

AGC Weekly News

Weekend Roster

Saturday

Tug Pilot: Dion Manktelow
 Winch driver: No winching
 Instructors: Johnathan Cross, Anton Lawrence
 Duty Pilot: Georgia Schofield

Sunday

Tug Pilots: Wayne Thomas
 Winch driver: Paul Castle or Anton Lawrence
 Instructors: Norm Duke
 Duty Pilot: Frank Excell

Club Flying Authorization

Russell Thorne

Following the demise of the Tow Ticket for formal authorisation of solo flight in club gliders, it is incumbent upon every club pilot to obtain specific authorisation from the Duty Instructor for the use of club gliders.

The pilot shall indicate his intentions for the flight and receive any necessary briefing and conduct the flight within that permission.

If any associated club equipment is required such as a flight recorder, oxygen, tie down or the use of

a club trailer, then such equipment shall be checked for serviceability, including legal roadworthiness for WOF or REGO.

That procedure requires preparation for flight and assumes liability for road police fines or any insurance excess that may be payable.

If such a flight is conducted on any day other than a club day, then the supervising instructor shall be present on the airfield for the duration of the flight.

Membership

We say good bye to John Bongrain who has resigned.

Youth Glide Camp

Please note that AK and DX will stay at Matamata this coming weekend to support the Youth Glide

camp, particularly as they have had such poor weather thus far.

Stand Down After Covid Vaccination

Russell Thorne

As we approach the six month qualification period for booster shots, here is a reminder from CAA about a few days off flying after a Covid 19 vaccination. I am due for the booster at the end of December and I had no adverse reactions from the first two, and keen to get the next jab in regard to the next variant.

CAA says:

Aviation duties should not be undertaken for a minimum of 48 hours after each dose of the

COVID-19 vaccination. This is because side effects, which are generally mild, tend to be more prevalent on day two. This includes pilots, flight crew and flight attendants directly engaged in all forms of commercial and private aviation. It also includes air traffic controllers involved in controlling duties or aircraft maintenance personnel who are required to complete duties involving the ground running, ground taxi or operation of an aircraft.

SS Voyager Competition Drury
1st January to 8th January 2022; \$100 Entry or \$25 per day
Captain's Log: Star Date 2022.1

“Due to the Starship Enterprise being out of action we are going to commission Starship Voyager for the duration of our flying week. As many of you know, SS Voyager has extensive experience in the DELTA Quadrant, is used to overcoming sickness and those wanting to lock her down. She is no stranger to exploring the galaxy with the express reason of seeking out new knowledge while all the time looking the best way to get home with all crew intact. The captain was intent on building a family where the shared knowledge would be harnessed to problem solve, improve performance and most importantly of all, ensure everyone could enjoy the journey.”

Tasking and Scoring Tasks will be mostly OLC based with targets and goals that add to the additional points to the OLC distance. The OLC distance points are 1 point per km. Aboard Voyager we can award prizes for:

- (\$2) water stun gun award for the biggest mishap that stopped them achieving their goal (accidents and H&S breaches don't count)
- A transporter award for the longest retrieve
- Warp speed award for the highest OLC speed
- Best alien impersonation (whether intended or not!)

Mission awards will be based on OLC distance (1 pt/km) plus all week bonus for various standard achievements by landing back and/or passing over (500m radius) friendly alien areas.

- Landing back at Drury (or nominated landing field) – 50 pts
- Passing over a sea coastline (once only per day) – 50pts
- Lake Taupo – 50 pts.
- Another Gliding Club Airfield Scores will not necessarily be cumulative, and a high emphasis will be on personal achievement.

I will also be asking those who are Luke Skywalker types to explain and pass on some of those experiences and skills to those newer or less travelled in our galaxy. You are on my email list as possible entries which is why I am directly asking you if you want to attend – either as a competitor or an assistant. Many of you have already indicated that you are attending. We have some accommodation available in our bunk rooms and also some camping as well. This event is definitely on and is intended to be very laid back, hopefully not too disorganized, but an opportunity to try some Drury style flying and hang out and have some fun. No pressure just safe flying within CAA, AGC and GNZ Rules and Regs.

