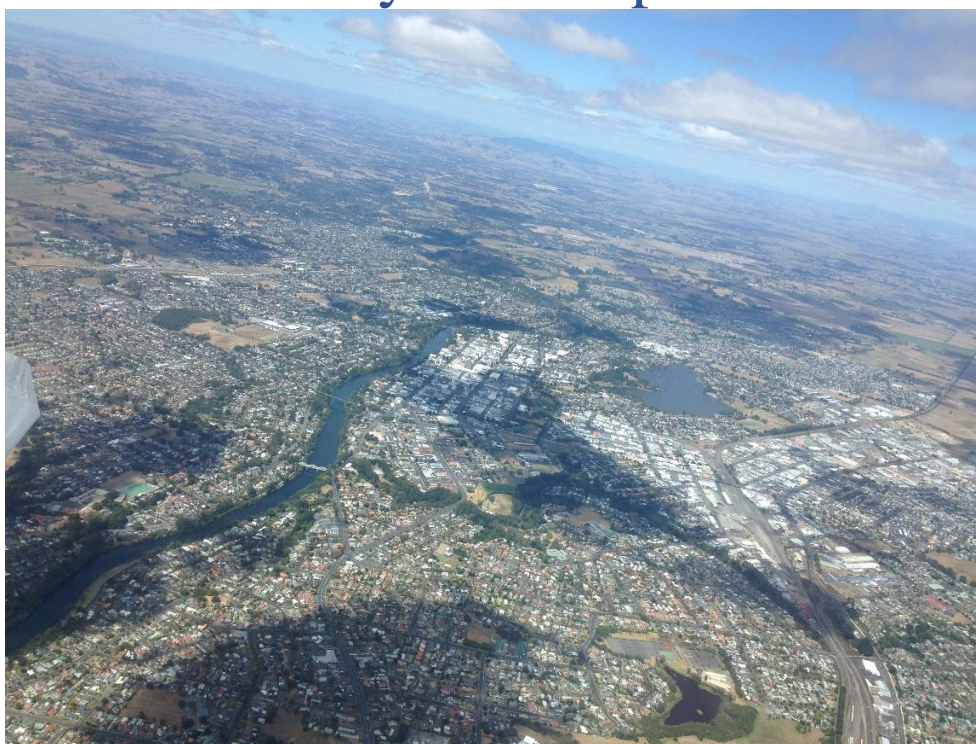


AGC Weekly News

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

Don't forget!

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.

gain - Marion Moody with assistance from Anton Lawrence will provide a early 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



From the CFI

The weather for this weekend is looking like unsettled SE winds with some rain on Sunday, so probably not a good flying weekend.

The field is still quite wet and soft so not useable for gliding just yet. A couple of weeks of no rain should see it start to dry out, but we'll be getting a little rain this weekend to delay that happening.

The sailplane Grand Prix is currently on in Italy. Stephan Langer, Klaus Kalmbach and Sebastian Kawa, who have all flown from Drury over the last few years are competing. Stephan won day four on the first day of competition and was looking

very good.

You can watch the racing on YouTube at <https://www.youtube.com/@faisailplane> or go to <https://sgpfinal23.sgp.aero/> for the official site and results.

Bradley Greer has resigned and Greg Liard has decided not to rejoin AGC.

Anton Lawrence
CFI Auckland Gliding Club
021 280 1881

The days gone by - leave it to Doug

Peter Layne

Reading about the tow rope situation in CEB's history notes this week reminds of a chuckle moment involving CEB in the early 1970s when the club operated out of Ardmore.

I didn't see this happen but was told it by the late Doug Walker who, at the time, was the club's engineer. On this particular day he was sitting in the old yellow van which I last saw in a lonely old shed at Drury. Nothing much was happening; CEB had just landed and was shutting down when up walked a distraught (angry?) looking traffic officer, laying down the law that our tow plane's tow rope had crossed over the boundary road (Mullens Road threshold to runways 21 and 27) and the hooks had hit his roof, making a sizeable dent.

