

AGC Weekly News

29-30 October

The weekly newsletter of the Auckland Gliding Club at Drury, Auckland

Weekend Roster

Saturday

Tug Pilots: Wayne Thomas
Instructors: Roy Innes, Anton Lawrence
Duty Pilot: Matt Findlay

Sunday

Tug Pilots: Ron Burr
Instructors: Paul O'Neill-Gregory, John Robertson
Duty Pilot: Matt Kerrigan

Update on Airfield Restrictions 27 Oct 2022

Russell Thorne

The airfield continues to improve following only a few rain days. However, rain is expected this weekend and conditions are expected to also deteriorate, especially if flying is possible this weekend. CAUTION ADVISED

Operating Restrictions

The restriction for private vehicles on firm areas of the runway is removed. The area to the west of the northern cone is still prohibited for all vehicles, including the Pawnee.

Runway18

The displaced landing threshold for RWY18 remains in force, no aircraft is to land short (abeam) of the white draincoil presently stored on the western side of the runway, about 100m inside the northern fence boundary.

There is no takeoff restriction if pilots begin takeoff on the runway centre line of RWY18, as the ground is firm in that part only.

The western side of the Runway 18 centreline

between the fence and abeam the white draincoil remains very soft for all aircraft and no vehicles either club or private should enter this area. This is the area which is most affected by the active water spring, located midway between abeam the northern toilet shed and abeam the white draincoil and just west of the runway centreline. That area will not be subject to grass mowing until rectification can be taken on the spring.

Runway36

The landing area is still on the soft side, but useable with care, it is a case of avoiding soft areas in vehicles while positioning gliders or the caravan. The roller will be applied between club days to repair areas where landings have taken place last weekend. The use of the roller is very time sensitive before the ground becomes hard and unresponsive.

The unnecessary use of wheel brakes on landing on either runway will assist in preserving the ability to operate at the beginning of the season until conditions finally firm up.

50km Cross Country Task – plus 50km home again!

Tristan Harvey-Smith

With the rasp looking good, a light south-easterly, the promise of 5-6knts of lift and a 4500' thermalling height all day long, I booked the PW5 aka the Flying Brick; This would be my third attempt to sever the ties of the Bombays, aka the 'brick magnet'!

Attempt one was end of last season where I was determined to make progress despite the non-conducive weather! Attempt one, paddock one – Dobson Rd where I landed slightly downhill (into

wind though). Take away – land towards the hills, not away from them! Rookie mistake...

Attempt two was the very start of this season, and paddock number two was calling. This time it was after venturing from the Bombays without being established enough to get to the next climb. I've been told patience is a virtue... Obviously, some work to do there. My new field was on the corner of Mangatawhiri and Lyons Rds – large, long and wide, flat, cut grass, no obstructions (cows, power

lines, tall trees) into wind, plus it is close to a main road. Ssssssorted.

A week later and attempt three... I arrived at the club to find XF's inspection hatch not correctly installed, plus talk of some unknown issue with the hoteliers. Hmm. A check, second opinion and double check and I was taping up the panel and signing off the DI. Trailer attached to car, keys in the caravan, LX nano in my pocket, now to wait for the predictions of the rasp to manifest. A couple of the other, vastly more experienced pilots were getting ready too, so at least I had company.

I got into the air a little after 12.30 releasing at 2000' over Stevenson's quarry, then sunk to 1500' where I started to think I was destined for the hanger. However, after climbing to 3500' we were heading south. I climbed around Ararimu, kissing 3500' as the Flying Brick vacated local airspace; the Bombays now very easily in reach.

