

AGC Weekly News

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

From the CFI



The last three weekends have provided very nice weather with most of the student pilots coming out from hibernation and waving their syllabi around. This is very encouraging.

The field is currently as hard as rock so any driving restrictions are now removed.

Heavy rain is forecast for Saturday and possibly Sunday, but a big high is likely to cover the North Island during the rest of next week, so book Wednesday if you have the time.

Please remember, if you take a club glider out you must put it back as you found it and put the batteries on charge. The next pilot will not thank you if you don't!

Having carried out a couple of ICR's lately, taken some students for spin training, and hearing reports from other instructors, it's evident that the attitude towards spinning is one of trepidation – something to be carried out only every two years during a BFR.

There was an article in a recent Vector magazine about and it makes good reading. Considering that un-commanded spins are a major contributor to glider fatalities, I encourage all pilots to take the opportunity to fly with an instructor once or twice a season, just to stay current.

This will also help to make them more familiar and the spinning less scary. Students shouldn't just see spinning as a box tick and move on - take the opportunity to practice wing drops regularly. It

might save your life.

91.221 Flying equipment and operating information

(a) A pilot-in-command of an aircraft must ensure that the following

equipment and information, in current and appropriate form, is accessible to

every flight crew member of the aircraft:

(1) an accurate means of indicating the time:

(2) appropriate aeronautical charts:

The new VNC charts are now available from <https://shop.aeropath.aero/>

If you are planning to fly XC you must have a current VNC on board. They can be digital or paper.

I use an app called AvPlan EFB which keeps the charts updated. There are other apps that do the same.

If you are buying paper charts, the 1:25,000 C series are probably the best. C6 and C11 will cover most of the extended area we fly in from Drury.

*Anton Lawrence
CFI Auckland Gliding Club
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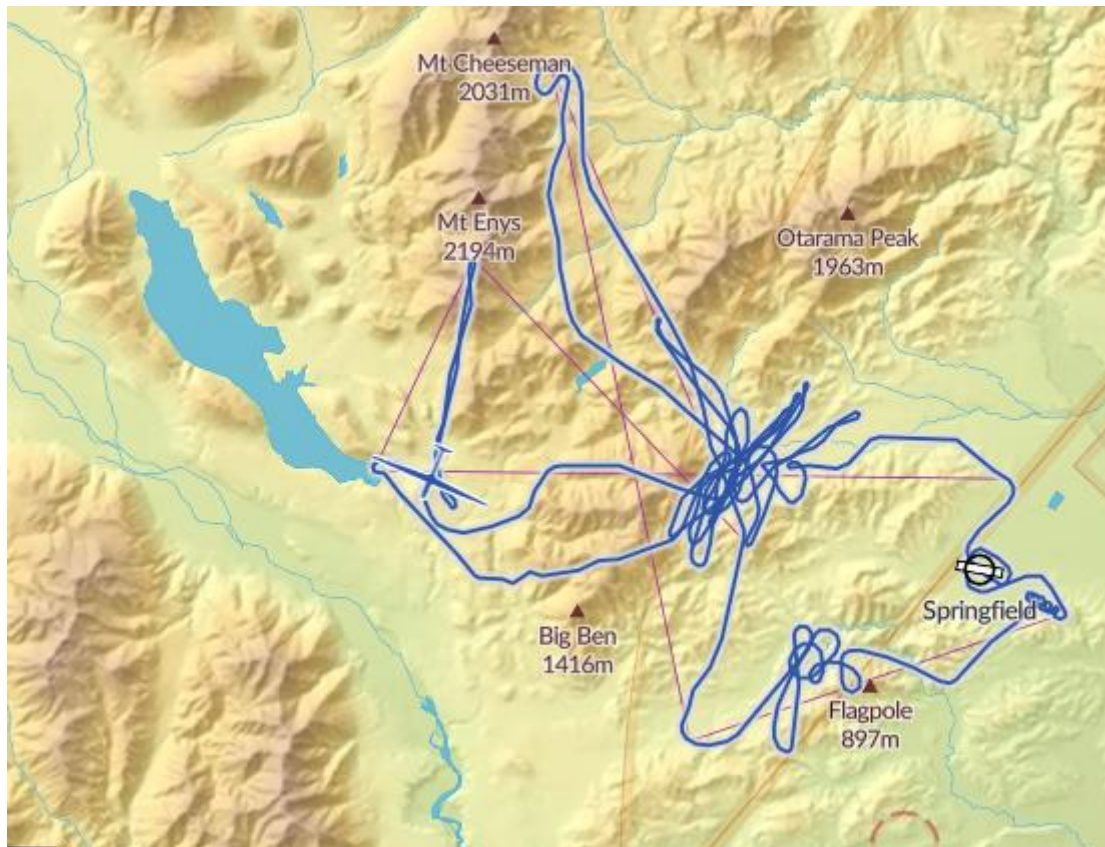
At last - we are flying again!



