

# AGC Weekly News

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

## From the CFI



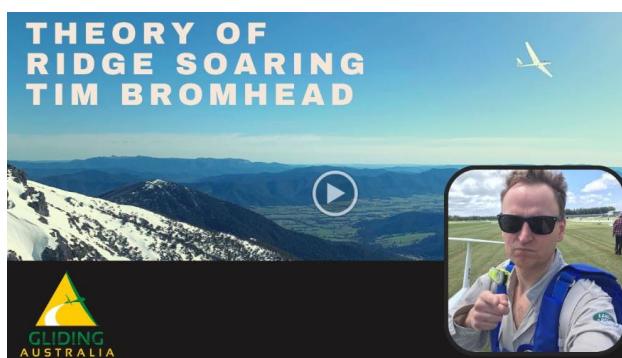
Last weekend we had four flights from Drury in better than expected conditions. Anytime the field dries enough for use, we'll take the opportunity to fly.

With the current rain pattern and more forecast for the weekend, it's probably safe to say there will be no gliding at Drury this weekend. Matamata looks equally grim.

The Met lecture is scheduled for this weekend starting from 9:30am; all are welcome if you want a refresher. Please let me know if you wish to attend.

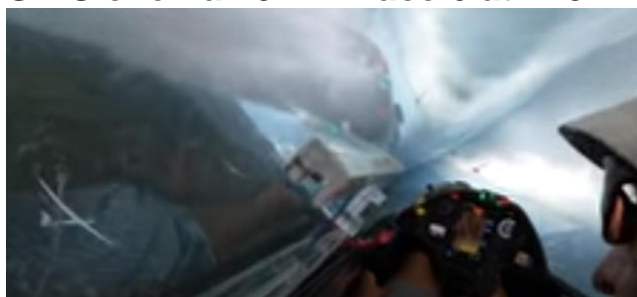
*Anton Lawrence*  
CFI Auckland Gliding Club, 021 280 188

## Some videos from Gerard



<https://www.youtube.com/watch?v=b6IU5zoJpjl>

## SGP Slovenia 2024 - Race 6 at 170kmh!



<https://www.youtube.com/watch?v=eQ-N0CMLI1I>



<https://www.youtube.com/@faisailplaneqp>

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## ***Subscriptions & glider hire rates for the year ahead***

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The committee met last night to agree on the fee structure for the year ahead: I'd like to give members some background on how the numbers have been arrived at, so that there are no surprises. It wasn't just about setting fees; there was much discussion on other means of generating revenue, with the goal of keeping gliding affordable for members. There'll be more on this in the next newsletter, but please bear in mind that one way every member can help is to promote gliding to their friends.

Historically, the club has run a very small surplus (looking at the average over the last ten years; but widely varying and not enough to replace our capital assets at their end of life without the substantial gifts received). This could also be described as being on a knife edge should a major expense arise. However, in the last few years, the major reductions in revenue have come not from flying but from:

- trial flights: greatly reduced income from 2020 onwards, being only 50% of 2015 - 2019 levels.
- bar income: reduced by 25 - 50% over the last five years
- events: these have at times been strong earners, up to \$12,000 annually.

While the income from flying charges cannot be raised to make up for these reductions, bear in mind that four years ago the glider hire rates were reduced from \$2/minute to \$1/minute to see if this would stimulate flying. In practice, this hasn't happened (one could perhaps blame Covid, the weather; it's a multi-factorial argument). However, bearing in mind inflationary pressures on members, the committee has decided on a halfway measure, raising glider hire rates to \$1.50/minute, while retaining the two hour charging cap.

The B scheme premium on the basic membership has been recalculated using the \$1.50/minute rate for a maximum charge of 15 hours. The approach is used by some other clubs, meaning that the B scheme continues to be outstandingly good value, with several pilots flying more than 40 hours in a season.

Accordingly, the decisions made on which your subscription invoice will be based are:

- an increase in subscription rate by \$50, from \$625 to \$675
- the glider hire rate increasing to \$1.50/minute
- the B scheme premium being calculated on the basis of 15 hours gliding at \$1.50/minute (= \$1,350).

This means that the A scheme membership will be \$675 + \$145 GNZ levy = \$820, while the B scheme will come to \$820 + \$1,350 = \$2,170.

Youth members (those under 21) will continue to enjoy a 25% discount on glider hire rates.

In the interests of fairness, while only a very minor contribution to club funds, self-launching gliders will be charged a fee of \$15/launch. This is effectively an airfield utilisation fee and has been determined from the excess of revenue over cost provided by a 1,500' aerotow.

From this, members can see that:

- every effort has been made to keep gliding affordable
- the committee is putting effort into finding other revenue streams
- they can help by both flying and socialising (responsibly, of course)

From a personal perspective, I am pleased to have worked with a committee of such motivated members for almost my two terms of presidency. The committee has achieved a lot in that time, notably around infrastructure (vehicles, roading, clubhouse) and fleet (disposal of the Single Astir, Puchatek and the acquisition of a second PW-5 and another Duo).

