

AGC Weekly News

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

From the CFI



This weekend sees the ATC visit on both Saturday and Sunday. This will be the last visit of 2023, and will be launching by winch and aerotow. Anyone who wants to turn up to help would be gratefully received. Hopefully we can have three twins operating to expedite things.

The following is something that should probably have been mentioned in the preseason briefing.

From our flying rules:

4.1.e. For all flights in a **Club glider**, authority must be obtained from the Duty Instructor. Pilots must complete an entry in the "Flight Authorization and Intentions" folder in the caravan and have the entry signed by the Duty Instructor. This will be valid on the day of signing only.

There is a book in the caravan especially for this purpose. To reiterate - this is for **club gliders**

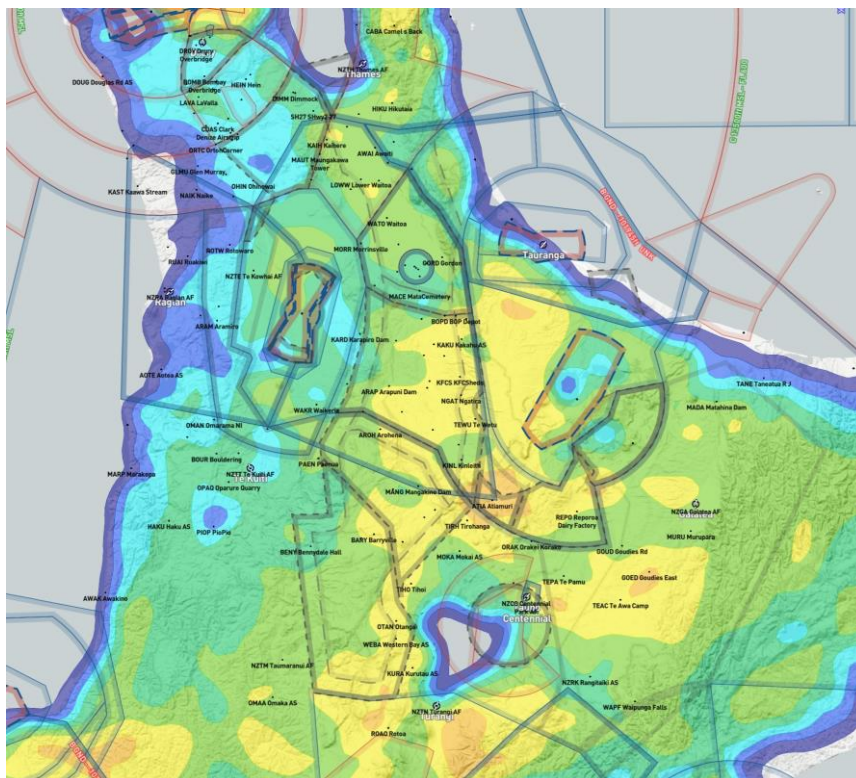
and all pilots intending to fly XC, no matter your rating, be it in the PW5, the DG300, the Discus 2, the Duo Discus or any other twin.

When landing at Drury, do not taxi across the gravel drive with any part of the glider. This is "Streng Verboten".

The forecast for the weekend is looking quite favourable with Sunday looking the better day.

This should be a 300km day without any issue - Kinleith and return, assuming the forecast remains the same. Those looking to do their first 300km should start planning and declare the flight with an official observer.

Anton Lawrence
CFI Auckland Gliding Club
021 280 188



Potential flight distance for Sunday. Skysight. A larger version of this image is repeated on the back page.

November Outlook – An Assortment of Weather Systems, but Dry Emphasis

NZ Met Service

November starts off with the remnants of ex-tropical cyclone Lola quickly moving away to the east, although another Tasman Sea low is likely to bring rainfall back onto the country later this week. This rain should particularly favour northern and western parts of the North Island, although some places like Southland and inland Otago could also see brief, but useful bursts for a time as well.

Once this low clears away, a longer period of drier and more settled weather is expected country-wide, as a large high builds over New Zealand from the Tasman Sea. Isolated showers could occur under this high, but overall rainfall should be limited for most places.

Around mid-month, we may see westerlies returning, resembling October's predominantly westerly pattern. Fronts might move up the South Island but are likely to weaken quickly as they encounter the high over the North Island. Some of these fronts should bring slightly wetter than normal conditions to the west of the South Island, with the south seeing more uncertainty, coinciding with the return of bursts of gusty westerly winds for many places.

