

# AGC Weekly News

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

---

*From the CFI*



**Approaching the Black Hill range overhead the Rakia River**

In spite of a reasonable amount of average weather, the South Island trip finished on a high from Springfield, with trips to the Two Thumbs Range and up beyond the Lewis Pass Road with

cloud base around 10K both Thursday and Friday. I think most of us would be keen to return for more.



**Lake Coleridge**



Castle hill Rocks looking back to Torlesse Range

As advertised, the Drury Comp is coming up for the 6th of January 2024. I won't go into any details here, except for reminding everyone to ensure they are current with medicals, BFR's, your glider's annual and your chutes repacked in the last year.

The more observant among you will have noticed the contact details in the emergency plan

published last week were out of date. The updated plan will be available on the club website under members/club and flying rules. Hard copies will also be put in the caravan and clubhouse.

**Anton**

---

## **Working Bee – 9am Saturday 16th**

**James Butterworth**

---

The clubrooms and surroundings, and especially the ablution facilities, have fallen into a rather dilapidated state. We need to get these ready for the summer, both for ourselves, as well as the visiting instructors and pilots, who will be staying in the clubrooms. The summer instructors are donating their time, so we need to ensure that their accommodation is clean and comfortable.

Tasks include:

- Clean all windows
- Clean exterior walls
- Oil window hinges
- Install new curtains in bunk rooms
- Clean toilet block
- Clean kitchen
- Remove rubbish
- Vacuum carpets
- Weeding and sweeping

Give the mighty Camry some much needed TLC.

Club equipment is available, but feel free to bring your own tools as well.

Gardening gear is available in concrete shed behind instructor room;

Waterblasters (two);

Vacuum cleaner;

Buckets and cleaning equipment can be found in the main hangar;

Paint and brushes are in shed.

A task list will be on a whiteboard in the clubroom. Please pick a job and write your name next to it, so others know what you will be doing.

**Co-ordinator James Butterworth 027 294 4030.**

---

## ***Aviation is taking place at Drury – be there!***

---

*Editor*

Saturday 9 December turned out sunny with lots of Cu and a light northerly breeze, which died away later in the day. Between Andy Campbell and Wayne Thomas, there must have been at least 22 launches.

That maverick pilot, John Robertson, was off in the club Discus 2 around 11:15 and ventured nearly as far as Taupo, returning with plenty of height to spare. Murray Wardell and John Bongrain had plenty to do with check flights and instruction (Tom Kong, Tristan Harvey-Smith, Matt Kerrigan and Matt Findlay, who we haven't see for a long time).

That Discus pair, Keith Macy and Frank Excell, both discovered (like the editor did two weeks ago at Paeroa) that not all good-looking clouds provide the requisite lift, and resorted briefly to their motors. As Andy says, every respectable glider has an engine. After years of fighting against this philosophy, I now have to agree. Retrieves are very tedious affairs.

Georgia Schofield flew a triangle task she had planned beforehand, managing to better it on the second time around (same flight). She also had a lot of fun running a convergence line during the same flight in the DG300.

Angelie Madsen, after a check in a two-seater, had an excellent 90-minute flight in the PW5 later in the day, finishing with a perfect landing.

Matt Williams, back from Australia, spent time regaining the feel of the PW5. Matt tells me he has been defecting to power while in Australia, flying a Sling, which those that know will agree is rather a fine-looking aircraft (made in South Africa, so together with the Jonkers, there is still some top-rate stuff being manufactured there).

Allen Pendergrast had a superb flight in one of the PW5's and had to be called down after about two and a half hours.

After some aborted take-off runs, Hadleigh Bognuda and Geoff Gaddes resorted to an aerotow in the Arcus. It seems that the soft, damp, grass surface was acting as a brake for this beautiful but heavy glider. Plus, runway 36 is slightly uphill.

All in all, a lovely day at the club and I'm sure we have a happy band of soaring pilots as a result – and a happy treasurer too. Let's hope that we can look forward to a lot more of this kind of flying in the weeks and months ahead.

