

AGC Weekly News

Weekend Roster

Saturday

Tug Pilots: Dion Manktelow, Fletcher McKenzie
Instructors: Jonathon Cross, Graham Cochrane
Duty Pilot: Peter Wooley

Sunday

Tug Pilots: Ron Burr, Brett Nicholls
Instructors: Norm Duke, John Robertson
Duty Pilot: Volunteer

Landing Out and Ridge Flying

Submitted by Gerard



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



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Introduction

I thought that there may be some interest in our latest trip south in the little Dimona, so the following is a short description of the flight. It is a bit different than the pure soaring stories but it still relates to a specific kind of activity under the New Zealand Gliding umbrella. I am biased of course, but I reckon touring motor gliders are just sooo cool. On one hand you can push them out and bugger off to the coast, engine off soar along the western cliffs while annoying the hang gliders, or again engine off going up at 10Kts in a real strong thermal around the Hotel De Vin. On the other hand, you can also cruise around New Zealand controlled VFR if that's your thing. Being a bit of an individualist, what I really like, is that you are not dependent on towplanes winches or people to get into the air.

The basic reason going south was to check out our new grandson in Christchurch. Pat did not want to fly commercially because of Covid, so Air Dimona was the next logical choice. Also, this was the first cross country trip after the ADS-B installation, so I was interested to see what it was like to use. The installation is the standard TRIG glider package from Ross at Sailplane Services.



Drury to Rangiora and Timaru

After filing a SAR watch with airways and getting a specific transponder code, we left Drury on Monday 21 February before lunch, with about 76 litres of fuel on board, heading South. Once established on track, I called Christchurch Information to check if we were figuring on their radar. It seemed a bit strange that the controller had to check with Auckland Approach to confirm this, but yes, we were there. Passing West of Hamilton airspace at around 4000, on to Te Kuiti and Taumarunui, we climbed to 6500 feet, which

is the south bound VFR cruising level. At the National Park, called Ohakea Approach to request controlled VFR from Papanui Junction (a reporting point just outside Ohakea) direct to Masterton. This was approved. I use Airnav Pro for navigation as it's great to have the actual "going to" track presentation. The Dimona is quite sensitive in pitch so you have to focus on maintaining a constant altitude, especially when flying controlled VFR. We did get a track change mid-way, requesting us to remain clear of IFR traffic. Once clear of Ohakea we descended on track to Masterton (2 hours 37 minutes).

Back in the air after half an hour, and heading south again, we climbed to 2500 feet and cruised past just west of Papawai. I gave them a call and had one response. Crossing the coast at Lake Ferry, we continued out to sea to the start of the 15NM arc around Wellington and pointed towards the South Island. Climbing first to 4500 feet to the east of Cape Campbell, then to 5500 feet South East of Cape Campbell, we climbed finally to 6500 and headed direct to Kaikoura. We were out to sea for quite a while, which proved uneventful and quite smooth, at times over much lower cloud. Pat had her favorite lawn mowing hat on plonked over the top of the headphones and just south of Cheviot, as she was leaning forward, suddenly there was a sort of whoosh and the hat disappeared out the side sliding vent. We did discuss the merits of going back to find it but decided it wasn't such a good idea. We then descended under the various control zones north of Christchurch and landed at Rangiora two hours and 15 minutes after departing Masterton.



There followed a few days checking out our little Grandson Jack, which was just great, as well as meeting up with other friends. Finally, on 25

February, we set off from Rangiora to Timaru for a couple of nights. That trip took an hour and four minutes. I did check out the old home town of Coalgate and the strip at Rangitata Island, but overall visibility was a bit low due to stubble fires.

Timaru to Drury



Leaving Timaru on the morning of February 26, the weather was not the best, with Southerly winds and lots of low cloud. So, it was a low-level trip back to Rangiora. This return trip took one hour and 12 minutes. There we met son Nick and his wife Airi, plus young Jack, before routing on to Omaka. On the Rangiora-Timaru-Rangiora flights I didn't file SAR watch, but did from Rangiora to Drury. The low cloud remained so kept us around 2500 feet heading north. I was able to fly from Kekerengu (north of Kaikoura) in an arc to the Taylor Pass, then a clearance from Woodbourne was provided to enter the zone via the Taylor dam to Omaka.



After a meeting with a very good friend at Omaka, it was on again to Centennial Park (Taupo).

We were cleared from Omaka direct to the Wairau Bar, not above 1500 feet. I had hoped for a controlled VFR Climb to 7500 feet but the low

cloud persisted, so we had to remain around 1500 feet across the strait. Then still out to sea, passing over the eastern side of Kapiti Island to Otaki Beach. From there it was north to the Whangaehu river mouth, then climbing controlled VFR to 5500 feet past the western side of Mount Ruapehu, to Centennial Park. The flight time from Omaka to Centennial Park was two hours and 23 minutes. After checking out Pat's sisters new kitchen in Taupo, we headed north to Drury. Passing Tokoroa and then through all those tricky CFZ's, getting close to Drury there appeared a big black, wet looking cloud right above the airfield. So it was a relatively low visibility, darkish approach into 18 Drury.



The flight time from Centennial Park to Drury was one hour and 16 minutes. Fuel burn was 13.5L/hr.

