

# AGC Weekly News

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

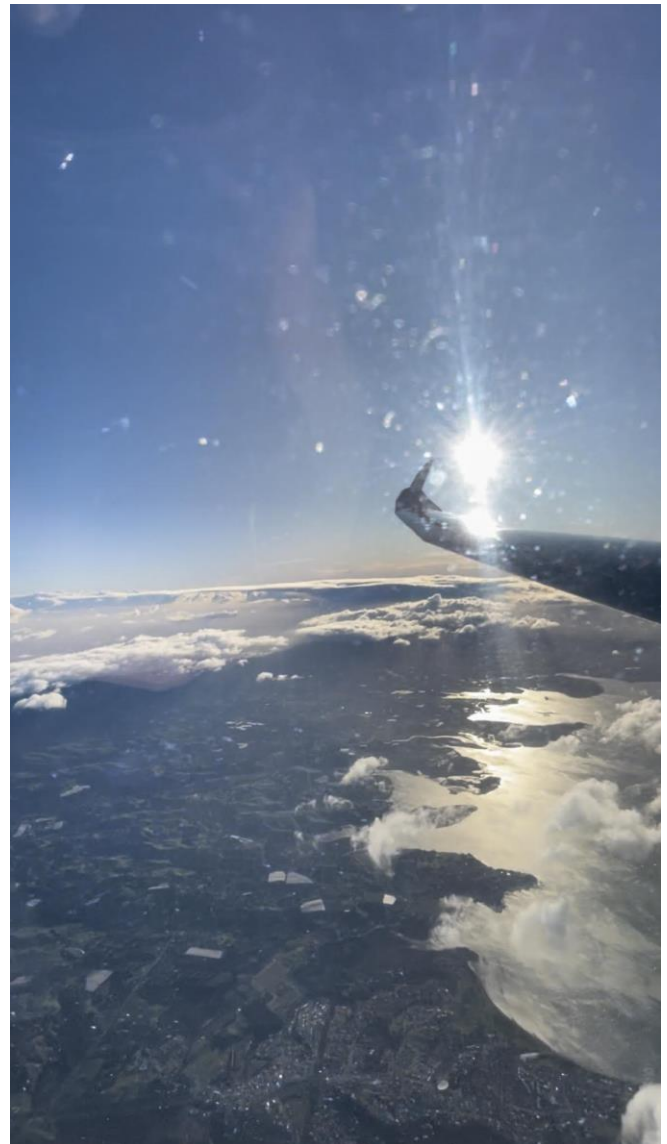
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## *Mid-winter soaring*

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Two pictures taken by John Robertson while soaring overhead Omokoroa at the end beginning

of this month. Looks good for mid-winter.





## *From the CFI*

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A successful day was had at Matamata this Wednesday, with Russell and five others making the trip south for the day.

It's a blessing the Matamata strip is really all weather, when you consider the amount of rain we've had.

David will be taking the Tech lecture this Saturday, so those students who can turn up, please turn up. These lectures do help a lot with passing the exams. The second set will take place the following weekend.

This year's South Island DX trip is now full, but if you are keen, then register your interest with Ross in case there are any cancelations.

The weather for Saturday is not good but Sunday might be worthwhile if you can talk the instructors into a road trip.

*Anton Lawrence*  
*CFI Auckland Gliding Club*  
*021 280 1881*

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## ***From Gerard's Long Ride North***

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## Thermalling in a slight slip

Garret Willat  
Courtesy Wings & Wheels, USA

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Dick Johnson wrote a great article titled "Circling the Holighaus way". Click <https://wingsandwheels.us12.list-manage.com/track/click?u=8f733e6a3692fbae6d101fdc8&id=2077cbf6c4&e=7efeeb00e1> and log in to the SSA website.

At Sky Sailing we teach spins with each student pre-solo. One of the entries we do with students is circling slow, then getting the SGS 2-32 into a slight slip, then a more aggressive one. Then we transition into a skidding turn and watch the horizon rotate around as it enters the spin.

According to the article the sailplane is more efficient in a slight slip while thermalling. In a slip you accelerate the lower wing therefore requiring less opposite aileron. The lower deflected aileron creates more lift and more drag. The more aileron you are using the more drag you are creating. Instead you can use a little rudder and the slip will utilize the dihedral effect (imagine straight and level and you push the rudder over, it will yaw

then roll in that direction) and will help maintain the bank angle from overbanking.

One consideration is where the yaw string is located with relation to the CG of the glider. Because the yaw string can be upwards of 2 meters away from the CG and the airflow around the canopy the yaw string indication can be exaggerated. Many times seeing a 10 degree slip is not unusual. Dick Johnson would see up to 20 degrees in his 16.6m Ventus.

This was most pronounced to me when flying my Nimbus 3. There was a large wingtip speed difference between the two wing tips as you circled and a lot of over-banking tendency going on. As I stayed in a slight slip I would greatly reduce the amount of opposite aileron required to maintain the bank angle. This was important because many times it would require full opposite aileron to maintain the bank angle. I would try not to give it too much thought on how I would roll out on course at that point of the flight.

Another consideration is that thermals are turbulent most of the time. So staying perfectly coordinated is very difficult. To avoid skidding the turn if you stay in a slight slip, the string will dance between coordinated and slightly too much of a slip and avoid skidding the turn.

Static buildup and an ugly piece of white tape is not the way to treat the most important instrument. Thanks to one Soaring pilot's obsession the MK IV Yaw String is available. Roy Bourgeois



Garret Willat holds a flight instructor rating with over 8000 hours in sailplanes. His parents have owned Sky Sailing Inc. since 1979. He started instructing the day after his 18th birthday. Since then, Garret has represented the US Junior team in 2003 and 2005. He graduated from Embry-Riddle with a bachelor's degree in Professional Aeronautics. Garret represented the US Open Class team in 2008 and 2010 and the Club Class team in 2014. Garret has won 3 US National Championships.

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## Member's Ads

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**Free firewood** currently in trailer garage No 2 (South) hangar. Please pick up before 9th July. Andy Campbell. .P.S: Gliders KF and KO not included!



**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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This edition of the newsletter was compiled by Peter Wooley – [wooleypeter@gmail.com](mailto:wooleypeter@gmail.com) – 021 170 2009

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