

AGC Weekly News

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

CFI's Report

The calendar attached to this week's Newsletter email shows all the events for the rest of the year including the early new year.

The first event for all members is the prize giving on the evening of the 27th May. Marion will be doing a roast pork dinner with help from myself and others.

More details to follow but please email cfi@glidingauckland.co.nz if you intend to attend, with numbers if more than one.

If you have any trophies, please return them and let me know, or bring them on the night. Either way let me know.

Winter lectures are fast approaching. Any student who has not passed the written exams should attend these lectures. Normal start time is 9am and finishing around lunch time.

These lectures are also open to those wanting a refresher. See the calendar for dates.

We'll talk about the other events as we get closer to the time. Ross will talk about the South Island trip in due course.

There have been a number of flights over the years by independent operators – these are pilots flying on non-club days and or not always at Drury. This has always presented a problem

regarding the logging of these flights.

As per our HWDT manual, Local Flying Rules 4.4 b:

All Club pilots operating on non-Club days are required to advise the CFI via email of intentions to launch (with tracking) and brief intentions for any subsequent search area e.g. Kaimais, West Coast, Coromandel.

There are several reasons for this, the main one being if there is an incident or accident, it also allows us to track the flight as indicated. We can also chase you up if you don't fill out a flight log. We also need to keep a log of club glider hours, so if flying a club glider, don't forget to fill in the tech log as well as glidingops.

Our absolute preference now is that you simply log into glidingops.com, at the end of your flight, with the AGC login and make a "New daily time sheet" under "Daily Ops". If you don't know how to do this, then ask. If this becomes an ongoing problem, we will have to address it with more draconian measures.

And don't forget you must be signed off in your logbook for "Independent Operations" before you can fly on a non-club day or take a glider off site.

Regards
Anton Lawrence

Gliding Safety

Anton Lawrence

This YouTube video from Tim Bromhead should be compulsory watching for all student pilots. It certainly made me sit up, especially as how it was the new DG glider that nearly got trashed.

<https://youtu.be/CnkYem1wntk>

This is why we teach wing drop stalls and spins and how to recover quickly.



NZ Met Service May Report

An extremely mild May is forecast across New Zealand – expect some locations to break May temperature records. Temperatures run phenomenally warm for the time of year this week, with weekly average temperatures expected to run between 3 and 6 degrees above the May norm. Next week is also forecast to run much warmer than usual, until a cold southerly outbreak kicks in mid-week. For the back half of May, South Island temperatures should remain well above average, while North Island temperatures are predicted to settle back closer to average.

Overall, an extremely mild May is expected right across New Zealand. However, this does not rule out some cold events, frosts and even snowfalls. The entire North Island, as well as Westland,

Buller, Nelson and Marlborough, and also Banks Peninsula and Christchurch, should expect a wet May, with normal to above normal rainfall totals. Central Otago and Southland are predicted to run a touch drier than usual, while near normal rainfall is forecast for all remaining areas.

Weekend forecast

On Saturday, scattered showers for northern half, but early rain about northern Northland, Taranaki and Wellington. Mainly fine elsewhere.

On Sunday, rain in the north, some heavy. Rain in Westland and Fiordland easing. Mainly fine elsewhere, but scattered rain possible about northern Canterbury.

Hunua

4 May 2023

⚠ Severe Weather Watch

Friday 5 MAY		Occasional showers, easing in the evening. Northeasterlies, strong in exposed places.	▲ 21°C ▼ 17°C
Saturday 6 MAY		Partly cloudy, with isolated showers. Fresh northeasterlies.	▲ 21°C ▼ 17°C
Sunday		Partly cloudy, with isolated showers. Fresh	▲ 21°C

Winching

Grahame Player

The proposed roster for May and June has been added to the back page of this newsletter. Sorry it is so late, but I have been down in Hawkes Bay (Waipawa) helping my son with his cleanup projects. I'm not too sure we will be making use of the roster, as the weather seems determined to spoil whatever is left of the season, but can live in

hope.

You will note that I have not included Anton in this roster, as I am sure he will have his hands full with the new job, BUT if there is a need, he could be approached to see if he can fill in and keep his hand in.



Photo by Sean Franke

W&W Editor: In Outlanding Techniques, Part 1 Roy wrote about landouts at private and small airports. Let's read on as we look into the possibilities of off-airport landings.