Temperatures are forecast run warmer than average through much of the month, although a cooler period might be seen during the start to mid-month under more settled skies.

2023 MSC Cross-Country Course

Matt Kerrigan

What an amazing experience. I wasn't sure what my expectations were but I certainly appreciated and valued the course content.

I would like to thank David Moody and MSC, along with the support from other clubs, which made this course a success. The support from the instructors and content of presentations, plus the discussions by people with vast flying experience, was really valued.

Also, big thanks to Marion Moody for the amazing food which allowed us to focus on flying.

We had three great days of flying tasks, providing opportunities to polish up on thermaling, with great instruction. I am looking forward to putting this into practice.

On days two and three, at the completion of the tasks, we flew to the goat farm to carry out paddock landings. The first landing wasn't the best. The instructor and I were discussing the best paddock and ended up being too high on approach. A big side slip sorted the height issue and we landed well into the paddock.

The second paddock landing was much better. Next is to do a solo paddock landing.

I would recommend all glider pilots attend the cross-country course, even if they don't intend to fly cross country.

The learning and camaraderie was amazing.

Omarama Zoom Session

Russell Thorne

There will be an Omarama Zoom Session on Saturday night, 4th November, at 7.30.

Join Zoom Meeting
<https://us02web.zoom.us/j/84555043742>

Meeting ID: 845 5504 3742





Matt Kerrigan successfully land out on the Cross-Country Course



Photo by Sean Franke

Allan Silver has been in the parachute business since 1972. He also produces the SMAK PAK and specialized aerobic safety harnesses. While waiting for your SMAK PAK to arrive take a look at his last write-up on where to attach things to your parachute. If you already have one or carry a SPOT or similar device, read above to see if you have it in a safe area. I would guess roughly 25% of the pilots have it secured incorrectly.

Is it going to stay on when you bail out?

When you start thinking about bailing out what will you have on you when you hit the ground (notice I didn't say do a beautiful stand-up landing)? Allan has a great motto: Survival Equipment must be carried on you. If it's stored in your aircraft it's called camping gear.

I carry a lot of camping gear. I try and keep enough that I can be comfortable to spend the night. Lots of water, tiedowns for the glider, first-aid kit, food, rope, flashlight, etc.

Personal Satellite Tracking

When SPOT came out I got a first generation. I am a big believer in them. Actually, we are such big believers we require our private owners going cross country to carry one. We are in an area where cell service is very limited and the road traffic in the summer can be very limited, even if you land at a county airport, there might not be any way to contact anyone. It also gives us the ability to see if we can leave at 5 or if someone needs to stay late to make sure everyone gets home.

There was a nearby site that had someone crash/land on the side of the mountain and nobody knew it until the next day, then they had no idea where to start looking. With everyone registered on glideport.aero you can see where everyone is.

2-way Satellite Communication

Later when the InReach came out I switched to that system because of the ability to have 2-way communication. Now, Spot X, even better has the same 2-way communication capability. Plus I was able to type in different contact information, which happened when I landed out in Finland after only being in the country for less than 8 hours and not really being prepared... If I had my SPOT I could have sent a message back home, while everyone was asleep, but my crew had not arrived, so home would not have known who to contact in Finland. Thankfully Adam knew I was going to be landing out and was able to check his email and I was able to send him a message from my InReach. Thanks, Adam Woolley for picking me up.

I clip my InReach to my chest strap but I always look at that little plastic clip and wonder if it is really strong enough. Turns out...it is not... Which

really puts a damper on my great safety plan. This got me wondering how should I attach it.

I have seen people mount their SPOT in their glider. However, it will not help you if you bail out. You might not be near the glider wreckage. You could be close but not know where it is, you could be in a different canyon and really not close enough to get the attention of ground personnel.

An ELT is going to help the rescue crew find the glider, but let's make it easiest for them to find us.

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.

Some videos from Gerard



Gliding in the Zone | Glider Pilot Psychology

https://www.youtube.com/watch?v=1ar4Kke_tKM



Thermalling Etiquette

<https://www.youtube.com/watch?v=3tjb-BP-uwM>

North Island West Coast wave



Thanks to Murray Wardell for sharing this unusual picture of wave clouds.