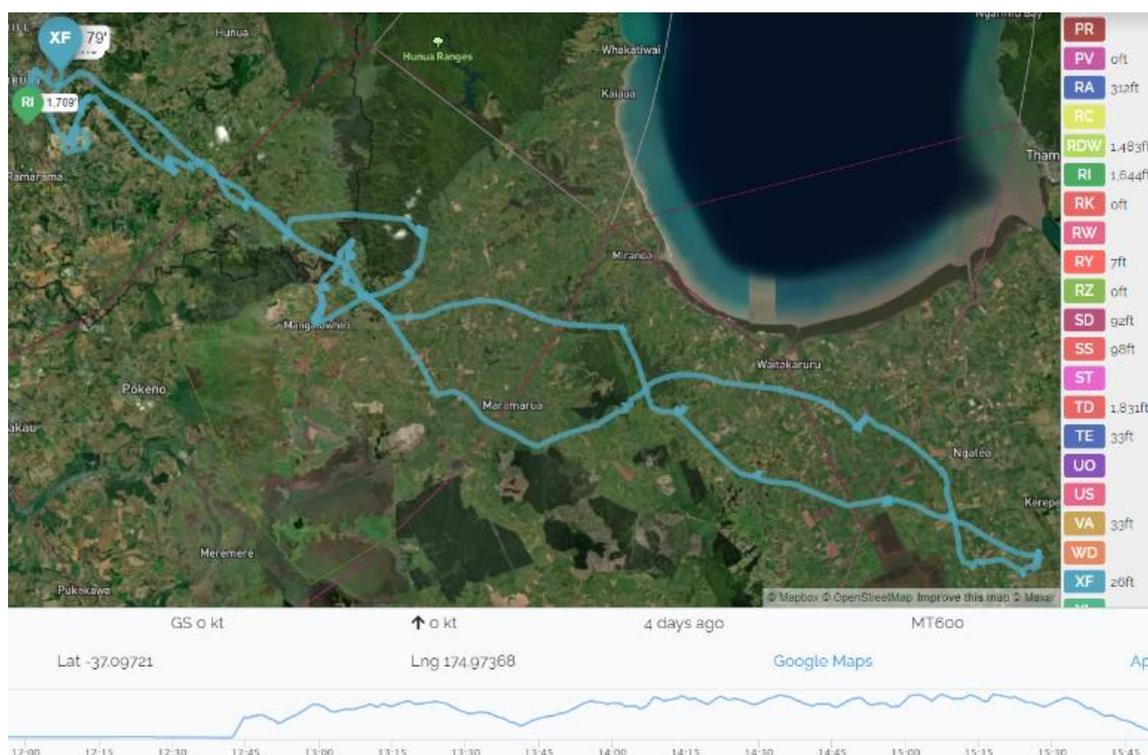
Pushing across the southern end of the Hunua valley and over the back of the range my 'I think I can, I think I can' attitude, along with any descent lift, was fading. Blue sky to the south-east I chose to run back towards my 7S's paddock of the week prior, hoping to find lift but knowing I had a good landing spot if required. Now down to 1200' I was thinking more seriously about a paddock in my near future. Unbeknownst to me, my trace was being followed from the relative comfort of the Drury caravan, and they were thinking the same with thought they would have to come and get me. As it turned out their (and my) lack of faith

was misplaced. At 3500' I forgot about paddocks and pushed on, with my paper chart marked with green hi-lighter showing potential landing spots. Look out swamp, here we come!

Skirting Mercer airspace and heading for the top of the twin forests I was surprised to see two gliders emerging from under XF's nose; The most amazing thing being how they climbed toward the horizon as I descended. Shortly after I was thermally with OZ climbing through me and then he was gone... I'm sure there's something to be said for high performance gliders... And no, it wasn't my lack of bank in the thermal (but thanks for the reminder)!

On my own again, I followed the energy lines past Maramarua until just north of the Waerenga forests where I pushed east onto another good-looking cloud street. Flying in a height band 3500-4500' and feeling relaxed, I soon got down to my target destination of the swamp two hours after takeoff. It was at about this point a realisation hit me – I hadn't turned the nano on! Bother, there goes any idea of a Silver badge. Oh well, another note to self for the next flight!

Heading home was event free, and I managed to stay in a 4000-4500' band back to the Bombays with final glide from Hotel Du Vin. One hour from turn point and I was back on the ground in Drury, my arse sore from being in the Brick for three hours but feeling happy to have not landed in a paddock for a third time. But primarily, happy to have my 50km A-B task now ticked off!



