

AGC Weekly News

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

Hiding In "Plane" Sight - PUKS Pukekawa Air Strip

Murray Wardell

Do you want ONIONS with that land-out?

"Why didn't you land on the airfield on the other side of the fence, instead of the onion paddock?", said the farmer to the pilot when I went on an out-landing retrieve. "Because the pilot wants to have a hang-over smell of smashed onions through the undercarriage gear for the rest of the season", I thought!

Landing next to an unrecognised airstrip is easy enough to do, but you can minimise this occurrence with a bit of thought and preparation. Have you ever found a place to land, been distracted and then been unable to quickly locate it again? It happened to me one day when cloud cover come over and the ground definition completely changed. I eventually relocated the paddock again, but not without some unnecessary stress created by myself. Sound familiar?

Whenever I have a situation like this, I use the experience to learn. I make myself a better pilot by creating a strategy to avoid the situation again. Now when I find a land-out place I mark it with a geographical reference - I say aloud to myself something like, "My land-out paddock is 5 paddocks west of the corner of that forest block". Once I have established a geographical reference for a land-out place, I can locate it quickly EVERY TIME in a few seconds regardless of what the visibility is.

Now let's apply this technique to reliably locate PUKS Pukekawa Air Strip 7 Km north of Orton Corner. If you are flying down the west side of Hamilton airspace, then you'll be flying past this airstrip. It's a privately owned strip with a hangar at the northern end.

