

# AGC Weekly News

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

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## From the CFI

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At this stage the southern end of the strip is most probably usable up to the hump; however, the northern end is a bit too soft. A few good days of dry weather should see an improvement but forecast rain for Friday may slow this down.

Forecast wind for Saturday is WSW which would probably mean no flying from Drury; Sunday wind is predicted to be NW early on, backing to WSW later in the day.

The tow plane is undergoing a mandatory inspection which is also hoped to be completed

by the weekend.

It is of course the AGM this Saturday, beginning at 10:00am, so perhaps there's a slim possibility for some action after. If you are interested in flying this weekend, keep an eye on the weather and communicate with the rostered instructors.

Anton Lawrence  
CFI Auckland Gliding Club  
021 280 188

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## AGM Reminder and Documents

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**The AGM will be held this Saturday (21<sup>st</sup> Sept) at 10:00am at the clubrooms.  
Members can also dial in via Zoom (the link is in the Agenda document).**

**AGM Documents are now available on the Auckland Gliding Club website in the members area under the 2023-2024 AGM Documents section.**

**If you have difficulties accessing the documents, please email [secretary@glidignaukland.co.nz](mailto:secretary@glidignaukland.co.nz)**

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## Club workshop being well used

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**A heads-up for the next Drury Enterprise Regatta: 3rd-11th Jan 25.**

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## Circling Etiquette: Rules of Thermalling

Adam Woolley  
Courtesy Wings & Wheels

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*Thermals often attract multiple gliders, creating crowded and complex situations in the sky. Establishing some sort of thermal etiquette is essential to prevent mid-air collisions and reduce conflict.*

