

# AGC Weekly News

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## Weekend Roster

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### Saturday

Tug Pilots:  
 Instructors: David Moody, Anton Lawrence  
 Duty Pilot: Hugh Warren  
 Winch Driver: No winching  
 Lecture: Technical, Gerard Robertson

### Sunday

Tug Pilots:  
 Instructors: Nigel McPhee, Sam Tullett  
 Duty Pilot: John Robertson  
 Winch Driver: No winching

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## GNZ AGM News

*Gerard Robertson, Club President*

The GNZ AGM was held in Wellington last weekend, with several AGC members making the long trek south, along with David and Marion Moody (David in his role as MSC president).

It was a good meeting, with an agenda covering:

- strategic plan initiatives, by Brian Sharpe
- training the trainers, a session by Eileen Henderson (Bob's wife) which had the sideshow of 5 of us being taught to juggle 3 balls each. While generating numerous ribald comments, the thrust of the presentation was on providing an environment which facilitates student learning
- Engineering, by Mike Strathern, who provided a lot of useful information plus some frightening examples of gliders which had passed annuals and DIs, yet had major defects. The rule here is that - if you've any doubt - shout it out. The old saying of "It's better to be on the ground wishing that you were up there than being up there wishing that you were on the ground" is worth remembering
- Airspace and ADS-B update from CJ McCaw and Max Stevens

- Advances in cockpit technology by Tim Bromhead, which included some graphic examples of what can go wrong with lithium ion batteries (this includes phones and power banks). Broadly, the advice is that - if you can't throw the smoking object out - you are likely to have to jettison the canopy and bale out before being overcome by fumes or burnt. Mike quoted the loss of a powered glider in Northland (I can't remember the type), where there was an onboard fire in flight. While the glider had a parachute, the pilot did not and is thought to have been overcome by fumes

- the club forum, which was useful but could do with a greater discussion of shared problems and solutions.

I hope that the presentations will be made available on the GNZ website.

The evening's speaker was Abbey Delore, talking about her length of New Zealand flight with Terry. It was a good presentation; if she's in Auckland, I'll see if she'll give it to the club one evening.

The awards will be detailed in the next GNZ newsletter.

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## Announcements from WeGlide

*Submitted by Russell*

### All new Satellite Images

<https://magazine.weglide.org/5-minute-satellite/>

Startling new weather satellite video overlays from WeGlide for IGC flight playback.

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## GFA Airworthiness Training Videos

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Submitted by Gerard

The GFA has an interesting series of videos on the DI process, which students (& even experienced pilots) may find useful.

<https://www.youtube.com/playlist?list=PLiLxhTGv3bjiPyZAWK1ICSC9yLf1cVA6a>

This page is a subset of the GFA page, which also contains interesting material.

<https://www.youtube.com/channel/UCrfssY54aJuF5Zyj-YBwY2Q>

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## Stefan Langer - WeGlide flight analysis

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Submitted by Russell

A practical flight analysis with WeGlide from Stefan Langer during the recent May Sailplane Grandprix in Sweden entitled "Two Big Mistakes".

<https://www.youtube.com/watch?v=sKk1rsK7nAg>



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## Update: Winter Lectures and Exams

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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](mailto:cfi@glidingauckland.co.nz)

Written reference material is primarily available online at the GNZ website [training.gliding.co.nz](http://training.gliding.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:

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

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## Latest GFA magazine available

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Submitted by Gerard

The Australian gliding movement's website is useful; not only is their magazine freely available at <https://magazine.glidingaustralia.org/> but there is a lot of other material available for training.

[http://doc.glidingaustralia.org/index.php?option=com\\_docman&view=tree&slug=documents&Itemid=101&layout=table](http://doc.glidingaustralia.org/index.php?option=com_docman&view=tree&slug=documents&Itemid=101&layout=table)

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## AGC 2022- 2023 membership fees and associated charges

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As has been mentioned in the last newsletter, your committee and treasurer have been working very hard on trying to balance our books. This flying year just ending has been extremely challenging with numerous events affecting our results. In almost every category it has been a bad result compared to previous years. Our actual launches are considerably down. Flying minutes are down, Avgas cost is up, almost three months of the flying season closed because of Covid restrictions and alcohol prices have increased. I know every one of us has felt the financial impact at the supermarket and fuel pumps. AGC had managed to keep its Aerotow fees at the same price they have been for at least five years but due to ever increasing Avgas prices we had to raise our fees to the same price that Piako had been at for some time. It can be noted that both Piako and Aviation Sports Club have just increased their two fees well above AGC's. As treasurer I will be monitoring the cost of Avgas at each tanker fill and will need to adjust our tow fees dependant on fluctuations in price. If they stay where they are or close then we will remain at \$16.50 per 500ft.

