

16-17 September

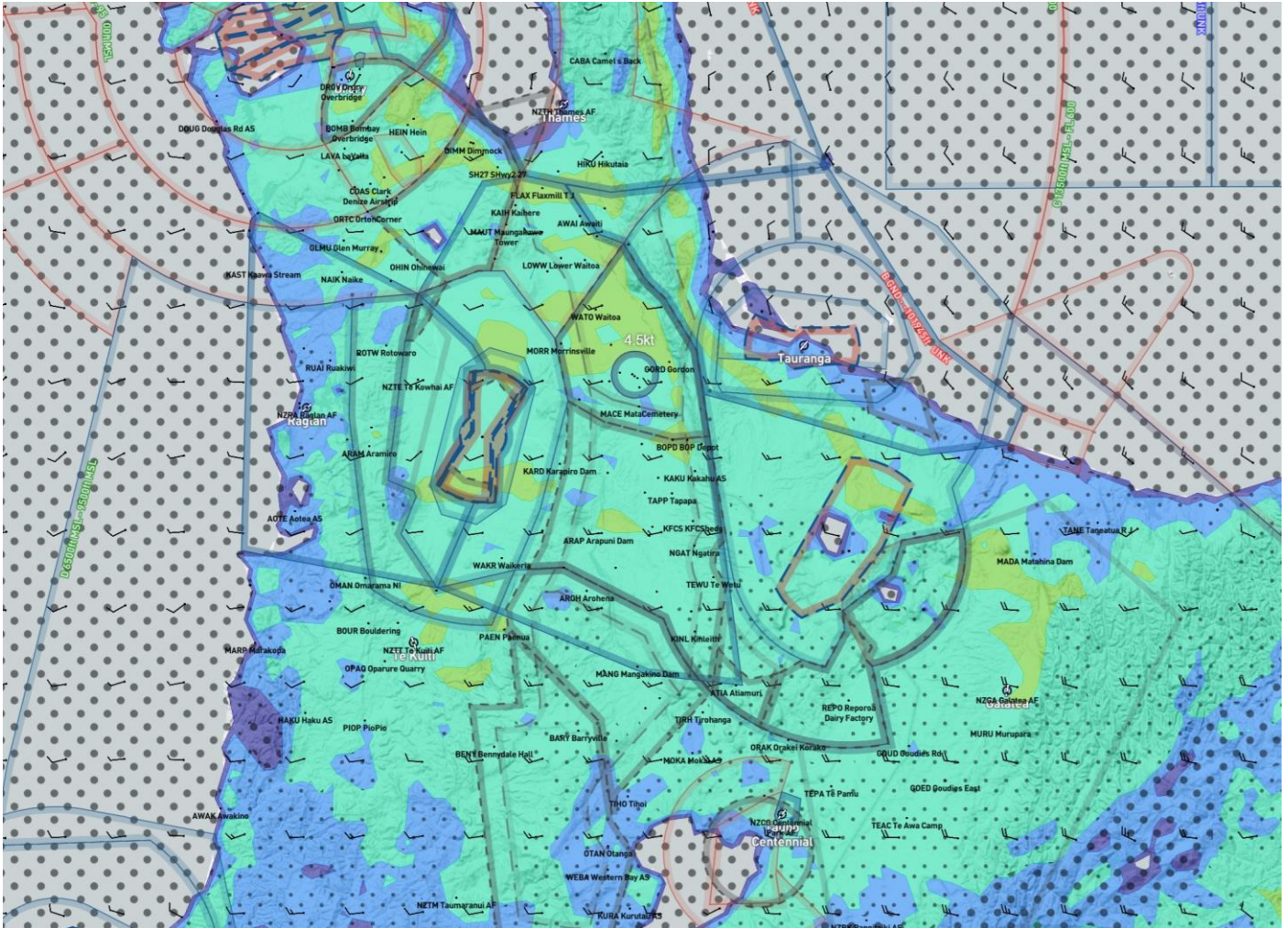
AGC Weekly News

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



(Thanks Gerard)

From the CFI



Skysight for 13:30 this Saturday

The weather for the Saturday is looking quite good with a High centred just to the NW of Cape Reinga bringing a light westerly flow.

It might be a bit light for the ridge, but good thermals are predicted in the Matamata area.

Anyone keen should make a booking, I could be tempted to travel if there's enough interest.

The Drury field is very close to being dry enough, we will see how it looks on Friday.

A reminder we have the compulsory preseason briefing at Drury on Saturday the 30 September at 10:00 hours.

Anton Lawrence
CFI Auckland Gliding Club
021 280 188

The AGM was held last Saturday at the clubrooms and was attended by 17 people. The minutes will be available on the club website shortly.

Apologies were received from committee members who were out of Auckland and unable to attend: Gerard Robertson (president), Ross Gaddes (club captain), Kevin Johnson (secretary), Nathan Montano plus Andy Campbell, Roy Innes and Tom Kong

The reports by the various officials were presented and accepted.

The audited financial statements were presented and approved. The club had an operating surplus of \$20,611 before depreciation of \$34,433 resulting in a net deficit after depreciation of \$13,822 [2022 \$40,354]. There was discussion about the effect of the poor weather last summer, following two years impacted by the pandemic.

