

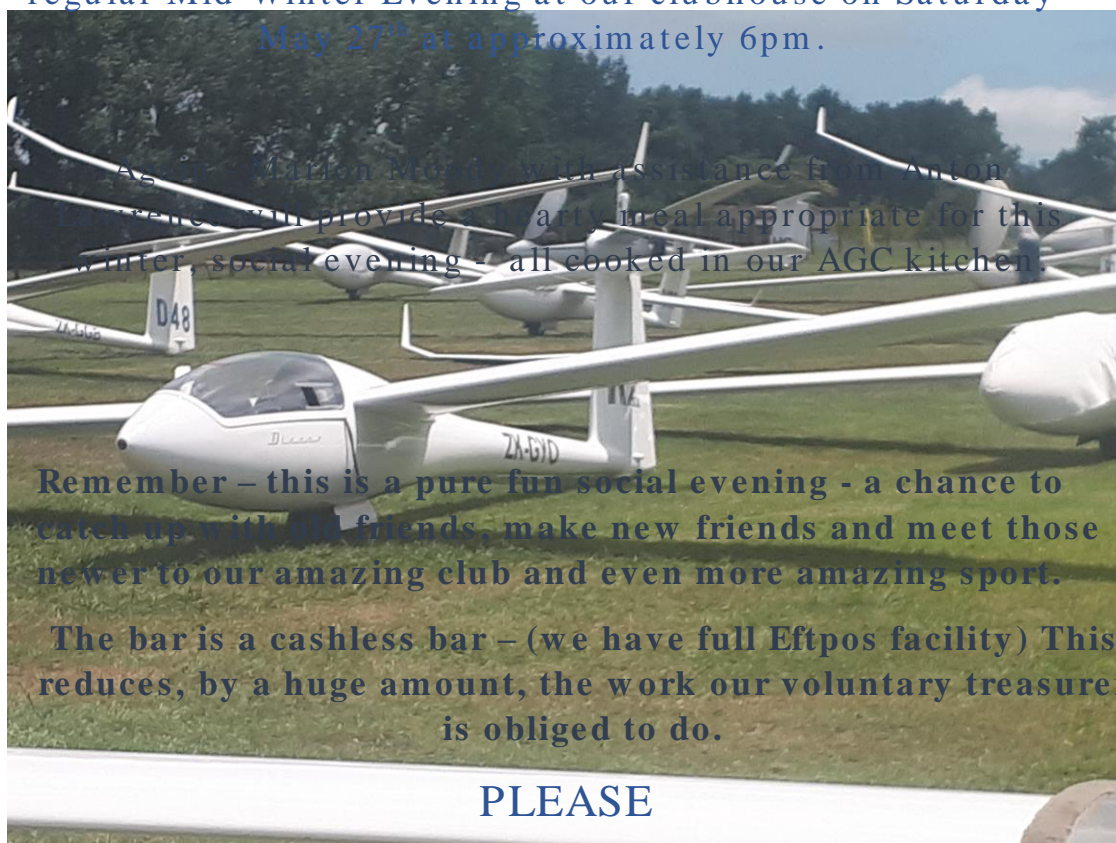
# AGC Weekly News

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

## Auckland Gliding Club End of Season Prize Giving Evening

27<sup>th</sup> May 2023

All members, partners, and friends are invited to attend our regular Mid-Winter Evening at our clubhouse on Saturday May 27<sup>th</sup> at approximately 6pm.



AGC's Marion Moody, with assistance from Anton Gaddes, will provide a hearty meal appropriate for this winter, social evening - all cooked in our AGC kitchen.

Remember - this is a pure fun social evening - a chance to catch up with old friends, make new friends and meet those newer to our amazing club and even more amazing sport.

The bar is a cashless bar - (we have full Eftpos facility) This reduces, by a huge amount, the work our voluntary treasurer is obliged to do.

**PLEASE**

**We absolutely need numbers to ensure this a successful event!**

**Please send a confirmation email to Ross - [rsgaddes@gmail.com](mailto:rsgaddes@gmail.com) or Anton [anton@scorpionprojects.co.nz](mailto:anton@scorpionprojects.co.nz) with your name and the number of you attending.**

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## Why don't YOU go south with DX?

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The success of the "DX to South Island" road trip last year has encouraged the AGC committee to proceed with another adventure for AGC members. Below outlines the general plan.

