

AGC Weekly News

SOARING!

Gliding in the Papakura District



Experience the magic of gliding

Opens 17th November



Being President is a real privilege and generally great fun working with such a great group of people. It's made me appreciate that there's an awful lot going on in the club which is not always visible to members. With this, there's also the need for a greater proportion of members to take on tasks in the club: many of those on the committee or doing other sterling work have been doing so for years, if not decades. As we've seen with Maurie Honey, John Bayliss, Hein and others, even long soaring careers come to an end and when they do, the work these stalwarts have done for so long still has to be done.

Here are 10 things either going on or worth being aware of:

1/. Summer instructors

Last night's committee meeting began with Zoom calls with a pair of European instructors interested in coming to Auckland from early January. They are:

- Georg, from Germany, who has previously been the summer instructor at the Wellington Wairarapa Gliding Club. He is a mature instructor, clearly smart and thoughtful; an experienced instructor who has also run mountain flying courses in Germany

- Miha, from Slovenia, who is studying mechanical engineering with the goal of working for Pipistrel. Though only 21 he is already an experienced instructor and tow pilot with tail dragger experience in a Cub.

The committee was impressed with both these two and is now working towards making arrangements to have them work with the AGC as summer instructors.

2/. Summer goals

The presence of summer instructors not only offers club members the chance to fly on any day of the week (today looked like it would have been lovely), but also the chance to set some stretch goals and enlist the help of these two to achieve these goals.

I'm up for the challenge and happy to put it in the newsletter: are you? I want to do a 500km out and return flight, probably Drury to Waipunga Falls on the Napier - Taupo road. The furthest

I've flown so far (solo) is just short of 300km, in a competition.

At the same time, let's not forget that we're lucky enough to have a couple of cross-country coaches in the club already, in Murray Wardell and Paul Schofield. Murray, as National Cross-country coach, will talk at the AGM about some of his plans for the season. As well, many of our instructors are experienced cross-country pilots, so it's a case of "Ask and you shall achieve".

3/. Club gliders in use for soaring development

The Duo was originally bought with the goal of promoting cross-country. Last year's South Island adventure was stymied by Covid lockdowns; this year's trip is well-subscribed and will start with the Duo going south in mid-November. The Duo will also be in use at Matamata over Labour weekend through to the following Wednesday; so far, Keith Macy and Georgia Schofield have enrolled for this course, which sees students flying with an instructor and in a single on alternating days.

The club has also received requests for a twin to support the ATC and Youth Glide camps at Matamata during December. Perhaps counter-intuitively, the glider sought may be the Puchatek or a PW-6 rather than a sexy modern Duo. The committee has still yet to consider these requests and will do so with the goal of ensuring that sufficient gliders are available for club members use at Drury. Such requests for gliders are often a balancing act, as these camps act as the feeder for the next generation of glider pilots.

4/. Nordic gliding magazine in English (use Chrome browser)

I'm a big fan of keeping abreast of what the rest of the gliding world is up to, which I manage via being the OSTIV representative for Australasia while also getting the US Soaring magazine and the British Sailplane & Gliding magazine. Some other magazines are freely available on-line, including the Nordic magazine and the Australian magazine.

<https://nordicgliding.com.translate.google/? x tr sl=da& x tr tl=en& x tr hl=en-GB>

I encourage you to read as widely as possible, especially when it's free.

5/. Papakura museum per Russell's message (include the poster)

6/. working bee Saturday 17th September 9am till lunch

Tasks suggested so far include:

1. Tasks for Working Bee
2. Prepare Caravan for season
3. Trim foliage down steps to Hangar
4. Weed spraying
5. Repair/Replace Bridge to Sth Club Hangar
6. Refill Potholes on Club road
7. Re-establish Wing Runner drain access to runway
8. Sweep out Club Hangars
9. Complete Club Trailer wax
10. Mow Glider trailer Park
11. Tractor Roller/Mowing on Runway where applicable
12. Complete removal of Dirt mounds if possible
13. Assemble newly donated bar stools
14. Re attach TV Monitor
15. Install 3 Pin Powerpoint near TV corner
16. Tidy Briefing Room
17. Prepare Bedrooms for Summer Instructors
18. Clean Toilet Block.

