

# AGC Weekly News

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

## Alex takes the PW5 Coast'n

From Warm Air, The newsletter of the  
Auckland Aviation Sports Club  
Courtesy Ian O'Keefe, Editor

Another example of what one can be achieved in a PW5.  
AGC Ed.

### The possibility of a coast run

The goal now is to tick off all of those XC syllabus boxes so I can do this again solo! In a glider, I have peed, I have vomited. Hopefully this won't be the one where I s--t myself.



These were the words I ended on after my epic coast run with Andrew in 2022. 'Excited anxiousness' sums up nicely how I felt about doing this on my own. It's how I felt getting into my big boy nappies on Sunday to fly the coast solo in VF.

About a year ago I was prepared to take MP down the coast to have one last adventure before heading off to France. Unfortunately the stars (the wind) did not align and we had to call it off. Even in Toulouse, I remember going on windy.com and looking at the west coast out of habit. Eventually I got a grip and stopped doing this. However, the habit has come back and on Tuesday I noticed a potentially excellent coast day on Sunday. I immediately booked my place for a coast run in a single-seater. Assuming Izzy would take MP I would fly VF.

On Saturday I did 3 practice toitoi landings in VF in preparation should I land out. With this successfully achieved and having had a good local flight in the PW5 the week before I felt good about taking VF to the coast.

### D-DAY

With the wind blowing 30kts gusting 40kts on the coast I knew that it was going to be an interesting ride in the little PW5.



The tow out to Muriwai was, shall we say, quite dynamic. Thankfully the turbulence settled down by around 1700ft. It was also very long. I'm sure Rex and Ray in the towplane were wondering if they were going to reach Australia as I was quite hesitant to pull the yellow handle too early.



Once established on the coast I found that I could effortlessly maintain height. I trucked up and down the Waitakeres waiting for Izzy and then we proceeded to fly in close formation down to Whatipu.

We were waiting for a shower to pass before continuing south. Once we thought it had cleared, we decided to “go for it” and immediately got lashed with rain. We scurried back north before giving it another shot. Waiting for showers to pass was going to be a common theme of the day’s adventures.

Eventually we were joined by Craig and the 3 of us went racing down south together. Zooming along the coast with your friends while taking in the breathtaking views was just incredible. I commented on the radio several times dude this is sick!

Even at 80kts in the PW5 (max rough air speed) you had to have a pretty pronounced crab angle to prevent drifting behind the ridge. 80kts in the PW5 is very loud. At one point I headed out to sea and slowed right the way down and am pretty sure I was moving backwards. I was still getting a lift way out from the coast thanks to the pressure wave.

### **I spy with my little eye something beginning with shower**

There were lots of showers. We spent lots of time waiting for them to pass. Some of them were quite long and dark. One had to keep a good

lookout to sea to plan ahead to avoid them though it was a bit difficult to distinguish them from afar as the view could get quite murky. Unfortunately a big shower stopped me about 10km away from Raglan so I did not get to complete the 300km task. Conscious of the fact that we were using up daylight hours I decided to head back north.

### **Crossings**

The Manukau harbour crossing was a piece of cake. Even going North to South I lost only about 300ft.

Crossing the Waikato river mouth North to South was far more interesting. Anyone who’s flown the PW5 knows its into-wind penetration isn’t great. You can imagine how good it would handle

20kts+ of headwind component (not very well). I initially flew the crossing at 56kts and then realised it was more productive to fly at a bit over 60kts. The crossing felt very long. I started my glide quite a ways out at sea because the drift was strong and getting downwind of the ridge was a big no no. I started my crossing at about 2100ft and arrived at about 1000ft. Could finally breathe a sigh of relief once I made it back onto the cliffs.

### **Task not achieved but who cares!**

Although the showers stopped us from achieving our 300km task we still had an absolute ball. We learned a thing or two about dodging showers. I for one am glad I took on the challenge to do the coast run in VF.



It was so much fun flying with Craig, Steve and Izzy. It made getting home to Whenuapai quite

easy as I just followed the 3 gliders in front of me (thanks guys!).

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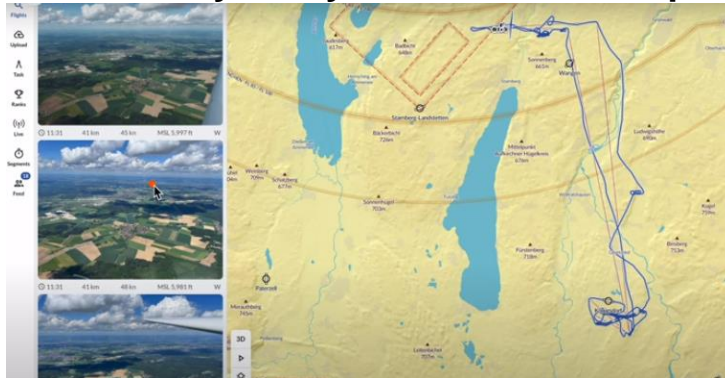
## New videos from Gerard

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<https://youtu.be/sMRO5nD0AnI?si=r7T3ssle1KSuRh2b>

### The battle for your eye balls in the cockpit 🧐



<https://youtu.be/oZCOD-s84vc?si=0YeZ1A-rGCNouQjC>

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## From the NZ Met Service

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### May 2024 - Likely coldest May since 2009, widely dry and fine!