In typical Doug Walker style, Doug turned to the officer and made it clear that if he hadn't proceeded and parked beyond the sign, clearly drawing attention to the need to give way to landing aircraft, the incident wouldn't have

happened. Yeah right. Exit one crestfallen traffic officer.



ZK-GEK, Schleicher Ka8 at Ardmore

Regards

Peter Layne
Tauranga



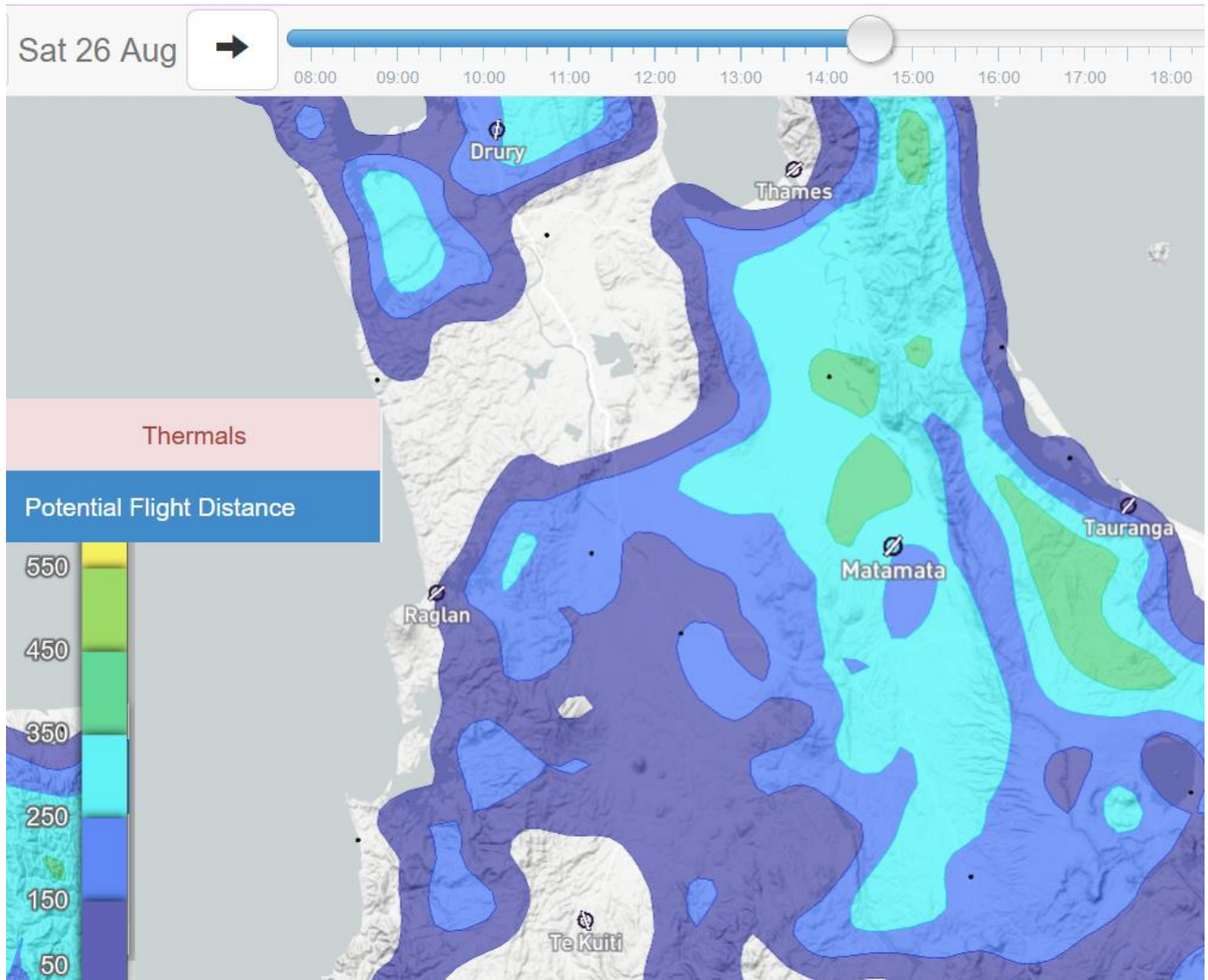
When the forecast looks good

David Moody

After keeping an eye on the various weather forecasts during the week, with a final check Friday night, I decided to head to Matamata Saturday morning for some thermal flying.

When multiple forecasts agree, it is probable that they are close to true, so I used Skysight and

RASP to validate my thinking. The Skysight forecast for "Potential Flight Distance" (remember, based on an 18m glider) looked encouraging, so I checked out the Thermal Strength, Thermal Height and Cloudbase forecasts as well. Next step, go to RASP and see if there was agreement.



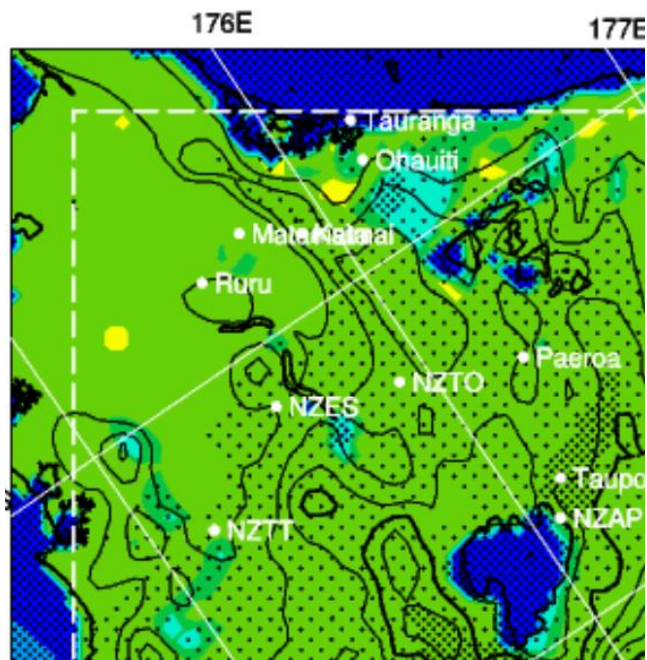
Again, 4-5 knot thermals, and no stippling, so likely relatively easy to remain centred once a climb was found.

I also had a look at the variation through the day, it looked agreeable between about 1300 until around 1600, fading a bit later as the (light Westerly) wind picked up. Maybe the ridge might be workable towards the end of the day, but still very light, so "don't count on it", although it might be useful to extend a glide somewhat if close enough to the trees.

Another useful confirmation was to check the bookings on the Piako Gliding Club website; we're asked to do that anyway if we're planning to need a launch, so kind of a "hidden benefit" is to check who else is thinking along the same lines. In this case, David Jensen (JS1), Tim Bromhead (Ventus) and Dave Johnson (Discus 2 18m) had already made bookings...because these three are all experienced local pilots, that was another good sign.

Thermal Updraft

Valid 1400 NZDT (0100Z) SAT 26
B/S Ratio Stipple: Dense= 0 1



Next step for me was to think about a task that might fit into the “non-stipple” area on RASP (noting that Skysight essentially pointed to the same part of the territory...up and down the Thames Valley. There was a “finger” of good colouring down towards Tokoroa, but a bit narrow compared to the rest, so, maybe if I get launched early enough...otherwise, stick to the North.

From a recent competition, I remembered a task that included Matamata – SH2-SH27 Junction – Hikutaia – Matamata. Not a hugely long trip, but fitted well into the good coloured stuff, and

included the beloved “Swamp” (actually, both swamps) and sort of lined up with the ridge for the final leg; if the ridge started to work, this gave the possibility of extending to the South for some more km, admittedly “ridge running”, and what was needed was some thermal flying. It’s been a long break since the last opportunity.

