

AGC Weekly News

Weekend Roster

Saturday

Flying at Matamata
Tug Pilot: Not rostered
Instructors: Nigel McPhee, Graham Cochrane
Duty Pilot: Not rostered

Sunday

Flying at Matamata
Tug Pilot: Not rostered
Winch Driver: Not rostered
Instructors: David Moody, Sam Tullett
Duty Pilot: Dale Maxwell

From the CFI

Russell Thorne

Sunday 15th August Flying at Matamata

The Duo Discus, together with instructor, is to deploy to Matamata on Sunday 15th August for flying, being the better day. Those who wish to fly should make a booking at www.soaringtrack.com/agc/calendar and arrange a tow at www.glidingmatamata.co.nz. Gather at the club not later than 09h00 for transport. Check that you take the necessary ground equipment from the hangar.

Working Bee Saturday 21st August at 9am

There are a number of jobs to be done before the farewell for Christian begins at 16h00.

It is anticipated that up to 250 people may attend, so equipment setup is a priority. Therefore, the clubhouse is not going to be used.

- Moving Glider Trailers where required, maybe derigging of one glider.
- Filling in Pot Holes on the entrance road, if not done before.

- Parking may extend from hard standing around clubhouse and hangars and if necessary, extend to the grass verge outside the airfield.
- It maybe that parking on the airfield may not be an option, depending on weather.
- Reception and arrangement of hire chairs in the venue.
- Reception of a couple of Port-a-Loos.
- Placement of tables, bar and food equipment
- Setup of Audio Visual and PA equipment.
- Removal of rostrum from clubhouse to venue
- Placement of Covid19 QR Codes at the entrance to the venue.

Tributes to Christian

Although this is not a funeral but a celebration, there will be an opportunity to offer a few words during the farewell, so please bring your prepared notes.

Regards, Russell

MSC Cross-country Course

Gerard Robertson

The MSC XC course is now open for entries.

Running over Labour weekend, from Saturday 23 to Wednesday 27 October, this course provides a structured means for those pilots wishing to try cross-country flying to learn more and practise what they learn.

The main requirements are that you have an affirmation from your CFI that you are capable of making a safe outlanding and that you can bring a single seat glider.

While two-seaters are available, the practice is that students fly with an instructor on alternate days.

Ian Williams of the AGC has agreed to repeat his training last year, using his Dimona motor glider for field selection training. This year, this will be done on the first two days of the course.

This course is both fun and educational. Most of last year's attendees gained both skills and

confidence - many of them also doing outlandings.

Places are limited.

Enrolment is via <https://msc.glidering.net.nz/events/msc-cross-country-coaching-course-oct-2021>.

Duo Discus Trip South Details

Ross Gaddes

The basic idea being that Paul Schofield will take DX down and back but of course there are costs to get down and back – they need to be met. The committee is considering the proposal which is about six weeks.

Have a think about events you may wish to participate in and your own skill level and what it can offer – e.g. front or rear seat personal or instructional etc. Also, about who you may wish to pair up with if you have a preference.

Possible Agenda for the trip south for the AGC Duo Discus DX

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.

Paul Schofield has volunteered to drive DX down and back using his 4x4.

DX booked for the Wellington – Picton ferry around 4 November.

DX pilots attend Springfield XC and Mountain Soaring Course (6 Nov – 12 Nov).

DX stays for at SF for the Springfield Soaring Comp. (Nov 13 – 20).

DX moves South 21 – 27 Nov to Omarama OGC Course (Nov 29 – Dec 3).

DX stays in Omarama for 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 are:

Ross Gaddes rsgaddes@gmail.com

Dave Moody dmoody365@gmail.com

Nigel McPhee nigelmcphoe@hotmail.com

Anton Lawrence – 1 week undecided

anton@scorpionprojects.co.nz

Geof Green geofgreen@gmail.com

Jason Smith bbfluff22@yahoo.com

Gerard Robertson

bungeegerard@gmail.com

Rob Meili (OGC course)

rjkmeili@gmail.com

Paul Schofield can do December on 6 Nov

(driving down) – back 18 Dec (driving)

sportairltd@yahoo.com

Georgia Schofield (maybe)

sportairltd@yahoo.com

Keith Macey keith.macy@outlook.com

Frank Excell frank.excell@gmail.com

AJ Dudley

alexanderjamesdudley@gmail.com

Gerard's Weekend Weather

Saturday
14 AUG



Partly cloudy, isolated showers possible in the afternoon and evening. Southwesterlies.

