

AGC Weekly News

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



From the CFI

A Note to all Student Pilots

A meeting of the Auckland Instructors was held last weekend to discuss the new instructor training program and the current Pilot Training Program (PTP).

There are a couple of take-outs that are of particular importance to post solo but not yet XCP pilots as follows:

If you do not progress to XCP within two years of going solo, you will need to do a BFR just as any XCP pilot, measured from the date of your first solo.

You cannot be cleared from check flights (from the endorsement section of the PTP) until you have completed your "Getting to Soaring Pilot" syllabus.

The exact wording for check flights is: *Each "Soaring Pilot" session consists of one or more check flights during which further training and consolidation is provided. If the pilot's flying is satisfactory on the day, then a solo flight may be approved. When all items have been signed off the "To Soaring" check list and the pilot has demonstrated a consistent standard, then a check flight is no longer required.*

Note that if your flying standard deteriorates, or

you demonstrate poor airmanship, or you don't meet the club's currency requirements, you may be put back on check flights.

We have been quite generous in the implementation of this but need to be a bit more stringent in future. The reality is that it should only take four or five dual flights to get through the "To Soaring Pilot" section. This requirement will also ensure that you do.

The point is, every check flight should also be a lesson that can be used to check off items on your training record sheet.

We'll also be insisting that you've done your self-preparation before a lesson is undertaken. If not, you may have to sit down with your device and do a bit of swat.

However, we'll be lenient on Ab Initio's until they are properly in the training program system.

In the meantime, let's hope we get some good Matamata days where the ridge can provide a lot of training opportunities.

Regards
Anton Lawrence

CFI Auckland Gliding Club
021 280 1881

More interesting Pawnee facts

Peter Layne (edited)

Peter Lewis has supplied a Neville Drake photo of Piper Pawnee CET, displaying the identical loader driver seating set up that CEB originally had. As far as I know, all New Zealand Pawnee 235s arrived in that configuration.

The loader pilot's seat was accessed through the hinged side door and the triangular window was hinged at the front so when the top cover was removed, it was possible to raise the window and

secure at the back. The loader driver would then climb into the side of the fuselage, sit on the seat and strap in. From there he had more of a forward view.

Here is a photo of ill-fated AGC Pawnees CIW and the original CNC in earlier days.

Regards
Peter Layne.



VIA NEVILLE CRAKE
PETER LEWIS COLLECTION


**THE AVIATION HISTORICAL SOCIETY
OF NEW ZEALAND
JOURNAL** *Founded 1958*

Volume 15 - Number 13 180 Christmas 1972

PAWNEE TRIBE



Some of the Pawnees of Aerial Sowing Ltd and Airwork (NZ) Ltd
at Rangiora on 16 April 1972, on the occasion of the Canterbury
Aero Club (Rangiora Branch) Pageant. Photo: D J Bates



I'm on the jet home from the Flight Challenge Cup in Prievidza, Slovakia. It's among the first few competitions that get flown in Europe alongside the Pribina Cup, often they both receive 100-plus entries each (year). The spring conditions at the FCC can either bring really exciting flying and fast speeds along convergence lines, super tactical weather, or just rain. Fortunately this year, we flew for 8 days and everyone went home safely and happy. In this article, I hope to talk about whether it's better to cruise fast and climb in thermals along the convergence line, or whether it's better to fly slower sucking up the energy, or a combination of both?

Cruise fast or climb in cruise

This topic came to mind as I was comparing the two styles of my teammate and I, perhaps it comes down to his own training and the theory he has come up with, or perhaps he is more comfortable with the terrain and glider that he's flying. I think it's a combination of both which separated us on many glides. The funny thing though was, both styles appeared to be as

optimum as the other as we'd always meet up at the end of the convergence line at the same altitude! Ultimately, it just came down to your own risk profile which is always important to consider.

In Australia, I'm known for being one of the fastest cruisers inter-thermal. The main reason is that I have absolute confidence in paddock selection below/ahead of me, I have my own glider, 100% belief in my thermal finding ability. In the mountainous terrain of Prievidza, I was cruising slower than others in general, as I wanted more margin for error for both safety and my own sporting risk.

Fast or slow? I was fortunate to be on a 'Plain Soaring' course with 3 times open class world champion, George Lee. For 2wks, we lived and breathed high-performance XC with focused competitive coaching in his Nimbus 4DM over the skies of the Darling Downs, Queensland. One of the key lessons was this very topic, which has stuck in my brain forever and a day. So which one is it?

Cloud street end

The answer is to fly at the speed which enables you to reach the end of the cloud street at base. So is this just cruise flight or can it include a thermal? The answer in my mind is that, if you can climb straight line to base by the end, then this is the optimum/speed. If you must thermal along the way, then the McCready speed to take the climb necessary, but only high enough so that you can reach the end of the convergence at base.

