

# AGC Weekly News

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

*From the CFI*



## Main Gate

The last person to leave the club needs to ensure the gate is shut and locked. The damage that could be done to the new drive, glider trailers and gliders in unlocked hangers can't be overstated. ***If in doubt lock the gate, please.***

## Easter Weekend

The club will be open Good Friday, Saturday, Sunday and Easter Monday. Make your bookings now. Trial flights only on the Saturday and Sunday. At this stage the long range forecast is not looking too bad, so make the most of season while it lasts.

Further to the importance of avoiding an "Unauthorised Airspace Incursion" Russell has provided a small article with the approach chart highlighted for clarity.

Since my mention of this last week, we've had a further incursion. The pilot owned it instantly, but we do need to try harder.

I believe part of the problem may be a poor scanning technique. One should be scanning in all directions in 20 degree segments up and down and over the nose of the glider, then back to the ASI, Altimeter and Vario, then back outside. Do not focus on the vario at the expense of the other instruments or looking outside. Ninety five percent of the time you should have your eyes looking OUTSIDE the glider - then scan the three main instruments. **Most importantly, know the vertical and horizontal airspace limits.**

*Anton Lawrence*  
CFI Auckland Gliding Club  
021 280 188

## Drury Controlled Airspace Limits

*Russell Thorne*

All Drury glider pilots are aware of the frequent observations of airline aircraft descending directly over Drury on initial approach into Auckland International Airport. There is minimal vertical separation at this position between gliders and aircraft, so any violation at this position is likely to attract adverse public attention.

The attached Auckland arrival chart illustrates the descending segment highlighted in red between points ZORBA and SABAV (brown) from 6000ft to 4000ft, so it is likely that the aircraft will be around 4500ft when passing over the Drury winch danger area D235 (in purple, over our airfield). The Auckland runway destination is noted by the blue arrow.

While flying with pilots approaching the 3500ft limit over Drury, I have had to prompt pilots many times about the need to stop climbing, suggesting

a poor awareness or understanding of the crucial levelling off action required.

### Hunua General Aviation Area (3500-4500ft)

Some explanation of the conditions of use of this airspace designation is helpful, as some pilots need to understand when it can be opened and when it is likely to be denied.

Any request to open the GAA must be directed to ATC via phone, as explained in our HWDT manual. The conditions for opening are governed by which Runway is in use at Auckland.

If Rwy 05 is in use, then any request will be denied.

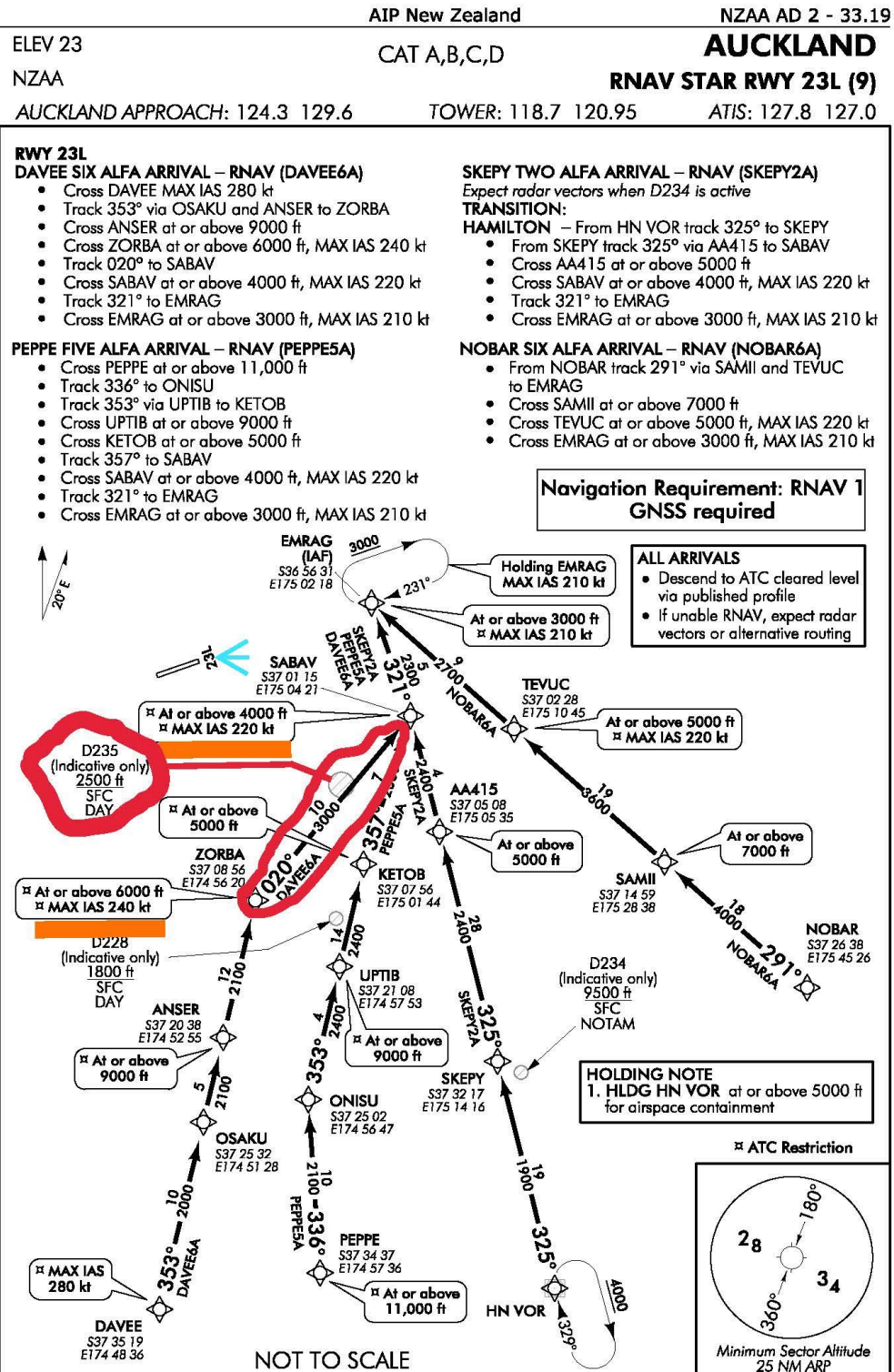
If Rwy 23 is in use and the cloud base is above 3500ft, then ATC may approve the use of the Hunua GAA.

