

AGC Weekly News

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

Flying this weekend!

Russell Thorne CFI

Following an airfield inspection this afternoon, there will be flying planned for this weekend.

<https://www.metvuw.com/forecast/forecast.php?ty=rain®ion=nz&noofdays=5>

HOWEVER, there are considerable restrictions and the future forecast is pivotable.

Flying operations will be restricted to the **runway centreline only**, expecting Rwy18 to be in use.

There shall be no private vehicles on the runway, only club towing vehicles.

There will be dual flying for recency and instructional flying and solo flying for pilots with a total of 100 hours.

No pilot shall operate without having completed the 2022 Pre-Season Briefing (see next section).

The forecast is for southerly winds and good soaring conditions overhead, but there are parts

of the airfield which justify restrictions to confine operations to the centreline only.

There will be no landings short of 100metres on Rwy 18, because the spring at the northern end is still producing water.

The wet shoulders of the runway prohibit towing or recovery of gliders in this area, this restricts operations, including the practice of veering off the centreline to parking areas.

The forecast for weekend soaring conditions is positive and closely following landing approaches not allowing subsequent landing/recovery on the centreline shall be avoided.

Extra care shall be applied, requiring accurate operating for both glider and tow pilots.

Any deterioration of the week-ending forecast conditions will result in the complete cessation of flying this weekend.

Pre-Season Briefing report back

The Safety briefing was held in the Club house at Drury on Sunday 2nd October, 10am. This included an excellent presentation by David Moody and Dion Manktelow on out of position towing, both from an instructor's and tow pilot's point of view. On the subject of personal soaring development, Murray Wardell offered himself and others in the Club to help or mentor you to achieve your goals this season. Overall, the briefing was attended by the following 29 members:

Roy Innes; Gerard Robertson; Paul O'Neill-Gregory; Andy Campbell; David Moody; Grahame Player; Murray Wardell; Wolfgang Schenk; Dion Manktelow; Jonathan Cross; Mike Alexander; Ross Gaddes; James Butterworth; Geoff Gaddes; Jason Smith; Peter Wooley; Kevin Johnson; Keith Macy; Dylan Watson; Patrick Lalor; Allen

Pendergrast; Tristan Harvey-Smith; AJ Dudley; Lance Feldwicke; Matt Kerrigan; David Todd; John Restall; Nathan Mantano and John Robertson.

Everyone else, before you fly, you must go through the presentations and send a confirmation to Russell Thorne at cfi@glidingauckland.co.nz confirming that you have read them and understand their contents. Their links are included here, plus they are with this newsletter as attachments to the covering email.

Paul O'Neill-Gregory will make himself available on the Drury field on Saturday October 15th between 9:30am and 10:30 to ensure everyone has had an opportunity to ask questions about the attached information.

From the GNZ Manual of Approved Procedures: MEDICAL REQUIREMENTS

1. Medical Declarations and Certificates

1.1 No person may act as pilot-in-command of a glider or powered glider unless that person:

(a) Holds a valid GNZ Medical Certificate and Declaration completed on form OPS 01;

or

(b) Holds a valid Medical Certificate and Declaration completed on Sport Aviation Corp Ltd (SAC) form #8.2 or on a Recreational Aircraft Association of NZ (RAANZ) medical form in respect of acting as pilot in command of a microlight aircraft, or

(c) Holds a valid NZ CAA Class 1 or Class 2 Medical Certificate or a valid ICAO equivalent; or

(d) Holds a valid Medical Certificate provided on NZTA form DL9, issued in accordance with rule 44(1) of the Land Transport (Driver Licensing) Rule 1999, that is applicable for a Class 2, 3, 4 or 5 driver licence with passenger endorsement; or

(e) Is a visiting foreign pilot and provides evidence of holding an acceptable and valid equivalent to the GNZ Medical Certificate and Declaration.

Note: With effect 1 October 2021, pilots over the age of 70 exercising the privileges of a Passenger Rating or a Gliding Instructor Rating must hold a valid medical certificate as specified in either (c) or (d) above.

