

# AGC Weekly News

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## Short Update from Russell Thorne

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I have just had an airfield report from Drury which at present continues to remain closed, due excessive water.

The outlook for this weekend is also not favourable with further rain overnight and into the weekend.

<https://www.metservice.com/rural/regions/auckland/locations/pukekohe/7-days>

Some mowing has been completed, but needs further work when able.

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## Coring Thermals Under Big Cumulus

Adam Woolley, Courtesy Wings & Wheels

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© 'Get that Shot' Images, Photography by John Absolon

Big and high cumulus days are super fun, especially when all the ducks line up. That's the trick, to figure out the day's pattern so that they (the ducks) do, as it is on every day and flight. However, when we fly under large cumulus clouds, it requires a different tact at the day. Instead of looking down, we must look up, this is to get all available cues from the clouds ahead. The beauty is that there is no guesswork, as there is already proof that that convection exists!

### Cumulus Cloud Cycle

As you've probably found, not all clouds produce lift or good thermals under them, others,

especially the big ones, often have multiple cores. Knowing the life cycle of a cloud will help too, hit it in the sweet spot and you'll have a super-strong climb, get the timing wrong and you'll be left with something weaker. So we must build our knowledge on this cycle. You could get lucky occasionally, but typically luck will only go your way on smaller clouds.

So, we have to start studying all the indicators. Approaching the cloud, generally, we have plenty of time to start studying it. Firstly, we can look at it in general, know our overall track after the cloud, figure out the wind, then plan our attack

through the cloud to maximise our opportunity at finding the very best of lift. Where is it the most active? As I mentioned earlier, there may be multiple cores, so maximise your search opportunity and go via as many of the potential thermal locations as possible.

### Dry vs. Moist Thermals

There are dry thermals that rise to produce clouds, and there are thermals that carry more moisture. How can we tell the difference? A thermal that is dry typically punches up into the cloud, which creates a dome-like shape into the usually flat base, it's sometimes marked by a lighter discoloration too. The other, the wetter thermal, will produce a 'daggy' as we like to call it in Australia. A 'daggy' is effectively a tendril or some condensation that appears below the base. Both indicate the best options, we should aim to put our gliders here, then turn to stay within or around them!

### Cloud Shadows

One thing we must also consider when flying on big cumulus days is the cloud shadow. This in itself can cut off thermal trigger points, cooling the

general area, which in the end will hinder the thermal activity. So, by staying higher, you should be able to thermal in stronger cores.

### Wind

The wind is always an important factor to consider too. What I've found in my experience is that thermals seem to elongate or leave long tails downwind of the core. In order to feel your way into a core, line the cloud up with consideration of the wind, start from downwind and work your way upwind via all your pre-determined points of likely cores, so as to maximise your time under the cloud and finding the one – naturally this works when working in the opposite direction too...

Finally, when the wind gets stronger with altitude, you'll often find the climb on the upwind edge of the cloud, even in front of it too, just to keep you on your toes. As I said at the start of this article, the trick is to figure out the pattern of the day asap, that way you really can bounce along and maximise the huge amount of fun that large CU days bring.

Safe circles as always!

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## Gerard's Picks from the Internet

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### Wake Turbulence From a Paper Airplane

<https://www.youtube.com/watch?v=jYbRARW9q2s&t=206s>



### Flying with vultures

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## The Weekend Weather

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Gerard Robertson

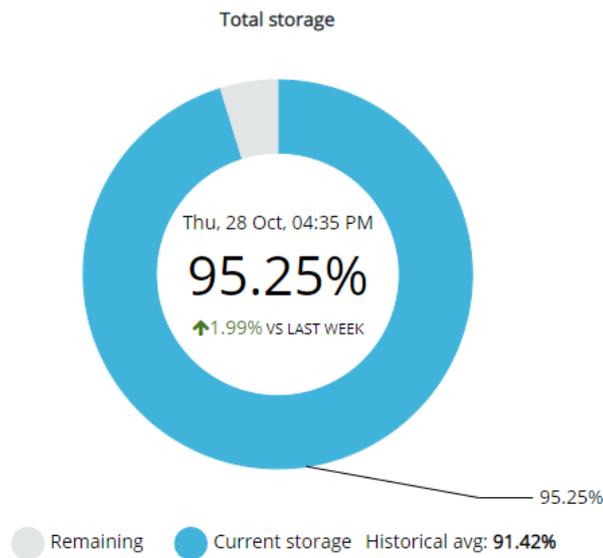
⚠ Severe Weather Watch		
Friday 29 OCT		Cloudy periods. A few showers, possibly heavy in the morning. Westerlies. <div style="display: flex; justify-content: space-between; align-items: center;"> <span>▲ 20°C</span> </div> <div style="display: flex; justify-content: space-between; align-items: center;"> <span>▼ 11°C</span> </div>
Saturday 30 OCT		Partly cloudy. Late rain. Northwesterlies. <div style="display: flex; justify-content: space-between; align-items: center;"> <span>▲ 21°C</span> </div> <div style="display: flex; justify-content: space-between; align-items: center;"> <span>▼ 14°C</span> </div>
Sunday 31 OCT		Rain turning to showers, as northwesterlies change southwest. <div style="display: flex; justify-content: space-between; align-items: center;"> <span>▲ 20°C</span> </div> <div style="display: flex; justify-content: space-between; align-items: center;"> <span>▼ 10°C</span> </div>

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## Covid is spreading, but there IS some good news...

