

# AGC Weekly News

2-3 December

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

## THE NOT SO YOUTH



## GLIDE CAMP

Hello all members,

Are you ready for the Auckland Soaring Championship?

Are you wanting to P2 in the Duo during the competition and get prepared for it? Or get your confidence up flying South of the Bombays? Or just generally feeling a bit competition cross country rusty?

We have the camp for you! Whilst XY is away on Youth Glide, we'll have DX (and maybe even QQ) here ready for you to fly with our hotshot comp pilot fresh off the Worlds in Australia: Hugo Corbille! As well as our local instructors - a few of whom are fresh from South Island flying.

From the 18th to the 23rd we'll be flying every day that the weather allows with a BBQ on Saturday.

The goal of this week is to have some cross country and competition discussions for an hour in the morning, then grid DX with one/two pilots a day, whilst other qualified pilots are welcome to fly the single seaters alongside. There will be a task set based on the grid's skill level.

We know this is a busy time of year, but even if you can just join us for a day or the whole week! Email Georgia at [georgiasphoto@gmail.com](mailto:georgiasphoto@gmail.com) with expressions of interest, please include your level, your intentions and your preferred days.



With the exciting arrival of QQ to our club we're able to offer three club aircraft to fly dual in the Auckland Soaring Championship, DX, QQ and XY!

We have a fantastic roster of international instructors: Hugo, Georg and Kevin, as well as our local cross country instructors.

Who should fly dual in competition? Everyone can learn a lot from flying dual in a competition, whether you're a student needing dual cross country in your syllabus, or if you're a qualified pilot but haven't spent much time going south, or even if you are an experience competition pilot you can always learn new techniques and approaches to competition by flying with someone else.

Email Georgia at [georgiasphoto@gmail.com](mailto:georgiasphoto@gmail.com) with expressions of interest and please include all dates you're able to fly (this can be one day or all days). Depending on numbers, we will aim to have at least three flying days assigned per person.

Once confirmed, make sure you enter the competition as a second pilot: <https://gliding.net.nz/events/asc-dury-comp-tbc-jan-2024>

### What is Enterprise format?

The unique Enterprise style of competition will allow our task setters the flexibility to make the most of the day's flying potential, taking into account the variety of pilot ability and glider performance. This may involve the use of ridge, wave and thermal soaring.

Enterprise is the perfect way for less experienced pilots to start racing gliders and yet challenging for advanced pilots.

Enterprise encourages personal bests.

Enterprise is where the winner has done the most flying, not the least.

Enterprise works for a wider range of pilot experience and glider handicaps.

Enterprise is not an FAI style with prestart delays and enroute gaggles.

Enterprise events are competitive and also fun to compete in.

Enterprise allows for 'novel' interpretation of the rules – normally called cheating.



## Testing the access road foundation (subgrade)

Nigel Caigou

Pictures attached showing the driveway deflection tests done on the airfield access road. Note the concrete loaded onto the tray of the truck. This gives an axle weight of 8.2 Tonnes.



Every 10m the truck stops to compress the pavement, whilst one end of a beam sits between two rear wheels.



The truck then drives forward and a dial gauge at the other end of the beam measures the amount the pavement returns back up. This gives the pavement deflection.



Pavement deflection, measured every 10m along the driveway length, provides a picture of how even the substrate is and identifies where the soft patches are located. The subgrade is then treated accordingly, to even out pavement deflection to within a specified tolerance.



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## A story from the past

David Starky

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Seamus may remember this. On 13 April 1988 I was in the control caravan keeping the log on runway One Niner (now 18). Looking towards AKL I noticed the Schleicher K8 GEK about one kilometre away, at just above tree top level. I watched until the inevitable happened and the glider disappeared from view. Later that day and

when I flew, I remember flying over the K8 it in a paddock about 200 metres to the right of one niner. I could see it had a seriously broken back, but I believe the pilot was not hurt. The glider was later repaired and I flew EK on 9/7/1988.