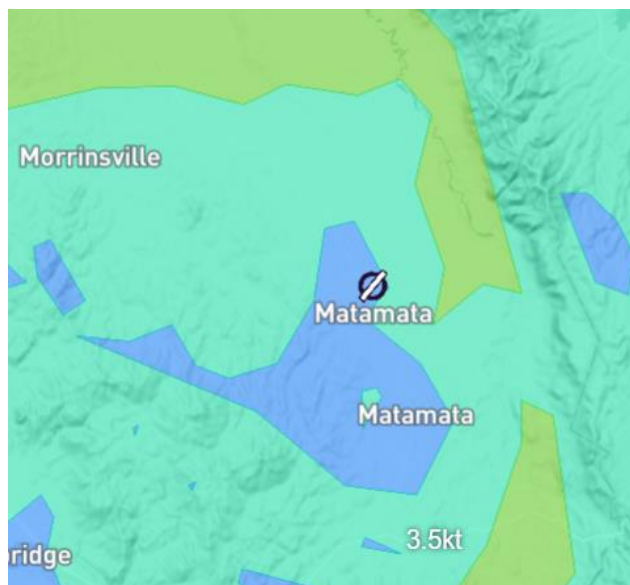
Arriving at Matamata, there were already a couple of gliders on the grid, and a good group so we could help each other with rigging and DI checks, I ended up fifth on the grid, and took off about 12:45.



Pure Glide photograph – looking South before launch

First climb was not spectacular, perhaps because I chose to be dropped to the North of the field (remembering the Skysight forecast for 1300), which suggested towards the ridge might be away

from the local “dead spot”, while Keith Macy, who had launched before me reported he had a good climb to the West! Too late to change to request to the tow pilot...)



