

# AGC Weekly News

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## Flying Again! - Weekend Roster

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### Saturday

Tug Pilot: Ben  
 Winch driver: No winching  
 Instructors: Jonathan Cross, Sam Tullett  
 Duty Pilot: Diane Edwards

### Sunday

Tug Pilots: Dion Manktelow  
 Winch driver: Bradley Greer  
 Instructors: Ross Taylor, John Robertson  
 Duty Pilot: Dylan Watson

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## Xmas Camp at Matamata - Indications of Interest

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Christmas Camps at Matamata during December 2021:

The Auckland Gliding Club conducts a **Christmas Camp** between Boxing Day (26th) and the beginning of the Drury Task Week on 1 January 2022, which extends to 8 January 2022.

There are some major advantages for flying from a different airfield with its own MBZ, fitting in with both power traffic and the local gliding club. Matamata is a large, grass airfield from where you can easily reach the Kaimai Range, 6500ft airspace on demand, with good outlanding areas all around.

You may have the chance of wave flying, obtaining a ridge rating, plus achieving various cross-country badge flights. Plus all this can take place with friendly, supportive atmosphere, and in a superb setting.

Gliders do not have to return to Auckland for 1 January, unless they are taking part in Drury task week. Normally the camp ended 6 or 7 January because of the Walsh (power) flying school moving in, but this is not happening this year due

to Covid. The result is that the local club (Piako Gliding Club) will be holding a TWO week camp this year.

The **Youth Glide NZ Organisation** is also conducting a Camp for the period 13-19 December; the days for Auckland participants being 15-17 December possibly extending into the weekend of 18-19. The AGC ASK21 has been assigned to support this Youth Glide Camp and may not return before Christmas, if sufficient interest is demonstrated for Xmas Camp.

This holiday period, the Matamata Soaring Centre is conducting a camp at Matamata from 26 December to the 9 January, there being no Walsh Flying School this period.

**The requirement for continued deployment through to January is that supervisory instructor and student interest is forthcoming to support this initiative and other club aircraft where required.**

Please send your replies to [cfi@glidingauckland.co.nz](mailto:cfi@glidingauckland.co.nz)

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## Congratulations!

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Two of our members, Tristan Harvey-Smith and Georgia Schofield, have just had their claims for Silver Duration (five hours) approved by the GNZ Badge Officer. Well done – this is probably the most “grunty” part of the Silver Badge completed. You will go on to fly many more flights of five hours and much longer, but they will certainly not be boring.

Next up will be your 50km and 1000m gain of height – go for it!



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## The new ATOS Wing

Submitted by Gerard Robertson



<https://www.youtube.com/watch?app=desktop&v=nQcHkbn4e4M&feature=youtu.be&fbclid=IwAR0q0SilfBGQmhSvPXNMFPMVWVZYcUASKLIL125Wgw1xVb5uwvBZYNJLaUA#dialog>

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## The new Birdy

Submitted by Gerard Robertson



<https://www.youtube.com/watch?v=GRkL6ECI7QY>

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## Drury Enterprise Competition

Ross Gaddes

In place of the Smeg week which has been cancelled due to Covid, the idea is to hold an Enterprise-type competition starting on 1 January 2022.

Briefly put, I intend to organize an event that is both friendly and challenging at the same time. It

will probably follow along the lines of a Rally or XC week, but we will ensure there is a competitive air about it. However, one of the main aspects is that it will be focussed on personal achievement and using as much of the best weather as possible. OLC scoring will be the base scoring method with additional goals to

enhance that total. The main objectives are to better ourselves and have some fun. We have an offer of two visitor tow planes and depending on entries, we will source another to complement our own Pawnee CEB.

Ground activity programs are still in planning but it's likely we will grid as per normal.

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## News From the Committee

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Submitted by Gerard Robertson

The committee met this past Wednesday and the following snippets should be of interest to members.

A new President (Gerard Robertson) and Vice-President (Jonathan Ash) were elected.

Ross Gaddes has been co-opted onto the committee, as his Club Captain role is not a committee role.

A vote of thanks to Murray Wardell and Diane Edwards was passed by acclamation for their efforts as President and Secretary respectively.

The decision on the acquisition of a new (second) Duo Discus has been deferred for six months, to allow the fleet plan to be completed and the club to see how the season unfolds.