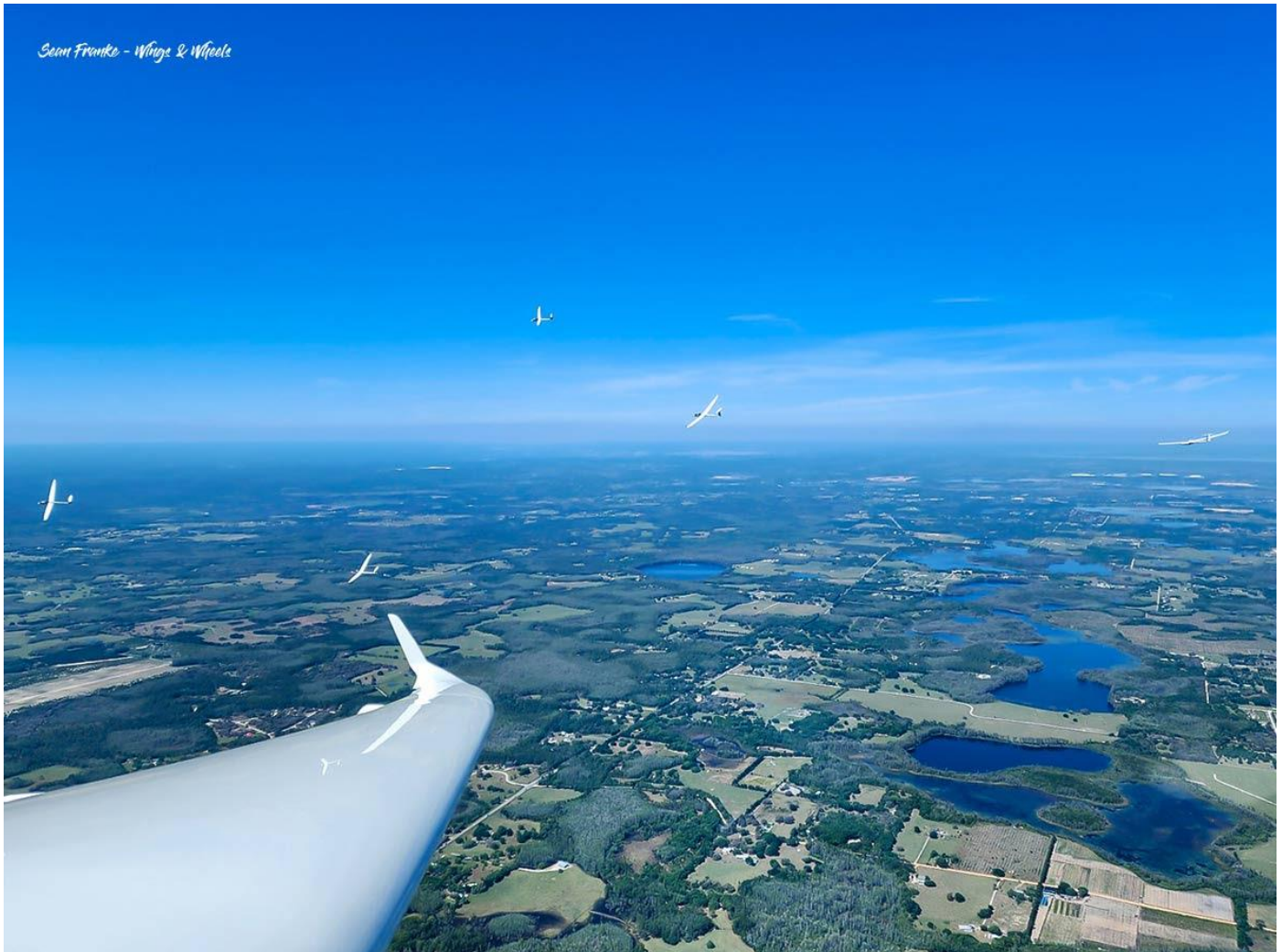


Photo by Sean Franke

One of the crucial skills in gliding is naturally to be able to thermal in rising columns of lift. This allows us to extend our flights by tapping into the energy of Mother Nature. However, as we know, thermals often attract multiple gliders, creating crowded and complex situations in the sky. To ensure safety and efficiency, it's essential for us all to establish some sort of thermal etiquette. Observing these best practices helps prevent mid-air collisions, reduces conflicts, and allows all pilots to maximise the use of available lift.

### Joining a Thermal

When approaching a thermal occupied by other gliders, pilots should enter the thermal in the same direction as the gliders already circling – I'd like to think this is pretty obvious. However, people still join in the opposite direction. Always respect the pilot who is established in the lift. If you think the lift is better elsewhere, lead them

back by opening the turn and showing them the way. This practice minimises the risk of conflict and maintains the group's harmony. Pilots should avoid cutting across the circle or entering at an angle that could disrupt the established flow. There's nothing worse than when someone intentionally cuts in front, trying to gain an advantage, only to show their belly to the other and hope you don't hear a bang! Before joining, it is important to assess the thermal's situation, including the altitude and position of other gliders, and then enter in a predictable manner.

The recommended technique for entering a thermal is to fly parallel to the established circling direction, gradually merging into the turn while maintaining a safe distance from the other gliders. This approach allows the joining glider to smoothly integrate into the thermal without causing disruptions or startling other pilots.

## Spacing and Separation

Maintaining adequate spacing between gliders in a thermal is critical for safety. Pilots should aim to keep a horizontal separation of at least 50 to 100 meters from other gliders. This spacing allows for safe manoeuvring and reduces the risk of collision if one glider makes an abrupt move. Always remain predictable.

Vertical separation is also vital. Pilots should avoid climbing directly above or below another glider, as this creates a blind spot for both pilots and increases the risk of collision. In places like Australia and the USA, we often have big shears, meaning we could drop without warning onto the other pilot. It doesn't matter how in control you feel; it can happen to you, too.

## Exiting a Thermal

When we decide to leave a thermal, it's important to exit in a predictable way that does not disrupt the other gliders. The recommended practice is to roll out of the turn gradually, flying straight until clear of the thermal. We should always avoid sudden or unpredictable manoeuvres that could surprise or endanger others.

Before exiting, it is crucial to check the surrounding airspace, ensuring no gliders in the immediate vicinity could be affected by the departure. Signaling the intention to exit via a brief radio call can further enhance safety, particularly in crowded thermals.