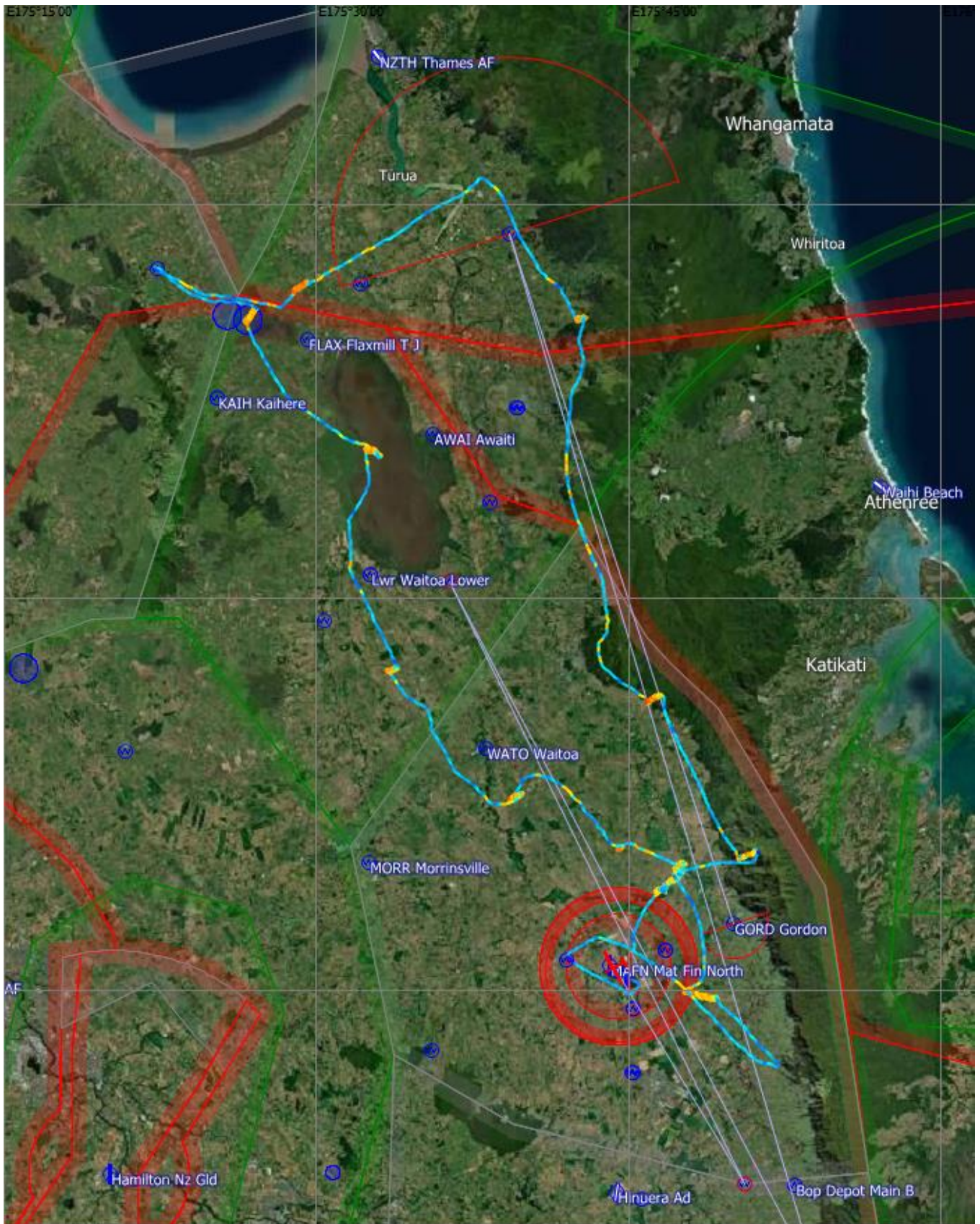
Despite the slow initial climb, there were plenty of indications of energy lines running into wind, and once I got about 1000ft above release altitude, I was able to run along the sunny edge of one towards Waitoa. Decision time...the three local pilots had headed South and were talking about being only 1500 ft above ground around Tokoroa, I no longer was hearing anybody local around Matamata, so decided to set off for 2-27, weaving about the sky to try and stay in good air, and diverting when I noted a good growing, dark based cloud a bit upwind. Better than 4 knots on the average, so climbed away from 3,000ft up to cloudbase at 4,000.

From there, the day lived up to expectations, although quite a lot of cloud cover, just keep to

the sunny side and weave around a bit to find the lifting air. A good thermal over the big swamp, and another further on over the “little swamp” was enough to get me out and around the turnpoint, while avoiding the 3,500 foot airspace corner just to the North (very useful to have electronic devices with airspace shown, you can get close but stay out; direct track to the next turnpoint went through the airspace, but I was too high, so I followed the edge and then turned ENE. There was a good looking cloud over Ngatea, and before I got there I grabbed another climb downwind of the little swamp, and drifted toward Hikutaia (well, truthfully, somewhat north of there, but easy extra distance, so I took it). As before on the day, follow the energy lines, fly slowly and maximise the glide.



Photo by Dave Johnson, looking North from “somewhere around Hikutaia; these guys were heading North for as I turned South.



The sky was looking a bit dark and overcast as I turned to the South, however there were obvious “good looking” individual clouds over the hills, and they delivered as expected. A long glide from there, over the Paeroa Gap saw me down to about 2,000 feet, tucking close into the hills on my way to Te Aroha; even there, the ridge was providing reduced sink but not much else.

However, I wasn’t fussed, because I’d spotted a couple of good clouds around the corner in front of the Wairongomai Valley. Again, reliable lift was found under the cumulus, so another glide towards the High Point and another thermal. This gave me the height to step away from the ridge to “close the loop” on my task.