This last weekend I attended the Cross Country pilot training course at Matamata. Although the title of the course is obviously pointing to the pilot that wants to head off south over the Bombay Hills, the reality is that the training on a course like this is equally valuable to anyone flying local. A couple of the key topics in the training course:

1. Choosing a suitable paddock to land in away from your airfield
2. How to make your approaches and safe landings in the chosen paddock (being able to spot hazards like power wires, irrigator plumbing, stock...)
3. Navigation
4. Device programming and uses

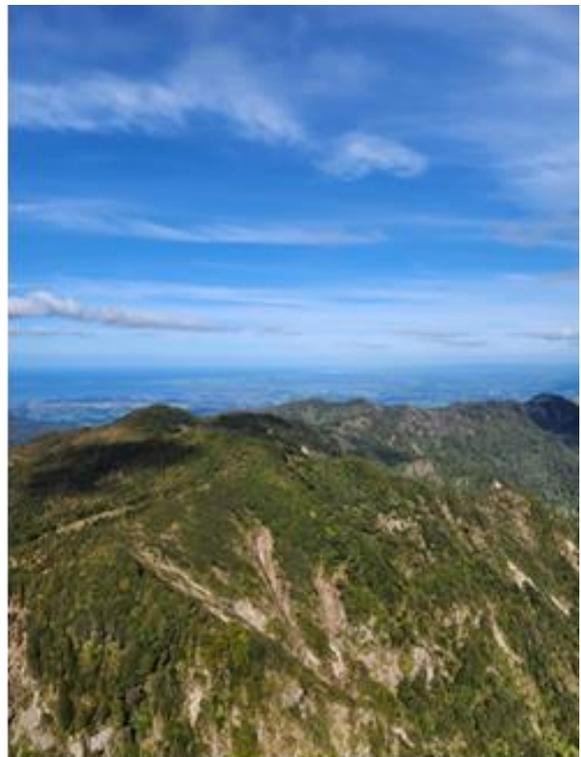
All of these above topics are equally relevant to local flying. I know that 99% of the time local flying pilots land back a Drury but we all can get caught out down by the Bombay's or Pukekohe with a sudden change in weather conditions that mean we cannot make it back to our launch point. Without those skills mentioned above, it can be an extremely stressful time and potentially bad decisions can be made. Having those skills in your toolkit can enable you to make the right decisions and leave you with a much higher chance to land your (or our club) glider safely. Yes, I am interested in cross country flying and I am more likely to be ending up in a paddock but everyone could benefit by attending a course like this, for those moments when things don't go to plan.

The course itself

Day 1 had us in the classroom straight after breakfast, with a session on paddock selection. This included the Do's and Don'ts. Looking at a paddock from 3000 ft it is pretty hard to spot hazards. As your altitude comes down to 2000ft things become much clearer. At 1500ft you need to have made some decisions about which one you are going to land in. By 1000ft you have made that choice, you stop all thermalling and your entire focus is on a good circuit to enable a safe landing. After a morning in the classroom, it was time to go flying. We had four Duo Discus two seaters and a DG1001 for instructor-led flying and the rest went in their singles. Ian Williams was also there and took us trainees out in his Dimona motor glider to show what it looks like and attempt a circuit into your chosen paddock. The obvious benefit of the motor glider is that you don't have to actually land so you can go back

and have another go. Ian mentioned to me that in most cases the first attempt was a mess, second much improved and by the third go most had it nailed. Clearly if this was a normal glider the end result might not have been as good as it could have been.

A 150km task was set based on current weather and we went flying. I chose to fly my LS3 and merely headed off around the task. I managed to make it around most of the task but by the time I attempting the final turn point it was obvious that the day was dying and it was time to come back to Matamata. This flight had me much more focused on the ground below me and the availability of landable areas



