

AGC Weekly News

Flying Again! - Weekend Roster

Saturday

Tug Pilot: Ben Duthie-Jung
 Winch driver: Keith Annabell
 Instructors: Russell Thorne, Nigel McPhee
 Duty Pilot: AJ Dudley

Sunday

Tug Pilots: Ron Burr
 Winch driver: Grahame Player
 Instructors: Norm Duke, Graham Cochrane
 Duty Pilot: Allen Pendergrast

4-5 December is another Winch Weekend!

This weekend Grahame Player will present another of his special Winch Weekends, so why not come and joint the other pilots by taking a

winch launch (or two). Not winch rated yet? This is an excellent time to get some dual instruction and become winch rated.

New Airspace Files now published

Russell Thorne, CFI

New airspace files dated 2 Dec 2021 have been released on behalf of GNZ and which are now operative. There are no plans to publish separate files for Permanent (Club) and Temporary (Competition) purposes, so an increased understanding of applicability is required by pilots. As always, some GAA's are available upon Notification (eg. Waerenga) and an increased number require ATC approval (eg. Miranda). Airspace boundaries above Drury airfield are unchanged.

<https://gliding.co.nz/pilots/pilot-resources/airspace-files/>

The Auckland border remains closed for cross country flying until 15th December. Until then, local pilots should be mindful of two close by GAA's which incorporate changes being Waerenga and Miranda GAA's.

Take particular note of how the various classes of airspace are depicted in the file via the website table which is attached and how they are treated on your device. The requirement to carry up to date charts is unchanged.

NZ Airspace type	Open Air Format
CTA C	C
CTA D	D
LFZ	Omitted
PLA	E
R	R
VRP	Omitted
VHZ	Q
CFZ	B
CTR	CTR
D	Q
GAA	W
MBZ	A
MOA	P
QNH	Omitted
T	W
OCA	Omitted
GAA Temporary	F
R Temporary	O

Your First Contest? Then Read This



Ctrl+Click to follow the link to this useful article.

<https://chessintheair.com/are-you-thinking-about-flying-a-contest-how-to-prepare/>

Dolphin Soaring

Adam Woolley -Courtesy Wings & Wheels



I always remember my father telling me, “Adam, you only lose time (and points or distance) when you stop to thermal”, he naturally gave me many other tips in my soaring career, but let's stick to this one today. Stopping to thermal in each thermal you find, or more often than you should at the very least certainly chinks up the time, while not covering any distance at all. It is clear to me why all the top pilots hate stopping in thermals, instead choosing to extract as much energy out of the sky while in the cruise.

Linking Energy Together

You'll often hear the pilot tell their story of the day after achieving 130kph plus, “I just didn't feel the need to stop and thermal today”. What do these pilots have in common? They are able to identify these highways in the sky, linking energy together, streets as they're commonly called. So how do we recognise them and how do we fly them?

Streeting & Convergence

There are a number of reasons why thermals can align; streeting is by far the most common one heard of and seen, convergence lines are another one too. You can identify the likelihood of these two by pre-flight preparation with SkySight, alternatively by knowing the wind direction, typically you get streeting at least when there is more than 10kts of wind at ground level. Streeting is easier to fly when marked by CU, but it's also there when flying the blue too – which is a useful skill in itself to master!

Listen to the Glider

We should try to align our flight or leg to be in line with the wind. Try to pay particular attention to the feel of the glider, fly relaxed, let the glider fly into the most buoyant part of the street. What do we do if the left-wing rises? We should listen to the glider and turn into that rising wing, if it goes up again, keep moving towards it, soon you'll feel the nose going up, you're entering the area of best lift. Either stop to climb if it's an above-average climb, or keep listening to the feel of the glider and continue ahead repeating the process. The great thing about this is that your achieved LD will be greater than the best glide speed, and at a much higher speed too!

True Airspeed

On streeting days where I don't have to stop so often, I try to stay higher to take advantage of the true airspeed. At 10,000' while doing 90kts, I can achieve 195kph over the ground, extend this for a long time, the speed clocks up nicely and very quickly. Likewise, for an extended 70kt glide at the mid altitudes, we are still averaging 140kph plus!

That last sentence was important too, it's not always about high altitude and fast-flying, quite often we are forced to fly on lower and slower days too. The good thing is that it's all relative, extend your glides by linking up the energy, listening to the glider, this can really see you extend away from the rest. On these sorts of days I'm happier to deviate more, to ensure I can both stay high, but also to sample as many thermals as possible. If you've done a super-long glide, then it's ok to stop in a slightly weaker climb to stay in the better working band, the same can be said for taking a climb to get out of a low spot, make the deviation, climb in the guaranteed climb, then keep cruising with minimal time wasted.

Happy dolphining!

Weekend Weather

Submitted by Gerard Robertson

Hunua

2 December 2021

Friday 3 DEC		Partly cloudy. One or two showers in the afternoon and evening. Easterlies.	▲ 25°C ▼ 17°C
Saturday 4 DEC		Partly cloudy. The odd shower. Northeasterlies.	▲ 24°C ▼ 18°C
Sunday 5 DEC		Partly cloudy. A few showers. Northeasterlies.	▲ 24°C ▼ 17°C

Gliders for Sale



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



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.

Newsletter compiled by Peter Wooley 021 170 2009