1.2 Any change of health or existence of a previously undetected medical condition that may affect the validity of the medical certificate or declaration must be declared to the relevant CFI. In such cases, the holder must cease acting as

pilot-in-command until a medical practitioner confirms that the certificate is not in fact affected and the CFI so advised.

2. Validity Periods for Medical Declarations and Certificates

2.1 Student Glider Pilot and Cross-Country Pilot

The validity period for a student glider pilot shall be non-terminating, provided the requirements of paragraphs 1.1 and 1.2 above are complied with.

2.2 Pilots exercising the privileges of a Passenger Rating or a Gliding Instructor Rating

Provided the requirements of paragraphs 1.1 and 1.2 above are complied with, the validity period for pilots exercising the privileges of a passenger rating or a gliding instructor rating shall be as follows:

(a) 5 years, where the applicant is less than 40 years of age on the date that the medical practitioner signs the certificate; or

(b) 2 years, where the applicant is 40 years of age or more on the date that the medical practitioner signs the certificate.

3. Recording

3.1 Each person seeking to rely on the medical requirements above must provide a copy of the relevant Medical Certificate and Declaration, or copy of the CAA or ICAO Medical Certificate as the case may be, to the relevant CFI.

3.2 A copy of each Medical Certificate and Declaration held by the CFI must be available on demand for inspection by the ROO, NOO or an officer of the CAA.

Membership News

Keith Macy

Unfortunately, we are saying goodbye to **Conal Edwards** who is now flying from Wellington.

The Soaring Economist

Gerard Robertson

Daniel Sazhin is a CFI-G and a PhD student, studying Brain and Cognitive Sciences at Temple University. He is interested in how people process information and make decisions in dynamic environments.

He has over 1,700 hours and 12 years of flying experience.

<https://soaringeconomist.com/presentations/>

A Supership from 1930



That seat profile looks like a back killer!

<https://www.youtube.com/watch?v=Wj5qr75XOZw>

ASH 25 vs Nimbus 4D “There is no substitute for span”

From Nordic Gliding – sent by Gerard



https://nordicgliding-com.translate.google/test-ash-25-vs-nimbus-4d-there-is-no-substitute-for-span/?_x_tr_sl=da&_x_tr_tl=en&_x_tr_hl=da&fbclid=IwAR2xOcRTYADtZcBIZMRXIEreUP8wFGXHSWgMVSe5Z3PcYEoFk7-WD8hrOJ8



FOTO © PETR KOLMANN - AEROHOBBY

Ours is a technical and scientific sport that draws heavily from meteorology, aerodynamics, electronics, and mathematics. As students and participants in the sport, we become technician/consumers who look outward to the next OSTIV paper, the newest flight computer, the latest variometer advance, the best weather predictive program, and other new technical tools to help us. But soaring also remains a remarkably non-physical sport, success which is directly related to our mind's ability to interpret and act upon what our senses and instruments tell us is happening in the air and with the glider. Yet very little in our sport is written about the human mind which is the central factor that coordinates everything that we do.

The great golfer Bobby Jones once said, "Golf is a game played on a 5-inch field – the distance between your ears." I think that is even more true of soaring – which is far less physical and significantly more mental than golf. So please

bear with me a little as I try to explore what we can find – and change- within our "5-inch field".

This is an article in two parts. The first part focuses on the importance of our perception of ourselves as pilots – and how we can change that perception to help us improve as cross-country pilots. The second part of the article focuses on achieving and maintaining mental discipline while flying cross country and avoiding the debilitating effects of fear and distraction.

Part One: You are the pilot that you think you are. This quote appears in the PowerPoint program that I use in teaching cross-country soaring:

Agree to tell yourself every time you fly, every hour that you fly, and every time you confront a problem while flying, that "I am a good pilot that makes good decisions in the air and who stays patient, relaxed, and focused regardless of any problem". If you agree to do this only one of two possible things can happen: Either you will

stop doing it, or you will become what you tell yourself you are.

