

AGC Weekly News

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



From the CFI

With a low forming in the southern Tasman Ssea and associated front passing over the country on Saturday and Sunday the weather for this weekend is not looking good.

Hopefully things will start to improve shortly.

A reminder not to drive on the grass anywhere, unless absolutely necessary to get to a hanger. No driving around the clubhouse and no driving over the concrete pathways, especially while the ground is wet and soft. Dion already has to do some remedial work to the paths.

If putting glider trailers in the club hanger, please take care not to box CEB in, it needs to be pulled out from time to time to be given a run.

I'm away for 10 days from this Friday but will be contactable by email or phone if necessary.

Patrick Lalor has resigned from the club.

Anton Lawrence
CFI Auckland Gliding Club
021 280 1881

Snippets from the Club President



747-300 Combi at Speyer in southern Germany

I have no idea why, but you can obviously pay to go inside this aircraft and out on the wing. As I was previously paid to do that sort of thing, I went and had coffee instead.

One evening we simply came to these on the roadside in Sweden. I said to Jane "It's a Saab J-29 and a Draken". She wasn't as impressed as I thought she could be.



Wikipedia says: “The Saab 29 Tunnan (Barrel), colloquially also Flygande Tunnan (Flying Barrel) is a Swedish fighter that was designed and manufactured by Saab in the late 1940s. It was the second turbojet-powered combat aircraft to be developed in Sweden, the first being the Saab 21R, and it was the first Western European fighter to be produced with a swept wing post World War II, only being preceded in Western Europe as a whole by the Me 262 built during the war. Despite its rotund appearance, from which its name is derived, the J 29 was fast and agile and served effectively in both fighter and fighter-bomber roles into the 1970s.”

Of the Draken: ‘The Kite’ or ‘The Dragon’) is a Swedish fighter-interceptor developed and manufactured by Svenska Aeroplan Aktiebolaget (SAAB) between 1955 and 1974. Development of the Saab 35 Draken started in 1948 as the Swedish air force future replacement for the then also in development Saab 29 Tunnan day fighter and Saab 32B Lansen night fighter. It featured an innovative but unproven double delta wing, which led to the creation of a sub-scale test aircraft, the Saab 210, which was produced and flown to test

this previously-unexplored aerodynamic feature. The full-scale production version entered service with frontline squadrons of the Swedish Air Force on 8 March 1960. It received the designation Flygplan 35 (Fpl 35; 'Aeroplane 35') and was produced in several variants and types, most commonly as a fighter type with the prefix J (J 35), standing for Jaktflygplan (Pursuit-aircraft), the Swedish term for fighter aircraft.



Considered to be the most beautiful sailplane of its time, the Fafnir, flown by Groenhoff, at the Wasserkuppe.

Auckland Gliding Club “SUMMERS COMING” Saturday 2nd 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



The best pilots are the ones who are able to keep a clear head under pressure, these are usually the ones who have done their homework. Being able to 'stay cool' and 'think clearly' is the result of rational, logical planning done before the event or weekends soaring. As I'm sure you've heard before, Prior Preparation Prevents Poor Performance. There are two types of focus, I'm sure you can tell quickly which one is the preferred one!

Outcome focus

People who are focused only on the outcome will find it hard to cope under pressure in a simple and logical manner. This is because they are too worried about losing a position or thinking that they have to fly faster, but the only way to fly faster is to fly the process that makes a good flight.

Process focus

These are the pilots who can keep their mind on the process of efficiently performing skills, and

find it easier to keep their approach simple and logical under pressure. They will focus on making a good start, a good first glide, good thermal entries, and efficient centering followed by leaving again on a good energy line, and so on, so forth. They've thought about the where and when the how and why beforehand.

If we base our mental preparation on things beyond our control, we will waste a considerable amount of mental and physical energy in the process of worrying about what might happen. On the other hand, if we base our mental preparation on things that we can control, and then spend our time training enthusiastically to improve these necessary skills. By the time the competition starts, we will have very little to worry about, and we'll be able to approach the event with a more focused and confident attitude. Being charged with positive emotions, the feeling of readiness and our preparation to follow the process of a good flight, we almost can't fail. The key then to mental preparation, becomes identifying what we

can and cannot control.

Performance Plan

Without a plan it is easy to feel inexperienced and have trouble handling the pressure of a competition. In general, pilots with a plan feel more in control because they have considered how they will handle various situations that might arise before and during the event, this will help them feel relaxed and able to think clearly to execute the perfect counter plan or attack!

The biggest goal in almost any sport, in soaring competitions too is to aim for consistency. We should aim for the highest possible standards of performance. The best way to achieve these goals is to develop rituals or routines, and to use them with as much concentration as possible each time we compete.

At any competition, we must be able to complete our mental preparation by considering the many hypothetical situations that could interfere with our overall competition strategy & goals, or ones that could interfere with the flow of our own personal routines. Effectively, 'What if..?' preparation. This requires a creative mind and one where experience comes into play to help build your database. 'What if..?' preparation should not be done while in the sky for this type of preparation or topic, but some consideration needs to be given at a time before the competition when you're not under pressure.

Fly the process of a good flight, use mental imagery before the contest and plan for the what ifs – happy soaring!

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



PW5 KF. 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

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