

AGC Weekly News

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

From the CFI



Last weekend saw the start of flying back at Drury and the MSC XC camp go ahead. We had a BFR and ICR completed at Drury and an out landing at Matamata so a good weekend all around.

This Saturday we have the first ATC visit to the club. There will only be eight cadets but we may still need a bit of help from instructors and winch drivers please.

As the weather starts to improve the club singles will be getting a lot of use. Please treat these gliders as if they were your own. Return them cleaned down inside and out, make sure the trailers have all the land out gear. If planning an

XC, connect them to your cars so as not to inconvenience anyone should you land out.

Make sure you are familiar with the derig and rereg procedures, even if it means cycling through a derig-rereg first.

And most importantly, report any faults to Peter Himmel and write the fault on the board. No need to discuss the consequences of not doing so.

Anton Lawrence
CFI Auckland Gliding Club
021 280 188



DX under a rainbow arch at Matamata recently – photo by Murray Wardell

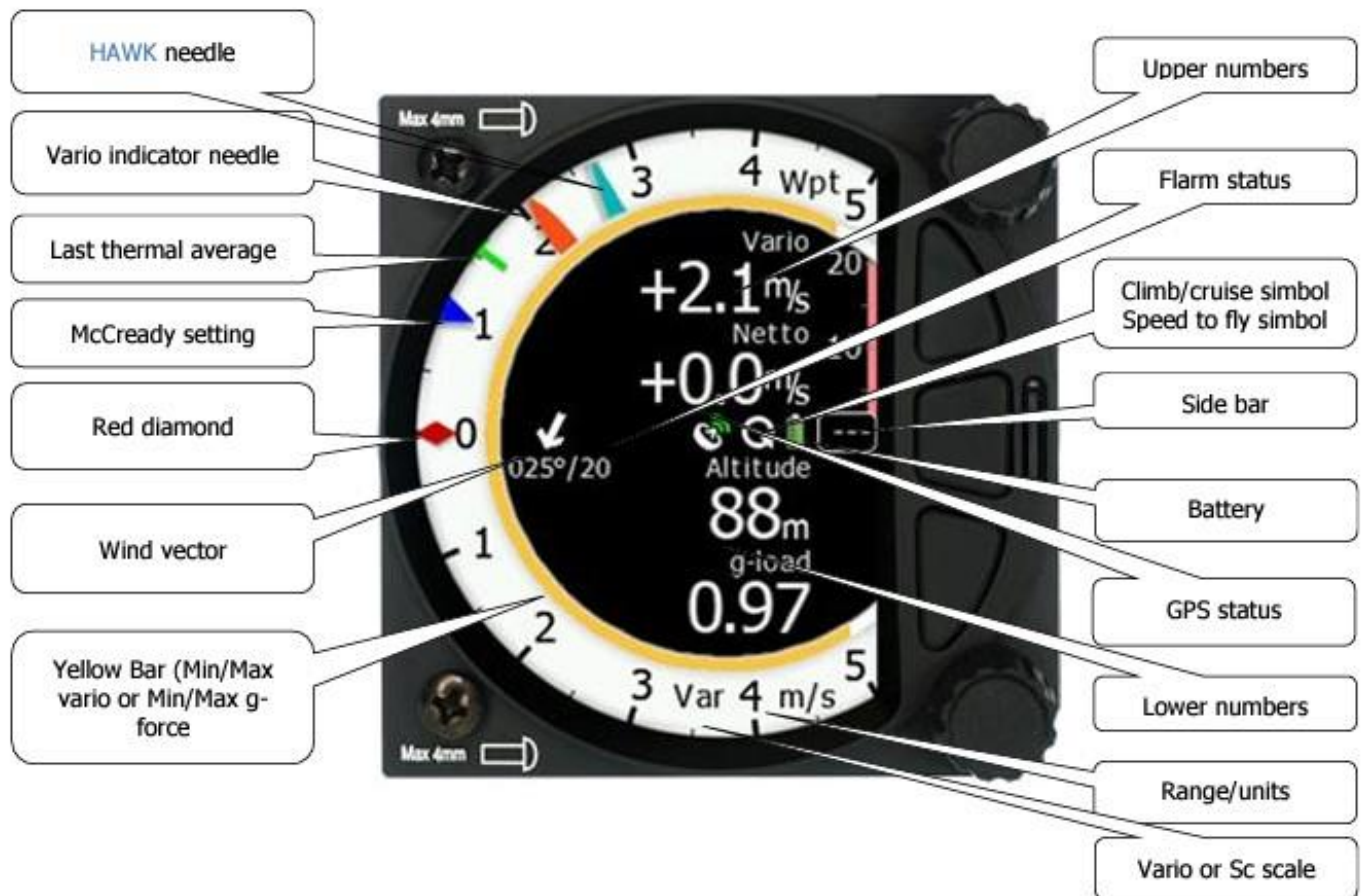
The new S100 Soaring Computers fitted to DX and the PW6, and shortly to AK, XF and SB are sophisticated digital variometers which require a

