

# AGC Weekly News

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

## Weekend Roster

### Saturday

Tug Pilot: Ben Duthie-Jung, Brett Nicholls  
 Instructors: Roy Innes, John Bongrain  
 Duty Pilot: Caleb Rosvall  
 Winch Driver: Keith Annabell

### Sunday

Tug Pilot: Dion/Cameron (training)  
 Instructors: Paul O’N-Gregory, Anton Lawrence  
 Duty Pilot: Jason Smith  
 Winch Driver: Grahame Player

## More airfield help please!

In preparation for summer instructors, we are looking for volunteers to help prepare our clubhouse and accommodation to an acceptable standard, prior to their arrival on the 5 January. The more people who can be of help with these jobs, the better.

Should you be able to lend a hand, please contact either **Russell Thorne** [09 299 8798 or [cfi@glidingauckland.co.nz](mailto:cfi@glidingauckland.co.nz)] or **James Butterworth** [vice president 027 2944 030] if you are able to help on any suitable day. The bulk of the work comprises:

Cleaning the bunkrooms and tidying the lecture room;  
 Removing the bed and furniture in north corner room;  
 Dismantling the bunk in the south corner bedroom.

The ablutions block needs:  
 A general clean inside;  
 Removal of flaking paint;

Priming of bare concrete and application of topcoat;  
 Repainting of the floor in showers and a general clean;  
 Fitting a new mirror in men’s toilet [the existing one is badly corroded];

Shifting clothes tumble dryer from the workshop [does it work?] to the back of the main clubhouse.

Other jobs include shifting the wood out of the woodshed and transferring the paint and other flammables from disabled toilet and workshop, to the woodshed.

In addition to the above, there is yet another abandoned trailer between hangars two and three (that is between Andy Campbell’s and Peter Wooley’s hangars). This trailer is without wheels or axle and will have to be cut up.

There will be another 9m<sup>3</sup> skip bin available this weekend for remaining non-hazardous waste.

## New Auckland Gliding Club website

A reminder that our new website is now live. It is in the same place as our old website i.e. [www.glidingauckland.co.nz](http://www.glidingauckland.co.nz). For access to the new members area, which includes our weekly newsletters and other items for club members only, you will need to register for a new user name and password. The old default user will not work anymore. There is a login button on the top right hand corner of every page. Click this and you will then have the option to login with your newly created user name and password.

Alternatively, register for a new user name and password if you have not already done this. The registration of a new user name is a one-time event.

Additional content and further updates will be happening over the coming months.

Keith  
 AGC treasurer



I've just returned from Japan where I was doing my B787 type rating, followed by line training towards being re-qualified as a co-pilot with Air Japan, it took three and a half months in total. As you could imagine, my mind has been only on work for all that time, as it's a way of securing my gliding future and retirement. Prior to those 3.5 months, I was in Australia, but with money only going one way (out!), I found myself doing very limited gliding to save money so I didn't (literally) run out, I perhaps only did two flights after my season finished in late April 2022. In this article, I aim to talk about recognising your lack of recency & mistakes that I made, plus what I did to correct them.

### **Top Pilots Make Mistakes**

The first thing to be aware of is that we're not perfect, we are human, and humans make mistakes. No matter how experienced we are, incidents and or accidents can still happen to us. Recently a friend who had 10,000hrs & another with 3000hrs plus, with a no accident history, had an incident that required some repairs to his

glider. Both had been working themselves hard with family commitments, work, and house chores over the time prior to the incident, add in some Australian heat, pressure of the competition or flight, the ducks do line up. When times like this occur, it's time to take a step back and realise that even the seemingly perfect and top pilots can make mistakes when not current.

I felt like I was in the same category recently, so what did I do? Firstly, I recognised that I hadn't flown for almost 6 months. While my experience vs my club's requirements would've allowed me to fly by about 4 days, I decided it wasn't worth the risk. My bi-annual flight review was coming up too, so what better time to do it. It was a good day for flying this day, a few friends told me, "you'll be right, just do it on the next flying weekend". I stuck to my guns and had my check flight, which as you'd imagine, went smoothly without any issues. I learnt a few things from my instructor and the direction that the GFA wants to take when conducting these checks, a valuable flight.

