

AGC Weekly News

Recent Progress at the Club



Some members have been putting shoulder to the wheel and making some superb improvement to club facilities. The photos below show two areas where some very practical and much needed improvements have been made. Thank you to all

the members who have been involved in these, as well as other projects at the club.



Club Duty Pilot Roster – Revised Cycle – December and January

Roy Innes

Good-Day all AGC Duty Pilots,

Due to Covid, there has been no need for Duty Pilots. However, with the doors opening on 29 November, dual flying will resume, and Duty Pilots will be needed.

The “current” October to January Roster is CANCELLED and will start again, as from Saturday 4 December.

Please let me know if you have resigned, cannot do DP duty due to Covid, or any other reason.

Also, please let me know your holiday dates or dates when you know you will be away.

If you know of anyone on the list who has left the club, or any new members, please let me know.

Stay Safe,

Roy Innes
Auckland Gliding Club
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All About Gliding Badges

Gliding Badges are nearly as old as the sport. They are worn at many gliding clubs around the world, though at some clubs the tradition had dropped out of use. The award of the badges is administered by the Federation Aeronautique Internationale (FAI), the World Air Sports organisation. The requirements for these awards, as extracted from the FAI Sporting Code, are as follows:

2.2 FAI BADGE REQUIREMENTS

2.2.1 Silver Badge The Silver badge is achieved on completing these soaring performances:

a. **SILVER DISTANCE** A straight distance flight from a start at release to a finish fix located at least 50km from release and at least 50km from the fix recorded at the beginning of the take-off roll.

Silver distance and any longer declared distance may both be claimed for the same flight.

The Silver distance should be flown without guidance from another pilot. See SC3C-2.3.

b. **SILVER DURATION** A duration flight of at least 5 hours.

c. **SILVER HEIGHT** A gain of height of at least 1000 metres.

2.2.2 Gold Badge The Gold badge is achieved on completing these soaring performances:

a. **GOLD DISTANCE** A distance flight of at least 300 kilometres as defined in 1.4.2d to 1.4.2h.

b. **GOLD DURATION** A duration flight of at least 5 hours.

c. **GOLD HEIGHT** A gain of height of at least 3000 metres.

2.2. Diamonds There are three Diamond tasks, with each completed Diamond mounted on the Silver or Gold badge. Each Diamond is achieved separately by completing one of the soaring performances below:

a. **DIAMOND GOAL** A distance flight of at least 300 kilometres over an out-and-return (1.4.2g) or triangle (1.4.2h) course. There is no restriction on the triangle geometry.

b. **DIAMOND DISTANCE** A distance flight of at least 500 kilometres as defined in 1.4.2d to 1.4.2h.

c. **DIAMOND HEIGHT** A gain of height of at least 5000 metres.

To see the FAI Sporting Code, go to https://www.fai.org/sites/default/files/sc3_2021.pdf

The club takes pleasure in reporting the rare occasion (in recent years) of a Silver Duration five-hour badge flight – flown by **Georgia Schofield** on 9 November. This achievement is a very significant milestone and should act an encouragement to other members who have not yet completed their badges. Read about Georgia's experiences further on in this newsletter.



Silver Badge



Gold Badge



1,2 & 3 diamonds



750+ km badges

A Silver Duration Badge Flight

Georgia Schofield

On Tuesday the 9 November I completed my currency check with my father, Paul Schofield (family bubble), and was able to get up for my first solo since June. I had a great 105-minute local flight, managing to tick off my 90-minute solo requirement for "Soaring Pilot". Absolutely stoked with this, I was back up at the field the second it was flyable on Wednesday, when I launched at 12h05 behind Wayne Thomas - who released me at 2000 straight into great thermal.' The first hour of my flight I was getting settled in and figuring out how the thermals were setting up.

very gently so he could see what I was doing. It was pretty nerve-wracking being in the same thermal with a much higher performing glider (and pilot) but John gave me a lot of space.



