

# AGC Weekly News

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

## Glorious soaring!

Russell Thorne



Lately there has been a flurry of excellent soaring from Drury. Hopefully, this will encourage more members to stretch their wings and possibly declare some Badge Flights. While there have

been too many to be able to highlight them here, including those of today, the picture on the left shows a very recent flight in ZK-GQQ with Hugo Corbille and Georgia Schofield - 603 km at 75 km/h average.

This flight in the Duo Discus XL from Drury was significant for many reasons; the early start at 09h57, being largely a thermal flight in the North Island with low cloud bases, and the length of the flight at eight hours and nine minutes. The return to Drury was at 18h06 hours.

Well done Hugo Corbille and Georgia Schofield!

### Other meritorious achievements include:

John Robertson in Discus 2 GBI, six hours 12 minutes;  
David Moody in SDZ 50 GZD, six hours 6hrs 23 minutes;  
Paul Schofield and Kevin Lippold in Duo Discus GDY six hours 10 minutes.

Amazing what a bit of international competition does.

## Please be aware...

Not all club members will be aware that Anton's grandson Eddie, age four, along with his cousin Sonny, age 6, were tragically drowned in an accident on 29th December at Peria, near Kaitaia.

Anton has advised the following:

*Hayden, Grace, Henry and the family are overwhelmed by the messages of love and support that they have received but have requested that attendance of Eddie's service will be by invitation only. Eddie's service will however be live-streamed and can be accessed at the*

*following link for anyone who wishes to attend virtually.*

<https://q4tcw.safelinkbpm.com/c/OJhWKimzhE69NTey6Sesug>

The decision has therefore been made to call a Practice Day on Saturday 6th in the Auckland Soaring Championships, as a mark of respect, and to hold the contest briefing on Sunday 7th at 10h00 at the clubhouse.

Russell Thorne (for the Organisers).



**GQQ - Lake Taupo coming up**



**Lake Taupo – far from home**





Georgia and Hugo in QQ

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## Club Treasurer needed

Gerard Robertson

After putting in sterling effort with not just the Treasurer's role but also the website, instructing and many other things, Keith Macy would like a well-deserved break.

The Treasurer is a pivotal role for the club, for which full training will be given while the oracle himself (when he's not flying his new

Discus 2) will be available for guidance and support.

If you're interested or want to know more, please send a note to [Treasurer@glidingauckland.co.nz](mailto:Treasurer@glidingauckland.co.nz)

Gerard (President)

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## *Grid helpers urgently sought*

In order for a competition grid-launch to take place in a safe manner in one hour, we need grid helpers for every day that the competition takes place.

If you can spare at least **one day** to assist in this important role, the organisers would appreciate

your help in setting out grid buckets, running ropes and running wings.

Regards,  
Russell (for ASC organisers)

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## ***Airfield water supply***

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Over recent weeks there have been ongoing problems with the water supply to the clubhouse as a result of the pump's thermal protection tripping.

Good work was done last weekend by Seamus Breen, with Dion Manktelow as his navy. Together they have installed additional valves to enable isolation of the parts of the system fed by the pump. In fact, the problem was traced to the pump controller, with the pump being replaced by Seamus.

The three feeds from the pump are to the clubhouse, the taps outside the hangar and the hangars nearer Appleby Road.

The value of the isolation valves was promptly demonstrated when a pipe joint in one of the hangars failed yesterday. The valve to those hangars was quickly closed and a repair has been completed.

Unfortunately, much of this pipework is well past its design life and some thought will be given to how to manage this.

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## ***Soar the Skies Safely: Avoid Heat-Related Hazards***

*Adam Woolley  
Courtesy Wings & Wheels*

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Heat stroke is a severe and potentially life-threatening condition characterised by the body's inability to regulate its internal temperature. It occurs when prolonged exposure to high temperatures overwhelms the body's cooling mechanisms, leading to a dangerous rise in core

temperature. Common symptoms include confusion, rapid heartbeat, nausea, and hot, dry skin. Heat stroke requires immediate attention, as it can result in organ damage or failure if left untreated. It is a critical condition that demands swift intervention, including moving to a cooler

environment, hydration, and, in severe cases, emergency medical assistance.

As you can imagine, we as glider pilots face unique challenges when navigating the skies. One of the often-underestimated risks is heat stroke. Soaring at high altitudes exposes pilots to intense sunlight and temperature variations that can lead to heat-related illnesses. To ensure a safe and enjoyable flight, it's crucial for glider pilots to be aware of the risks and take preventive measures against heat stroke.

### **Pre-Flight Preparations**

**Hydration:** Begin the hydration process well before taking flight, this begins during the week while at work and planning your weekend of soaring. Consume plenty of water (including electrolytes) in the hours leading up to your flight, and avoid beverages with caffeine or alcohol, as they can contribute to dehydration. Personally, I'll have one 50:50 mix of a 600ml bottle of Powerade: water before launch, plus the water I feel I need.

### **Proper Clothing**

Choose lightweight, breathable clothing that covers your skin to protect against direct sunlight. Our typical gliding hat and sunglasses with UV protection are essential accessories to shield your face and eyes from the sun's intense rays too.

As best you can, stay cool and out of the sun pre-launch. Prepare for your flight in the cooler temperatures of the morning.

## **In-Flight Strategies**

### **Cockpit Ventilation**

Ensure proper ventilation within the glider cockpit. Utilize vents to stay cool. Adding a cool wet towel around your neck can help too, as when the breeze flows over it, it'll cool with evaporative advantages.

### **Monitor Body Signals**

Pay attention to your body's signals during flight. If you start feeling excessively hot, dizzy, or fatigued, it's crucial to respond promptly. Start (or keep) drinking more water, tell your airborne

friends your condition and location, and listen to their advice. Find a safe landing spot, call emergency services or someone on the ground to meet you, then go to hospital.

## **Post-Flight Care**

### **Rehydration**

After landing, prioritize rehydration to replenish fluids lost during the flight. Water and electrolyte-rich beverages help restore the body's balance and prevent dehydration. **Cool Down:** If you experience any symptoms of heat stroke post-flight, take immediate steps to cool down. Seek shade, use cold compresses, and avoid vigorous physical activity until your body temperature returns to normal. If it's a severe case, then call emergency services and get yourself to a hospital ASAP.

## **Continuous Awareness**

### **Weather Monitoring**

Stay informed about the weather conditions before and during your flight. High temperatures, combined with low humidity, can increase the risk of heat-related illnesses. Stay flexible with your plans and be prepared to alter your route or landing time if needed.

### **Training and Education**

Glider pilots should undergo training on recognizing, preventing, and responding to heat-related illnesses. Understanding the unique challenges of soaring in various weather conditions is essential for maintaining safety in the air. If you're not a local to the hot area or new to soaring, always ask a local for advice.

### **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



**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 closed, galvanized, tilting trailer. 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 - 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](mailto:keith.macy@outlook.com)

PW5



**ZK-GKF.** Current Annual until Dec 2022. Ready to fly. Approx 800 hours flying. Radio, altimeter, airspeed indicator, electric and mechanical variors. 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 for single-seater glider. New. \$3184.00. Contact the Editor as below.

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