

Convergence 1330 Saturday

Good flight in South Island - Saturday 11th November

Jonathan Cross

On first arriving at Springfield we were made very welcome. The club quickly arranged for a local flight with Terry Delore in his Dynamic to look at the local terrain (and how it worked to produce lift) and landout options – mostly strips.

Following this Terry did the same for Russell which included a flight back to his home to pick up Terry's lunch.

Following this Terry very generously offered me a back seat flight in his Ash25m

We were towed up with the motor running as Terry considered this safer than self launching with the field a little soft. We took a 1500ft tow and soon after found a good thermal and away went the motor after allowing the exhaust to cool. From there we were able to glide onto Chest peak and then northwards along the Puketeraki range

Terry had plans to work northwards which we did using a mixture of thermals ridge and some convergence. We eventually ended up past Nelson Lakes not quite level with Karamea and looking into the Nelson bay. It was a very scenic flight especially in the northern part where we below the highest peaks and saw great geological structures relatively close up. We could see lines of convergence at this stage over to the west but

Terry thought they may present some challenges so we turned for home running along ridges and with a few thermals. Away out to the East we could see a very strong looking line of convergence with marked vertical development in the cumulus – again too far away to tempt Terry

We had a pretty good run home and arrived after a flight of around 4hrs 20min having covered just over 500km. On the return we were further to the east and at one stage looking down at the Lake Station airstrip

Interesting points I learned were cruising at 80 – 90kts without too much loss of height in the Ash and that the Ash was something else to thermal. It needed a lot of input on the rudder and I found it hard to relax flying in a thermal (the interesting terrain didn't help).

Looking at Skysight subsequently there was another convergence to the North which Terry had mentioned coming in from Tasman Bay. Terry had hoped to pick that up and head to Takaka.

Altogether a fantastic experience – Many thanks to Terry

Jonathan's flight track on next page...



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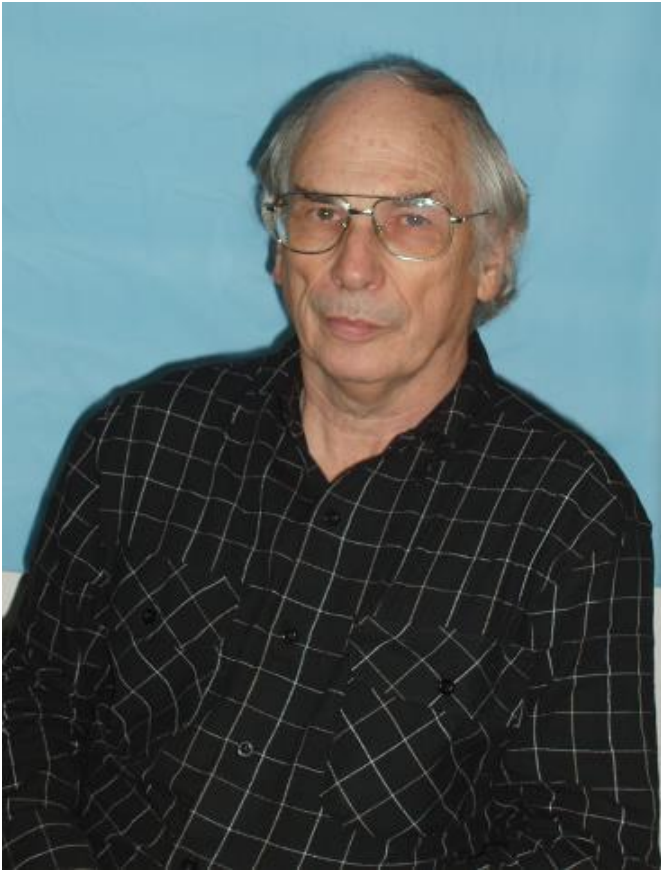
Work together
Stay apart

https://lnkd.in/gHPyhDi7?trk=public_post-text

Greg's bequest - another Duo for the Club

The committee has decided to buy Duo Discus - GQQ from Gavin Wills, using some of the bequest left to the club by Greg Douglas. Greg was our mate and is best described by the words penned by Rae Kerr, who knew him better than most.