Part of any club financial budget is juggling the costs of each part of the operation against where you can obtain its revenue. At AGC we have three main sources of money. Firstly, we have our membership fees. Secondly, we have the flying fees such as Aerotow and winch. Lastly, we have social activities like the bar. From a budgeting perspective I like to separate these apart somewhat and have our fixed costs (rates, building maintenance, power etc) covered by the membership fees. Flying operations are covered by aerotow and glider hire and the bar profits go back into member benefits like the new TV in the clubhouse, the heatpump and the soon to be installed doors on the front of the clubhouse. With this separation members can know that if they have a drink at the bar then they are to improve member facilities and not just glider maintenance. Personally, I like to know this. The exception to this separation concept is the B scheme membership add-on. As this is purely a flying add-on the revenue from this goes to the general flying operation to maintain our aircraft. While mentioning the B scheme, the experiment the committee did last year around reduction of price for the B-scheme add-on did not achieve its desired result and as such changes needed to be made.

So, enough preamble and onto how the fees will be structured for the coming 2022-2023 flying season.

Standard flying membership will remain at \$625.

GNZ membership for flying members will rise by \$20 to \$145. This is purely a cost recovery from the fee that GNZ charge AGC. The GNZ fee increased \$20 at the GNZ AGM last weekend.

Youth membership will remain at 50% discount.

B scheme add-on will go back to what it was in the previous flying year at \$1100.

Per minute charges for our fleet will be reduced to \$1.00 for all gliders with a maximum charge of two hours (junior members will be charged at \$0.75 per minute).

Aerotow will currently remain at \$16.50 per 500 ft but as mentioned above this will be reviewed every Avgas tanker fill and is likely to fluctuate both up and down during the year.

Our hangar ground rental charges are increasing this year to \$400 per hangar space per annum. Our own land rates are increasing approximately 30%.

Any non-gliding related trailer will be charged at the same rate as a club hangar rental and must be approved by the committee. \$75 per month.

The club has a small number of rental hangar spaces. These will remain at \$75 per month

There are a number of approved containers on the airfield. These will be charged at the same rate as hangar ground rent \$400 per annum.

Glider trailers have previously been listed as chargeable if they are kept at the airfield. Over the last number of years these have not been invoiced. From July 1 this year all trailers (with the exception of hangar owners who get one trailer free) will be charged at a rate of \$150 per year. Any trailer stored at the airfield needs to be in a condition to be towed safely. It should be registered and warranted. Derelict trailers will need to be removed and disposed of by their owners (yes, your treasurer is guilty of this too!).

Tow pilot membership to increase to \$170 to cover the GNZ increase.

Associate membership will remain at \$80.

Unfortunately, we are having to increase the price of a beer in the bar. Costs have risen over the last few years and as such we need to pass these on. \$4 for a beer in a bar is extremely cheap. I was charged \$12 at the GNZ AGM on the weekend for a single 330 ml bottle! There will be a small rise to \$4.50 per standard beer. Guinness and other specialty beers will be priced in the bar. Wine is already priced based the cost plus a small margin and will be marked on the bottles.

Membership invoices for the new 2022-2023 season will be sent out in the next two weeks. If you have difficulty paying your membership fees in one amount then please contact your treasurer on [treasurer@glidingauckland.co.nz](mailto:treasurer@glidingauckland.co.nz) and we can arrange an individual payment plan.

All these charges are effective as of July 1 2022

Your treasurer  
Keith

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## ***Club Flying at Matamata over Winter***

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The following shall be the procedures for the deployment of club gliders during the period when Drury airfield is unusable. These procedures do not apply to private owners operating their own gliders with logbook approvals to operate independently. The procedures, including any amendments, will be incorporated in the club flying rules (HWDT) at the next revision, following agreement of the undersigned.

### **Intent**

Upon the identification of suitable weather to deploy, the club members, as a group or as individuals, shall make their bookings under the club website, before Friday to allow time for co-ordination of arrangements. Upon a minimum number to support ground operations, including rigging, a representative shall contact the duty instructor or CFI for approval. If cancellation is deemed necessary by the instructor, then a representative shall advise all booking participants.

### **Travel**

Under the supervision of an instructor, the group shall gather at Drury at 9am to minimise travel costs. The group shall ensure the glider(s) are fit for travel including trailers, batteries and chargers, tiedowns, covers, and parachutes. Club members shall also ensure that the trailer(s) is fit for travel including Registration, Warrant of Fitness and the gliders, a current Release for Service. The gliders shall be securely placed in the trailer. It may be that gliders are already at Matamata, then the batteries shall be on charge in the MSC Radio room.