Photo by Tim Bromhead (Pure Glide) looking down the ridge towards Te Aroha, typical of the day with the occasional good looking puff in the midst of spread out cloud cover. Slightly (but not much) later than when I travelled along here).

Looking to the South, I thought I might continue towards the Tauranga Road, but “ridge not really working, sky looking a bit flat” so I turned for

home, and just enjoyed the last climb for practice, before gliding out to burn up the height, then back to the airfield.

Just an enjoyable thermal flight in good conditions, and hopefully, by sharing the “what to keep an eye on” at the beginning, I might have opened the door for some more club members to get together and make the trip to Matamata.

Glider pilot faces rain, hail, and a sudden change in the weather

Gerard Robertson



<https://youtu.be/R-jyNPd4x7E?si=sITAqdL8RmtPNhZj>



Photo by Sean Franke - BlaniK L-23 at Zbraslavice, Czech Republic

I'm writing to you from Uvalde, TX. What a wonderful country you all have, so far we've experienced lovely hospitality and conditions, plus of course much much more! One of the key factors to our success so far has been that we've had the right start strategy, though on one day I have to admit that we got it wrong, after starting right! In this article, I hope to talk about optimising your starts. This is important for both local XC practice, competitions, and record-setting if you're that way inclined.

Task pre-flight planning

First things first, we can only optimise our starts by first knowing what the weather and task are for the day. Each day I have been putting in at least 30 minutes of pre-flight planning. I start by analysing the task sheet for the general task parameters, considering where in general the start line is and how long it'll take me to get there. I then enter my task into the Oudie N or SeeYou Navigator, this is so I can use its google earth

satellite view to analyse the terrain in general, airports on route, and most importantly, to see what ground features I can identify to immediately show what the initial track out may be. ie, There is a main highway running 5km West of the first leg, but running parallel.

Weather pre-flight planning

Once you have this information, you can then shift your focus to the weather. SkySight.io has a terrific feature that allows you to do a route forecast to figure out what the optimum start window may be. HOT TIP: The XC Speed is based on starting and finishing at cloud base, so you can expect to add a few kilometres per hour to its suggested speed for the final glide element that isn't calculated. If it gives a gentle speed decline after the optimum, I have a much larger tolerance than if it shows a sharp decline in speed at a certain time. This usually gets my attention, and I look for reasons to start early or late. This happened recently at UvaldeGlide, once airborne

I immediately noticed the towering CU in the South, this instantly confirmed my thoughts of starting early, which eventually gave us the day win.

In the air

Once airborne, I like to get to the start line as soon as possible. I like to go over the extremities of the line & look for a ground feature to mark its position. This way when I'm looking at the conditions reference to the start line, I can immediately identify if a cloud is in the optimum spot or not. Once I have this mapped out, I have a look down track, to find the ground features I have planned for on the ground. Again, the reason for this is so that I can start to line up a potential energy line down the first leg. Sometimes you can see a street that is lining up, but not quite in position until the wind drifts it into play, when it does though, you would've got yourself into the starting position and ready to pounce on the opportunity!

When starting on an AAT, remember that the

distance is taken from the start point, not from where you actually start from. Here is an opportunity to fly more distance on paper, but fly less in the sky, thence improving your XC speed for free – have a think about it!

Happy Starting!
Adam Woolley



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.

