

AGC Weekly News

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

James Butterworth flies DX at Matamata

I was fortunate to get two good days of weather and had two good Ridge tasks first day with Georg and the second day with Miha. Here are some pictures from the event.



DX on the grid



Can you spot Georg, James and DX?

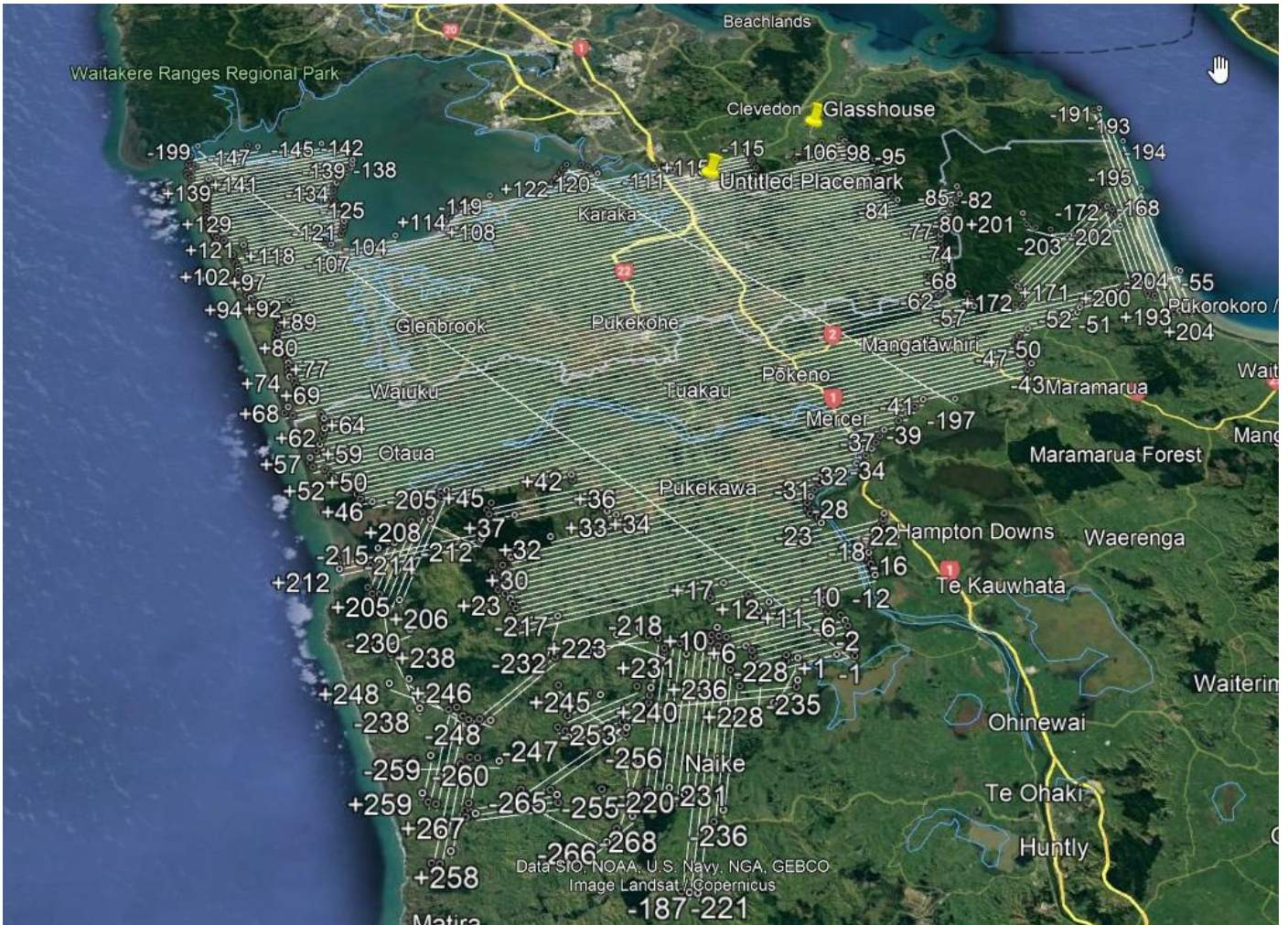
A survey by Fletcher (or PAC750) aircraft south of Auckland, and in the northern part of the Matamata Contest area, at lower altitudes around 1900AGL, will take place probably towards the end of the week.

Given the nature of the operation, it would be

appreciated if pilots could keep a good lookout for the survey aircraft and accommodate the survey.

<https://www.kiwiairltd.co.nz/the-fleet/>

Regards,
Russell



Seamus Breen's 80th Birthday Party on 11/2/23

This is a final reminder for Seamus Breen's Birthday Party at the club on Saturday. Please send your RSVP to Niall@breson.co.nz ASAP if you haven't already done so.