- 9<sup>th</sup> Nov - DX moves south. Ferry booked for Thurs. 9<sup>th</sup> Nov at 3:00 pm
- 11<sup>th</sup> Nov enters the SF XC Course with AGC members at P1 and P2.
- 19<sup>th</sup> Nov relocates South to Omarama.
- 20<sup>th</sup> – 24<sup>th</sup> Nov AGC members attend Omarama Mountain Flying Course.
- 25<sup>th</sup> – 30<sup>th</sup> Nov AGC members can fly in Omarama (or maybe Springfield - if operating).
- 1<sup>st</sup> Dec - DX moves North to Springfield (if not earlier).
- 2<sup>nd</sup> – 9<sup>th</sup> Dec AGC members fly with CGC members on an informal task fun week (not a comp.).
- 10<sup>th</sup> Dec – Optional extra flying if weather is ok and the CGC is operating.
- Tues 12<sup>th</sup> Dec 1:15pm Picton – DX crosses to the North Island.
- 13<sup>th</sup> Dec DX back in Drury for Wed flying.

At this stage the estimated costs of fuel plus ferry costs will make up the base charge which can be evenly split between 12 or so participants. My estimate at this stage – with 12 participants will be approx. \$200 each which will be charged prior to the journey taking place. More detail on enquiry.

This is a great opportunity to experience South Island Mountain Conditions in a safe and organised way and in our own high performance Duo Discus. If you are unsure what to expect ask those that took part last year !

Expressions of interest PLEASE as soon as possible – already we have eight members that have done so already – we will close off at 12 applicants.

**Organiser - Ross Gaddes 0274789123**  
**rsgaddes@gmail.com**

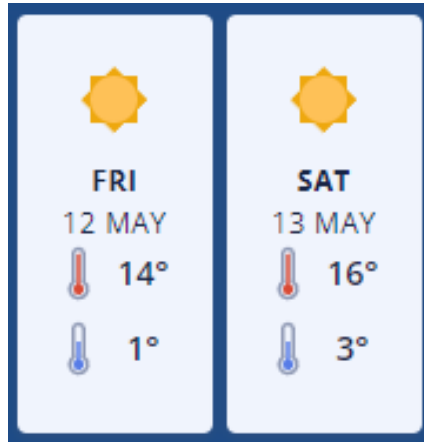
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## Matamata weekend forecast

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Saturday - fine. Light winds.

Sunday - showers, some heavy, with possible squally thunderstorms and hail, clearing this evening. Westerlies.



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## CFI's Report

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As reported last week, the grounds are well and truly soaked to capacity with some flooding earlier in the week.

I'll relocate AK to Matamata tomorrow evening, so it is onsite for any pilots who feel the need to fly. Unfortunately, I'll be involved in the instructors meeting as will Roy, who was rostered for Saturday. If there are any other instructors who are rostered on or otherwise who would like to assist, it would be appreciated.

The booking system is open now, so put your name down if keen, just so we know. Call me if you have any queries.

Winds for the weekend are predicted to be very light so the ridge won't be working.

The existing land boss has gone for a service, so we have a loaner until the second new one arrives.

We also have a new set of Bifold doors ordered to replace the remaining clubhouse sliding door, so prepare for a working bee in the coming month or so to install it.

The Prize Giving Evening and Dinner is all set for the 27th, although we've had only one reply so far. We do need numbers please.

The first winter lectures is only a bit over two weeks away, so please indicate your intention to attend.

Cheers  
Anton Lawrence

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## Racing Sailplanes

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*Adam Woolley  
Courtesy of Wings & Wheels*

The gliders we now fly are highly sophisticated and are able to travel huge distances and speeds in excess of 250kph using only Earth's natural energies. These energies are generated by the sun, wind, and topography. As a glider is always sinking towards the Earth, we as pilots seek out areas where the airmass is moving upwards, this enables us to gain our energy through height which we can then convert into distance towards our goal.

You'd be amazed at how far we can fly by using Mother Nature in a single flight, 3008km is the farthest anyone has ever flown using mountain waves, but typically distances of 500-1000km are flown on a good soaring day. We use the areas of 'lift' like stepping stones to climb, then glide. Like an airborne game of chess, the better the pilot and their strategy for the day, the faster the pilot will cover the most distance. What happens when you put multiple gliders in the air at the same time? A competitive nature develops,



pushing overall achieved speeds and tactics to

### **Racing Format**

The pilots will meet in the morning, typically around 9-10 am, to have a briefing from the competition organisers on the expected weather

the limit – this is where it gets exciting! for the day, followed by the course to be flown and any daily operational requirements. The task type can be one of two types:



### **Racing Task**

This I would say is the most common type. Typically we will race from A to B to C then back to A, called 'turn points'. The pilot must go through the start line which is typically 10km in length, then round each of these turn points in order before tracking for the finish line. Amazingly, these tasks can be anywhere from 150-600km!

