

AGC Weekly News

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

From the CFI



The club has just received a replacement parachute for the one that got melted and made unserviceable by leaning against the heating bulb that keeps them dry through winter.

I have installed a grill around the bulb so this shouldn't happen again, but please take care when putting cuts in the cupboard that they remain clear of the lamp regardless.

All the chutes will be repacked within the next month so they will be serviceable for the summer.

This is a good time to remind all pilots with their own chutes that you are, by CAA regulation, required to have your chute repacked annually if you are to wear it in your glider, chute wearing is compulsory for any competition.

I've taken some private chutes in for repacking so I will ask those pilots if they want me to take them in again this year. For the rest of you I trust you are getting them repacked elsewhere.

Remember a parachute is your only form of life insurance, if staying alive is the objective, a chute that hasn't been repacked annually is not guaranteed to work, I've seen evidence of this.

Obviously, there's been a bit of rain over the last few days so the Drury strip will be closed. The forecast for the weekend is for fresh easterly winds, wave at Matamata is probably not a thing due to the massive change in wind direction with altitude. But thermal activity, more so on Sunday is predicted.

AK is currently rigged at Drury and needs to be derigged in any case, for its upcoming annual inspection. Both Duos are back in Auckland for maintenance.

If you wish to fly this weekend, you'll need to make a booking and make arrangements ASAP.

Anton Lawrence
CFI Auckland Gliding Club
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Video - Vernon and Jasper Safari, July 2024

Submitted by Gerard



<https://highismorebetter.wordpress.com/2024/07/30/vernon-and-jasper-safari-july-2024/>



Last weekend I went to Christchurch to attend the GNZ quarterly meeting. They must be desperate, as they invited me to join the Exec. In fact, I'm told that the AGC hasn't had a rep on Exec since Tony Timmermans.

To give you a flavour of what was discussed, the following agenda list is the open items from previous meetings: quite a range.

- (a) Inventory of legacy competition trophies Wallace
- (b) Over-dimension glider trailers Davy
- (c) Panel for consideration of FTP change requests Wallace
- (d) GNZ Youth Policy Sharpe
- (e) Gliding Unit Standards for NZCA credits Sharpe
- (f) ITP implementation Wallace
- (g) Management Review meeting Stevens
- (h) GNZ-led Promotional Campaign Sharpe/Jackson
- (i) Travel insurance for World Gliding Champs Stevens
- (j) Tow Ratings for microlight pilots Stevens
- (k) Reminder to clubs to monitor Council RM plans Wallace
- (l) Reminder to clubs for Executive nominations Wallace
- (m) Tow-pilot rear vision project Stevens/Jackson

- (n) NZAIP amendment for gliding operations Stevens
- (o) Youth scholarships for instructor ratings Wallace
- (p) CAA engagement with Sport/Rec sector Stevens/Sharpe
- (q) FTP Review Panel recommendations to CAA Stevens

Item m), on rear-facing cameras for tow pilots, is an interesting topic. The Bristell recently delivered to Piako has a rear-facing camera mounted at the tow fitting. By contrast, another club (Omarama?) has the camera mounted directly above the pilot's head and thus includes a view of the rear fuselage. It was agreed that this provides a better view, as it shows the relative positions of the tow plane and glider. It was discussed whether AI could be used to recognise the glider on tow and provide an alert when it approached a boundary - work in progress.

While that's only one item, I can report that I found the Exec to be a motivated, effective and very pleasant group of people to be with and I can only try to live up to those standards. While many of you will have met Steve Wallace (President), I suspect fewer of you will have met Max Stevens (Executive Officer). To me, Max is something of a legend, in his own very modest & humble way. Max maintains the MOAP (amongst other things). In his past life, Max was deputy Director of CAA NZ, so has an unparalleled depth and breadth of knowledge. He's also a very good glider pilot. I still remember a talk he gave to the Aero Society's Continuing Professional Development series that I helped organise, where he calmly detailed a flight which touched both the east and west coasts of the South Island. My big aeroplane world colleagues were stunned by the fact that this could be done in a glider.

The Exec meetings are held bi-monthly; those meetings prior to, at and following the AGM are held in person, while the others are held on-line. I'll aim to provide more updates / elaboration on specific items which may not have been mentioned in the GNZ President's monthly report.

Enhance Your Flight Performance the Night Before

Adam Woolley
Courtesy Wings & Wheels

The quality of your sleep tonight directly impacts the quality of your flight tomorrow.



Photo by Sean Franke

In the realm of aviation & gliding, where precision, alertness, and swift decision-making are paramount, the importance of a good night's sleep cannot be overstated. For us as glider pilots, ensuring adequate rest before a flight is not just a matter of comfort—it's a critical factor in safety and your overall performance. In this article, I will address how a quality night's sleep can significantly improve your flight experience and offer tips on achieving a restful night's sleep before taking to the skies.

