

AGC Weekly News

26-27 March 2022

Weekend Roster

Saturday

Tug Pilots: TBA, Wayne Thomas
Instructors: David Moody, Graham Cochrane
Duty Pilot: Allen Pendergrast

Sunday

Tug Pilots: Pat Driessen, Ben Duthie-Jung
Instructors: Norm Duke, Sam Tullett
Duty Pilot: Damien Smart

Matamata Soaring Club Competition and Grand Prix

Report by Gerard Robertson

Mid-March saw several AGC pilots at the MSC Comp & Grand Prix race, held at Waharoa. Apart from rain on the Sunday after practice day, tasks were set on 6 successive sunny days. There were 3 groups of gliders, the GP class being divided in two to avoid start line congestion.

Grand Prix races are like yacht races: there's a countdown and a starter's gun. Once the race has started, whoever is in front is winning. The start line limits of 3,500' and 80 kts were not easy to manage, as most struggled to get across the line at the right time, with the most height and speed. Some of us discovered to our chagrin that not only was this difficult to do, but that the speed measured was ground speed, not airspeed, so that the friendly tailwind actually took us over 80 kt. and gave us a time penalty.

Those still on the ground were able to enjoy watching the GP class chase one another around the course. There were days when going along the Kaimais was quicker, others when going up the valley was the better choice.

The Sports class for older or smaller gliders like John Tullett's lovely K-6, a DG-100 and Georgia in the PW-5. The GP class contained more modern gliders, many from the Schempp-Hirth stable, including the club's Duo flown by Sam Tullett and John Robertson, Ross and Gerard in Ventii (what's the plural of Ventus?), David Moody in his lovely SZD-55.

As the weather was generally better to the north until last Saturday, tasks didn't go too far to the south (no further than Arapuni or Wharepapa South). The final task, on a day when some of us were expecting to pack up early and head home, went to Mokai (northwest of Kinloch). I started

this task with some trepidation, as the ground rises to the south (Lake Taupo is at 1,330' while the terrain at Mokai is about 1,800'). I have one of my infoboxes in XCSOAR showing height above ground level, which is both more useful and more worrying than mere QNH. However, I did get a nice view of the lake.

As is often the case, the day was a cracker! Get high and stay high was a good approach. I chased the Duos over the start line and was rewarded by the sight of long wings bent up by speed as they left me in their dust. Mokai is half familiar to me, from my early career as a geothermal engineer, so I was able to look down on the small power station there.

The most enduring memory for me was the big black shelf we met going north to Hikutaia last Friday. It looked like an impenetrable barrier and the radio was filled with expressions of dismay. However, I climbed to 4,500' in a sunny patch just before the gloom and actually found gentle lift all the way under it, staying up near cloudbase. A quick squirt out to the Hikutaia turnpoint and then back along the same XCSOAR track heading for the KFC sheds, on the hills to the east of Putaruru. The clouds were so good that I managed to get from Te Aroha to just 10km north of the KFC sheds simply by pulling up under clouds - about 50km without circling!

So how did we do? Sam and John won Group 1 of the GP class (Steven Care of Piako won Group 2), with Ross doing well some days, while Georgia cleaned up in the Sports class. David was mid-pack, I was mostly back of the pack, but having fun. Some photos follow on the following page.



Sam Tullett and John Robertson next to YL (Bob Gray) crossing the start line on the final day



Steve Care, Norm Duke with John Robertson and Sam Tullett - joint winners in the GP class (run in two groups)



Norm Duke presents Georgia Schofield with the winner's trophy for the Sports Class



Iggy Wood and Contest Director, Norm Duke

Jobs needing willing hands

Gerard Robertson

With the days drawing in and soaring possibilities reducing, there may be more time for members to contribute to the running of the club by taking on specific tasks.

This list, short at the moment, is intended to allow members who can't make the dates of working bees and aren't already involved with club operations to volunteer to take on a task which can be completed to their schedule.

It is planned to make this a regular feature of the newsletter, to get jobs done and promote club members' involvement.

Club trailers - several of these were (carefully) pressure-washed using a water blaster late last year. Warm weather and rain is already promoting the growth of mould and grunge, while LW's trailer missed out on the love and is quite grubby.

