

# AGC Weekly News

## Weekend Roster

### Saturday

Tug Pilots: Andy Campbell, Brett Nicholls  
 Instructors: Paul O'Neill-Gregory, Sam Tullett  
 Duty Pilot: Dylan Watson

### Sunday

Tug Pilots: Ron Burr, Fletcher McKenzie  
 Instructors: Russell Thorne, John Robertson  
 Duty Pilot: Frank Excell

## Gliding in Australia

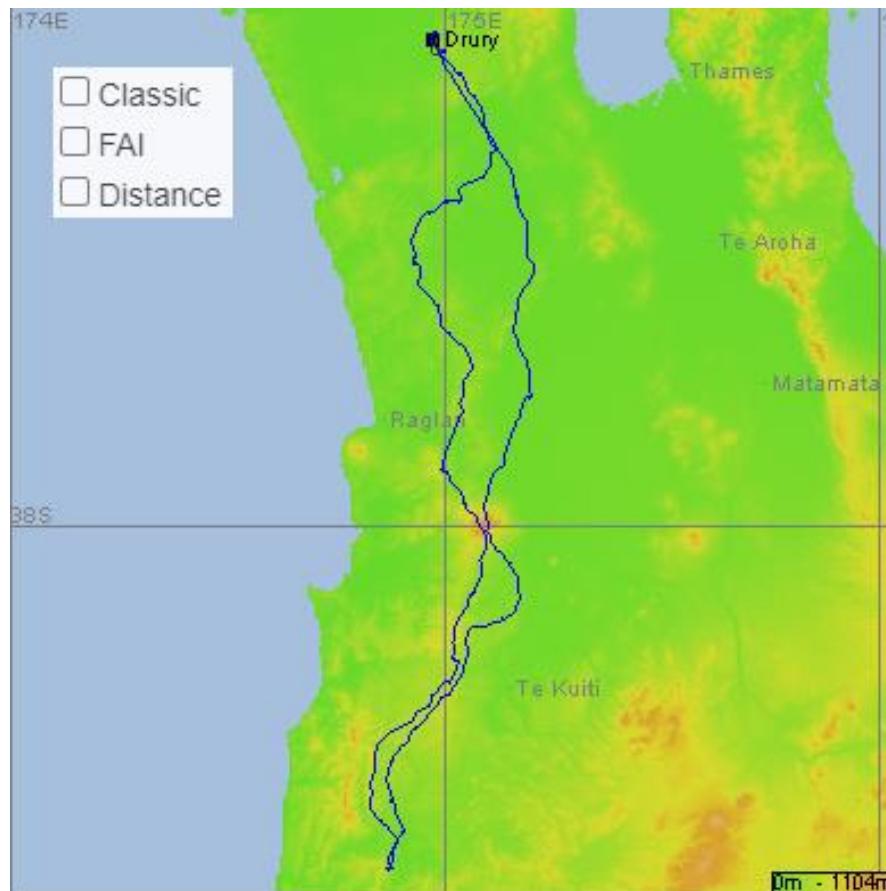
*Submitted by Gerard*



Definitely worth watching (Ed.).

<https://www.youtube.com/watch?v=fWLWdCCpl3>

## Drury Flight of the Week



364km at 100.9kph – Patrick Driessen on 31-March.



The genesis of this article was an email question, sent in by a new XC pilot to an XC program panel where I was a mentor. The writer wanted to know if his club's new acquisition of a higher performance single place glider might mean that newer XC pilots like him could participate in a Regional contest with a plan for "airport hopping" on tasks and thus avoid the challenge of off-airport landings. My response to him is set forth below - but expanded a little bit...

### Safe Landing Option in Range

Part of learning to fly contests and cross country in gliders is changing the way that you think about airport landings. What becomes more important than "airport hopping" is the idea of "keeping a safe landing option in range". In my experience (and in my analysis of hundreds of glider accidents) there is no added safety factor by sticking to airports as opposed to just keeping a safe glide to large farm fields or meadows - of which there are very many in the contest area you might fly. There is nothing unsafe about a well-planned and professionally executed off-airport landing. It is merely "inconvenient." In fact, I have had some nasty surprises landing away at some private airports and at least one recent instance where I was navigating to an "airport", saw that it was unlandable, and backtracked to a successful landing in a farm field that I had passed on the way.

