

# AGC Weekly News

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

## *El Niño conditions on the way*

*From the NZ Met Service newsletter*

### Climate Drivers – El Niño on the way

The United States weather agency NOAA declared the start of El Niño conditions with the potential for a significant event by summer, while their Australian counterpart BoM is likely to confirm onset over the coming months. Despite

this discrepancy, New Zealand is likely to see El Niño-related impacts over the coming months, which include a more active and volatile westerly flow. This may be exacerbated by a developing Positive Indian Ocean Dipole, which also promotes a westerly flavour across the country.



*From the CFI*

A reminder that the met exam and radio exam are this weekend starting at 9am, good luck to those sitting.

We now have two Land Boss UTV's, the newest one is 1100cc and should be used for towing the heavier trailers, i.e. the winch or caravan, use low ratio and push from the front rather than try and use reverse.

The weather for the weekend is not looking wonderful for Saturday but Sunday is looking very interesting.

We have a ridge of high pressure extending over the Tasman, bringing light winds and what looks like four to five thousand foot cumulus cloud bases, hard to believe really.

I'm rostered on and will travel if there is interest amongst the students. Make a booking if keen, otherwise it won't happen. Usual story, meet at the club by 09h00.

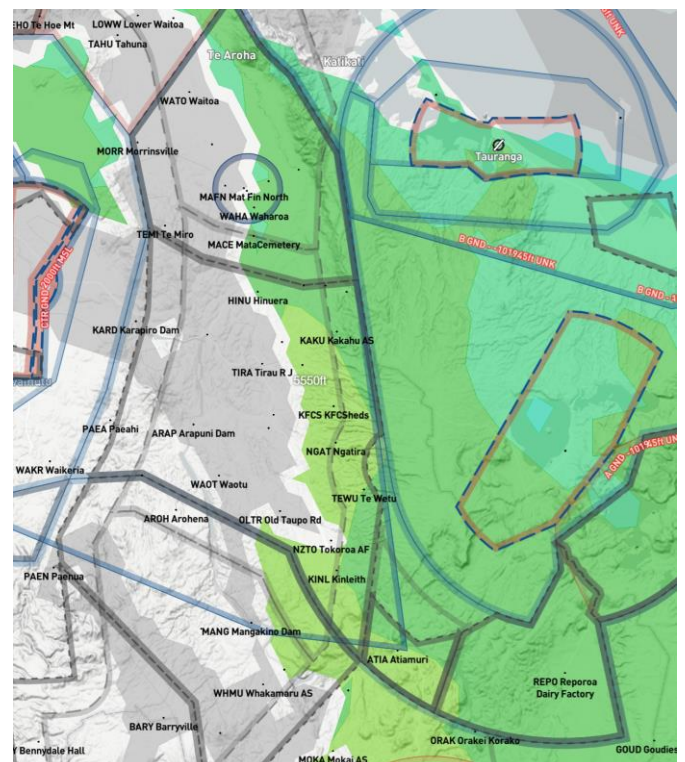
I would like to comment on a Letter to the Editor which appeared in the recent GNZ newsletter which was disseminated on Tuesday. It concerns trainee pilots keeping station behind the Tug.

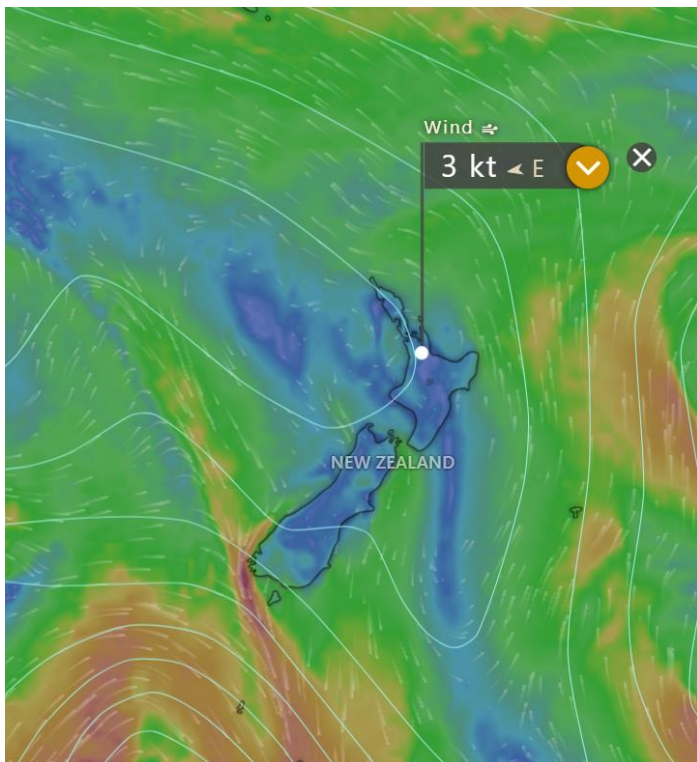
The opinion stated is not held by any of our instructor trainers or myself, and we will continue to teach proper coordination in all aspects of flight

