

AGC Weekly News

Club Operations Update

Russell Thorne

This weekend looks more promising for flying than some more recent weekends. The following information is for the guidance of club members.

The Committee has approved the following Covid19 Policy

All government rules relating to Covid 19 protocols apply. In addition:

All persons (members and visitors) who are eligible to be vaccinated against Covid 19, must be fully vaccinated to enter the Club whenever the club is operating (including flying operations, maintenance activities involving more than two household bubbles, briefings and club social events).

Full vaccination is defined as two doses of the Pfizer vaccine plus 14 days, or other Government approved vaccine programme. If requested, persons are required to show their vaccine pass to the duty pilot or any official of the club. The full policy document can be viewed on the club website.

Flying Under Covid L3 Step 2

There will be no Rostered Instructors this weekend and the following flying restrictions apply:

There will be no dual flying except those who share the same household "bubble". This requirement is born of the requirement to apply 2m social distancing.

Only those with an excess of 100 hours total time may fly without a recent check flight, at the discretion of any instructor who may be present at the airfield to authorize the flight.

Only those with a written logbook approval to operate independently may fly at Drury without an Instructor present at the airfield.

There is no authority to fly beyond the published Auckland Border.

A flying record shall be completed and lodged with the Treasurer.

The ASK21 is awaiting parts. The PW6, PW5, Grob 102, Discus 2 and Puchatec are all serviceable. The Duo Discus is at Matamata.

Memorial Service for Christian Derold

Christian's family have decided to postpone the event for a date on or about 8 August 2022, being the one year anniversary.

Gerard's Pick of the Week



<https://www.youtube.com/watch?v=7gmZ9X9Aplk>

John Roake

Published here with permission from Ian O'Keefe, Editor, Warm Air (Aviation Sports Club)

Sad News. We sadly report the passing of Gliding NZ icon and stalwart to the sport John Roake. As you will see below John played a very significant role in Gliding and the development of the sport.



John Roake ONZM JP 1929 - 2021.

- Editor of 'NZ Gliding Kiwi' from ~1965 to 2008 *Editor 'Gliding International
- Established the first GK Year-Book in 1967 *Established the Gliding Kiwi Book Room, later to become the Gliding International Book Store
- B Cat instructor
- FAI Silver C and Diamond Height
- Director and Task Setter for 1967 NZ Nationals
- NZ Team Manager at World Championships Poland 1968
- Director World Gliding Championships, New Zealand 1995
- Alexander Schleicher agent
- Established Roake Trust in 1974 in support of future NZ participation in World Championships
- Angus Rose Bowl 1980
- FAI Paul Tissandier Diploma 1981
- Lilienthal Gliding Medal 2002
- Companion of Honour of the FAI
- Gliding NZ President 2002-2006
- Life Member of Gliding NZ.

Amazing achievements and we acknowledge the passionate work John contributed to Gliding in NZ and provided support to so many people. A number of members of our club will have flown and worked alongside John over those many years. Our condolences and thoughts to John's family.

John Roake

Copied from the NZ Herald

ROAKE, John Hamish. ONZM J.P. Passed away at Tauranga Hospital on 13th November 2021 aged 92. Loved husband of Chris. Much loved Dad of the late Richard, Greg, Nicola and Andrew. Granddad of Kirstan, Jamie, Joshua, Sophie, Abby, and Ben. A celebration of John's life will be held in Tauranga on Friday 19th

November. Due to current restrictions please contact the family if you wish to attend on groake@outlook.com The service will be live streamed. Visit www.elliottsfunerals.co.nz/upcoming-funerals/ for details. In lieu of flowers donations to St John Ambulance, Tauranga.



A Blast from the AGC Past

Russell Thorne

Occasionally I am the recipient of various items of Auckland Gliding Club memorabilia. This pristine photograph of three gliders, taken at Ardmore in 1962, is from longtime AGC member Rae Kerr.

The Olympia 2b ZK-GAA was the first single seater high performance glider of its day.

The Slingsby T31 ZK-GAD was known as "Rosie". Does anybody admit to having flown one?

The Slingsby Skylark 2b ZK-GBM was also a high performance glider (I think it won a National Championship).

As CFI, I have to admit that I have flown all three of these glider types. Those with a keen eye for those photos which adorn the club briefing room will note a coloured version of the same photo.