Remember, we are the club and what gets done is done by us all: there are no magic little people who come out at night to clean trailers, dig ditches etc. (though it would be nice).

7/. Pre-season brief

This will be held at 10am on 2nd October and is compulsory. Paul O'Neill-Gregory, as deputy CFI, is leading this.

8/. Clubhouse progress

Both sets of doors have now been installed in the clubhouse, thanks to Team Anton. Watch this space, as there may yet be a formal opening coupled with prize-giving.

9/. The Equinox is coming

The spring equinox (where day and night are the same length) will occur on 22nd September (<https://blog.metservice.com/Equinox>). With the equinox the windy season commonly starts, making ridge flying at Matamata a good possibility. In fact, John Robertson has managed a few flights over the past couple of months along the Kaimais. John's also made a short video, Bonar Glacier (Mount Aspiring) run. A link to this is included further on in this edition of the newsletter. It is really worth watching.

If there's enough interest, we could create a mailing list and take a glider or two down over weekends. The K21 has been used to good effect for these flights, which can be a little chilly but great fun.

10/. The AGM

You'll start to get reports in the next week ahead of the AGM. Please make the time to read them before the meeting, so you've had time to formulate views and questions.

I'm sure that the committee will accept late nominations, by the way. We already have a couple of good ones.

Winch Roster

Grahame Player

September		October	
Saturday 10	Grahame Player	Saturday 1	Grahame Player
Saturday 17	Bradley Greer	Saturday 8	Keith Annabell
Saturday 24	Anton Lawrence	Saturday 15	Bradley Greer
		Saturday 22	Paul
		Saturday 29	Keith Annabell

Choosing the Optimum Start Time

Adam Wooley

When it comes to racing gliders, choosing the start time is critical to your overall result for the day, overall for the Championships too for that matter! How does one do it comfortably and reliably though?

I try to think three hours ahead of the glider. I can comfortably think two now, but not three, only sometimes. This is where pre-flight planning can help. At the nationals, I broke my task legs up into hour-long segments, rather than distance, because in reality, distance means nothing in this case.

How many times have you thought midway through a task, gosh, if only I knew it was going to be like this, I would've started an hour later. I should've known it was going to be pumping! Or Vice Versa with the day dying early.

The funny thing is that quite often you do, but you just don't trust yourself or you're afraid of failing because of this lack of trust within yourself. Thinking two to three ahead of the glider is key to success, especially on AAT days, but also on racing tasks - you need to be able to gain the ability to put the glider where you want it when you want it.

So how does one do it?

I think about the conditions I have right now, are they good enough to start? If no and my drop-dead time hasn't come, then I ask myself, will the thermals be better than this late in the day? Often it's yes, or surely!

Looking down track is key, waiting patiently for a street to line up on the first leg, getting yourself high and upwind is often key to daily success. How can this be done? Pre-start, put your nose

directly on the turn point, remember where it is, then start imagining yourself dancing down the first leg as a literal visual line. Getting the first glide and climb right sets you up for a really good flight, often I would glide 40km at 60:1, at the top of my first climb, I'd always be doing 140kph+ by my first climb because of this!

Starting right on the line is also important, gliding off 500' to get to it will cost you a minute on task.

Other things you need to think about are the competitors around you vs the conditions. Obvious really, but have you thought about how to use the competitors vs the weather?

For me it comes down to how you feel about the conditions, how do you feel about your ability to find thermals, good lines of energy? Are you worried about outlanding or not at all vs the conditions? Where are you in the comp, will people follow you if you start? Do you care if they follow you? Are you at the top of the gaggle pre-start? Was it a struggle to climb up? How far below are the others? Who is there? Your main competitor & others? Will they get in their way and slow them down, speed them up, speed me up? Can you force those lower than you to start lower, equalling slower speeds and frustration? How do you get your speed - are you a follower or a leader? These are all questions that are running through my mind.