I do not intend to stand for the role at the AGM, as I think that change is good for organisations. Please consider joining the committee, particularly for the roles of Treasurer and President.

I have been invited by Steve Wallace to the GNZ Executive meeting at the end of July with a view to potentially joining the Exec. There have been some pointed comments at the lack of AGC representation on the Exec over many years, with Tony Timmermans being noted as the last AGC representative, so it's not unreasonable that AGC should again be represented.

*Gerard Robertson, President*



ZK-GAD SIKingsby T31B presently at Masterton

One small point from last week's article; the Eon Baby was actually GAF, not GAB (the print copy was rather faded). I am pleased to say though, it still survives in an airworthy state. See the picture - along with a story about the 1955 Christmas Camp at Waharoa (on a following page, Ed.). Although GAI "Buttercup" is long gone, GAD "Rosie" is a restoration project at Masterton by its current owner, John Bushell, a retired senior CAA Airworthiness inspector. When completed, it will adorn its original paint scheme.

Late in 1955 an annoying occurrence took place when a group of school children on a visit to the aerodrome entered the Club's hangar and trampled on the wings of the Eon Baby and wrecked them.

*I have dug out the GK (April/May 1981) with my 50 years of Auckland club history and can expand on my earlier reference to it being GAF and not GAB awaiting spares. The story was sourced from the club minutes book covering the 1950s. Along with an attachment (Ron Meadows photograph), here goes:*

The club was furious and sought restitution from the Education Department. Many wrangles with Government Departments and lawyers ensued. New wings were ordered from the manufacturers in England. The T.31 GAI Buttercup was sold for £850-0-0 to the New Plymouth Aero Club in October 1956 and provided financial relief, however the club was not letting the matter rest. Eventually new wings arrived and were fitted but the club was still out of pocket and so Messrs Morrie Green and Jim Harkness approached the Minister of Education through the local M.P. (the late Sir Leon Gotz - Minister of Internal Affairs) claiming restitution of £591-10-0. It was to be in August 1957 when a grant from the Department of Internal Affairs for £400-0-0 was received. The Club resolved to make Mr Gotz (before knighthood) an Honorary Life Member.



ZK-GAF - Eon Baby at Matamata



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## AUCKLAND.

A Christmas camp was held as planned at Waharoa Aerodrome some 80 miles from Auckland. A west or south-west wind is required to work the magnificent slope of the Kaiamai range and this is the prevailing wind but to the despair of the province, a nor'easterly blew throughout the camp and in fact until January 18th the camp was attended by sixteen members, both T31's "Rosie" and "Buttercup" also, the privately owned Olympia. A Tiger Moth was hired from the Auckland Aero Club for towing. Members camped on the airfield and had the use of the Club House through the generosity of the Piako Aero Club. The wind direction precluded any chance of slope soaring so local flights took place until New Years Day.

On this day, the formation of a roll cloud was noticed at the foot of the hills and off went Ralph Court to investigate. After 1 hr. 27 minutes he returned full of enthusiasm with his story. Too keen to bother with lunch he was soon off again, followed this time by Ron Meadows and Neil Grant with their respective pupils in "Rosie" and "Buttercup". Shortly, everyone had a good shaking for the turbulence was found to be severe and all three gliders were soon at the 6 to 7000 foot level. From the aerodrome they could not be seen but about five miles away the scene was spectacularly chasmed. Cloud extended from halfway up the hills in an enormous bank to 8,000 feet. From there for about  $1\frac{1}{2}$  to 2 miles out from the range the air was clear and then there was the roll cloud forming at about 2,300 feet and extending up to 8,000 feet. Thus there existed a gigantic clear hallway about 20 miles long and about  $1\frac{1}{2}$  miles wide. The whole 20 mile beat was worked and Ralph's second flight lasted 2 hrs. 9 minutes. Subsequent examination of the barograph showed his highest altitude at 7,150 feet and fastest climb of 1,968 feet gained in 1 minute 24 seconds which approximates 24 feet per second average. The other pilots had similar experiences

Ron Meadows took 15 minutes to come down from 5,000 feet to 1,000 feet flying at 50 knots with the spoilers right out.

An Aero Club Magister was kept busy taking up gliding club members for a look at the spectacle. This aircraft normally sinks at about 3,000 feet per minute with the throttle closed but in these conditions the sink was reduced to 1,000 feet per minute with the throttle closed and 150 M.P.H. on the clock! At on stage a slightly terrified Ron Meadows and his pupil Roy Kemp struggled with the T31 as they were whisked up 1,000 feet in approximately 20 seconds. Ralph Court nearby in the Olympia noticed how the T31's were using the full extent of their controls in their endeavour to remain on an even keel. And so proceeded what was probably the first attempt to explore roll clouds in N.Z. All pilots were a little shaken, would have been happier in more suitable aircraft than the T31 Trainers. On Jan. 4th similar conditions prevailed, the Olympia did 2 hours 4 minutes, Phil Chimmery-Brown 1 hour 4 minutes and Len Perry 40 minutes respectively in the T31's.

