

AGC Weekly News

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

Message from the Club President

As the start of the season approaches, it's timely to remind members of their responsibilities for taking gliders away, specifically the trailers.

While the club is generally on top of WOFs and regos, the fact that we're a voluntary club means that this is not guaranteed.

This means that, BEFORE taking a glider away or planning a cross country flight from Drury, it's YOUR responsibility to check the WOF and rego. Practically, you should do this a week or two before your planned excursion to allow time for any required action. (It makes similar sense to check the glider logbook for any outstanding defect or looming expiry).

At present, both AK and BI are at Matamata. While their use over winter has strongly supported by the club, the situation is that both WOFs are expired (and will have expired before departure). The risk, road safety aside, is that this would give our insurance company the opportunity to decline any claim we might make. We simply can't afford this possibility.

At this point, then, unless someone is free to get WOFs for AK and BI's trailers, the last people to have used AK and BI will be asked to get a new WOF, PRIOR to further flying.

If affected members are lucky enough to persuade someone local to get the WOF, then lucky them, but getting it done remains their responsibility.

Those asked by the committee to arrange for the WOFs may wish to collaborate, with one member possibly getting both WOFs. Both will be advised of the other's details.

While members may be frustrated by this situation, I remind you that the same advice was given last year (and earlier).

WOFs must be gained no later than the next three weekends ie. two and a half weeks time. AK will be required in Auckland in the next few weeks. Failure to do so may result in a penalty being imposed by the committee.

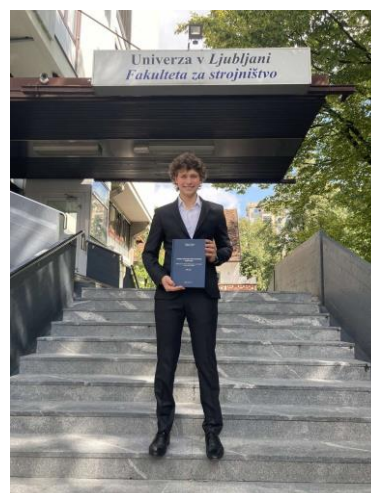
Although WOFs for other trailers are being organised, the assistance of any club member able to get even one WOF would be appreciated.

If you're able to do this, please let me know so I can let everyone else know.

Gerard Robertson
President
Bungeegerard@gmail.com

Congratulations Miha!

Miha reports that he has successfully completed his bachelor's degree in mechanical engineering, having graduated a few days ago. This achievement is partly thanks to the work he did during all the rainy days while on his visit to NZ.





From the CFI

A high centred to the east of Christchurch over the weekend will provide light NE winds in the Matamata area with Saturday looking OK for thermal flying.

Of course, we have the AGM Saturday so it might be tricky to both fly and attend the AGM.

It is now definite that we will have two summer instructors joining us from January this season, with Georg returning and Kevin, a young but experienced pilot, also joining us for the first time.

We will be having a compulsory pre-season briefing on the 30th of this month. We don't want this to take longer than a couple of hours max, but we do have a few items to cover. Please book this in.

We also have ATC 3 Sqd with 9 cadets joining us on the 7/10, 28/10 and the weekend of 4-5/11 for both days. We will need winch operators along with tow pilots and anyone else who can offer assistance. Please email me if you can help.

The field is starting to dry out, but the recent rain has probably delayed a provisional opening by a couple of weeks. However, settled weather is on the horizon so we should be back to Drury operations soon. A working bee will be needed shortly to prepare the fleet, as well as rig and clean the gliders to be ready to go.

Anton Lawrence
CFI Auckland Gliding Club
021 280 1881

Plane Talking

Poor VHF phraseology by GA pilots when talking to ATC is a bit of a perennial issue for CAA, glider pilots included.

To address the issue, *Plane Talking* is a CAA Seminar being offered in Auckland at the

following venues:

Ardmore Auckland Aero Club 25 October 7pm
Dairy Flat North Shore Aero Club 26 October 7pm

The Beauty of Wood - Bowlus-du Pont 1-S-2100



In 1933, Richard C. du Pont teamed with Hawley Bowlus and the two men set up shop in San Fernando, California, to build gliders. Their most successful competition sailplane was the Senior Albatross. The Bowlus shop built four and Warren Eaton bought the third in May 1934. He named

the sailplane "Falcon" and flew it often including over the Blue Ridge Mountains from an airfield at Big Meadows, VA, in 1934. Read more at https://www.si.edu/object/bowlus-du-pont-1-s-2100-senior-albatross-falcon%3Anasm_A19350058000





Lake Rotopohueroa in the distance - coming from Lake Station



Home from Mount Franklin. At Springfield we check out the weather. There's a lot to learn in those mountains



We went over to the wrong side with Bob from Mapua Nelson Lakes in Twin Astir. The clouds were moving in the opposite direction to the wind from the lake. Ouch! Gentlemen, how about installing HAWK in DX for training purposes?