and be totally consistent with the training programme.

Please as a student disregard the letter and follow the good instruction given by our instructors.

The following screen shots from Skysight and windy are for 1300 Sunday.





In closing let me report that John Melo has resigned from the club.

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

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## ***Long Soaring Flight***

*Adam Woolley*  
*Courtesy Wings & Wheels, USA*

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We start our soaring career with training flights, where the duration is rarely longer than an hour long and our early solo flights are usually less than 2hrs. Fortunately for these flights, being hydrated before take-off, having a good hat that won't scratch the canopy, and sunscreen on

exposed body parts are all that you need. What will we need when flights start extending past these time frames though?

We must start considering looking after the pilot at all times, sun protection must be applied to the

whole body. Not only does flying at higher altitudes increase the amount of UV exposure, but we also must consider that the canopy does nothing to stop UVB, which causes deep burning in the skin. Unfortunately, this is a major cause of skin cancer. One thing that has been learnt over the years is that it's the total amount of UV taken in, that affects the whole body. One form of skin cancer is Melanosis, which can occur anywhere in the body, not just the exposed skin parts.

While flying in the reclined position is great for comfort and aerodynamics, it exposes our legs and arms easily. So it's important to cover these up. Unfortunately putting sunscreen on your hands isn't practical, so flying with some light cotton gloves can help – an added bonus for pilots who get sweaty hands! These gloves can be found at fishing shops, and with modern instruments, it may be necessary to cut the fingertips off so your touch screen devices are still useable.

Not only should you be hydrated before you take-off, but once you start flying longer flights, then drinking water is clearly a must. I don't think anyone would argue that a major cause of accidents is because of dehydration, so why allow the risk? The best solution is to buy yourself a Camelbak or MSR dromedary-style water bladder, that fits almost everywhere and provides a convenient tube for easy drinking in flight. In Australia, I never take off with less than 3L for a 5hr flight, and if it's longer or into some desolate terrain, then I'll fly with 5L. Naturally along with hydration, comes the need to pee. Both men and

women will need to come up with a plan to achieve this task. There's nothing worse than cutting a flight short because of this!

Longer flights will also mean that we need to eat something too, fortunately, this one is relatively simple. Just a little care is needed, and best is with portable and easy-to-handle foods. With food intake, we are trying to keep the blood sugar levels reasonably constant, if we don't then concentration may lapse, and coordination and decisions are likely to be substandard.

Have you considered footwear? For one, we need to be comfortable, but also, if we Outland, then we may need to walk many kilometres to find the nearest farmhouse to seek help. Consider having shoes that have some ventilation, as they'll sweat when low. Wearing good quality socks will help keep your feet warm at altitude, it's a real balance!

Finally, sunglasses are clearly a must, without these on a day full of glare, this can easily induce headaches, sore eyes, and fatigue.

It's clear to see that prior preparation prevents poor performance, so with that said, it's a great idea to have your own soaring toolkit conveniently available, perhaps a checklist could help in the beginning to ensure you don't forget any of these important items.

Happy & comfortable long soaring flights!



*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.*



Steve Wallace included this advert for a primary glider from the Alexander Aircraft Company in the latest GNZ newsletter. Never having heard of Alexander, I looked them up on Wikipedia and found their story very interesting. It's copied below, but as it's not really "gliding" as such, it's at the end of the newsletter and you can skip over it if you're not interested.



A 1930 Alexander Eaglerock Model A-14, now on display at Denver International Airport.