The ridge, some 1,500 feet high and twenty miles long is about 5 miles from the Aerodrome. Although the gliders were at the 6,000 feet level, they were forced to descend to cloud base before making the home run. The Olympia could make it with about 900 feet to spare but the T31's had to land in pre-selected fields and be dismantled and returned to the aerodrome by trailer. Later, a top-dressing strip near the ridge was used and it was found satisfactory for aero-towing out of.

On the 5th Jan., the club broke camp, the Olympia went home by trailer, ZK-GAI "Buttercup" was aertowed home and ZK-GAD "Rosie" was left behind for soaring on Anniversary day week-end.

*Decision-making is a critical skill that can significantly impact safety and performance.*



Sean Franke - Wings & Wheels

Photo by Sean Franke

## FORDEC

In the world of aviation, decision-making is a critical skill that can significantly impact safety and performance. One effective tool used by pilots, even including ourselves in the sport of gliding, is the FORDEC model. FORDEC stands for Facts, Options, Risks & Benefits, Decision, Execution, and Check. This structured approach helps us or anyone on a gliding field to systematically assess situations, & make well-informed decisions, which is especially important in the dynamic environment of gliding. Let's dive into understanding FORDEC.

### 1. Facts:

The first step in the FORDEC model is gathering all relevant information about the current situation. This might include weather conditions, the

performance of the glider, the terrain, and the proximity of landing fields, that I'm low on my downwind, etc. By accurately assessing these facts, we can form a solid foundation to begin our decision-making process.

### 2. Options:

Once the facts are established, the next step is identifying possible courses of action. Options could include continuing on the planned flight path, deciding to modify our circuit, diverting to an alternate landing site with more fields in its surroundings, or making an immediate landing in case of a health situation or fading sunlight. Listing all viable options ensures that pilots consider multiple strategies before making a decision.

### 3. Risks & Benefits:

Each option has its own set of risks and benefits. For example, continuing on the planned path might save time but could be risky if you encounter a microburst rather than surfing the front of a squall line. Diverting might increase the chance of a safe landing but could also mean flying over less familiar terrain. Evaluating the risks and benefits of each option helps pilots weigh their choices more effectively.

### 4. Decision:

After weighing the risks and benefits, pilots make a decision on the best course of action. This step requires a balance of confidence and caution, ensuring that the chosen option aligns with safety priorities and your days goals.

### 5. Execution:

Once a decision is made, it must be put into action. Remember always: Aviate, Navigate, Communicate. So fly the glider first and always, constantly monitor the situation to ensure that the plan is being followed effectively. Finally, the final part of your execution may involve clear communication with others (including the crew) around you.

### 6. Check:

The final step is to continually check and reassess the situation. This means staying vigilant for any changes in conditions that might necessitate a new decision. It's a dynamic process, acknowledging that even the best plans may need to be adapted in real-time. Go back to step one, run FORDEC again!

## Applying FORDEC in Gliding

### Pre-Flight Preparation:

Before even taking off, glider pilots can use the FORDEC model to plan their flight. By gathering all relevant facts about the weather forecast, airspace restrictions, and potential landing sites, pilots can identify their primary options and consider their risks and benefits. This preparation ensures that they have a clear plan before launching.

### In-Flight Decision-Making:

While in the air, conditions can change rapidly. FORDEC helps pilots stay organized and methodical in their decision-making. For example, if a pilot encounters unexpected sink, we can quickly gather facts (current altitude, distance to landing sites, etc), assess options (return to the airport, head to an alternate landing field), weigh risks and benefits, make a decision, execute it, and continuously check and reassess as we proceed.

### Emergency Situations:

In emergencies, such as sudden weather changes, equipment malfunctions, or, God forbid, a midair, FORDEC provides a structured framework to avoid panic and make sound decisions quickly. By systematically evaluating the situation and options, we can maintain control and increase our chances of a safe outcome.

### Training and Simulation:

FORDEC can also be integrated into training programs for glider pilots. Instructors can use it to teach students how to approach decision-making systematically. Simulated scenarios can be used to practice the model, helping pilots build the confidence and skills needed to apply it effectively in real flights.



*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)

**Mini Nimbus C:** Well cared for by present (second) owner since 1990. Only 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, Turn & bank, 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 (battery) remote-control one-man glider rigging device. \$3180. Contact Peter on [wooleypeter@gmail.com](mailto:wooleypeter@gmail.com)

This edition of the newsletter was compiled by Peter Wooley