

AGC Weekly News

Flying Again! - Weekend Roster

Saturday

Tug Pilot: Fletcher McKenzie
 Winch driver: No winching
 Instructors: Paul O'Neill-Gregory, John Robertson
 Duty Pilot: AJ Dudley

Sunday

Tug Pilots: John Bongrain
 Winch driver: No winching
 Instructors: Norm Duke, Ross Taylor
 Duty Pilot: Allen Pendergrast

AGC COVID-19 Policy: [Published AGC Newsletter 20-21 Nov 2022]

Murray Wardell, President AGC and on behalf of the committee.

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.

COVID-19 VACCINATION PASS:

As from Fri 3 December, 2021 the AGC is required under the government Protective Framework (Traffic Light Colour System) to check that everyone coming to the club grounds can produce their government issued vaccination pass.

Please expect to be asked to show your vaccination pass and to show it when requested. We don't want to be the anti-gliding police – but our members want to know that we are complying with the club and government Covid rules.

Instructions on how to get a vaccine pass if you haven't already done so.

<https://covid19.govt.nz/covid-19-vaccines/covid-19-vaccination-certificates/my-vaccine-pass/#how-to-get-my-vaccine-pass>

Please email your “MyVaccinePass” to secretary@glidingauckland.co.nz ASAP so that we have it on record.

Note we require a copy of your “MyVaccinepass” (with your name and QR code on it) as opposed to a copy of your vaccine certificate which shows what you had and when you had it.

It's a good idea for you to have a copy of both with you.

Thanks to the many members who have shown the initiative and already sent theirs in advance of this request.

CLUB OPERATIONS:

Subject to AGC Covid Rules and Government Rules respecting hygiene, distancing, mask, recommendations etc, the club is open on the following basis:

Sat Nov 27 & Sun Nov 28 2021 - Under Current Covid Alert Level, 3 Step 2 for:

- **FULL Vaccination REQUIRED BY EVERYONE ON AGC GROUNDS** - See AGC Covid Rule.
- Solo Flights (private and club gliders ALLOWED)
- Dual Flights **ONLY WITH P1 & P2 from the SAME HOUSEHOLD**

- Max 25 people on the grounds
- Geographical Border Boundaries extend vertically. (e.g. Mercer airfield is outside the Auckland boundary)

- **Dual Flights (BFR/Currency/Training) ALLOWED** for P1 & P2 (No Household Restriction)
- Max 100 people on the grounds (under **RED** Traffic Light)
- Geographical Border Boundaries as they apply. (Undetermined and subject to later verification as at publication time)

From Sat Dec 4 2021 - Under Government Protective Framework (Traffic Light Colour **RED**)

- **FULL Vaccination REQUIRED BY EVERYONE ON AGC GROUNDS** - See AGC Covid Rule
- Solo Flights (private and club gliders ALLOWED)

Happy Flying – we look forward to seeing you out at the club soon.

Revised Airspace – 2 December 2021

Russell Thorne, CFI

The diagrams on the following two pages show changes to NZ airspace beginning on 2 December.

For full information, see the new 1:250,000 VNC Charts C6 (Auckland South) and C11 (Waikato).

Only the changes are described below

As previously notified, there are significant airspace **changes** that come into effect beginning **2 December 2021**, the descriptions below are summarised, however it is strongly advised for pilots to invest in these new VNC charts and install new airspace files on your device for close study. The objective has been to obtain approval to open these GAA's more often during club flying and competitions because separation from Controlled airspace is preserved.

It is strongly advised that pilots operate transponders while within these areas where battery power allows.

Choose carefully where buying charts.
<https://shop.aeropath.aero/>

Permanent Airspace (Club Flying)

Waerenga GAA NZG274 (4500-5500ft) (notification) replaces Maramarua GAA NZG253, the only difference is that the SE corner now includes an ability to climb to 5500 on Mt Te Hoe which was previously restricted to 2500ft being within the Class D airspace to the north of Hamilton, which in its amended boundary is still closeby.

Miranda GAA NZG273 (4500ft-5500ft) (ATC approval) is a new GAA generally to the North and East of Waitakaruru, extending to the north of Thames in a triangle shape.

Tirau GAA NZG250 (ATC approval) replaces Karapiro GAA and extends vertically from 4500-6500ft when opened. The Western edge of the Tirau GAA has been trimmed to provide separation to Hamilton arrival and departure routes which includes Karapiro and a sector to the East of Lichfield to protect Rotorua arrival routes.