Barometric Altitude vrs GPS Altitude vrs Pressure Altitude

Submitted by Russell Thorne

If you are a cross country pilot equipped with a soaring computer and a GPS Altitude input to the soaring computer, do you know what this is telling you, if not, read this.

https://ipadpilotnews.com/2023/08/understanding-pressure-altitude-and-gps-altitude-in-aviation-apps/?trk_msg=HECGVCGJAOO49CKDRQALFT46G0&trk_contact=SHB41B5IPANQ4UMSBDN1M8T78C&trk_sid=C9CQ8P9N7T945L96B11BOEJ1V8&trk_link=4VO90H9BPF54V25S1MLHK6KRDK&utm_source=listrak&utm_medium=Email&utm_term=Understanding+Pressure+Altitude+and+GPS+Altitude+in+Aviation+Apps&utm_campaign=I23084A&utm_content=Is+a+built-in+GPS+worth+it%3f+%2b+Understanding+pressure+vs.+GPS+altitude

ATC operates their computers on the premise of standard pressure 1013.2mb (Pressure Altitude) corrected for the local pressure (QNH). This

means that if you are near to the limits of controlled airspace and your Mode S transponder is on, then be aware of which altitude reference you have on the soaring computer Navbox to remain clear of controlled airspace.

There is a difference to GPS altitude to barometric altitude in the order of 150ft, but an allowance is made of up to 300ft for local errors to that shown on your altimeter or soaring computer. The GPS system is controlled by military authorities and limits can be altered by those military requirements in the event of war.

Gliding competition directors (CD) typically use the Barometric Altitude to determine airspace infringements, not GPS altitude and consequently the associated penalty including a landout, is applied.



Auckland Soaring Competition

Drury - 6th to 13th Jan 2024

ENTRIES NOW OPEN

“A competition with a difference” – based loosely on the Competition Enterprise format. This simple competition aims to stretch the skills of all those that enter by utilising the best conditions for soaring and providing maximum fun for all that compete.



The Final Dinner on Sat 13th – will be a special event for everyone

We want all pilots, friends – including partners and family to enjoy this unique soaring event – with a difference.

Competition Enterprise

Enterprise does not seek to compete against modern Championship philosophy, but it does aim to supplement it with an interesting and enjoyable alternative approach, based on the following objectives:

- To fly as much as possible whenever possible;
- To enable a wide range of gliders to participate meaningfully;
- To provide a reasonable measure of each pilot's relative success;
- To provide the maximum fun and interest for pilots and their crews.

To this end:

- Tasks are set to maximise the day's potential.
- Access to some G Airspace has been applied for via CAA/Airways
- Take off times are pilot selected.
- The start sector (usually a 5km circle) and finish line are always open, with no height restrictions.
- Gaggle and team flying are virtually non-existent.
- The scoring system is simple and absolute.

Simple handicapping is applied, the slower older gliders can use this to their advantage.

The speed formula/bonus for getting back is significant but not over-riding if a more enterprising flight results in a land out. Enterprise does not cater for those who want to establish, maintain or improve their ratings. But it is designed for those who fly for the sheer joy and adventure of it all and who wish to challenge themselves to their own limits in a friendly competitive environment, whilst flying their hearts out.

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



Auckland Gliding Club

2023 AGM Agenda

1. Apologies
2. Acceptance of the Minutes of the 2022 AGM
3. President's Report
4. Treasurer's Report
 - a. Annual accounts
 - b. Budget 2023-24
5. Other Reports
 - a. CFI Report
 - b. CTP Report
 - c. Winchmaster Report
 - d. Club Captain Report
6. Appointment of Honorary Solicitor
7. Appointment of Auditor
8. Remits - none have been submitted
9. Election of Office Holders
 - a. Treasurer
 - b. Committee members (3 places)
 - i. Ross Gaddes (incumbent)
 - ii. Paul Schofield (incumbent)
 - iii. Anton Lawrence (new nomination)
10. General Business
 - a. Facilities Improvements
 - b. Strategy overview

Meeting Details

Date and Time: Saturday 9th September 12:00pm

Location : Clubrooms and Zoom

Zoom

<https://us06web.zoom.us/j/81303971302?pwd=NHVrcllXRlhpmEMkNvS0F1WmdHdz09>

Meeting ID: 813 0397 1302, Passcode: 881901

Dial In +64 9 884 6780

This edition of the newsletter was compiled by Peter Wooley – wooleypeter@gmail.com – 021 170 2009