Don't count on the last cloud

Risks or cautions? Typically, the first and last cloud don't work, so don't bank on it working otherwise you may end up disappointed. Try to

make sure you're at base just prior to the end, as this will give you more margin and still a super speed. In this situation, I prefer to be just on the slower side, because it gives me more options, higher gives a better TAS than scratching down low, it gives you more opportunities to climb if you're unsure of the weather or terrain ahead, typically thermals are also more organised and bigger up higher too.

Tread your own path, fly within your own risk profile, and of course, always have fun while you're doing it!

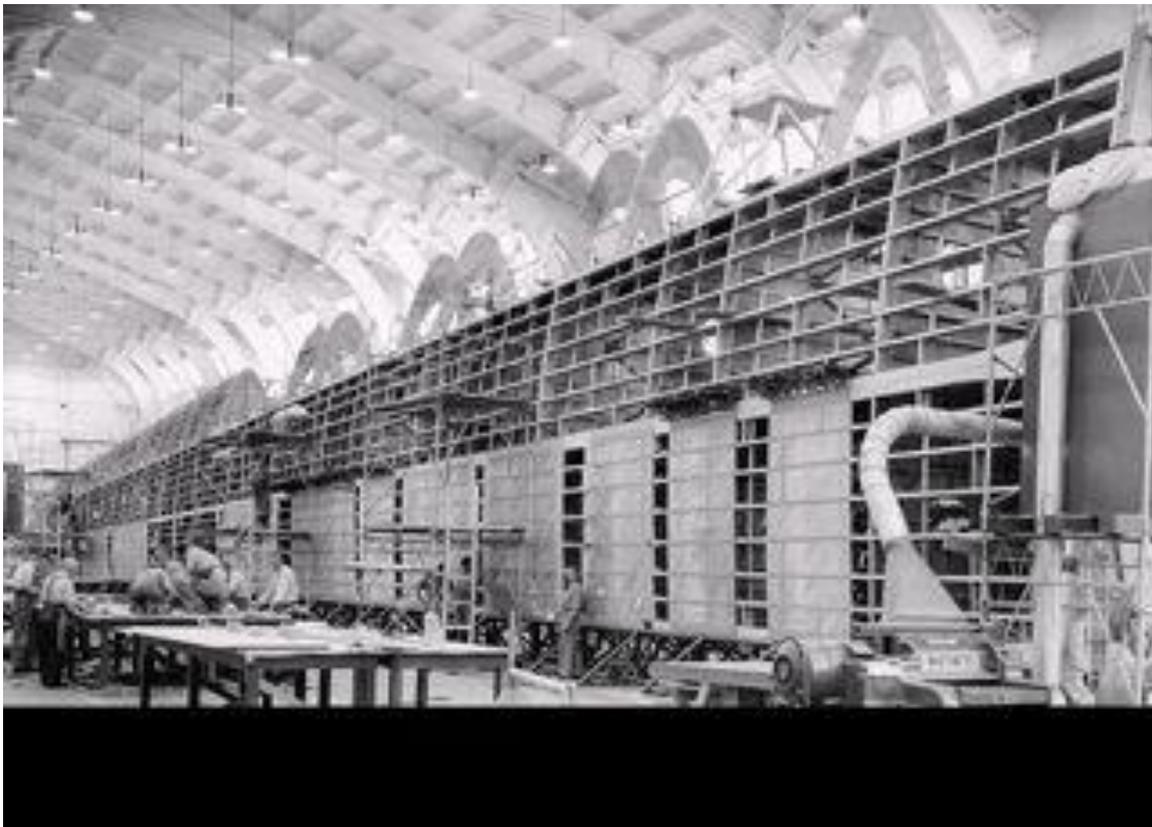
Banner photo by Holger Weitzel, aufwind-luftbilder.de



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.

For vintage aircraft enthusiasts

Editor



Quite a lot of timber in this wing under construction.

DX going to South Island

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.

- 9th Nov - DX moves south. Ferry booked for Thurs. 9th Nov at 3:00 pm
- 11th Nov enters the SF XC Course with AGC members at P1 and P2.
- 19th Nov relocates South to Omarama.
- 20th – 24th Nov AGC members attend Omarama Mountain Flying Course.
- 25th – 30th Nov AGC members can fly in Omarama (or maybe Springfield - if operating).
- 1st Dec - DX moves North to Springfield (if not earlier).
- 2nd – 9th Dec AGC members fly with CGC members on an informal task fun week (not a comp.).
- 10th Dec – Optional extra flying if weather is ok and the CGC is operating.
- Tues 12th Dec 1:15pm Picton – DX crosses to the North Island.
- 13th 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
027 4789 123
rsgaddes@gmail.com

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

Roster

	Instructor 1	Instructor 2	Tug Pilot	Duty Pilot	Winch Driver
May					
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	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	
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	