

# AGC Weekly News

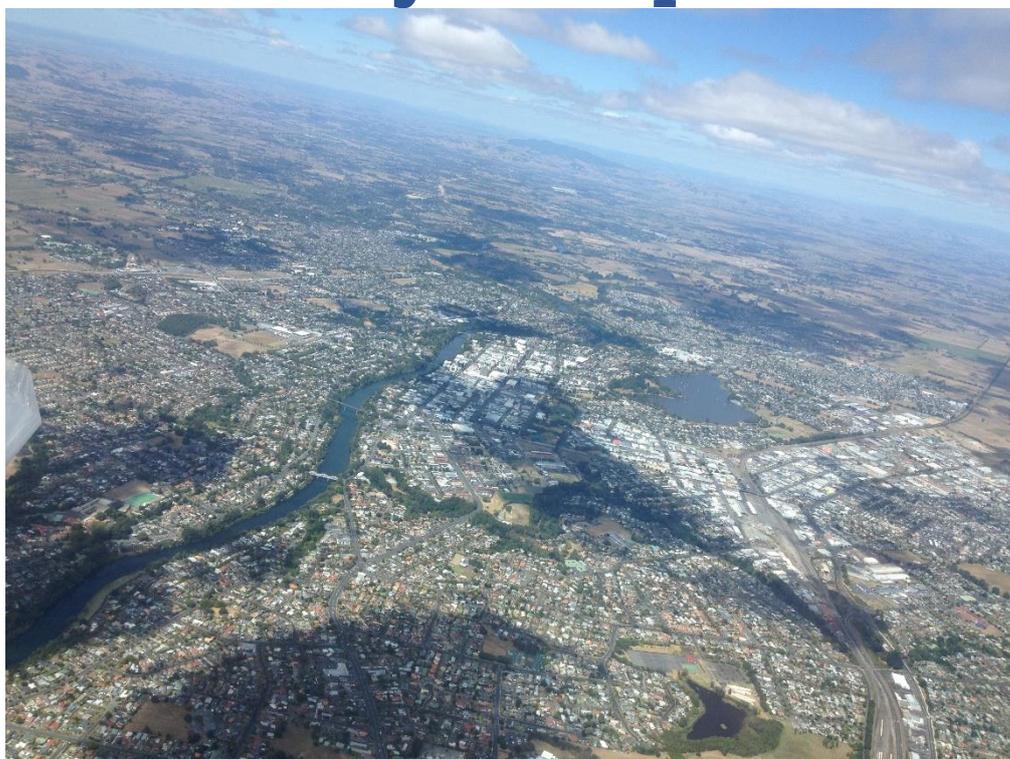
The weekly newsletter of the Auckland Gliding Club at Drury, Auckland

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*The Next Big Event!*

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## **Auckland Gliding Club “SUMMERS COMING” Saturday 2<sup>nd</sup> Sept 2023**



**Guess where this pic was taken ?**

**All members, partners, and friends are invited to attend an informal get together to swap plans and lies about the fantastic season approaching - starts approximately 6pm.**

**Again - Marion Moody with assistance from Anton Lawrence will provide a hearty meal appropriate for this winter, social evening - all cooked in our AGC kitchen – maybe a BBQ.**

**Like our last great evening – this is a pure fun social evening  
Please !! RSVP to Ross with your name and the number attending.**

**[rsgaddes@gmail.com](mailto:rsgaddes@gmail.com)**



## From the CFI

This week, we have the final episode of the season's Lecture Series on Saturday. The subject is Radio Practical and anyone who wants a brush up may attend. Russell, with my assistance, will be officiating. Anyone who wants to do a re-sit of any of the exams may also take the opportunity now.

The forecast for this weekend is not looking very good. Unsettled weather caused by a small depression forming in the Tasman looks to be crossing the North Island on Sunday.

As we inch closer to the new season, I'll take this opportunity to remind pilots of their currency requirements, especially those wishing to fly club gliders.

### Pilot Currency Requirements

**a. Club Gliders:** A pilot who has not flown in the previous 90 days must have a check flight with

the Duty Instructor before flying solo in Club gliders (or earlier if they consider they require a currency check).