PLEASE SEND INDICATION AS TO IF YOU CAN ATTEND AND THEN ENTER ON OUR GNZ EVENTS PLATFORM – I NEED NUMBERS SO WE HAVE A QUICK LAUNCH FACILITY

Ross Gaddes +64 27 478 9123
rsgaddes@gmail.com



I suggest the following, at the very least, is requiring attention before your first contest to ease the need to arrive at the grid on day one feeling comfortable about your preparation.

Obtain CFI approval to enter a club aircraft.

The more preparation you do, the better will be the rewards.

Firstly, enter the contest and provide contact details

<https://auckland.glidering.net.nz/events/auckland-soaring-jan-2022>

Make accommodation booking or organise camping.

Obtain and enter the Turnpoint and Airspace files on your GPS Logger.

Drury Turnpoint Files

<https://auckland.glidering.net.nz/cups>

Airspace

<http://msc.glidering.co.nz/files/>

Know how to enter daily Task Files from sheet onto your device or ask an experienced pilot before the contest starts.

Read Contest Rules or Enterprise Concept Document.

Install the Btraced app on your phone from Google Play Store, uses data, but not much.

Your own checklist is better, but at least the following:

Obtain ground and towout stuff for your glider. Battery and chargers, parachute, tiedowns, tail dolly, towbar or rope, sheep tether for glider wingtip, wing dolly, glider cleaning stuff, white electrical tape, scissors or knife, canopy cover.

Essential Personal Stuff - drink bottle, smart phone, sunglasses, sunscreen, hat, suitable clothing, maps.

Day 1

First day tends to be very busy as rigging and Contest Brief takes time, leaving little time for much else.

Daily Routine goes like this - (people will help, but you must be organised);

7-8am clean and DI gliders, batteries etc;

8-8.30am Breakfast and first look at weather, decide about ballast or not.

Obtain your Grid Row number or if open grid, then tow your glider to the grid (tiedown?) (water ballast or not?)

Hook up your trailer to car and put your keys on clubhouse hooks (petrol and maps or instructions? Also check trailer).

10-10.30am Briefing and Task announcement

Eat lunch, last toilet opportunity, check you have water bottle, task sheet, sunglasses, hat, cell phone, map.

Discuss the task plan with others in your class, decide where the best lift will be.

Midday-1pm Launch or maybe delay until the class can remain airborne (LH Turns).

Listen for Start line to open (15mins after last launch in class) or if open start times, get really high and plan to cross the line with somebody else. Make sure you cross the start line correctly.

Note start time and relay to Drury Radio (133.55) within 30 minutes.

Flying

Once over the Bombay Hills, it becomes a safe environment, but decision making is still paramount. Lookout is more important than ever.

Priorities

Stay airborne, fly conservatively, **always think ahead, apply your training**, set your limits, apply the paddock selection techniques.

Firstly, try to get home, but accept that it is probable you will landout more often than not initially.

Navigation and Final glides - know how to apply and interpret the information in front of you.

If it does not work out, what is plan B?

Land, if not at Drury, then txt GPS co-ordinates to Drury Base. Prepare to de-rig then wait on nearest road.

Upload GPS files to scorer as soon as possible after you return to Drury

Drink beer and listen to others tell lies.

Dinner.

Hope this helps, it's a great experience.

Murray Anderson

ANDERSON, Murray John. Died suddenly at home on 9 December 2021. Dearly loved partner of Sheila Alexander for 42 years. Past member and instructor of the Auckland Gliding Club. Member of the Vintage Austin Register (Auckland). You were always generous with your time and wide knowledge to friends and neighbours. Gone too soon. A private cremation has taken place. Donations to St John Ambulance appreciated.

I have just been informed of this - Sheila was also a gliding club member. Murray is the man with the white shirt and beret hat in the attached photo.

Regards,
Russell



From the President

Murray Anderson passing

It was with sadness that we learned of the sudden death of Murray Anderson only a few days ago. Murray was a stalwart of the gliding club when I was a pimply 17 year old. In fact, he was one of my instructors while his partner, Sheila Alexander, taught me how to cook a chicken at Christmas camp one year. Kitted out with a beard, a beret and a pipe, Murray was a formidable-looking figure; someone who contributed a lot to the club. I also still remember watching Sheila undershoot landing on 18 in a Ka-6 in the days when the field was shorter. She ground-looped into a fence; the glider had to be pulled backwards so that the canopy could be opened, as the wire had started sawing through.

