

AGC Weekly News

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

From the CFI



I did think I would get a week in without needing a safety message this week. However, Airways have made contact regarding an airspace incursion on Sunday. Its possible they are mistaken due to the proximity to the 3500/4500 border.

But on checking the trackers it does seem there were some incursions elsewhere. Please be very vigilant when flying close to airspace, especially in the area of Drury, as we have all seen how low the jets fly directly overhead.

The best way to avoid this is to stay 200' to 300' below the vertical boundary so the last turn or strong lift won't take into controlled airspace.

This is a very serious matter, we don't want to jeopardise access to airspace on request, special competition airspace or airspace boundary change requests.

Today (Wednesday) we say farewell to Georg and Kevin on Sunday. Their contribution to the club flying and hanger maintenance has been invaluable, with over 180 hours of flying between them. We welcome them back should they wish to return.

Anton Lawrence
CFI Auckland Gliding Club
 021 280 188

The Matamata Grand Prix

Anton Lawrence

This article follows on from my earlier report of the first days flying in the Grand Prix.



Climbing over the Cambridge Hills hot spot

The second day flying was on Friday the 8th, the task as follows:

ADV Wardville	3.78 km	245.9°	Line 5.00 km (Radius 2.50 km), Max.alt. is 1.07 km
OKOR Okoroire	25.62 km	175.2°	Cylinder R=10.50 km
HIKU Hikutaia	77.13 km	350.1°	Cylinder R=0.50 km
WATO Waitoa	36.32 km	182.6°	Cylinder R=0.50 km
TEPO Te Poi	35.74 km	149.4°	Cylinder R=0.50 km
NZMA Matamata AF	12.53 km	328.9°	Cylinder R=5.00 km

I was about one minute late over the start line but quickly made to the front with the benefit of a smaller handicap, which meant I didn't have to go as far into the first circle, and full ballast tanks. Unfortunately, the lead was short lived as I got stuck half way up the Paeroa bowl and did about seven passes before I was able to move on after

dumping the water. Most gliders were above me now, but a good climb got me back to third where I remained for the rest of the flight. The winner this day was Steve Care, closely followed by Trace Austin. Unfortunately for Trace he was penalised for missing the task distance by 2km, dropping him to third and bumping me to second.

Task 5 but only the third day's flying was:

WADV Wardville	3.78 km	245.9°	Line 5.00 km (Radius 2.50 km)
OTWA Otway	30.09 km	329.6°	Cylinder R=12.00 km
KAKU Kakahu AS	56.28 km	152.5°	Cylinder R=0.50 km
KERE Kerepehi	77.98 km	335.3°	Cylinder R=0.50 km
GORD Gordon	52.33 km	149.8°	Cylinder R=0.50 km
NZMA Matamata AF	3.91 km	247.9°	Cylinder R=5.00 km

This was a full-on ridge run with four beats up and down the ridge with one push out to Kerepehi.

I was only 13 seconds late for the start this time and was a little higher, so was able to take the lead which was made larger by the shorter distance needed to fly. Steve pushed hard and almost caught up going around Te Aroha for the second time, but he was 800 feet lower, which proved to be the deciding factor. By the time we had gone around Kerepehi and back I had a 2000' advantage which put me on final glide along the ridge. I took care to stay high so there was no need to gain any further height for the push out to Matamata.

The win for the day put me in second place overall with Steve in first. David Moody was sitting in third place.

Day 4 and Task 6 was going to be the decider. Unfortunately, the inversion never raised above 2000' so the Task 5 results became the final result.

Food was once again put on by Marion Moody, so we all ate well for the week, some of us too well. But it helped with the ridge running.

The Grand Prix is great fun for the end of the season and many thanks should go to David Dennison and the Piako club for putting on a great event in spite of the weather. The good days were very good!

Final result for Class be 15m gliders.