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### Auckland's water situation



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## 2021/2022 National Gliding Championships - Matamata 22-31 January 2022

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Hi all cross-country pilots, it's just a few days before the end of early bird entries for the Nationals in January. If you're thinking of joining us, please get your entry in as soon as possible. We already have good interest with 19 entries so far from all over NZ.

We also draw everyone's attention to the amended conditions of entry with the Covid Vaccination Policy as follows:

"The organisers have reviewed the currently proposed Covid-19 Protection Framework and have assessed the safety risks in relation to Covid for this event and have decided that in order to provide a safe environment for all participants.

**All contestants, crew, assistants, and volunteers attending the Nationals will be required to be fully vaccinated against Covid-19.**

You will be asked to provide evidence of your vaccination status. You can obtain proof of your vaccination status at [www.mycovidrecord.nz](http://www.mycovidrecord.nz). We will also accept any valid overseas vaccination record. Please do your part and get vaccinated."

Safe soaring and happy landings,  
Bob Gray

*2021/22 GNZ Nationals Manager*

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## Looking for a glider?

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**Mini Nimbus B ZK-GKR** - This glider is now for sale and based at the Auckland Gliding Club in Drury. Cambridge 'L' Nav and basic instrumentation. National Back style Parachute, Mode 'C' transponder. The Mini B has a later type horizontal stabilizer with elevator and quick connect type rigging features as in the Discus/Ventus and current SH models. The glider was painted in PU paint many years ago and is reasonable condition for its age. Approx 1900 hrs total time - nose and CoG tow releases - NZ made trailer in good condition with galvanized chassis, ply sides and floor and aluminium hoop supports. Wing wheel, tail dolly and tow out bar -Selling o.b.o the owner. Contact Ross for more information. Photos to come - inspections welcome. \$35 000.00. Contact Ross Gaddes 0274789123



**ASW27a** S/N 27117, yr 1999 with 1239 hrs paint finish wings. Cambridge 303 302 Becker AR4201 com Micro T2000 Transponder Mountain High Oxygen System. KW is a high performance 15m sailplane in very good condition. \$105,000. Contact George Scott 0272703205, [grscott@xtra.co.nz](mailto:grscott@xtra.co.nz)



**PIK20.** After enjoying the "Yellow PIK" for 22 years I've decided it's time to upgrade. The PIK20 is a strong, fast 15m glider that soars well. It rigs easily and has an excellent fibreglass trailer. I'm looking for serious offers over \$20k, making it great bang for your buck! There's also some interest in forming a syndicate at Omarama if you don't want outright ownership. Contact John Robinson 0210637616



**Grob Speed Astir.** S/N 4080, ZK-GUB, 2304 total hours. This Speed Astir IIB glider was fully refurbished last 2019 and comes with the following: Spot Gen2, brand new weatherproof covers, trailer, Naviter Oudie IGC (only 2 years old), parachute, oxygen bottle, brand new PLB, new PowerFlarm Core Flarm/ADSB in, towout gear. Gel coat in great condition. \$18000 ono. Finance Options available. Brent Schroeder 027 4542416



**Schleicher Ka6.** Sadly selling GCN Ka6. I had some great flights in this glider. Its in a very good condition. Covering and timber is in very good condition. Electronic vario, radio, parachute. Trailer is most likely the best Ka6 trailer in NZ. Very light and compact and never had issues with WOF. Can be towed with a smallish car as its super light. Made from timber, new tyres and fully insulated. Steel parts is galvanised i.e axle and mudguards. Glider has been kept at Masterton and no moisture inside the trailer/glider. Canopy is very new with hardly a scratch. If you want to learn to fly, this is a good start. Or if you just like to fly a vintage glider. Most likely the best KA6 in the country.



**Ventus 2a** s/n 10. Equipped with LX9050 with Flarm and control column unit. Maughmer winglet. Refinished in 2008. Imported ex USA, no major damage history. Has a Dittel FSG71M com and Trig TT21 Mode S (ADS-B out capable). Has an aluminium top Cobra trailer, wing wheel, tail dolly and tow-out bar. Re wired with LiFePo4 batteries. Normally based in Drury, Auckland, but currently hangared in Omarama. Will be moving North again soon. This aircraft is one of the best performing gliders in 15m class yet is a delight to fly, even when tanked, and exceptionally easy to handle. They land short and rig in minutes. MY PARTNER IS VERY KEEN TO SELL HIS SHARE. PRICE \$65,000 FIRM or \$130,000 TOTAL. Ross Gaddes 64 274789123.

**Unfortunately... The club is currently closed due to Level 3 Covid 19 restrictions.**

Newsletter compiled by Peter Wooley 021 170 2009