

# AGC Weekly News

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

## From the CFI



The prize giving evening is next Saturday evening. Please email Ross or myself with your intention to attend. We haven't had a big response yet but this is normal, though it does help to let us know before the day so we can provide for the numbers.

Winter lectures have been poorly attended. If you wish to sit an exam this weekend, please let me know, as I won't come out if there is no interest.

As previously reported, the two Duo's are now based in Matamata. The forecast for Saturday is marginal and Sunday rain. However, there was a bit of easterly wave on Wednesday so keep an eye out on Skysight or RASP for that kind of event, especially on a weekend.

*Anton Lawrence*  
CFI Auckland Gliding Club, 021 280 188

## From the AGC Committee

The excitement built and the meeting kicked off! Only one of those statements may be true, as I don't know anyone who genuinely likes meetings. However, it was a useful meeting and I remain grateful for the calibre of those who not only serve on the committee but also actively implement the decisions made. In turn, the committee appeared appreciative of my application of the social skills I learnt in Engineering school in keeping the meeting down to 90 minutes (aka "Yeah, thanks for that; moving on").

This newsletter also includes details of the prize giving dinner at the end of the month. If you can, please come, as we are a social organisation as well as a flying one.

### Here are some updates from the meeting

#### AGM - committee nominations

You've already had notice of the AGM. The following committee roles are up for re-election: president, secretary and treasurer. Please consider whether you or someone you know has the time and inclination to support management of the club.

#### Damage reporting

This is an important point. People make mistakes and damage to club equipment is almost inevitable. Provided that such damage doesn't result from negligence, the club is philosophical. What is not acceptable is for damage to occur but not be reported, as this means that timely rectification won't take place and could, at worst, pose a potential airworthiness risk. The damage in this case was to one of the wingtip / winglet extensions on QQ.

Please apply the motto "If you make a mistake, own up". We're all adults, so we accept that punishment and shame are not effective tools. The same approach applies to Ops 10 reports, perhaps particularly self-reporting on events that only you know about.

#### Summer instructors

Ross G and Anton have identified two strong candidates: one German of mature years (whom Georg made a special trip to meet and has spoken positively of) and a young Frenchman, who knows Hugo. Personal contacts are obviously a very useful way of finding people for these roles. Anton and Ross will progress this; the instructors may be here before Christmas. From my own experience of flying with Georg, we can always learn from others (while also having a good time).

## Security cameras

These have been installed and the results are visible on the club website. Once the ground dries out the trenching will be completed to allow the cameras to be positioned by the fuel shed, allowing oversight of the driveway. Thanks for your efforts here, Keith.

Those with admin privileges are also able to wind the time back to see footage from previous days. This interesting feature allowed rebuttal of the statement advanced by the current chief tow pilot that there had been no Chipmunk low pass the previous day: "Nothing to see here; move along". It's quite a nice shot of the Chipmunk, actually, you can just about see Dion.

## Building work

Anton, Dion and Wayne may, as I write this, be working on finishing covering over the gap between the two club buildings with Clearlite panels. Once that's done, when time permits, the wall lining inside the clubhouse will also be completed, making the place look much nicer. Thanks to those involved in this work.

## Fence repairs

The committee is waiting on the second quote for this work, which will then be undertaken to improve club grounds security. Paul and Ross have both contributed to this.

## Pawnee durability and Wayne's return

Dion's report included the following:

*"Active maintenance consists of ongoing corrosion control and touch ups. The aircraft is in good condition with no current issues. The Engine is 1669 hours old with low oil consumption for its*

age. Indications are we can expect reliable performance for several years to come".

AGC - CEB Activity	23/24 Season	
Dual Seater Tows	441	57%
Single Seater Tows	332	43%
Tow Height 1500	225	29%
Tow Height 2000	474	61%
Tow Height 2500	50	6%
Tow Height 3000	24	3%
RWY 18	545	70%
RWY 36	229	30%
Days Operating	101	
Consecutive Days	16	
Total Aerotows	773	
Active Tow Pilots	11	
Hours Flown- CEB	90	
Total Feet Climbed	1,475,000	

Dion also advised that, as Wayne has now returned, the baton of chief tow pilot will be passed back to him. Thanks to both for their efforts in leading the team which gets us all into the sky.

## Duo South Island trip

If you're interested in going on this safari which has now become an annual pilgrimage for the AGC, please talk with Ross G.