### **Launch**

The Piako Gliding club requires that a prior booking for an aerotow be made on their website. All towing charges shall be paid to Piako Gliding Club before leaving the Matamata airfield.

### **Flying at Matamata**

The club gliders shall, at all times, remain under supervision of a club instructor while complying with all local flying rules and those of the Auckland Gliding Club where applicable.

### **Flight Records**

The club members are responsible for keeping flying records and ensuring their receipt by the club treasurer, charges for gliders shall be as per Auckland Gliding Club rates.

### **Return to Drury or extended deployment**

The gliders will return to Drury or derigged and remain at Matamata in their trailers at the discretion of the club committee. The batteries shall be placed on charge in the MSC radio room. The gliders shall be rigged upon return at first opportunity and placed back in the club hangars. If a club member wishes to remain overnight at Matamata, then a booking may be made via [gore.family@xtra.co.nz](mailto:gore.family@xtra.co.nz)

Regards,  
Russell Thorne  
CFI Auckland Gliding Club

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## ***Developing an Airfield or Horse Trading at its Best***

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### **Where to start?**

In the early 1950's the Club was operating from Ardmore. The only other operators were a few top dressers.

With the advent of Auckland International Airport, the Auckland Aero Club moved in, then followed a number of other clubs and commercial operators. There was much cooperation & life was good.

Gradually the amount of air traffic increased until, in the early 1970's there was so much traffic at certain times in the circuit doing "touch & goes", that we had to turn the tow-plane motor off & wait - sometimes well over half an hour.

Talk of moving from Ardmore was heresy - we were one of the first post war operators and had every right to be there. However, it was time to eat humble pie and look for an alternative site.

One farm at Ramarama was looked at, but the price was unacceptable.

Our stalwart member Frank Gatland then suggested that we look at a farm owned by Martin Cossey, for whom he did some haymaking. A discussion in May 1971 with Mr Cossey revealed that he would be interested in selling.

A review of comparative local farm prices was sought. This led to a meeting with Mr Cossey, Don Rowlands, Frank Gatland & myself. An offer of \$40,000 was made. Mr Cossey could have lifetime tenancy in the house (now the clubhouse). He would leave in a mortgage of \$25,000. Standing in the field, this was sealed by a hand shake. As an aside, over the next couple of years while approval was being sought to use the farm as an airfield, the value of the property increased by quite a margin. An offer was made to make an adjustment to the purchase price. Martin's reply was "No- we have shaken hands on the deal, which is a great testament to his integrity.

The first landing on the farm was Bob Johnstone & myself in Bob's 90 hp Cub. The paddock was directly out from the house & bordered on the south side by a large *Macrocarpa* hedge (ending approximately in line with Sailplane Services hangar). The landing & takeoff were towards the hill and over power wires - most exciting. We

were able to calm down with a cup of tea with Mr Cossey.

A contributory mortgage from Club members raised funds for the balance.

There followed an application to the (then) Franklin County Council to use the site as an airfield - declined.

Then an appeal, with a long court hearing. The main objection was on account of noise, with neighbours citing a Piper Cherokee 6. We had to employ a noise specialist and do fly pasts with a Cherokee, the 235 hp Pawnee and a 150hp Pawnee (our second tug at the time).

After much toing and froing, we won the appeal, albeit with some restrictions, like number of towplane launches and hours of operations.

All of the legal work was handled by a member, Mike Weir, with experts from his firm Buddle Weir handling the court cases.

Development started in earnest. At the time the Club had over 250 member and covered many trades. Three of the members had earthmoving businesses. Neville Banton and Ross Reid then set about clearing the trees and levelling (what is now) the south end of the field. Filling was taken from what was a tennis court (now the main hangar) and the trailer park.

Flying then commenced on an irregular basis. The main operation was still at Ardmore. Sometimes it was just a few single seaters and other times the whole fleet. On Sundays after flying, the Ka6's were derigged and placed in a barn (through the fence behind the clubhouse).

The field was 500m long and there was much discussion about increasing the length. This included thoughts of getting Appleby Road closed and buying land across the road.

During all of this, things were happening at Ardmore. Originally, we had been paying a peppercorn rent for our hangar on the western side of the airfield, of \$50 per year. By early 1970 this had gone up to \$500 p.a. - a large sum in those days.

In early 1972, we were approached and informed that the aerodrome was being redeveloped and our hangar was to be demolished. If we were to put in a reasonable tender, we could buy one of the hangars where the Warbirds are now. A tender was put in and an acknowledgement received.

