

AGC Weekly News

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

Weekend Roster

Saturday

Tug Pilot: Andy Campbell, Ben Duthie-Jung
 Instructors: Russell Thorne, Graham Cochrane
 Duty Pilot: Volunteer
 Winch Driver: No winching

Sunday – Christmas Day – no flying

Tug Pilot:
 Instructors:
 Duty Pilot:
 Winch Driver: No winching

Tug Pilot Available!

Tug pilot **Ben Duthie-Jung** would like to remind members that he is available and enthusiastic about weekday tugging. His availability will change week by week, but he's more than happy to be called anytime mid-week, provided he's not

working on shift. He will even come out just for one or two tows.

Ben Duthie-Jung 022 617 8572.

Congratulations Nathan and Angelie



Angelie Madsen has made her first solo at Matamata - she turns 16 in January 2023



Nathan Montano has completed his first paddock landing

Well done to both of these young folk – the rising generation of glider pilots.

The Auckland Soaring Championship

AUCKLAND SOARING CHAMPIONSHIP
YOUR FIRST COMPETITION

Ensure paperwork is in order
CHECK LIST

- Check paperwork (entry forms, certificates, registration, logbook, etc.)
- Fill logbook (filling correct EFF)
- Arrive in good time (see timetable)
- Review policy (last page for proof of coverage)

You must have a good chart of the contest area.
TO NAVIGATE PROPERLY

In the GPS age, less emphasis is placed on charts than previously. But it's a big mistake for anyone to be without a current aviation chart.

Pilot Relief

PROPER PROMISE FOR "PILOT RELIEF" (URINATION)

Physiological studies have proved that a glider pilot who fails to drink will soon become dehydrated, and that this dehydration will impair performance, perhaps dangerously. Obviously, dehydration is aggravated if the pilot merely drinks to relieve the need for "pilot relief". An ample supply of drinking water must be carried (and consumed) on every flight.

Equipment
REMINDER

- DRINKING WATER
- HAT
- SUNGLASSES, SPECS
- CURRENT MAP
- PENS, RULER, PROTRACTOR
- FOOD
- COMFORT - LUMBAR / CUSHIONS
- PEERING SYSTEM
- TRAILER HOOKED UP READY TO GO
- CAR KEYS NOT IN YOUR POGKET

Join in the fun

FIRST TIME PILOTS & VOLUNTEERS WELCOME

Justin Wills and Terry Delore. Justin will be flying the club's Duo Discus DX, so this will provide a fantastic opportunity for some other lucky pilots to join him. Depending on the weather, Terry will fly up in his ASH25 or his Dynamic.

Even if you don't wish to fly, there will be plenty to do around the airfield, especially as helpers are needed on the flight line to move, hook up, and launch gliders. Alternatively, if you just want to chill out around gliders, come to Drury to watch the show and chat to the folk that are there.

For those who'd like to fly, but not as part of the competition, you are also most welcome to show up and launch either before, or after the competition has been launched. With a number of tug aircraft participating, the grid should be airborne without too much delay. As you probably know, Drury weather begins early, so even if you launch at the back of the grid, you will still get away early enough for a good cross country flight.



Entrant Derek Shipley in his Jantar ZK-GML



Terry and Abby Delore pictured at Drury recently

This important annual event will be run this time from 1 – 7 January 2023. There are already no less than 26 pilots entered, with still room for more. Amongst the entrants we are proud to have two world-renowned pilots -

Stalling Your Mind

By G Dale (Courtesy Wings & Wheels)



We are all familiar with the idea that we can easily be a complete idiot in the air. I've done some really dumb things, and made some stupid mistakes. And you wouldn't believe some of the errors I've seen when coaching perfectly competent pilots. Even this week my student tried to take off with the canopy unlocked, and he couldn't believe what he'd done when I brought it to his attention. And we know that a surprising number of smart pilots have made incredibly poor decisions, and as a result have crashed their perfectly serviceable aircraft. What on earth is going on here? The heart of the problem is that before they crash their aircraft, they have crashed their minds. Let me explain...

