

AGC Weekly News

Weekend Roster

Saturday

Tug Pilots:

Instructors: Jonathan Cross, Sam Tullett

Duty Pilot: Graham Cochrane

Winch Driver: No winning

Examinations: Law, Airmanship, Nav

Sunday

Tug Pilots:

Instructors: Russell Thorne, John Robertson

Duty Pilot: Grahame Player

Winch Driver: No winning

Committee News

Gerard Robertson, Club President



The committee met this last weekend and spent almost all the time looking at the financials. As you might guess, the effect of Covid and the lockdown at the end of last year has been to see the club do the least flying for the last decade, which in turn produced the worst financial result for that period.

However, the club does have the financial reserves to weather this. As none of us can predict the future, the committee made the conservative assumption that the year ahead could be no better. The budget is presently being drafted on this basis, while the committee has made some decisions on charges which will be shared with you next week.

Thanks to all 41 of you who responded to the survey, which was only briefly discussed. Yes, it was a bit long, but I felt the need to get your views on a range of things.

I've collated the responses, reading all of them, not just looking at the pretty graphs which SurveyMonkey creates. From that, I drafted a presentation for the committee, which we'll get to in detail when we have our next weekend session. Having collated your views, I've distilled the issues raised in your responses and the committee will consider each of those in turn. The first (but not all) being considered are:

- the need for a training co-ordinator, to support the instructors by making student progress more

visible while also working to ensure an improved standard of post-solo training

- the introduction of mentors / buddies. There was only one dissenting voice to this amongst all the responses.

Once we've firmed up our approach to these two initiatives, the committee will be looking for someone to take each role on, so please give some thought to this.

Other ideas (only briefly, so far) discussed were:

- the need to tackle the way we manage trial flights, with the approach taken at Papawai being mentioned by several. I'll talk with Papawai people at the GNZ AGM in Wellington this coming weekend.

- the almost inevitable likelihood that the club will have to move from Drury at some stage. Some seemed to have not recalled that Hadleigh has been asked to lead a small team to look at this, so that we've got a plan on the shelf we can reach for as the need arises. We aim to have Hadleigh at our next weekend meeting.

Once we've worked our way through all this, the intention is to share the survey results and subsequent actions with you, so that members can see how the collective view has been derived.

The committee also agreed to set the AGM date for Sunday 28th August. Other dates to bear in mind are 9th July for Christian's memorial service, plus Saturday 30th July for the club dinner.

Monster drone flying near our airfield



Russell reports that this drone is being used in conjunction with glasshouse roof spraying operations at 37 Appleby Road. The operations are being conducted in terms of the appropriate CAA regulations.

More info at:

<https://dronespraying.co.nz/>

And you can see it working at:

<https://www.youtube.com/watch?v=D2IZE2qfvCU>

Update: Winter Lectures and Exams

Winter Lecture series and presenters continues in the Drury Clubrooms on Saturdays at 9am sharp, on the dates shown further on. Lectures will be complete by midday.

All club pilots who do not hold GNZ exam credits should attend these lectures. All pre-solo pilots should attend these lectures.

Attendees should confirm by return email to cfi@glidingauckland.co.nz

Written reference material is primarily available online at the GNZ website training.gnz.co.nz under the sub menu "Getting to Cross Country Pilot".

Additional material is available in the GNZ Study Notes book which will be available on Saturdays for reference.

Subject presenters and dates are as follows:

Examinations Law, Nav and Airmanship - Russell or Paul O'Neill-Gregory 25 June

Technical- Gerard Robertson 2 July

Human Factors - Jonathan Cross 9 July

Examinations HF/Tech Russell or Paul 16 July

Meteorology - Anton Lawrence 23 July

Radio Theory– Russell Thorne 30 July

Examinations - Met/Radio Theory Russell or Paul 6 August

Radio Practical Examination- Russell 13 August

*Regards,
Russell Thorne CFI Auckland Gliding Club*



I have no idea why, but it's often spoken about that the distance between the good thermals seemingly appears to be related to the depth of convection. I say that again, the depth of convection. This is from the ground level to the top of the cloud base, not the commonly perceived, base of the clouds which is the condensation level. Typically, if we work on an approximation of 2.5 times the depth of convection, we can't go too far wrong.

Lifespan of Cumulus

So as an example, if cloud base is 7000' with the tops at 8500' (2600m), we can expect to find thermals typically, 6500m or 6.5km apart. How long does the life of a cumulus last? Depends of course, but typically around 15-20mins. Why is this question relevant? Because it allows us to plan ahead, whether we need to get high soon, how many opportunities do we have left to climb before we start getting too low? The advantage of this life span of 15-20mins, is that we can build a mental picture easily, has it just kicked off & is now building, or is it now at its peak or dying off?


We know how high we are at any given point in time, we know the typical spacing of the thermals for the day, and we know our own risk profiles regarding abilities, terrain, or competitive risk too. With this knowledge, we can now determine how quickly we need to find a thermal if it's going to be possible to find one at all!

Visual Cues of Lift

When looking for a thermal under cumulous conditions, we want to be looking at all available indications, namely movement, in the way of whisps, curl over, or the edges of the clouds with a seemingly rotating edge. We are looking at the flat black base or the lighter dome within the cloud pushing up into it. All these things build up the mental picture required, to build up your 'best guess' as to where we'll find the thermal, naturally then, put your glider there and turn to stay in it!

Reminder

IN LOVING MEMORY OF



CHRISTIAN DEROLD
1964-2021

The Derold family would love to invite you to the celebration of Christian's life at the Auckland Gliding Club, Appleby Road. Hosted on Saturday 9 July, at 4pm. So come dressed with your biggest smiles and favourite memories in pocket.

Membership Matters

Mike Alexander is a new member. Mike has a mixture of both gliding and power experience. Welcome to be gliding club, Mike!

For Sale



(file photo only)

PW5 KF. Current Annual until Dec 2022. Ready to fly. Approx 800 hours flying. Radio, altimeter, airspeed indicator, electric and mechanicals varies. 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

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

Wanted

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