John Gregory Douglas
Benefactor and long-time flying member of the
Auckland Gliding Club Inc.



Greg was an electrical design engineer specialising in the manufacture of electronic magnets for an American company based in

Redwood City, in the eastern bay area of California. He resided in the USA for some 24 years before returning to Auckland in 2010. As best as I can remember, he was a club member in the early 1980s, returning for long summer holidays and flying his Slingsby Dart 17r, ZK-GEZ. He also held a PPL power license in the US. Sadly, Greg died in July 2017 and was generous in leaving a substantial sum of money to nine beneficiaries, the A.G.C. being one of them.

Greg was brought up in Dunedin and moved to Manurewa in the late '70s. he started his working career as an apprentice electrician and when 21 years of age lived in Australia, where he suffered an horrific car accident fracturing 4 vertebrae in his neck and causing him severe difficulty for the rest of his life. He never complained or even mentioned the continual suffering he endured.

He had amazing fortitude and a very astute skill in managing his financial affairs and made a considerable contribution to the management of the AGC as a committee member for a couple of terms, during which time he was instrumental in raising some \$49,000.00 of funding to facilitate the purchase of our K21 glider ZK-GAK fitted out with hand controls for disabled pilots. Greg led the charge to introduce disabled flying as a feature of the club. Without his leadership we would not have purchased this excellent aircraft. Greg was a very clever and articulate person, with a heart of gold and had many friends within our club and beyond. Always calm and respectful, he contributed greatly to the Auckland Gliding Club.

from Rae Kerr

ZK-GQQ Duo Discus XL

Gerard Robertson, Club President

Through the efforts of Ross Gaddes, Gavin Wills has agreed to sell QQ to the AGC. Many of you will have seen QQ featured in Youtube videos, flying alongside Mt Cook (Aoraki).

Ross advises that the Duo XL is basically a redesigned cockpit to DX's cockpit. It is 100mm longer and, as such, not only offers better comfort for larger people but also better ergonomic seating position for any size pilot. This cockpit is also used for the Arcus (no smelly rear passengers feet for the front cockpit pilots).

Performance is probably insignificantly better but it is capable of simple aerobatics such as spins and loops. This is a bonus and allows the XL to complete many training and BFR requirements that DX cannot.

QQ has approx. 3,000 hours total time (Schempp requires a major inspection costing \$5,000 at 6,000hrs). DX has about 2,870 hours. Like DX, QQ has the full PU paint option. It has a Cobra trailer, parachutes, oxygen with EDS systems, LXNav 8000 nav system, normal tow out gear,

though it does NOT have an ADS-B transponder system.

The purchase decision

The committee decided to buy QQ on the basis that the opportunity was too good to miss. QQ is significantly more capable than DX, so can be used for BFR and advanced training such as spinning, which will allow the club to consider disposing of both Pukateck.

In the short term, over the summer season ahead, the number of summer instructors will allow use of both Duos, as we hope to have QQ around Christmas.

Beyond that, one Duo Discus will be entered into each and every competition (North Island at least). During the winter months, one Duo will be resident at Matamata along with the K21. We will set up an internal advanced training module for students who want to learn cross country and a list of pilots that are cleared (and willing) to take

students cross country. As it has for the last two years, one Duo will go to the South Island each year prior to Christmas, leaving one at Drury to compete and fly cross country from Drury.

Were there any reservations about the purchase? Yes, and they were well-discussed at the committee meeting. The purchase was made on the basis that firstly, Duos are a sought-after type and DX could be readily sold after two seasons if it was apparent that there wasn't the demand for two Duos. Secondly, opportunistic purchases have worked well for the club in the last few years - BI and LW being examples.

What it does mean is that, as a club, we need to put our best foot forward in recruiting and retaining new members. One proposal being considered is to run a 5 day course in January. What you can do, as an individual member, is to find at least one person amongst your friends and acquaintances who will come for a trial lesson. If all of us do this, and we have a success rate of only 10%, we will still be doing well.