I began to learn about pilot self-perception and mental management about 22 years ago when as a CFI I was confronted with the task of helping a post-solo student recover flying status after a serious solo accident. After her accident, we flew dual a lot together and we talked a great deal about her history and background. I was struck by several statements that she made about herself that seemed to go beyond an immediate reaction to her accident. "I think I'm just a klutz", she said, "Things keep happening to me . . . I'm accident prone." These and similar negative statements about herself kept recurring to a point where I realized that there was a problem that went beyond what I could fix only by flying exercises and in-air coaching.

At that time, I was familiar with some of the mental management concepts advocated by the Olympic coach Lanny Bassham (see the suggested reading list below) and fortunately, my student was motivated enough to fly again that she began a program of rethinking her self-image using one of his books and particularly his concept of change through affirmations. An "affirmation" is a statement that one makes to themselves repeatedly, and which is designed to move the mind and self-image toward the desired goal. We did not simply focus on "self-image" as that is not enough to solve all the problems that contributed to her accident. We also focused on the very specific tasks that she needed to master and the lack of which had contributed to her accident. We tried to make those tasks fun to work on. She reprogrammed herself to enjoy the tasks that she needed to practice (and which she had previously avoided). Eventually, we both agreed that she was ready to solo again, and she did so quite successfully. I often suggest when I talk about this, that she was not so much happy with herself because she had soloed again but rather that she re-soloed because she learned to be happy and confident with herself as a pilot.

It is not the mountain we conquer, but ourselves.
Edmund Hillary

What, you may ask, does any of this have to do with flying cross country? The answer is that we are continuously becoming the pilot that we think we are. Do you say (or think to yourself) "I'm not a cross country pilot?" or, "I'm not a competition pilot"? Or more specifically, "I don't do long (duration or distance) flights?" Or "I don't fly in the blue?" Or "I don't fly well in weak conditions?" Or "I'll never win a race." What limitations in your

own gliding repertoire do you assign to yourself, and have you come to believe in? And of equal importance – what have you done to try and change those limitations? The student in my accident situation had the advantage of having a coach/CFI assigned to diagnose her problems. It's more difficult to do a self-inventory and really dig out the progress-limiting conceptions that we hold about ourselves. Partly, this is because we don't think of them as "progress-limiting conceptions" at all instead we mistakenly think of them as "truth." But they are only true because we have told ourselves this thing, repeatedly.

It's very hard to change your self-image or even recognize that it is an illusory self-imposed limitation. I have a friend who says with certainty, "I'm not a cross country pilot" – "I just can't do it". But he regularly flies for 3 hours or more locally around the airport in all kinds of conditions including windy days, blue days, and low and weak thermals. I once pointed out to him that on a 3-hour flight in a 12 kt wind, he covered more than silver distance through the airmass that was moving over the airfield – and demonstrated the same skills needed to successfully fly 66 km downwind in the same 3 hours. The only things that keep him from flying cross-country are his own self-image as a "local pilot" and perhaps a sense of fear that arises as his home airport disappears. There will be more on the fear subject in Part 2.

Self-defined limitations continue to haunt us later in our soaring careers, too. How many times have you heard pilots say things like "I usually land out" or, "I am always the slowest"? or, "I hate blue days" or – and this is one of my favorites, "I always thermal to the left" (or right). But these statements are almost never followed by an explanation of what they are doing to change or fix the issue like flying shorter tasks to avoid land outs, not using every thermal, making a point to fly on blue days, or forcing yourself to only turn in your "weak" direction. None of these problems are permanent if you just work on them. But you must make working on and changing them fun, or else you just won't do it. For example, pilots who only thermal in one direction do it because they are better in that direction – and it's fun to do what you are good at. They will continue to do what is fun for them (and what they are good at) until they get to a contest where the entire gaggle is turning in the other direction . . .

