

AGC Weekly News

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

From the CFI



Nationals

Congratulations to David Moody for taking 2nd Place in the Racing Class at the Nationals and John Robertson for placing 3rd. Two in the top three is a good result for Auckland pilots. But of course, 1st prize went to Mark Wilson of Wellington - he is hard to beat. Well done!

Douglas Road

This Saturday the weather is looking like strong SW winds with some rain chucked in. Flying at Drury would be below average, but Douglas Road may be very good.

On this basis we are proposing to shift operations on Saturday from Drury to Douglas Road. The intention is to take both Duo's out and any private singles that may wish to go. Club singles could also go if the pilots meet the requirements set out in the Douglas Road section in the "How We Do Things" manual. This is available in the members section of the website and that goes for all pilots. You must be winch rated and have a belly hook. The tow plane will not be landing at Douglas Road.

There may be the possibility of being aerotowed out to site but it would also be advisable to have the trailers towed out too, as getting back at low altitude is marginal. I guess Hugo would have a try if he was here.

Getting to Douglas Road would be a good

opportunity to do a XC tow, which used to be part of the training syllabus. It would be a good thing to practice in case you ever land at Mercer or beyond and want to take the easy way home.

Our summer instructors Georg and Kevin will be given the first two flights to familiarise them with the site. After that, seats will be allocated to those who booked.

We won't be doing trial flights.

Anyone wishing to fly from Douglas Road is to make a booking on the website and write "Douglas Rd" as an intention. This is open to student pilots as well but there may need to be some rationing if the demand is high. First in, first served type of thing. You will get a cancellation email early on Saturday if its off.

We will meet at the club by 09h00 Saturday and have a quick briefing before departure. This will be easier than trying to do it in the wind on site.

If you've never flown this site before it is well worth the effort - the scenery is amazing and the flying fun as hell. Any questions or issues booking please contact myself at cfi@glidingauckland.co.nz

Anton Lawrence
CFI Auckland Gliding Club
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Pics from Jonathan's Coromandel trip

An amazing flight recently by Jonathan Cross, from Drury and back via the very northern tip of the Coromandel Peninsula. Well done Jonathan!



Great Barrier



Matarangi Whangapoua heading north



Little Barrier – spot the airfield



Matarangi Whangapoua heading south



New Chums Beach, Matarangi Whangapoua



Whitianga

Truly the “soaring season” for North Island

So many of our members have achieved tremendous flights lately – there are just too many to name and show here. Scroll through the OLC for January and see for yourself – there has been a lot of superb soaring going on.



A newcomer to gliding, Georgia Schofield does a credible 303km on 12 January. Well done Georgia!



Another relative newcomer to gliding (OK, a returning pilot), Frank Excell, flew this 435km course on 26 January. Congratulations Frank!



Photo by Herbert Franke of Sean Franke

A good glider trailer can make all the difference for enthusiasts and professionals alike, offering a range of benefits that enhance the overall gliding experience. From ease of transportation to ensuring the safety of your precious glider, investing in a quality trailer is a decision that pays off in the long run. Additionally, buying a second-hand trailer can be a cost-effective choice, but it requires careful consideration to ensure you're getting a reliable and safe option.

Benefits of a Good Glider Trailer

Safe and Secure Transportation:

A well-designed glider trailer ensures the safe transportation of your glider from one location to another. The secure attachment and sturdy construction minimise the risk of damage during transit, protecting your investment and maintaining the glider's structural integrity. In the unfortunate event of a road accident, a secure trailer will likely survive the crash and your glider will live to fly another day!

Convenience and Efficiency:

A good glider trailer is designed for efficiency and ease of use. Features such as streamlined loading and unloading mechanisms, user-friendly tie-down systems, and well-placed access points can significantly reduce the time and effort required for transportation. Not only this but having a trailer that is convenient and efficient, means that it isn't a hassle to rig and de-rig. For example, if a storm is coming, because it's easy to de-rig, you're more likely to put your glider away, or visa versa, more likely to go soaring!