Three Days of exploring with Wal Bethwaite in PB Janus C

Grant Smith has put together a first-class slide show of his Canterbury expedition last year. It can be viewed by going to the drop box website at the following link

<https://www.dropbox.com/scl/fo/gkz1gpwyukr8ykg0olc97/h?rlkey=dvvoCAopt2uhlr7muob4qs3h&dl=0>

Photo sequence begins at Godley Peak 0.07, 1.30 Mike Oakley in TF ASH 25 Trip Starts off to Nelson Lakes, 1.57 West Coast Lake Brunner, 2.0 East Lake Sumner, 3.30 Late Rotopohueroa, 3.37 Mount Franklin, 3.41 looking West Spencers, 3.56 Lake Tennyson.

Chess in the Air

Submitted by Gerard

Clemens Ceipek writes an interesting website called « Chess in the air. He's an American pilot, based in Boulder Colorado, which explains his long flights.

Under the Menu there is a topic called "Safety", which is well worth reading. As we head towards summer, this should be of particular interest.

<https://chessintheair.com/>

The Tephigram (or Skew-T Log-P graph)

Gerard Robertson

Skew T - log p diagrams are intimidating at first sight, but are the basis of forecasting gliding weather. This presentation is quite good at explaining these diagrams and is worth watching ahead of the season's start.

Bill Palmer's YouTube channel contains other videos you may find useful.



<https://youtu.be/IL4Dmouqto0?si=GRzpk7WfCXdTff9>

Transferable Skill of Soaring

Keith Eyler
Courtesy Wings & Wheels, USA



Photo by Sean Franke

A lifelong dream was fulfilled by becoming a Cal-Fire tanker pilot. Achieving the status of brand new, beginner tanker captain was the most intense training I've ever had. I learned how to safely get in, but not too far in, and out of places with a heavily loaded aircraft. A season of being allowed to make mistakes so that my learning was far more meaningful than any other training, type rating, endorsement, etc I've had in the past 16,000 hours of flying. That red stuff doesn't lie. I'm in survival mode now. Still ahead of me over the next 30 years, a continuous influx of learning is to be expected. Kudos to the instructors and the Cal-Fire training program!

Along the way I've done quite a few things to get here

I've towed banners and gliders. Flown cargo in Metro Liners, flown for two airlines and a ton of jumpers as well in some 100+ types of aircraft as PIC. I considered myself a full-time general

aviation pilot that had a hobby job of being an airline pilot to simply pay the bills of owning a few aircraft of my own. I enjoy off-airport camping in the middle of nowhere with my Cessna 180. But the one thing in aviation that constantly sticks out, that at first to the naked eye, seems a little insignificant but time and time again proves to be one of the most transferable skills in aviation. That is flying Sailplanes.

When I say flying Sailplanes I don't simply mean going out to the flatlands of Florida, doing 20 solo flights around the pattern and adding on a commercial glider rating. That is doing yourself an injustice and you'd really be missing the point. What I mean is getting the experience of being 100 miles from home at 800 AGL and climbing your way back out of the traffic pattern of a dusty, lonely airstrip in the middle of the desert in order to return home. I'm talking about the western U.S. or perhaps the French Alps. Some really unforgiving yet manageable terrain if given it's

due respect. Really having the opportunity to learn all about wave, shear lines, thermal and ridge soaring to extract every last bit of energy from the sky as efficiently possible.

When a sailplane pilot looks at the sky

They do it just a little differently than most pilots and, in many ways, tanker flying has the same similarities. I tend to look at the sky as a complicated living organism and it's a symbiotic relationship with the ground and how the two work together. Sure, we will read a winds and temperature aloft forecast, a low-level surface prognostic chart and use a few fancy web sites to get the overall big picture. But, in the low level, the immediate vicinity of the aircraft is what we are ultimately concerned with.

I have spent years imagining every little nook and cranny of a ridgeline

A saddle, spine bowl, cliff, sun-swept slopes, etc and how all those pieces of the sky-ground puzzle cohabit in an attempt to create a mental 3-D cat scan image of the sky in front of me. How is flying past that saddle or spine going to funnel the air through and around the target area? Maybe it's a ridge lift day, maybe it's a stable day and instead of ridge lift, the backside of the ridge is wave? Sure, it's sinking air but I know in what spots that sinking air is going to give me that smooth, predictable ride. I also know where the dangers lie and I can adjust accordingly.