**b. Private Gliders:** A pilot who has not flown in the previous 90 days should have a check flight with the Duty Instructor before flying solo in a privately owned glider (or earlier if they consider they require a currency check).

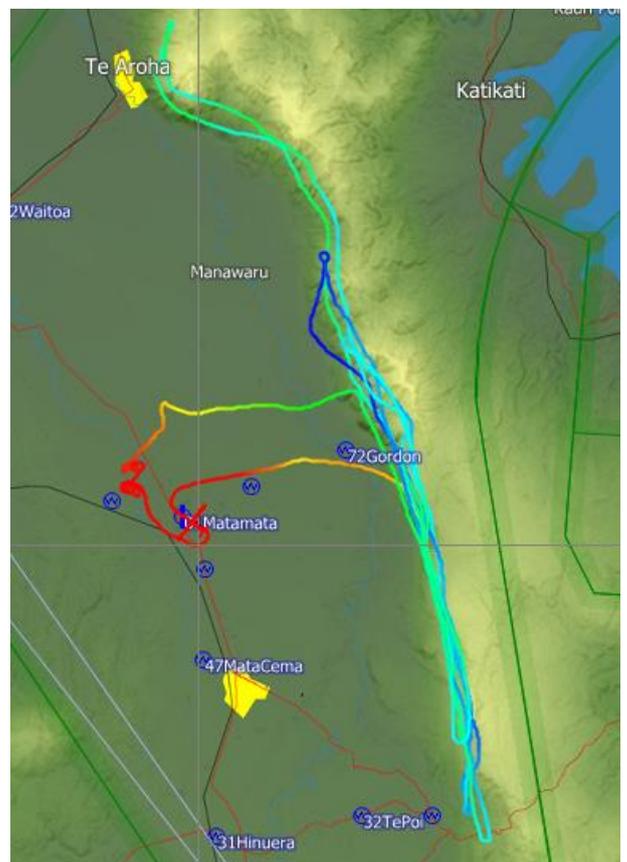
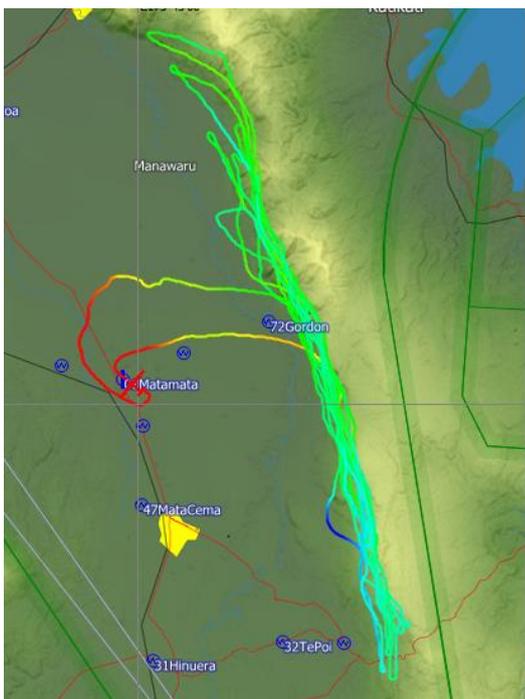
**c. Student pilots** must have a check flight if they have not flown in the previous 30 days (private and Club gliders). Notwithstanding, you'll need a check flight until the Soaring Pilot certificate is signed off.

In closing, Mark Forbes has resigned from the club.

Anton Lawrence  
CFI Auckland Gliding Club  
021 280 1881

## Winter flying at Matamata

Keith Macy in his Discus2Ct has been making the most of the Kaimai ridge – two yo-yo courses of 189km and 200km. Not bad for the middle of the chilly NZ winter.



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## Keith Essex enjoys some good USA soaring

Editor

Many members will have met Keith Essex while down at Omarama, where he spends a lot of time. He is currently flying in the US and I came across this rather staggering summary of his flights

between April and August, on the OLC. Some are solo and some are flown with either his partner Marju or her daughter Tuulianna.

