

AGC Weekly News



Annual General Meeting Auckland Gliding Club Inc.

Notice is hereby given for the 2021 Annual General Meeting of the Auckland Gliding Club Inc.

Date: Saturday 25th September 2021

Venue: AGC Clubhouse, Drury Airfield, 264 Appleby Road, Drury

Time: 5pm

Please note: In the week preceding the meeting, if Auckland is, or may be, subject to covid restrictions that means the meeting cannot take place in person, the meeting will be held on-line at the revised time of 9.30am. Members will be advised of the login details if that option is to be actioned, when it is confirmed whether a face to face on online meeting will take place.

Agenda

- Apologies
- Acceptance of the Minutes of the 2020 AGM
- President's Report
- Treasurer's Report
 - a. Acceptance of the annual accounts
 - b. Acceptance of the annual budget
- Appointment of Honorary Solicitor
- Appointment of Auditor
- Remits
- Election of Office Holders
 - a. President
 - b. Vice President
 - c. Treasurer
- Election of Committee
- General Business

Committee Positions Vacant for Nomination

- President Dion Manktelow (Co-opted 2019)
- Honorary Treasurer Keith Macy (Co-opted 2020)
- Honorary Secretary Diane Edwards currently co-opted to position and seeking re-election
- Vice President Wayne Thomas (elected 2019, not seeking re-election)
- Committee Gerard Robertson (Co-opted 2020 and seeking re-election)

Committee Positions Not Open for Nomination

- Honorary Secretary Diane Edwards (elected 2020 remains on Committee independently of Honorary Secretary position)
- Club Captain Ross Gaddes (elected 2020)
- Committee Murray Wardell (elected 2020)

Submitting Nominations and Remits

Financial Members are requested under Rule 32 to submit Nominations using the form attached. The Form must be entered and signed by the Nominee, Proposer and Secunder, and be in the hands of the Secretary by 5pm Saturday 11 September 2020.

Members are also requested to submit any remits for consideration at the AGM by this date.

Any nominations or remits may be:

- left at the clubhouse in a sealed envelope by the clubroom computer, clearly addressed to the Honorary Secretary.
- emailed to: secretary@glidingauckland.co.nz
- posted to the club at PO Box 222, Drury 2247.

Please note: Only financial members of the Auckland Gliding Club, i.e., are fully paid-up members with no membership fees in arrears, are permitted to vote at the AGM.

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Due to the Covid situation, the AGM is planned with two possible options:

- **Preferred option: Face-to Face at 6pm followed by a Bar-B-Q and Quiz night.**
- **Backup option if lockdown in place: On-Line at 9.30 am – with postponement of social evening until post lockdown.**



Officers 2020 Nomination Form

Date: _____/_____/20_____

Position _____

Nominee _____

Nominee Signature _____

Proposer _____

Proposer Signature _____

Secunder _____

Secunder Signature _____

Note: The Nominee, proposer and secunder shall be all current financial members of the Auckland Gliding Club.

Any nominations may be:

- left at the clubhouse in a sealed envelope by the clubroom computer, clearly addressed to the Honorary Secretary.
- emailed to: secretary@glidingauckland.co.nz
- posted to the club at PO Box 222, Drury 2247.

Nominations must be received by the Secretary no later than 5pm on 11 September 2021.

NZ Glider Register Requires Photographs

Peter Layne is a long-term member of the club, dating back to his late teens. He flew between 1969 and 1981 and thereafter became an associate member when he moved to Wellington. He has since retired to Tauranga.

In his associate capacity, Peter has been recording NZ gliding history. For many years he produced "The Register" column in Gliding Kiwi and for a while in Soaring NZ, in which he also wrote the "Blast from the Past" series. In 1981 he wrote a feature article in Gliding Kiwi about the club's first 50 years.

In support of these publications, Peter has tried to photograph many of New Zealand's gliders and has also collected photos from other people. At one stage, other than the gyrocopters which were also registered ZK, he had a photo of every ZK-glider to have flown in New Zealand, bar one (ZK-GRH) which is now in the USA.