When I get on the scene of an incident...

I find myself saying all those things the instructors spent all summer saying, except it's their voice in my head, not mine. Looking for the hazards, the line, the exit, and the traps. Much like a sailplane pattern I find myself building the entire drop pattern from the exit backwards all the way back up into the orbit. I do a quick "does what I'm about to do make sense?" That's my little check of is it Safe, Effective and Efficient? If the answer is yes at "cleared to maneuver" I mentally push the play button and fly the line or wire all the way until I've exited the Fire Traffic Area. Just as I've imagined, or close to it anyway.

While actually flying the wire down to the drop and through the exit I find myself doing something else. It's automatic, after 18 years of flying gliders cross country, teaching and competing in them. My mind goes from the wire and flight path picture to kind of an augmented sense that adds in the element of feel. Sure, we all feel what an airplane is doing, but this feel is more proactive

confirmation of all those little factors of wind, thermals, terrain and the role they all play in that living organism immediately around the aircraft. I teach my glider students that we're in a small aircraft and like an insect's antenna, using these large wings that reach out and give you that additional sense along every inch of that wing. In this case 73 feet of it. Giving you infinite data points as to how the aircraft is responding to the environment around it. The winds, terrain, the pilot. These are confirming or denying everything you thought you'd experience and feel flying toward the target and back out. The trick is learning to listen to what the machine is telling you.

A little bump, "the right-wing came up!" Again, the machine is talking to me, it's time to listen or land off-airport. "That's lift over there," the craft is talking to me again, urging me to turn before I fly past that thermal. Fighting the urge to let mother nature kick me out of the energy party I bank back towards it...Snatching it, I begin extracting all the energy from the sky I can. At least in sailplanes that is a very basic form of feel anyway, dare I say seat of the pants?

In a tanker?

It might be increasing the angle of attack to load the wing a bit more in order to descend at a faster rate to the target area before unloading the wing just a touch while closer to the terrain where I expect the ride to get a little more challenging. It could be that momentary burst of power crossing an imaginary confluence of two rivers of swirling air mixing in the middle of my wire... "Okay, that's it," reloading the wing in harmony with slight power changes as needed to continue my controlled descent on speed to the target. Airspeed, angle of attack all back in alignment. My eyes continue to move... "exit, look close, look far, look a bit off-center." I continue to scan for things I can see, the ever possible unknown hazards I can't see and the things I can only imagine in the air mass in front of me. "Keep those power levels moving," the instructor's voice in my head continues. The machine, its wing, the air, the terrain and the pilot are all working as one living being. We're all in harmony now, I push the button. "On line, on target!" At least that's what we all hope to hear. It's an infinitely complicated process that seems to require years of varied experience to acquire. And I know that I'll never achieve 100% perfection but I'll enjoy the process of attempting to anyway.

Yet, with all the complexities and busyness of the job in a strangely comforting way it all seems

somewhat familiar. I feel like I've been there before somehow. The dance, the poetry, the gracefulness of it all during a controlled chaotic and unforgiving few moments. In some way, it all comes back to a relatable experience I've had in a sailplane. Being mid-slope crawling my way back up a turbulent ridge or as we say "polishing rocks" during the standard post-flight adult beverage session that will commence upon my return. Round and round until finally making out of the hole you dug yourself into. The learning to listen to what the machine is saying. It's alive and talking to you. The sailplane is a great way to learn to listen. The rewards and failures are absolute, there are no second chances with a simple application of power. The rewards are as equally satisfying.

No matter what I've done in aviation it always seems relatable to flying a sailplane

It could be asking for "10 right for weather" on a clear, sunny day downwind of the Rockies to take advantage of mountain wave. I'll save a little fuel for the inevitable holding and concluding auto land I'll be doing at 600 RVR. It could be hauling a heavy load safely into a tight airstrip for a few days of camping. Here in my home of Southern California, it's that climbing in thermals and shear

line to save the drop zone a couple of bucks on Jet A fuel... after all, I'm compensated with free jumps. My parachute? Just a glider with an inflatable wing with feet for landing gear. What could possibly go wrong?

In an Air Tanker, more so than the other forms of aviation. The energy management, the weather around the aircraft and how it's responding play and even larger role. Soaring is simple, basic and yet so complex making it a great Segway into any form of flying I've done.

Your machine is talking to you. Are you listening?



Keith Eyler has been soaring at Sky Sailing in Warner Springs for over 18 years as a tow pilot and CFG. He holds an ATP, a few type ratings and currently flies the S-2 Tracker for Cal-Fire.

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

Don't forget the AGM this Saturday!

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