

# AGC Weekly News

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



*From the CFI*

The field is now almost dry enough to commence flying back at Drury. We were hoping to make a start this weekend but a front is due to pass over on Saturday, so it may put it off for a week.

Initially we will limit driving on the field to the two Land Boss's, no private vehicles until further notice.

We will also have a small sheet of ply, to put under the main wheel of the twins, to prevent any sinking into the ground issues.

Now is the time to learn the new Eventualities check list **WASOB** and **SASOB**. All students will be taught this, and existing pilots need to learn these for their BFR/ICR's.

So we still have CB SIFT BEC this is just the E bit.

This is separate from the Pre-Boarding Checks **ABCDE**; you should be familiar with these as well, but for reference.

## **Airworthy**

## **Ballast**

## **Controls**

## **Dollies**

Expectations: A quick review of what might be encountered in the first part of the flight. Wind speed and direction, likely turbulence or crosswind, where you want to be towed to (aerotow), or where you will fly to after release (winch).

Expected lift sources if soaring. It is best to give instructions to a tow pilot either before or after a check sequence - never during!

## **Winch Launch**

**WASOB:** Wing - Attitude - Speed - Overspeed – Break (just call this line out, students may be asked for more detail initially).

**Wing drop** = I will release immediately (before the wing touches the ground.)

**Attitude** = control the glider in pitch to achieve the correct flying attitude.

**Speed** = hold the glider in a gentle climb until speed is \_\_\_ kts and increasing

**Overspeed** = if max launch speed is exceeded, stay on, call "slow down"

**Break** = recovery attitude, wait for approach speed before turning or brakes

## **Aerotow Launch**

**SASOB** = Straight - Accelerate - Signals - Out of Position – Break (Just call this line out, students may be asked for more detail initially)

**Straight** = Keep straight on ground roll - else release and apply wheel brake.

**Accelerate** = Airspeed \_\_\_ kts by [specify landmark] else release and land ahead.

**Signals from Tug** = rudder waggle = close air brakes, rock wings = release!

**Out of Position** = if I can't recover promptly (or tug disappears) = release!

**Break in rope** = before reaching [specify landmark] = wings level + land ahead

Also, a new video out from Bill Palmer on thermalling etiquette. He has a number of good

videos if you haven't seen them yet.

[https://youtu.be/3tjb-BP-uwM?si=iG\\_tOpMeR8qngl1R](https://youtu.be/3tjb-BP-uwM?si=iG_tOpMeR8qngl1R)

And finally - don't forget the compulsory pre-

season briefing next Saturday morning starting at 10:00hrs.

Anton Lawrence  
CFI Auckland Gliding Club  
021 280 188

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### ***Notice to all Cobra (Spindelberger) trailer owners***

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Here's a timely note on maintenance of the brakes on Cobra trailers.

<https://www.cobratrailer.com/wp->

[content/uploads/Maintenance\\_Manuals/Bremsen\\_wartung\\_ALKO\\_Bremsanlage\\_E\\_v01.pdf](#)

Thanks to Gerard for this.

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### ***Imperial War Museum, London***

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*Sent by Gerard*





Photo by Rob Suvak

### **The farm dog**

While I'm only about 50% successful in meeting farmers in land outs, I am about 80% successful in meeting the farm dog who, invariably, is a 100+ pound package of vicious snarling teeth with a "take no prisoners" attitude. In fact, this dog has been waiting all of his life to protect his family and kill the dangerous interloper (that's you) who dropped in from the sky to invade his home. I'm semi-serious here, and mention this so that you are not surprised when you are greeted - before meeting the farmer - by his hound who acts like he wants to kill you as you approach the farmhouse. If this happens, here are a few suggestions: Stop advancing toward the house or toward the dog (this alone may stop the dog's response). Turn your head deliberately to the side and do not look at the dog or its eyes (dogs take eye contact as a sign of aggression). Speak only in a low soothing voice and do not smile nor show your teeth (teeth are another dog sign of aggression). Usually, the dog will have made such a racket that the farmer or a family member

will show up. If the farmer doesn't show up, retreat (if nobody came during the barking demonstration it means that there is probably nobody home). Don't try to make friends with the dog, or give him your sandwich, or try to play "Dog Whisperer" - it is the dog's job to protect that house and he is more likely to make an impression on you than you are to make friends with him.

### **Livestock**

Usually, a field that you will select for outlanding will not have livestock in it - and I've never heard of a real incident of any animal damaging a glider left alone. I have had some instances of sheep and cows clustering near (and blocking) the gate at the end of the day as they anticipate a farm hand opening the gate to herd them down the road and back to the barn. But the good part of this scenario is that it means somebody is coming soon. If you have to get a trailer through such a roadblock it's not difficult to control the animals - if you drive slowly, don't swing the gate open too

wide, and don't let them start moving toward the open gate.