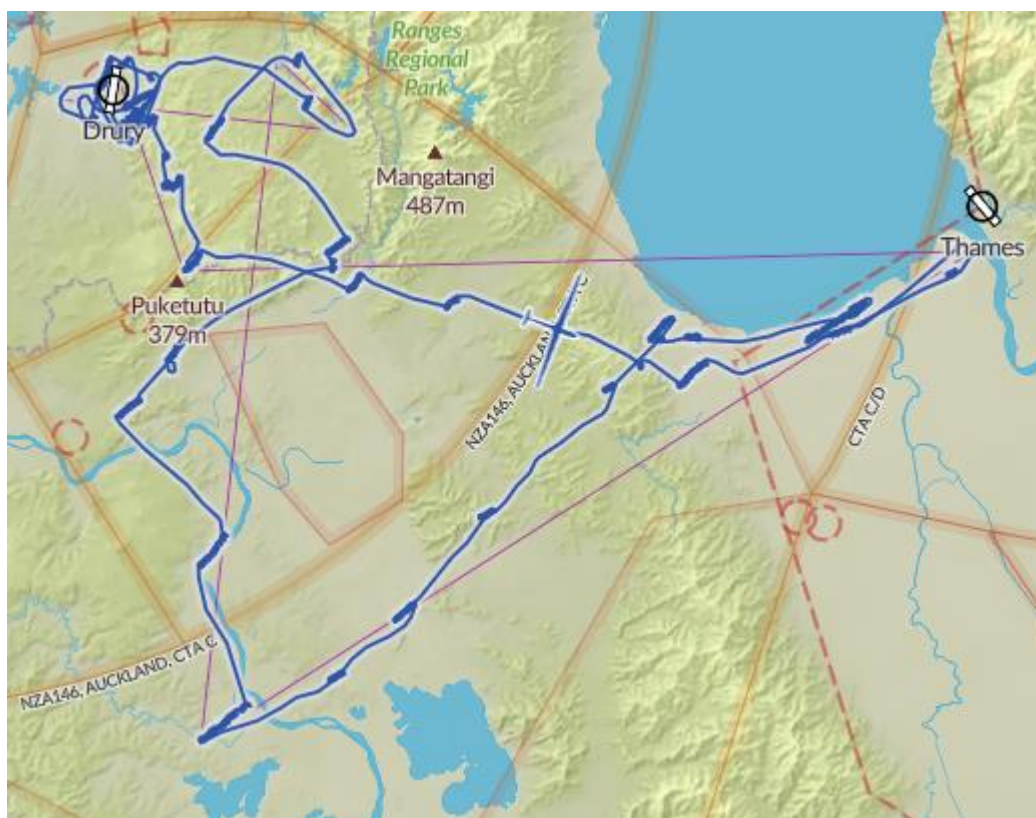
A superb flight out and return by John Robertson – there is no holding this man back.



The editor ends in a maize paddock – straight down between the rows.
Thanks Keith Macy and Craig Chapman for the retrieve.