## Winter lectures

Club member attendance has been, shall we say, a little light. If it weren't for four from Aviation Sports, we'd be saying very light. If you're working through the training syllabus or just want a refresher, these talks are useful sharings of experience by long-standing club members.



## Mountain Soaring Course – Omarama Classic

A five day course for with in- depth teaching of cross country soaring in the mountains. – \$6400  
The course is planned to take place from Monday – Friday, with the possibility to extend to the weekend.  
15 hours flying time (Duo Discus X or XL)  
Daily Lectures and debriefs

Aerotows / retrieves are not included. Please contact me for more information. Milan Kmetovics.

[milan@kahusoaring.nz](mailto:milan@kahusoaring.nz)

<https://kahusoaring.nz/get-in-touch-bookings/>

# Auckland Gliding Club

## Prize Giving Evening

### Sat 29<sup>th</sup> June '24

All members, partners, and friends are invited to attend our yearly Prize Giving Evening at our clubhouse on Sat 29<sup>th</sup> 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](mailto:rsgaddes@gmail.com) – Ross**

**[anton@scorpionprojects.co.nz](mailto:anton@scorpionprojects.co.nz) - Anton**

**with your name and the number attending.**

# Maximizing Gliding Efficiency with Electrolytes

Adam Woolley  
Coutesy Wings & Wheels

One critical aspect of maintaining peak performance in gliding is the proper balance of electrolytes in the body.



Photo by Sean Franke

I was fortunate enough to go gliding in Uvalde last summer as my preparation for the World Gliding Championships in August 2024. Being Australian, I know the need to remain hydrated, but flying out of Texas really heightened the fact that it's super important to keep on top of. Drinking water only wasn't an option, but an electrolyte supplement within the water was also essential in this harsh environment we have within gliding! We, as pilots, often spend hours in the skies, requiring sustained concentration and physical stamina. One critical aspect of maintaining peak performance in gliding is the proper balance of electrolytes in the body. These vital minerals play a key role in hydration, muscle function, and overall physiological balance, making their management essential for glider pilots.

## Understanding Electrolytes

Electrolytes are minerals in the body that carry an electric charge and are found in bodily fluids such as blood, sweat, and urine. The primary electrolytes include sodium, potassium, calcium, magnesium, chloride, bicarbonate, and phosphate. Each of these minerals serves specific functions:

- Sodium helps regulate water balance and is crucial for nerve function.
- Potassium is essential for proper muscle function and heart rhythm.
- Calcium supports muscle contraction and nerve signaling.
- Magnesium aids in muscle relaxation and energy production.
- Chloride helps maintain fluid balance and is a component of digestive fluids.
- Bicarbonates acts as a buffer to maintain the body's pH balance.

- Phosphate is involved in energy production and bone health.

### **The Importance of Electrolytes in Gliding**

As glider pilots, we face unique physiological challenges due to the nature of the sport. Extended flights can lead to significant fluid and electrolyte losses through sweat, especially in warm weather conditions or while walking to the farmer's house. These losses can impair cognitive and physical performance, which is crucial for the precise control and decision-making required in gliding. It can certainly happen to anyone & if left unchecked, one can end up with heat stroke & highly likely, an incident or an accident.

#### **1. Hydration and Fluid Balance**

- Maintaining proper hydration is essential for us glider pilots to ensure they stay alert and responsive. Electrolytes help retain fluid in the body, preventing dehydration. Sodium, in particular, helps the body retain water and supports overall fluid balance. The Australian Institute of Sport recommends a sports drink supplement that is 50:50 with water. I personally have one 600ml bottle before launch to get ahead of the game, then in flight, I'll have one Camelbak as rainwater, the other with an electrolyte mix. Amazingly, I was going through 4-6 litres in flight at Uvalde!

#### **2. Muscle Function**

Electrolytes like potassium and calcium are vital for muscle contractions. Proper muscle function is necessary for operating the controls effectively. Imbalances can lead to muscle cramps or weakness, impairing the pilot's ability to operate normally.

#### **3. Cognitive Function**

Cognitive sharpness is crucial in gliding for tasks such as navigating, monitoring weather conditions, making quick decisions, and operating the glider smoothly. Electrolyte imbalances can lead to confusion, dizziness, or fatigue, which naturally compromise safety. Magnesium and sodium are particularly important for maintaining neural function and mental clarity, too.