### Cross-Country Landing Accidents

XC landing accidents happen when the landing is rushed, poorly planned, done in high wind, or

delayed by thermalling low. Those factors are not impacted by having a paved runway or a windsock underneath you. The most common mistake is "crowding" the field or - even worse - circling right over it without altitude for a real landing pattern. As Reichmann explained, "Those who make a continuous 180-degree turn rather than a square pattern lose sight of the field and stand a good chance of turning in either too soon or too late; in either case, since one is heading back the way one came, the effect of the mistake is doubled. This is one of the most common causes of damage in off-field landings." [Cross-Country Soaring, 1978, pg. 51] Stated differently, if you can't continuously see the field you are landing in - you are depending on luck and not using planning or judgment.

### The Last 10 Miles

Part of contest and XC preparation is learning where the good safe fields are and getting them into your private database and into your head. It's particularly important to know your options in the last 10 miles (from all directions) to the "home" airport. That's where you are most likely to need a landout option. It's a huge relief having a good farm field (that you recently looked at from the ground) in the database (and in your mind) so that you can measure your progress to both the home field and that landout option. Last season flying with a friend, I got low returning to my home field on a tricky day and watched my final glide margins just evaporate. I simply adjusted my track to pass near a local farm pasture (which I had previously visited, knew well, and had previously

mentally rehearsed landing at) and landed out there - just 5 km west of the airport. No big deal and we had the glider in the trailer and back at the club within an hour. You should be prepared to do the same thing at a contest and it will go fine. On the other hand, it's very uncomfortable when you are mentally scrambling to come up with options while low in the last 10 miles.

### High Performance Same Risk

Increased performance does not translate into increased safety margins or reduced risk of landouts. A pilot who steps up to a better performing glider does not use the increased performance to have higher margins at the end of the glide - they use the increased performance to begin their final glide earlier while expecting the same ending margins they are used to. Accident theorists call this concept "risk homeostasis" and it explains that people tend to adjust their behavior to maintain the same level of what they perceive as an acceptable risk. As you change the performance of your sailplane, the thing you should be thinking about is "How easily can I get this machine into a small field?" - and not, "Will a

few more L/D points avoid a landout?" - because it won't.

### Motorgliders

Similarly, motor glider pilots ( both sustainer and self-launch) sometimes think the motor will prevent a landout - and indeed it does do that - sometimes. But, part of that bargain is increased cost, increased complexity, and a need for even greater planning, organization, and procedure discipline when low - yet coupled with surprise and a lack of recent experience in landing out. I've carried 3 sustainer motor gliders out of farm fields (all pilots who planned well). I've also taken 1 dead and several injured glider pilots out of airports. They did not plan so well.

Accept and embrace that you are going to land out. Learn and plan to get good at it. It's inherent in the sport that we chose. We can't bargain it away with airport-hopping, increased performance, motors, or anything else.

Stay safe. Have fun. Get better.

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## New Tug Rates

*Keith Macy, AGC Treasurer*

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As I'm sure we have all seen over the last few months, petrol and diesel prices have gone through the roof. Unfortunately these increases have come to AGC with an increase in our Avgas prices that we just cannot absorb anymore.

Aerotow fees are calculated on a cost of operation perspective with a reasonable portion being Avgas for the tow plane. These tow fees have been static for a number of years and, in reality, have fallen behind what other clubs are

charging. With the latest increase and likely further increases we are left with no option but to increase our tow fees from \$15 per 500ft to \$16.50. This is the same fee that Piako have been charging for some time. Therefore, tow fees from this weekend will be:

**1500 ft \$49.5  
2000 ft \$66.00  
2500 ft \$82.50  
3000 ft \$99.00.**

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## For Sale

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(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](mailto:russell.jones@orcon.net.nz)

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## Wanted

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Drury hangar space wanted. Contact Peter Himmel on 0210768805 or [himlp@xtra.co.nz](mailto:himlp@xtra.co.nz)



Those of you who've seen CEB lately may have had to avert their eyes, such is the reflection from its cleaned and polished surfaces. This is the result of Wayne and Simone's efforts; they saw something needing doing and simply did it.

Frank joined the party by cleaning LW's trailer, which certainly needed it (as noted by some comedian, who'd used their finger in the grime to write "clean me").

The club will run best when there's a common sense of "we" and "us".

There is no one to do all the many jobs except "us". The club has been blessed for many years with people willing to go above and beyond what might be considered their share. Amongst former members, Maurie and John Bayliss were great examples (though not the only ones, by any means, while there are too many current members to name). So if you see something needing doing, please do it. If you need help to do it, please let me know, or phone a friend in the club.