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## In Search of The Perfect Vario - 2023 OSTIV/SSA Lecture

Submitted by Gerard

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[https://www.youtube.com/watch?v=YpA\\_9nSjFdA](https://www.youtube.com/watch?v=YpA_9nSjFdA)

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# One Boy's Opinion Of Pilots

The following was written by Tommy Tyler, 5th Grade, Jefferson Grade School, Beaufort, S.C. It should be of interest to all airplane drivers.)

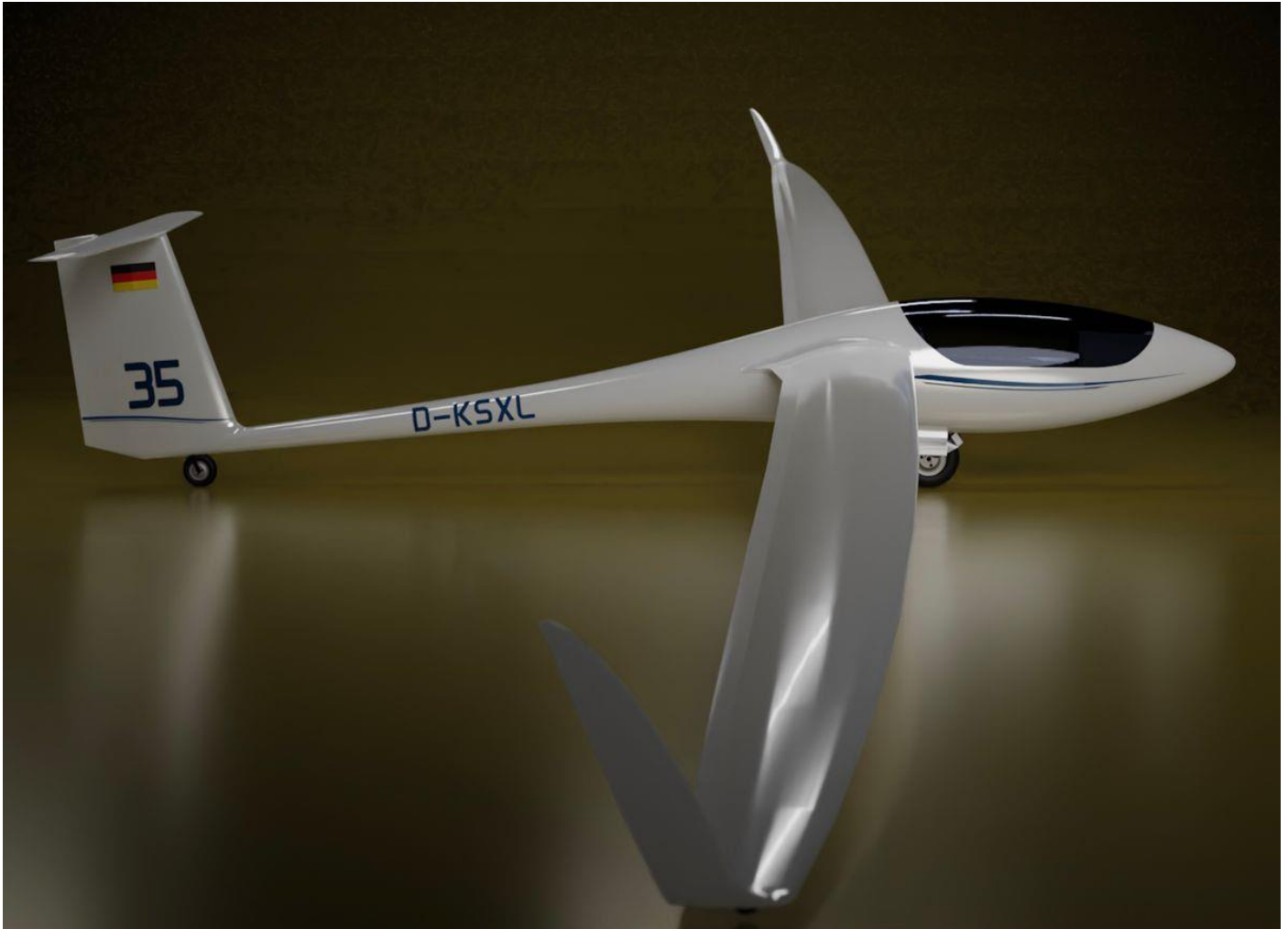
### Why I Want To Be A Pilot

When I grow up I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days. Pilots don't need much school, they just have to learn to read numbers so they can read instruments. I guess they should be able to read road maps too, so they can find their way if they get lost.