Of note for anyone who has tried to cross the Auckland Border in recent times, the letter from Rae took eight days from Matamata via NZ Post. Post your Christmas cards early folks!



This T31 Glider on the right hand side here appears on YouTube being test flown in 1952 at Mangere, now Auckland International Airport. Ctl+Click the link below to watch.

<https://www.youtube.com/watch?v=7XvmGqakeZk>





Center of Gravity

By Adam Woolley (courtesy Wings & Wheels)

There are those who are happy with a glider that is flown anywhere within the glider's centre of gravity (CG) range, then there are the others, who think the glider performs best with the CofG as close to the rear limit permitted by the manufacturer. The question begs, which is correct, is there an optimum (and where is it?), finally, how does it affect the glider's performance and handling?

Tailplane

Let's start with the tailplane, what does it do? It effectively provides stability and looks after the wings ever-changing aerodynamic moments and demands. What are the designer's goals when designing a tailplane? They're effectively trying to ensure stability with the least amount of tailplane drag, whilst providing a fair and reasonable centre of gravity range. Finally, aerodynamic loads generated by the tailplane should be kept to a minimum, this will provide the minimum drag position, which in turn gets you more performance. You will find there is an optimum for an empty sailplane and one for full of water.

Fly Your CG Envelope

So how do we find this point? Sadly, it's far and beyond what I'm capable of explaining, I'm more of a practical pilot in this regard. I learnt these skills from Makato Ichikawa though, as he was preparing for the Benalla World Gliding Championships. He was flying my Ventus 2a, strangely, I was flying (also) my Ventus 1a. We would take off with a known CG position, fly the day, then rate how the glider would handle and perform in a straight line, also in general. My Ventus 1a stayed at a stable CG so we had a

reference to work from. Task by task (and we flew many!), we worked out the optimum. The question was sometimes as simple as, was I harder or easier to keep up with today, Adam?

If you're unable to do this where you fly from, a simple trick is to take off in the most forward (with a margin) CG that's possible and allowed, go for a fly, see what it feels like. Then repeat for the most aft too. Now you know what both extremities feel like and how to correct them when you start the fine-tuning. Typically, a flapped glider likes 75% of the allowable range, so this is a good place to start.

CG for Different Days

What conditions do you expect for the days flying ahead, this plays a part too. If it's going to be a day of streeting, then you'd typically choose a more forward CG of your optimum range. If it's a day that is predicted to have tight cores or lots of thermalling time, then a more rearward CG (of your determined optimum range) would be best. Why is this? Typically, the glider feels like it's more alive or more agile.

CG and Safety




Don't forget about the safety implications of all this though. A rear centre of gravity (near the limits – have you allowed for a fudge factor in your calculations or a weather event at the wrong time?) will cause the glider to spin easier. This shouldn't happen though with the modern glider design, but still should be in the back of your mind. So, even the most experienced pilot should use caution with the most extreme rearward CofG position on their glider.

Weekend Weather

Gerard Robertson

Hunua

18 November 2021

Friday 19 NOV		Fine. Light winds, but afternoon sea breezes.	▲ 22°C ▼ 8°C
Saturday 20 NOV		Fine with a few clouds. Light winds and daytime sea breezes.	▲ 22°C ▼ 12°C
Sunday 21 NOV		Partly cloudy. A few showers, mainly in the afternoon. Northerly breezes.	▲ 23°C ▼ 12°C

Gliders for sale



Schempp-Hirth Discus 2ct - S/N 36. Immaculate condition glider - 3 fastidious owners have looked after this aircraft since new when it arrived in NZ via Sailplane Services (the SH agents). Equipped with LXNav LX8000, Oz Flarm, 57mm Winter ASI, Altimeter and Borgelt backup Vario, Becker Coms and Transponder ('C' Mode). 830hrs TT, 33hrs Engine time. Factory PU Acrylic paint and SH tail dolly. Cobra trailer with SL options and f/glass top in top order. Cobra wing wheel, tow-out bar & stands. MH oxygen system and bottle. Leather Interior. Many smaller extras that are too many to list. This is a well set up aircraft that has always been carefully looked after by it's owners and serviced by Sailplane Services. It is also a current model.

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