greater understanding of their operation, compared to the previous installation, even in their most basic usage.

First Look at the basics:

Power On = Any Button or Rotary Switch
Confirm Selection of Airfield Elevation or QNH and Safety altitude (usually 500-1000ft)

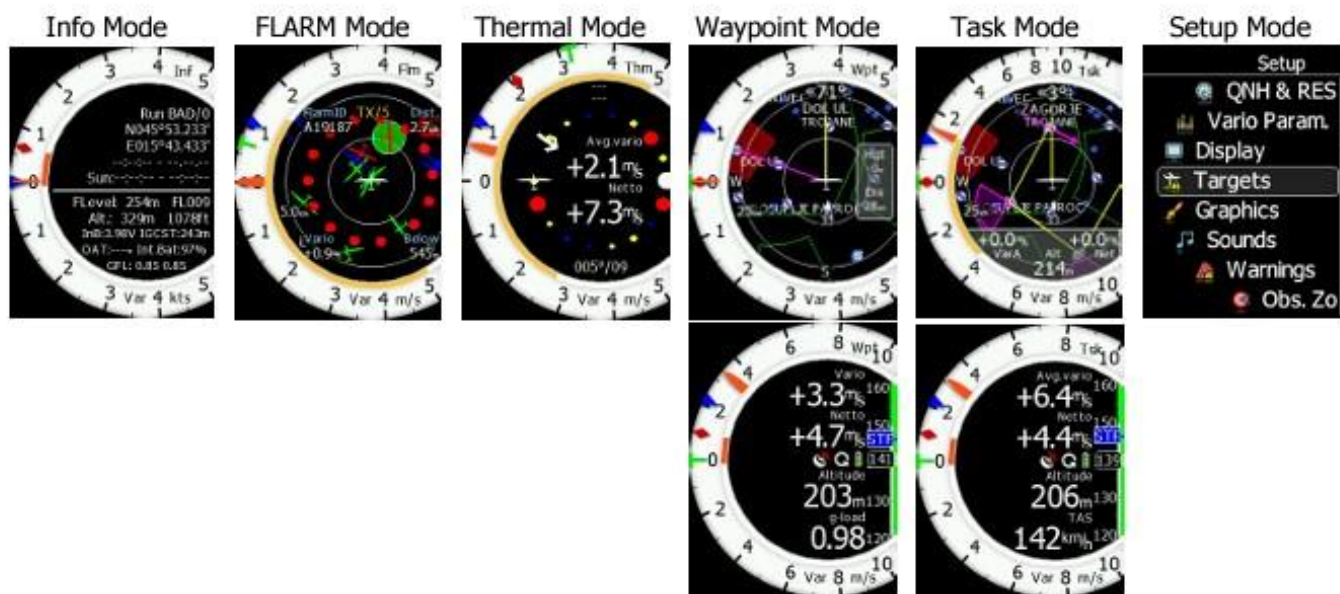
The front page has a number of needles which display different information.



Red Needle = Current Lift or Sink
Green Needle = Thermal Average (usually 20sec)
Red diamond = Speed to fly between thermals
Blue needle = McCready setting

Digital readings in the centre are selectable, but commonly reflect the needles, but can include task data such as time on task or time remaining.

Menu Structure



Middle Button scrolls horizontally through the modes

Info=>Flarm=>Thermal=>Waypoint=>Task=>Setup pages

Info Mode: Contains the GPS data, Altitude, Battery and Sunset time, OAT.

FLARM Mode: Showing FLARM targets in range.