Peter is now searching among the gliding fraternity for any photos of the gliders listed on the table below. He says that he rarely uses them but when he does, he always records the photographer's or contributor's name, wherever possible.

Now that Peter is living in Tauranga it is easier to get to Waharoa than it was from Wellington. The registrations shown in bold indicate they are currently registered.

He is therefore asking all readers for any relevant photos to add to his collection. He has a preference for colour photos, without people or covers, but would be grateful for whatever comes to light. If you can also add location, date and photographer's name, so much the better.

Please contact Peter directly at thelaynesnz@gmail.com

GAO	Rotating Wing Glider	R F Brett. Gisborne	GMH	LS4	D E Russell. Manurewa
GAW2	Mosquito	A Walls, Christchurch	GNF1	Astir IIIB	Hawke's Bay Gliding Club (Inc.)
GAX	Bensen B-6	D P O'Brien. Ohakune	GOK2	ASW27-18E	K Flavell. Outram
GBE2	Ventus-3F	C Derold. Auckland	GPF2	Stroitel	T O'Rourke. Auckland
GBK	Benson B7	D P O'Brien. Ohakune	GNP	Oly 463	Manolis/Bicknell Syndicate. Greytown
GBS	Benson B7	R D Chadwick	GRH	Mosquito	T & G W Burwood-Hoy. Plimmerton
GCK2	LS8-a	W W Dickinson. Wellington	GRI	LS6-c	R D Innes. North Shore City
GCN2	Ka 6CR	E S Van Der Merwe. Waikanae	GRL	ASH-26E	Jamie Halstead Trust. Blenheim
GCP2	ASK 21B	Taupo Gliding Club (Inc.)	GRZ4	Duo Discus	Drake Aviation Ltd. Rangiora
GCU2	Std Cir B	D J Day. Wellington	GSM2	Arcus M	P Dolan. Christchurch
GDP2	LS-4	D P Laing. Dunedin	GSR2	Ventus-3F	J A Cross. Auckland
GGL	Blanik	Martin, McKenzie, Coutts & Hodge. Christchurch	GTP2	LS3-a	D H Colton. USA
GHA2	LS 1-f	C Derold. Auckland	GUP2	DG-800B	M D Aldridge. Christchurch
GHH2	LS6-a	Drake Aviation Ltd	GVS2	LS6-b	V J Vingerhoeds. Clevedon
GHK	PW-5	H J Kroef. Pokeno	GWW3	PW-5	M D Honey. Haruru
GHS2	ASW-28	I O'Keefe. Auckland	GYK	Disc 2b	GYK Syndicate. Queenstown
GKL2	LAK-12	D Smith. Upper Moutere	GZN	LS8-18	D N Dickinson. Wellington
GKQ	Duster	J S Rogerson. Hamilton	GZW	ASW27-18E	P C Chadwick. Christchurch

Website for calculating Covid test centre waiting times

Submitted by Gerard Robertson

I happened across this via the Men's' Shed Newsletter; hopefully it may be of use.

<https://timeintheline.co.nz/testing-sites/>

Techniques in the Blue

By Roy Bourgeois, Courtesy Wings & Wheels



When soaring in the blue it's time to develop your maximum sensitivity to what the glider is experiencing and make subtle changes of direction toward the areas that make a wing lift. While you will generally fly a straight course, the glider will always want to fly away from thermals so if you find one wing lifting slightly make a minor course correction toward the area that made it rise. Resist the temptation to pounce too early on a gust surrounding the thermal - if it's real you can be patient. When you do find a thermal pay close attention to which direction to turn - this is not a time when you can afford a mistake in turn direction and if, after 45 degrees of the turn you haven't felt the surge of a real thermal under your wings it might be best to abandon the circle and press on in your original direction without a complete circle. When you centre a thermal, use it to its maximum height (at least until you figure out how the thermals are working in the blue) and expect the lift to end earlier than you have been seeing - there is a reason why it's blue there! When cruising in the blue watch for fast cycling clouds and haze domes (these are short-lived

