

AGC Weekly News

Weekend Roster

Saturday

Tug Pilot:
Instructors: David Moody, John Robertson
Duty Pilot: Nigel McPhee

Sunday

Tug Pilot: Fletcher McKenzie
Winch Driver: Bradley Greer
Instructors: Norm Duke, Graham Cochrane
Duty Pilot: Pat Driessen

Proposed Agenda for DX Going South

Ross Gaddes wants to canvass those members who wish to partake in this opportunity. Hopefully the dates for events down on the calendar will inspire some to be part of it.

The trailing logistics are not yet confirmed though Keith Macey has offered to assist by towing at least one way.

The possible agenda for the trip south for the Duo Discus DX could be as follow:

- DX attends the MSC XC course (if members wish to use it) (Oct 23-27)
- DX is moved south maybe attending the Taupo CP comp (Oct 30-Nov 6) but would need to leave Taupo by Nov 3-4.
- DX booked for the Wellington to Picton ferry around 4 November.
- DX and pilots attend Springfield XC and Mountain Soaring Course (6 Nov-12 Nov).
- DX stays at SF for the Springfield Soaring Comp (Nov 13-20).
- DX moves South 21-27 Nov to Omarama for the OGC Course (Nov 29-Dec 3).
- DX stays in Omarama for the South Island Regionals (Dec 4-11).
- DX returns to Auckland - ferry booked about 13-15 Dec.
- DX returns to service at AGC 18 Dec.

Those interested so far are – Ross Gaddes, Dave Moody, Nigel McPhee, Anton Lawrence, Keith Macey, Geof Green, Jason Smith, Murray Wardell, Diane Edwards and Peter Wooley.

Now – please let Ross know if you intend to join this venture.

MSC XC Course Oct 23rd - 27th
Taupo CP Comp. Oct 30th - Nov 6th
Springfield XCM Course Nov 6th - Nov 12th
Springfield Soaring Comp. Nov 13 - 20th
OGC Course Omarama Nov 29th - Dec 3rd
South Isl. Regionals Dec 4th - 11th

October 2021

Calendarpedia
Your source for calendars

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

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11: Veterans Day, 24: Thanksgiving Day

See provided for full details

Colour Code

November 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

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25: Christmas Day, 26: Christmas Day (observed)

See provided for full details

December 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	X

A Midwinter Celebration

Good news is that we will have Vaughan Ruddick (and Paula his partner) attending this event with Vaughan as guest speaker. He's one talented pilot, having won NZ championships as well as achieving excellent flights out of Omarama and his home sites around Wellington.

Please ensure you are pre-booked for this event by emailing Ross Gaddes at ross@sailplaneservices.co.nz. He will return with a confirmation.

Study suggests seabirds' black wings allow them to fly longer

By Ben Coxworth, Submitted by Greg Balle



Solar heating of the black wings of birds such as the albatross may improve their lift-to-drag ratio

If you were a bird, chances are that you'd want to minimize the number of times you had to land and rest on the potentially treacherous ocean. A new study now suggests that multiple seabird species have thus evolved dark-colored wings, in order to stay aloft longer.

The study was conducted by scientists from Belgium's Ghent University, the Von Karman Institute for Fluid Dynamics, the Katholieke Universiteit Leuven, the Royal Belgian Institute for Natural Sciences, and Illinois-based Northwestern University.

Multiple types of black-winged seabirds were placed in a wind tunnel at the Von Karmen Institute, where their black wing feathers were warmed via radiative heating – this is the same manner in which they would naturally be warmed by the sun. It was found that the warmer those feathers, the better the birds' flight efficiency. More specifically, their ability to glide without a substantial loss of altitude improved by up to 20 percent.

This finding supports previous research, which showed that the heating of an airfoil boosts its lift-to-drag ratio. Putting it simply, the higher that ratio, the more efficient an aircraft – or bird – is at flying.