Mangakino GAA NZG453 (ATC approval) 6500-7500ft which SW of Tokoroa

Pureora GAA NZG454 (ATC approval) 6500-8500ft which is West of Lake Taupo

Atiamuri GAA NZG251 (ATC approval) 4500-5500ft which is south of Tokoroa

Ohaaki GAA NZG257 (ATC approval) 4500-5500ft which is south of Rotorua

Mihi GAA NZG256 (ATC approval) 4500-6500ft which is SW of Rotorua

Rotomahana GAA NZG258 (LL CA-6500ft) which is East of Rotorua

The Hunua, Ardmore, Matamata GAA's are unchanged.

Continued on next page...

Temporary Airspace (Competition)

There are a number of new GAA's as below which are only operative when opened during competitions upon ATC approval.

Ohakuri GAA NZG457 (4500-6500ft) (ATC approval). On the extended centreline of Rotorua runway.

Ahimanawa GAA NZG486 (6500-8500ft) (ATC approval) NW of Napier

The West Hamilton, Pirongia, and Urewera GAA are unchanged.

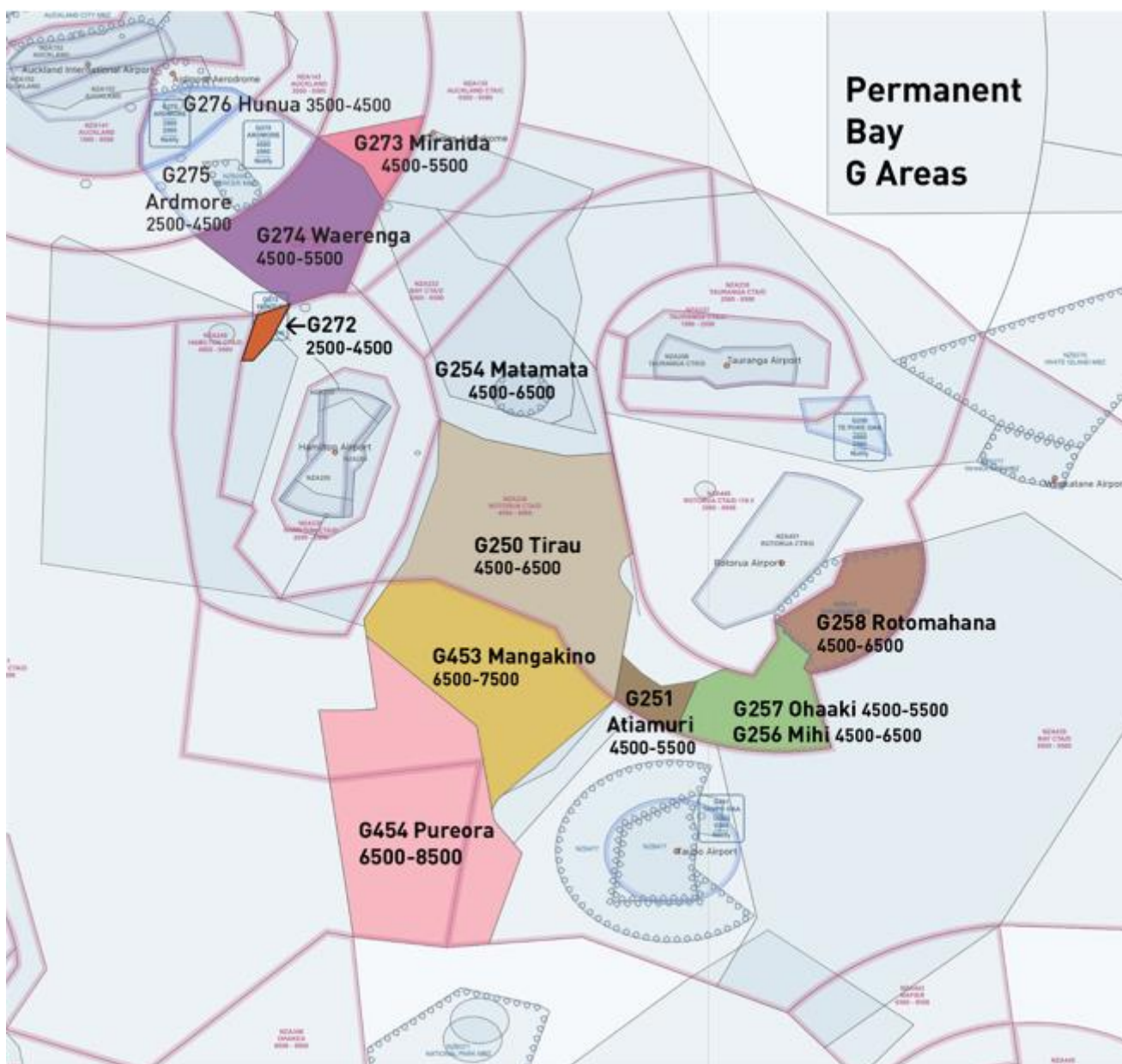
Restricted Areas (Competition Cloud Flying)