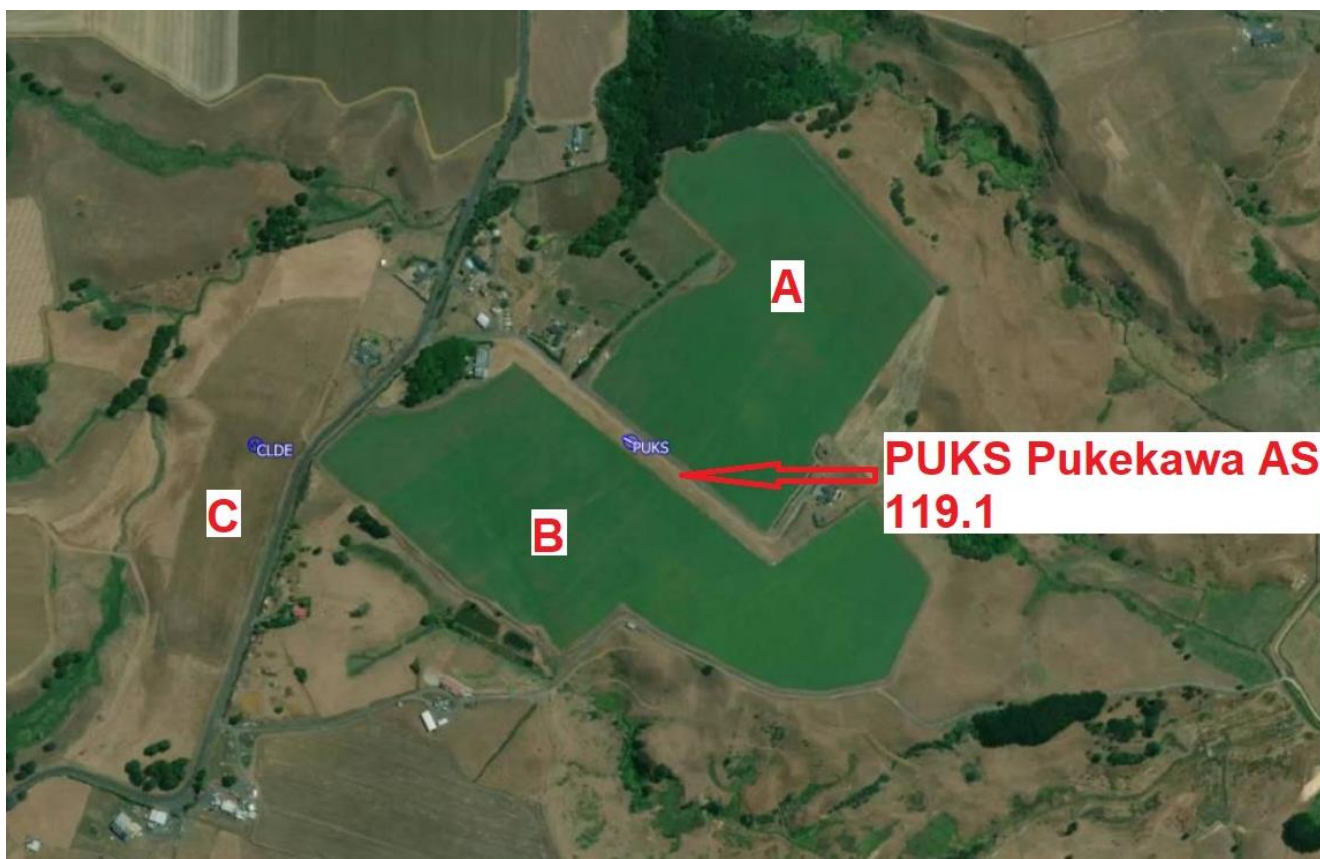


Fig 1: Close up of the airfield

Its location is obvious when you know where and how to look. Why there is trouble locating it is because it's surrounded by large paddocks that distract the eye. Look at the aerial view in Fig 1 above. I have landed twice in the big paddock "C" to the west. I have yet to land on the airstrip itself. The first time I landed in paddock "C", I didn't know that Pukekawa airstrip was just over the road. The second time I opted to land in paddock "C" rather than the airstrip, as I felt it was a safer option from where I was in the air. I was approaching from the west and wasn't able to fly over the airstrip for a proper view for a circuit before landing to check for any obstacles, and I knew that the paddock below me was good.

All things being equal, I would prefer to land on an airstrip rather than in the surrounding paddocks. Airstrips may not be useable depending on their cropping / animal grazing status at any particular time. Active airstrips tend to have a rabbit hole

maintenance program in place. Additionally paddock "C" has a padlock on the gate, whereas the airstrip does not.

Location Steps:

1. Locate Hampton Downs racecourse and then go N.W. to locate Meremere Drag strip.
2. Go across the Waikato River the same distance as the Meremere Drag strip is from the river and there is Pukekawa Airstrip, running roughly NW / SE between the 2 big paddocks. [Alternatively use, Hampton Downs and Meremere Drag Strip as reference points].
3. Currently there is a white limestone road on the eastern side of the strip which (currently) makes it easy to identify.

