

AGC Weekly News

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

CFI Report

Over the last week I've compiled a complete audit of all club members currency with regard to BFR status and medical declarations. There is a very small amount of missing information in our files, but there are some members who's BFR's and medicals are past due.

I've already sent some emails out, but I still have a few to send, don't feel singled out if you receive one, we just need to keep our records up to date.

At this stage the field is still firm enough for normal operations but could change with heavy rain, it was around this time last year the field became unusable.

The forecast for the weekend is for easterly winds both days, stronger on Sunday. There will be high cloud cover and low stratus so it might be a bit gloomy, but could be ideal for those who need to do cross wind landing practice or signoff.

Several years ago I prepared a data base extracted from LINZ of all airfields in country, this

has recently been updated and can be found on the club website under waypoints, the file name is Runways 2022 V7.cup (because that's what LINZ calls them).

The file is not 100% inclusive as there are a couple of strips not noted, but it's pretty good. It's just a txt file so will run on XC soar, you may just need to change the extension to .txt. We wouldn't normally fly from strip to strip during an XC, but learning to spot them from the air is a useful exercise as they are often hard to make out, and can give you confidence if flying in hilly terrain. This will show up on apps like SeeYou Navigator, Oudie or any LX Nav device. If you got nothing to do it's interesting to zoom in on satellite mode to see what they look like. One thing to remember of course is they make wonderful hay making fields which is normally cut and left as bails all over them just when you need them.

Cheers for now

Anton

The Thermal Podcast

Submitted by Gerard Robertson

<https://thethermalpodcast.libsyn.com/the-thermal-episode-40>

There's some interesting stuff here:

On Episode #40 of The Thermal...a feature interview with IGC President Peter Eriksen and the growing concern over mid-air collisions.

I also speak to this year's winner of the BGA's Bill Scull Safety Award. Wolf Rossmann tells us all about his on-line safety tool FlySafe.

And Dr Dan...talks to me about the real danger of Altitude Decompression Sickness and the impact on glider pilots.

Dan is Dan Johnson, Ventus cM owner and medical advisor to the Perlan project. He's a retired intensivist and all-round nice guy, who rang me when I bought SW to talk through flying a Ventus.

NZ Met Service Report

Rain for the northern North Island gradually moves south over the weekend. The South Island will be relatively settled, with a few showers in the west.




Rain and strong easterlies develop over

Northland on Saturday, and a few showers about Auckland and the Coromandel; the remainder of the North Island will be mainly fine.

On Sunday, the rain begins to shift southwards, and cloud increases in the south.

Hunua

27 April 2023

Friday 28 APR		Partly cloudy. A few morning and evening showers, mainly north of the Harbour Bridge. Easterlies.	▲ 20°C ▼ 11°C
Saturday 29 APR		Cloudy periods with isolated showers, clearing in the morning. Showers developing in the evening. Easterlies, becoming fresh in the morning.	▲ 20°C ▼ 15°C
Sunday 30 APR		Occasional rain, becoming persistent in the afternoon, some possibly heavy. Strong easterlies.	▲ 21°C ▼ 17°C



This is a hard subject to write about beyond offering some general observations and simple advice. Different regional factors including farming and crop differences, irrigation methods, topography, vegetation, grazing animals, wetlands, spring mud, winter snowfall, and other concerns all mean that local knowledge and experience are most helpful. What works in one area will be useless in another. Still, below are a few ideas that might be helpful to you.

Private Airstrips

Especially if they have been allowed to deteriorate to some overgrowth and/or uncontrolled edge vegetation, these private strips are not always preferable to landing in a good wide farm field. Here, your wingspan matters - as does the type of airplane or ultralight that flies (or maybe used to fly) out of that location (high-wing airplane pilots don't care as much as you do about lateral obstacles). You will have more options for private airstrips in a 13 or 15m glider than you do with a larger span machine. More than once I have flown in deteriorating conditions

to a private strip that I discovered on arrival was unlandable. Once I was actually confronted with a big private wedding tent erected on the runway! So, you should scout for other fields and options on the way into such a private strip and be prepared to abandon the planned airstrip for something less dicey. A sense of the seasonal crop height can also be helpful here. A narrow strip surrounded by 10-inch corn in the springtime will be much less inviting months later when the corn is 5 feet or higher. On strips with some vegetation growing on the runway, try to avoid rolling over the growth - it can take out a landing gear door quite easily. Obviously, a narrow strip is an even greater challenge in a crosswind of any strength.