Russell Thorne getting into the mountain groove at Springfield



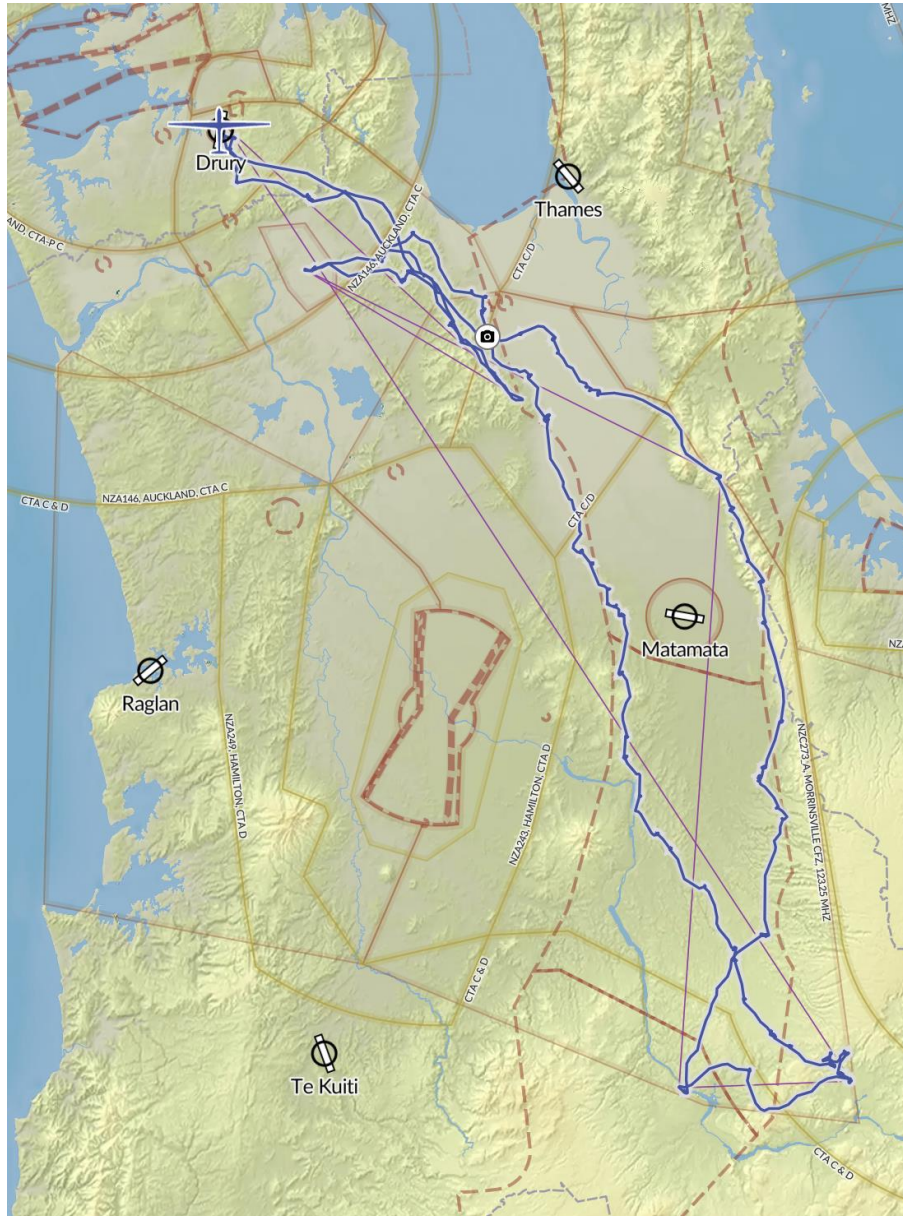
Keith Macy almost makes Thames – looks like it was breezy

Like son, like father

Gerard Robertson

As John is so much quicker than I am cross-country, we're rarely in the same sky. Last Saturday, unwittingly, we may have been.