Booking system

The system on the AGC website is having some outages. It may be possible to get in via <http://soaringtrack.com/agc/calendar>

Youth Glide camp - AK and DX at Matamata

The committee has agreed that AK and DX will stay at Matamata this weekend. The camp attendees from outside Auckland were going to leave on Friday to allow the Aucklanders another couple of days, but I gather that they are staying, since there's been little flying thus far. AK could be seen on the Kaimais this afternoon.

Christmas Camp

The committee is also deciding whether AK will stay at Matamata for the Christmas camp, which

will start on Boxing Day. An instructor to be in charge is still being sought; Seamus is rightly claiming that his 40 years and more of service to this camp is enough and that another volunteer is needed.

The year ahead

Having only become president very recently, I have some ideas of my own and am lucky enough to have the support of past presidents for testing them. While I'll go into more detail next year, I see the club as broadly having THREE elements, being flight operations, ground operations and club operations. The flight ops side is ably run by the CFI, much of the club ops by the Treasurer and the Secretary. My day job in Air New Zealand was combining regulatory compliance with the organisation of the organisation plus the policies & procedures to achieve them, so it's another perspective I bring (as each new president does).

There are always jobs to be done around the club and, in an effort to make it easier for people to do them in their own time at their own pace, we will create a job list on the club site or Google docs where jobs can be posted and taken up by club members. Working bees are good for team efforts, but there are an awful lot of jobs that just need one person being able to dedicate some time; making it easy for people to take on jobs this way will hopefully spread the load beyond those who faithfully and repeatedly contribute.

Covid

Covid has been the big challenge of the last couple of years for all of us. The committee set out a vaccination policy which, while it has cost us about three members, is one we stand by in the interests of the safety of members - particularly instructors, who have the air from the front seat flowing over them. Time will tell whether other equally safe approaches may be available for consideration, as none of us want to be exclusive.

If you can, come fly in the Task Week which Ross is organising (helpers needed; please contact

Ross Gaddes if you can help). There should be two twins flying, so work in with others who want to fly and get a safe, easy taste of cross-country flying when trying to achieve a task.

In the spirit of Christmas, thank you all for being part of the club. We're all here to safely share the freedom of the sky; let's keep working together so that we can do this.




Merry Christmas,
Gerard

Weekend Weather

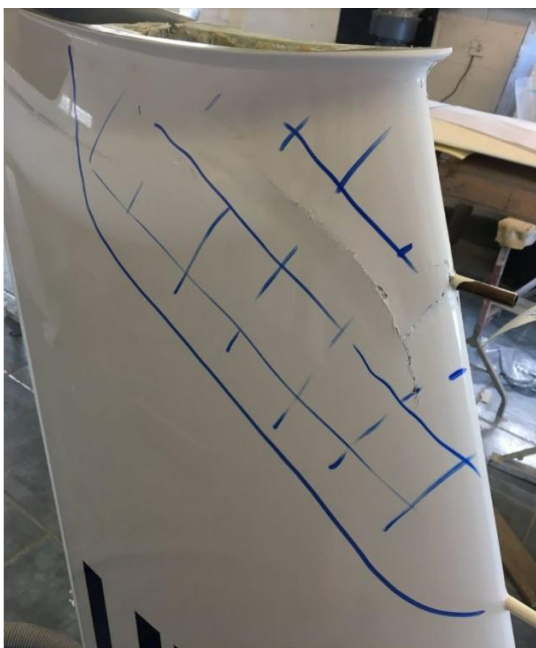
Submitted by Gerard Robertson

Hunua

16 December 2021

Friday 17 DEC		Cloudy periods. A few showers, becoming isolated in the afternoon. Southwesterlies.	▲ 22°C ▼ 15°C
Saturday 18 DEC		Cloudy periods. Southwesterlies.	▲ 22°C ▼ 13°C
Sunday 19 DEC		Areas of morning and evening cloud, otherwise fine. Southwesterlies dying out.	▲ 23°C ▼ 12°C

Unhappy Day... Secure the glider properly in the trailer



This photo from down south is a reminder for all who drive with a glider trailer this summer. This is what may happen if the glider is not secure in the trailer or you go too fast over bumpy paddocks or roads, there is more damage done to gliders in the trailer, than in the air. Please take care, check all is well before you drive.

AK at Youthglide, Matamata