Pilots should be brave so they won't get scared if it's foggy and they can't see, or if a wing or a motor falls off they should stay calm so they'll know what to do. Pilots have to have good eyes to see through clouds and they can't be afraid of lightning or thunder because they are much closer to them than we are.

The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that plane flying is dangerous, except pilots don't because they know how easy it is.

I hope I don't get airsick because I get carsick and if I get airsick I couldn't be a pilot and then I would have to go to work.



Unfortunately, this very interesting article runs to over eight pages so instead of copying it here in the newsletter, please use the link on the right if you would like to read it.

<https://magazine.weglide.org/alexander-schleicher-sailplane-as35/?ref=weglide-magazine-newsletter>

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### ***More about our club benefactor - Greg Douglas***

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*Peter Layne reports...*

I endorse all of what you have recorded about Greg Douglas - he was an amazing individual but Rae's years are out by ten. Greg actually started gliding in 1970, not the early 1980s. I can vouch for that as I dated his sister Jocelyn a few times in 1971 and 1972!

The Auckland Gliding Club bought the Slingsby Dart, ZK-GEZ, in December 1969. It was a hot ship in its day and regarded as a sophisticated glider to fly, so much so that it was restricted to members who held at least their Silver C.



Club engineer Doug Walker landed out in the Dart



at Maramarua School on Sunday 22 November 1970. A retrieve crew set out to bring Doug and the Dart home. Arriving back at the club house, where the traditional Sunday evening proceedings were in full swing, he stood in the doorway announcing in a booming voice, *"I've smashed up the Dart!"* No-one in the room took him seriously and carried on drinking. *"If you don't believe me, come and have a look inside the trailer!"* Indeed, he had, very badly. So, the Dart endured a lengthy restoration. Typical of Slingsby gliders, it was very heavy and had a heavy trailer to match. I think it was during the rebuild that the decision was made to modify (lighten) the trailer, making it more manageable. The picture of GEZ shows the modified trailer behind it with the turret reduced in size.



In the early 1970s, the first fibre-glass gliders (predominantly Libelles and Standard Cirruses) started appearing and were an attraction, predominantly for advanced pilots who retained their membership but flew their own advanced gliders. The club didn't have any glass gliders and so the Dart's utilisation never really made it an economical glider to fly. By the mid 1970s, the committee decided it was time to quit the Dart.

One wet ghastly winter's afternoon, about afternoon tea-time, there was a knock at the front door of our flat. My wife (Stephanie) and I opened the door to see one rather wet and bedraggled yet excited, Greg Douglas standing outside. *"I've bought the Dart!"* were his opening words. *"Come in"*, we said and so we celebrated with cups of tea and chocolate biscuits. Indeed, on 10 June 1976, CAA processed a change of ownership to Greg and to Elma Voigt; one of his closest gliding friends. We were good mates and he attended our wedding the previous year. Greg had by now flown the Dart a few times and they decided they would own it.

How someone, with Greg's disability, managed to move that big heavy Dart on the ground and in the air never ceased to amaze me. However, Greg was a very determined man and so began a 16-year joint ownership until 1992, when Greg bought it outright. Another syndicate was formed in 1994, however Greg retained a 41-year ownership in the Dart, until his death in July 2017. In the mid-1980s Greg started living in the USA where he remained for over 20 years, carrying on his aviation interests. Typically, the unstoppable Greg gained his PPL and he would make trips back to New Zealand to fly the Dart.

In 1989, Greg arranged the importation of two Scheibe SF 27 M-A motor gliders. ZK-GOT was registered to Elma Voigt and Joe Himmel and ZK-GOU was registered to Neville Swan. Both gliders were later sold in Australia.



Greg possessed a sharp mind and a wicked sense of humour. As well as flying the Dart, he had a passion for Jaguar cars, owning at least two in the years I knew him.

Greg was definitely one of those characters who should always remain the club's folklore.

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## Member's Ads

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**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 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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