Many thanks

Niall Breen

Mobile 027 531 1631

Phone 09 267 0893

Email Niall@breson.co.nz

Matamata Report Back

On the subject of weather, which most of us have seen its worst lately, it's getting better at Matamata, after the first few days proved to be non flyable. As usual, we had a couple of practice grids and waited and waited until the obvious decision was made and we came back and tied the machines down. One day, Sunday, was flyable, but only locally under just about total overcast and just the odd bit of slim sunshine making it through - cloudbase of just over 2000ft.

Georg Schulte and Nathan Montano just busting to get airborne managed an extended local flight for all the waiting. Finally on Tuesday, Georg and James Butterworth did embark on the first Racing Task for the Open Class. This was 340km from Matamata onto the Kaimai Ridge from Wardville (Midway Matamata/Kaimais). Start to within 500m of Kerepehi-to within 500m of the centre of Putaruru (a long way from the ridge). Leaving the ridge all on tippy toes, then a rush back to the certainty that the ridge offers.

This is where the decision making really matters, if you get it wrong (and this happened), a 2m high maize crop paddock is your final destination. Only pride was sacrificed and a short visit to the workshop will be booked. However, it was back up north to Thames airfield for DX at great speed, the wind at ridge height was generally around 17kts. Another dash back to the control point of Te Poi, near the Matamata/Tauranga road, to ensure the gliders arrived back at Matamata for a straight in approach to Rwy28 and time for recovery. A chicken dinner for reward. In all, 4hrs 16mins on task for DX and 340km at 80kph was completed.

In the main event, the 2023 Club Class Nationals, John Robertson in the club DG303 dashed around 337km in 3hrs 16min at an average speed

of 103kph - a great effort for 2nd place on the day, just behind the President of GNZ, Steve Wallace in KT, the venerable Mosquito.

Today (Wednesday) was similar to yesterday, but different! Still a ridge task, but within the structure of an Assigned Area Task (AAT) with a point just north of Thames then right down south, the locality of Ngatira, deep in the forest north of Tokoroa were the extremities, with flexibility to go as far as you dare and still make back to Matamata shortly after, but not before three hours. Time management and speed are the two variables, and here I mention, that in the club class today, three pilots arrived back within an elapsed time of two seconds compared to each other, each having left and returned at different times, a most unusual occurrence.

The thermals were much stronger and the associated wind on the ridge was a couple of knots in excess of the previous day. Thermals were well spaced which allowed for many to be just used for top ups without circling. The fastest pilots waited around the start line until 40 minutes had elapsed since the start gate opened and achieved 408km at an average speed of 136kph. That was an exceptional result for the days Open Class Winner, Brett Hunter. By comparison, the club class winners (there were three) did 329km at 118kph.

We look forward more of the same conditions, we deserve it, after all we have been through in recent months, in and around our houses.

https://www.soaringspot.com/en_gb/nz-club-nationals-matamata-2023/results

Regards,
Russell



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

(Thank you Gerard!)

DG 1001Club neo impressions



Having an opportunity while waiting for soaring weather at Matamata, I took the opportunity to fly the new Piako Gliding Club DG 1001Club neo.

<https://www.dg-aviation.de/en/dg1001clubneo>

First Look

The DG1001Club neo which the Piako club has purchased has the 18m wing option with winglets, fixed landing gear and a nice wheel fairing. Has a very high tailplane which I could walk under easily. Plenty of storage space behind the backseat luggage tray. Separate side folding canopies with solid locking device. It has a trim lever trigger on the stick more typical of the AS gliders.

Getting in

Needs some weight on the nose to make an entry easier at the lower level. Once seated, the legs wrap snugly around the fixed panel, to lower your weight into the comfortable "legs high" seating position, typical of all DG gliders. Those with more abundant torso or thighs would find the seating arrangement rather tight. There was plenty of rudder pedal adjustment for those taller than me, without the head nearing the canopy overhead. The centre of gravity was calculated with two tail weight units installed, from an accompanying graph kept in the back seat.

Take Off

I was warned to expect a longer takeoff roll from a neutral stick position. I felt the lower view over the front in this setting was consistent with a risk of touching the nosewheel, somewhat similar to the Duo Discus. When releasing the neutral stick force, the glider left the ground only marginally

before the towplane.

Towing

The glider was very stable in the tow, easily coped with tight turns while attached for the two thousand foot release height.

