

# AGC Weekly News

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## Weekend Roster

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### Saturday

Tug Pilots: Wayne Thomas, Fletcher McKenzie  
 Instructors: Russell Thorne, Graham Cochrane  
 Duty Pilot: Bradley Greer  
 Winch Driver: No winning

### Sunday

Tug Pilots: Ron Burr, Wayne Thomas  
 Instructors: Norm Duke, Sam Tullett  
 Duty Pilot: David Moody  
 Winch Driver: No winning

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## You Have Been Warned!

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Patrick Driessen is cleaning out the northern end of his hangar space in preparation for concreting the unpaved section. This is the hanger housing VZ, BZ, RT and the Grob motorglider.

Among the items are tent paraphernalia and old Pawnee bits. It all looks ready for the dump but

just in case anyone wants to retrieve anything, I have arranged it all outside at the northern end of the hangar, prior to disposal.

In addition, I would like to dispose of the remains of an old aluminium trailer minus wheels on the club's western boundary, adjacent to the hanger.

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## Notice to Pilots of Club Gliders

*Peter Himmel, Glider Fleet Maintenance Controller*

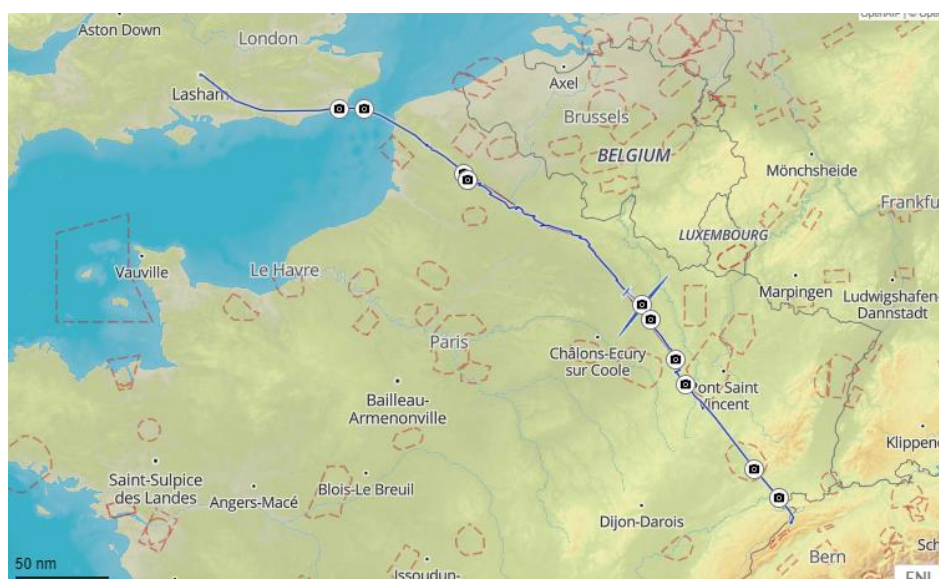
After making any entry in the aircraft's DI book, please make sure the defect is ALSO written up on hangar notice board. Alternatively it may be

sent as a text message to 0210768805 These actions are both essential in order to bring about the required attention to the glider defect.

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## England to Switzerland by Glider

*Russell Thorne*



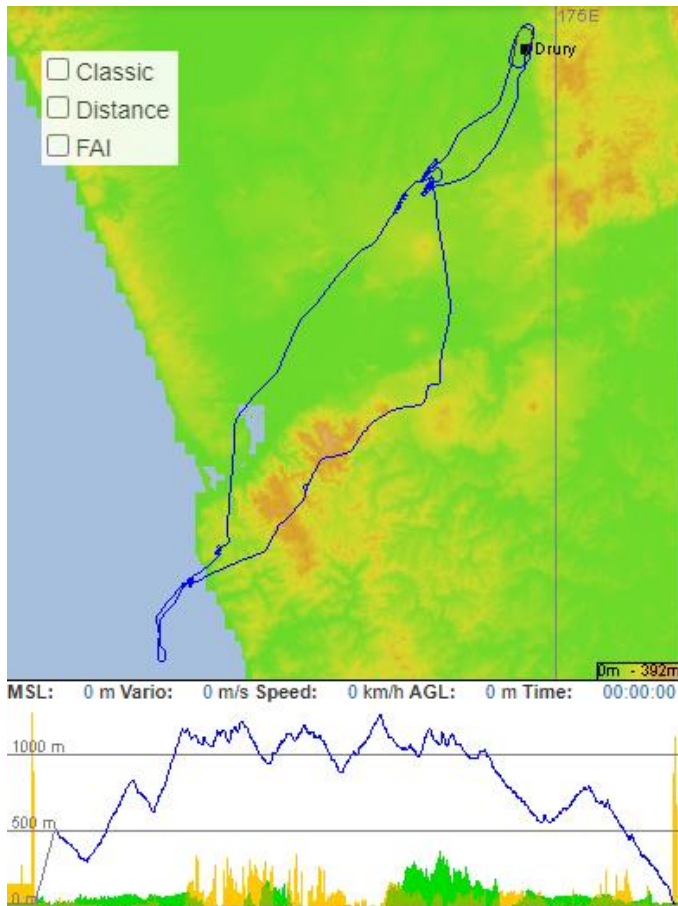
Just to prove it wasn't plain luck, Yves Gerster made it back from Lasham to Switzerland with a 25 minute retrieve.

