

AGC Weekly News

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

The MSC Grand Prix

Anton Lawrence

Last week saw the last competition of the year play out at Matamata, the MSC Grand Prix.

The New Zealand format of this is designed to allow all glider types a fair chance of winning. In fact, the 15m class was almost won by a very well flown Libelle!

The Grand Prix is basically a race where there is

only one start time, so all pilots race for the line, but there is an AAT (Assigned Area Task) twist where the first turn point is in an AAT area that a pilot must enter, with a distance determined by the glider handicap. Higher performing gliders must travel further than the lower handicapped gliders, this gave each pilot a minimum distance to be flown, the winner being the first glider home. My distance was approximately 255km.



Iso lines of equal estimated distance

There are also penalty points for various indiscretions like, starting above 3500', starting above 80kts, turning towards starting gliders in the start zone, missing the start line, missing your minimum distance by 2,5km or missing it by over 2,5kms, crossing the start line too soon, crossing the finish line below 800' and so on.

I managed a day disqualification for three of these in one go, fortunately others were able to make mistakes during the week allowing a catch up.

Trying to configure this into the flight computers proved to be one of the hardest tasks for most pilots until it was shown that the centre point

could be moved to give your personal distance required. The LxNav 9000 series instruments also have an "iso line" function that draws nice curved lines showing equal anticipated distances within the AAT circle, I worked out how to do this on the last day after reading the manual half a dozen times, other pilots draw lines or half circles on the Oudie or XC soar device.

There were two classes A and B, "A" being open class gliders and "B" 15meter gliders.

We had 5 good days of flying which was impressive for the way this season has gone. Flights were mostly to the north and one down to

Tokoroa, cloud base was normally around 3500' to 4000' and up to 5000' in the Tokoroa area. The second to last days results put both classes on a tight rope, with Brett XB Class A on 27, Tony DK on 26 and Jason HW on 24, and Class B, Philip GJ 28, Steven VC 27 and myself OZ 26 so

there was everything to fly for.

The last day was to be a ridge day with two runs up and down the Kaimai's, so all who could put water on did so, including myself.

Final scores

Class A:

Brett Hunter	XB	35
Tony Van Dyk	DK	28
Jason Shields	HW	28

Class B

Anton Lawrence	OZ	36
Steven Care	VC	35
Philip Rees	GJ	33

Check out soaringspot.com for all the days and

the final results.



Brett Hunter and Anton Lawrence

The Great Matamata Soaring Centre Grand Prix Results

Congratulations to Anton Lawrence - DG300 - Winner in the 15m Racing Class.

https://www.soaringspot.com/en_gb/msc-grand-prix-2023-matamata-2023/

<https://www.facebook.com/photo?fbid=594976092674852&set=pcb.594976532674808>

Regards,
Russell

End of the seven-day flying week

With the return to Europe of our last summer instructor next week, the seven-day operation comes to an end for this season. This means that only those pilots and instructors, with signed approval to conduct independent flying, may

operate from Drury on days other than weekends and supervised Wednesdays.

Regards,
Russell

Farewell to the faithful Fergies

Gerard Robertson

The club's small squadron of Fergie tractors has been sold. Let me reiterate the committee's reasons for selling them:

- only one worked, with such poor braking performance that it was a hazard
- the other two were occupying the workshop, in disassembled form
- the older members with the skill and time to keep these museum pieces going had themselves retired.

Delivery of the newer Land Boss is imminent. It will have a towing capacity for our needs.

However, the club will institute a process of issuing authorisations to use various items of club equipment, including mowers and Land Bosses. This is a common sense practice at other clubs and the care taken with club equipment has varied somewhat between members.

The removal of the Fergies from the workshop will - thanks to the efforts of Peter Wooley - result in a full workshop available for club and club member use (booking system to be arranged). This will permit work on club and private gliders over winter in a space which is well-lit and can even be heated.

DX at the Matamata Grand Prix

James Butterworth

A successful Matamata grand prix was held at Waharoa from the 17th to the 25th. Our summer instructor Miha Gosek finished 7th in class A (high performance) in the clubs Duo Discus while Anton Lawrence won Class B in his DG300 ahead of Steven Care and Philip Rees, both of the Piako club. Brett Hunter won Class A with Jason Shields (Discus 2T), formerly of the Auckland club second and equal with Tony Van Dyk (ASG29E) and Tim Bromhead fourth in his Ventus turbo.

Miha's 7th was very creditable considering those ahead included some very experienced pilots in high performance ships and we only flew four of the five task days. Full results and traces are on Soaringspot.com. Our daily results were 6th, 4th, 6th and 5th for overall 7th. Miha flew with Grant Smith on Wednesday, Keith Macy on Thursday and James Butterworth on Friday and Saturday.