### Member actions / feedback sought:

The committee had previously agreed to support the Youth Glide Camp at Matamata with the K21 and the Duo (which would have been returning from Omarama, had it not been for lockdown). The committee still wants to support this camp with glider(s), which will run next week (from Wednesday for Aucklanders) including the weekend of 18-19 December. Youth Glide is proving to be a pipeline for new young members, but the committee is also sensitive to the fact that members who've been cooped up in lockdown may need BFRs or dual flights to get their own season started. Please let me know ([President@glidingauckland.co.nz](mailto:President@glidingauckland.co.nz)) by 18h00 Sunday 12 December whether you plan to make a booking for a twin on the weekend of 18-19 December, so that the committee can allocate gliders depending on club member demand. This could mean that a different glider to that you wish to fly may be available, but there would be no worse outcome than denying gliders to Youth Glide, only to find them sitting unused in Auckland.

The usual Christmas Camp at Matamata is also being planned; likely seeing the K21 and perhaps a single there from Boxing Day to 31 December. This camp was a tradition of my youth (Sheila

Alexander taught me how to cook a chicken there some 45 years ago) and is an opportunity for flying along the Kaimais as well as over good fields. It's thus an easy introduction to cross country or simply the pleasure of flying somewhere different. It's not quite a two hour drive from Drury, so you can easily go down and back in the same day (as some of us do in the windy season, for ridge soaring). There is also bunkhouse accommodation available if you wish to stay. Again, please let me know, at [President@glidingauckland.co.nz](mailto:President@glidingauckland.co.nz). Also let me know about Youth Glide and the Christmas Camp at the same time, if possible, please.

**Glider bookings:** a reminder that glider bookings for local days are usually restricted to two hour periods, which may be reduced to one hour if there is demand for that glider (per section 5 of the club's flying rules).

**Charts:** pilots should buy their own charts and carry them with them. Current charts will only be provided for the club two-seaters, while there will also be the charts on the club briefing room wall. I suggest the C6 1:250,000 chart, available from <https://shop.aeropath.aero/>. This year, effective 2 December, there have been some major (beneficial) changes to the airspace south of Matamata, so you need new charts to be able to take advantage of this.

**Airspace files for electronic devices:** these have also been revised and can be downloaded from <https://gliding.co.nz/pilots/pilot-resources/airspace-files/>

In the New Year, the committee will aim to fill the Secretary's position on the committee and possibly another committee member. If you're willing to make that contribution, please let me know (President@...). For your information and encouragement, I am not a fan of long committee meetings and tend to chair meetings based on two principles: ensuring that everyone's voice is heard and there being only one conversation at a time. The first principle can require encouraging someone to listen rather than speak.

**"Jobs to be done" whiteboard:** Some clubs use these as a means of letting people pick their own task, to do in their own time, which seems to work well (for example, Geoff Green and Wayne Thomas have been working away on the paved area outside the briefing room; thank you both). In the New Year, we'll put an electronic equivalent onto the club's Google Drive and send you a link giving you access. It's the same principle, just accessible from wherever you may be.

The **orange cone** at the very northern end of the field marks the spring which can cause that area to be "puggy". As soon as the chain digger is available from the hire depot, Paul Schofield will run some drain pipe from there to the edge of the field.

Regards and the compliments of the season to you all,

Gerard

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## Tropical Cyclone Caution

*Submitted by Simone Falkenhaus*

If you haven't seen already, there is a moderate to high risk of a tropical cyclone forming near northern New Caledonia next week around the 12th or 13th of December.

Current modelling shows the storm/cyclone tracking South East towards upper New Zealand.

Impacts can be expected from Wednesday Night 15/12/21 in Northland, making its way down the upper north island throughout the course of Thursday.

Along with this, wind speeds currently have it with 120kmh+ winds as it strikes upper NZ and 100-120kmh winds by Thursday evening.

Very Heavy Rainfall and flooding is expected across the upper north island, Auckland and into the BOP and Waikato. Taranaki is also looking likely to cop a hit depending on which side of the island it tracks towards.

Northland can expect 60-70mm fall in a three hour period, Auckland, Waikato and BOP could see 40-60mm in a three hour period.

Three individual models have the storm deepen dramatically as it descends on New Zealand, dropping 10 hectopascals in a six hour window.

Models have then central pressure at 972hpa (GFS), 985hpa (ECMWF) and 974hpa (CMS) currently in the models.

Ben at NIWA Weather just informed me if it forms west of 160E longitude, it will get the Australian name (Paddy). If it forms east of 160E, it will get the Fijian name (Cody). RSMC Nadi would hold forecasting responsibilities while it is east of 160E and north of 25S.

Now is the time to start making a plan, arranging for livestock to be shifted to higher ground.

