

AGC Weekly News

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

From the CFI



This is the last reminder about the prize giving this Saturday evening. Food will be served from about 6:30pm.

If you've had a particularly long flight, flown solo for the first time this season, out landed far far away or done something else of merit, then you should turn up. You might get a certificate or one of the many trophies!

The field is still closed and will be for a month or so for gliding.

As this Saturday is the prize giving, there won't be any flying at Matamata this weekend.

The menu for Saturday will be:

Roast pork with gravy and apple sauce, glazed ham, new potatoes, cauliflower and cheese sauce, peas and carrots. For dessert there will be apple crumble, icecream and cream.

Anton Lawrence
CFI Auckland Gliding Club, 021 280 188

Passing of George Moffat



Gerard Robertson

George Moffat was famous in the gliding world some decades ago, as can be seen from the following tribute on Facebook.

His book, **"Winning on the Wind"**, remains a book all pilots should read. One most entertaining tale is his first cross-country when he learnt to glide in France. He drifted downwind and finally got back to the airfield at the end of the day. The local club's berating turned to amazement when they found that he'd landed, taken another tow and flown back. Whenever he went back to that club, even after becoming World Champion, he was greeted with "Il a fait le retour!"

There's a useful summary of the book at <https://chessintheair.com/george-moffat-winning-on-the-wind/>

From Facebook:

I have heard that George Moffat went west last Thursday.

George was 97 years old and made good use of those years.

He was an accomplished sailor in addition to his soaring career.

George was a many time National Champion in Open, 15M and Standard classes.

He was a two time World Champion in the Open Class and earned the honor of virtually every award there is in our sport, including the Lilienthal Medal and the US Soaring Hall of Fame.

George was an active writer and shared much of what he knew with us. His books were the text of how to start contest flying.

George was quiet and kind of shy but would always provide good advice when asked.

Soaring is learning

Gerard Robertson

Clemens Ceipek is an Austrian who lives in America. He's a glider pilot with a website called "Chess in the Air" <https://chessintheair.com/>

The website is worth a look, as it includes his goals for the 2023 season (<https://wordpress.com/read/feeds/79311644/posts/4550690598>), along with information on safety, book reviews etc.

Some interesting videos from Gerard

Occluded front lesson



<https://youtube.com/watch?v=HYYeKJiNYGY&feature=shared>

Scottish Gliding Centre - Development week April 2024



<https://youtu.be/MkRWSxiNC1g?si=cNvFi6J8hImMS6uw>

Ephrata dust up



<https://youtu.be/H13iTR-BNC8?si=5ZgNr9P2Mi9AjVQ2>

Swiss Alps Gliding: Extreme Contrasts when flying the Arcus-M



<https://youtu.be/Z2c8hiVVSQA?si=HPFrnYqHZtUTesb>

Phoebus declares a task



<https://youtu.be/wwXjIKhzEIs?si=vHtCTDWu7NM0BE0k>

If you can model the performance of the glider, and you can keep track of the attitude and airspeed, then you know what the resulting flight path should be.



Photo by Sean Franke

I've been flying with LXNAV's new HAWK vario system. To explain really quickly, it isn't a Total Energy vario. It works like this: if you can model the performance of the glider, and you can keep track of the attitude and airspeed, then you know what the resulting flight path should be. Now watch what the real flight path is. The difference between the model and the reality is the movement of the air. This is a crude description of what the system does, but it shows you what the system is aiming to achieve: a measurement of the three-dimensional velocity of the air mass. Split this 3D wind vector into the horizontal component - wind - and the vertical component - lift. The result is a fast accurate wind readout and a variometer that miraculously shows whether the air is going up or down. Experienced pilots have been able to do this in their heads - to some extent - for a long time, but the latest generations

of computers can do it much more accurately, just as they can fly drones, land rockets on their tails, and so on. And we can't do that at all!

Fooled by Wind Shear

I've been using HAWK for a while now, and I've noticed something: I've been completely fooled by much of the wind shear within and around thermals. I thought I'd got it licked, but it turns out that I haven't understood it at all. It seems that around the boundary of single or multiple cells of rising air there is often a "soft" transition where the speed of the flow (the wind) changes enough to drive the Total Energy (TE) needle up or down by a couple of knots or more for a few seconds, but you can't feel a gust! This is why we often start a turn in completely the wrong place using our old TE variometers. Endlessly irritating. The HAWK vario is simple - wait until it says you're

going up fast enough then turn hard right there - you simply don't miss the core. Well, you can still turn the wrong way, but you know what I mean. This translates into far fewer wasted circles.

Understanding Air Movement & Errors

So an interesting step forward. I hesitate to say "Doh, just buy HAWK" because I'm not writing this to sell kit, I just want to educate soaring pilots. But having some experience with the system now, flying one glider with HAWK and one without, I understand more about the air mass movement and am more able to deal with the errors built into the TE system. This is a work in progress, so I'll get back to you sometime and update you on what I've learned over the summer. And will I put the HAWK system into the two-seater, bearing in mind that I'll have to replace the vario, maybe build new panels with all that entails? Probably. If I can afford it. Hah! Buy some more copies of the Soaring Engine and I will!

Fly safe, G

Editors Note, we invite you to "Ask G" with your questions to be answered in a future article by G Dale. What's your question? Curious about soaring weather? Glider fundamentals? How does a particular instrument work? Sailplane preparation? Something else? Let us know and send an email. Time for you to Ask G.



G Dale is the popular author of The Soaring Engine book series. He follows the endless summer, working for the British Gliding Association, The Gliding Association of New Zealand, and the Gliding Federation of Australia, always teaching cross country flying. He's also flown and worked at various gliding clubs around the world: at Nympsfield as Chief flying instructor, at Booker again as CFI, at Lasham as DCFI and soaring coach, and at Glide Omarama as head coach, with visits to Minden, Serres, Takikkawa, Narromine, Lake Keepit, and many other clubs as a peripatetic soaring instructor and mountain flying coach

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

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, Ilec 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



IMI Power rigger (new)

Electric remote control one-man glider rigging device. \$3180. Contact Peter on wooleypeter@gmail.com



LS1-f (neo) for sale: **Sold!**

Hangar space for sale. It's in the top North-Easterly corner of the hanger right next to Sailplane Services. Contact Adam Cumberlege acumberlege@gmail.com

This edition of the newsletter was compiled by Peter Wooley