The company began life as an offshoot of the Alexander Film Company that specialized in film advertising, and the younger J. Don Alexander decided that they could sell more advertising if they had airplanes. He wrote to aircraft manufacturers asking for a quote on 50 airplanes, but the builders ignored his letter as the work of a crackpot. Alexander decided to build his own. He moved his operation to Englewood, Colorado and set up the aircraft company. He sent Justin McInaney to Marshall, Missouri to buy an airplane and learn to fly. Justin's instructor was the great Ben O. Howard, who later became famous as a racer and test pilot. Justin bought a Swallow airplane for \$2,300 and flew it back to Denver, a trip with many forced landings. Justin then taught others to fly, including Jack Frye (later president

of TWA) and airplane designer Al Mooney. Sales of the aircraft reached eight aircraft a day, just before the depression hit.

By 1928, the company was having trouble meeting demand from its jury-rigged factory in Englewood. Operating from a small town enabled the company to evade fire and building codes, but there were rumours that Englewood would be annexed by nearby Denver and regulations would be enforced. The company directors began to prepare for a move to other cities while using the threat of leaving to extort concessions out of the town.

Just before noon on 20 April 1928, a fire started in the shed where aircraft wings were coated with highly flammable cellulose nitrate 'dope.' A back room was crowded with seamstresses sewing fabric. All of the windows were high and barred, the walls and floors were soaked in the flammable chemical, as were the uniforms of the workers, with the only exits from the building in the doping room which opened inwards. The doping shed was engulfed in fire and explosions, the exits became crowded with fleeing workers, and eleven workers were burned alive. Many others were horribly burned.

Both Alexander brothers and three other company officials were charged with voluntary manslaughter. But pleaded guilty to failure to provide sufficient means of escape, failure to have doors opening outward, failure to provide proper ventilation, and failure to provide proper sanitation in exchange for the manslaughter charge being dropped. They were fined \$1,000 and given suspended 90-day jail sentences.

With its Englewood factory closed by the Arapahoe County Sheriff, they moved overnight to new facilities they were building in Colorado Springs.

By 1931 the company had an established manufacturing plant between Pikeview and Roswell in El Paso County, west of the Atchison, Topeka and Santa Fe Railway and U.S. Route 85. The company went bankrupt in August 1932 and was acquired by Aircraft Mechanics Inc., founded by W. F. Theis and Proctor W. Nichols, in April 1937. It produced components for the Douglas Aircraft Company during World War II, US Air Force ejection seats, and Space Shuttle crew seats.

For a brief period from 1928 to 1929, Alexander was the largest aircraft manufacturer in the world, and more aircraft were built in Colorado than anywhere else in the world. In the early 1930s, the firm built a revolutionary new plane—the forerunner of modern aircraft, with a low wing and retractable gear—called the "Bullet". Several of them crashed in the testing process because the government insisted that the unspinnable plane be tail-spun. The plane later was certificated, though, and became famous in racing and civil aviation. The depression and losses suffered in the Bullet program forced the aircraft firm to fold in the mid-1930s. Alexander would also be known for starting the career of Al Mooney, the founder of Mooney Aircraft, a general aircraft manufacturer that continues in operation in Kerrville, Texas.



An Eaglerock 24 on display at Pueblo Weisbrod Aircraft Museum, 2013



An Eaglerock on display at Denver International Airport

Model name	First flight	Number built	Type
Alexander Eaglerock	1925	893	Two seat biplane
Alexander Bullet monoplane	1929	12	Four seat low-wing
Alexander Flyabout D-1 monoplane	1931	3	Two seat
Alexander Flyabout D-2 monoplane	1931	15	Two seat

*Footnote:*

The Alexander Film Company was once the world's largest producer of theater film advertising, which was shown before trailers and ahead of the film. At its peak in the early 1950s, Alexander Film Company was producing 2000 to 3000 advertisement films annually and had an annual payroll over \$2.5 million. Clients included

a "who's who" of the nation's leading manufacturers including Ford, GM, U.S. Rubber, Philco, and Seven-Up. In the late 1950s it was "blacklisted" by industry professionals for opposing unionization, making it impossible for national advertisers to use their commercials, resulting in its collapse.

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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 mechanicals varios. 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