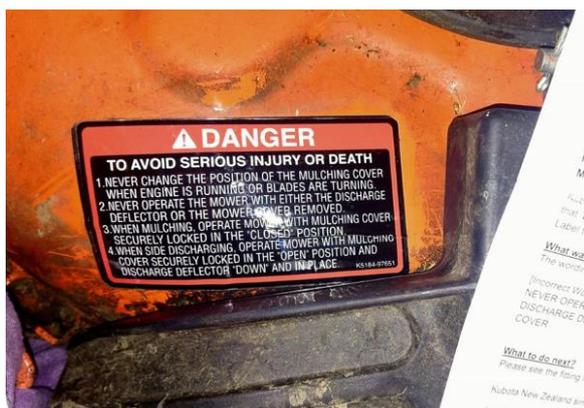
Consider your travelling, making sure things like trampolines or loose items outside are secured or moved indoors. Clean out your gutters, clear any drains you have to allow stormwaters to flow away.

**And secure your glider trailers at Drury!**

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## Important Safety Notice

*From the Club Committee*



**The Kubota tractor has recently had this new "Danger" sign installed."**

**Users of the Kubota tractor should check this sign the next time they use the tractor.**

## Women's World Cup with controversy

Jens Trabolt

Lake Keepit in northern New South Wales hosted the 10th Women's World Championships in the period 3-17 January 2020. A total of 45 pilots from 10 countries participated in the club, standard and 18-meter classes.

Despite a well-organized World Cup, the championship was not without drama: Along the way, 9 countries lodged a complaint that the Australian team had allegedly had access to the championship's internal live tracking data "G-Track", which could be used tactically (potentially a ground team with live data advising a pilot in the air).

It was decided to give a minus of 225 points to all Australian pilots for the 9 day flight. A decision that had dramatic results for the Australian participants. Jo Davis was reduced from 1st to 4th place in the club class, and Lisa Trotter lost 3rd place in the Standard class.

In Nordic Gliding January 2020, we wrote that "the last word is probably not said in the case of live tracking for championships" - and we were absolutely right.

Now the international tribunal - led by Swedish Reno Filla - has handed down its verdict in the case. [\(read full report here\)](#) **All Australian pilots**

**have been completely disqualified.** The tribunal considers their competition results during the Women's World Cup to be invalid because they were obtained under conditions that were not fair.

During the process, the National Australian Aeroclub has complained about the 225-point reduction, while Germany and England have coordinated a unanimous appeal to disqualify all Australian pilots and declare their results in the Women's World Cup invalid.

The tribunal considers having access to live tracking data to be unsportsmanlike and against fair play rules, and the Australian pilots are criticized by the tribunal for not reporting these irregularities to the competition management. However, the tribunal does not recommend FAI to punish the pilots individually. On the other hand, the tribunal considers it appropriate for the FAI to initiate disciplinary proceedings against Australian Team Captain Terry Cubley and Team Coach Matthew Gage for breach of 1.12.5 of the FAI Rules.

When the Australian pilots were penalized with a minus of 225 points, none of them got medals. Thus, the current disqualification of the tribunal does not lead to any redistribution of the medals.

## Weekend Weather Forecast

Hunua

9 December 2021

<b>Friday</b> 10 DEC		Mainly fine. Isolated showers possible in the afternoon and evening. Light winds and sea breezes.	<b>▲ 26°C</b> <b>▼ 16°C</b>
<b>Saturday</b> 11 DEC		Partly cloudy. Isolated showers in the afternoon and evening. Light winds and sea breezes.	<b>▲ 26°C</b> <b>▼ 16°C</b>
<b>Sunday</b> 12 DEC		Mostly cloudy. Scattered showers. Light winds.	<b>▲ 26°C</b> <b>▼ 17°C</b>

The forecasts and warnings contained in this email are current as at 1.45pm today.

To keep up to date with the latest forecasts and warnings, visit [metservice.com](https://www.metservice.com)



Going into the last day at the 2010 WGC I was in the top 10. Ron Tabery and I were flying very well together and our scores proved it. It was pre-start and probably 20 minutes before our thought about start time. I was on the top of the gaggle, let's say 500ft below cloudbase, but I was on top and it was glorious. Ron was right below me and all we needed to do was wait. However, the entire open class was packing into the top of that gaggle. A few left but we were waiting. I did not want to keep doing this for the next 15 minutes. So, I left to find a less occupied thermal. The sky cycled, everyone left and I could not get a climb. Now I was frustrated and there was no lift to climb in. I had gone the opposite direction of the course line so even getting a low start was impossible.

With a way too late a start, I pushed it too far in the turn areas and the day died before I had final glide. That is how leaving the gaggle cost me a top 10 finish.