Kaimai Ridge

Day 2 was focused heavily on weather and the various methods of reading the various websites and forecasts. Another task was set and we again had the option of a two seater, single, or fly in the motor glider. At this point I had two big items to tick off for my XCP rating and full glider pilot license - a solo paddock landing and my 50km. Today was likely to be the one to get the paddock landing done. I headed off to the first turnpoint, making it quite easily. The second one (Tirahia) proved a little harder. I made the decision to go for the turnpoint with the likely outcome I would not be able to make it back to the comfort of the spur. I did make the turnpoint

and at about 1200ft had made my decision to land. Paddock chosen (shape, size and slope), wind direction checked, no visible stock, a race on my approach, so be aware of wires. I entered my circuit never losing site of the paddock. By the time I had turned onto final I noticed a couple of bulls in the distant end of the paddock at the outer boundary. The paddock each side of my chosen one had stock and I had missed these extras because they looked like they were in the side paddocks. On final there is no chance to change. I made my approach exactly as I had been trained and how I had been practicing at Drury. Nice steep approach, half to 2/3 brakes and allowed for the possibility of a power wire over the entrance fence. Rounded out nicely and stopped before I reached halfway. An additional obstacle spotted once on the ground was an irrigator pipe right in the middle of the paddock that stuck up about 400mm from the ground. Mentally I was calculating my ground role, steering to the right and preparing for a possible ground loop if it was required. I managed to stop about 20 metres before it, but I had the tools ready to be deployed if needed.

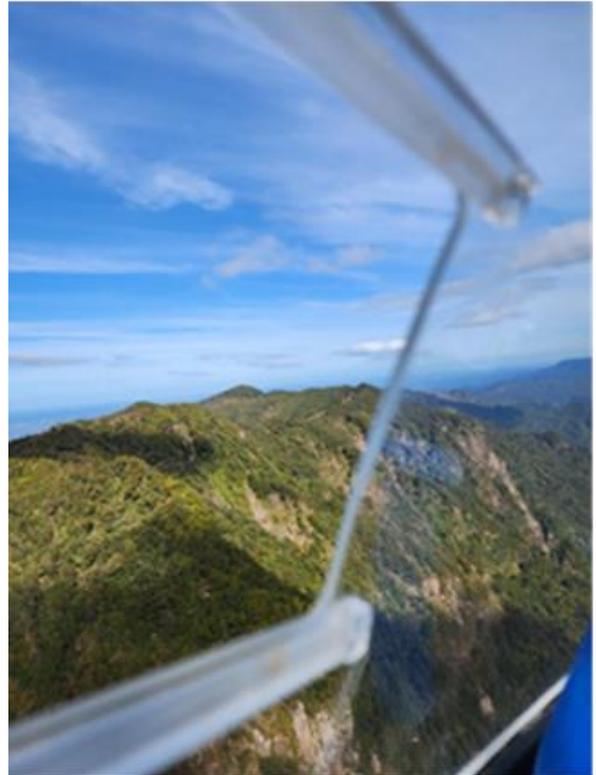


GLL in the paddock

Once the decision was made to actually land, the stress dropped away and the training from the last two days, plus what I had been taught all through my pre and post solo instruction, all kicked in. Fly a normal circuit, don't cramp your circuit, speed close to the ground, steep approach. My new trailer performed as designed and the de-rigg was simple. Thank you, Peter Himmel, for the retrieve.

Day three started with more classroom about going into convergences, cloud streets and other fun cloud formations that generate great lift. The weather briefing today showed up that we were going to get a good ridge day, so we set about planning our tasks. Now that I had my paddock

landing signed off, it was time to go for my 50km. I also chose to declare for my Silver Distance.



Kaimai Ridge

A run along the ridge should have made it easy but there were a couple of places that I struggled to gain the required height to get across the Paeroa gap. I persisted and managed to achieve the furthest turnpoint before getting back to the safety of the main ridge opposite Matamata. That was my longest solo flight (3 hours 41minutes) and would easily be the most mentally drained I have ever been from any flight. I could potentially have held on a bit longer and achieved my Five Hours, but I ran out of water and made the smart decision to land while I was still hydrated and enough mental capacity to land safely.

The last two days were not good flying days so I chose to stay on the ground. I aided a couple of other students with their paddock landings and retrieved them up close to Matamata.

A special thank you from me personally to the organisers, the instructors, tow pilots, club members loaning two seaters, the people doing guest lectures and the backend catering. Without all these resources, an event like this could not happen. Attached are a couple of pictures of my ridge day and of my LS3-a (GLL) in the paddock, safely waiting for the retrieve crew to arrive.

