

AGC Weekly News

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

From the CFI



The annual Prize Giving was a very well attended event with around 45 members and partners turning up. Marion Moody put on a wonderful dinner as usual, with Roast Pork and Ham going down very well.

Recipients of awards were:

- First Solo Tom Kong
- Green Air Trophy for services to the club in a none flying role, Dion Manktelow
- Zeman Vase Highest place Club Glider in the 2024 Task week Georgia Schofield
- Banton Trophy Winner of the 2024 Task Week Ross Gaddes
- Mc Alpine Instructors Trophy for best no-Instrument Circuit Tom Kong
- Liddell Trophy Most meritorious flight by a pilot with less than 70hrs Angelie Madsen (2nd year in a row!)
- Neil Grant Trophy Most Promising Student Jack Beavis
- Bent Stick Trophy Longest Retrieve John Robertson (Landing at Wharepapa South)

- Ardmore Shield Highest OLC or Weglide scoring flight David Moody.

The full presentation is attached in PDF to this week's covering email.

The club doesn't run without the help of the entire membership working towards the goal of gliding. So, I take this opportunity to thank the committee, the instructors, the duty pilots, the ground mowers and Sailplane Services for keeping the fleet operational and everyone who turns up to working bees or helps with projects around the club. Dion berated me for awarding him the Green Air trophy, but that attitude is exactly why he's received it, being Chief tow pilot and for strip mowing, building projects, and also committee member. All this works for the greater good without expectation of reward, other than the camaraderie that comes from it.

Once again thank you to everyone who helps make the club a wonderful place to be.

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

Winter flying from Matamata - why it's worth going on trips there

Gerard Robertson



Climate Drivers - ENSO neutral so look to short-term drivers

June was a good reminder that winter can throw up all sorts of weather maps, especially when large scale climate drivers, like the El Niño Southern Oscillation (ENSO) are firmly in neutral territory. ENSO will remain neutral through the winter months and the most useful climate drivers to monitor over coming months will be those closer to home, including the Southern Annular Mode (SAM).

SAM is measure of how far north or south a belt of strong westerlies sits in the Southern Ocean. When strongly positive, the storms tend to run further south - through the Southern Ocean as high pressures are favoured around New Zealand. When SAM is strongly negative high pressure sits well to the south with lower-than-normal pressure around the Chatham Islands and enhanced westerlies across New Zealand. SAM is an important tool for medium range forecasting in New Zealand and you can find more information [here](https://blog.metservice.com/Southern-Annular-Mode); <https://blog.metservice.com/Southern-Annular-Mode>.

SAM has taken a bit of a nosedive over recent days, and this has helped inject cold air over NZ to start the month. Cool airmasses are likely to hang around with SAM remaining largely negative over the first week of the month, before a strong and prolonged positive phase is forecast through week two towards mid-month, hinting at a spell of settled and dry weather nationally. Expect SAM to be increasingly volatile later this month, with fast-moving weather patterns and changeable weather redeveloping.

Sea surface temperatures around and south of New Zealand remain just below average overall, despite a slight warming since May. There remains a heightened chance of La Niña developing this spring, with flow on effects possible as we approach the summer months.

July 2024 Outlook – Winter highs and lows that fly by

July started off with a very mobile Southern Ocean low (thank you negative SAM) crossing the country and a burst of heavy rain for all, followed by cold south-westerly showers. The lower South Island also saw snow to low levels as cold air flooded in. Despite the mild June, this event has

really helped kick ski resorts into gear with many of the South Island ski fields seeing 30-60cm of fresh snow as this system moved through and now looking in fantastic shape for the start of the school holidays next week.

Cold and sometimes brisk southerly quarter winds remain on the cards for most of the country into early next week, beginning Monday 8th, as high pressure near Tasmania extends a dominant ridge north-eastward across the Tasman Sea. Whilst we might see the odd shower at times in this flow, there will be plenty of fine, dry, sunny afternoons and crisp, frosty mornings, but watch out for sharp winds in exposed windward and mountainous areas. As we move into the start of calving season, farmers should keep one eye on those minimum temperatures, with some of the coldest weather we have seen this year likely by the end of this week and widespread rural frosts forecast.

This high-pressure cell will become centred over New Zealand itself early next week, then only gradually drift eastward towards mid-month. These cold, winter highs can often be quite slow to move away and should offer up a prolonged spell of dry, settled weather nationwide. However, different weather hazards can present themselves in these set-ups including widespread frosts, icy roads, cold daytime temperatures, thick valley fogs and persistent low cloud. Despite the lack of forecast rain, it will pay to check in with your latest forecast at metservice.com.

As we head towards mid-month, weather models gradually move this high pressure away from our shores, with a weather system brewing in the Tasman Sea and a return of milder N-NW winds across the country. Expect a more unsettled window to develop as this Tasman system moves in, with northern and western facing portions of NZ most at risk of seeing heavy rain as it moves in. This feature might bring a few days of inclement weather, but don't expect it to stall for weeks on end to the west of the country like we saw in June. Indeed, through the second half of July, expect the weather maps to change regularly as low pressure systems and fronts move through much more quickly than last month. Expect temperatures to bounce around through the second half of July too, with some very mild spells followed by sharp cold snaps.

So, despite a cold and dry opening salvo this July, a much more unsettled outlook from mid-month

means overall we may end up fairly close to July averages for monthly rainfall and temperatures right across the country, albeit with some drier

anomalies favoured for Canterbury and central parts of North Island.