<https://www.weqlide.org/flight/143305>

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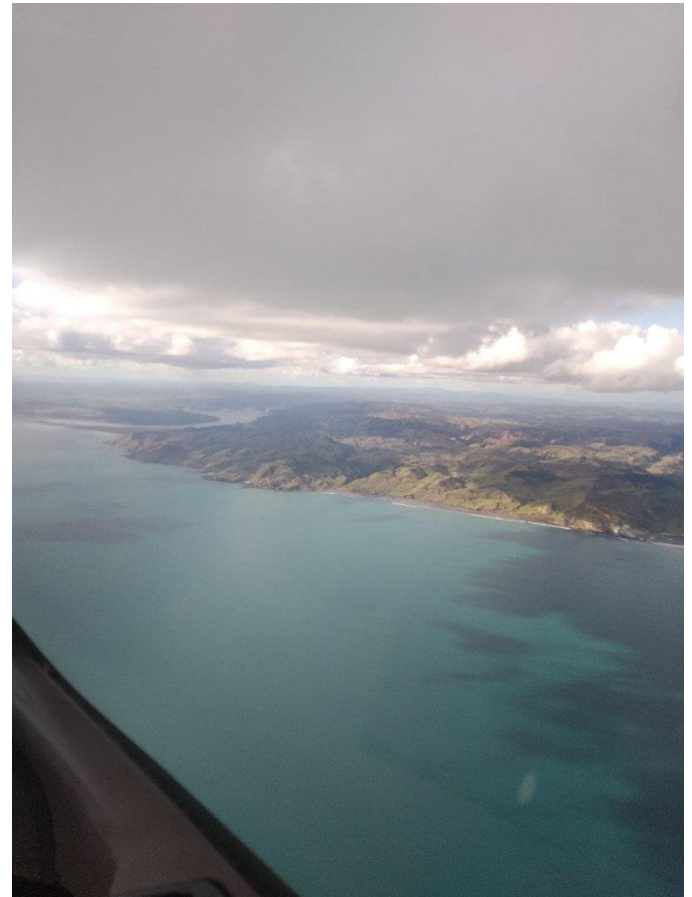
## Drury Flight of the Week

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The rather rushed call to Auckland approach allowed me to climb and drift into controlled airspace. Now, at around 4000ft cloud base, the question was what to do? Let's go to the coast!!

It was a very pleasant glide downwind, following the nice-looking clouds, until it started to rain. Glancing at the LX, it showed 7km out to sea. Oops!!



The glide back into wind however, was uneventful and after an hour in the air, was back at Drury.

I asked Pat to write something for us about his Sunday flight and this is what he came up with: After my CEB towing duty on Sunday morning the plan was to go for a quick flight to do the required ADS-B flight test in my glider. That, unfortunately, didn't work out as planned but as the glider was at the launch point, I decided to go for a quick fly anyway.

Conditions had been quite good with a very convenient cloud street stretching from overhead the club to the southwest and beyond. Unfortunately, by the time I got a tow the street had drifted west to about Pukekohe. The glide to connect with it, from 1500ft, was a bit nail-biting but was rewarded with a 5 knot climb from around 600ft.

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## Membership News

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Congratulations to **Anton Lawrence** upon the award of his B Category Instructor Rating and congratulation to **Paul Schofield** upon the award of his Aerobatic Rating.

