

AGC Weekly News

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

From the CFI



Flying LW

For those who fly LW there are a couple of important procedures to take note of.

1: When doing the control check, please hold the trim lever in so the teeth on the trim don't grind.

2: On take off, push the stick full forward then set the trim. Don't release the stick, otherwise the trim will slip back.

3: When putting the undercarriage down, hold the lever over to the right until at the end of travel. This will prevent the lever catch hitting the rubber shock and bending it, which will prevent the lever holding. A wheel up will be the result.

Summer instructors.

Once the Nationals in Taupo are finished, we'll be back to having full-time instructors on site until March. For those wishing to do mid-week training or XC flying, make time and make your bookings. This also applies to weekend flying in DX or QQ.

Gliding Ops

If you fly from Drury in any glider, club or private, or fly a club glider from any other site, you need to ensure that a daily time sheet is completed on <https://auckland.glidingops.com>

There have been several flights this week without completed time sheets.

While the trackers can be checked with regard to times, it's a lot of additional work for volunteers to do. So, if you've flown this week, please generate a daily time sheet and put in your details.

Clearing the field (or runway) on landing

On the last day of the Drury comp we had a situation where gliders were stopped adjacent to each other across the field in mid-point, completely blocking the field for longer landings.

Please ensure you clear the field when landing. Experienced pilots should taxi to one side, student pilots should land straight and ensure the glider is towed off to the side as soon as is possible.

Congratulations to Tom Kong who has just purchased the PW5 KF from Murray Wardell. We wish him all the best with flying his new aircraft.

In closing may I welcome Peter Scott to the club. Peter has already had a number of launches in AK. We wish him well through his training.

Anton Lawrence
CFI Auckland Gliding Club
021 280 188

<https://aopa.nz/pilots-talk-situational-awareness-with-gavin-wills/>

Submitted by Gerard



This article was broadcast last week as an email attachment, together with the Weekly News. I thought it important enough to repeat it in the body of the Newsletter this week, in case some readers missed it. Ed.

If flying club or private gliders

1. Arrive at the club early enough to help push all the gliders out of the hanger (around 09h00) (Club)
2. Help rig unriggered gliders. (club or private)
3. Return tow-out vehicles to hanger area. (Club and Private)
4. If planning an XC, connect retrieve vehicle to trailer. (Club and Private)
5. Ensure retrieve vehicle has a full tank of gas. (Club and Private)
6. Leave key in car or on the hooks in briefing room. (Club and Private)
7. Leave contact details with Duty Pilot (Club and Private)
8. Take club and a couple of other pilots' details with you. (Club and Private)
9. Be prepared to retrieve other pilots who have landed out. (Club and Private)
10. If a land out occurs ensure the glider is re-riggered ready for the next pilot. (Club)
11. Batteries are to be put on charge. (Club)
12. Glider is cleaned. (Club)

13. When landing back, experienced pilots are to clear the runway or expediate the removal of the glider from the runway. (Club and Private)

14. Help put all gliders and tow plane back in the hanger after flying. (Club and Private)

15. Post your flights to the OLC or Weglide (Club and Private)

16. If landing out, radio your intentions, and relay that you have landed safely. Contact Drury base by phone. (Club and Private)

To ensure the smooth operation of XC flying including quick and efficient retrieves, its important that the above etiquette is followed. People will help others who do the same. It's been the Auckland Gliding Club culture for some time that no one is left without a retrieve. You do not have to have specifically arranged for a driver, someone will come. This will fall apart if individuals take a selfish approach to their gliding and don't chip in and help others. Gliding requires a club environment to operate, from owning and maintaining gliders, to tow planes and winches. It requires all the support people in order to function.

The alternative is everyone flies self-launching gliders and doesn't care what anyone else does. This would be the slow downfall of any club.



All the members lending a hand



Photo Sean Franke



Aryanna's rope break during her first Private Pilot ride

<https://www.youtube.com/watch?v=n7IM36yFh2Y>

The only way to eliminate risk is not to go flying. Since that's not an option for most of us let's try and mitigate the risk on the ground. Not just today or until you don't have a problem and forget about it, EVERY SINGLE FLIGHT FOREVER.

Fast is Slow and Slow is Fast

If you want to go Fast, slow way down. I can almost guarantee that you're doing emergency procedures as fast as possible because, well, the ground is coming and the sudden stop at the

bottom tends to hurt (if you're lucky enough for it to be soft enough to hurt). Every student I've had who rushes their procedures on normal a flight (i.e. checklists) has tried to kill me when we get to emergencies because the word emergency somehow means go as fast as possible or you'll die, which couldn't be farther from the truth.