### **Assigned Area Task (AAT)**

An AAT is similar to the above task, however, the turn points will have large sectors to fly within, over a predetermined time. Giving the pilot an opportunity to pick where they think the best conditions are to achieve the best average speed.

Once the tasks have been briefed, we then take to the sky. When all competitors are airborne, the organisation opens the start line by radio. The

competitors are then free to choose when to start, and they must consider the weather and tactics to achieve the best overall speed.

### **Win the Day**

The winner is the pilot who completes the set task with the fastest average speed. What this means is that it's not the first pilot to cross the line, as they may not necessarily be the fastest. When it comes to an AAT, pilots are set a minimum time that we must fly for, so we need to fly as far as possible in this set time in order to increase our average speed.

Each race is a test of the pilot's physical and mental stamina, their planning skills, and tactical ability. During the flight, there will be many critical decision points giving any pilot the opportunity to gain an advantage, or of course, fall behind if they do not. Every day is a learning experience!

### Winning a Competition

Each day that we fly, the winner will take home 1000 points, and everyone else will essentially be awarded a percentage of the winner's speed. So 2nd place could get 999 points, or they could get 850 points, for example, it's not a set scale like F1 racing. As you could imagine then, the pilot with the most amount of points at the end of the competition will be crowned the champion.

As Ingo Renner (arguably the best racing glider pilot of all time) once said, "We are all given 7000 (x days by 1000) points at the start of a contest, spend them wisely!"



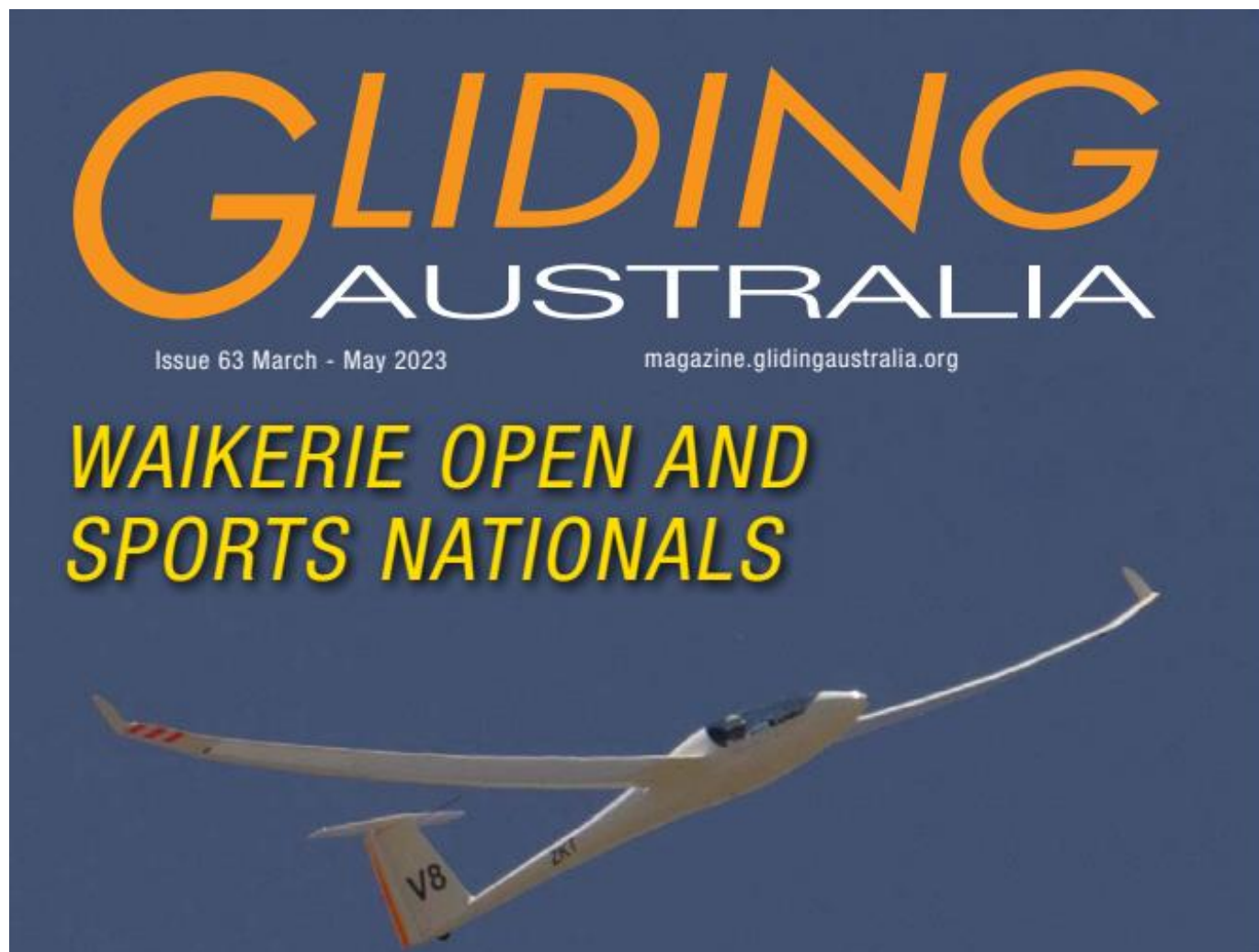
*Adam Woolley was born into the gliding world, being the 3rd generation in his family. Going solo at 15, his thirst for efficiency in soaring flight & quest for a world championship title to his name has never wavered. One big passion is sharing his experiences & joy with other glider pilots all around the world. Adam is an airline pilot in Japan on the B767 & spends his off time chasing summer around the globe. He has now won 7 national Championships & represented Australia at 5 WGC's & 1 EGC.*