cloud wisps that are shaped somewhat like eyebrows) in the distance and when you see one note the ground reference area where it was (it's going to disappear before you get there) and head toward that. A good pair of non-polarized sunglasses can help with this. Dust devils, birds, farm or factory smoke, and other gliders are all helpful in figuring out where the lift is. Frequently refocus your vision by looking at a ground reference point before looking out at the horizon. In blue conditions, our eyes normally relax and focus to a point about six feet away until you "reset" them to infinity by looking at a specific ground point. As you get lower try to visualize areas where the ground features (hillsides, open mines and quarries, etc.) are perpendicular to the sunlight. These are likely to heat up first and strongest. Urban areas and infrastructure are also helpful.

It can be difficult to estimate the distance to a cloud field or to distinguish between a large cloud far away and a small cloud that is closer to you. I have found it helpful to look at the shadows the

far clouds are forming on the ground to estimate their distance from me or to figure out which cloud is actually closer. And, as you complete your crossing of the blue area expect the conditions to get a little better as you approach the good clouded area. Frequently you will find a good climb just before you reach the clouds. Energy lines (which in moist areas form cloud streets), honeycomb thermal connections, and similar lift phenomena all exist with dry thermals but without the ability to see them it's hard to recognize or work them. There is one exception to this: When heading upwind or downwind in the blue you may observe patterns of lift areas followed by areas of no lift (or some sink). This may be a crosswind wave or a street pattern that you can predict and use with some confidence...

Health in the blue

A few words about the physiology of blue flying seem appropriate. It is more demanding in terms of both hydration and skin protection needs. If you are expecting a completely blue day start hydrating an hour or so before your flight. Sports drinks that replace sodium and electrolytes are better than drinking just plain water. Frequent drinking should lead to frequent urination so be

prepared for that. Wear long-sleeve light-coloured shirts, a light-coloured hat that protects the ears and neck, sunscreen on your nose, and avoid shorts that expose your upper legs to UV sunlight. I wear fingerless gloves that protect the back of my hands.

Fun in the blue

Lastly - when flying in the blue stay optimistic. I have enjoyed many very long XC flights in blue or mostly blue conditions. It's very satisfying - especially if the other pilots decided to stay home because it's "too blue" or the good clouds are "too far away." You will get a lot of, "How the heck did you do that?" from your buddies. But it's not magic - there is a huge amount of the sun's energy heating that blue area. Unless you are trying to cross a swamp in the early morning there will be lift in the blue areas - although different from the lift under the clouds. Blue flying has the advantage that 100% of the sun's energy is flowing into an area without being disturbed by cloud shadows so it's very likely that you will find a climb - especially if you stay high and fly conservatively. Blue flying is a great part of our sport - learn to enjoy it. Stay safe. Have fun. Get better.

World Gliding Championships Results from Montluçon-Guéret, France

Russell Thorne

Here's a podium success of three former visitors to the club - Stefan Langer, Matthew Scutter, and Sebastian Kawa.

Also interviews with Sebastian Kawa.

https://www.soaringspot.com/en_gb/wgc2021-club-std-15m-montlucon-queret-2021/

Tales of Long Ago

Peter Layne

One Sunday morning about 11am, Maurie Honey was ready to set off in his Ka6B, ZK-GBF. He came up to me in the old yellow control van we had at Ardmore, reassuring me by saying, "*I should get back but just in case, here are the keys to my car over there*". Knowing his reputation, I was quite sure he would be back and never really gave it much (any) further thought. Hours later I was thinking, he will be back soon, so I can go home (to Mum and Dad's place). Just then, the tower summoned me to say Maurie had just landed at Waharoa and needed retrieving! Yeah right! Spring into action!

By now there were only three or four people still around. Strangely, there was virtually no-one else, even in the hangar, so here was a learning exercise for a young enthusiastic but naive glider pilot.