### Know When to Step Back

I like to finish every flight with a competition finish simulation, mainly for fun and only when the environment and conditions are sufficient. This first flight back in the air was no different, though I noticed that when I was at 500', I wasn't in the usual energy state that I'm usually in. I had 110kts on the ASI, but a bit too far out to convert it into the 130kt at 50' at the finish line. I took a step back, knowing that I could make it work if I wanted to, but realised that I wasn't current and this wasn't the time or place. So, I backed off the competition finish, bled off the speed in level

flight, joined the circuit, and lived to tell another tale.

The trick is to know in the first place when you're not current or not feeling your best, take a step back and realise that we are human, humans make mistakes; allow a margin for error (should apply for every flight, but more so on these days) and you almost can't go wrong.

Safe Circles,  
Adam Woolley




---

## Weekend Weather

---

### Hunua

15 December 2022

<b>Friday</b> 16 DEC		Low cloud or fog with isolated showers, then increasing fine spells towards afternoon. Light winds, northwesterlies from afternoon.	▲ 26°C ▼ 16°C
<b>Saturday</b> 17 DEC		Rain developing in the morning, possibly heavy from afternoon. Light winds.	▲ 24°C ▼ 16°C
<b>Sunday</b> 18 DEC		Occasional rain, easing in the afternoon with fine breaks developing. Light winds, becoming westerly for a time in the afternoon and evening.	▲ 24°C ▼ 14°C

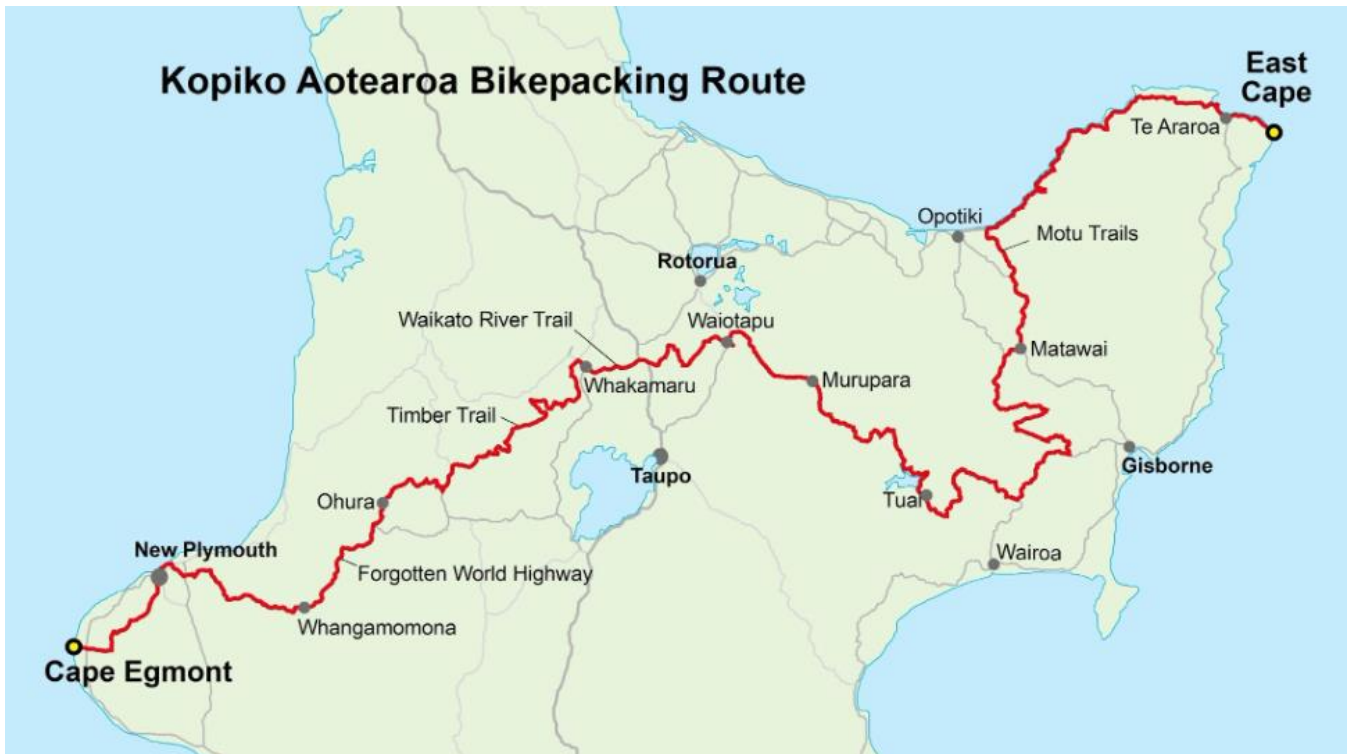
Saturday brings in periods of rain from the northwest, heavy at times and the risk of thunderstorms inland.