The Importance of Sleep for Pilots

Enhanced Cognitive Function: Sleep is vital for cognitive processes such as memory, attention, and problem-solving. A well-rested brain can process information more efficiently, allowing you to stay alert and make quick, accurate decisions. Sharp cognitive function is essential in gliding, where conditions can change rapidly and require immediate responses.

Improved Reaction Time: Adequate sleep enhances your reaction time, which is crucial for handling unexpected events during a flight. Whether adjusting to sudden weather changes or managing the gaggle, being well-rested ensures that your reflexes are at their best, reducing the risk of accidents.

Heightened Situational Awareness: Situational awareness involves being fully aware of your surroundings, understanding how various factors affect your flight, and anticipating potential issues. Sleep deprivation can impair this awareness, leading to oversight and errors. A good night's sleep sharpens your situational awareness, enabling you to monitor and respond to dynamic environments more effectively.

Emotional Stability: Fatigue can exacerbate stress and negatively impact your mood, making it

harder to stay calm and composed under pressure. Emotional stability is crucial for pilots, as stress can lead to poor judgment and rash decisions. Quality sleep helps regulate emotions, maintaining a balanced and focused mindset.

How to Achieve a Good Night's Sleep Before a Flight

Establish a Sleep Routine: Consistency is vital to good sleep. Try to go to bed and wake up at the exact times every day, even on weekends. This regularity helps regulate your body's internal clock, making it easier to fall asleep and wake up refreshed.

Create a Relaxing Environment: Your bedroom should be conducive to sleep. Keep the room cool, dark, and quiet. Invest in a comfortable mattress and pillows. Consider using blackout curtains, earplugs, or a white noise machine to eliminate disruptions.

Limit Screen Time: The blue light emitted by phones, tablets, and computers can interfere with your body's production of melatonin, a hormone that regulates sleep. Try to avoid screens for at least an hour before bed. Instead, engage in relaxing activities.

Watch Your Diet: What you eat and drink can affect your sleep quality. Avoid caffeine and heavy meals in the hours leading up to bedtime. While alcohol might make you feel sleepy initially, it can disrupt your sleep cycle and reduce overall sleep quality.

Exercise Regularly: Regular physical activity can promote better sleep. Aim for at least 30 minutes of moderate exercise most days of the week. However, try to avoid vigorous exercise close to bedtime, as it can have a stimulating effect and make it harder to fall asleep.

The Benefits of a Good Night's Sleep for Glider Pilots

Optimal Performance: Well-rested pilots perform better across all aspects of flight operations. From pre-flight checks to in-flight adjustments and post-flight analysis, being alert and mentally sharp ensures that you operate at your best.

Increased Safety: Sleep directly impacts safety, and fatigue is a significant factor in many aviation accidents. By prioritising sleep, you reduce the

likelihood of errors, ensuring a safer flight for yourself and any passengers or crew surrounding you.

Enhanced Enjoyment: Flying should be an enjoyable experience. You're more likely to feel positive, energetic, and enthusiastic when well-rested. This enhances your enjoyment and contributes to a more pleasant and relaxed atmosphere in the cockpit.

Better Learning and Improvement: Sleep plays a crucial role in consolidating memories and learning new skills. For pilots looking to improve their abilities continuously, adequate rest is essential. A good night's sleep helps retain information from training and practice, making you a more competent and knowledgeable pilot.

A good night's sleep is an indispensable component of being an effective and safe glider pilot. The benefits of quality sleep are profound, from enhancing cognitive function and reaction times to maintaining emotional stability and overall performance. By prioritising restful sleep and adopting healthy sleep habits, you can ensure you take to the skies with clarity, confidence, and competence. Remember, the quality of your sleep tonight directly impacts the quality of your flight tomorrow.



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.

This Brilliant Man Can Get You In Trouble Misapply MacCready Theory At Your Own Peril

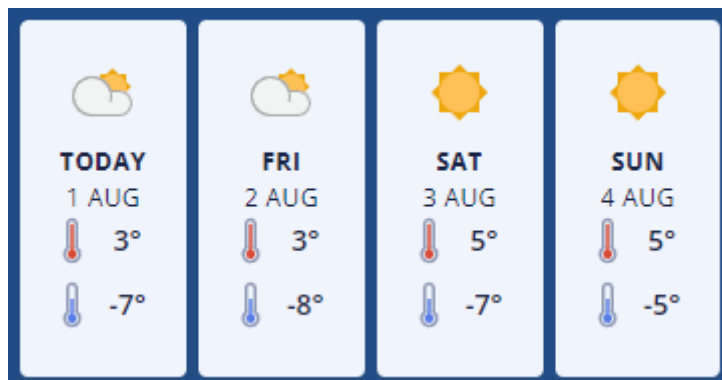
Submitted by Gerard



<https://chessintheair.com/this-brilliant-man-can-get-you-in-trouble-misapply-maccready-theory-at-your-own-peril/>

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



Nice temps for Omarama!

This edition of the newsletter was compiled by Peter Wooley