

AGC Weekly News

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

From the CFI



The annual prize giving, and dinner will be on the evening of the 29th June, put this in your diary.

Ross and I were finally able to get the firmware and flarm update onto the LX8000 in QQ.

For the nerds amongst us, this involved partitioning a 32GB SD card with a 4GB partition leaving the rest unallocated.

Formatting it to FAT16 on the 8000 then transferring the update files from the PC onto the card, reinstalling in the 8000,

Going to the password page in the 8000, putting in the appropriate password to initiate the

upgrade then putting in the update code which allowed the magic to happen.

Winter Lecture Series

The first winter lecture starts at 10am on the 1st June; this will be **Law**, presented by Gerard.

The second lecture will be **Nav** by zoom on the evening of the 5th, followed by the practical on the morning of the 8th. Roy will take these.

We'll send out a zoom notification in due course.

Anton Lawrence
CFI Auckland Gliding Club
021 280 188



Gerard and summer Instructor Georg in QQ approaching the Firth of Thames

Auckland Gliding Club

Prize Giving Evening

Sat 29th June '24

All members, partners, and friends are invited to attend our yearly Prize Giving Evening at our clubhouse on Sat 29th June at approximately 6pm.



As normal we need numbers to ensure this a successful event!

Please send a confirmation email to either

rsgaddes@gmail.com – Ross

anton@scorpionprojects.co.nz - Anton

with your name and the number attending.

Hypoxia

By Garret Willat
Courtesy Wings & Wheels

Many organizations recommend or require supplemental oxygen above 10,000ft.



Photo by Sean Franke

At the 2002 15-meter Nationals in Tonopah, Nevada, Dr. Philippe was using his new pulse oximeter to test pilots' oxygen saturation while on the grid before takeoff. I remember his comments that many were so low he would not have let them out of his office.

§ 91.211 Supplemental oxygen.

(a) General. No person may operate a civil aircraft of U.S. registry—

(1) At cabin pressure altitudes above 12,500 feet (MSL) up to and including 14,000 feet (MSL) unless the required minimum flight crew is provided with and uses supplemental oxygen for that part of the flight at those altitudes that is of more than 30 minutes duration;

(2) At cabin pressure altitudes above 14,000 feet

(MSL) unless the required minimum flight crew is provided with and uses supplemental oxygen during the entire flight time at those altitudes; and

(3) At cabin pressure altitudes above 15,000 feet (MSL) unless each occupant of the aircraft is provided with supplemental oxygen.

We were all tested on our knowledge of FAR 91.211, which effectively states that from 12,500ft to 14,000ft, we have 30 minutes without required oxygen, and above 14,000ft, we must use supplemental oxygen. However, is that regulation best for your personal minimums?

Many organizations recommend or require supplemental oxygen above 10,000ft. I believe oxygen is cheaper than brain power; therefore, I set my Mountain High EDS to start at 10,000ft

and leave it all day with no adjustments.

The FAA Glider Flying Handbook doesn't mention hypoxia very well, but it does bring up a good point to consider: "At 18,000 feet, air density is only one-half that at sea level. The purpose of breathing is to supply oxygen to the blood and remove carbon dioxide. In each breath at 18,000 feet, the pilot breathes in only half as much oxygen as at sea level. This is not enough to deliver an adequate supply of oxygen to the blood, and the situation worsens as altitude increases."

One of my favorite symptoms of hypoxia is 'Euphoria,' which describes half of my flight... My pre-takeoff oxygen checklist to help avoid hypoxia symptoms:

**Pressure
Regulator
Indicator
Connections
Emergency Plan**

Here is a quick story of why I always remember the above checklist.

A pilot who will remain nameless was cruising in the wave when realizing he hadn't turned on the oxygen. This pilot, who we will only mention, was flying a Nimbus 2 at the time. He undid his belt, turned around in the seat, reached back, and turned on the oxygen, which many of you know is difficult on the ground, let alone at some unmentionable altitude. Perhaps not a choice he would have made if not already hypoxic. Luckily, he did not get stuck facing the wrong direction and returned to admit this tale.

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.

Notes from the Committee Meeting

Gerard Robertson, Club President

We held a committee meeting by Zoom last night; here are a few takeaways for your interest.

I must start by saying that the club is fortunate to have the people who form the committee (I exclude myself from that, as I've been off-colour this year and not doing much). They are all keen to get stuff done to facilitate the club's operation so that we can all enjoy flying. As some are also instructors, they're being very generous with their time.

The committee will need a replacement Treasurer come the time of the AGM, as James Butterworth has a busy practice to run. Please give some thought to this: at present, the demands of the role have been divided up between James, Simone and Roy, which seems to be working well. Please have a chat with James (before he goes away on 29th May or after he's back later in June) if you think that you can contribute.

Security of the club grounds and facilities is getting attention; as the population of the area swells, there are a few unwelcome visitors who've been seen loitering. The plan is to fix the fence lines in several locations and to consider installing a sliding gate at the entrance. Along with this, a camera pole will be erected to monitor the

driveway and clubhouse areas.

The old Nissan winch vehicle will be disposed of, freeing up space for the club car to go under shelter.

The installation of ADSB in QQ has been approved, while the S100 will be installed in AK over winter. The insurance payment for the parachute which was charred by contact with the light at the base of the wardrobe has come through, so a replacement will be ordered. Parachutes cost north of \$5,000, so please handle them with the care they deserve. If anyone has a spare wardrobe similar to that presently used for parachute storage, please let me know and we'll add another storage.

Ross Gaddes is in the early stages of planning another Duo trip to the South Island, flying at both Omarama and Springfield, with the glider being back by mid-December. Previous trips sound like they were fun, so if you're interested, please talk to Ross.

The MSC cross-country course will run again this year and will be supported by the club (& hopefully members who are ready for the next stage of their flying). You can do the course more

than once: I did it twice, but about 12 years apart. Another course likely to be supported is the Youth Glide camp at Matamata, held from Monday 16th to Friday 20th December, so without any disruption to club flying. The club is yet to have any request for the ATC camp.

The committee is considering the budget for the

year ahead; more detail will be provided in future newsletters.

Finally, it's great to note that - unlike last year - flying has continued through May. Once the field is too wet, day trips to Matamata for ridge bashing will be arranged for days with a suitable wind.

Repair of caravan windscreen

This breakage was due to a freak accident, having been shattered by a stone thrown up by the ride-on mower *from the inside of the caravan*.

As always with club property, these things don't repair themselves – thank you to Anton for arranging this to be done.

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