Date	Distance	Airfield	Glider
08/05/2023	1,107.72	Moriarty	ASG 32 Mi
08/04/2023	1,093.92	Moriarty	ASG 32 Mi
07/29/2023	1051.06	Minden-Tahoe	EB 29R
07/21/2023	1,557.59	Ely	EB 29R
07/20/2023	1,271.35	Ely	EB 29R
07/17/2023	1,026.45	Ely	EB 29R
07/14/2023	1,120.20	Moriarty	ASG 32 Mi
07/13/2023	1,026.46	Moriarty	ASG 32 Mi
07/11/2023	1,048.53	Moriarty	ASG 32 Mi
07/07/2023	1,168.01	Ely	EB 29R
07/05/2023	1,094.13	Ely	EB 29R
07/03/2023	1,350.56	Ely	EB 29R
07/02/2023	1,458.85	Ely	EB 29R
06/25/2023	1,093.00	Ely	EB 29R
06/22/2023	1,192.12	Moriarty	EB 29R
06/14/2023	1,088.96	Moriarty	EB 29R
06/13/2023	1,124.56	Moriarty	ASG 32 Mi
06/11/2023	1,126.81	Moriarty	EB 29R
06/10/2023	1,037.21	Moriarty	EB 29R
06/08/2023	1,047.82	Moriarty	ASG 32 Mi
06/03/2023	1,035.86	Moriarty	ASG 32 Mi
05/30/2023	1,267.25	Moriarty	EB 29R
05/28/2023	1,009.36	Moriarty	EB 29R
05/24/2023	1,063.80	Moriarty	ASG 32 Mi
05/12/2023	1,027.38	Moriarty	ASG 32 Mi
05/09/2023	1,079.32	Moriarty	ASG 32 Mi
04/16/2023	1,015.87	Minden-Tahoe	ASG 32 Mi

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## Know where there's a cheap towplane?

Gerard Robertson



This was hanging in the ceiling of the station of the small town of Albert. We'd been to the Australian WWI Memorial at Le Hamel, where the Australian general Monash orchestrated his brilliant attack on the German lines on 4th July 1918, an attack in which my grandfather lost his arm.



Honest question: raise your hand if you've ever given the rudder wag for a takeoff then thought to yourself "did I put the spar pin in?"

Now, the harder question: when that happened, did you release or continue the takeoff and hope for the best?

### **An Uncomfortable Truth**

An old fighter pilot saying goes "It is better to die than to look bad, but it is possible to do both."

While I don't agree with it, there is a bit of truth to that quote. Many of us have a bias where we don't want to look bad. It's the reason we take pride in our landings. It's why we don't want someone to climb through us in a thermal. It's why we don't want to come in last. It's why we continue a takeoff rather than abort on a contest day when you're number three to launch and there are 30 gliders behind you.

"I don't want to look bad" says the voice in our head, and more often than not...we listen.

### **When We Talk About Discipline We Are Really Talking About Ego**

My standard briefing that I give to every first officer I fly with at my airline ends with "for the love of god, if you see me doing something that

doesn't look right or that you think is stupid, SAY SOMETHING ABOUT IT AND DO NOT ASSUME I'M DOING IT ON PURPOSE. I will do the same for you." We make mistakes in aviation. The more aviation you commit, the more mistakes you will commit. It's simple math.

I'm lucky in my two crewmember jet: there's an extra set of eyes for quality control. When I'm in the glider, it's just me. That little bit of paranoia in the back of my head becomes my other crewmember. When I find myself thinking "is this stupid?", more often than not the answer is yes.

That may mean the sweet contest finish at 50' now becomes a boring downwind to landing. It may mean that this half knot thermal I've been working at 800' for the last twenty minutes as a cirrus layer fills in probably isn't going to get better. It may mean that I'm probably not going to make up 700' in the last five miles of this final glide.

It may mean I'm going to land out. I might even land out in a trainer that takes five people and an hour to de-rig.

And I'm ok with that. You need to be too, or you should take up a different hobby. I have it on good authority that golf is far less likely to kill you, can cost just as much, and is equally successful in alienating you from your family. Seriously. My

insurance premiums will thank you.

Being disciplined really just means that we are always putting the successful outcome of the flight above the goal of having a “fun” flight or looking good. It means acknowledging that our egos can do us more harm than good, and it means that sometimes we’re going to end up at the back of the grid or get back to the field with the glider in the trailer.