Member's Ads

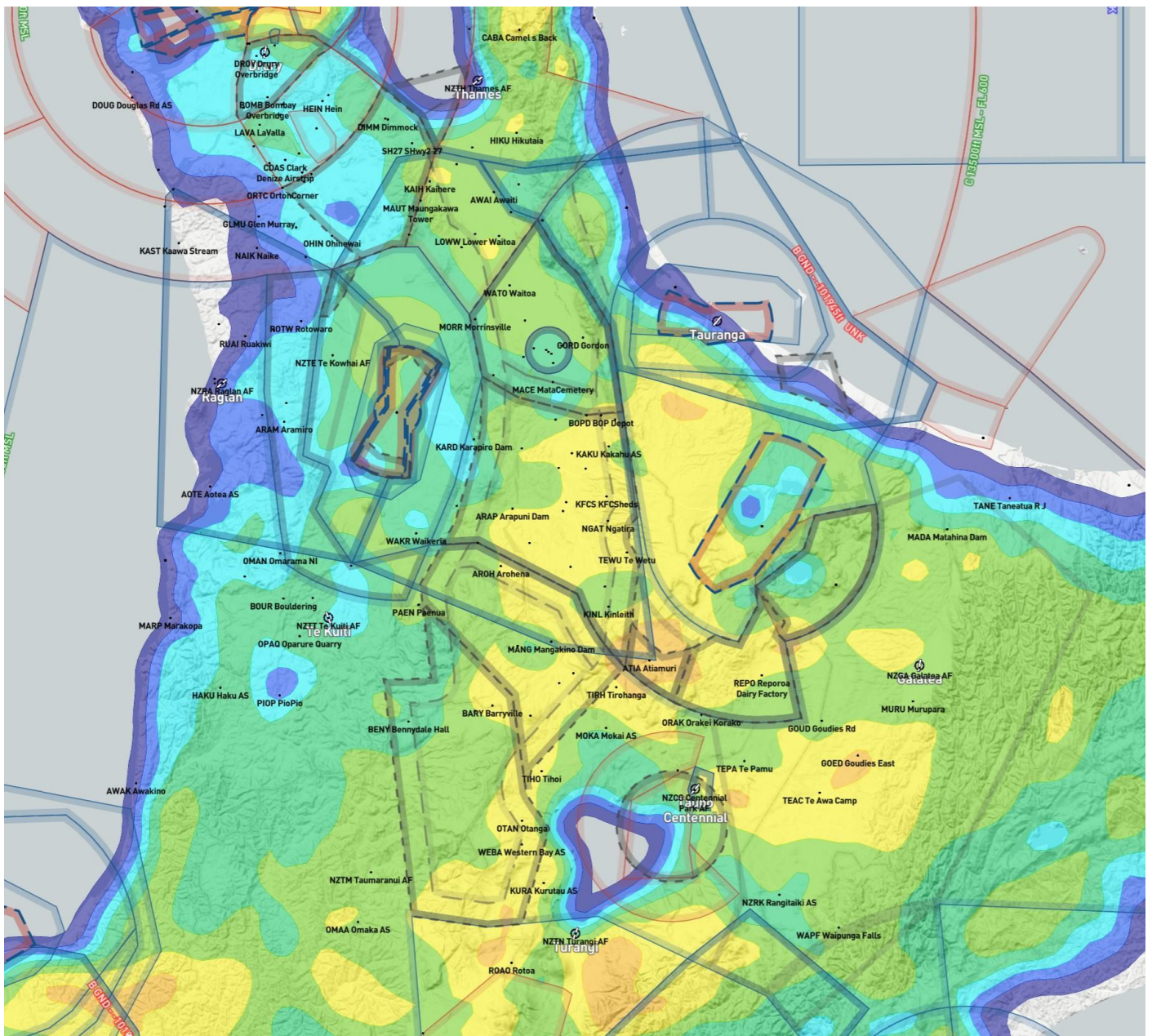


LS3-A for sale (ZK-GLL). Has been refinished and is in excellent condition. Recent upgrades include LXNav S100 plus remote stick, Trig ADSB, new front panel, Flarm mouse, new galvanized tilting open trailer that I am in the process of making a full cover for. Glider fits in the trailer the same as a 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