### **Soft fields**

There is a trick that you can use to tamp down a very soft field so that you can get the trailer into the glider - even if it looks like you can't tow a trailer into the field without getting stuck. Remove the trailer from the vehicle (hopefully a 4X4) and drive the vehicle (without the trailer) straight at the front of the glider, then fully around the glider, and then exit on the same path at the front of the glider that you came into the field on. Do this three or four times until you have tamped down a pretty firm pathway from the gate to the front of the glider and around the glider. The path will look like a circle with a stem at the front of the glider. Only then reconnect the trailer to the car, drive in toward the glider and around the glider with the trailer on the path that you made - stopping at the stem with the trailer rear pointed at the glider. After loading the glider, you can drive out with the loaded trailer on the pathway. I would do this only with the farmer's permission - or in a situation where I could not find the farmer and there is no other way to get the glider out.

If you can pull the glider out of a soft field with a 4X4 or tractor, try to get the main wheel on a row where a tractor wheel has been. This usually packs down the soil well enough for the main wheel to roll without digging in. There is a way of rolling the glider on wooden boards shifted ahead of the main wheel that prevents the main wheel from sinking in - but it's very tedious and slow and requires several people.

If the glider has dug into a mushy soft field, it is very important to free the main wheel before trying to rotate the glider in place. Turning the glider from the wing tips while the landing gear is still stuck in soft soil or mud causes a very high twisting load on the main landing gear that it was never designed for. This will likely cause damage to the undercarriage.

A useful device for extracting a glider that has dug into a soft field is a military-style "entrenchment tool". Available online or from military surplus stores, these are basically small folding shovels - inexpensive and much better than digging out the main wheel with your hands. I keep one in the trunk of my car. Also helpful to have handy on the retrieve: flashlights (I like the headlamp type), bug spray, the aforementioned Tost ring, and drinking water.

### **"Carry out"**

Perhaps the two most dreaded words you can say

to your crew. This involves disassembly of the glider in place and hand-carrying the components across the field to the waiting trailer. It's dirty and arduous work, requiring several people, and sometimes it is best to leave the machine in the field overnight and do this the next day in the daylight. Bring trestles, sawhorses, or moving blankets to rest the parts on mid-field. It's also a job for high shoes or work boots - not sneakers. Sometimes you can do a limited carry-out by hauling the wings by hand and then rolling the fuselage - which of course is much lighter without the wings.

### **Streams and fences**

It can happen that access to a field is blocked by a small stream of water that the farmer's tractor can easily navigate but your car and trailer can't. Sometimes you can back the rear of the trailer over the stream (see irrigation canals below) and load the trailer that way, but if you must pass the components through the stream it's usually easiest to station one or two persons mid-stream and hand the components to them like a "bucket brigade." Otherwise, it's too easy to slip and fall while carrying a wing or fuselage across a stream. Only once did I assist in passing a glider over a fence with the trailer on the other side - and I hope to never do it again. This must be done carefully and slowly with one person in charge and giving instructions. Remove the canopy from the fuselage first and pass it over separately. Take everything you can out of the fuselage to reduce the weight (batteries, O2 bottle, etc.). If the fence has barbed wire, use horse blankets, moving blankets, or automobile floor mats draped over the barbed wire to protect the people and the glider parts.

### **Irrigation canals**

In some agricultural areas, rectangular fields are surrounded by cement irrigation canals or "moats" that the sprayers draw water from. They are not wide, and you can jump across them. If it's not practical to find the bridge into the field then you can often use the rear half of the trailer as a bridge across the canal - meaning that the trailer itself never goes into the field (just the back half of it).

### **Moving irrigation equipment**

In many places, you will find automatic moving irrigation systems like the "center pivot" type that make huge crop circles that we see from the air. They have a rolling spray arm that moves in a circle over several hours. If you land in one of these fields, be aware of the deep trenches that the wheels of the system can make in the ground and also that there is always a valve that will shut

the system down if it is moving on a collision course with your glider. For the circular type of system, the valve will be in the center.

### **Retrieval of a motor glider**

Yes, it happens. I've had to do this four different times and the added weight of the motor makes it more difficult and always requires more people - especially in a soft field. This can be another situation for the limited carry out where the wings are carried to the trailer and the fuselage is rolled on the main wheel with some of the weight removed.

### **Prepare the glider for disassembly**

In most cases, you will have lots of time to kill so it makes sense to start getting the glider ready for the crew and trailer. Remove the gap tape, TE probe, batteries (after you have downloaded the flight), the winglets (if they are removable), and disconnect the l'hotellier fittings (if your glider has them). Leave small parts in the cockpit until the

trailer arrives. Keep the big parts on the glider. Then relax and wait for your crew. I hope that you brought something to read. Continue to conserve the battery in your cell phone until your friends arrive.

Stay safe. Have fun. Get better.

Roy Bourgeois



*Roy Bourgeois Roy Bourgeois is a well-known US and South African glider pilot who served many years as the Chief Pilot for the Greater Boston Soaring Club and now lives and flies in Arizona. He has held several US national records, competed in many US and Canadian Nationals, and has flown over 300,000 XC kilometers in his 4400 hours of gliding. He can be reached at royb@bw.legal*

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## **Auckland Soaring Competition Drury - 6th to 13th Jan 2024 ENTRIES NOW OPEN**

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**“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 13<sup>th</sup> – 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.**

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## Member's Ads

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**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](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 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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