For me, because I trust my ability 100% now and have shaken my fear of failing, my key factor in getting overall speed out of the day is having clear air all around me. I like to deviate. I like to put the glider exactly where I want to put it. Having others close to me stops me from extracting the best out of the sky.

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Obviously the above slots are weather-dependent.

A Truly Awesome Video!



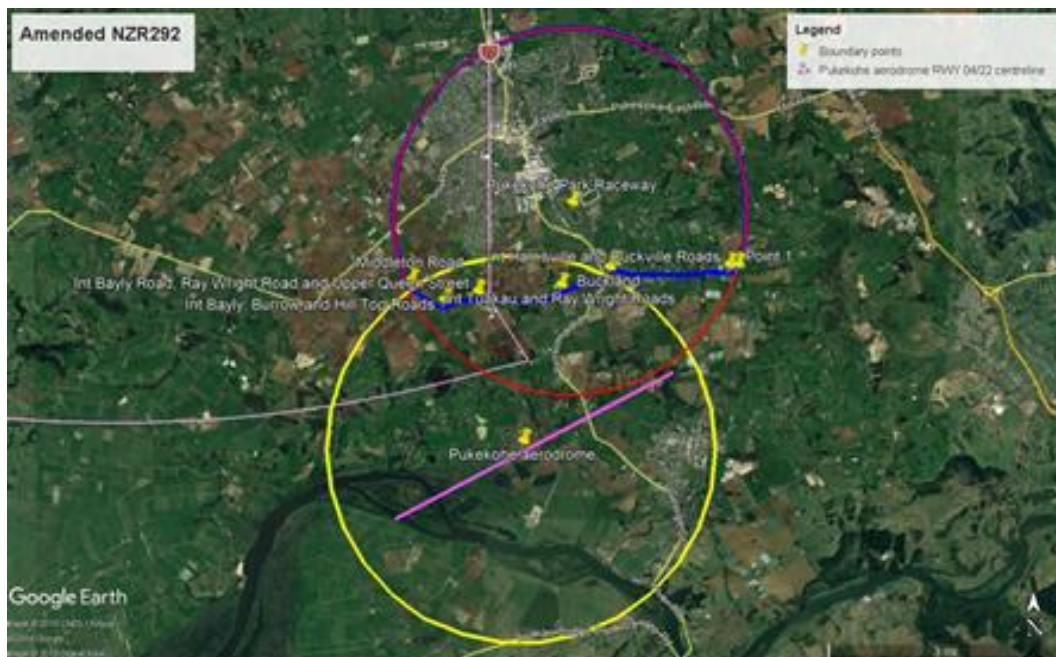
<https://www.youtube.com/watch?v=fOzIOXebL4o&t=22s>