Thermal Mode: Showing a thermal assistant during circling.

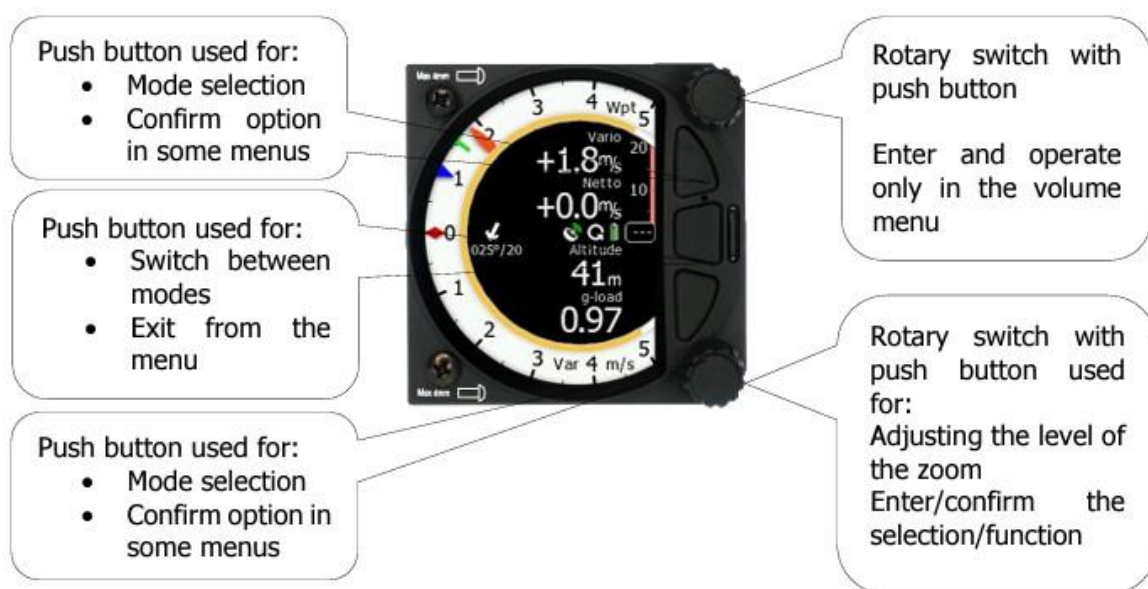
Waypoint Mode: Simple navigation screen to a waypoint plus subpages.

Task Mode: Task screen showing the task and airspace plus subpages.

Setup Mode: For all aspects of the setup of the S100.

Upper and Lower Buttons scroll vertically through sub modes - see diagram.

Rotary Switches and other Button functions



The upper rotary switch adjusts vario volume and confirms selections (enter)

The lower rotary switch adjusts zoom level and confirms selections.

Flarm Mode



The Flarm page assists your lookout with more information from the flarmnet file.

Data from a selected FLARM object can be seen in four corners: FLARM ID, Distance, Vario and Relative altitude (Above / Below). Adjust Zoom on lower rotary switch.

Thermal Assistant



If you are thermaling to the left, there will be an aircraft symbol on the right of the ring of bubbles and the bubbles will appear to rotate clockwise (towards the symbol of the glider).

If you are in a right-hand thermal there will be an aircraft symbol on the left and the ring of bubbles will appear to rotate anticlockwise (towards the symbol of the glider).

Large red bubbles indicate the strongest lift within the thermal and small blue dots indicate the weakest lift or sink within the thermal.

Yellow bubbles indicate lift equal to your MacCready setting, average thermal or average climb rate depending on your preferred setting.

The point of strongest lift is indicated by a white large bubble.

To set a Task



A task has a Start, then Task points and a Finish
Scroll horizontally to Tsk page.

Selecting the edit task via a short press of the lower rotary knob will enter the task editing screen. The first time you edit a task it will be blank.

A short press of the lower rotary knob will open another menu with the option to:

Edit, or **Insert**, or **Delete**, or **Zone**, or **Delete All** options. Selecting Insert will allow you to enter a waypoint from the list as a start point.

Rotating the lower rotary knob moves you through the waypoint list in alphabetical order, clockwise increases the value, counter-clockwise decreases the value.

To select the first letter of the desired waypoint, rotate the lower rotary knob, then press the lower push button to move to the selection of the next letter.