The tasks on the two days I flew suited the conditions well and allowed us to make use of what were good thermal areas on Friday and the ridge and cloud streeting on Saturday. Friday saw us doing a 136km thermal task going first South to Tokoroa, then a short 28km hop west to the Arapuni Dam on the Waikato river, followed by a longer 53km run up to the dairy factory at Waitoa in the middle of the Hauraki plains, north of the Cambridge hills. I really enjoyed this task as I had never flown south from Waharoa other than on the ridge. The terrain for outlanding is a little more challenging down there. Lots of paddocks but not very flat. The conditions were near ideal though for this time of year post

equinox. Light winds and early cloud along the Kaimai range which locals noted as looking like an unusual convergence on the Western side. Cloudbase was initially only around 3000ft but rose later to around 4500ft, which was just as well as the ground rises quite quickly south of Matamata. The turnpoint was Tokoroa airfield which is at 1200ft above sea level. There were good thermal markers along most of the route including very active convergence over Arapuni. After Arapuni it had gone quite blue over the plains and so we had a choice to either go for the Cambridge hills directly en route, which had good clouds but a longish glide, or track further east back towards Waharoa, as there were intermittent clouds on route. We elected to play it safe and went east, passing Waharoa and did pick up enough height to make it to Waitoa. We did lose some time with the detour though and looking at the trace it probably was fairly achievable to get back to the Cambridge hills. From Waitoa it was a final glide to finish just behind Tim Bromhead who executed a low pass over the airfield which we observed before joining circuit behind him.

Saturday task 6 was declared a ridge task - 251km for DX up and down the Kaimais. The second and third turnpoints were a few kilometres off the ridge at Awaiti and Okoroire, requiring a slow beat into the headwind which was around 13 to 15 knots at 3000ft. The Holfuy wind gauge near the "golfball" antenna gave a useful confirmation of the Skysight prediction. It wasn't a strong ridge day but was working enough to allow good speeds on the ridge. The wind was more

westerly in many places so not straight onto the ridge and giving mixed lift and sink amongst the lower ridges and gullies. As is often the case though, the ridge combines with thermals to give intermittent strong lift which can be taken up to cloudbase if required. This is not recommended though apart from pre-start, as it's faster to just fly the ridge and not stop. To keep up with the field we had to continue on the ridge. Even when we were slightly lower than we would have preferred it was a little reassuring to see others ahead and even lower. In particular, the area north of Te Aroha and across the "Waihi gap" did not produce spectacular lift but was enough to maintain altitude.

The grand prix format is exciting, with a mass start and handicapping by distance, so better gliders have to fly further, which is achieved by having to go further into the first turnpoint "cylinder". The idea being that all should finish around the same time. The sky can get quite busy especially on the ridge with the Flarm going off often, although it is also good to be able to see the position of other ships ahead on task.

If you get the chance to fly the Duo in a contest it's worth the effort. Thanks to the committee for allowing us to use DX.

Flight of the Week!

Tim Bromhead made an epic flight this week, which you can view at

<https://www.we glide.org/flight/239368>

Regards,
Russell

Pictures from the Matamata GP



Matamata sky – photo Jason Shields



Early morning paraglider – photo James Butterworth





Photos by James Butterworth



Steve Care receiving his award, Dave Dennison comp director – photo James Butterworth



Anton Lawrence receiving his award Dave Dennison comp director – photo James Butterworth

Weekend Weather Outlook




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On Saturday rain spreads across the island from west to east and some heavy falls are possible in the west.

On Sunday a few showers are expected but these are mainly in the west.

Hunua

30 March 2023

<p>Friday 31 MAR</p>		<p>Fine then high cloud increasing in the afternoon, and a few spots of rain at night. Northerlies developing in the afternoon.</p>	<p>▲ 21°C ▼ 15°C</p>
<p>Saturday 1 APR</p>		<p>Rain, clearing later in the day to partly cloudy weather. Northerlies easing.</p>	<p>▲ 22°C ▼ 15°C</p>
<p>Sunday 2 APR</p>		<p>Fine. Southwesterlies.</p>	<p>▲ 24°C ▼ 12°C</p>

Member's 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. **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

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

Roster

	Instructor 1	Instructor 2	Tug Pilot	Duty Pilot	Winch Driver
April					
Sat 1				James Butterworth	Keith Annabell
Sun 2				Joseph Dixon	Hugh
Sat 8				Jonathan Ash	
Sun 9				Jason Smith	
Sat 15				Kevin Johnson	Bradley
Sun 16				Kyle Mackie	Grahame
Sat 22				Lois Kok	
Sun 23				Lance Feldwicke	
Sat 29				Matt Findlay	TBA
Sun 30				Matt Kerrigan	TBA
May					
Sat 6				Michael Alexander	
Sun 7				Nathan Montano	
Sat 13				Nigel Caigou	
Sun 14				Patrick Lalor	
Sat 20				Peter Himmel	
Sun 21				Shery Nichols	
Sat 27				Peter Wooley	
Sun 28				Tristan Harvey-Smith	
June					
Sat 3				AJ Dudley	
Sun 4				Allen Pendergrast	
Sat 10				Dylan Watson	
Sun 11				Caleb Rosvall	
Sat 17				Geoff Green	
Sun 18				Geoff Gaddes	
Sat 24				Andy Campbell	
Sun 25				Anton Lawrence	
July					
Sat 1				David Moody	
Sun 2				Dion Manktelow	
Sat 8				Frank Excell	
Sun 9				Graham Cochrane	
Sat 15				Grahame Player	
Sun 16				Hugh Warren	
Sat 22				John Bongrain	
Sun 23				John Robertson	
Sat 29				Jonathan Cross	
Sun 30				Keith Macy	