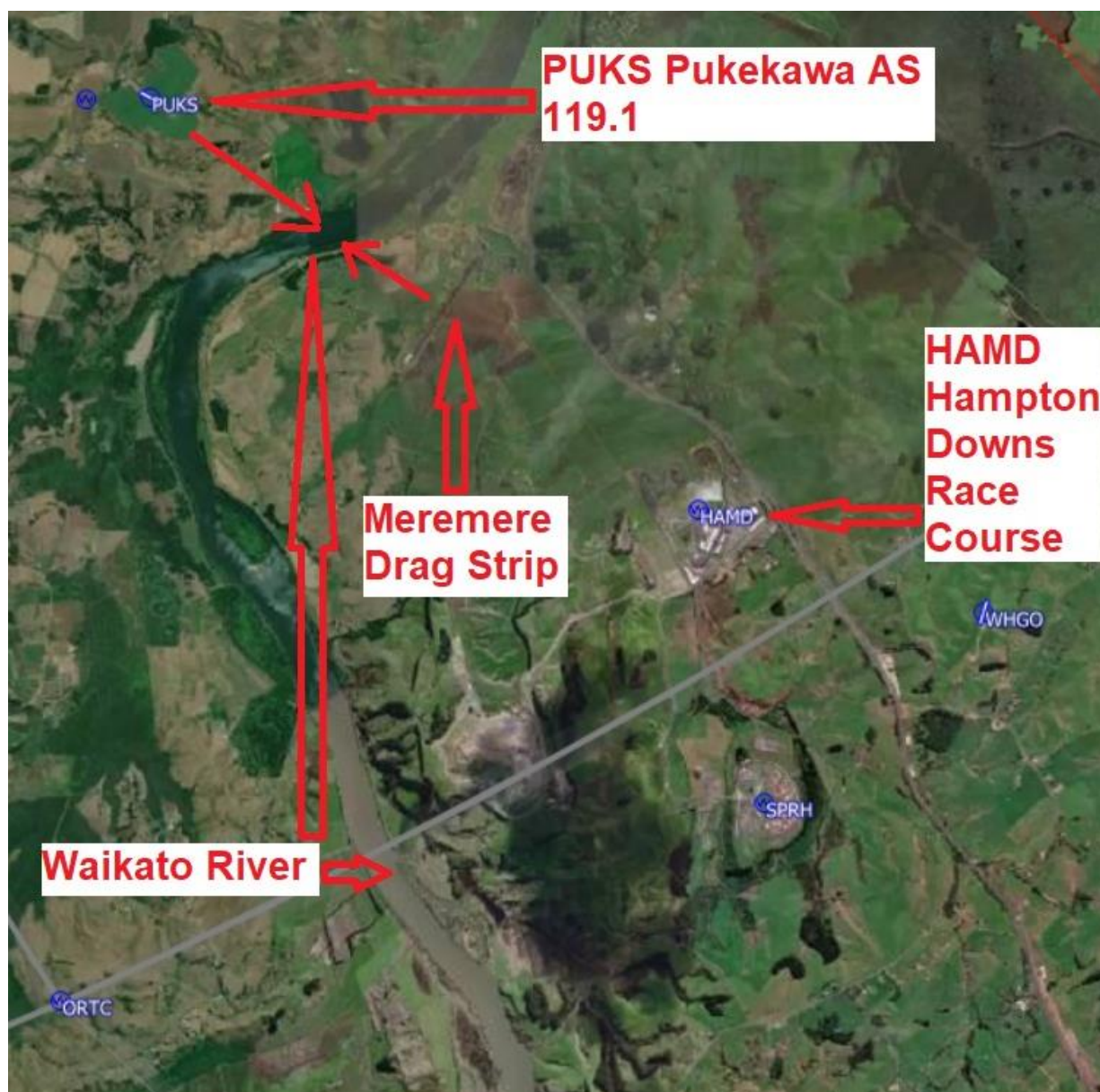


Fig 2: Locating The Airfield



Fig 3: Approach from the south east.



Fig: 4 Approach From The North West.

Respecting and using Pukekawa Airstrip.

Mandatory Broadcasts on 119.1



Fig 5: AS Pukekawa: 119.1 MANDATORY – MAKE THE CALLS! Owner’s sign

Reference the runway markers “12” and “30” painted in white at the respective runway ends and which way your circuit is when making your radio call on 119.1.

Keep an open mind about what you might see. (A General Caution).

The eye sees what it wants to see. What you are looking for may have changed since you last saw it or the cloud contrast may give you a completely different view.

Compare the 2 photos of Pukekawa Airstrip Fig 1 (above) and Fig 6 (below) from 2 different sources at 2 different times.

What are you expecting to see when you get there?

1. Fig 1: a brown airstrip with 2 green paddocks either side OR
2. Fig 6: a green airstrip with a white road to the east of it with 2 brown paddocks either side?

What you see may well depend on the season and possible changes to the property. Fig 6 below (the latest photograph of this strip) has a white limestone road that will probably still be there next time – but it may not look as white. The paddocks and the airstrip may be different colours.

But, the location relative to the river and Meremere Drag Strip will be the same – that’s the whole point!



Fig 6: View March 2024. Compare Paddock, Airstrip, And Limestone Road Colouring With Fig 1.

The following cup file line will be added into next season's waypoint database update.

PUKS Pukekawa

AS,PUKS,,3719.619S,17501.825E,206ft,2,300,40
0m,18m,119.1,Same distance as drag strip from
river but on opposite (NW) side of river. Airstrip
between 2 big paddocks. White Limestone Track
on E side of strip. 1% slope. Mandatory radio call
on 119.1 Wider at NW end for 20m glider.
Access 438 Clark & Denize Rd.,,

[Technically the runways 12 & 30 are neither
correct magnetically nor true. (They should be 13
& 31 True), but let's not be too pedantic and run
with the Big White numbers 12 & 30 on the
ground].

Never assume that any particular out-landing
place will be available on any particular day or
time. Knowing where land-out options are in
advance is an advantage, but have to be
assessed at the time. As you build up your own
mental picture of the geography and the land-out
options that you fly over locally and beyond you
will find that cross-country flying becomes less of
a stress. You can use Google Earth as I have
above in the Figures to simulate what a landing
approach will look like at ANY out-landing place.
Feel free to use this material in any other
publication – but I would appreciate it if you
acknowledge the source. ●●

From the CFI

The strip is possibly still useable with limited
brake use. We'll make a decision on Friday
evening.

Thermal activity will be very limited, so circuits
would be the most probable flying activity.

For those feeling adventurous, it looks like the
Kaimai's will be ridge soarable both days, more
so on Sunday.

A reminder that the winter lectures start this
Saturday at 9:30 with Law. I haven't had much
response to from possible attendees, but we'll
turn up in any case.

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.