---

## ***DX flying over Lake Station***

---

*Russell Thorne*



**Downwind in DX for Rwy 29 at Lake Station, Nelson Lakes Gliding Club**

---

## ***Words from the Club President***

---

### **Driveway works**

The (long-overdue) driveway rebuild has been rescheduled to commence this Friday at 7am. They will be working on Saturday and Monday if required. Sealing if it's ready by Monday and they'll get it sealed Monday afternoon. Otherwise Tuesday.

**Access to the club for the working bee and flying will still be possible, by entering the driveway and then turning immediately right onto the airfield and driving down to the apron in front of the hangar.**

Private owners or club members using LW should be able to cross the driveway at right angles, taking appropriate care. If it has been freshly sealed, please cross directly, without any turning that might scrub up the freshly-laid surface.

Over the next week or two after the surface has been laid, please be gentle with it, avoiding speed or turning. Your club has invested a lot of money in this work: let's help it endure.

### **Member support**

The club has spent quite a lot of money in the last couple of months: not just in the obvious areas of the driveway and the acquisition of QQ, but also on instrument upgrades for the PW-5s and the K21 and the decision to upgrade the airfield camera system, primarily for security reasons. Your club needs you to come flying and, as the place will be looking flash after the driveway works, clubhouse renovations and the working bee, to bring your friends to promote membership.

Membership is a key concern for the whole club at the moment and should be for all members: the club needs you to encourage your friends to try gliding. To support this, the committee has agreed that - if you bring a friend who you think

may be interested in trying gliding - we will fly them at club rates for the first flight. The committee doesn't see this as having too great an effect on the existing trial flight programme, which tends to be self-referred from the website.

While the weather is not playing as nicely as it could, there are good days there to be used. John Robertson took BI for a flight last Saturday almost to Taupo and back: about 400km. Make the most of the good days.

Club support for ATC camp and Youth Glide (plus the "Not the Youth Glide" event)

The ATC camp is on at Matamata this week, supported by the club through the use of the PW-6, with Keith and Paul instructing. Their willingness to give up a week of their time is commendable and reflects well on the club.

The Youth Glide camp will take place at Matamata next week, again with the PW-6, with Keith instructing. I'll be there simply as a helper, with the possibility of giving talks on any rainy days.

Next week will also see the "Not the Youth Glide" event running at Drury for pilots who are already XC rated. Hugo Corbille - presently flying in the club class at the Worlds in Australia - should be with us by then and will be welcomed back.

Christmas camp possibility

The Christmas camp used to be a popular annual event. Last year's camp was driven by Seamus' enthusiasm: this year, we may be able to position the K21 at Matamata with Hugo Corbille. Please send me a note ([bungeegerard@gmail.com](mailto:bungeegerard@gmail.com)) if you're interested in being there for part or all of the period from perhaps 26th December to 2nd January. Whether we proceed will depend on the level of interest.

---

## ***Tips for Duty Pilots***

---

*Editor*

Those of us who act as Duty Pilot really do this task so seldom that it can be tricky getting it right every time, especially as the computer system changes from time to time. This can lead to mistakes due to not being totally familiar with the system.

Some points which might be useful to remember are:

The instructor or back seat is normally PIC, not the student;

If you need to remove the tow pilot's name, you

can scroll right to the top of the screen where you will find a line with no tow pilot name. Select that one;

No flights are free. If the tow plane takes someone up, it is charged to someone. All BFR,

IFR, test flights etc are charged to someone. The only tow plane launches that do not get charged are for Tow Pilot currency. These have no glider behind them. If a member is not a "B Scheme" member, then the tow plus the glider time is charged to them.

---

## Some videos from Gerard

---

Italian team retrieve at Narromine



<https://www.youtube.com/watch?v=LHfX1Gbe1Uw>

FL200 unrestricted over NZ



<https://www.youtube.com/watch?v=01Rjx2fV59o>

Adam Savage Plays 'Laser Tag' with Peter Jackson's WWI Planes! | Savage Builds



<https://youtu.be/J2ZzSRUyhL8?si=PY2SHUwxYmbcy4XI>

---

## 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](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 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](mailto:wooleypeter@gmail.com) – 021 170 2009

---