Airfield driveway progress

Gerard Robertson

Those of you who attended the AGM will recall the presentation by Nigel Caigou on resurfacing the driveway. As previously advised, the committee decided to proceed with this, using Fulton Hogan.

Fulton Hogan's work started today with testing of the existing surface via a beam deflection test. Large scale deflection would indicate the need for more subsurface compaction to support the road.

Nigel was present for the testing today and was pleased to tell me that the deflections recorded, using a truck capable of exerting an 8 ton load via

the rear axle, were minimal (between 1 - 3.25 mm). Nigel is now putting the heat on Fulton Hogan to get the resurfacing done before Christmas. This will take about one week, during which time access will be via the airfield.

The club owes a debt to Nigel for his time and energy in proposing and taking on the management of this upgrade. Thanks are particularly deserved as Nigel has decided that gliding doesn't give him the satisfaction he had hoped for, so he has left the club in search of other pastimes, but committed to seeing this work through.

Human Factors advice for pilots using electronic conspicuity devices

<https://youtu.be/-zVqdQNqbFM?si=LAOTDnImO669w0Xi>

It's a little frightening. When I flew at Keevil in the UK in September I was surprised to find that they used "mirror circuits", allowing simultaneous left and right hand circuits.

The instructor with me hadn't seen the other glider on late downwind when I pointed it out on our finals; neither of us heard a radio call (though the ground station said that they had), nor had the FLARM alerted us.

Thank you Gerard for sending this in.



Sean Franke - Wings & Wheels

Oudie N

Photo by Sean Franke

The Naviter SeeYou Oudie N is a cutting-edge navigation device designed to enhance the flying experience for glider pilots. Packed with advanced features and a user-friendly interface, this instrument has become a game-changer in the world of soaring, especially if you're looking for something compatible with any glider or to complement your other main soaring device. Let's delve into the benefits that make the Oudie N a must-have for glider enthusiasts.

Position, Altitude, and Speed

First and foremost, the N provides pilots with precision navigation tools, offering accurate information about their position, altitude, and speed, which is stored as a flight file for later flight analysis. The device integrates GPS technology, ensuring that pilots have real-time data to make informed decisions during their flights. This level of accuracy is crucial for glider pilots who navigate through the skies with a precise understanding of their position relative to the

terrain, airspace, and task parameters, making it paramount for safety and efficient flight planning.

Logbook

One of the features that I also love about it, is that not only can it be taken from your own personal glider into a two-seater for coaching purposes, or into a hired glider at another site, is the wonderful automatic logbook tool it has. Any flight you make with it stores the log file in a logbook format, which shows your flight trace, statistics, and analysis through SeeYou.cloud at any later date!

The device has an intuitive touchscreen interface which is another noteworthy advantage. Pilots can easily customise their display, selecting the information most relevant to their preferences and flight conditions. It also enhances user interaction, allowing for quick and efficient adjustments while in flight. What does all this mean? It enhances their situational awareness and overall flying experience greatly.

Situational Awareness

Another standout feature of the N is its compatibility with various external sensors through the Bluetooth dongles that are available, not only that, but it can connect to the internet for live satellite pictures. OGN can be displayed on the screen for supreme situational awareness with gliders around you, as well as a rain radar, plus it allows integration with SkySight.io for weather predictions enroute. The sky is the limit when it comes to development of this device, it's endless with its features and features still to be implemented.

Portable

In terms of design, the Oudie N is crafted with durability and portability in mind. Its robust construction ensures resilience against the challenges of the airfield, and the varying weather conditions in the cockpit and surroundings. The devices compact size makes it easy to mount in

the cockpit with its custom mount supplied with the device, which gives an unobstructed and streamlined flying experience.

The Naviter SeeYou Oudie N stands out as a top-tier navigation device for all glider pilots, offering a range of benefits that enhance safety, navigation, and overall flying enjoyment. The best thing yet, is that if you're unable to buy the Oudie N in full, then you can download the free app on your phone, called: SeeYou Navigator – try it today!

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.

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 varies. 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

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