

# AGC Weekly News

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



*From the CFI*

Last weekend saw a group head to Matamata to enjoy the south westerlies that are becoming a bit more prevalent with the change in weather patterns.

Unfortunately, with Taupo members also visiting, not all pilots got a fly. As the days start to get longer, we should get more opportunities.

Speaking to the Piako CFI, we would like to reiterate the importance of helping on the grid and helping the tow pilot refill when he has lunch. I know we do the former in any case but the latter is also something to consider, we can do this at Drury also.

This Saturday is not looking good for the ridge, but Sunday (at the time of writing) might be ok, so keep an eye on the weather.

At this time, it's also prudent to remind everyone that the tow ball size for the club cobra trailers is 50mm, so if you intend on towing the AK, DX, BI or LW, you should have a 50mm tow ball, the PW5 and PW6 trailers are 1 7/8".

Also, some of the trailers have an emergency breakaway cable connected to the brake lever -

this should be connected to the shackle on the car tow hitch. Don't use the chain if using the breakaway cable or vice versa, this may invalidate the insurance should there be an accident.

If the trailer weight is over 2500kg and up 3500kg, then the emergency breakaway cable must be used and safety chains are not permitted. You learn something every day!

This Saturday we have the Met lecture, to be taken by myself. There's some new content here, so anyone who wishes to attend is most welcome.

The following weekend is Radio Theory, then exam three, Radio Practical the weekend after. This will wrap up this year's lecture series.

The club NANO flight recorder appears to be missing. Someone has probably borrowed it and inadvertently not brought it back, if you have it, please return it now so other can use it.

*Anton Lawrence*  
CFI Auckland Gliding Club  
021 280 1881

## ***The ultimate self-launcher?***



The Ruppert Archaeopteryx is a Swiss high-wing, pod-and-boom, single-seat, microlight glider that was designed by Roger Ruppert and is produced by Ruppert Composite GmbH.[2][3][4]

It is named for the feathered Archaeopteryx dinosaur. <https://www.ruppert-composite.ch/en/>

See also: <https://www.nestofdragons.net/rigid-wings-overview/footlaunch-listing/xxtherm/>

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## Auckland Gliding Club AGM

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Notice is hereby given that AGM will be held on Saturday the 9th of September at 12:00pm at the AGC clubrooms and on Zoom.

As per our club rules:

The President, Vice President, Club Captain, Honorary Treasurer, Honorary Secretary and Committee members shall hold office for a term of two (2) years after which time they shall retire by rotation so that not less than four Committee members shall retire in each year provided always that any such retiring members shall be eligible for re-election.

The people / positions that are retiring and up for re-election are:

Treasurer – **Keith Macy**  
Committee Member – **Ross Gaddes**  
Committee Member – **Paul Schofield**  
Committee Member – **Nigel Caigou** (co-opted into committee so needs to be voted on)

If you wish to be put your name forward for election to any of these positions, please contact [secretary@glidingauckland.co.nz](mailto:secretary@glidingauckland.co.nz) for a nomination form or download the form from the members area of our website

Nominations for any and all positions need to be received by the secretary not later than 28 days prior to the AGM

Kevin Johnson  
Club Secretary

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## In the Beginning – The Blaue Maus

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*Continued from last week*



Blaue Maus ready for takeoff

Klemperer designed the FVA 1, a simple monoplane with cantilever wings and orthodox controls, elevator, rudder and ailerons, lightly built but stressed properly and braced internally to withstand high air and landing loads.

It was covered in a light, black muslin fabric donated by the girl friend of a student, whose father owned a textile shop. Some cardboard was used to stiffen the covering along the wing leading edges and fuselage nose, the group having insufficient money for aircraft quality plywood.

When the weather cleared on 3rd September 1920, Klemperer made three successful glides. For the first time a rubber bungee was used for the launches. The third flight duration was 2 minutes, 22 seconds, ending near a village in the valley, 1830 meters from the start. Pelzner's best effort was far exceeded.



Schwatze Duvel glider in flight

Bad weather returned but on September 7th Klemperer succeeded in gaining about 30 meters height after launching into a wind of 30 knots, hovering for a minute or so before gliding down to land. Two more flights were made by other FVA

pilots, ending in a spectacular stall and crash. This effectively ended the first Rhon competition.

There was no question that the FVA - 1 had won but Pelzner's hang gliding gained him second prize. Despite the poor results, the second Rhon meeting began on August 10th 1921, Willy Pelzner and a new hang glider making the first flight.

Some forty-five entries had been received but only a couple of dozen gliders arrived. Several of these were quite unairworthy but there were six hang gliders and five apparently more promising aircraft. Klemperer and the Aachen group came with the Schwatze Duvel repaired and a new glider, the Blaue Maus (Blue Mouse).

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## *void this terrain when soaring*

*Adam Woolley  
Courtesy Wings & Wheels, USA*

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As a soaring pilot, we are typically attracted to the fluffy clouds, ridges with wind blowing up them, and hot environments that are conducive to soaring. It's a great challenge to always find hotter and more buoyant areas relative to others around them. But what about the areas to avoid, it's not something that we talk about very often. So I'll do my best to describe the areas we must avoid in order to have a successful soaring or racing flight!

### **Wet Terrain**

There are no surprises here, it pays to avoid wet terrain! There are two ways to identify these

places, as always a successful flight begins with a thorough plan. This can be done by researching your local met services, where were the rainfalls in the last week and evening in particular, and where were the heaviest patches also. If it's not possible to avoid such areas due to the task setters' requirements, then proceed with caution, stay high, and don't be so aggressive in your thermal selection. You can also expect soft conditions when flying in the vicinity of river valleys where the cooler air pools.

## Rain showers

No surprises here, typically speaking it pays to avoid rain areas. Along with the degradation of the glider's performance, you can plan on losing a lot of altitude in a short amount of time, so have excess in hand just to be safe. Expect the area to be unsoarable behind a shower, the area will be flooded by cold air, which will be totally void of any convection and can remain this way for many hours. On the upside, a rain shower may save your day! When an overgrown cumulus gets to the stage of producing rain, the outflow of the rain area will produce a line of lift marked by small wisps of cu. You may actually find lift in the rain, just don't bank on it! Along with the degradation of the sailplanes' performance and the descending air, you can expect to generally lose height though...

## Downwind of lakes

We've been talking a lot about water, so one more for the playbook. When a lake is long and the wind direction is along it, it's likely that a pool of stable air will form downwind. Fortunately, it's also likely that the temperature differential of the lake to the leading edge fields will cause a nice little climb, just don't find yourself downwind of the lake and low, it typically doesn't end well...

## Down-wind sloping terrain

It wasn't until I flew in Slovakia for the first time in 2017, that I really started to take note of different elevations in the terrain, no matter how small or

large. It really came into play in Australia when I noticed that uphill sloping terrain with the wind on its face, produced plentiful thermals, when the wind is 180° in the opposite direction, it sure was a different story. So don't get caught downwind or down-sloping terrain. The air is typically displaced from the colder surroundings down to the warmer levels, making the airmass in that area more stable.

When local soaring or flying across country, don't just aimlessly fly along, always have the willingness to learn, and ask yourself why areas are good, and in this topic's thread, poor. When you can identify both, it helps with your soaring decisions. Stay high, dry, and out of trouble!



*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.*

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## Member's Ads

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**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 galvanized 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](mailto:keith.macy@outlook.com)



**PW5 KF.** Current Annual until Dec 2022. Ready to fly. Approx 800 hours flying. Radio, altimeter, airspeed indicator, electric and mechanical variors. 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

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