Being still very much Spring, it was quite difficult to centre them. During my second hour I got a bit more confident and started to venture further South than the quarry, but at one point I got down to 1600 between Bombay and Ramarama. This had me a bit nervous but I started practicing picking fields and hyper-focusing on making the half-knot thermal I was in to work. Eventually in a tight bank, I managed to centre it better and get away back up to cloud base at 3000', making my way back towards the airfield. By this time John Robertson was also up in BI, at one point both of us in the same thermal. I tried to match his speed and bank on the opposite side of the core but very quickly he caught up, following me around. By the time I was ready to depart, I just rolled out

In my third hour I did a triangle of our airspace, going from the North Quarry down to north of Tuakau, across to Pokeno, and back up to the gliding club. At this point it was 15h30m and starting to hurt a bit, as I hadn't arranged my seating for doing such a long flight. Luckily, I had an avocado sandwich before heading up, and also had a full bottle of water with me. These were finished around hour four. Since I was hearing Taupo very clearly on the radio, I called dad on the phone so I didn't use up the airways with a conversation. He let me know that I was pretty close to five hours, no pressure at all, but it was achievable. So, I set myself small goals like trying to get another 30 minutes or flying from one Cu to another, seeing how much height I lost in between. Whenever I was present and focusing on a small task at hand, time seemed to fly, especially when at around hour four I got down to about 1000 over 'Drury township - I had been jumping Cu's, but the best one was outside our airspace near Drury Creek. As I was heading towards the next one over Drury School, I arrived over the hot village and luckily hit a nice booming blue thermal, climbing back up to 2500. 'For my last hour I played around behind the quarry, following energy lines between 3000 and 3500'. It was really cool to experience constant lift in a near straight line, which I had only ever had before in a higher performance dual seat glider.

Right towards the end of the flight I saw a Harvard out over the other side of Drury, practicing loops and aerobatics. Going round in my thermal while watching it through my turns was a fantastic end to the day.

As I called back to the clubhouse to confirm I'd done my Five Hours, Jonathan Cross was doing touch-and-goes in his motor glider, so I sat out on the ridge for a bit longer, watching him before joining circuit. I was very happy with my approach, with a round out on my spot - so just before the flare I put my brakes away and ground effect carried me back to parallel with the fuel shed. Five hours and 19 minutes. John landed shortly after me having just flown for five hours himself. I'm really looking forward to finishing my Cross Country Pilot rating in the next few months, to be able to head off across country.






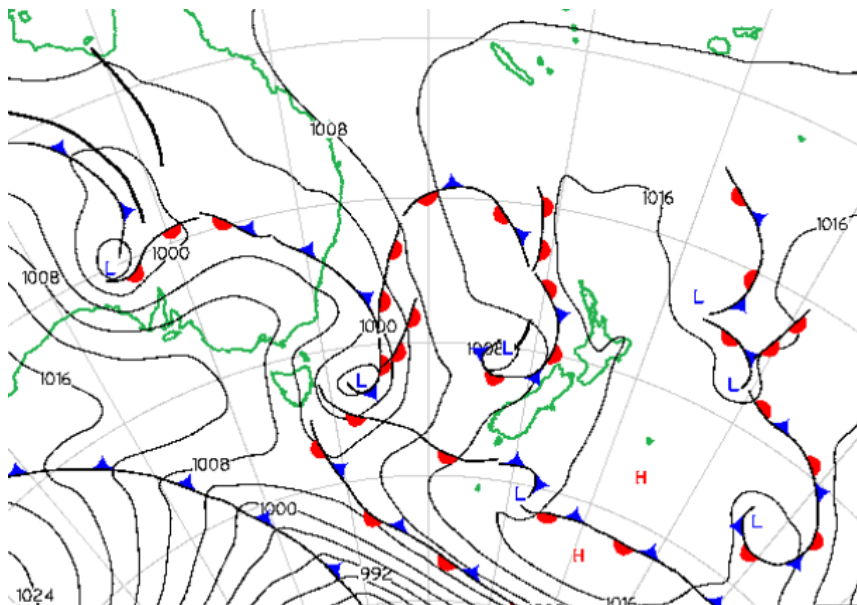
Safe and sound back home.

Thanks to Wayne and Paul for their help! And also to Murray, who's currently studying the LXnav V7 (now known as S7) instrument to figure out how to download the IGC file, as it doesn't have an SD card. Any advice would be appreciated!

Hunua

11 November 2021

Friday 12 NOV		Partly cloudy. Isolated showers in the afternoon and early evening, turning to rain late evening. Northerlies.	23°C 17°C
Saturday 13 NOV		Periods of rain. Northerlies, strong in exposed places.	22°C 18°C
Sunday 14 NOV		Morning rain, then cloudy periods and isolated showers until evening. Northwesterlies.	24°C 15°C



Gliders for sale

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



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.

Newsletter compiled by Peter Wooley 021 170 2009