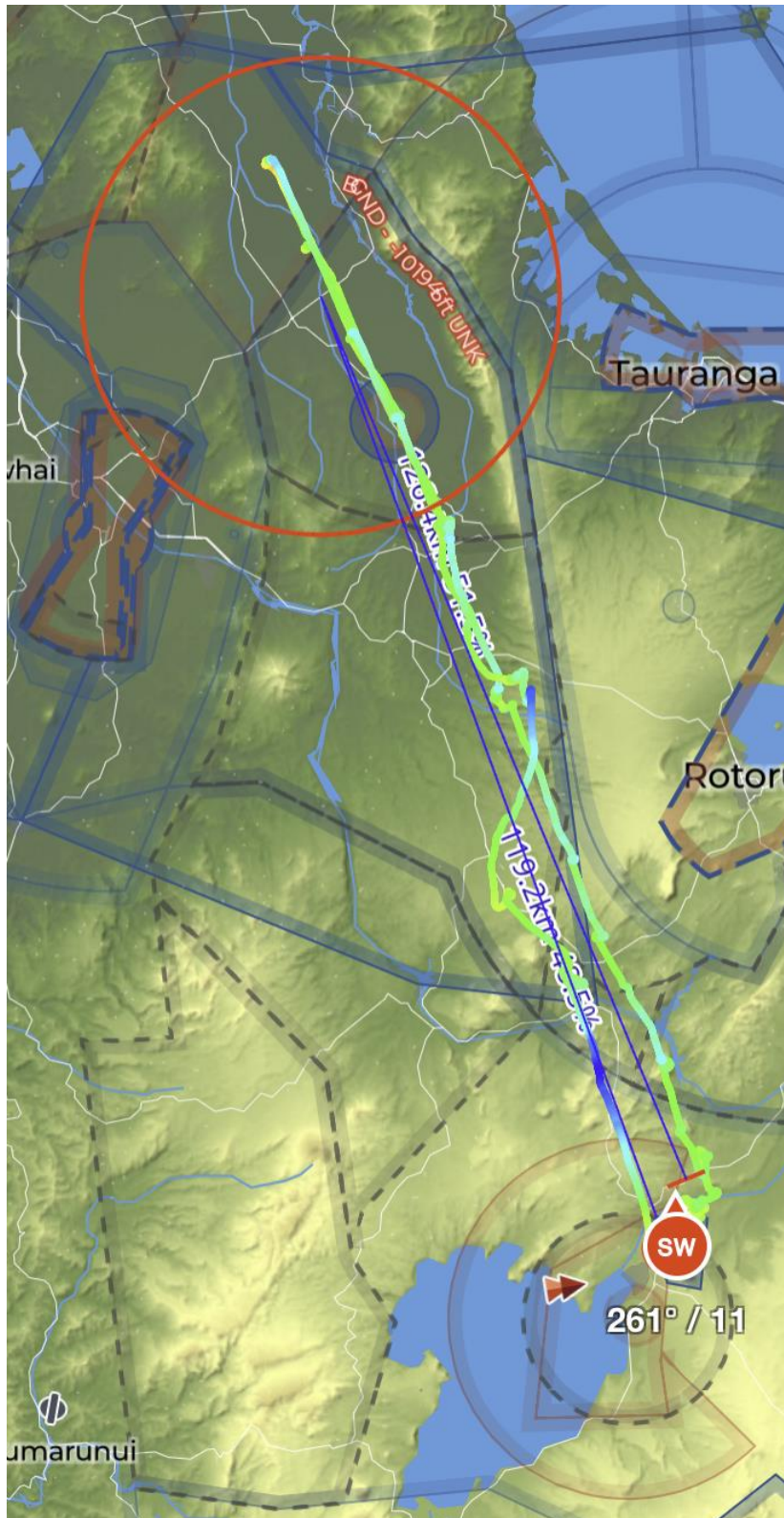
John came south from Drury in BI, skirting the Waikato valley by coming down the Cambridge Hills to the west of Tokoroa and going back up the Kaimais to Tirohia and then across the swamp.



By contrast, I was coming north from Taupo on a task to reach a circle drawn around the Waitoa dairy factory. I came up the valley, picking a path with minimum deviation from the track. As the swamp looked so good, I carried on northward, seeing a peak of 9.9kts on the averager.