What a difference a year makes? This time last year New Zealand had just come off its warmest May on record, 2C above the long term climate average.

May 2024 has thrown up a drastically different month for NZ. The most noticeable feature has been the cold temperatures experienced right across the country, as forecast in our outlook last month. In a complete reversal from last year, mean temperatures from Northland to Southland have been some 1-2C cooler than average, leading to our coldest May since 2009. Christchurch gave May records a run for their money too; the mercury dropped to -6.3C on Saturday 11th at Christchurch airport, just 0.1C warmer than the lowest May minimum record set in 2015 (with this record extending back to 1954). In Wellington, Kelburn reported its warmest day of the month on the very last day of Autumn (May 31st)!

Frequent southerly winds have been the cause of these cold temperatures, with high pressure systems sat in the Southern Tasman Sea over the

first half of the month, often extending a ridge across the whole country. That brought us plenty of crisp, clear and dry weather early on in May, with very little rainfall anywhere across NZ.

From mid-month though, that high cell shifted further NW and has allowed for much more variability on the weather maps, with a couple notable Tasman lows moving onto the country. The second of these features on the 20th/21st brought heavy rain to northern and eastern parts of North Island, and flooding to parts of urban Auckland. Primarily as a result of these couple lows and a day of squally thunderstorms, where close to 1000 lightning strikes and gusts in excess of 120km/h were recorded across the region, Auckland has seen a much wetter than normal month bringing annual rainfall to date near normal after a dry start to the year.

Coastal Gisborne, coastal Wairarapa and much of the Hawkes Bay ended up being the only other wetter than normal regions this month, and this has helped alleviate the risk of drought here, with soil moistures now near normal for the time of year. Southland rainfall tracked along near normal in May, but elsewhere across the country May was notably dry with Dunedin, Westland, Nelson

and Buller widely seeing between 10-50% of normal May rainfall. Soils remain drier than average across Canterbury and the upper South Island, with the Kaikoura ranges and foothills extremely dry.

Despite all the cold weather, we only saw a couple notable snow events in May with 30-40cm recorded at Mt Cook Village on May 18/19th, whilst snow settled and stuck around for several days on the Tararua's earlier in the month (8th), a rare event for May. The ski hills didn't see any major snow with these wintry outbreaks, especially around Otago, but cold temperatures have enabled snowmakers to get busy and set us up better than recent years heading into the start of the winter snow season.

### **Climate Drivers – A 'typical' winter as ENSO influence wanes**

The El Niño Southern Oscillation (ENSO) is now in neutral territory and should remain so throughout winter. Whilst our 23-24 El Niño event has had a definitive say on our weather maps since March, its influence is now expected to wane as short-term variability takes the lead during the winter months.

This, combined with cooler than normal sea surface temperatures around and south of New Zealand (again, very different to last year), is likely to drive a fairly typical winter season as a whole, with lots of variability, plenty of cold snaps and seasonal rainfall and temperature patterns not departing too far from long term climate averages.

This might not seem like a very bold prediction, but following on from 4 of the 5 warmest winters NZ has seen since winter 2020, and the wettest winter on record in 2022, just seeing typical winter weather may come as quite a shock to the system! Of course, this doesn't mean we won't see departures from normal at a regional level across the country, especially month-to-month, but over the whole season we can expect things to feel different to the winters of recent years which were set against a prolonged La Niña event.

There remains a heightened chance that another phase of La Niña will develop this spring, but its strength and effects on NZ remain far from certain and would likely only become influential over summer.

### **June 2024 Outlook – Rainfall patterns uncertain as winter volatility kicks in**

After a cold Autumn, we start winter on a milder note with the opening half of the month seeing some warmer northwest to northerly airmasses affect the country. At this time of the year these can often be accompanied by broad rain-bearing weather systems moving out of the Tasman Sea, and as we head into the later parts of this week (beginning Mon 3rd) through mid-month a number of these systems could bring bouts of rainfall quite widely, with the heaviest falls favoured around North Island and upper South Island. Portions of the lower South Island, Westland and Fiordland in particular, are expected to see a much drier start to the month than normal, but there is a chance of warm NW rain before mid-month here too.