It's useful to start with an analogy. Imagine how a wing produces lift. A small angle of attack, a small amount of lift. Increase the angle of attack, more lift is produced. Still, more angle and still more lift, until...at some point, the airflow can't get around the wing cleanly, and the wing stalls. More angle of attack and less lift is produced. And as you know, around the stall, interesting things start to happen, all the way from a little nose drop up to an instant rapid flick to inverted followed by a spin.

What has this got to do with your mind? Unfortunately, our information processing system performs in a similar fashion. Pay no attention to the task and it's like flying with zero angle of attack: no lift. Your mind isn't working, so you won't notice the canopy is unlocked, the brakes are still open, or worse that you haven't connected your elevator...or a host of other small but incredibly hazardous errors that are the result of inattention. This is easy to counter if you can be bothered. Pay attention to the task, follow learned procedures, work your mind a little, and you get results. Observation, decision, action. You can fly the aircraft, look out, climb, decide where to go for the next thermal, and so on. Now load your mind up some more - maybe miss a couple of climbs and get a bit low - and you have to work harder to stay airborne and make progress. But this is fun: you're working hard and you're "in the zone".

Now wind up the stress factor - "the damn thermal isn't working and I'm drifting away from the good fields and there's nowhere else to climb and nothing underneath I can land in". You are working even harder, trying to solve problems that maybe can't be solved at all...and the solutions won't come.

The brain isn't a computer, it's wetware, running on both electrical and chemical systems. When you become stressed like this your biochemical pathways change - you might call this "a shot of adrenaline". A biochemist would call it by a different name but the detail doesn't matter: the result is that when you start to get into difficulties when you repeatedly fail at a task or the world insists on delivering bad outcomes then your body chemistry changes. Eventually, this triggers what has been called the "fight or flight" response, or "the Amygdala hijack". Look it up, it's well-understood and documented. *

When your system is flooded with stress hormones (I'm thinking cortisol, but don't quote me) then your body becomes tense. You grip the stick, push on both rudder pedals at once and stop looking up and around. Familiar? Your hearing starts to shut down - perhaps you don't hear that undercarriage warning or your teammate trying to talk to you on the radio. Your peripheral vision deteriorates - you don't see the other glider climbing over there showing you the way out of this tight corner. You cease to make sensible decisions - you let yourself drift away from that good area of outlanding paddocks. And when you suddenly realise that you have to land right now(!), and it looks like you're going to stick the glider in the wrong place and as you tighten up the final turn to change the approach path the wing drops the nose goes down and you are looking straight up at the ground and you snatch the stick back and...

As I said before, interesting things happen.

How can you stop this sort of thing from happening to you? Because it can, you know. The first step is to take in what I'm saying and to believe that you are personally in the firing line. It really can happen to you! This is biochemistry, not a personal lack of moral fibre. You wouldn't expect to be able to run around the airfield without getting out of breath: training helps you to run farther and faster but eventually, you'll have to stop, whether it's after 500 yards or five miles. In the same way, you can train to become a top performing pilot but if you become overstressed in the air by problems piling up one after the other your body chemistry will eventually shut down the cognitive processes and turn on the "fight or flight" response. You might simply make poor decisions: you might freeze, panic, pull the stick back, spin the glider, and crash.

This is all a bit depressing. What's the answer? Well, just as you can learn how to fly the glider in tight slow turns without stalling, you can learn to work hard at observation and decision-making in the air and stay "in the zone", flying at a high-performance level without falling into the fight or flight response: without crashing your mind.

In the next newsletter, I'll lay out a few key ideas that you can use to both improve your cross-country performance and at the same time be a safer pilot. If you want to jump ahead and get the information now, I've been through this subject in detail in Soaring Engine volume three.