### **Workshop and tractors**

The workshop is in dire need of a good cleanout to be usable. Peter Wooley has offered to become involved in this, but he does not wish to offend any members by performing a mass clear out (which is what he has suggested). Any help with this project would be appreciated.

There are presently two yellow tractors in the workshop, one in pieces. Paul Schofield advises that this can be repaired and that one of the two should be retained to provide spares for the tractor used to tow the caravan. Paul needs assistance to complete this; anyone able to help, please get in touch with Paul.

### **Caution! Yellow Tractor use**

The yellow tractor should only be used to move the caravan and then put away each day, as its' brakes are weak and unreliable, so too risky to use around gliders. Please use with caution.

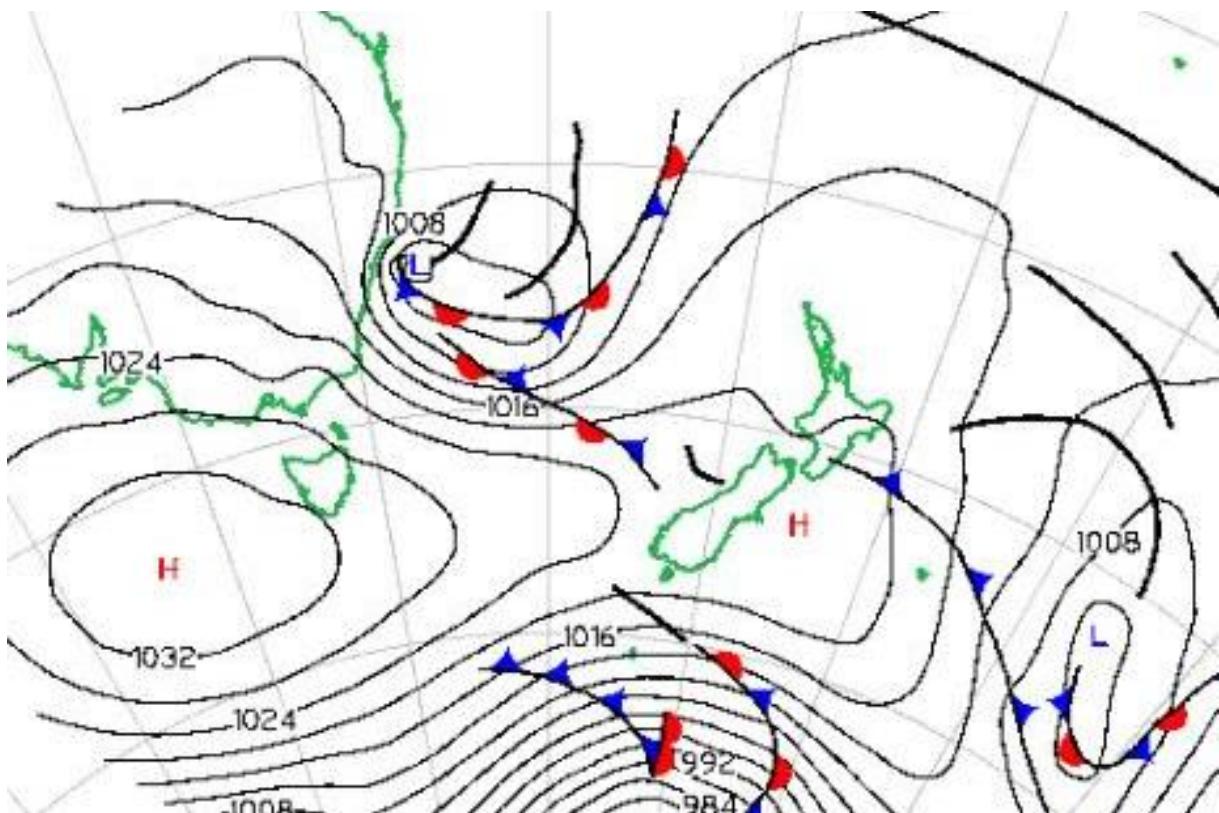
## Weekend Weather

Submitted by Gerard

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31 March 2022

<b>Friday</b> 1 APR		Partly cloudy, including areas of low cloud or fog in the morning. Light winds.	<b>26°C</b> <b>15°C</b>
<b>Saturday</b> 2 APR		Partly cloudy. Isolated showers. Light winds.	<b>24°C</b> <b>15°C</b>
<b>Sunday</b> 3 APR		Partly cloudy. Southwest breezes.	<b>25°C</b> <b>14°C</b>



Newsletter compiled by Peter Wooley [wooleypeter@gmail.com](mailto:wooleypeter@gmail.com)