

AGC Weekly News

New VNC Charts Available

Russell Thorne

The new 2021 VNC charts are now available from the AIP Shop and other retailers effective 2 Dec 2021.

<https://shop.aeropath.aero/collections/all-visual-navigation-charts/products/c11-c12-vnc-waikato-buller-1-250-000-2-dec-2021>

There are significant airspace changes, so choose carefully to see if the chart meets your needs.

The differences between boundaries are not shown on all resolutions; some charts are ordinary paper while others are reinforced plastic.

Check this table. B Series = 1:500,000 or C Series = 1:250,000.

<https://www.aviation.govt.nz/assets/airspace-and-aerodromes/visual-navigation-chart.pdf>

Membership Update

We welcome tug pilot **Benjamin Duthie-Jung** to the club. **Campbell McIver** has rejoined after a short break – welcome back Campbell.

Russell Jones, Jason Williams and **John Coutts** have changed their member status to that of Associate.

Greg Balle, Bruce Barber, James Godwin, Stacey Hart, Dale Maxwell, Dion Manktelow, Gareth Meredith, Jolyon Reeves, Jason Shields, Uma Tuffnell and **Regan Zander** have all resigned.

Height Bands

Adam Wooley (courtesy Wings & Wheels)



When we first start our cross country flying, it's like stumbling around in a forest hitting trees, and doing our best to stay airborne, often we are

happy to just make it home. As our experience grows and as you'll soon notice, the experienced cross country pilots have a pre-determined course

for all the eventualities that may happen, often this is subconscious. What does this achieve? It reduces mental workload in tougher situations, frees up your focus for efficient flying, and minimizes your decision-making process.

We know that searching for lift down low costs time, adds stress and fatigue to your flight. So it makes good sense to apply different strategies to avoid this eventuality, this process of strategy applies all the time-dependent on your height above ground.

Typically though, you can divide your height band into thirds, which will determine your tactics relative to your experience, the glider's performance, and the weather conditions observed ahead. The beauty of this simple technique is that it frees up valuable headspace for other tasks that arise.

Upper Third

Typically when you're in the upper third of the height band, you're able to stay relatively on track (within 20°), fly towards your target clouds and turn point. In the back of my mind though, I still always try to minimise my time in sink, so link up wisps along the way to the next cloud to extend your glide and chances of finding a good thermal. Another point to note is that it takes time to center a thermal, with less height between you and the cloud above, there is less time to make up the average if you are slow to center, so unless it's a really good climb, I find it better to skip the climbs in the upper third. In this upper third, you can fly at the expected next climb rate MacCready setting. Ingo Renner says, always stop in 10kts

though, regardless of your relative height to the cloudbase!

Middle Third

This for me is my key climbing height band, it allows a long climb, and the length of time to center kind of disappears in a sense. Our flying style should change once in this band though, we should vary our track now up to 30° in order to cover as many lift sources as possible, I often find myself snaking (or S turning) in areas of lift to seek out the core or to extend my glide. In this band I cruise about 2/3's of the expected MacCready setting. If you don't find a climb, press on, if we do, then of course circle to stay clear of trouble and climb back into that comfortable upper third!

Lower Third

In this height band, we need to be more cautious. If you get down the field selection altitude, then large amounts of time can be wasted, which may result in not even being able to make it home at all. So should you need to do an exploratory 360° turn in an area of potential lift, you should do so. Taking a below-average climb for a thousand feet doesn't really hurt your day, but in fact, can greatly help – it changes the picture ahead and gives you that more reach, of course, it also delays that survival mode search! Reduce your cruising speed by around 20-30% to extend your glide. The focus should be to get back into the middle third, which will result in you getting back into that upper third where the view is better and the air cooler!

Stay cool & safe circles.



SF25 Rotax - a nice tug aircraft?

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

Newsletter compiled by Peter Wooley 021 170 2009