Part of changing self-image-imposed problems is learning to enjoy the exercises that correct the problems and celebrate your small victories in overcoming them. Let's say that you see yourself

as a very slow and conservative XC pilot and your habit is to work every thermal you come across and work them right up to cloud base (even when the rate of climb drops off). As a result – you rarely land out but you are super slow. Our action plan to deal with this might be to decide in advance of today's flight that we will only use every third thermal or only use thermals to a specific climb rate drop-off point or to a set altitude below cloud base. But, we need to make this fun and positive, too. So, we might use an affirmation (something we keep telling ourselves before, during, and after flying) like, "I really enjoy learning to fly faster, and I love the freedom of using more of the height band. It's fun cruising the glider more and climbing less and I like being able to see the development of the cloud paths that I miss when I get too close to the clouds. I think I'm getting better at this!" If it sounds like the pilot is becoming his (or her) own cheerleader – then you've gotten the point. We have to make the change fun and rewarding to ourselves. The alternative is beating up and berating yourself – and that doesn't work as either a general teaching method or a self-teaching method.

Note the 3 mental management steps involved in the foregoing slow pilot example: 1) We identified a self-imposed limitation on our flying that we wanted to change, 2) We came up with a concrete plan or exercise to eliminate the problem, and 3) We re-programmed ourselves to make solving the problem fun and satisfying (even before we see the results). You can do this with almost any problem, but you can't skip a step. Just pretending the problem is solved (like, "Today I'm going to fly fast") doesn't work without the concrete steps to make it happen. And not reprogramming your thinking to make the change fun risks making it very likely that you will go back to your old way of doing things.

With Winning in Mind – Lanny Bassham
The Warrior Athlete – Dan Millman
The Mental Athlete – Kay Porter and Judy Foster
Success is a Choice – Rick Pitino
How Champions Think – Bob Rotella
Building Mental Toughness in Sport- Benjamin Bonetti
The Champion's Mind – James Afremow

Have fun, stay safe, get better.

Latest Gliding Australia magazine



<https://magazine.glidingaustralia.org/mag/GA-61a.pdf>

Weather Outlook for October 2022

An unseasonably cold and potentially record-breaking Antarctic air mass spreads up the country this week, delivering a wintry blast across much of New Zealand. Hard freezes across the South Island are likely to impact spring greenery over the coming days - with potential hardship to animals, while snow is likely to very low levels across southern and eastern South Island. The North Island isn't out of the woods either, with temperatures falling to near freezing as far north as Whakatane and a risk of snow in Wellington. This cold blast loses steam over the weekend as high pressure moves onto the country.

Next week sees a Tasman low make its way towards the South Island and bring some rain to western regions, while temperatures continue their warming trend in a northwest flow. Another low could herald a northerly rain event to the upper South Island, along with northern and eastern North Island, areas which have been heavily impacted by recent rain events.

The third week of October sees high pressure emerge across South Island, helping to keep potential weather makers further north across northern and eastern North Island. While the odd cold front could bring deliver a brief cold spell, a northerly wind flow is conducive to warmer than average temperatures across the board, albeit with a few chilly nights for South Island under clear skies.

High pressure remains across parts of the South Island during the final week of the month, though this could weaken and allow a return to more seasonable spring-time weather with a mobile westerly flow. Meanwhile, the weather situation heats up across North Island. The north Tasman Sea becomes more active under a combined La Nina and negative IOD regime, bringing a potential low with a warm and moisture-laden air mass onto the country, with yet more rain possible from Northland to Bay of Plenty and Gisborne.

AGC Club Cart maintenance

Ian Williams has just carried out some pre-season maintenance and repair work on the little club cart. This entailed an oil change (uses straight SAE30 oil), cleaning the air filter and replacement of the oil filter. Importantly, Ian has

also redesigned the throttle mechanism and replaced the Bowden cable. One way and another, this was a lot of work and we are very grateful to Ian for taking the time and trouble to attend to all this.

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 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

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