I highly recommend any pilot to attend the next course, as you never know when you might need that toolkit.

Club Documents for Club Official Attention

Russell Thorne

It is necessary to remind members that if you submit a document for the attention of a club official, it is critical that it is scanned into the club records for the action to be completed by the club official. The scanner is in the briefing room and instructions are there on the noticeboard also.

Do not merely assume that paperwork that is left in the Caravan or in the Briefing Room will get to the club official concerned – more likely it will not.

The paperwork/documents referred to include:

- Biennial Flight Review (BFR)

- GNZ Pilot certificate applications (Solo/Soaring Pilot/XC Pilot /Instructor etc)
- Club membership applications
- Instructor Competency Flight Reviews
- Pilot Medical Declarations
- FAI Badge Claims
- Exam results

Any other document or receipt for club attention should be given direct into the hands of the committee member responsible.

Schleicher's 1000th ASK21

Russell Thorne

Alexander Schleicher has recently celebrated the birth of the 1000th ASK21, Serial number 211000.

Even Rudolf Kaiser would probably not have suspected that the ASK 21 would reach this serial number when it made its maiden flight in 1979.

But 43 years later, the time has come. A milestone in company history!

<https://www.facebook.com/segelflugzeuge/videos/826157831959026>

MSC Cross-country course

Gerard Robertson

After last year's course was cancelled due to the inability of Aucklanders to leave town, it was held over 22nd - 26th October at Waharoa.

There were a dozen students, from the Whenuapai club down as far as Nelson, as Oliver Roberts is the son of a Tauranga member, John. Students ranged in age and experience; Charlie of the Piako club celebrated her 21st birthday by doing her first landout, while Iggy Wood finally managed his 300km flight using the Kaimais. Iggy started his gliding in, if I recall correctly, 1964 so he's been around the gliding scene a long time, though usually flying the towplane. It's nice to see him doing his own flying for pleasure.

Keith Macy, the AGC Treasurer, met and surpassed his own goals and will no doubt contribute something to next week's newsletter.

Half the students spent an hour each with Ian Williams on the first two days in the Dimona practising field selection. Many of them put this training into practice over the next couple of days, often doing their first outlanding.

All of the participants expressed their gratitude for the camp, many saying that their flying had come ahead in leaps and bounds.



Keith Macy debriefs David Moody and Steve Wallace on his just-completed 50km flight.

These camps are based on the generosity of individuals who donate their time and clubs (plus the YL Duo syndicate) who make their aircraft available. To draw a loose parallel with soldiers marching, pilots fly on their stomachs (no, not literally); Marion Moody spent her days slaving in

the kitchen, the course participants offering their thanks via a large bunch of flowers.

From my own perspective, having attended this course twice (many years apart) as a student, it was a chance to give back, while I now feel that I

have a better understanding of how the course runs.

If you have the desire to start or improve your cross-country skills, plan ahead to do this course next year.

Weekend Weather

From Gerard Robertson

Hunua

27 October 2022

Friday 28 OCT		Mainly fine. Isolated showers, mainly in the west, possibly heavy there in the afternoon and early evening. Northerlies.	▲ 22°C ▼ 16°C
Saturday 29 OCT		Showers turning to rain in the evening. Northerlies, becoming fresh for a time in the afternoon.	▲ 22°C ▼ 17°C
Sunday 30 OCT		Rain with heavy falls, easing in the afternoon. Fresh northerlies, easing in the afternoon.	▲ 21°C ▼ 14°C

Some fun numbers for the first three weekends of October

Dion Manktelow

- 108 Flights
- 33 Members Flew
- 7 Winch Launches
- 101 Aerotows climbing a total of 202,000 ft

Gerard's Video Picks

Swiss Alps glider touch & go



<https://www.youtube.com/watch?v=of1X--gxa-Q>

Please note: You should be able to Ctl-Click on these links to see the video. If this proves problematic, then just cut and past the link into your usual browser.

Flying 11 hours in a glider; can I complete 1000km?



<https://www.youtube.com/watch?v=VaMjGfv84o8>

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. **Price for share is \$15 000.00.** 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