Release and Free Flight

The release knob is easily reachable from the prone position and the stability is even more noticeable in the free flight phase. Thumb and forefinger control was more than attainable while lift was easily detectable with the lifting wing method. Thermalling was conventional and responsive in every sense in weak conditions, which only allowed climbs just in excess of 2200ft. I found the use of the trim trigger to attain the present speed required a little more force than what I was used to in my own AS glider with a similar trim mechanism. After about forty minutes of thermalling, we returned for the circuit and landing from a high position where I thought full airbrakes were not as effective as the ASK21. The airbrake lever has a long measure of travel to an uncomfortable point of shoulder turning to apply the wheel brake in the last available lever travel. The glider is fully spin capable, along with an aerobatic approval.

Overall, after the 54 minute flight in overcast conditions, the DG was found to be an impressive later design, with only a few minor points of criticism. The Piako club is now progressing into cross country training with this model in the present competition.

Regards,
Russell

Tropical Cyclone Gabrielle named in the Coral Sea

8/02/2023

Covering period of Wednesday 8 - Sunday 12 November

The tropical low in the Coral Sea that MetService has been monitoring over the last few days has intensified into a tropical cyclone, named Tropical Cyclone Gabrielle by Australia's Bureau of Meteorology this afternoon.

At 1pm Wednesday afternoon New Zealand time Tropical Cyclone Gabrielle was located more than 700km northeast of the coast of Queensland. It is expected to track southwest remaining over water, before re-curving towards the southeast on Thursday, putting it on a likely path towards Aotearoa New Zealand. It will continue on this track until it comes close to Northland late on Sunday.

"Although by the time it draws close to the top of the North Island it will have lost its tropical characteristics, it is still expected to be an intense weather system," says MetService meteorologist Mmathapelo Makgabutlane. "Likely impacts of this system include heavy rain, gale force winds and

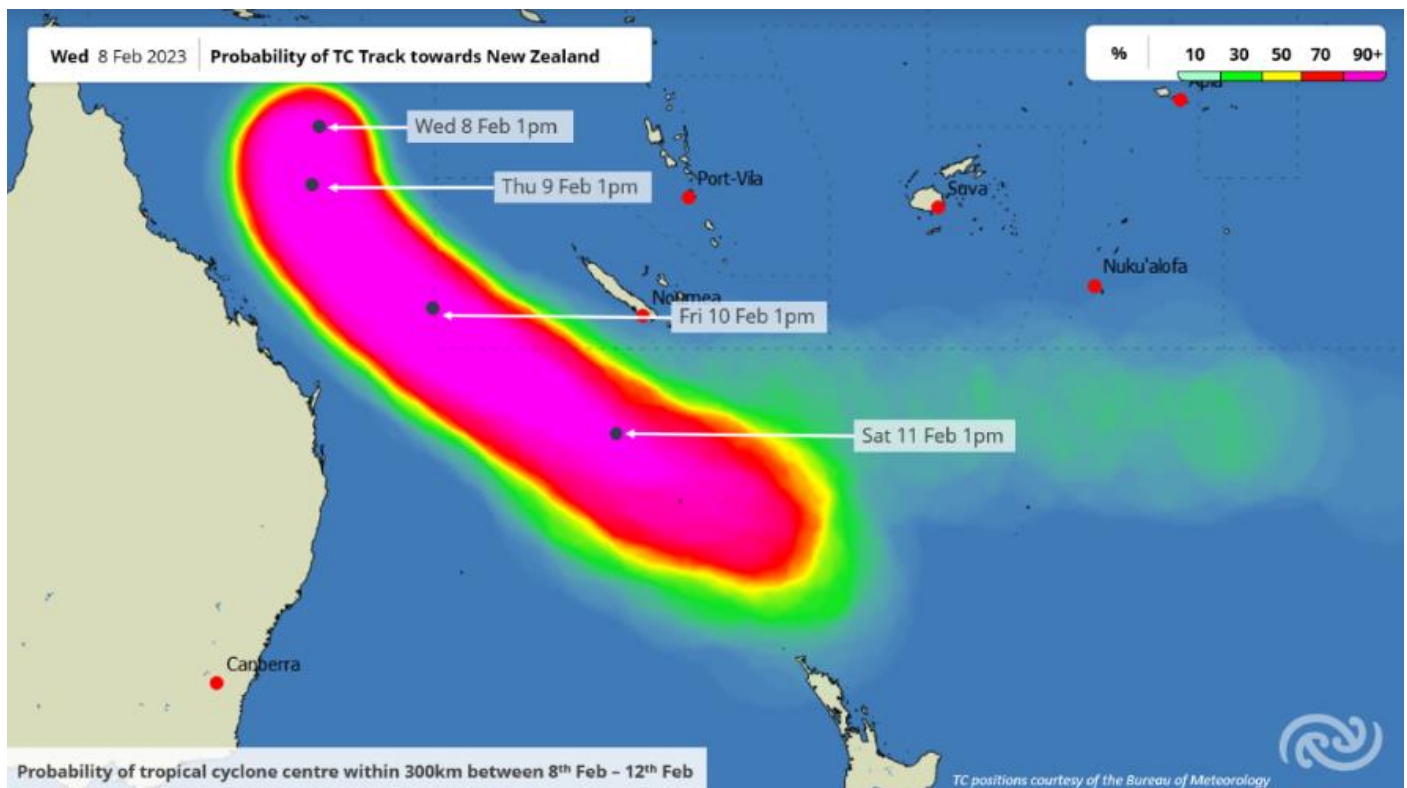
large waves leading to dangerous coastal conditions for the upper North Island into early next week."