## Respect and Cooperation

Ultimately, thermal etiquette is about respect and cooperation among pilots. Sharing thermals requires an understanding that all pilots have the same goal: to stay aloft and make the most of the available lift. By observing proper etiquette, pilots contribute to a safer, more enjoyable, soaring experience for everyone involved.

In competitive soaring, where tensions can be high, it's especially important to remember that good thermal etiquette benefits individuals and promotes fairness and sportsmanship. When all pilots follow these unwritten rules, the gliding community fosters a culture of mutual respect and camaraderie.

Enjoy the journey 🙏

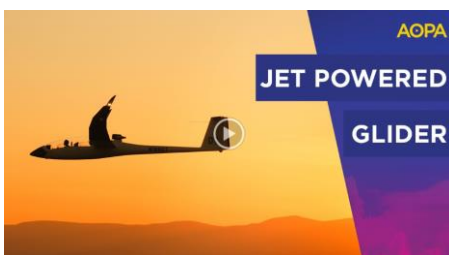


*Adam Woolley was born into the gliding world, being the 3rd generation in his family. Going solo at 15, his thirst for efficiency in soaring flight & quest for a world championship title to his name has never wavered. One big passion is sharing his experiences & joy with other glider pilots all around 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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## Some Videos from Gerard

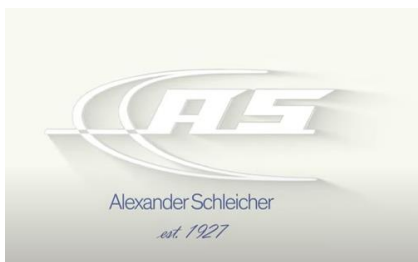
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[https://youtu.be/YUwbb6ir0\\_k](https://youtu.be/YUwbb6ir0_k)



<https://vimeo.com/1001466981>



<https://youtu.be/IOKYxQOya6M?si=WchT1qC5yxi xmNC8>



<https://youtu.be/mwZLiz1iTo?si=pMMc0xw4BWA qlAtr>



**Taupo** – located in the heart of the North Island.

It is a playground, not only for soaring pilots but the whole family.

**Attractions:**

- Skydiving
- Bungy Jumping
- Golf
- Fishing

- Water Sports
- Shopping
- Tramping, plus lots more.....

**Bring the whole family.**

***Early Bird*** – Get your entry in and paid for by the due date and enter the draw for Supercar Tickets.

# Central Plateau Comp.

## 2024 – Centennial Park, TAUPO

It is almost time to kick off the soaring season! Come and join us at Centennial Park for the Central Plateau Soaring Competition. Whether you are a novice or an experienced competition pilot there will be tasks to suit everyone.

Saturday 2<sup>nd</sup> November – Saturday 9<sup>th</sup> November

Practice Day – Saturday 2<sup>nd</sup>

Start date – Sunday 3<sup>rd</sup>

**Contest Director: Hugh de Lautour**

***Early Bird Entry Closes – 25<sup>th</sup> October 2024***

Camping and Accommodation available.

For more information contact **Trace Austin** on 0220 289 842 or [traceaustin@hotmail.com](mailto:traceaustin@hotmail.com)



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## Members Ads

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### Mini Nimbus C, ZK-GKS

Well cared for by present owner since 1990. 1600 hours TT, no damage history. Panel includes Trig TT22 transponder (ADS-B out), Flarm Power Mouse, Flarm LED display, LX-NAV S80, panel-mounted Oudie 2, new Winter altimeter, Winter mech vario. Ilec extended length TE probe, twin LiFePO batteries with twin chargers, Mountain High Ox system, reliable and clear Dittel FSG40S radio, tow hook rebuilt by Tost in Germany, replaced Gadringer lap and shoulder straps fitted. Good tow-out gear, full set outdoor covers, full set indoor covers, spare wheel doors, spare hub/wheel brake. All documentation since new. Imported closed Karl Pheifer GRP trailer with rego and WOF (completely rebuilt 2013) and always garaged. \$45 500.00.



**IMI Power Rigger.** New IMI battery-powered electric, remote-controlled Power Rigger. \$3180



Photo by Gerard

This edition of the newsletter was compiled by Peter Wooley