

AGC Weekly News

10-11 February

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

From the CFI



Congratulations to Angelie Madsen for achieving her 50km flight by landing at Patetonga on Tuesday (closer to 60km I understand). Well done. Hopefully a few more fledglings will achieve this before season end.

There were several great flights last Sunday, but Kevin Lippold and Henry Muller did a nice 461kms for 503 OLC points in QQ and Pat did 441kms in his new AS33 for 428 points. Isn't that handicap a bugger.

I've just won a line marking machine on Trademe. We'll soon have a couple of lines marked across the field, 150m apart, for simulated out landing practice. If you can touch down inside the first line and stop before the second, you are going to be safe in most places, as most landable paddocks are about 200m or more. Sounds like a good fun competition might be in the winds.

And now some housekeeping:

Daily time sheets are proving to be a real problem mid-week with a number of pilots not recording their flights on glidingops. It's impossible for the summer instructors to monitor every flight if they are in the air. On this basis, we'll be reintroducing the paper time sheet to be filled in by each pilot.

This way we can check that all flights are entered with the correct pilot. For Tuesdays flying we had to go back through the tracker and then remember who flew what glider. It didn't take too long to sort out, but it gets a bit boring if it has to be done every day.

So, before you go home, make sure your details are entered either on gliding ops or on the paper time sheet. Georg and Kevin have been briefed so will assist as required. We will have to do this until every glider has a tracker and we are able to

differentiate who was flying which club gliders at what time.

To reiterate, this is only for mid-week flying when no duty pilot is on site.

Crossing the driveway:

I feel it is necessary to reiterate that **no glider is to cross the driveway**. In fact, I'm proposing a slight rule change to make this clear.

The currently the rule is:

4.12 Landing procedures.

a. All gliders must vacate the airstrip as soon as possible after landing.

b. "Hangar Landings", where the glider is turned and steered towards the hangar, are prohibited.

Proposed rule:

a. All gliders must vacate the airstrip as soon as possible after landing.

b. XCP/QGP pilots and above may taxi their gliders clear of the runway but under no circumstances are they to cross any part of the driveway with any part of the glider, wing or fuselage.

In closing, let me welcome Jonathan Wardman to the Club. Jonathan has been flying for quite some time and comes from Christchurch. He is a B Cat instructor. We also say welcome to Daniel Friedman. Daniel is aiming to fly gliders as part of his journey towards a CPL.

Anton Lawrence
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Field Selection & Landing Safely X Country

Video submitted by Gerard

A Staffordshire Gliding Club Zoom Talk by Graham Stanford



https://youtu.be/zhAHWgzBP_Q?si=o-lGab8reVdbhREk

Uys Jonker on Manoeuvring Speed

Video submitted by Gerard

Uys Jonker Manoeuvring Speed



<https://youtu.be/dOqzgL-zFMk?si=TxpTUEmRqBQwOAq5>

Congratulation on your 50km, Angelie!





Sean Franke - Wings & Wheels

Photo by Sean Franke

Buffing and waxing annually are recommended for Polly Urethane (PU), and mandatory for gelcoat finishes.

For many of us, sailplanes represent a pretty significant financial commitment. Whether it's a Libelle or a brand-new Ventus, it makes good sense to protect the condition of your machine. With the cost of a refinish exceeding \$30,000 easily, routine buffing and waxing is a great way to take some pride in ownership and maintain your finish. Buffing and waxing annually are recommended for Polly Urethane (PU), and mandatory for gelcoat finishes. Besides a great soaring day, there's never a bad time to polish and wax. If your glider doesn't look like it needs it yet, congratulations, it's the best time to do it!

It's All In the Buff

Buffing removes oxidized material from the surface and essentially burnishes fine scratches closed. Those scratches are would-be crazing

waiting to happen, so polishing is an important step in staving off irreversible damage to your paint-job. There are two main styles of buffers, first, there is an edge style buffer (for gelcoat only!) and then there is a rotary or "pad" style buffer. I recommend a pad-style buffer regardless of the paint system used on your glider. The process is safer, faster, and easy to get professional results. Strata Ultra Cutting Cream is a good buffing compound and is safe for both gelcoat and PU. It's water-soluble, so cleanup is easy. I'd also recommend a wool buffing pad, especially for gelcoat. The wool helps build a little heat on the surface, which is good. Cotton or foam pads are not as effective to this end. If you buffed a section and the surface still feels cool, chances are you didn't do enough. Finally, any wax is better than none, but my favorite is Scotchgard liquid marine wax from 3m.