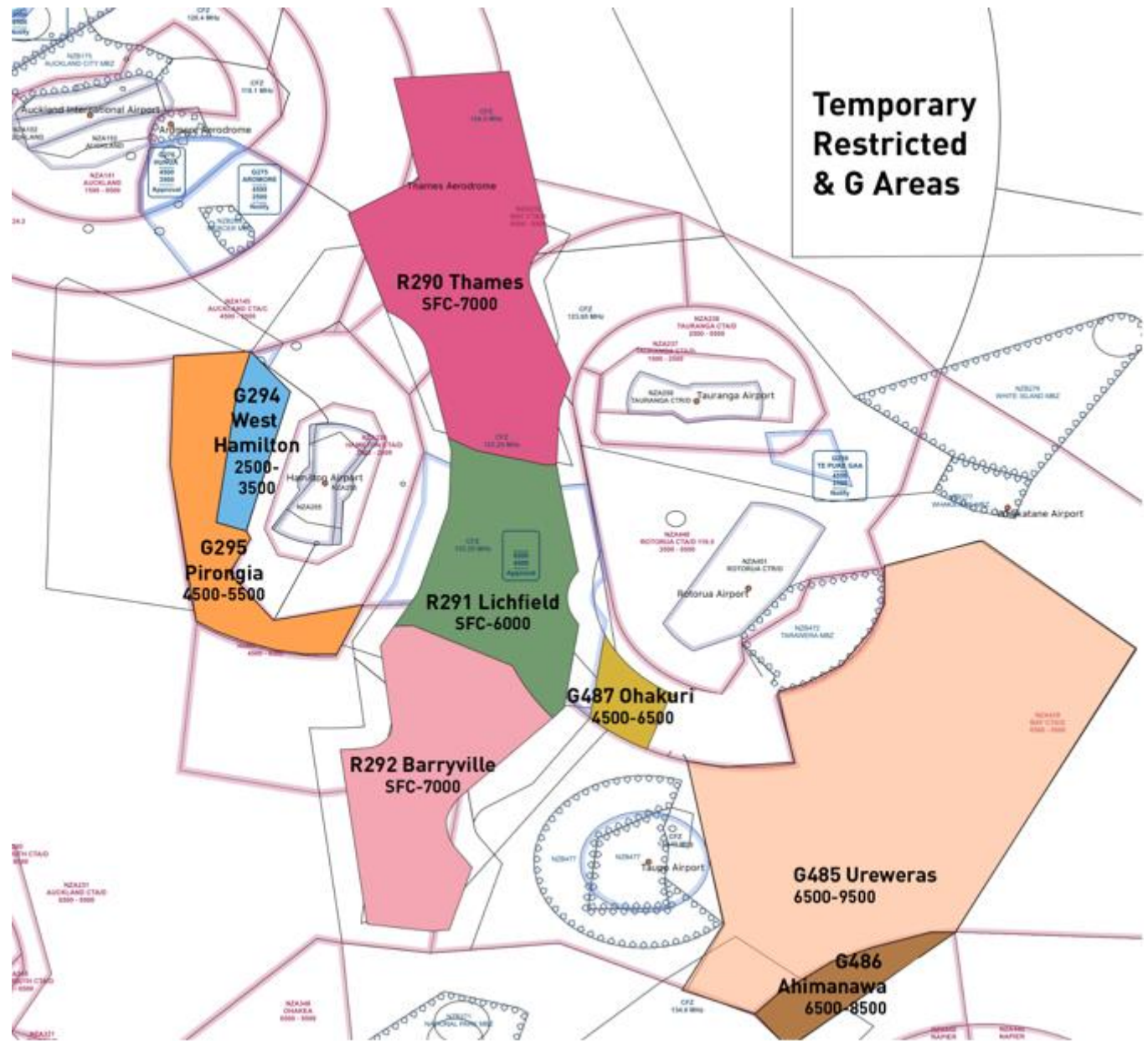
The previous Restricted Areas (NZR298) have all been revoked and replaced with three new areas with different upper limits. From north to south they are named. There are numerous changes.