Small Airports

In New England where I learned to fly, there was an interesting airport hazard called "snow stakes". These were 5-foot bamboo poles cable-tied to the runway lights to help winter snow plow drivers avoid plowing up the lights. There being no reason for the airport to remove them in the

springtime, they became a perpetual landing hazard to gliders using those airports and often forced us into adjacent farm fields. Assuming that your narrow small airport doesn't have these and has moderate-height runway lights, there is a technique of off-runway centerline landing that allows the fuselage of the glider to get quite close to the lights on one side (which is almost always lower than the glider wing root which passes over them) while the other wing tip easily clears the other set of runway lights. This method can be used to get a large wingspan glider into a narrow runway if there is no vegetation or obstructions outside the line of runway lights. Some small airports have a grass or dirt infield between a runway and a taxiway that can be tempting because it is wider than the runway. However, unless you are certain that these infields are landable, the paved runway is usually a better option. There can be chuckholes, drainage fixtures, or electrical boxes in the infield that you will not see from the air.

Pastures

I generally prefer a cut or low crop field to an unimproved pasture for landing out. Usually, a pasture is rolling or has a side cut has rocks or chuck holes in it, and has grass of uncertain height. It may also be populated by grazing animals. A pasture that shows signs of recent

mowing can be good (and probably does not have rocks) but be very cautious of a rollout that crosses from a mowed area to an unmowed area (or vice versa). Frequently the mowing line or border will be the location of a barbed wire fence - very dangerous and almost impossible to see from the air. See also the comments below about crossing roads into a pasture if there is a road nearby.

Photo by Sean Franke - Landout at an abandoned private airstrip in SoCal.



Roy Bourgeois is a well-known US and South African glider pilot who served many years as the Chief Pilot for the Greater Boston Soaring Club and now lives and flies in Arizona. He has held several US national records, competed in many US and Canadian Nationals, and has flown over 300,000 XC kilometers in his 4400 hours of gliding. He can be reached at royb@bw.legal

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 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

Roster

	Instructor 1	Instructor 2	Tug Pilot	Duty Pilot	Winch Driver
April					
Sat 29	Jonathan Cross	Keith Macy	James Bassett	Matt Findlay	TBA
Sun 30	Nigel McPhee	John Bongrain		Matt Kerrigan	TBA
May					
Sat 6	Russell Thorne	John Robertson		Michael Alexander	
Sun 7	Paul O'Neill-Gregory	Graham Cochrane		Nathan Montano	
Sat 13	Roy Innes	John Bongrain	James Bassett	Nigel Caigou	
Sun 14	Nigel McPhee	Frank Excell		Patrick Lalor	
Sat 20	Russell Thorne	Graham Cochrane		Peter Himmel	
Sun 21	Ross Taylor	Keith Macy		Shery Nichols	
Sat 27	Jonathan Cross	John Robertson	James Bassett	Peter Wooley	
Sun 28	David Moody	Anton Lawrence		Tristan Harvey-Smith	
June					
Sat 3	Paul O'Neill-Gregory	Graham Cochrane		AJ Dudley	
Sun 4	Russell Thorne	Keith Macy		Allen Pendergrast	
Sat 10	Roy Innes	John Robertson		Dylan Watson	
Sun 11	Ross Taylor	Anton Lawrence		Caleb Rosvall	
Sat 17	Nigel McPhee	John Bongrain		Geoff Green	
Sun 18	David Moody	Keith Macy		Geoff Gaddes	
Sat 24	Jonathan Cross	Frank Excell		Andy Campbell	
Sun 25	Anton Lawrence	John Robertson		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	