Editors note: WX Block & Seal is designed for sailplane finishes and is known for its premium

UV inhibitors.

Polish it Off

If you're a beginner to polishing, use caution. Slower buffer speeds and respect for edges are key. If you snatch an edge, you could break a flight control, trailing edge, or even your thumb. To avoid a dangerous snatch, tilt the buffer 10 degrees so that the side rolling off the edge is the only side in contact with the surface (that's the right-hand side for a clockwise rotating buffer, as viewed from above.) Always be aware of electrical cords and baggy clothing. Tempting as those warm sweaters may be when buffing in a cool winter hangar, they are a delicacy to a running buffer. I have been whipped by a headphone cable more than once. That stings more than choosing the wrong start cylinder at a nationals....ahem. Hearing and vision protection is also recommended!

Tips From The Pro

A few pro tips: Spread the compound over a section with the pad while the buffer is not running for less mess. Buff the compound until dry. After buffing, put masking tape over any places you intend to put wing tape before you apply liquid

wax. Your wingtape will stick better, and not buzz during flight. Second, a very thin film of liquid wax is all you need. Most people goop on too much wax. I'll wax the whole topside of a wing with only a pencil-thin ribbon of wax along the spar. Using less wax makes it dry much faster, and it's easier to wax on, wax off.

Don't be intimidated by the process, buffing is easy to do safely with a little caution. Make buffing and waxing a part of your yearly routine, and you'll reap the benefits down the line. Besides extending the life of your finish, it can be a great way to scratch the itch in the middle of winter. Nothing gets me more excited for strong spring thermals than shining up my ASW 20!

Andy Brayer has been flying gliders for 17 years and is currently establishing a career as a professional pilot. He has worked with M&H Soaring in their shop for more years than he can remember. He flies a beautifully restored ASW-20 from Harris Hill, which he co-owns with Bryan Riegal. In 2017 he was the Sports Class National Champion. He also had the honor of painting Dick Butler's famous Concordia. Andy's future aspirations include flying jets, competing nationally alongside his friends, and representing the U.S. at future world championships.

Member's Ads



Mini Nimbus C, ZK-GKS Well cared for by present owner since 1990. Serial number 91, approx 1600 hours TT, no history of damage or repair. Carbon fibre (flapped) wing with 180L water capacity. Up-to-date panel includes Trig TT22 transponder (ADS-B out), LX-NAV Flarm Power Mouse, Flarm LED display, LX-NAV S80 vario-flight computer, Ilec extended length TE probe, panel-mounted Oudie 2, new Winter altimeter, Winter mechanical vario, twin LiFePO batteries with twin chargers on a portable base, new Mountain High Ox system, reliable and clear Dittel FSG40S radio. Well-made tow-out gear, full set of outdoor covers, full set of indoor dust covers, set of spiral tie downs, set of straight tie down stakes, digital water

meter, two light weight wooden rigging trestles. Spare wheel doors, spare Tost wheel hub/ drum brake assembly, spare nylon tail wheel. GQ parachute, Gadringer harness with EASA certificate, Tost belly release reconditioned with new parts by Tost with EASA certificate. Maintained in NZ by Sailplane Services and all documents on file since new. All AD's have been complied with. Imported Karl Pheifer factory-built tunnel-type glass fibre covered trailer (came new with glider) has been kept under cover since 1990, completely rebuilt in 2013 (body off, sand blast chassis, epoxy prime & paint chassis, new axle, brakes & wheels, new marine ply floor. Licenced with current WOF. Excellent tyres, DataDot identification, LED lights, spare wheel & hydraulic jack. \$45 500.00. Peter Wooley 021 170 2009; wooleypeter@gmail.com

IMI Power Rigger: Remote controlled battery powered one-man rigger for single-seater glider. New. \$3100.00. Peter Wooley 021 170 2009; wooleypeter@gmail.com

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