The Duty Pilot will leave a contact name and number and advise ATC when the Hunua GAA is no longer required for gliding. Or else a nominated time limit will automatically close the GAA.

If the runway at Auckland changes from Rwy 23 to Rwy 05 during the day, then the Duty Pilot will be advised by phone and all gliders will be

required to descend below 3500ft within 15 minutes and report back to ATC when this has been completed.

All glider pilots need to be aware when the Hunua GAA is open or closed on any club flying day by Duty Pilot VHF radio transmission on 134.45 or Instructor briefing.



**Effective: 20 APR 23**

© Civil Aviation Authority

**AUCKLAND**  
**RNAV STAR RWY 23L (9)**



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## Hey Anton!

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### DG300 versus ASW 20 – The Ultimate Showdown



<https://youtu.be/YPWVAR2onLY?si=kEFMJHi9ktzEgDfO>

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### The Simple Secret to Planning a Cross-Country Glider Flight

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From Gerard



[https://youtu.be/\\_TFKszJCHqI?si=y8TFshJVL0D01Nki](https://youtu.be/_TFKszJCHqI?si=y8TFshJVL0D01Nki)



The various gliding generations – photo James Butterworth





**Handing it on and carrying it forward – the future of gliding  
Photos by James Butterworth**

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## Murray's Triangle Course

Mike Alexander

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Great day on Wednesday 20th, booked to do a dual cross country in the hope the day would be a low patronage, but the world had different ideas. Rostered Instructor sick, Russell covering both instruction and tow pilot duties; started to think someone up there had this day in for me.

Last minute call, arranged a flight with Murry to do a cross country, being a good sort, he obliged, it was decided that the weather could be conducive to a Coromandel excursion.

After sorting out the glider, we were off into the great blue. Oddly enough, we had discussed pulling off at 1500' to see if we couldn't get away, as that might be an indicator of how the day would pan out. We found nothing, at 900' I was looking back to the airfield but Murry, like a true Guru, hooked into the lightest of thermals and we were off.

Chasing the slightest of cloud remnants, we pushed on to old Hotel Du Vin area - at this point the sky turned blue and into the great blue we went, finding lift here and there made it to about Mangatarata area. Good sense prevailed - we decided to err on the side of safety and head back as it looked like the Seabreeze was working the Hauraki plans.

Overhead Drury, decision made we will attempt Murry's 100km Triangle course - why not?

First turn Rosehill College pool easy to identify, lift was popping all the way to Pokeno and after that just great fun chasing small clouds down at 80kns only to arrive as they completely disappeared. Lift was available - just had to think where and grab the opportunities as they presented.

There are some things to bear in mind with this course - turn points are close to airspace changes so attention must be taken to approach and exit points accurately as 4500' is better than 2500'.

Second turn point completed we pushed on into big blue with pinprick size clouds to the next turn point. Murry pointed out the high point in the distance, what looked like a tree clad hill as the next turn point. On arrival to my surprise there was an ag strip there; I asked if that was the turn point and in good humour Murry replied "no it's a tree just a little further on" I was still looking at a forest.

Final turn home we flew into a small convergence, day was just getting better straight run home with lift everywhere especially where we couldn't find lift when we started the day three hours 55min earlier.