A previous day at the same WGC, I had gotten behind the gaggle while Ron was with the gaggle

and calling out climbs and locations. I was catching up because the weather was getting weak and most everyone was shifting into survival mode as we all knew we were not going to be landing at home today. I took a different path that lead me to better air and found a climb that was double what they had. Ron made a run for me, we climbed together and got a huge height advantage on the gaggle, when we all met up at the next turn Ron and I were on top of the fast gaggle (ahead of the main group). It was glorious, all of a sudden we were surrounded by pilots with IGC rankings in the single digits (the International Gliding Council ranks pilots based on their performance at contest). With that extra height, Ron won the day.

Sean Franke and I were at the club class WGC in 2014 and we thought we had a good opportunity to ditch. But we failed the key rule to ditching the gaggle. If you ditch the gaggle they better not catch you again. I thought it would be a clean breakaway but the group of clouds was not as reliable as the deviation under the cloudstreet.

The next time we saw the gaggle they were a lot higher than us. It was sad and frustrating. We eventually caught back up with the tail end of the gaggle but we were no longer on the top leading out.

If you just push out of the gaggle trying to make a jump, you can almost count on the gliders behind finding the thermal you missed. Now with FLARM, you can even see them climbing. Then you just make sure you find a better one and all is good. A few gliders can be fast because they can search for more air, center faster, and have more ideas.

Gaggles can also be very inefficient because the climb rate is decreased with everyone getting in each other's way. Centering the thermal takes longer because there is someone in your way.

People have a fear of leading out so they hold back and let the climb rate dwindle to something low.

What I have found is other like-minded pilots will also get frustrated with this and will leave at the appropriate time. Generally, what happens is a few pilots can break away, as the gaggle is less efficient each time the gaggle catches up you are higher in it, eventually breaking free. But this is a multi-hour endeavour. Ideally, perfectly timed to happen before final glide. Or at least you are near the top of the gaggle when it comes to final glide.

Remember Pez D. Spencer, the great sailplane racing pilot - "LLL", Leave Last, and Leech.

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## ***The Good Gliding Club***

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*The following article was penned by a National Chief Flying Instructor, now deceased. Although written in the context of another country at another time, there may nevertheless be some points worth pondering. (Editor)*

Apart from the flying itself, one of the most satisfactory things about good gliding clubs is that rather difficult thing to define called "*club spirit*".

In most clubs it doesn't matter who you are or what you do off the field (except where it's club-useful of course). It's almost a classless society. Apart from the knowledge gained through experience, the newest member should be equal to the longest serving.

There are not many sports which are so individual on the one hand and yet can't be done without the co-operation of others before and after.

Possibly most readers would agree with the above but, is it really as true today as it was? Where private owners outnumber learners and those members who only fly club gliders, an un-stated "class" split can happen. Private owners tend to help each other, sometimes "taking" help from the non-private owner without giving all that much back. Self-launching private owners can, if not careful, become even more detached from the club spirit ideal, as mostly they can operate completely independently.

So, in the larger club there tends to be separation between those only using club gliders, including students, and the others. When half the club doesn't really take much interest in the other half,

safety is compromised. Without the mutual interest, the only link between the two sides is the launch facility (barring self-launchers) and the instructor.

Safety depends very much on instructor attitude and example, with private owner instructors having a slight advantage in that they actually experience both halves. It's not just the CFI's responsibility (because of being CFI), or the more experienced full rated instructors, but every instructor whether on "duty" or not. Good safety practises should not only be directed at students and those flying club gliders but at all members in the air and on the ground, regardless of their experience. Accidents do not just happen to low hour pilots.

Never hesitate to make some comment or take some action regarding a member who may be thought to be compromising his own or other peoples' safety. *Providing this is done discreetly and without causing embarrassment to the recipient, no one should object. If they do, they are obviously not good club members.*

Since this article is directed at instructors, their responsibility has been rather unfairly specificised (new word!) Of course, the responsibility for safety should be shared by all members, not just the instructor. Nobody should ignore what they think to be a potentially unsafe practise. Nobody should just keep quiet when they can see an accident may be about to happen, just because they are unsure or too shy to speak up. Members

should not live just in their own little cocoons ignoring the other half.

Unfortunately, such safety consciousness just doesn't happen like spontaneous combustion and we must return again to the instructor. Safety consciousness needs to be taught along with all the normal exercises, right from the beginning. When you are properly taught, ab initio pilots become experienced private owners themselves, they may remember your teachings and example and be active in what should be a whole club safety programme.