Here is another short article on motorgliders and the differences between the three types. This article is not intended to be a training manual or syllabus. We will provide some basic information concerning the motorglider. The term “motorglider” is very broad in its application. I hope this provides a little more insight into this subject area.

According to the FAA FAR 1.1, a motorglider is not defined. There is a glider. There are three basic categories of motorgliders:

High-Performance Self-launch (HPSL)
Sustainer
Touring Motorglider (TMG)
Let’s review each of these.

High-Performance Self-launch

These gliders (or sailplanes used interchangeably) are usually powered by 60-75 Horsepower 2 cycle engines. Some are pure electric. Some examples of these gliders are the Schempp Hirth Arcus M, HPH Twin Shark, or the

Antares. Most gliders are manufactured in Europe and offer either HPSL or Sustainers in their models. These HPSL gliders may be designed for one person or two. The aircraft has unique performance capabilities. The Glider Flight Manual (GFM) should be referenced in terms of takeoff distance and operational characteristics. Proper training is essential to ensure safe operation and operating procedures. The HPSL does require additional FAA training and a logbook endorsement to act as a pilot-in-command. This is found under FAR 61.31 (J) (iii). Under current FAA Rule, the FAA does not require USA pilots to have a motorglider endorsement attached to the pilot’s certificate; however, EASA does, as do other countries.

The FAA rule mentions a relief from training as long as the pilot logs motorglider time before August 4, 1997.



Photo by Petr Kolmann of an HpH Twin Shark High-Performance Self-Launch

Sustainers

What is a sustainer glider? These can be the exact same in appearance as the HPSL at first glance but without self-launch capabilities. The engine used is usually a 2-stroke, but its horsepower output is usually reduced by 50%; horsepower is around 35. The lift-to-drag ratio does not provide adequate performance for using a sustainer to self-launch (take off). That being said, many have tried! The engine operation is similar, if not identical, to the HPSL. These sustainer-type gliders have evolved considerably over the past decade; some even have small turbine engines.



Photo by Petr Kolmann of a HpH 304 ES Front Engine Sustainer (FES)

Shawn Knickerbocker has been flying gliders since the mid-sixties. Is a retired FAA DPE who held designations in Airplanes, Helicopters and Gliders for all rating, including the elusive CFI initial, plus numerous type ratings, he has over 62 FAA authorities as a DPE/SAE/SMFT. He also possesses a TCCA (Canada) License with ATP Ratings for airplanes, all classes (SMELS), plus numerous type ratings and Aerobatic Instructor (ABI) in Gliders for Canada. He was the SME for the FAA in rewriting the Airplane Handbook, Helicopter Handbook and the Glider Handbook and PTS in 2000. He was instrumental in developing the CAP Glider Program for Florida



Photo by Sean Franke of a HpH 304 SJ Jet Sustainer Engine

Touring Motorglider

The TMG may or may not have the appearance of a glider in design, but the TMG may have a similar appearance to that of a powered single-engine airplane with long wings and sleek fuselage construction. Please refer to the FAA GFM and Airworthy Certificate that must be displayed to the pilot in the cockpit area to determine if you are flying an airplane or a glider. Remember you must possess the current pilot certificate to operate either. As you see below, the TMG is more like an airplane in its appearance. Its self-launch characteristics are far simpler (usually) than those of an HPSL. The only exception is the Stemme, where the operation of its systems is very advanced.



Photo by Simon Rainer Stemme S12

The next part of this series will continue in two weeks, with the unique endorsements required to fly motor gliders and insights into training.

back in the mid 90's to include the "wing runner & tow pilot manual" and has developed many other training programs for the military and US Government Aviation Agencies. He is the current Program Manager for the SSA Cross-Country Instructor Pilot Program. Shawn been flying 58 years, a FAA Master Pilot with over 25,000 hrs. Shawn lives at Seminole Lake Glider port. Email: faadpe1604@aol.com. C- 904.382.9614

More Videos from Gerard



https://youtu.be/g7ku47eWfvo?si=QeldlBXt_ICOt0r1



https://youtu.be/FSy3GhdtZ68?si=vqX_n_7kGF0wMgkp



https://youtu.be/e_IJ3RkNMVc?si=FmPEwIhtQ-JR7HD

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

LX9000 V2 plus V9 Vario . All working when removed from ZK-GFR (Upgraded to new toy). Comes with new wiring loom. No internal FLARM but has an input to connect to your existing device. \$4000 or open to any reasonable offers. Keith Macy keith.macy@outlook.com

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