The most reassuring aspect of the triangle course Murry has developed are the number of airstrips easily identifiable and the knowledge that Mercer is within gliding range.

Murry had a very good way of sorting out all the silly little flying habits I have been nurturing, sorting out centring in thermal, turning height into energy when exiting thermal just too many to list and very much appreciated. So for anyone who is looking to do a great distance course, we have one on our doorstep that is very enjoyable.

Talk with Murry and give it ago, I'm still buzzing can't wait to do it solo.

Happy flying.  
Mike Alexander

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## Video – Hans Werner Grosse

From Gerard

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[https://youtu.be/FW99dNFBhw8?si=mENFRuSBPXUh\\_HXb](https://youtu.be/FW99dNFBhw8?si=mENFRuSBPXUh_HXb)





Photo by Daniel L Johnson

Editors Note: Even when taking precautions tow out gear accidents happen. A report from this accident pictured above. " I heard a metallic sound and saw a wing lift in the rearview mirror, so stopped the pickup. Immediately its left-wing smashed against the tailgate while the tail went swiftly past the driver-side window and slammed into the front fender. Putting this together analytically, a powerful whirlwind (dust devil, if there had been dust) had pounced. The tail dolly had been split at the hinges, releasing the glider to be driven forward."

### **Tow Out Gear Accidents**

I should start with a disclaimer. I run Yankee Composites a repair station, specializing in composite sailplanes. I also am the US Representative for Schempp-Hirth. The disclaimer is if you don't follow this advice I can help you purchase your new glider or help you fix your broken one.

### **SLOW THE F&K DOWN**

If you can't walk along the side of your car while towing, you are going too fast. If your windows are up with the radio on, you probably are not paying attention to what is going on outside.

Tow out gear is very convenient you do not have to walk your wing like it is 1960. It is also great job security for me. I have yet to be at a contest where something was not damaged by the tow out gear. This damage not limited to, split elevators, split rudders, removed rudders, aileron damage, runway lights plucked from the ground, corporate jets grounded, hangers scratched (the winglet suffered worse), broken rear windows.

### **Treat it like you mean it**

Your 40 yr old glider that you inspect every year, you keep in a hanger and never leave it outside, is well taken care of. I have written in the past about neglecting your trailer. But I have never mentioned the tow out gear you leave out in the rain and sun when you fly, toss into the back of the car when not using, drop in the ground when

you remove from the glider, you know those three pieces you do not treat as well as your glider.

You somehow imagine that those Home Depot latches and hinges riveted through a few layers of glass are going to perform miracles and stay together all these years? When a hinge is held in by 3 rivets and 2 are clearly loose, you are playing on borrowed time. You are towing your \$260,000 glider hoping that 6 rivets don't snatch right out.

Pay attention to where you are going. Drive with windows down, paying attention in the mirrors, remember your car might be 2 meters wide, but the glider behind you is 15 meters. Even after the driver asked me "Are we clear?" I looked out the window and said "Yes", we still hit a post. I still have nightmares of that fateful drive. (editors note: I still have the FAI SGP flag from that post you hit as a souvenir.)

The land speed record was an ASG29 in Finland full of water approaching 30mph. The entire grid watched in anticipation. It was uneventful this time but would have been epic.

## WIND

There is nothing sexier than the Concordia towing out to the grid with its 2 wing wheels. Those of us that don't want two wing wheels many times hang a gallon of water or a parachute on the tip to help keep the weight on that wing wheel.

There is a lot of surface area. One taxiway you might have a crosswind from the left holding the wing wheel on the ground the next might be trying to lift it up. This is bad. Now the glider is leaning over and dragging on that wing. Putting a lot of side load on the tail dolly and those 6 rivets.

## Brakes

Slamming on the brakes puts all that side load and now all the rolling mass and moves it forward. Something might give, and the glider tail goes crashing into the car. Composite gliders are strong but they are not built for impacts on the control surface backwards...

As you see the wing rotating slow down you can stop before it hits the ground. This should be easy because you are only going at a walking pace.

Thanks for your time, everyone! Your new tow out gear is available from Wings and Wheels, and your expensive repair (Closely followed by new tow out gear) is available from Yankee Composites!.

Garret Willat holds a flight instructor rating with over 8000 hours in sailplanes. His parents have owned Sky Sailing Inc. since 1979. He started instructing the day after his 18th birthday. Since then, Garret has represented the US Junior team in 2003 and 2005. He graduated from Embry-Riddle with a bachelor's degree in Professional Aeronautics. Garret represented the US Open Class team in 2008 and 2010 and the Club Class team in 2014. Garret has won 3 US National Championships.

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## Member's Ads

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**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](mailto:ian@agcon.co.nz) or sales information contact Julian 0276924114 [julian@elder.net.nz](mailto:julian@elder.net.nz)

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