In the beginning there were only single seaters. With a lot of effort, it was possible to achieve about 10 minutes total time in the first three months of learning. This was good value for money then, really, but any organisation that offered that rate of flying nowadays wouldn't last three months. With the advent of dual trainers, things speeded up and the general format of gliding in most countries gelled into today's system. Apart from the USA, there are few professionals, the sport is mostly amateur-run with unpaid voluntary instructors. Probably because of this, gliding, compared to professionally-run power flying with paid staff, remains relatively cheap and still attracts people who want to fly.

It would seem that although the initial attraction is still there, the total world membership is now static. Since most people past a certain stage (about Silver C plus two or three more good cross-country flights) get hooked for life, the losses have to be mainly from members who haven't reached that stage - the newer and less experienced members. Initial turnover has always been high but is now at a rate when clubs need to consider the problem rather more seriously if the sport is to survive.

### **Giving maximum value for money (VFM)**

The usual suggestion is to run recruitment campaigns. In my view this is a total waste of effort. The first priority is to keep the members one already has, by giving maximum value for money (**VFM**). When this is done, the word gets around and there is no need to recruit. The successful clubs have new member waiting lists: has yours?

I believe that most clubs have been complacent in the new era of competing leisure time and particularly with the newer forms of flying activity. For example, who had heard of paragliding a while back? Now it's apparently the fastest growing aviation-related sport. It is apparent that

most gliding clubs haven't kept up with the times and now don't give VFM. The newer members notice this very quickly and leave to try something else. The lack of VFM is the fault of the established club members who, hooked themselves, accept the frustrations, in fact may not even notice them. A private owner who can get a launch when it is soarable is literally above a new member and is not particularly interested - he most emphatically should be. The Committee, often playing power politics in miniature, should devote themselves to the flying well-being of their members. The CFI should ensure that his instructors and Air Experience Pilots (Trial Flights for us) are there to instruct and give air experience flights, not to indulge themselves with free flying to the detriment of the pupil.

The specifics of all this are obvious with a bit of thought. Some of them follow:

### **Air Experience Flights**

Whilst these are essential to attract new members and revenue, they should not take priority over members' flights and numbers should be limited in any one day. Many people on first flights are put off for life by the selfish attitudes of their pilots eg. aerobatics - un-asked for aerobatics are unforgivable of course and they shouldn't necessarily be carried out even if asked for. Many macho first-flighters will request aros because of their "friends", hoping their pilot will refuse. In most cases a first flight should be Lesson 1 & 2 in brief.

### **Most Instructors should instruct regularly**

The quality, and to a certain extent, the standardisation of Instructors contributes greatly to VFM. The newer instructors should have done a course and not just be "Air-experience instructors" who drift into instructing. All Instructors should instruct reasonably regularly. Four hours a year is not enough - think about the difficulty of driving through a busy city on only four hours of driving a year. Deadwood should be politely asked to stop instructing. This is all up to the CFI. He should be solely responsible for flying matters, on a daily basis. Once the method of operation is agreed with the Committee, he should be left to get on with it. Incidentally, committees should hang onto good CFI's like glue: constitutions that force change, for the sake of change, every one or two years are crazy.

### **Think VFM.**

There is no doubt that members who get plenty of flying are happy members. The Paradise GC would have enough gliders and facilities to launch on demand. In SA, with the value of the ZARand,

more gliders are almost out of the question. One can only hope that this will change before all our clubs look like the Ug...an Air Force. Facilities are another matter. A new member understands the flying list system and is mostly happy to wait his turn while helping with the operation (should we change to a booking system?). He is not happy when flying stops for avoidable reasons. For example: Winch failures due to lack of basic maintenance, no fuel, oil or ATF; excessive cable breaks due to reluctance to change an old cable - no launch, no revenue, no VFM. Unserviceable aircraft due to lack of routine maintenance between LS1's. Not carrying basic spares such as tyres and tubes. Cross-country opportunities lost due to unserviceable trailer, no spare wheel,

no de-rigging tools. Using incompetent duty pilots regularly, just because they volunteer and are "nice". "Nice" isn't worth losing 10-20% of the day's launches. Lack of gliders due to excessive time spent on major overhaul, usually with the mistaken notion that it will save the club money.

The list is endless but most of these problems can be avoided by some foresight, **a little more effort** and a relatively small amount of expenditure. An aircraft on the ground is a totally useless object except in a museum. Buy your spares now, they will be more expensive later, if you can still get them. Keep your members now - if you don't give them VFM now, you may not be able to get them later.

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## Gliders for Sale

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**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



**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.



**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 just like to fly a vintage get yourself in most likely the best KA6 in the country. [Emile van der Merwe](#) Phone 021 234 7965 Price **\$6,000.00**