## Disciplined Flying in the Real World

Flying in a disciplined manner means staying within the envelope of both our aircraft’s limitations that have been established by the manufacturer and our own, personal limitations for the type of flying we are doing.

I can actually see your eyes rolling back in your head as you sigh and say “yes, KAREN, I know how personal limitations work. How do I unsubscribe from this thing again...”

Fight that urge and keep reading.

When I was regularly flying air shows, one of the maneuvers I performed was a reverse 1/2 Cuban with roll on the 45 degrees up line. In order to have a successful outcome, my first gate was at the entry. I needed a minimum of 200 knots of airspeed to enter. If I had 199 knots, it was a fly-through. The second gate was at the top of the maneuver: I needed a minimum of 2000’ of altitude gain and a maximum indicated airspeed of 100 knots. If I was 1’ short of altitude or 1 knot fast on airspeed, I didn’t pull through. Those were personal limitations for that specific maneuver, and I had a very strong reason to adhere to them. Mostly, I didn’t want to hit the dirt and turn into a flaming ball of wreckage in front of 50,000 people. It’s a powerful motivation to do the right thing.

That seems like an extreme example, but the only difference between my personal limitations of airspeed and altitude at an air show vs. your personal limitations regarding the minimum altitude and airspeed you want to try and thermal at is the number of witnesses if something goes wrong.

As I fly, I have hard limits for almost every aspect of the flight as well as a contingency plan for what I’m going to do if I get to one of those limits. I include checklist usage as part of that.

I won’t push out to the grid until I’ve done a complete assembly checklist. I won’t get into the glider until I’ve done a critical assembly check

with someone that I trust to do it correctly. I won’t hook up the tow rope until I have completed a before takeoff checklist. I definitely won’t land until I’ve completed a before landing checklist and verified the landing gear is actually down and locked.

It works. I catch mistakes. Often, I find that I catch more mistakes the more regularly I’m flying because like the relationship between energy and velocity, complacency is directly proportional to the square of proficiency.

My wife has extended this method to include every aspect of a contest flight, down to when she turns on her inReach and backup loggers.

## We Do This For Fun, But It’s A Serious Business

Many of us are not flying as much as we would want right now due to shelter in place orders and social distancing. When the glider clubs and airports open back up and tows become readily available again most of us will be extremely cautious for our first assembly and flight.

“I haven’t done this in a while, better be careful.”

Hold on to that feeling of caution. Use this forced downtime as a hard reset on your own style of flying, and really assess the risks that you have taken in the past and are willing to take in the future.

I’ll leave you with a quote from my favorite air boss I ever worked with on the air show circuit, Ralf Royce:

**Perfection is expected  
Excellence will be accepted  
DO NOTHING DUMB**



*Hugh Grandstaff is a Captain and Simulator Instructor for Air Wisconsin Airlines. He has been flying for 23 years in a wide variety of types and categories of aircraft and grew up in an aviation family. Hugh has worked as a deckhand on tugboats, a research assistant at a major university, a navigation and cargo officer on ocean going ships, an executive at a scrap metal processing company, and currently as an airline pilot. Hugh graduated from the U.S. Merchant Marine Academy, and lives with his wife Sylvia (a much more interesting and accomplished pilot than himself) in their tiny house on a small plot of land connected to a grass runway in Alabama. Hugh also served as CD for last summer’s U.S. club class nationals.*

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## Vintage Gliding – one of the first two-seaters

Editor's pick



Advanced trainer

The Goevier (or Gövier; Gö 4 read aloud in German) was designed as a modern trainer with side-by-side seating for easy communication between student and tutor, with performance comparable to that of the intermediate single seat trainers of the day such as the Grunau Baby and Göppingen Gö 1 Wolf. Its glide angle of 19:1 was rather better than that of both these aircraft (17:1).

In a flight covering 1–3 June 1939, Josef Füringer and Hofmann flew a Goevier to a new world duration record of 49 h 45 min.

A Goevier was used to develop the now ubiquitous Schempp-Hirth airbrake with its parallel ruler action.

During World War II the Goevier was the standard

advanced trainer with both the National Socialist Flyers Corps and the Wehrmacht Luft gliding units.



Short fat fellow



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## 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 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 mechanicals 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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