▲ 16°C
▼ 6°C

Sunday
15 AUG



Partly cloudy. Southwesterlies dying out.

▲ 15°C
▼ 5°C



I got some positive feedback from my article on flying under overcast areas so I thought a good progression would be a similar article on flying in blue areas. There is not a lot written on the subject but it is something we occasionally must do - either to get home across a large cloudless area or to reach a good cloud field or street on course. And, on some very dry days, we must fly without clouds just to fly XC at all. The common wisdom is to avoid blue areas and stay connected to the clouds. But sometimes you just can't do that. And, there are places in the world where pilots regularly fly 500 km (and bigger) tasks entirely in the blue. So here are some ideas and tricks I've learned on "What to do when it's blue?"

Why is it blue?

First, try to figure out why it's gone blue in a particular area. This can be very helpful in making the decision to press on into the blue or to take a big diversion to go around it. If there are clouds before and after the blue area then there is likely some characteristic of the ground that's

contributing to the absence of cloud. It might be the residual effect of a recent localized rainstorm that prevents the same surface heating that you have previously experienced on that flight (look for puddles and standing water in fields), or it may be a cooler swampy area, or an area where soil conditions change, or a change in vegetation that is preventing high surface heating. Sometimes you will see blue areas that correspond with non-agricultural areas - the farmers know which soils are worth planting and which are not. There will still be dry thermals in most of these blue areas, but they will be weaker and not extend quite as high (which is why they are not forming clouds).

The time of day is important too. It's much dicier to press into a blue area early in the day. There is a strong possibility that the ground area has not yet heated enough to trigger thermals worth working. A blue hole later in the day is more likely to be the result of a drying air mass in the blue area with a higher dew point that the thermals can't quite reach. I have more confidence

crossing blue areas in the afternoon than early in the day.

To blue? Or not to blue?

Other factors also impact the decision to fly into the blue area. If the previous cloud field area you are leaving had a high cloud base you can assume that the thermals in the blue area will also be reasonably high (although not reaching the dew point). The wind is also a factor because the same boundary/shear ratio thermal breakup issues that impact cloud forming thermals apply even more so to the weaker thermals you are likely to find in the blue. The worst-case situation is leaving low cloud bases for a blue area in a strong wind - there is a lot working against you. And remember that if you are navigating to a cloud field across the blue (and not to a fixed land point) your target cloud or cloud field is moving with the wind.

As you approach the blue area you want to climb as high as possible under the clouds before

setting off into the blue - mindful of the old adage "the last cloud never works." Both your speed to fly and your height band strategies should be adjusted toward the conservative end of the spectrum. You want to reach the far cloud field as high as possible - or at least cover as much terrain in the blue as possible. This means flying a bit slower than normal XC cruise speed. Similarly, you will want to use all available lift (no matter how weak) at least until you get a good sense of how consistent the blue thermals are working. Both dry and cloud forming thermals have a larger diameter as they get higher so stay at the very top of your height band where you are more likely to encounter the edge of a thermal. Remain conservative on both height band and speed until you have a good reason to change. Few pilots have won contests by being brave and fast in the blue. That's a good way to meet farmers.

NZ Winter Wonderland



Abbey Delore skiing on Omarama Airfield last weekend



Nick Oakley snow kiting on the Canterbury Gliding Club airfield

Christian Derold 1964-2021



In unendlicher Liebe und ewiger Erinnerung denken wir an Christian Derold.

In eternal memory and infinite love we celebrate Christian Derold.

"Er wollte fliegen, liebte es mehr als alles andere auf der Welt... Ich muss herausfinden was ist in der Luft und was ist nicht".

"He wanted to fly and loved it more than anything else... I have to find out what's in the air and what's not"

Unendlich frei... jetzt fliegst du ewig...

Infinitely free... now you'll fly forever.

The Derold family would love to share the celebration of Christian's life at the Auckland Gliding Club, Appleby Road. Hosted on Saturday 21 August, at 4pm. So come dressed in your biggest smiles and favourite memories in pocket.

Member's messages of condolence received

I only met Christian once as did my sister Lisa. By the end of the day we had dubbed him "The Lovely Christian" due to his charm, warmth and elegance. We are so sad we'll not have the privilege of knowing him better.

Ros and Lisa Peart.

I'm sorry, that's hard.
My condolences to everyone, that's rough.

Josh Maddren