Two Sips of Coffee

Every airline has a pretty common saying that is something close to "Is this a 1 sip of coffee emergency or a 2 sip of coffee emergency?" The reason is they have a plan for EVERY emergency as should you. After the moment you decide you are taking that mechanical bird in the air absolutely NOTHING can be a surprise. It is GOING to fail, that rope WILL break, that engine WILL fail or that tow plane is GOING to lose power. Whatever can happen will happen every single time until it doesn't.

Always Have a Plan

I should clarify, that I don't mean get the timer out and take more time (the ground crew will snatch you out of the cockpit and strangle you). There are 2 things you need to do to go fast by slowing

down.

1. Be more deliberate in your actions. If you get to the point where full and abrupt control input is necessary you screwed up something in the past few seconds or minutes and you're on your own since you didn't do number 2.

2. Make a plan, have a plan, and constantly be changing that plan with the new information. What I mean by this is, 5 seconds ago you were going to turn around to the left and land but the tow plane starts a right turn, you're probably better off going right. If your entire plan is to "turn around" more than likely you will go right...no.....left....good...no as your adrenaline-filled mind slams left and right doing fast movements but slowing the glider down.

Plan on an Emergency

If you have a plan you know what to do because you planned on doing it. None of you take off and then think "OH S@#!, I didn't plan on flying". So if

Boyd Willat is the younger flight instructor and much cooler brother of Garret Willat. He grew up on the Sky Sailing Airport and has been flying longer than he can remember. Has built more than 10,000 hours flying everything from

you plan on having that emergency when it happens, your body and mind go cool. This is what is supposed to be going on, and you slowly but deliberately do what you planned on doing. To illustrate this point, see the video above of Aryanna Valdovinos (with permission) experiencing an actual rope break while giving her FIRST ride to her brother after getting her license. This is the sequence of emergency events:

- 1: Realized the rope broke.
- 2: Had time to take a sip of coffee (watch, she really does)
- 3: Made a decision to land straight ahead
- 4: Pulled spoilers
- 5: Added slip for her target landing area
- 6: Landed successfully

This is what having a plan looks like. Try to be more like this newly licensed pilot, no matter how many hours or ratings you have.

gliders to jets and pretty much everything in between. Boyd is a 4 time US team pilot, Airshow pilot, former Airline Captain, Skydiver and doer of various other stupid activities, and current Air Attack Pilot for CalFire/DynCorp.

From the committee meeting of 24th January

Gerard Robertson

Membership

The committee regularly encourages members to help recruit new members by introducing their friends to gliding. Why? The club's revenue shows that students contribute over 80% of total income: without them, the club will become the province of private owners with deep pockets, which is not what any of us want.

At the same time, despite having a much more favourable summer than last year, the number of flights is about the same as last year. We're none of us flying enough.

What members can do is twofold:

- fly more this season, to support both finances and the club's esprit de corps. We have our two summer instructors available most week days, so
- even if you're a cross-country pilot - take the opportunity to improve your flying skills by flying with someone else, rather than embedding any bad habits you may have and
- offer to take your friends flying, to get that introduction on a more personal level. Get a Duo rating, if you meet the requirements of 300 hours

and CFI approval, and head south over the Bombays to show them what gliding can achieve.

Treasurer

The Treasurer's role is arguably the most demanding in the club. Keith Macy has done a fantastic job in improving club systems in many facets, from billing to the website. Understandably, Keith would like more time to regain his enjoyment of gliding (bearing in mind that he also instructs). In conjunction with the committee, elements of the Treasurer's role are being spread across other club members, including flight recording / billing and bar management.

This has highlighted the need for someone to take on the role of membership secretary, which has been vacant for a while. It's an important role, but not one which would be foisted on the first person to stick their head above the parapet without training. If you're interested, please send me a note so that we can discuss further. bungeegerard@gmail.com or 021 87 27 16

Member's Ads

LS3A - ZK-GLL: Has been refinished in PU and is in excellent condition. Recent upgrades include LXNav S100 plus remote stick, Trig ADSB, transponder, new front panel, Flarm mouse, new enclosed, galvanized, tilting trailer. Glider fits in the trailer the same as a cobra trailer with the fuselage and wing trolley's similar to an expensive trailer. Comes with tail dolly, wing walker tow-out bar, oxygen bottle and EDS system – EDS never used so cannot vouch

for its functioning. Annual recently completed. A great performing 15m flapped glider. \$45,000. Contact Keith Macy keith.macy@outlook.com

IMI Power Rigger: Remote controlled battery powered one-man rigger for single-seater glider. New. \$3184.00. Contact the Editor as below.