Cultivated farm fields

The optimum farm landout site would be a recently harvested, +500-meter (1640 feet) field with recently cut crop rows aligned with the wind, having an unobstructed approach (preferably over water and not across a road), near a farmhouse, and having an obviously visible gate. [and while having this fantasy - which of course never really happens - I could add a restaurant & bar across the street!]

So, let's discuss each of these factors separately:

Into wind

This, of course, is fundamental on a land out. We are trying to minimize the energy of the glider touching down on an unknown and variable

surface that was never designed or groomed for an aircraft landing. This is best done by selecting a field oriented within 30 degrees of the prevailing surface wind direction and then touching down as slowly as possible.

Surface texture

Freshly plowed or newly planted fields will have very loose surface soil causing the glider's main wheel to dig in quickly and resulting in an abrupt stop, a dirt-impacted wheel well, and probable gear door damage. This will also cause difficulty in moving the glider or getting the trailer to the glider later. If you must land in such a loose/soft field, try to touch down as slowly as possible after aligning the fuselage with any tractor tire prints that you see on final approach (another reason to select a field with crop rows into the wind). The ground will be hard-packed under the tractor tire prints. A better choice would be a field with low crops (again try to land slow and on tire tracks). You are not likely to do much damage to a new and low crop. The best choice is a recently cut

field where the sun has baked the field hard and the residual stubble holds the surface together. The glider rolls well on such a field and the landing is normal.

Size of the field

The necessary size for a successful landout field is a function of the particular pilot's experience and skill set, plus any obstacles that must be cleared in the approach to the field. No single rule works for everyone and every glider, but the suggested 500 meter/1650 feet should work for most new pilots in non-flapped gliders. A very experienced pilot in a flapped machine could use one-half of that length successfully. Obviously, obstacles on approach eliminate some usable distance so more is needed. Newer, less experienced pilots should select larger fields with unobstructed approaches, even with a sacrifice as to the surface type of the field. For your first few land outs, "size matters" and bigger is better. Don't put yourself into a position where you have to execute a perfect low-energy approach and landing to be successful.

Terrain slope

Landing a slippery modern glider on a downhill slope is highly problematic and runs contrary to our goal of minimizing the energy at touchdown. Accordingly, careful consideration of the terrain slope is part of good landout field selection. We are helped by remembering that water flows downhill and that fields always slope towards nearby bodies of water. Thus, the ideal field will have an approach over a pond, a stream, or a swamp and into the field. Avoid field selection where you are headed toward water immediately beyond the field. That situation is likely to lead to a downhill landing.

Wire hazards

In my opinion (formed after 50 years in the sport), wire strikes are the greatest hazard in off-field landings. This is because from the air and looking at the ground, it is almost impossible to see wires - especially if they are running alongside a dark-colored road. Telephone poles are just as hard to see (although sometimes we get lucky and can see their shadows). For this reason, we should avoid selecting a field that requires our crossing any road or driveway on the final approach. If we must cross a road then some safety height near the road must be maintained. We have to assume that there will be wires along the road that we can't see. Our search for and suspicion of wires should begin as part of the field selection process. Is there a farmhouse or building nearby? How does electricity get to that structure? Can we see pole shadows anywhere? Is there

something showing in the field that could be the base of a pole with wires? And the danger isn't over when you see the poles or wire towers: Frequently electric poles and towers have visible bows of thicker wires in their lower sections, but they also have very thin wires (overhead ground wires for lightning strikes) up higher. For this reason, if we must land over wires, we always fly directly over a pole or tower and never between them. This is because there can't be a wire higher than the pole top.

Less important considerations

There are several factors that can be grouped under the heading of "good form" but are not essential to safety and can be relegated to being of secondary concern. Don't sacrifice or compromise a safe landing for any of these. First, it's nice to select a field that is a reasonable walk to a farmhouse (but don't be surprised if the farmer is not at home) or to a paved road. Even a few miles driving on a washboard dirt road is not good for the glider or trailer. It's also nice to locate (from the air) the gate into the field and to stop the glider near it. This is especially true if it's a soft field and you can't roll the glider to the gate or drive the trailer to the glider. Of course, don't be surprised if the gate is locked. If there are other gliders low and scratching in your area, it's nice to be considerate and leave them room to land too. I once had a contest landout at a private strip where another guy landed first, stopped dead in the middle of the tiny runway, and started chatting with the owner, while I got to practice all of my short-field landing techniques.

I hope that some of these ideas and observations are helpful to you.

As always, stay safe, have fun, and work on getting better!