*Banner Photo by Mika Ganszaugé*

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### Gerard's Pick of the Week

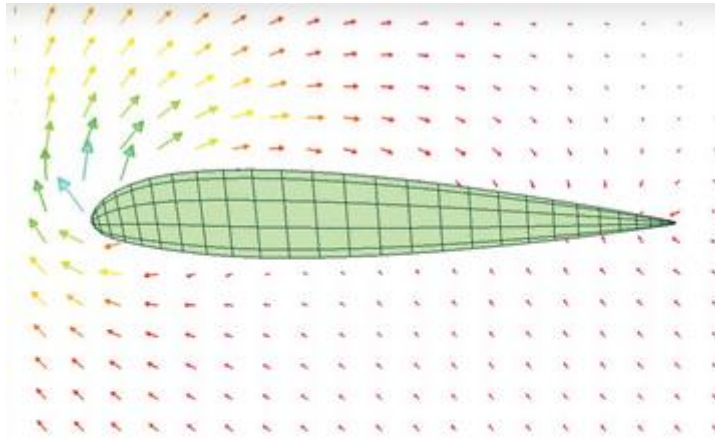
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<https://magazine.glidingaustralia.org/mag/GA-63.pdf>

# You Will Never Understand Lift

<https://www.flyingmag.com/pilots-places-pilots-adventures-more-you-will-never-understand-lift/>



**\*\* Circulation is hinted at by a computer-generated map of velocities imparted to the surrounding air by a passing wing.\*\***

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## **Committee Meeting Notes**

*Gerard Robertson – AGC President*

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The committee meeting for May was held last night, a week early in light of my departure tomorrow for Europe, with the plan of collecting e-bikes from Gibraltar and riding about 6,000 km between Gibraltar and Nordkapp, at the top of Norway. I'll be back at the start of October, in time to help David Moody with the MSC cross-country course over Labour weekend.

Whatever your stage of flying, it's worth discussing with an instructor how you might benefit from attending this course. It's fun; a real collegial environment where you fly in a twin one day and a single the next. It's more of a springboard than a stepping stone to cross-country, as you get such a head start by being taught and then shown (I did this course twice; once in the 80s to help me get going in cross country and again about a decade later, after a long break from gliding).

The focus of the committee meeting was on the budget, as the financial year ends at the end of June. Broadly, the club will finish the year about where it typically does, helped by a good month in March, well-supported by our summer instructors. I'll ask Keith Macy, who does a sterling job in the Treasurer's role, to contribute an overview to next week's newsletter.

The results show that, with Covid receding and better weather (hopefully) on the horizon for the summer ahead, the club is actually well-placed, performing about as well as in an average year (which the last few have not been) despite such a wet summer. At a high level, the committee is willing to tolerate a small annual deficit since, with our move likely in the next five to 10 years, we will realise the value of the asset which our predecessors so wisely purchased. People like Frank Gatland and Don ("Tiny") Rowlands were, along with others, the ones we have to thank.

The decision was made to hold subscriptions at last year's level, recognising that many in the club may be struggling with inflation. The cost of gliders will also be held at \$1/minute, so flying is actually more affordable than it has been in some recent years.

The second LandBoss is about to be delivered, letting the first go away for its servicing. Over winter, we'll draft some standards for the use of this and other pieces of club equipment, as they can be worth quite a bit more than a PW-5 (or two) and deserve to be treated with the same respect as a glider.