Supercars at Pukekohe this Weekend

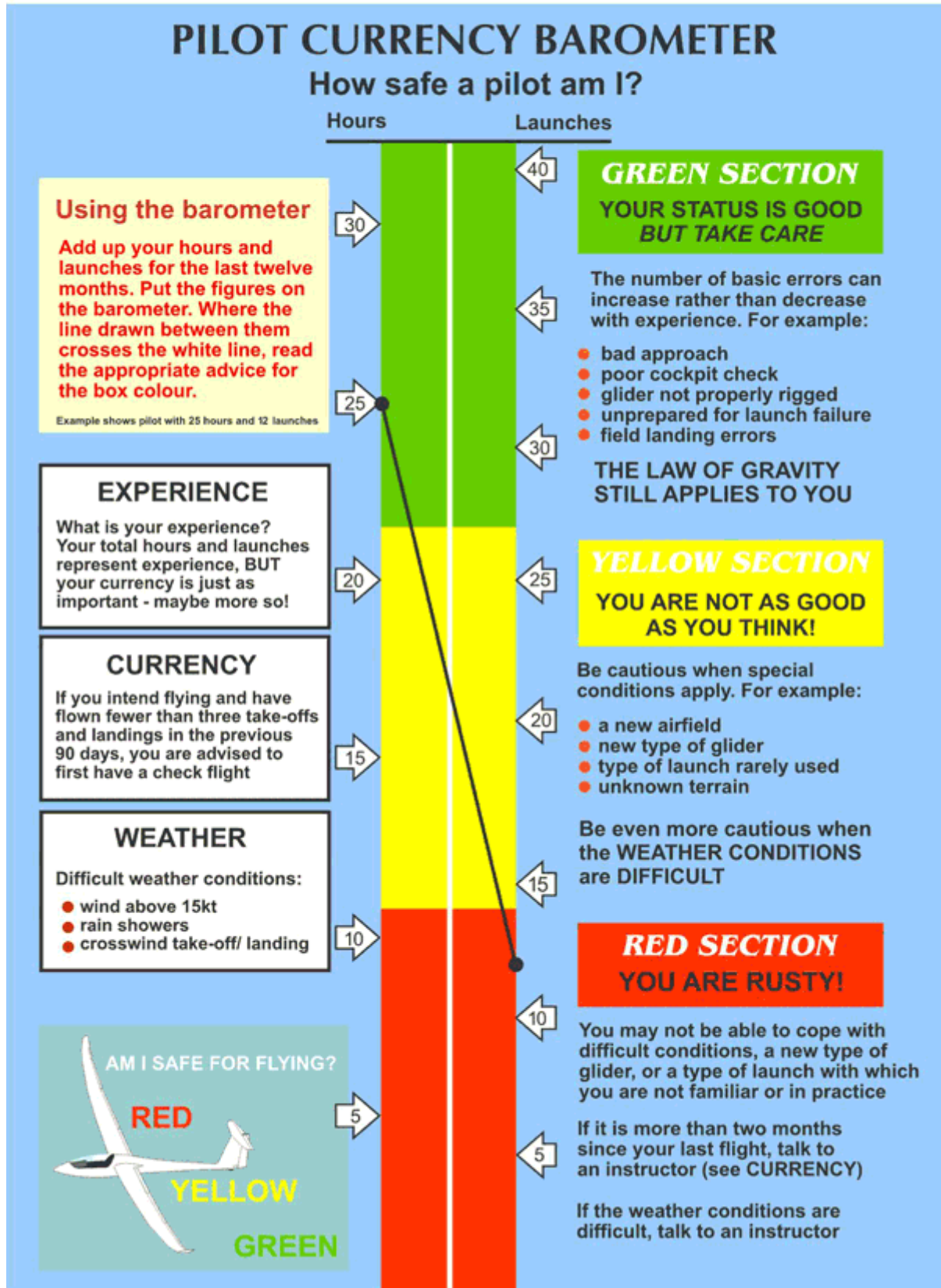
Russell Thorne

Although unlikely to be an issue for Gliding considering the weather forecast, pilots are advised of the Danger Area NZR292 (GND-

1500ft) that will surround the Supercars event at Pukekohe this weekend.



SAFE FLYING!



Weekend Weather

Submitted by Gerard Robertson

Hunua

8 September 2022

Friday 9 SEP	 Fine with a few clouds. Light winds.	▲ 17°C ▼ 6°C
Saturday 10 SEP	 Mostly cloudy. Occasional rain. Southeasterlies.	▲ 17°C ▼ 6°C
Sunday 11 SEP	 Partly cloudy. Northeasterlies developing.	▲ 17°C ▼ 11°C

Photo by Sean Franke

Members' Small Ads



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

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



(file photo only)

One 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

Drury Hangar for sale. Power, water, lockable. Contact Murray 0275 875 438

Papakura Museum Exhibition (from Page 1)

The exhibit will display until March 2023. More details to follow soon about opening night.

Regards, Russel

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