It dawned on me then that I was going to have to tow a trailer (let alone a glider trailer) for the first time ever, and on getting into his car, I realised it would also be the first time I had driven with column gear change. Thankfully, it had a full tank of petrol. No-one was aware of my inexperience, which also included not seeking prior help in case of a potential retrieve. Anyway, one young woman, the girlfriend of another very experienced cross country pilot, who was not present that day, agreed to come for the ride. So off we set and yes, it was the right (empty) trailer. In those days, about 1970 (pre daylight saving), the Thames Highway and Highway 27 were largely unsealed and the turn offs were not as clearly marked as they are now. Inevitably, I took a wrong turn off and had to turn the car and trailer round. No dramas, I succeeded and on we went.

Realising Mum and Dad were now probably wondering where I was (cellphones hadn't been invented), I called in on my sister who very conveniently lived at Ngarua, a few kms up the road from Waharoa. She rang Mum and Dad to tell them I wouldn't be home for dinner. Minutes later, we arrived at Waharoa and there was the K6, still fully rigged, out on the runway. No immediate sign of Morrie and no cars in sight! We looked in the obvious place; typically, and there he was sitting alone on the MSC clubhouse

steps wearing a big grin and drinking from a 750ml beer bottle, which he had thoughtfully purchased from the bar before the Piako people had closed up and gone home. Soon we headed north with the glider aboard. He was extremely grateful for our efforts and very kindly shouted us dinner at the Red Fox Tavern near Maramarua. I have never forgotten that outing. It was a valuable lesson in planning ahead - do your homework!

MINIMOA - The Schempp-Hirth Magazine

Submitted by Gerard Robertson

https://www.schempp-hirth.com/fileadmin/Minimoa/Minimoa_Sn6_July_2021.pdf



Why Not?

Greetings Fellow Glider Pilots,

With many of you experiencing reduced activity levels, I am hoping that some of you might consider penning a piece for our Newsletter – maybe something recent, of from the past.

Please do give this some thought as I'm sure there are fascinating stories and photographs lurking about.

Regards, Peter

DX Going South

Ross Gaddes

This initiative has been very well supported. Below is the schedule for the Club's Duo when it goes south, although there are bound to be changes, of course. Important though – we

cannot take any more participants unless some bow out, as there needs to be a sufficient number of days per person to cope with weather (which can still disappoint).

Springfield

XC Course

Paul Schofield
Georgia Schofield
David Moody
Gerard Robinson ?

PIC #1
Seat #2
Options

Sat	Sun	Mon	Tue	Wed	Thu	Fri
6-Nov	7-Nov	8-Nov	9-Nov	10-Nov	11-Nov	12-Nov
PS	PS	PS	DM	PS	DM	PS
GS	DM	GS	GS	DM	GS	GS/DM

Springfield

Task week Comp.

Paul Schofield
Ross Gaddes *
David Moody *
Gerard Robinson
Frank Excell

PIC #1
Seat #2
Options

Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat
13-Nov	14-Nov	15-Nov	16-Nov	17-Nov	18-Nov	19-Nov	20-Nov
PS	PS	RG	PS	PS	RG	DM	RG
GS	RG	PS	RG	GR	FE	GR	FE
RG/DM	RG/DM	PS/DM	RG/DM	RG/DM	PS/DM	RG/PS	PS/DM

Opportunity Week

Omarama (Tues-on)

Dave Moody
Paul Schofield
Frank Excell
Anton Lawrence ?