Thames NZR290 SFC-7000ft

Lichfield NZR291 SFC-6000ft

Barryville NZR292 SFC-7000ft





January Auckland Soaring Championship Cancelled

Mike Marra, contest director

The conveners, Simon Gault and Ross Gaddes met with Contest Director Mike Marra and reluctantly have decided to cancel the Auckland Soaring Championships in Jan 2022.

This decision is due to the restrictions and the consequences caused by Covid 19. The three of us agreed that it would be better use of our sponsor's support, in another event for local, national and overseas pilots' participation at a future date, yet to be decided.

The AGC will be hosting a substitute event in the first week of January 2022. This will be a fun week of organised soaring competition.

Contact Ross rsgaddes@gmail.com for more information.

Thanks for your support and I look forward to seeing you at another Auckland event.

But Something Else Is On! – The January Auckland Club Soaring Week!

Ross Gaddes

Just to clarify further – The Auckland Gliding Club is still holding an event during exactly the same period as the cancelled Auckland Soaring Competition. **The dates have not altered.** The event will be held during the week starting Sat. 1 January 2022 to Sat 8 January 2022.

The format is not quite ready for publishing at this stage but there are lots of great ideas being bounced around.

I want to assure those that were looking forward to organised soaring from Drury, that an event is still happening. This period has traditionally been very successful for many local pilots and also

visitors to the Auckland Gliding Club. We welcome our own club pilots, all visitors and support teams to our event. There will be some necessary requirements due to our current Government rules, but at this stage there is no reason why an event shouldn't still take place, albeit a little different to suit.

We are assembling our team to ensure we can still have lots of great flights and most importantly, loads of fun. More information to come, but if you still intend to fly with us (or not) could you please keep or cancel entries so we can assess tow requirements. You can contact me directly on this email as well rsgaddes@gmail.com

How to structure your radio calls

Russell Thorne

There is a need for pilots to remember to make properly structured radio calls. The guidance is covered in this explanation is from the CAA GAP booklet on the subject and covers nearly all situations.

Using the Four Ws:

The 'Four Ws' is a good guide to keeping your radio calls structured and intelligible.

Others expect to hear your calls in the right order:

Who you are calling – the name of the station you are calling, for example:

"Christchurch Information", "Feilding Traffic", or "New Plymouth Tower" or locally "Drury Traffic".

Who you are – your call sign, which will be either your aircraft registration or the call sign from your flight plan. Prefixing the registration with your aircraft type on first contact can assist ATC and others in recognition and expected performance.

Where you are – give an accurate position report, including your location and altitude.

What you want – what you are requesting or what your intentions are. For example, "joining overhead to land", "request controlled VFR on track Raglan Paeroa 3500 feet", or "request latest METAR Hokitika".

Not all calls fit the 'Four Ws' model.

Some examples: Circuit call – "XYZ downwind". In this example, once you've established initial contact with an air traffic control service, their call sign can be omitted in subsequent related transmissions.

Here, the 'what you want' element is also omitted if your intention is to make a normal landing.

A simple position update while you are operating in an MBZ or GAA would not usually have the 'what you want' component.

Another useful mnemonic for position reporting is, Position - Time - Altitude – Intentions, as applicable.

Grand Sale of Schempp Hirth Gliders



NEW Ventus 3F "Sport" FES. Feb 2021. CoA in NZ as ZK-GBE. Total 1hr 11min. Best of equipment and available immediately from its Auckland base at Drury (normally a two year wait ex SH). PU paint option, CG hook, leather interior and MX green tinted canopy. Oxygen, Trig ADS-B out system, LX Navigation Zeus 5.5", Era 80mm, Joy remote stick, and Eagle Flarm ADS-B. Air Control display for altimeter and radio, Becker RT 6204, BWS bug wipers and Sotec LED warning system. New Aluminium Cobra trailer with SL options, IMI tow gear and rigging aids, full sets of Vertigo hail and hangar covers. This is a truly sad and regretful sale - I am handling this on behalf of the wife and family of Christian Derold. Priced/valued at cost in NZ incl. GST \$416,000.00 . Contact Ross Gaddes 0274789123



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. \$200 000.00. Contact Ross Gaddes 0274789123



Photo by magnaman

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.