These weather patterns can also bring very windy spells east of the South Island main divide, and across central NZ. As always at this time of year, watch for when low pressure systems exit eastwards into the Pacific Ocean for any significant snow or cold weather. There remains lots of uncertainty with rainfall and wind details with these systems before mid-month at this stage, and it will pay to keep up to date with your latest forecast at [metservice.com](https://metservice.com).

The second half of the month should see increased potential for multi-day runs of cold, clear and dry weather with higher pressure favoured to become more influential right across NZ. SW winds would be the order of the day, and the North Island should see a drier second half of the month, whilst western areas of South Island see more typical, changeable weather roll through by month's end.

So, temperatures should end up near normal, or even slightly cooler than normal, for the month as a whole with colder weather increasingly likely during the second half of the month. Much more uncertainty around rainfall patterns with lots of day-to-day variability, but a wetter than normal spell before mid-month for North Island, especially the eastern half, drives a wet anomaly here around Bay of Plenty, Gisborne and the Hawkes Bay. Drier than normal conditions are forecast for western South Island, Otago and Southland, but less confidence in this aspect of the forecast where much could depend on just one heavy rain event before mid-month. The rest of the country should see near-normal rainfall this June.

# **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.**

*It's easy to fall into the trap of self-doubt, wondering if you're simply a poor pilot.*



Photo by Sean Franke

### A Guide to Self-Reflection

As a glider pilot, you've undoubtedly experienced flights that didn't go as planned. Perhaps you struggled to find lift, navigated poorly, or made mistakes during landing. In such moments, it's easy to fall into the trap of self-doubt, wondering if you're simply a poor pilot. However, it's crucial to differentiate between a poor flight and a poor pilot. In this article, we'll explore how to make this distinction and cultivate a growth mindset.

### Poor Flight

A poor flight refers to a specific instance where things didn't go as planned. This could be due to various factors such as:

- Unfavourable weather conditions
- Technical issues with the glider
- Poor decision-making
- Inexperience or lack of training

### Poor Pilot

On the other hand, a poor pilot is someone who consistently demonstrates subpar skills, judgment, and decision-making. This can be a result of:

- Inadequate training or experience
- Complacency and lack of practice
- Inability to adapt to changing conditions
- Poor attitude and mindset

### Questions to Ask Yourself

So, how do you distinguish between a poor flight and a poor pilot? Here are some key questions to ask yourself:

- Was the poor flight an isolated incident, or is it a recurring pattern?
- Did I learn something new from the experience,

and can I apply it to future flights?

- Was I able to adapt and adjust during the flight, or did I become overwhelmed?
- Have I been actively seeking training, feedback, and opportunities for growth?

### Creating a growth mindset

To avoid falling into the trap of self-doubt, it's essential to cultivate a growth mindset. This means embracing challenges, learning from failures, and focusing on progress rather than perfection. Here are some tips to help you develop a growth mindset:

- Embrace self-reflection: Regularly assess your flights, identifying areas for improvement and acknowledging successes.
- Seek feedback: Ask instructors, mentors, or fellow pilots for constructive feedback and insights.
- Stay curious: Continuously seek knowledge, training, and new experiences to expand your skills and understanding.
- Focus on progress: Celebrate small victories

and recognize the progress you've made, no matter how small.

Differentiating between a poor flight and a poor pilot requires self-awareness, honesty, and a growth mindset. By recognizing that even experienced pilots have off days and that each flight is an opportunity to learn and grow, you'll become a more resilient and skilled pilot. Remember, it's not about being perfect; it's about progressing, learning, and enjoying the journey of glider flying.

Enjoy the journey 🙏

*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.*

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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)

**LS1-f (neo)** This glider has been extensively reworked by previous owner, Joachim Aerts, to be much like the new LS1-F Neo. Glider newly repainted by Lindsey Stephens and is in mint condition. This includes:

- 1 - wing-fuselage fairings (for easier taping)

- 2 - All- lifting tilting instrument panel. Instrument panel easily removed by way of plugs/sockets, etc
  - 3 - Tail wheel
  - 4 - Winglets (not yet certified - need reinforcing with carbon fibre inserts)
  - 5 - ADSB installed and certified
  - 6 - Classic Flarm
  - 7 - Cambridge 302 Glide computer + Jerry Neal LK8000 daylight-visible hand-held, mounts to canopy. Runs XCSOAR and LK000 software
  - 8 - Dual batteries, can select either battery or run both together
- Trailer has been fully de-rusted and protected with oil inside chassis members. New tyres - never been used on road. Hanger space available at Drury airfield. Lots of photos of the rebuild/repainting, instrument panel, etc, etc, are available. Contact Adam Cumberlege via email: [acumberlege@gmail.com](mailto:acumberlege@gmail.com)



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

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