1	VC	Steven Care	PKO	ASW 20
2	OZ	Anton Lawrence	AKL	DG 300
3	ZD	David Moody	AKL	SZD-55-1 Nexus
4	SA	Ross Perry	TRK	DG 200
5	LL	Derek Shipley	PKO	LS 3
6	XP	Iggy Wood	PKO	Discus b WL
6	YT	Peter Cook	TPO	Discus a WL
8	NM	Trace Austin	TPO	Discus a WL

Class A Open Class was won every day by Brett Hunter who took overall honours again, followed by David Johnson.

Final results for Class A Open Class gliders.

1	XB	Brett Hunter	PKO	JS3 18m
2	VM	David Johnson	PKO	Discus 2cT 18m
3	XM	Steve Foreman	AAV	Discus 2cT 18m
4	BG	Tony Van Dyk	WLG	LS 8
4	YL	Bob Gray	PKO	Duo Discus WL
6	CW	Sarel Venter	PKO	ASG 29 E 18m
7	BE	Neil Raymond	PKO	Ventus 3F 18m
8	CK	Neil Harker	TPO	Ventus 2cT 18m
8	SW	Gerard Robertson	AKL	Ventus cT 17.6m



Racing past the Waterfall



Photo by Sean Franke

Gliding is a thrilling sport, we all know it, it's a sport that allows pilots to navigate the skies using only the natural forces of Mother Nature. However, like any aviation activity, gliding comes with inherent risks. To mitigate these risks and ensure the safety of pilots, passengers & ground crew, the principles of Crew Resource Management (CRM) can be effectively applied.

CRM originated in the aviation industry and is defined as the effective use of all available resources—human, equipment, and information—combined together to achieve safe and efficient flight operations. While traditionally associated with commercial aviation, CRM principles are equally applicable to gliding, albeit on a smaller scale.

Communication

One of the core principles of CRM is communication. In the context of gliding, effective communication between pilots, crew members, and ground support personnel is paramount. Clear and concise communication ensures that everyone involved in the operation is aware of the current situation, potential hazards, and any changes to the flight path or operations. This helps prevent misunderstandings and reduces the likelihood of errors that could compromise safety. Often in my own professional cockpit, I always speak ahead with what I'm thinking, it allows the

others to know what I'm thinking, to allow them to either accept it or provide any right of reply of concerns, or better suggestions for a safer & more efficient operation.

Situational Awareness

Another key aspect of CRM is situational awareness. In gliding, pilots must constantly monitor their surroundings, weather conditions, and aircraft performance to make informed decisions. By maintaining a high level of situational awareness, pilots can anticipate potential risks and take proactive measures to mitigate them. This may involve adjusting the flight path in general to avoid something, changing runways early rather than persisting with the light cross-tailwind operations, communicating with other traffic for efficient separation, or simply speaking up to stop someone from damaging their glider during tow out due to inappropriate fitting of ground handling gear, etc.

Teamwork & Collaboration

CRM also emphasizes the importance of teamwork and collaboration. In gliding, pilots often fly in tandem with a co-pilot or rely on ground support personnel to provide assistance during takeoff, landing, and cross-country flight. By working together as a cohesive team, individuals can leverage their collective expertise and

experience to address challenges more effectively and ensure the safety of everyone on board or involved.

Learning & Improvement Culture

Furthermore, CRM encourages a culture of continuous learning and improvement. Gliding clubs and organisations should provide comprehensive training programs that cover not only flying techniques but also CRM principles and best practices. Pilots and crew members should regularly participate in simulation exercises and debriefing sessions to review their performance, identify areas for improvement, and implement corrective measures as needed. This is often what separates a professional pilot from a private pilot, the professional pilot will talk to one another about experiences, good or bad, to enhance their knowledge, experience & abilities for future use. We can all learn from each other, no matter the experience levels!