We welcome back **John Bongrain** as a tow pilot. We also say welcome to new member **Grant**

**Smith.** Grant has previous glider and hang glider experience but had an accident a number of years ago, leaving him in a wheelchair. Grant is very keen to get back into gliding and our ASK21 is just the machine for this type of pilot due to its hand controls. A wheelchair is no boundary to anyone wishing to take up gliding.

I collected ND from Taupo on Monday and headed south, catching the ferry on Tuesday morning.



As I got to Kekerungu, at the northern end of the Kaikoura coast, I had an unshakeable feeling of needing to open the trailer. When I did, I found that the frame holding the fuselage had failed, allowing the fuselage to rotate to the right, damaging the wing skin. This seemed to have happened only on this stretch of road after Blenheim, as the damage was limited. I called Roger Read, who was expecting me for dinner in Christchurch; "Houston, we have a problem". As I'd stopped at a campsite, I left the glider there, sending an email to the absent owner.



Roger arranged for me to stay with Chris Richards in Blenheim. Chris has over 6 000 hours gliding. On Wednesday morning we drove down in his ute, armed with blankets, pillows and rope and brought ND back to Blenheim. Jamie Halstead welded up the frame and we put ND back in the trailer. I've now delivered ND to the Nelson club at Lake Station, where Mike Strathern will repair the wing skin.

So, even if I didn't get to Omarama, I've pretty much driven nearly as far. The help given by Chris and Jamie exemplifies the camaraderie of the gliding movement in New Zealand.

I may yet get to fly at Springfield this weekend.

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## For Sale

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PW5 KF. Current Annual until Dec 2022. Ready to fly. Approx 800 hours flying. Radio, altimeter, airspeed indicator, electric and mechanicals variors. Includes open trailer. Also Includes free use of hangar space at Drury until 31 Oct, 2022, if required. Priced to sell at \$8,000. Ideal for single ownership or cheap syndicate. Reason for sale is that glider is surplus to requirements. Phone Murray on 0275 875 438



(file photo only)

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 [himplp@xtra.co.nz](mailto:himplp@xtra.co.nz)

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## Training & Practice

*By Adam Woolley, courtesy Wings and Wheels*

There are two ways of thinking, practicing until you get it right, or practicing until you can't get it wrong. That's the difference between amateurs and professionals in the end. First, we must arm ourselves with the knowledge, then add ongoing training and practice, this is a sure way to see success. Serious training must be aimed towards specific problems, whereas less ambitious pilots confuse this with a joy flight in the vicinity of the airfield – naturally, there's a time when we need to stretch ourselves. We need to identify weaknesses first so that we can find a way to eliminate them. Training in the right way is a long-term investment in our gliding future.

What can we do to improve our skills, to turn a weekend joy flight into something with meaningful practice, what can we do to improve our practical skills towards our cross country flights and skills?

Fly with a coach in a two-seater, it's great fun to share our sport, but also a great way to take notice of their flying techniques, ask questions to get detailed answers that you can't always get over the radio. Equally, you can do the flying and ask for constructive criticism in return on your approach to the segments flown.

Try to practice final glides from certain distances out at differing speeds, note the time taken vs the height lost vs your heart rate!

Set yourself a strict limit with regards to thermal strength cut-offs, as soon as it drops below your set figure, leave to find another one. This or flying below half convection height all day, to improve your ground source reading regarding finding the thermals.



Make every landing a spot landing, imagine some powerlines or a high tree line on approach to simulate a tricky situation.

Practice thermalling on a particularly weak day, or see how long you can stay up in the afternoon with weak thermals to simulate coming home slow, late in the day.

Fly at different sites other than your hometown airfield.

Encourage others to do the same as we are talking about here, this way you'll have someone to compare notes with. Perhaps you're well ahead on some things, but behind on others that you wouldn't have otherwise known.

Once you get to cloudbase, open your airbrakes to half convection, then try to find another thermal as quickly as possible, then repeat.

Thermal in the sink, try to find the most severe sink as possible, it's equally important to know and learn about sink for obvious reasons – so we can better avoid it!

The list goes on as you could imagine! Always look for opportunities to learn, don't always fly on the good days. If you're into competitions like me, then you'll know that they are generally won and lost on the poor days, rather than the easy ones. The more you practice, the luckier you get, strange that!

***Thanks to Russell Thorne for sending in this article.***