

AGC Weekly News

Weekend Roster

Saturday

Tug Pilot: John Bongrain
 Instructors: Russell Thorne, Christian Derold
 Duty Pilot: David Moody

Sunday

Tug Pilot: Patrick Driessen
 Winch Driver: Paul C.
 Instructors: Nigel McPhee, John Bongrain
 Duty Pilot: Dion Manktelow

Mill Road Update



Mill Road update

Government announces changes to the New Zealand Upgrade Programme

On 4 June 2021 the Government announced an update to the New Zealand Upgrade Programme, including changes to the Mill Road project. We're writing to outline what these changes are.

Waka Kotahi NZ Transport Agency took over delivery of the project from Auckland Transport following the Government's New Zealand Upgrade Programme funding announcement in January 2020. When the New Zealand Upgrade Programme was initiated by the Government, some projects including Mill Road, were still in their early stages of development.

Detailed investigations of the preferred options for the three sections (Takaanini, Papakura and Drury) of the Mill Road project have since been completed, along with engagement with landowners and the community and technical investigations of the land needed in the future.

Since the Programme was first announced, a number of significant changes have occurred, including increases in construction costs, fiscal

constraints following COVID-19 and the Climate Change Commission's recommendation that transport emissions need to be halved by 2035.

To meet climate change and housing objectives, as well as manage cost increases and debt responsibly following COVID-19, the Government has decided to make changes to a small number of New Zealand Upgrade Programme projects.

Changes to the New Zealand Upgrade Programme - Mill Road:

- * Mill Road will become a smaller scale project. The Government has decided on a new scope that will deliver a two-lane northern section of Mill Road (Flat Bush to Alfriston, with safety improvements in the existing corridor in Takaanini), between Papakura and Drury upgrade SH1 and provide a shared path, and invest in Drury local transport upgrades, including walking and cycling and public transport connections, that support enabling additional housing.

- * The existing proposals for the three sections (Takaanini, Papakura and Drury) of the Mill Road project and the Papakura to Drury South Stage Two project, including Drury South interchange, will not be progressed as part of the Government's New Zealand Upgrade Programme.

- * The Government has increased the level of rail investment to allow construction of three new rail stations in addition to rail electrification and a third rail line.

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

No such thing as a Free Launch?



<https://www.youtube.com/watch?v=lbRAgPxd49E>

Don't Collide with the Tow Plane




Via "Warm Air"



<https://www.youtube.com/watch?v=vUEw4UStP5>
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Weekend Weather

Submitted by Gerard Robertson

Saturday 5 JUN		Cloudy at times. A possible shower after midday. Northeasterlies becoming fresh in the afternoon.	▲ 19°C ▼ 13°C
Sunday 6 JUN		Cloudy with a few showers, then rain from evening. Northeasterlies.	▲ 18°C ▼ 13°C
Monday 7 JUN		Rain, possibly heavy. Strong northeasterlies, possibly gale in exposed places.	▲ 18°C ▼ 10°C

Cruising Speed

Adam Woolley (and thanks to Wings & Wheels)



Typically when we start with our cross-country flying, we feel like we need to take every thermal, this habit is often a hard one to break. Even pilots who are quite experienced still want to stop and climb in thermals that are less than optimum. We have to be selective when it comes to increasing our overall achieved cross-country speeds. Take the below graph, it's for a typical 15m ballasted racing glider. If you increase your average thermal strength for the day from 3 knots to 4 knots, it will improve your speed from 100 kph to 110 kph. What do you have to remember though? These are achieved rates of climb from bottom to top, so as we've discussed in the past, we need to decide upon and then centre thermals quickly, which of course takes practice.

You can immediately see that it is obvious that flying through a few of those weaker climbs and pushing on to the stronger ones will make a big difference in your overall speed. Work hard at raising your confidence in being able to find that next climb, then secondly, really try to decide quickly before you commit to a turn.

Optimize Cruising Speed

From here we need to consider how fast to fly when cruising between thermals. We want to be able to arrive at a useful height to climb in the next strong thermal, but not so low that we are searching for a paddock – that is the worst! From the graph, 10 knots too fast or too slow will only mean a reduction in cross-country speed of 2 or 3 kph, no worries. Notice here that the loss is greater for flying way too slowly – flying significantly too fast does however increase your workload in finding better thermals more often. Now that we are armed with the knowledge that our chosen cruising speed is not so critical, we can look carefully at the terrain or sky ahead and decide where the next good climb may be. If it is far away, right at the limit of our range, we will need to travel more slowly, so that we don't have to stop short and use a weak thermal, which will drag our overall speed down quite a lot. If it is close, we can push along fast and still be at a comfortable height to use it when we arrive.

I'm guessing that most of the USA is similar to Australia, we are generally blessed with consistent, predictable weather. If the last few climbs have been 5 or 6 knots, then it's likely that the next one will be as strong too. So it's reasonably easy to pass up a 3-4 knotter on the way, and still, be confident of staying within the chosen ideal height band as we discussed in previous articles. Given this, we can use the following graph to decide on our cruising speed for the day. Remember, this is for a typical ballasted 15 metre glider. You can re-create this graph by taking the published polar of your glider and plotting it yourself. To get the speeds to stick, you may want to draw up a table of cruising speeds for given climb rates, and stick it on your panel. They aren't that important, but they will help with a 'block speed' to work with initially. What is more important is to be looking out the front and deciding whether you can push up the cruise speed, or extend the glide

'Block speeds'

Effectively this is where the aim is to cruise at a more or less steady speed between climbs, with only small variations when in lift or sink. If you fly block speeds then the wing doesn't have to work as hard, because pulling up and pushing over, is wasteful energy by the classic McCready theory. It is almost impossible, even for the very best pilots, to anticipate the edge of good and bad air and to react accordingly. So smooth, steady cruising is what we are looking for – keeping up

the momentum and establishing a comfortable rhythm throughout the flight is the most important.

If you work hard at this, be disciplined about your thermal selection, then this is an area that you will make your biggest gains. Happy cruising!



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.

John DeRosa's Aviation Presentations and Information Web Page

<http://aviation.derosaweb.net/presentations/>

From Gerard – this is really interesting

<http://aviation.derosaweb.net/presentations/#wiring>
<http://aviation.derosaweb.net/presentations/#airlines>
<http://aviation.derosaweb.net/presentations/#removepaint>
<http://aviation.derosaweb.net/presentations/#transceiver>
http://aviation.derosaweb.net/presentations/#emergency_location_devices
<http://aviation.derosaweb.net/presentations/#survival>
<http://aviation.derosaweb.net/presentations/#oxygen>
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