However, it got harder and harder from about Tirau south, leading to low climbs at the KFC sheds and finally to an engine start just south of Tokoroa.

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This meant that I flew 255km against John's 441km. If we were actually in the same part of the sky, I suspect that I blinked and missed him as he went by at his average 72kph compared to my much slower 51kph. In my defence, I was nearly keeping pace on the day with the Open class, who were also angsty about the day dying at Tokoroa (there's quite a lot of forest to

get over). The other two in the Racing class landed at Tokoroa airfield, giving me the win for the day.

It's interesting to note that John was able to start at 1030 (early for Drury, I admit), while Matamata normally starts an hour later and Taupo only launched the task at 1215.



Photo by Roberto Ruiz

What do you think about before you wiggle the rudder?

How do you prepare for a takeoff? Just wiggle the rudder and as the wing starts to roll, fix it with the aileron, when the spoilers open, close them.

Make sure you are doing the checklist in its entirety. As my Mom likes to say "giving lip service to your checklist." As she enjoys pointing out, especially on the occasional gear-up landing.

Spoilers are a control and should probably be included in the control check. On an SGS glider, it is listed as Dive Brakes closed and locked. I always unlock, open fully, and then close them. Why? Because it is embarrassing when the spoilers open on takeoff. Worse than embarrassing is if you crash at the end of the airport because you cannot climb.

I once had an ASW 20 behind me while towing in the Super Cub and we were a lot closer to the trees than I normally care to be. I was actually reaching for the handle because both of us were not going into the trees. Then we made it over and back into an open field where he eventually realized what was going on. This was after radio calls from the ground and visual signals from the towplane.

I watched 2 new Schempp-Hirth owners not realize that the over-center on the spoilers was much stronger than what they were used to.

However, if they had opened and closed them it would have been obvious that they were not locked yet. So, I always open them all the way open (to make sure I can get full travel) then close and lock and make sure that I get the pop of the over-center.

Many times when I am doing a flight review in the Grob 103 with someone who owns their own ship, they start with the stick most of the way forward. Then sometime after passing a normal lift-off speed, they realize the nose is too low and we launching into the air. So when I teach my students I don't just say to bring the stick aft of neutral in the SGS 2-33. I ask where the nose is and where they want it to be to lift off.

Same thing when doing a 1-26 and 1-36 (we have the taildragger version) checkout. We always talk about where you want the nose, how to get there and then I pick up the tail to get the nose to where they are going to want it for lifting off. That way they have the elevator in the correct position to get the nose where they want it to fly. Back to the Grob, they normally are still waiting for some type of change, until the towplane is airborne and there is still no change happening...

The same thing goes with the ailerons. You know what is going to happen with the crosswind the upwind wing is going to get picked up, we know that from moving the glider around on the ground. So if we have a wing runner they can help us by holding the upwind wing a little low, you can help

them by not using full opposite aileron. That way when they let go you drop the downwind wing with force. Generally when the pilot is fighting against me, my motivation is to run farther decreases at an exponential rate.

Many airports have Wind T's or tetrahedrons so we know the concept of weathervaning. Few prepare for it until it starts yawing on them. This is very important to us because we do so many crosswind launches. Many times you will end up off the side of the runway if you let it start weathervaning on you.

Before you wiggle the rudder get the controls set to counteract the movement you know is going to happen and get the glider going in the direction that you want. Nobody wants to go off the edge of the runway.

Garret Willat holds a flight instructor rating with over 8000 hours in sailplanes. His parents have owned Sky Sailing Inc. since 1979. He started instructing the day after his 18th birthday. Since then, Garret has represented the US Junior team in 2003 and 2005. He graduated from Embry-Riddle with a bachelor's degree in Professional Aeronautics. Garret represented the US Open Class team in 2008 and 2010 and the Club Class team in 2014. Garret has won 3 US National Championships.

Springfield update from Russell



AJ has arrived at Springfield but left the glider at Derek's place. Otherwise, it's a blue day down

here but plenty of wave evidence to be had - just need another towplane.

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 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

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