Sunday is looking much the same, but rain will ease in the west in the second half of the day.

---

## A Fun Time!

---



Proof that our president has taken leave of his senses, he informs me that he is about half way to Whakamaru, having gone past the middle of nowhere since leaving East Cape – on a bicycle!.

---

## Members' Small Ads

---



(file photo only)

**Libelle for sale:** Standard Libelle 201B, ZK-GID, PLUS Drury Hangar. Delightful to fly; very easy to rig. Original gelcoat, Mountain High oxygen system, Nano logger, parachutes, good trailer and tow out gear. All for \$25,000. Contact Brian Ruddell at [86bdr86@gmail.com](mailto:86bdr86@gmail.com)

**PW5 KF for sale.** 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)

**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](mailto:russell.jones@orcon.net.nz)



This newsletter was compiled by Peter Wooley [wooleypeter@gmail.com](mailto:wooleypeter@gmail.com)



**Did you say Flarm?**

## Roster

	Instructor 1	Instructor 2	Tug Pilot	Duty Pilot	Winch Driver
<b>December</b>					
Sat 17	Roy Innes	John Bongrain	Ben Duthie-Jng, Brett Nicholls	Caleb Rosvall	Keith Annabell
Sun 18	Paul O'Neill-Gregy	Anton Lawrence	Dion/Cameron (training)	Jason Smith	Grahame Player
Sat 24	Russell Thorne	Graham Cochrane	Andy Campbell, Ben Duthie-Jng	Volunteer	
Sun 25				Volunteer	
Sat 31			Andy Campbell, Fletcher McKnz	Volunteer	
<b>Jan 2023</b>					
Sun 1			TBA	Comp	
Mon 2			TBA	Comp	
Tues 3			TBA	Comp	
Wed 4			TBA	Comp	
Thurs 5			TBA	Comp	
Fri 6			TBA	Comp	
Sat 7			TBA	Comp	
Sun 8			TBA	Comp	
Sat 14			John Bongrain, Dion Manktelow	Jonathan Ash	
Sun 15			TBA	Keith Macy	
Sat 21			TBA	Kevin Johnson	
Sun 22			Pat Driessen, Brett Nicholls	Lance Feldwicke	
Sat 28			Andy Campbell, TBA	Lois Kok	
Sun 29			TBA	Matt Findlay	
<b>February</b>					
Sat 4			John Bongrain, TBA	Matt Kerrigan	
Sun 5			TBA	Nathan Montano	
Sat 11			TBA	Peter Wooley	
Sun 12			Pat Driessen, Brett Nicholls	Patrick Lalor	
Sat 18			TBA	Peter Himmel	
Sun 19				Tristan Harvey-S	
Sat 25				Wolfgng Schenk	
Sun 26				AJ Dudley	
<b>March</b>					
Sat 4				Allen Pendergrst	
Sun 5				Dylan Watson	
Sat 11				Frank Excell	
Sun 12				Geoff Green	
Sat 18				Geoff Gaddes	
Sun 19				Georgia Schofld	
Sat 25				Gerard Robertsn	
Sun 26				Caleb Rosvall	