Customization and Compatibility

Quality glider trailers often come with adjustable components and features that allow for customisation. This ensures that the trailer can accommodate various glider sizes and types, providing flexibility for enthusiasts with different models or those who may upgrade their gliders in the future. This isn't usually so important, but it's a consideration if you're buying for a club!

Durability and Longevity:

Investing in a durable glider trailer pays off in the long run. High-quality materials and construction techniques ensure the trailer's longevity, reducing the need for frequent repairs or replacements. This not only saves money in the long term but also provides peace of mind during each gliding adventure. It goes without saying, that if you can't make it to the event itself, what's the point? Spend the money, to ensure the holidays are spent gliding, not repairing or worrying.

Fuel Efficiency:

Streamlined design and lightweight materials in quality glider trailers contribute to improved fuel efficiency during transportation. This not only reduces the environmental impact but also helps minimise the cost of fuel, making your gliding pursuits more economical. Clearly, Cobra or Comet trailers are the best on the market for this.

Tips for Buying a Second-Hand Glider Trailer

Inspect the Structural Integrity:

Thoroughly inspect the trailer's frame, chassis, and other structural components for signs of wear, rust, or damage. A sound structure is crucial for safe transportation.

Check for Proper Maintenance:

Inquire about the maintenance history of the trailer. Regular maintenance, including checks on axles, brakes, and lights, is indicative of a well-cared-for trailer, equaling more gliding because of less worry!

Examine Towing Mechanisms:

Ensure that the trailer's towing mechanisms, including the hitch and brakes, are in good working condition. A secure towing connection is essential for safe transportation. I would suggest getting a roadworthy inspection carried out by a professional.

Evaluate Customisation Options:

Confirm if the trailer allows for customisation to accommodate different glider sizes. This flexibility ensures the trailer can meet your current and future gliding needs.

Investing in a quality glider trailer is an investment in the overall gliding experience, providing safety, convenience, and longevity. When opting for a second-hand trailer, a careful inspection of its structural integrity, maintenance history, towing mechanisms & customisation options is crucial. By considering these factors, enthusiasts can confidently soar into new gliding adventures, knowing their glider is in safe and reliable hands during transportation.

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.

Clerical work

Gerard Robertson

As advised last week, various of the Treasurer's functions are being spread across other members.

The club is planning to pay someone to do the task of checking and loading flying hours. This takes less than two hours per week.

If anyone in the club is interested in doing this, please contact me (bungeegerard@gmail.com).

The committee is also considering making it each pilot's responsibility to ensure that flight details are correctly loaded into Gliding Ops. More on this later.



A cluster of PW5's at Drury

Outlanding at the Gliding Club today

A promotional video for a Scania truck just modified across at the Engineering company on Appleby Road.

Regards,
Russell



Update from the NZ Met Service

February 2024 Outlook – The return of the Northland ridge and long-promised westerlies

As kids across NZ head back to school, it looks like the weather maps have been studying hard over the summer break with a textbook El Nino month on the cards this February. After El Nino impacts stuttered a bit through the first couple months of summer an enhanced westerly regime, with high pressure ridging persistent across northern NZ and regular fronts washing through south of the high (this is a classic signal during an El Nino summer), is likely to dominate over the next month. The high might win out across South Island at times too, but not as much as we have seen through early summer, and a more unsettled, windier outlook is favoured for the SW corner of New Zealand than over recent months.

Near to above normal rainfall is expected for the west and south of the South Island, with the strongest signal for wetter conditions in Fiordland. Fronts should occasionally intrude into the dominant high pressure over the North Island, but any moisture these bring to western areas will likely be rapidly sucked out of the ground by persistent windy days. Eastern and northern areas are expected to be drier than normal, especially during the first half of the month.

A cool start to the month, but temperatures should rebound around Waitangi Day. The second half of the month should see regular fluctuations with plenty of warm days still, but interspersed with cooler outbreaks, before an overall downwards trend towards the tail end of summer.

Happy boys with new toys



Andy Campbell with his ASG29e



Pat Driessen with his AS33Es

Member's Ads

The gliders have all been sold.

rigger for single-seater glider. New. \$3184.00. Contact the Editor as below.

IMI Power Rigger: Remote controlled battery powered one-man