The weather: well, if you look at the club's Facebook page you'll see some shots of the AGC lake. If you can, I suggest you make the most of the plan to deploy gliders to Matamata over winter, as ridge flying is an absolute blast!

As it's a challenge to chair a meeting remotely (& given the time difference), I've asked James Butterworth to chair meetings and generally act in my place while I'm away.

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## **Trevor Mollard**

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*Thanks to Ian O'Keefe of the Auckland Aviation Sports Club for the following article on the late Trevor Mollard. Ed.*

Roger Read, our good friend of the club shares, the sad news of the passing of Trevor Mollard, an ex-member, CFI and President of our Club. Roger has written a lovely tribute and allowed us to take a summary of this. A full tribute will be shared at the GNZ Annual General Meeting in June.

I thought you'd all like to know of the passing of Trevor Mollard, an active ex AASC member back in the 70's. All of us have certainly benefited from his tireless work on the GNZ Airspace committee and prior to that, the Technical Committee which preceded the creation of our current Operations Officers.

Checking my logbook, I first flew with Trevor, in a T-31 at Hobsonville, on 6 May 1972...nearly 51 years ago! The 10-minute flight cost \$1.90 and the next one with him, a mighty 11 mins, was \$1.93. I used to get \$2 for each lawn I mowed around the local neighbourhood... my, how times have changed the cost of aviating!

Moving on...we did regular flights doing post solo exercises and in Dec 73 did my paddock landing training in a K-13 at a club camp at Sahara, after which he cleared me to go cross country. Two days later I did my Silver height gain and the following day my first paddock landing, well short of my 50km goal! It was another year till I came south to Omarama for my first camp that I did my 50 km in a K-13.

Once Trevor and Jenny moved south in the mid 80's, he did lots of flying in the DG 400 we shared as a syndicate. I am sure many others will have great memories of flying adventures with Trevor.

In the Airforce, Trevor graduated with his Wings and flew helicopters based out of Hobsonville, Auckland. He joined the Auckland RNZAF Aviation Sports Club and when they purchased a Skylark 2 (a hot ship in its day) he was up and away soaring again. Within months, Trevor took

over as President of the club, and also became the Chief Flying Instructor (CFI). Trevor enjoyed more than 50 years of flying and instructing, logging a total flying time of 23,600 hours, of which 3,000 were gliding hours. It was a lifetime filled with a variety of flying experiences; with a passion and dedication to aviation that he generously shared as he made an outstanding contribution to the Omarama Gliding Club.

Trevor's personal soaring achievements included gaining his 3 FAI Diamond badges, the 1,000 km Diploma, participating in numerous competition events with a highlight being winning the Club Class championship held at Omarama, flying the club's single seat Discus C glider.

In recognition of everything Trevor had achieved in aviation, in 2016 he was awarded the highly prestigious FAI Paul Tissandier Award for his outstanding services to aviation and gliding in particular. A very fitting tribute to acknowledge his dedication and the many voluntary hours freely given to the gliding movement in his various roles.

He has left an ongoing legacy through his passing on of his extensive knowledge and gliding skills to many glider pilots. He will be sadly missed but remembered as someone we were privileged to know and share precious time with; an accomplished aviator and a thoroughly good person who made our lives all the richer for his friendship and support.





<https://www.youtube.com/watch?v=TqsuD06INpY>

**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

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

**Roster**

	Instructor 1	Instructor 2	Tug Pilot	Duty Pilot	Winch Driver
<b>May</b>					
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	Paul C
Sun 21	Ross Taylor	Keith Macy		Shery Nichols	Grahame
Sat 27	Jonathan Cross	John Robertson	James Bassett	Peter Wooley	
Sun 28	David Moody	Anton Lawrence		Tristan Harvey-Smith	
<b>June</b>					
Sat 3	Paul O'Neill-Gregory	Graham Cochrane		AJ Dudley	Bradley
Sun 4	Russell Thorne	Keith Macy		Allen Pendergrast	Grahame
Sat 10	Roy Innes	John Robertson		Dylan Watson	
Sun 11	Ross Taylor	Anton Lawrence		Caleb Rosvall	
Sat 17	Nigel McPhee	John Bongrain		Geoff Green	Hugh
Sun 18	David Moody	Keith Macy		Geoff Gaddes	Grahame
Sat 24	Jonathan Cross	Frank Excell		Andy Campbell	
Sun 25	Anton Lawrence	John Robertson		Anton Lawrence	
<b>July</b>					
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	