### **4. Thermoregulation**

- Pilots need to maintain their body temperature, especially when flying at high & low altitudes, where temperatures can vary. Electrolytes assist in thermoregulation, helping the body adapt to different temperature conditions and preventing heat-related issues such as heat exhaustion or heat stroke.

#### **Managing Electrolytes in Gliding**

To ensure optimal electrolyte balance, glider pilots should focus on both dietary intake and hydration strategies:

#### **Pre-Flight Preparation**

Hydrate adequately before the flight. This starts weeks before, the night before, and the hour before flight. Consuming a balanced diet rich in fruits, vegetables, dairy, nuts, and seeds ensures a good supply of essential electrolytes. Sports drinks that contain electrolytes can also help top up these vital minerals.

#### **During Flight**

Since gliding flights can last several hours, we should have access to electrolyte-rich fluids. People amazingly use bottles that they buy from a shop, but I can't recommend highly enough investing in a camelbak (or similar). It really encourages drinking more fluids and is a safer option, too! Finally, avoiding excessive caffeine and alcohol, which can dehydrate the body, is also important.

#### **Post-Flight Recovery**

Rehydration after the flight is crucial. Consuming fluids and foods high in electrolytes can help restore balance. Foods such as bananas, oranges, yogurt, and leafy greens are excellent choices for replenishment. I do this first, then enjoy other cool refreshments.

*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.*

### **For Sale: Duo Discus Turbo ZK-GTT**



Manufactured in 2002 and first imported New to NZ in early 2004. The glider is in excellent condition and the original Polyurethane Finish by Sailplane Services in Auckland is still pristine. Komet Trailer in good condition. Suspension replaced and brakes upgraded in 2020. Total Hours 1750, Engine Hours: 55. Price NZ\$325,000 or near offer. Contact Trev Terry 0274 908 566

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## Some new videos from Gerard

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### Neutrino , a day with almost no thermals

<https://youtu.be/w4qViWE1H7k?si=PYJjDFN3KmiF23qD>



Neutrino web page: [https://youtube.com/@neutrinoqlider-cb7jv?si=HvKVIBkfFz\\_Sa0vf](https://youtube.com/@neutrinoqlider-cb7jv?si=HvKVIBkfFz_Sa0vf)

### Display Lesson Learned



<https://youtu.be/nvbv8j7ooG0?si=OwPiqMh9vmG4FVbp>

The following video is from a link from *Gliding Australia Magazine's* "Features" section. This particular one is about a visit to Jonker Sailplanes in South Africa but there are many more equally as interesting – take a look for yourself!

### Visiting Jonker Sailplanes



<https://magazine.glidingaustralia.org/features/visiting-jonker-sailplanes>

## First flight in the ALPS with my AS33 Me



[https://youtu.be/\\_csBJBp88Ws?si=eKZ7wCmxuqNdq1dQ](https://youtu.be/_csBJBp88Ws?si=eKZ7wCmxuqNdq1dQ)

## Comparing Microsoft Flight Simulator to Real Life (Gliders)



<https://youtu.be/bXwesKxYsNk?si=PzCPIibNLehJZBxS>

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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)

**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](mailto:keith.macy@outlook.com)

**Mini Nimbus C**: Well cared for by present owner since 1990. 1600 hours TT, no damage history. Trig TT22 transponder (ADS-B out), Flarm Power Mouse, Flarm LED display, LX-NAV S80, Illec extended length TE probe, panel-mounted Oudie 2, new Winter altimeter, Winter mech vario, twin LiFePO batteries with twin chargers, Mountain High Ox system, reliable and clear Dittel FSG40S radio. Good tow-out gear, full set outdoor covers, full set indoor covers, and other equipment. Imported Karl Pheifer trailer completely rebuilt 2013 – always garaged. \$45 500. Contact Peter on [wooleypeter@gmail.com](mailto:wooleypeter@gmail.com)



### IMI Power rigger (new)

Electric remote control one-man rigging device. \$3180. Contact Peter on [wooleypeter@gmail.com](mailto:wooleypeter@gmail.com)



### LS1-f (neo) for slae: **Sold!**

**Hangar space for sale.** It's in the top North-Easterly corner of the hangar right next to Sailplane Services. Contact Adam Cumberlege [acumberlege@gmail.com](mailto:acumberlege@gmail.com)

This edition of the newsletter was compiled by Peter Wooley – [wooleypeter@gmail.com](mailto:wooleypeter@gmail.com) – 021 170 2009

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