

# AGC Weekly News

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

## *From the CFI*



The year is nearly over without incident. So far my term as CFI has been a huge learning curve, so I'd like to thank Russell, David and Roy whose assistance and mentorship has been invaluable.

Hugo has arrived in Auckland and completed his ICR. By the time you read this, he will have already taken several members for a cross country flight in one of the Duos. Fantastic.

Weather wise, there appears to be a small depression forming to the northwest of the North Island, with associated frontal development bringing some high cloud for the rest of the week. Another front is forming in the Tasman which will likely pass over the country over Xmas and impact us up to the end of the month. This is not unusual for this time of the year. Make the most of the next few days if you can.

I've mentioned parachutes a couple of times but need to harp on a bit more. I recently took a

chute in for a repack - it was last repacked three years ago. The rubber bands had glued themselves to the lines, sticking them all together. If used in anger it is unlikely this chute would have saved a life.

CAA mandate that if a chute is worn in an aircraft, it must be repacked annually. Issues like the above are the reason. I've even heard of people not repacking their chutes for eight to 10 years. This neglect is totally unacceptable.

The Drury comp is coming up during the second week of January, so please make sure your gear is in order.

Merry Xmas  
Anton.

*Anton Lawrence*  
*CFI Auckland Gliding Club*  
*021 280 188*

## *The working bee*

*James Butterworth*

A big thank you to all those who volunteered their time and energy last Saturday for the working bee. The place is looking a lot tidier and cleaner, ready for our summer season, with visiting instructors and other guests.

Anton and helpers have made good progress with

the weatherboards on the north wall of the clubhouse. The area in the space between the two buildings is a "work site", so please take care.

There are various other ongoing items which will be progressed over the next few weeks and updates will be provided in due course.

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## New access road surface

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Gerard

Everything has progressed as planned and the contractors have done a great job.

Owing to the softness of the new surface we need to limit speed to a **MAXMUM of 10km/hr** for the next few weeks, especially in this warm weather. Try also to drive where there aren't wheel tracks, as this will help to compact the surface along the centre-line and on the edges.

Take extra care when turning onto the driveway from the road and vice versa - turn in as wide a radius as possible to prevent tearing the surface.

A big thank you goes to Nigel Caigou for driving this project forward.





In the realm of gliding, where the sky becomes both playground and canvas, the importance of hydration for pilots cannot be overstated. As gliders gracefully ride the currents and thermals, pilots must navigate not only the atmospheric conditions but also the internal dynamics of their bodies. Hydration emerges as a silent but critical companion, ensuring that pilots stay alert, focused, and in control amid the boundless skies.

Glider pilots, often navigating for extended periods without the luxury of a cockpit water supply, face unique challenges when it comes to staying hydrated. The combination of high altitudes, exposure to the elements, and the physical demands of manoeuvring a glider requires a proactive approach to fluid intake.

One of the primary challenges for glider pilots is the deceptive nature of their environment. While the cockpit provides a sense of shelter, the reality is that flying at altitude can lead to increased dehydration. The dry air in the cockpit, coupled

with the physical exertion of handling controls, accelerates fluid loss. The effects of dehydration, such as impaired cognitive function and reduced reaction time, can compromise the safety of both the pilot and the glider.

The preflight routine for a glider pilot should extend beyond checking instruments and inspecting the aircraft to include a conscious effort to hydrate. Ensuring proper hydration begins well before takeoff, as pilots should consume an adequate amount of water in the hours leading up to their flight. Once airborne, maintaining hydration becomes an ongoing task, requiring strategic planning and a commitment to regular fluid intake.

While the instinct might be to limit liquid intake to avoid restroom breaks during flight, this approach can be counterproductive. Dehydration not only impairs cognitive function but also affects the body's ability to regulate temperature, which is crucial in the varying conditions experienced

during gliding. Pilots must strike a balance, adopting a "sip regularly" mindset to prevent the cumulative effects of dehydration. Personally, after every thermal, I reward myself with a sip of water. Another effective way to remember, is to have a timer set on your LX80/90xx, mine says: "Drink or eat?" Every 30 minutes.

Hydration strategies for glider pilots should extend beyond water intake alone. Electrolytes, lost through sweat and physical exertion, play a pivotal role in maintaining bodily functions. Pilots should consider incorporating electrolyte-rich drinks or supplements to replenish these essential minerals, promoting overall well-being and sustained performance during flight.

The importance of hydration becomes even more pronounced during extended flights or competitions, where pilots may spend several hours aloft. In these scenarios, a well-thought-out hydration plan becomes a strategic asset, ensuring that the pilot remains physically and mentally sharp throughout the entirety of the journey.

The skies may be boundless, but a glider pilot's resources are not. Hydration emerges as a silent hero, supporting pilots in their quest for both adventure and safety. A conscious commitment to staying hydrated, from the preflight rituals to the soaring heights and habits, is not merely a precaution, but a fundamental aspect of responsible and enjoyable gliding. As pilots harness the winds and dance with thermals aloft, let hydration be their steadfast partner, ensuring that every glide is a journey well-nourished and well-hydrated.

Safe Circles, Adam Woolley

*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.*

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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 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



**IMI Power Rigger.** Remote controlled battery powered one-man rigger. New. \$3184.00. Contact the Editor.

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