Some videos from Gerard

Helicopter aerotow with airborne full stop



<https://youtu.be/8FGcBJaAy0s?si=wbU5jqimRS8ZJRQF>

Index of Dave Nadler's Soaring Publications plus Soaring Biography

Publications

- 4 Convention with OSTV track, presentation video
- 1st The Perfect Vario
- and presentation slides for the above video presentation are available below
- an safety considerations (edited version published in August 2022 Soaring magazine)
- Can You Start The Motor?
- 4 Convention with OSTV track, presentation videos
- 4th World - Lessons Learned
- How glider accuracy, systems, Systemic Problems, and Potential Systemic Improvements
- The First 2000 Surveys of multi-rotor reliability
- and presentation slides for the above video presentations are available below
- video video Things to think about for safe towing of heavier gliders
- of in the FLARM® glider traffic warning system, transponders, and ADS-B
- changed believe to see in-flight EASDs
- national registration codes, replaces the FLARM Antenna Rail of SMAA web page
- to provide the USA with a background on transponder, track and functionality
- USA - USA good pilot background on the new aircraft traffic surveillance system

and Event Biogs

- 2017 USA 18 Meter Class Nationals - from a regular video to formal
- 2018 USA 18 Meter Class Nationals - from a regular video to formal
- 2019 USA 18 Meter Class Nationals - from a regular video to formal
- 2020 USA 18 Meter Class Nationals - from a regular video to formal
- 2021 USA 18 Meter Class Nationals - from a regular video to formal
- 2022 USA 18 Meter Class Nationals - from a regular video to formal
- 2023 USA 18 Meter Class Nationals - from a regular video to formal
- 2024 USA 18 Meter Class Nationals - from a regular video to formal

Dave Nadler "YO" finishing at Hobbs in Antares 20E with 18-meter tips. Photo by Chuck Coyne / SSA

<https://www.nadler.com/public/NadlerSoaringIndex.html>

Weglide Magazine



<https://magazine.weglide.org/?ref=weglide-newsletter-en-newsletter>

Stefan Langer solo rigs his new AS33Me



<https://youtu.be/LovI6cvmBIM?si=Mvv863SYhFtbBnXJ>



Photo by Sean Franke

A good daily inspection of a sailplane is a crucial aspect of ensuring flight safety, operational efficiency, and the overall longevity of the aircraft. Given the delicate nature of gliders and the environments in which we operate, thorough pre-flight checks can mean the difference between a successful, enjoyable flight and a potentially hazardous situation. Here's why a meticulous daily inspection is indispensable for every sailplane pilot.

Safety First

The primary reason for conducting a thorough daily inspection is safety. Sailplanes are designed to be lightweight and aerodynamically efficient, which also means they are more susceptible to wear and tear from environmental factors and handling. A detailed inspection helps identify any potential issues before they become serious problems. This includes checking the structural integrity of the wings, fuselage, and control

surfaces for any signs of damage, such as cracks, dents, or loose fittings. Ensuring that all components are secure and in good condition can prevent in-flight failures that could endanger the pilot and any passengers on board.

Early Detection of Wear and Tear

Regular inspections allow for the early detection of wear and tear. Components such as control cables or linkages, tow releases, and landing gear can degrade over time and with use. By inspecting these parts daily where possible, pilots can spot signs of deterioration or fatigue early, enabling timely repairs or replacements. This proactive approach helps avoid more significant issues that could arise from neglect, such as control failures or landing gear malfunctions, which could lead to accidents.

Ensuring Airworthiness

A sailplane must meet specific airworthiness criteria to be considered safe for flight. Daily inspections ensure that the glider complies with these standards. This includes checking that all instruments are functioning correctly, the avionics are up-to-date and operational, and that the glider is properly balanced and free of any foreign objects that might affect its performance. Keeping the sailplane in top condition not only ensures compliance with aviation regulations but also contributes to optimal flight performance. If you ever have any concerns about something you've spotted on your daily inspection, it's free to ask a question of an experienced club member – it may save your life!

Confidence in Flight

For all pilots, confidence in our aircraft is paramount. Knowing that a thorough inspection has been performed can provide peace of mind, allowing the us to focus on the flight rather than any potential mechanical issues. This confidence translates into better decision-making and overall flight performance. Pilots who are assured of their sailplane's condition are more likely to enjoy their time in the air, whether they are training, competing, or flying recreationally.

Longevity of the Sailplane

Regular daily inspections (plus general care with covers, polishes, etc) contribute to the longevity of the sailplane. By addressing minor issues before they escalate, pilots and maintenance crews can extend the operational life of the glider. Consistent care and maintenance help preserve the structural integrity and performance capabilities of the sailplane, ensuring that it remains in serviceable condition for years. This not only protects the pilot's investment but also ensures the aircraft's availability for future flights.

Legal and Insurance Requirements

In many jurisdictions, regular inspections are a legal requirement for operating a sailplane (both daily and annually). Ensuring compliance with these regulations is essential to avoid penalties and ensure that the sailplane is insured. Many insurance policies also stipulate that regular inspections must be performed to maintain coverage. Failing to conduct these checks can result in invalidation of the insurance policy, leaving the pilot financially vulnerable in the event of an incident – not what anyone would want!

Overall, a good daily inspection of your sailplane is a critical & essential world's best practice that ensures safety, early detection of wear, airworthiness, pilot confidence, and the longevity of the aircraft. It also fulfills legal and insurance requirements, providing comprehensive benefits that far outweigh the time and effort invested. By making thorough daily inspections a non-negotiable part of your pre-flight routine, you can ensure a safer, more reliable, and enjoyable gliding experience. Whether you are a seasoned pilot or a novice, the habit of meticulous daily inspections is an essential cornerstone of responsible sailplane ownership and operation.



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.

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 (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



IMI Power rigger (new)

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



Hangar space for sale. SOLD! 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