Talk soon

G

** Look up "the Dodson - Yerkes" curve, otherwise known as the "Performance/Arousal curve."*

President's note

Gerard Robertson

As Christmas is imminent, it's a good time to wish you all the compliments of the season and to thank so many of you for the work you've done for the club. Let me mention some achievements rather than names, as I'd be sure to leave someone out.

- The club is looking tidier after the working bees; there aren't the piles of "stuff" lying around that there were. There are fewer "spare" trailers (& about to be fewer again)

- The front of the clubhouse is looking so much better after the new doors have been installed, while the deck and furniture look great after water blasting

- New beds have been ordered for the summer instructors, the first of whom will arrive on 5th January

- The club's virtual front door, the website, has been refreshed and renewed, while the club is now well-represented on Facebook.

Now that the weather seems finally to be coming right, let's all get some flying in and stay to mingle afterwards.

If you have the chance to fly in the Drury comp - whether in a single or twin - make the most of it. Comps are great learning opportunities, while you also benefit from flying lots in a short time. They're also great social occasions at the end of the day.

Upcoming Events

Russell Thorne

Saturday 24th Rigging Party & Afternoon Flying

We have three gliders to rig from the recent deployments and several jobs to do before the years end.

For those who are available to assist, should the weather co-operate, we have some painting to complete on the deck and in the ablution block.

Contest Preparation Saturday 31st December then Contest Practice in the Afternoon

Grass Mowing on airfield and around clubhouse
Setup Caravan at Clubhouse
Install secondary Radios in Caravan
Assign Club Mobile Phone for Retrieve
Remove Trailers from Park to Hedgerow Fence
Prepare Clubhouse and Briefing Room

Check over Club Trailers
Check Club Aircraft for Contest files
Prepare Kitchen, Ablution Block and Bunkrooms
Complete entry administration

The Need to make a **Booking** over the forthcoming Holiday period

It is essential to make a booking over the Christmas to New Year period to obtain Instructor or Tow pilot Volunteer support. They will then respond to individual requests where suitable weather and demand have been established.

The airfield is still soft in places, so restricted operations continue. Any further rain could influence these conditions.

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



(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

Note: The Libelle was sold.

It's the end of 2022 and I'd like to thank all the members who have made contributions to the newsletter during this past year – both the committee members and individual members. It's also been rewarding hearing from those who tell me they have enjoyed reading – your feedback is always encouraging. Wishing you all a safe and enjoyable Christmas break.




Regards, Peter

This newsletter was compiled by Peter Wooley wooleypeter@gmail.com

Weekend Weather

Hunua

22 December 2022

Friday 23 DEC		Partly cloudy, chance of a shower or two from late morning, most likely in the afternoon. Light winds, but afternoon westerlies.	▲ 25°C ▼ 15°C
Saturday 24 DEC		The chance of a morning shower clearing to fine in the afternoon. Westerlies, easing in the evening.	▲ 24°C ▼ 14°C
Monday 26 DEC		Mainly fine. Isolated showers developing, mostly in the west, clearing in the evening. Southeasterlies, easing in the evening.	▲ 26°C ▼ 15°C

Some more video picks from Gerard



Bill Palmer on thermalling

<https://www.youtube.com/watch?v=z4xKYfT6aJA>



2022 Gliding Collage

<https://www.youtube.com/watch?v=WT3jNHnXQsU>



Juliet Sierra flies in Worcester, South Africa

<https://www.youtube.com/watch?v=ob8W7oaKLnc>

Roster

	Instructor 1	Instructor 2	Tug Pilot	Duty Pilot	Winch Driver
December					
Sat 24	Russell Thorne	Graham Cochrane	Andy Campbell, Ben Duthie-Jng	Volunteer	
Sun 25				Volunteer	
Sat 31			Andy Campbell, Fletcher McKnz	Volunteer	
Jan 2023					
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	
February					
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	
March					
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 Roberts	
Sun 26				Caleb Rosvall	