The scientists went on to determine that over time, the increasing amounts of melanin (dark pigment) in seabirds' wings "followed an evolutionary trajectory" similar to that of other traits associated with improved flight efficiency.

And yes, it's possible that we could eventually be seeing an increasing number of black-winged airplanes. "These findings may also serve as a guide for bioinspired innovations in aerospace and aviation, especially in low-speed regimes," the researchers stated.

A paper on the study was recently published in the [*Journal of the Royal Society*](#).



Thermalling Too Slow

By Garret Willat

We want to be slow and steep to get the smallest turn radius possible. However, if you get too slow, you do not have control authority that you need. Sink rate increases as you get too slow or too steep. Plus when the wing stalls it is very inefficient.

Stall recognition

Because we are thermalling slow and near a stall, this probably will happen sometime during your flight. If you have never had the glider stall while thermalling; you are either flying way too fast or did not recognize the stall.

The second you notice the wing is no longer flying you need to make sure you are recovering from the stall and potential spin entry. You potentially could make things worse quickly by using aileron to pick up the low wing. That down aileron increases the angle of attack on a wing that possibly could already be near the critical angle of attack.

You do not want to stall because it is not efficient. However, it is a good indicator that you are making the smallest turns possible. When the core of the thermal is only a few hundred feet wide, the FAA Glider flying Handbook Chapter 3 has some good examples showing bank angle and speed and how it determines the turn radius.

Neutralize aileron, forward stick, and opposite rudder

If you are concerned about the glider no longer flying, spin recovery is probably a safe bet. You might not want to wait until after you realize the aileron is making it worse. The back pressure on the elevator is speeding up the rotation. You must be aware of what your glider will do.

One student and I were joining a thermal a little ahead and below a 1-26. As he was looking back over his shoulder, he shoved full rudder and pulled back on the stick. We had nearly completed a rotation before he looked forward again trying to figure out what happened.

Time to forget about efficiency

Gaggles can be very efficient in cruise and finding a thermal. What they are not good at is coring the thermal. You might be able to use others to see where the stronger climb is but many times you will not be able to shift enough because it will result in a conflict with another glider.

You will also need to speed up a little and give yourself a bit of a cushion. A bad thing to do is stall while someone is underneath you. I guarantee if you trade paint, you will climb a lot slower and best-case scenario you will only have to change your shorts.

July Winching at Drury

If you wish to winch, please make a note of these dates:

Grahame Player has rostered both weekend days of 24 and 25 July in order to have another full "winching weekend".

Is This Your Trailer?

The club has inadvertently paid the annual registration for a club member's trailer, as the account came to the club Post Office box and was paid on the assumption that it was for a club trailer.

The registration is 2B539. If it's yours, or if you know whose it is, please get in touch with Gerard via bungeegerard@gmail.com.

For Sale

Our beloved **Discus B** C/N 120 ZK-GPV is for sale. This glider is a delight to fly and offers competitive performance with an L/D 42.5:1. The panel is largely state of the art at time of manufacture, including an ILEC SB-8 vario with speed director and a rather more modern Nano 3 connected to a FLARM mouse. PV is fitted with an oxygen bottle. Both glider and trailer are included in the price. The trailer was given a bare metal finish in December, while the year before the axle, wheels and tyres were replaced. It tows very well. Be ready for the 2021-2022 soaring season with a real weapon.

Contact Paul O'Neill-Gregory 021 194 5065.

In case readers have not noticed, there are a number of **Duo Discus** glides currently on the market at Omarama. See the GNZ website for more information.

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

Auckland Gliding Club Mid-Winter Celebration

I want to invite all members, partners, and friends to a Mid-Winter Mushroom Risotto evening at our clubhouse on Saturday July 24th at 6pm. Under Simon Gault's direction the quality food will be perfect for a cool winters evening at the AGC clubrooms

\$27 per person

**This includes our prizegiving and will also include lots of fun.
Make a booking in your diary now!**