

AGC Weekly News

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



From the CFI

Russell completed the first winter lecture last weekend in time for Matt and Tom to both have flights at Matamata – albeit in dying conditions.

Ross had a couple of flights while both David and Russell were able to do their operational test flights of their ADSB installations. So, all in all a good day out.

Saturday looks like a southerly at this stage so probably not a ridge day, but Sunday looks a bit like last Saturday, only better. I'm rostered for Sunday and will travel down to Matamata for the day, if there is keenness from others. Please, make a booking so I know of your interest. We will meet at Drury by 9am at the latest for

carpooling.

The second winter lecture will be this Saturday with Roy taking Navigation. Airmanship with Russell will follow on the next Saturday after that.

All those aiming for a XCP rating this summer need to get their exams under their belt - so turn up if you can.

Regards
Anton Lawrence

CFI Auckland Gliding Club
021 280 1881



What is it?



For quite a considerable time now, soaring pilots have found it beneficial to fly in the company of others, competing teams have certainly found this to be a highly effective method in order to maximise their climb rate, and for others, a great way to enjoy the company of their soaring buddy too!

Whether we are in a competition or not, many people have a competitive nature, this often comes to fruition when two or more pilots have their own idea of how to centre a thermal and where the core is, this is an attempt to out-climb each other. Not a bad thing, the downside is that we tend to get in each other's way, which means the climb rate deteriorates, possibly to a point where it'd be better to be alone! The risk increases too, especially if there is no regard for the other pilots.

Basic gaggle rules

I hope to be able to explain how we can maximise our climb rate by using other gliders while keeping the risk of a midair low. To achieve this, we need

to accept some basic rules:

Always assume that the other pilot hasn't seen you. However, if they have, then assume that they will manoeuvre towards you!

If an aircraft is growing larger in your canopy and is remaining stationary in the relative position, it WILL hit you.

Always keep other gliders that are near you in sight, and make sure they can see you.

Blind spots, this is where two gliders can't see each other due to the glider structure and pilot ergonomics/physicality. We can't see behind and below us in general, so we must do everything we can to avoid this situation for obvious reasons.

Entering a gaggle

When entering an area of lift where there is a glider already climbing, assume that they are centred in the core already. If you feel the core before entering, do not turn early, give the pilot who is already there respect, and join in a manner so they don't need to adjust their turn. If they

aren't in the core, then gently lead them back towards it. If we join a thermal in a way that alarms the other pilot, then they will widen or tighten their turn to give greater separation, thence losing the core and wasting time recentering it.

The perfect join is one where we place the glider on the opposite side at the same angle of bank and speed. To do this, we should assess the other pilots turn extremities. The easiest way to do this is to wait until you see the gliders from behind, then mark a virtual point on the horizon. Fly towards this point and intercept their flown path.

Flying in a gaggle

Once established in the thermal, always keep situational awareness where they are, and keep in mind that others will be joining you at some stage too. You can now use each other to maximise the climb, if they go up in your canopy, widen out the turn in that direction, if they sink,

then tighten up to avoid that area. The other pilot should be doing the same, by working together, you can maximise your enjoyment and average climb rate.

Leaving a gaggle

When leaving a thermal, leave in a predictable manner, there's always a chance that you haven't seen someone else. If you hit another core just after leaving, it's better to just pass it up, often it's a bogus climb from the acceleration out of the previous climb, but also because you're just about to turn back into oncoming traffic or have overlapping cores, which will again, reduce your overall climb rate. (Editors note: Before leaving the thermal be sure to check for other gliders that may be on the outside of your turn. Check the opposite way before rolling out. Someone may be there!)

Happy climbing with others, it's a fun and rewarding part of the flight!

Banner photo by Sean Franke

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.



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

Member's Ads



LS3-A for sale (ZK-GLL). Has been refinished and is in excellent condition. Recent upgrades include LXNav S100 plus remote stick, Trig ADSB, new front panel, Flarm mouse, new galvanised tilting open trailer that I am in the process of making a full cover for. Glider fits in the trailer the same as a cobra trailer with the fuselage and wing trolley's being visually similar to what the expensive trailers use. After several landouts the trailer proves to be successful and easy to use. Comes with tail dolly, wing walker tow-out bar, oxygen bottle and EDS system (I have never used this so

cannot vouch for its functioning) Annuals recently completed. A great performing 15m flapped glider. \$45,000

Contact Keith Macy keith.macy@outlook.com



PW5 KF. 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

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

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