Rotate the lower rotary knob until the second letter of the required Waypoint is highlighted and then repeat the process until the required waypoint is the only selection available.

Press ENTER to select the waypoint. Once the start point is selected, rotate the lower rotary knob clockwise and click to select the second turn point.

Edit the second turn point as above. Repeat for all the points in the task. When you have completed editing the task, press the (middle) button to save the task and return to the Task navigation mode.

All of the above you must know, but if you want to know more...

Click on
<https://gliding.lxnav.com/products/s100/docs/>

Regards,
Russell



Photo by Sean Franke

There are a thousand different ways to be distracted in flight, I do my very best to minimise all of them so that I can focus on my flight in its entirety. While gliding doesn't have to be as serious as I take it, reducing in-flight distractions is a great way to improve your enjoyment, increase your feel of the glider and the sky, plus make your life just plain easier! What are distractions? They are simply anything that takes your concentration away from the flight at hand, these distractions can lead to losing points at a competition, to missing a crucial climb which then leads you being low over poor terrain, to failing to see another glider which is on a collision course with you.

Relief System

I first noticed I was losing points when I had a substandard pee-relief system in flight. I was one of those pilots who used freezer bags. You may think, that's what I use too, what's the problem? Well, for me at least, it meant getting out the bag,

opening it up each time, placing it correctly, concentrating, and then disposing (sorry Mother Nature)! What I noticed though was that it required 'head-in-cockpit' time, both from a safety point of view it's poor, but also because I wasn't feeling the glider because I'd tense up slightly. For those seconds, I always felt that I lost touch with the glider, which gave me a poorer glide than I would've had with all my senses tuned into the flight. So I identified this problem, and then sought to find a better solution – I now don't even have to think about this necessity, the environment is much happier and I never lose the feel of the glider, which for me, equals points!

Navigation Systems

Other distractions in the cockpit can be a poor mounting of your navigation device which is always falling off the canopy, or just being unfamiliar with the systems in the rented or owned glider. Identify the problem, look for better solutions, and then implement them. For me, I've

decided to purchase a mounting system from Naviter SeeYou, which runs the new Oudie N, no matter where I go, or what I fly, I always have something familiar to me that reduces the distractions – I encourage you to do the same, no matter what system you choose to support.

Get Past Mistakes

Putting things behind you. When I was a child I played squash, like everything I do, I like to win. When I lost a point, I'd tell the world with some poor behaviour as a young boy. My father saw what was going on and pulled me aside. He told me, "Adam, I know you can make that shot, but the way you behave after that lost shot, it's ruining your game and overall match". He told me, "debrief that lost shot quickly, then focus on winning the next point". The penny dropped, Dad had taught me a key life lesson that stuck with me forever!

After a low point or a mistake I've made in the glider, I simply put it behind me. I can not change

the past, but I can change my future by going through a 'virtual' start line again. I tell myself, "I'm going to be the fastest pilot from this moment on", to give myself a reset. It changes my whole perspective on the flight, plus every point counts. If I stay in a negative mindset, I'll come home with 800 points, but if I focus on the best flight I can from that moment on, I can come home with 850 points. Sure it's not a day win, but those extra 50 points I just gained from a positive mindset, will come in very handy later on.

Look up, look out, it's much more fun if you do!
Safe circles, Adam

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.

Summer is coming: Dehydration

Garret Willat
Courtesy Wings & Wheels



Photo by Mika Ganszaug

Dehydration tends to be a contributing factor to a lot of stupid things that happen at contests.

Preventative Maintenance

My first contest was in Phoenix, AZ early in the season before it got hot. At least that is what they claimed, it seemed pretty hot to my crew, and I.

All of the pilots walked around with water. I remember Tony Smolder with his huge Big Gulp cup full of ice water and a wet towel draped over his neck. He would drink a few of them before stepping foot into the glider. The goal was to go pee a few times an hour. The FAA recommends between 2-4 qt of water every 24hours. When it is

in the triple digits before 9 am, more might be required.

You might find that going pee a few times an hour to be excessive, or just the sign of old age. The idea is that you are making sure you are staying hydrated. It is not an easy task to get hydrated once you become dehydrated. If you have become more than mildly dehydrated, you will not be able to drink a few glasses of water and become hydrated.