The task (which could be shared) is to clean the trailers and then polish them. Your president has

both the water blaster and polisher should you need them. It took me about an hour to wash each trailer (ok, AK's trailer needed a step ladder and more time), so I anticipate about the same time would be needed to apply polish.

Please get in touch if you're able to help.
bungeegerard@gmail.com

Clubhouse renovations - the committee is considering a proposal to reshape the front of the clubhouse by adding bifold doors. Concurrently, the wood burner would be removed and replaced by a heat pump.

Willing hands working under supervision will be needed to make this happen at an affordable cost to the club. More details will follow once the committee has made its decision.

Glider care - some clubs have their members polish and wax glider wings over winter. I'll talk with Ross Gaddes about the practicality of doing this.

Nordic Gliding Newsletter

This one from Gerard: If one uses the **translate** feature in Google Chrome, these articles can be read in English.

<https://nordicgliding.com/jeg-er-ikke-perfekt-men-jeg-ved-det/>

See what happens to a glider in a water landing.

To translate, it's the button here with a "G" in it.



From the Pilot's Seat – the Matamata Soaring Centre Competition

Georgia Schofield

Yet again the weather gods were happy with us at Matamata and we got a full week of flying in. I was entered into the Sports Class competing against three other pilots flying a PW5, DG100 and K6. Most days we launched after the Grand Prix classes. When we were in our prestart, it was amazing to sit in a thermal near to their start line, watching the gliders all start at once.

For Sports class, we had slightly shorter AAT courses, ranging a centre distance of 100km to 160km. The first three days were blueish and tricky but with nice high thermals. I was able to fly smart and deep into my AAT's and came away with the first three wins. The following two days had nice looking cu flying, but much lower bases. I made some mistakes by not adhering strictly to my height bands, but getting in where the thermals were working best. Lower down the lift was very narrow and difficult to centre. I used a method suggested to me by Bob Henderson – that of "chandelling" the lift like it was rotor. This technique most definitely got me out of one near-certain landout. I struggled through these days,

ending up third on both of them. Not landing out meant I kept the points very close.

The final day of flying was simple - a single AAT turn circle and two-hour task – this is, fly out for an hour and fly back for an hour. We went deep over Wharepapa South and it gave me a whole new respect for that tiger country - I kept to very strict height bands and spent a lot of time paddock scanning. I flew very conservatively as final days can be when one gets tired and makes mistakes. This time around I made it back to the airfield after the finish line - unlike the final day of nationals when I landed out after finishing.

In closing, I'd like to thank my dad, Paul Schofield, for coming down and crewing for me. I think he was very happy that I didn't give him any work to do this week. Also the event organisers Norm, Bob, Dave, Tim, Bob and their crew of awesome volunteers - especially Iggy.

Congrats to Sam and John, aka the Flatland Cowboys, for taking out their class in the GP!



Approaching the Firth of Thames



An excellent dust devil



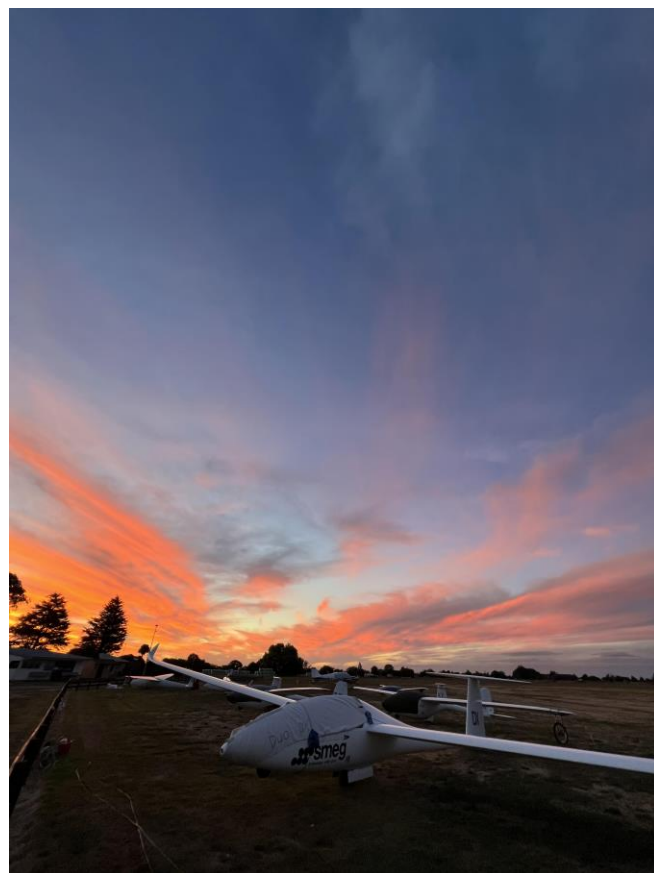
Firth of Thames



After flying



Fatman landing



End of a superb day!