So that is it and it all went well. I did have a discussion with the Whanganui Unicom manager, as I did pass through some of his airspace unintentionally, but apart from that all good. The Dimona cruised along like a little sewing machine. The ADS-B system was great, though I did have a little concern that Christchurch Information did not seem to have access to its received data. Obviously, there was no problem with Ohakea and I guess Wellington and Christchurch Approach as well. Overall, the main feature was that once established on a controlled VFR route,

there was no need to talk to anybody as all your position information was continuously available. You just need to be careful to get the SAR times correct (UTC remember) and of course to cancel the SAR watch when approaching the final landing point.

practice they are using Flight Radar 24 to keep track of local aircraft, and in fact seems they can provide a better information service low level than airways. During this flight, Pat had flight Radar 24 operating when we were in Cell range so had a sort of ADS-B in and out. Also, our children in Wales (UK), Australia and our youngest son in Christchurch were all following Pat and I. No doubt keeping tabs on their inheritance!



Of interest, Ardmore and Whanganui (and I guess Paraparaumu) are Unicom, which means they are manned during normal working hours but are not connected to any Airways systems. In

Gerard's Weekend Weather Forecast

Hunua

10 March 2022

Friday 11 MAR	 Partly cloudy. Northeasterlies.	<div style="background-color: #e61e2e; color: white; padding: 5px;">▲ 25°C</div> <div style="background-color: #2e75b6; color: white; padding: 5px;">▼ 13°C</div>
Saturday 12 MAR	 Mainly fine. Light winds.	<div style="background-color: #e61e2e; color: white; padding: 5px;">▲ 26°C</div> <div style="background-color: #2e75b6; color: white; padding: 5px;">▼ 14°C</div>
Sunday 13 MAR	 Fine. Southerly breezes.	<div style="background-color: #e61e2e; color: white; padding: 5px;">▲ 28°C</div> <div style="background-color: #2e75b6; color: white; padding: 5px;">▼ 14°C</div>

Membership News

Chris Blomfield has returned after a break and will resume tugging some time in the future.

Mind Rehearsal for Gliding

By Adam Woolley (courtesy Wings & N Wheels)



It's all in the head, how many times have we heard that before? If we ask the top pilots or anyone seriously in any sport, often that's the response, that they think that winning almost exclusively comes from the head. This can be misinterpreted though, it's not intellect that I'm talking about, so if you're like me and not that smart, don't throw in the towel just yet! Being smart only plays a minor role, what usually matters is a clear goal and a burning desire to achieve it, followed by sports psychology, mental training, or rehearsal. The result is being able to fly the process of a good flight, being able to cope with adversity and success all in the one flight, after all, this sport of ours, once in the sky, is partly mental.

Everyday Flying

Mental rehearsal can be applied to gliding too, whether it be for your first, hand-flown circuit after an instructor's briefing, flying your first 50km for silver, or racing a full flight at the World Championships, this is applicable to you. As an example, winners of each day's racing often have

already flown the flight in their head already – before even setting foot into their glider. They often report in their winner's speech the following day, was that it was seemingly harmonious and effortless. They made a thorough pre-flight preparation, looking for all the challenges that may be presented, reviewed satellite pictures of the turn-points, rainfall data of the previous day, looked for difficult terrain to navigate around or fly slowly over, the best time of the day to start or fly in, etc.

On the Ground

Mental rehearsal can happen at any point of the day during our busy lives, a perfect example is walking down the street during our lunch break or driving between two points. We look up and often find ourselves dreaming of gliding when doing all tasks that don't include gliding – or is that just me?! We can look at an individual cumulus or wisp, is it just forming, at its peak, or decaying? Look at it again in 5 minutes, did you get it right? If so, or if not, ask yourself why and try to lock the lesson in? Can you see a sky full of CU? The

road you're on is the direction of the task, imagine your leg 100km into the distance, how would you get to the point the fastest, what would be your target cloud, what climb strength would be under each cloud, what speed would you be aiming to fly at, what will be the challenges and how will you avoid those sections?

Contest Preparation

Mental rehearsal doesn't stop there and is limitless in all reality. A friend of mine in Germany won the UK JWGC in 2005 by not flying a glider for 13 months prior to the practice week, in fact, he was almost kicked off the team. How did he win? He told me that he sat in bed for one hour before sleeping each night and practiced all the facets of our sport, imagining selecting and

entering thermals, imagining putting on the parachute and doing pre-flight checks, imagining final glides, low saves, programming his flight computer, making his inbound calls, you name it, he practiced it – which paid for itself in weight of gold!!

Success to Flight

Mental rehearsal is a key point to the success of any flight, the more you practice it, the easier it gets in real life and the better you'll cope with the situation when it next arises. You will feel at ease because you'll feel like you've been there before. The result is almost automatic, implementation of all the right responses through well-established neuro-muscular pathways – happy mental rehearsals, take every opportunity!

Motorglider share for sale:



(file photo)

Share for sale in Grob G109 (ZK-GOC). Touring type motor glider in excellent condition. Upgraded with Limbach L 2400, so has much better take off performance than the standard G109. Contact Russell Jones on 021 180 5544 or email russell.jones@orcon.net.nz