Fatigue

Fatigue will probably be the first and most noticeable sign of dehydration. You are probably already fatigued from flying, and this will add to it. Fatigue will make it much more unlikely that you are making the best decision, and you are operating at your peak performance. I remember one wingtip first landing (not me) at Hobbs NM during a contest where the pilot was clearly not performing at his peak performance.

Body Deficiency

You cannot rely on your body to tell you when it is thirsty. That feature within all of us does not default to a low enough setting. You will get that feeling when you have roughly 1.5 liters deficit. Only a little bit of water is required to remove that feeling of thirst. Your body will still have approximately a 2% deficient in total body weight. Weighing yourself before and after you fly is a good idea in determining if you are drinking enough water. Dark urine is not good, but we will talk about urinating in the glider next week.

Here are some helpful suggestions from the

FAA:

Drink cool (40° F) water (forget the old "sports day" theory that lukewarm water is absorbed faster into the system).

Carry a container so you can measure daily water intake.

Don't rely on the thirst sensation as an alarm...stay ahead. If plain water is offensive, add some sport drink flavoring to make it more acceptable

Limit your daily intake of caffeine and alcohol (both are diuretics and stimulate increased production of urine).

Exercise can cause a large amount of body fluid loss that is difficult to replace quickly.

Acclimation to a change in weather takes one to two weeks.

Monitor personal effects of aging, recent illness, fever, diarrhea, or vomiting.

Monitor your work and recreational activity; if you feel light-headed or dizzy, call it a day.

In extreme heat and exercise conditions, salt and electrolyte loss is a factor but not for the average person with a moderate exercise program. The American diet takes care of the loss.

One wet afternoon at Ardmore...

Peter Layne

With the recent passing of Sir Tim Wallis (of Spitfire and other fame) I reminded myself the other day of a cold winter's day - 19 July 1969 to be precise.

Duty instructor at Ardmore that day was Graham McAlpine who I already knew was a World War Two Spitfire pilot. Such fame impressed this young fella and when he said to me, "There's lift up there, let's go flying", I didn't hesitate, even though it was 9 8ths cloud! Off we went and were back on the ground eight minutes later. We convinced ourselves somehow to have another go and so followed a 16 minute flight. Once again we convinced ourselves to go up again.

This time we soon found ourselves in very murky conditions. "Don't worry Peter, just remember I

used to fly Spitfires at night time and in all weathers and also I have control!" Those reassuring words were to put me at ease knowing this hot ship (Rhonlerche ZK-GBC) could handle anything. Yeah right. Up we climbed through the cloud into bright sunlight at 3800 feet over Ardmore - or thereabouts! After stooging around for a while, basking in the sunshine, we decided it was time to go down again. The spoilers were cranked open and next thing we were heading down fast and yippee, on descending below cloud base, there we were, overhead Ardmore Aerodrome. Now all we had to do was join the circuit and land, after 1 hour 10 minutes, on the grass beside runway 25. It was my longest flight to date and my first glider flight in cloud.

Only problem was, no-one came out to help us.

In the rain we pushed the Lerche back to the launch point beside the van. No-one there either! Looking around, there were only two cars - his one and my trusty Triumph Herald. Just then the van's radio burst into life. It was Ardmore tower's duty controller, "where the heck did you guys come from! We closed the airfield ages ago and had no idea there was anyone up there!



Rhonlerche ZK-GBC

and finally collect Graham's car and go home.

Graham was a great guy, instructing till 1988 and eventually passing away many years later. And what happened to the Rhonlerche? GBC passed through several owners before being sold in Australia in 1990 where it became registered VH-IKK. It was eventually retired to the Australian Gliding Museum.



Rhonlerche VH-IKK

In the time we had been away, the remaining club members had gone home leaving the van at the eastern end of the aerodrome for someone else to put away and evidently without notifying the tower of our absence. It seemed they just walked off the job... Next thing to do was ground tow the 'Lerche, behind the Herald all the way to the hangar, then retrieve the van, close the hangar

Here it is at Bacchus Marsh Airfield in 2019. Apparently the only other surviving Rhonlerche in Australia is damaged VH-XJP, which started life as Taranaki Gliding Club's ZK-GCI and was also sold in Australia in 1990.

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 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.
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