Nominations for open committee positions matched the available positions which resulted in them being declared elected without contest. The treasurer [Keith], club captain [Ross], Dion Manktelow and Paul Schofield were all re-elected plus new general committee member Anton Lawrence. [The club rules require all committee members to retire by rotation after two years but retiring members are available for re-election]. Keith Macy advised that he intends to resign as

treasurer and from the committee at the next AGM. Thanks were expressed for all the work that Keith has contributed in this role.

Nigel Caigou who was co-opted to committee during the last year decided not to stand for election to the committee at this AGM. Nigel however made a presentation to the AGM on:

A: The strategy meetings that he led with the committee - which resulted in a club aim of "Encouraging gliding membership, growth and engagement" and the resulting need to improve the state of repair of some of the physical assets.

B: The results to date of his investigations of options for maintenance of the driveway, the grass areas, and the buildings. The costs of hiring a contractor to mow the airfield were agreed to be not feasible. There have been some initial quotes on renovating the road to fix the potholes and possibly to seal it. Nigel is also obtaining quotes for painting the club buildings. Once we have these the committee will decide on using an external contractor(s) vs working bees for the painting work.

Overall, we are looking forward to a season without the disruptions of the last few years and will progress the deferred maintenance tasks so we have a facility we can all be proud of and which matches the fantastic aircraft fleet and airfield we are fortunate to have.

VSTOL



Ideal for Drury during the six months of the year when the runway is unusable.

New from Gerard in England

I flew at Keevil airfield with the Bannerdown club last Saturday, made welcome with a flight in their Duo XLT. Ken told me that it was a soft summer's day, with narrow thermals. In fact, it was a day like many of ours, while the club had the same feel.

The photo shows their launch system: two winches, one at each end of the field. In the photo you're seeing a light line attached to the launch cable being paid out from the launch point.

When the glider releases the cable, this winch winds in the light line and thus the launch cable.

They themselves acknowledge that it's an uncommon system. However, the cable is pulled in over the grass, as being dragged down the sealed WWII runway damages the parachute.

Ken spent some of the flight pointing out the different styles of churches visible; Norman with the square tower, Romanesque and late Gothic. Quite a first.





Photo by Sean Franke

On the last day of the Uvalde Pre-World Gliding Championships and 18m Nationals, I was asked to give a safety talk to the competitors and organisation. It's something that we've done in Australia too in the past, but not of recent years so much unfortunately. I think it's a really good initiative, no matter how quick or small the topic presented by the speaker, it puts safety at the forefront of our minds for the day. Not only do I think that these safety talks should happen daily at competitions, but at the daily club operations briefings. No matter what the experience of the individual selected, we can all learn something from someone! Being the end of the championships, rather than give a safety talk about gaggle safety and awareness, I thought I'd hit lots of different topics on the head that were relevant to the last day's activities, this is what they were...

Hydration

We hear it time and time again, but I felt that it was particularly important to highlight it on this day. At the time of briefing, we'd all been doing

additional activities to start packing up our gliders and trailers for the long drive home. We'd probably started our preparation slightly earlier and exerted more energy before getting to the briefing stage. Then I reminded the crowd that when we land, we'll all be in a mad hurry to pack up our gliders in order to make it to the presentation dinner. Naturally, in cases like this, it's very easy to forget about hydration, causing heat stroke & poor decisions on the drive home the following day...

Fatigue

Not only had it been a long competition, but it'd also been a hot competition with big humidity, add into this people probably traveled 3200 miles round-trip. So, it's important to remember that from the exertion of the morning, the stress of the competition, and your hydration that probably wasn't kept optimal, your fatigue levels, as a result, can be far higher. So, allow a level of margin, especially at the end of the flight onto final glide, circuit pattern, and landing.

It's just a game

Rich Owen made a great safety talk one morning too, one key point he hit was that when the Military is ordered to conduct a mission, it's their national duty to carry it out, perhaps with a lot fewer margins than usual or they'd like. With this in mind, our game is only that, a game. We don't need to fly over unlandable terrain to secure a climb without a landing option available, after a few years, a limited few will remember who won what anyway. So give yourselves some margins considering the above two points made! Sadly, people only remember the bad stuff, though you'll always know you can hold your head high and know you did the safest thing, you'll have the respect of your peers too.

Driving Home

I didn't have to talk much about this due to the

size of cars/trucks(!) in America, so I just made two statements. If your trailer starts to sway, then you should accelerate to pull out of the situation, and then slow down in a controlled manner. Secondly, don't speed on the way home. Often all we do when we get home is sit down and have a refreshing beverage. What does this mean? You were literally speeding for no reason, there was nothing to be gained except putting yourself and others at risk.

I hope you'll get something out of these small topics, that you'll continue a quick safety talk at your club each morning by a random member in the room, or if you don't do this already, then I encourage you to take the initiative and start it up.

Safe circles, Adam

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



ZK-GYF -Schempp-Hirth 15m Discus CS (SERIAL No 232 CS) 2817 Hours and 1152 on the hook with New Annual Inspection. Tinted canopy; water 184L; fitted with both standard tips and Maughmer winglets; wheel brake mounted on control stick. Becker radio, transponder (ADS-B out) Trig TT22; LX 9050 with stick remote; 3 x 10Ah Batteries (5-8 hour duration). Mountain High system (bottle needs testing and filling). Run out gear and wing wheel; two canopy covers (a light and a heavy cover). Home built trailer. Price **\$86,000**.
Contact Bill Kendall 027 436 8894 Taupo



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 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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