About one month later, an approach the Ardmore controller, "What has happened to our tender?"

"We did not receive any tender from the Club and all of the hangars have been sold - Sorry".

Much consternation, with threats about going to see our MP, because CAA had received our tender and we had the acknowledgement.

After some consideration, somewhere in the depths of bureaucracy, we were advised that we could purchase our existing hangar for the tendered price of \$3,000.

These hangars were of wood construction, covered in plywood with a malthoid coating - not made for a long life. After the war, all of the hangars were covered with corrugated aluminium.

Shortly after purchase, ours started to leak and rot the plywood. A decision was made to re-skin the hangar with corrugated iron. One of our tow pilots (Jim Douglas) worked for NZ Steel and arranged for a load of iron at staff rates. The aluminium was removed and sold. The scrap value paid for the corrugated iron.

In early 1981, a comment was received that our northern neighbour at Drury (Rockvale Farms Ltd [Harry Dreadon]) was trying to get permission to sub-divide part of his farm along the foot of the hill, into small blocks, but was having quite some difficulty. Our then president Ian Pryde was a councillor in Papakura, and offered his services to try and influence the Franklin Council. Part of the overall scheme was our ability to purchase land out from the hill and thus extend our runway.

There was a third part of this overall scheme, being a large land locked tract to the north of our clubhouse. This was sold to a local person who had adjoining land. This person had been one of the original objectors to our purchase from Cossey (I think that he had wanted to buy the land).

Overall, it was a win-win all round. Northern neighbour was able to get sub-dividable sections, we got an extension to our field & the remainder

was sold to someone who could use it. The deposit of \$6,000 was paid in May 1981.

Alan Cameron (our third earth moving contractor) then undertook the construction of the northern half of the field. This involved good deal of cut and fill - knocking over two substantial ridges and filling in two gullies.

To fund the land purchase and earthmoving, three blocks of land on the western side of our farm were sold -two 10 acre and one 18 acre block.

The funds raised almost exactly matched the costs. Bridging finance in excess of \$120,000 was arranged with the bank. There was a lot of sweat and pleading with the bank manager as things drew out a bit. Nothing ever goes completely to plan, but it did all work out in the end.

The net result was slightly less land, but a good-sized airfield, capable of winching.

#### **Time to think of moving from Ardmore.**

An offer of \$10,000 was received by Ian from a Mr Greene on behalf of the Warbirds for our hangar. My comment was "b...r off" - it would cost at least \$20,000 to pour a concrete slab the size of our hangar. Eventually the price was settled at \$20,000.

Two of our members, Rory Gordon and Gabor Koroly worked for NZ Forest Products and they arranged for a wagon load of timber and plywood from Tokoroa.

Peter Henry and others then set up some steel jigs in the Ardmore hangar and members manufactured the frames for the Drury hangar. These were transported to Drury & the new hangar started on a concrete slab laid by one of our stalwarts Maurice Honey. The construction by club members was overseen by one of our builders - Murray "Hoppy" Hopkins. The covering steel was again supplied by Jim Douglas.

Again, with much horse trading, the sale of the Ardmore hangar provided the complete funding for the Drury hangar and workshop.

A toilet then became a necessity. A simple thing was called for, but another of our builder members insisted on a more permanent affair and so the wonderful edifice that we have today.

There have been many other improvements done over the years - modifications to the original

clubhouse; training room; decking; tractor shed and field drainage.

Over this whole period there was a tremendous amount of work put in by club members - sometimes on their own, sometimes in small groups and other times in large working bees:- digging drains; laying pipes, re-skinning the

Ardmore hangar; building the Drury hangar, workshop and toilet.

We should not forget the amount of hard work put in by the members over the years; how lucky we have been to fund all of the improvements from within the club's resources and remain debt free.


*Grahame Player*

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## **Reminder**

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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.

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## Weekend Weather

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Submitted by Gerard

The airfield is currently very moist. It would be wise to check with the CFI before coming out with the intention of flying.

Hunua

30 June 2022

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<b>Friday</b> 1 JUL		Partly cloudy with a few showers, clearing in the afternoon, but the chance of a shower remains. Cloud increasing in the evening. Southwesterlies.	▲ 17°C ▼ 5°C
<b>Saturday</b> 2 JUL		Fine during the morning. Rain developing in the afternoon. Southerlies dying out in the morning.	▲ 15°C ▼ 4°C
<b>Sunday</b> 3 JUL		Partly cloudy. Rain easing to isolated showers early morning, mainly about the west coast. Southwesterlies.	▲ 16°C ▼ 7°C

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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 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



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

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