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

Gerard's Video Pick of the Week



https://www.youtube.com/watch?v=EXC2nqzI9I0&fbclid=IwAR2F3lv1Xq8uvE8B9WOb0C-bu5AbcRKDAHPHFxvvhzT5OclBKy_6VoHXt10

Improvements to club systems

New Trial Flight Voucher System

From the web team: Last week we launched a new trial flight voucher system. Previously when a prospective person purchased a trial flight from our website, there was a series of manual interventions that required members to produce vouchers and then send them out. Sometimes this could take days before a person received their voucher. The new website has allowed us to add some new features and as of this week we are now live with the new trial flight voucher system. As soon as a person purchases and pays for the Trial Lesson flight, they will receive a voucher by email (as a PDF attachment), and another email with directions and the usual temporary membership form.

Buy Club Merchandise

Another benefit of this new website functionality is our ability to add AGC merchandise to the website, so members can purchase and pay online.

Upgraded Club Booking System

The next major upgrade coming in the next few weeks is an upgrade to our booking calendar system. One big flaw in what we have now is that if the day is cancelled, it requires a reasonable amount of manual intervention to contact everyone. This sometimes does not happen

quickly enough and we find people turning up on a day that has been cancelled. We are currently trialing and testing a new setup that will allow more flexibility in the type of bookings, allow reminder notifications (for those on duty pilot that need a subtle reminder about your duty obligations, hint hint) and also allow cancellation notifications. The testing is going well but a couple of small bugs need to be ironed out before we launch it live on the website.

From the Bar and Treasurer

This is a reminder that the bar is a "cash free zone". As of the end of April, the cash drawer no longer exists. There is an EFTPOS machine for payments on the day. The reason for the removal of cash is from several different perspectives. Firstly, cash requires someone to actively count, take to the bank and then reconcile the dollars. This is hugely labour intensive and as our treasurer also has other AGC tasks, he is looking for ways to reduce manual interventions. From an auditor's perspective, cash is very difficult to track and as such makes it vulnerable to discrepancies and slippage. It would be a minority of the population that do not have a card for EFTPOS purchases.

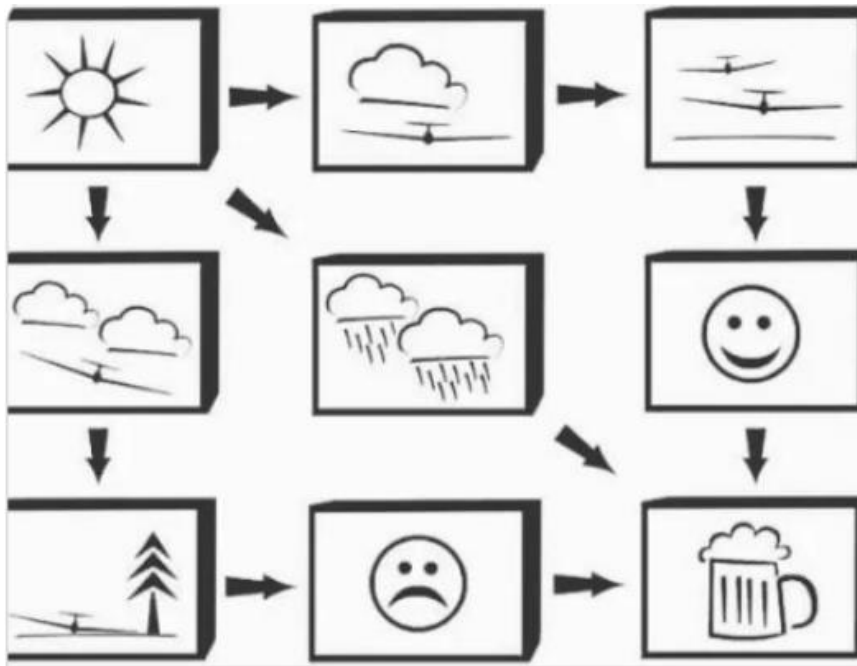
Flying operations have been "invoice only" for some time and this is working well.

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 varies. 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

Winter Flow Chart



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

Roster

	Instructor 1	Instructor 2	Tug Pilot	Duty Pilot	Winch Driver
May					
Sat 6	Russell Thorne	John Robertson		Michael Alexander	Keith
Sun 7	Paul O'Neill-Gregory	Graham Cochrane		Nathan Montano	Grahame
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	
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	