flights etc). The reason for this is for simplicity and clarification of records. This change comes at the request of our treasurer who is busy implementing systems that not only make his life easier, but should avoid some errors while at the same time making our records more accurate.

Thanks to Roy Innes, a new, revised edition of the AGC booklet "**How We Do Things**" was issued on 17 June. This contains details of how to deal with the computer-based timesheet, as well as the above changes.

Reminder: QGP Theory Lectures and Examination Schedule

Russell Thorne, AGC CFI

The following is the 2021 Theory Lectures and Examination Schedule to be held at the Auckland Gliding Club beginning after Queens Birthday weekend at 09h00 on Saturdays during the Winter Season. Expressions of interest to cfi@glidingauckland.co.nz

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 publication available from Gliding International Bookroom at \$32.00. Most exam content is sourced from this

publication.

See

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

Schedule

12 June Navigation and Airmanship- Russell Thorne
 19 June Air Law- Gerard Robertson
 26 Jun Exams Law and Navigation/Airmanship- Russell Thorne
 3rd July Meteorology-Anton Lawrence
 10th July Human Factors -Jonathan Cross
 17th July Exams Meteorology and Human Factors-Russell Thorne
 24th July Glider Technical - Gerard Robertson
 31st July VHF Radio Theory- Russell Thorne
 7th August Exams Glider Technical and Radio Theory-Russell Thorne
 14th August VHF Radio Practical -Russell Thorne

Highlights from the GNZ AGM

The AGC featured prominently at the recent AGM - John Robertson received the Air New Zealand award for outstanding achievement, while Maurie Honey received the Angus Rose Bowl. Although Maurie wasn't present at the meeting, he was patched in from up north to listen to his citation being read. Murray Wardell accepted the award on Maurie's behalf.

The AGM was a pleasant gathering of pilots from across the country and there were no contentious issues. During the meeting Terry Delore entertained and informed with his report of trying to achieve a flight the length of the long white cloud.



Murray accepting Maurie's award



John receiving his award



John making his acceptance speech

Weekend Weather Forecast

From Gerard Robertson

<p>Friday 18 JUN</p>		<p>Partly cloudy and a possible early morning shower, then clouding over during the afternoon. Northeasterlies.</p>	<p>▲ 16°C ▼ 12°C</p>
<p>Saturday 19 JUN</p>		<p>Periods of rain. Thunderstorms possible. Northeasterlies.</p>	<p>▲ 18°C ▼ 11°C</p>
<p>Sunday 20 JUN</p>		<p>Morning rain, then showery. Light winds, then late southwesterlies.</p>	<p>▲ 17°C ▼ 11°C</p>



Joining a Gaggle

Adam Woolley, courtesy Wings & Wheels

A necessary skill of soaring is being able to thermal efficiently in the company of other gliders, sometimes there is only one thermal within your glide range, otherwise, the alternative is to land. Quite often on blue days, the best thermals will be marked by others, if you are to avoid these thermals, you'll give yourself a handicap. This article aims to introduce how I enter a thermal with other gliders and should be helpful no matter what your soaring goals are.

3 to 5 km out

When you are about three to five kilometers from the circling gliders, simply aim straight at the center of the thermal. As you approach them though, you'll need to reduce your speed to approximately 5-10kts faster than your usual circling speed, this allows the glider to be responsive when you decide to turn, often you can feel the air better than too...

In order not to give yourself a fright and those that you're joining, you should always aim to join the others that are already established. Ignore your own vario readings and feel, concentrate on joining them. I find there's nothing more frustrating when a joining glider stops to turn early because they think they have a better core when the others have been established for some time. Give them the benefit of the doubt and the

courtesy, you can always lead them back to the core if they really haven't got it. Another way to treat this situation, treat others as you'd expect to be treated!

Rolling into the Thermal

You've reduced speed, now sight the glider which will be near your level. Then make a small "S" turn if needed to that after the glider ahead has passed by, you can aim your glider at its tail – pretend to shoot it down... Roll into the same angle of bank and adjust your speed. This should put you about a third behind the other and you'll both be able to see each other easily.

How far will you travel in 5-6 seconds? About 10 wingspans or 500' – so try to keep this distance as the glider crosses your path, give yourself a safety factor.

Again, give the benefit of the doubt to the already circling gliders, avoid looking at your instruments until you are established in the turn. If the lift doesn't meet your goal, then you can always re-center with them, or leave. The above system works for three gliders, but what if there's more? You may have to join from the outside as you gently work your way in, or from below if it's really busy.

Thermal with Predictability

Be predictable as you're joining others too, it'll keep their blood pressures down for one, I'm sure you can imagine why. Quite often I wave at nearby gliders in a climb. Why? So they know I've seen them. If they don't wave back, then I assume they haven't seen me and I use more caution.

Don't Cut Inside

Learn who is in the thermal with you, this way you will know when you are in the best company or that it's time to leave. If you're climbing better than the others, ask yourself why, perhaps they are heavier than you? Regardless, you will want to work around them, but on NO account cut inside any glider in front of you. You MUST go around the outside or wait until that glider is behind you so that you can keep each other in sight as you change your circle.

Double-Blind Spot

Finally, when you are above or below other gliders, take extra care so as to not get into a "double-blind" spot, this is where both parties lose sight of each other. Try to raise them on the radio to re-establish situational awareness. If you have to leave the thermal because you can't find them and you're concerned, then ease out gently and as predictable as possible.

Happy climbing!

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



Adam Woolley was born into the gliding world, being the 3rd generation in his family. Going solo at 15, his thirst for efficiency in soaring flight & quest for a world championship title to his name has never wavered. One big passion is sharing his experiences & joy with other glider pilots all around the world. Adam is an airline pilot in Japan on the B767 & spends his off time chasing summer around the globe. He has now won 7 national Championships & represented Australia at 5 WGC's & 1 EGC.