

AGC Weekly News

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

Tow charge accuracy

Keith Macy

A note from your detail-oriented treasurer.

I've noticed a tendency this season for pilots to go a noticeable amount higher than their requested tow height. If you are requesting a 1500ft tow, you should be releasing at 1600ft on your altimeter. A 2000ft tow request is a release at

2100ft indicated. The towplane has a tracker which is used to verify the tow entries recorded in glidingops.

Remember, if you are closer to the next tow height, you are highly likely to get an increased charge.

Auckland Soaring Championship Sat 6th Jan 2024 - Sat 13th Jan 2024 Enterprise Competition

Georgia Schofield

With the exciting arrival of QQ to our club we're able to offer 3 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 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 of interest we will aim to have at least 3 flying days assigned per person.

Once confirmed make sure you enter the competition as a second pilot:

<https://gliding.net.nz/events/asc-drury-comp-tbc-jan-2024>





Photo by Mika Ganszaug

It's like a fishing story; it was this big... There I was at 200ft, or whatever someone claims to have been. First of all, most of the low saves were not as low as someone claimed, and it gets lower with each telling of the story. But when the new guy hears 200ft and thinks that's normal and feels his flying is overly cautious when he gives up at 400ft. We encourage this behavior, the scores encourage this behavior, and the new guy thinks this behavior is normal.

Everyone is Watching

I am not advocating we should make a safety floor or hard deck during the contest. At some point, pilots have to take responsibility for their actions. It doesn't just happen at contests; this also goes on during a Saturday afternoon flight. Remember, you are always being watched. Other pilots are watching FlightRadar24, GlidePort.aero, the new guy is downloading your flight from the OLC to analyze it and gain insight.

I am not saying that I never did anything in the past that probably wasn't the smartest or safest plan. However, I lived through it and just passing on the warning. Many of our friends have not. Knowing that they did not survive something that we have done many times is an unsettling feeling.

1500ft

With my students, we start our landing checklist at

1500ft AGL; we give up on soaring and concentrate on having a fantastic landing. Honestly, that's all anyone is going to see from the airport. Actually, they will see the bad landing, nobody witnesses good landings.

When the field you are landing in is more challenging, it is going to take more concentration and a better set-up. This means on the marginal field you will need to give up earlier to concentrate on a good landing. You cannot afford to mess up your pattern.

When the field is large and can land in any direction because there is no wind you reduce the problem of messing up the touchdown area, however, that does not make it completely safe.

Pivotal altitude

Power pilots do this maneuver for their check rides, and it is to understand the height and speed combination as you sight down your wingtip as it should look like it is staying on one point, the wingtip not tracking forward or aft of that ground reference point. We spend all day watching our wing going backward. Once we get below pivotal altitude, the wing looks like it is going forward. This can lead to wanting to apply more rudder into the turn. For a more in-depth explanation of pivotal altitude check out the Airplane Flying Handbook.

When you are low, you get a sense of ground rush and might try to slow down. Thermalling while slow and skidding a turn is a recipe for disaster.

Excepting defeat

At some altitude, you need to give up on the soaring and concentrate on making a great landing.

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.

Member's Ads



Updated: LS3-A for sale (ZK-GLL). Refinished in PU and in excellent condition. Recent panel upgrades include LXNAV S100 plus remote stick, Trig ADSB & Flarm mouse. New, galvanized, tilting, fully-enclosed trailer, fitting the glider similarly to a Cobra trailer. Fuselage and wing dollies visually similar to expensive OEM trailer systems. Several landouts have proved the trailer practical & easy to use. Included tail dolly, wing walker tow-out bar, oxygen bottle and MH EDS system. Annual recently completed. A great performing 15m flapped glider. \$45,000
Contact Keith Macy keith.macy@outlook.com



PW5 KF. Current Annual. Ready to fly. TT approx 800 hours. Radio, altimeter, airspeed indicator, electric and mechanical variors. Includes open trailer. Priced to sell at \$8,000. Ideal for single ownership or cheap syndicate. Glider is surplus to my current requirements.

Phone Murray on 0275 875 438



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