

# AGC Weekly News

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

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## Weekend Roster

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### Saturday

Tug Pilot: Andy Campbell, Fletcher McKenzie  
 Instructors:  
 Duty Pilot:  
 Winch Driver: No winching

### Sunday

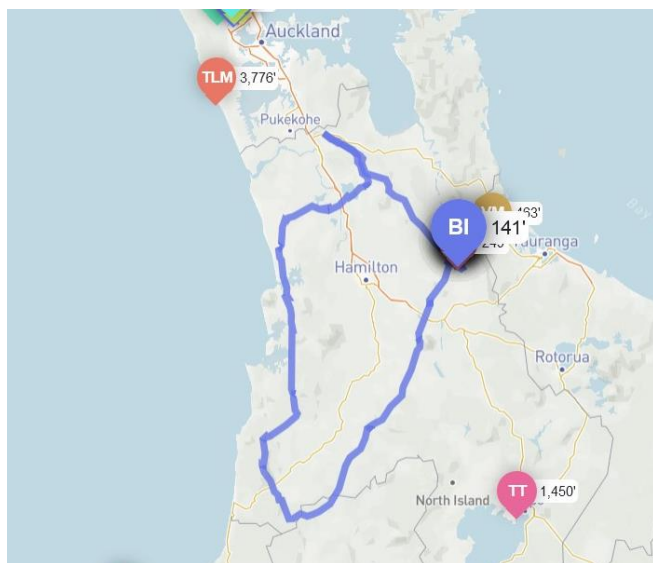
Tug Pilot: Auckland Competition  
 Instructors:  
 Duty Pilot:  
 Winch Driver: No winching

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## Spectacular Flight from Matamata in Discus 2

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Those at both Drury and Matamata have been experiencing long awaited good flying weather. Of particular note is this flight on Wednesday 28 December by John Robertson in BI around the city of Hamilton. The GNZ Tracking trace is shown below.



### Masks during Briefing at Drury during Auckland Soaring Championships

Club Members will be aware that we are again in the midst of an Omicron surge with the last weeks reporting of 31,970 cases with a daily average of 4567 cases per day. Please remember to bring your mask to wear while meeting indoors during the daily briefing, and keep your Bluetooth selected on your phone.

<https://www.google.com/search?client=firefox-b-d&q=covid19+cases+nz>

Regards,  
 Russell

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## AK at Matamata

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AK will remain at Matamata until next Tuesday, 3rd January, weather permitting with Seamus Breen present as the AGC instructor representative. Norm Duke, former AGC member and CFI, has been doing some instructing, as has Oliver, who is a welcome face to see in the club again.

Having spent two days this week flying SW at Matamata, I recommend to club members that they take the chance of flying in a different environment. Waharoa airfield is in the middle of the flat Waikato plains, yet has the Kaimai

Ranges close at hand. It offers some quite different flying to Drury, while being an easy way to start cross-country, as it's surrounded by fields (hint: work out where the goat farms are, as they keep the goats inside and crop the grass, resulting in large, smooth paddocks). On a tough day, you may even be rewarded with a close look at Hobbiton, which is close to the airfield.

While John took BI firstly to Ngaruhoe and then around Hamilton, I concentrated on local flying to try to get my hand in on the Ventus. Wednesday was fantastic, with cloud streets letting me run at

75kt from Karapiro to Mt Te Aroha, where there was lift up to 10 kt.

The Matamata Soaring Centre has bunkrooms at reasonable rates (John said they were almost empty on Tuesday night), while the Piako club is having their Christmas camp, so there is towing and a friendly bar at the end of the day. As well

as the clubrooms, there is an ablution block with kitchen plus toilets and showers.

So go on, try something different. Make a booking on the club site so that demand is visible, find a friend and go on down.

*Gerard Robertson*

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## The Auckland Soaring Championship

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**AUCKLAND SOARING CHAMPIONSHIP**  
YOUR FIRST COMPETITION

**Ensure paperwork is in order**  
**CHECK LIST**

- Valid paper work (person licence, certificate, registration, logbook, etc.)
- A log logbook (showing correct GMT)
- Airside to parking record (up to date)
- Insurance policy front page (as proof of coverages)

**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 aviator chart.

**Pilot Relief**

**PROPER PROVISION 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 avoids drinking to reduce the need for "pilot relief". An ample supply of drinking water must be carried (and consumed) as every flight.