PIC #1
Seat #2
Options

Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
21-Nov	22-Nov	23-Nov	24-Nov	25-Nov	26-Nov	27-Nov	28-Nov
Travelling	Travelling	PS	DM	PS	DM	PS	PS/DL/AL
Travelling	Travelling	FE	FE	FE	FE	FE	FE
Travelling	Travelling	GR	GR	GR	GR	GR	GR

Omarama

XC Course

Dave Moody
Paul Schofield
Rob Meil
Lois Kok

PIC #1
Seat #2
Options

Mon	Tue	Wed	Thu	Fri
29-Nov	30-Nov	1-Dec	2-Dec	3-Dec
PS	PS	DM	PS	DM
LK	RM	LK	RM	LK
LK	RM	LK	RM	AJ

Omarama

Regionals

Paul Schofield
David Moody
Anton Lawrence
Nigel McPhee
AJ Dudley
Keith Macey

PIC #1
Seat #2
Options

Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat
4-Dec	5-Dec	6-Dec	7-Dec	8-Dec	9-Dec	10-Dec	11-Dec
PS	AL	PS	AL	PS	AL	AL	PS
AJ	AJ	AJ	KM	AL	KM	KM	KM

Om - Drury

Travel

Sun	Mon	Tue	Wed
11-Dec	12-Dec	13-Dec	14-Dec
PS	PS	PS	PS
Travel to Drury	Travel to Drury	Picton Wellington	Drury

Help Needed Please!

Graham Player

Our Number 2 winch is in serious need of some TLC. The main problem is a broken (or missing) tooth on the ring gear - which makes starting difficult.

The "fix" will include:

- removing the fuel tank
- disconnecting the engine from the drive train
- removing the gearbox

- removing the flywheel and ring gear.

This work will require some expertise and I am looking for some help. If you are able to assist, then please let me know so something can be arranged, *once we are released from lockdown*.

Grahame Player, Winchmaster. Ph 09 418 2939 or email grahame.nr.player@gmail.com

Personal Locator Beacons (PLB's)

Graham Player

Batteries

Distress beacon batteries last from five to 10 years, depending on make and model. The expiry date for your battery will be noted on the beacon. Before your beacon battery expires:

- Contact the manufacturer to order a battery replacement and have your beacon serviced. Bear in mind that it may be worthwhile to purchase something new, as it seems the cost of replacing batteries is about half the of a new beacon.
- In the above case it may be better to consider buying a new GPS-capable distress beacon.

Who can service/replace the battery for your beacon? Your beacon can only be serviced by the manufacturer who is identified on the beacon.

GME: GME Auckland 09 274 0955

McMurdo / Orolia: Absolute Marine 09 273 9273

Kannad / McMurdo / Orolia: Aviation Safety 07 543 0075

ACR/Artex: Wilco Marine Services 09 308 9165

Ocean Signal: Lusty & Blundell 09 415 8303




KTI: KTI Australia+61 3 9583 9566

Weekend Weather

Gerard Robertson

Hunua

26 August 2021

Friday 27 AUG		Cloudy with a few showers, turning to rain in the afternoon and northerlies becoming strong in exposed places.	▲ 15°C ▼ 10°C
Saturday 28 AUG		Rain, possibly heavy at first, easing to showers in the afternoon. Northerlies.	▲ 18°C ▼ 10°C
Sunday 29 AUG		Showers, some possibly heavy in the afternoon. Light northerlies.	▲ 18°C ▼ 9°C

Central Plateau Soaring Comp, Taupo, 30th Oct ~ 6th Nov 2021

First comp of the NZ season is not to be missed in sunny Taupo.
CD will be Rob Lyon so expect a fun comp with daily prizes.

We also have 4 twin rooms plus plenty of caravan & tenting sites.
Email: Tom on gliding@reap.org.nz for room bookings, first in first served.
We are also planning to have onsite dinners most nights.

Early Bird registration entry is \$180 before 31Sept \$210 thereafter.

Register Online at <https://gliding.net.nz/events/>



Submitted by Neil Harker

Editor's note:

A special thanks to all the pilots who submitted copy for this edition – your submissions are really appreciated!

This level four lockdown is not inspiring in the least (even though I am still working through it). Plus, before we return to anything like “normal”, we will have to first endure a period of level three and all that entails. When we will be soaring

again is impossible to say, especially as during the last two days (Wednesday and Thursday) there have been 62 and 64 new cases respectively. This is a great shame considering all the work our various event organisers have already put in across the country.

Let's just hold thumbs for an end to lockdown and restrictions before the spring soaring weather begins.