There remains uncertainty around the exact path of Tropical Cyclone Gabrielle as it approaches Aotearoa New Zealand, and how things play out will be determined by what happens in the coming days.

"A slight change in atmospheric conditions may influence the track and speed of Tropical Cyclone Gabrielle, which will affect the intensity and location of expected impacts," adds Makgabutlane, "This could affect some of the areas which have already seen significant impacts from recent weather events."

People are advised to continue to stay updated with the latest MetService forecast.

The latest information by the Bureau of Meteorology can be found at <http://www.bom.gov.au/cyclone/?ref=ftr> and the Severe Weather Outlook from MetService NZ can be found at <http://bit.ly/TropicalCycloneActivity>



Can you spot Georg, James and DX?



NZ Club Class Nationals Jan 2023

Matamata, New Zealand, 3 February 2023 – 12 February 2023

News Pilots Tasks & results Downloads Gallery

Overall results for Club after task 4

[← Previous day](#) [Next day](#)

Task Meteo **Daily** Total

#	OP	CN	Contestant	Club	Glider	Total
1		KT	Steven G Wallace	AAV	Mosquito	2,868
2		LW	John Robertson	AKL	DG-300 Elan	2,856
3		VC	Steven Care	PKO	ASW 20	2,736
4		TJ	Michael Strathern	NLN	ASW 20	2,708
5		LD	David Hirst	WLN	ASW 20	2,670

Members' Small Ads

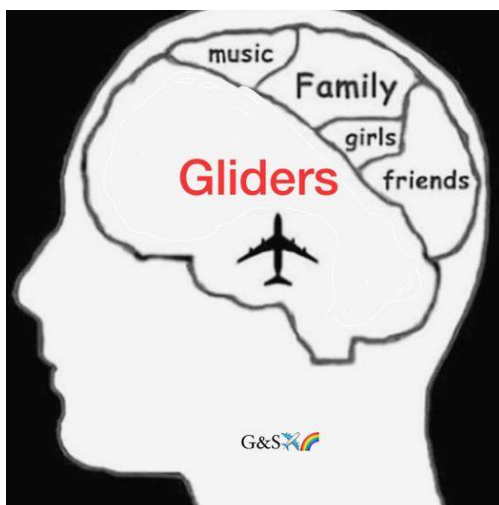


PW5 KF for sale. Current Annual until Dec 2022. Ready to fly. Approx 800 hours flying. Radio, altimeter, airspeed indicator, electric and mechanicals varios. Includes open trailer. **Priced to sell at \$8,000.** Ideal for single ownership or cheap syndicate. Reason for sale is that glider is surplus 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



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

Roster

	Instructor 1	Instructor 2	Tug Pilot	Duty Pilot	Winch Driver
February					
Sat 11	Jonathan Cross	Graham Cochrane		Peter Wooley	
Sun 12	Ross Taylor	John Robertson	Pat Driessen, Brett Nicholls	Patrick Lalor	Grahame
Sat 18	George Schulte	John Bongrain		Peter Himmel	
Sun 19	Russell Thorne	Keith Macy		Tristan Harvey-S	Paul C
Sat 25	Jonathan Cross	Graham Cochrane		Wolfgng Schenk	
Sun 26	Nigel McPhee	Nigel McPhee		AJ Dudley	Bradley
March					
Sat 4	Roy Innes	Graham Cochrane		Allen Pendergrst	
Sun 5	Ross Taylor	John Bongrain		Dylan Watson	
Sat 11	Nigel McPhee	Keith Macy		Frank Excell	
Sun 12	Russell Thorne	Nigel McPhee		Geoff Green	
Sat 18	Jonathan Cross	John Robertson		Geoff Gaddes	
Sun 19	Russell Thorne	Frank Excell		Georgia Schofld	
Sat 25	Roy Innes	Graham Cochrane		Gerard Roberts	
Sun 26	Ross Taylor	Keith Macy		Caleb Rosvall	