**Equipment**  
REMINDER

- DRINKING WATER
- SUNGLASSES, SPECES
- CURRENT MAP
- PENS, RULER, PROTRACTOR
- FOOD
- COMFORT – LUMBAR / CUSHIONS
- PHEATING SYSTEM
- TRAILER HOOKED UP READY TO GO
- CAR KEYS NOT IN YOUR POCKET

Join in the fun

**FIRST TIME PILOTS & VOLUNTEERS WELCOME**



## Before You Fly

By Adam Wooley (Courtesy Wings & Wheels)



As we all very well know, as with anything in life, prior preparation prevents poor performance, knowing your preflight and landing checks goes into this category. Having a thorough knowledge of your country's checks is essential to a successful flight. If you're just learning to fly, then some study and visualisation are required, not only will it save you time and money, it'll show your instructor that you're keen, striving for safety first, and will show maturity. Revising these checks yearly too is a good idea, as from time to time your country's requirements may change and it's an easy 'tick in the box' for your annual or biannual flight review!

I must make a point though, the below checks are the ones we fly in Australia and I'm not an instructor. I'm providing them here so that you can see how another country does them, plus to build your overall knowledge, perhaps there's something that you can identify below that will ensure you have a safe flight next time after you've given it your own thought or had some friendly 'hangar talk' amongst your mates randomly one day. Let's get into it!

Before I hop into the glider that I'll be operating, I go through the following steps.

A – Airframe: Walk around check for damage and/or defects, it's your last line of defence – perhaps you accidentally hit a large rock on the way to the grid, or forgot to take off the pitot-cover. Check the Maintenance Release (is it the correct one for the glider?), including the daily inspection validity.

B – Ballast: Ensure that the trim ballast is secure if it's needed, and is the glider loading is within placard limitations? If ever in doubt, ask!

C – Controls: Check the flight controls, including air brakes and flaps, for correct sense and full deflections

D – Dollies: are all dollies and ground handling equipment removed?

It's now time to hop into the glider. Ensure that when you are doing your checks, you aren't distracted. If people are talking around you, then politely ask them to give you a moment to focus. You won't be the first, nor the last, whom forgets to lock the airbrakes because you were distracted by something – so if you get distracted, start the

checks again, it will probably save you from a little fright...

**C – Control Access:** Seat adjustments, are they secure and positioned to allow for comfortable access to all flight controls? Can you reach all panel switches/knobs and the tow release? Rudder pedals adjusted for reach. Identify where the wheel brakes are, some gliders are on the end of the air brake handle, others on the stick, and others are on the rudder pedals.

**H – Harness:** Ensure that it's secure, lap belt firm and low on the hips, this is what is going to keep you in the cockpit. Shoulder straps can be on so they are comfortable. What about the second pilot?

**A – Airbrakes and Flaps:** airbrakes cycled and set for launch, or closed and locked. Set your flaps as per the flight manual.

**O – Outside & Options:** Is the airspace and takeoff path clear? What is the wind doing and how will it affect your takeoff technique and emergencies if they eventuate? Have you got a sufficient and competent ground crew available? What is your emergency plan?

**T – Trim:** trim set as required, ballast confirmed

**I – Instruments:** altimeter set, other instruments reading normally, no apparent damage. Radio on and on the correct frequency.

**C – Canopy:** closed, locked, and clean

**C – Carriage:** undercarriage down and locked

**C – Controls:** check for full and free movement

**Pre-Landing Check,** you're on downwind now, do these early so that you can focus on the traffic pattern, radio calls, and other aircraft in the circuit.

**F – Flaps:** Set as required

**U – Undercarriage:** Down and locked

**S – Speed:** set for your target approach speed as per the flight manual, country standards, and for a safe speed near the ground, have you considered adding a wind increment?

**T – Trim:** set for selected speed, dispose of any ballast you've held during the flight

Remember a good flight doesn't end once you've come to a complete stop, for me it ends when the glider is safely towed back to the hangar, cleaned, and batteries on charge for the next person. One could take it further to ensure that you're fed, hydrated, and alert for the drive home too! Happy soaring:)

*Banner photo by Sean Franke*

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## Members' Small Ads

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

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

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## Roster

	Instructor 1	Instructor 2	Tug Pilot	Duty Pilot	Winch Driver
<b>December</b>					
Sat 31			Andy Campbell, Fletcher McKnz	Comp practice	
<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	