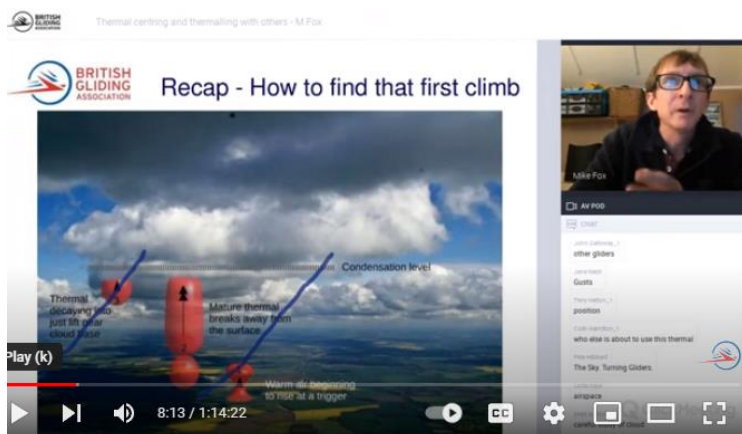
By integrating CRM principles into gliding operations, clubs, and organisations can enhance safety standards and reduce the likelihood of

accidents or incidents. Effective communication, situational awareness, teamwork, and a commitment to continuous improvement are all essential components of a robust CRM framework that can help ensure enjoyable and accident-free gliding experiences for all of us around the world.

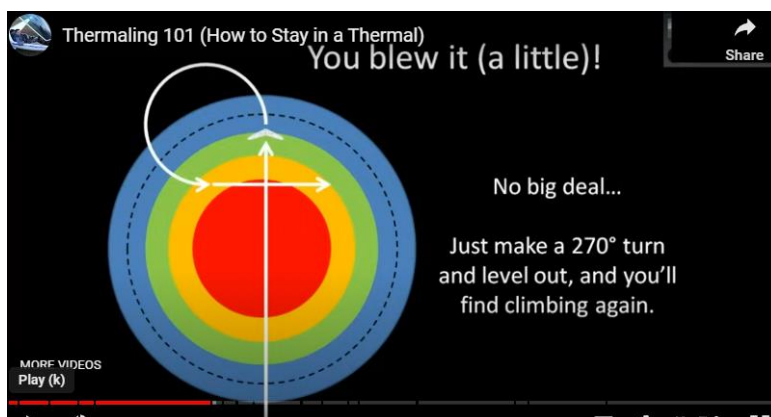
To put it simply, Crew Resource Management can be used very effectively to enhance safety standards and promote a culture of excellence among pilots and crew members. With CRM as a guiding principle, we as gliding enthusiasts can continue to enjoy the thrill of soaring through the skies while minimising risks and maximising safety.

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.

Videos on thermalling from Gerard



<https://youtu.be/8NnHihDjK4?si=J9jBOz5fJS11mHm2>



<https://youtu.be/16sOqebZhkI?si=tnrGDJR6a0Ng2B5c>

Member's Ads

H36 Dimona ZK-GPH for sale or syndication.

Julian Elder is interested in either creating a syndicate or selling his Dimona GPH. It recently has had significant restorative work carried out. For any technical stuff contact Ian Williams (021980194 ian@agcon.co.nz) or sales information contact Julian (0276924114 julian@elder.net.nz)

TTSN 1550.00 hrs Engine TTSMOH 450hrs.

- Wings fold and includes a factory derig kit (can fit in a 40 foot container with tailplane removed)
- Annual inspection, ARA and avionics inspection, propellor 6 year inspection, ADSB out installed, 6 year rudder cable replacement and 12 year harness replacement all completed.
- Stall speed 38 Kts. Best L/D 27:1 @ 51 kts Cruise around 90Kts @ 13 L per hr Very comfortable cross country machine and great visibility.
- Very stable at low speeds and performs real well as a glider. Thermals easily with classic response.

Good stash of spares for both airframe and engine available



This edition of the newsletter was compiled by Peter Wooley – wooleypeter@gmail.com – 021 170 2009