Membership change

Tug pilot Shaun McCarthy has resigned and moved to Australia.

Lost

This suction cup ram mount for a mobile phone. I left some items in the caravan (keys, phone, charge bank and ram mount) whilst flying at Drury on the 27/02/22. When I landed the day had already been packed up. While most of my items were still in the caravan but my ram mount was missing. Has anyone seen it? If so, please contact Georgia Schofield ASAP on 0226288187












Wanted

Drury hangar space wanted. Contact Peter Himmel on 0210768805 or himlp@xtra.co.nz

Gerard's Weekend Weather

Hunua

24 March 2022

Friday 25 MAR	 Cloudy periods. Strong southwesterlies, easing in the evening.	 23°C  13°C
Saturday 26 MAR	 Fine. Southwesterlies.	 23°C  10°C
Sunday 27 MAR	 Mainly fine. Southerly breezes.	 23°C  11°C

Found

There are numerous items of clothing, along with some shoes and keys, which have been left in the clubhouse. If any of this is yours, please retrieve ASAP, as it will otherwise go to a charity shop.



For Sale



(file photo)

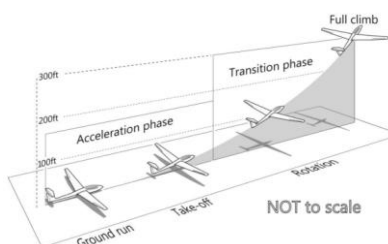
Share for sale in Grob G109 (ZK-GOC). Touring type motor glider in excellent condition. Upgraded with Limbach L 2400, so has much better take off performance than the standard G109. Contact Russell Jones on 021 180 5544 or email russell.jones@orcon.net.nz

Winching on Sunday!

Grahame Player

I am going to try & have a Winching Day this coming Sunday 27 March, weather permitting. This will be important for the threemembers

currently undertaking driver training, as well those who wish to receive training towards a winch rating.



The Point of No Return

Flying your first Cross-country

Adam Woolley (courtesy Wings & Wheels)



It's really great that you're starting to think about 'stretching your legs' across country, it's an exciting and sometimes daunting time because the 'What if I don't make it back?' thoughts start creeping into our head. I found this especially true, until the day I did my first solo off-field landing into a paddock, I then realized, it's not as scary or daunting as I first thought, it's actually kind of fun, an adventure. I digress, what I wanted to say was, it's not easy for a new pilot to set a task that allows them to fly the maximum distance possible for the day, but still allow a safe and timely return to the home airfield at the same time. Naturally, if you get the task wrong or continue on task without a plan, with the collapse of the thermal activity at the end of the day, it may or may not, force you into an off-field landing situation...

XC Preflight Planning

You've just planned your first 300 or 500km flight, it's a long way as we all know. You've done your pre-flight weather and task planning using SkySight, you've spoken to fellow pilots regarding their best local advice. The pilot should also aim to add some time stamps or checkpoints along the route, basically establishing a decision point, can I continue from here? You can see where

this is leading I'm sure, it's ensuring that you have a realistic chance to make it home for the day...

Estimate Speeds

So, what do we need to consider to make your day plan work? With your task planning above and speaking to a fellow XC pilot, you need to determine realistic estimates of average speeds that can be achieved from each point, this is based on the conditions expected, wind, climb strengths, and time of the day. Finally, when do you expect the thermic conditions to end for the day?

Okay to Abandon the Task

Don't feel dismayed that you had to abandon though, you have achieved a lot for the day already and you still have lots to gain on the way home, use the opportunity to learn even more. Some simple ideas are to practice: a real final glide home, try to see if you can beat your planned time to be home, perhaps when you get home – see how long you can stay up to practice your really weak thermal skills for an endurance day in the future, etc

Extend those legs, but make good decisions along the way, take your time