12-13 October

AGC Weekly News

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

From the CFI

Unfortunately, the cycle of fronts continues to wet the field to the point we won't be able to operate from Drury this weekend. The flour Bomb event is therefore off for the time being.

The long-range forecast seems to show another front passing towards the end of next week, so let's hope it dissipates before arriving.

We had an excellent turnout for the Preseason Briefing - thanks to all who turned up. For those who weren't present, the briefing will be on the club website under the Members Section, so please review and send me a confirmation email that you've read it prior to flying.

The presentation on the S100 will also be on the website. You should use this as a prompt on its use. Also, read the manual and practice in order to better understand the instrument's use.

Anton Lawrence
CFI Auckland Gliding Club
021 280 188

New Club Committee Members & Operations Officials

President - Dion Manktelow
Vice President - Wayne Thomas
Secretary - Kevin Johnson
Club Captain - Ross Gaddes
Treasurer - Kate Ramsden
Committee Members - Nathan Montano; Paul Schofield; Anton Lawrence; Jason Smith

CFI - Anton Lawrence
Deputy CFI - Roy Innes
Chief Tow Pilot - Wayne Thomas
Winch master - Grahame Player
Membership – Vacant at present
Trial Flight Coordinator - Nathan Montano
Glider Fleet Management - Jason Smith
Bar Manager - Ross Gaddes

Learning about Glider Aerobatics

Courtesy the FAI CIVA

Although loops and spins had been flown with gliders earlier, the history of "real" glider aerobatics began in 1936, when during the Berlin Olympics, aerobatic displays were shown with a glider specifically designed for this purpose. The "Habicht" (Hawk) was the first fully aerobatic glider, capable of performing the majority of aerobatic manoeuvres which previously had been the domain of aerobatic aeroplanes.

After WW II the interest in glider aerobatics was revived and, in several European countries, specialised aerobatic gliders were designed. Initially these gliders were flown primarily in air-shows. At a later stage national aero clubs began to organise glider aerobatic contests and national championships. The first official national championship was held in Germany in 1975.

At about the same time Poland, the other major gliding nation in Europe, had started to organise national glider aerobatic championships. In 1982 the Polish Aero Club invited pilots from other European countries to the first international glider aerobatic contest. The first European Championship took place in Germany in 1984 and

in the following year Austria hosted the first World Glider Aerobatic Championship. World Champion in 1985 was Polish pilot Jerzy Makula, who topped off his astonishing career in 2011 winning his seventh world champion's title.

Until 2010 World Championships were held every other year with European Championships in the intervening years. In 2010 European Championships were abandoned and World Championships are now held on a yearly basis. The most important change to international glider aerobatics, however, has been the introduction of the Advanced category with Advanced World Championships held yearly since 2010 alongside the Unlimited Championships. The Advanced category enjoys ever-growing popularity and in 2019 the first female pilot, Patrycja Pacak from Poland, won the overall Advanced World Champion's title - visit the CIVA Results website for these results and many other examples. Holding both championships at the same time and location enables organisers to make the most efficient use of the airfield facilities and the presence of all the judges, jury and other key officials.

A glider aerobatic championship comprises a maximum of six programmes:

The Free Known, consisting of five Known and five Free figures. Maximum K (the total of the individual figure K-factors) is 230 for UNL and 175 for ADV. Fresh Known figures are selected each year by the CIVA Glider Aerobatic Committee, and details of the current set for each category are available from the Documents page here.

Four Unknown Compulsories and one Free Unknown, each consisting of seven figures selected by the teams with a total K of 180 to 200 for UNL (150 to 170 ADV) plus one or two linking figures with a combined K of 10. For the Compulsories the Jury selects a sequence; the procedure for the Free Unknown is the same as in power.

The glider Advanced category differs from Unlimited by the choice of allowed figures. Not flown in Advanced are flicks, rolling turns, negative loops and inverted spins, and no rolls vertically up and no more than ¼ roll vertically down are allowed. Tail-slides are also flown in glider Advanced contests, as at Unlimited and of course in power.

In the glider version of the Aresti catalogue, a number of figures are deleted because they are clearly not flyable without an engine. Otherwise the only differences from the power version are higher K-factors for rolls and rolling turns due to the inferior rolling performance of gliders.

Gliders are towed to the top of the performance zone, which is normally 1,200m AGL. The minimum height for aerobatics is 200m AGL; disqualification height is 100m AGL.

This article courtesy of:

CIVA NEWS
Commission Internationale de Voltige Aerienne

2024 World Gliding Championships

By Adam Woolley
Courtesy Wings & Wheels

For a long time, I've had a fear of failure, accepting a solid placing rather than taking opportunities to win.

Photo by Sean Franke

"The scores are tied; it's time for the big one. You up for this one, Maverick?" ICEMAN.

For a long time, I've had a fear of failure, accepting a solid placing rather than taking opportunities to win. Fortunately, I realised this and put plans into action, and for the past 6-8 years, I've started winning as a result, albeit on the national stage only. I want more.

Let us rewind to day six of the 2024 World Gliding Championships in Uvalde, TX. The task is a 623km fixed task, the first of the competition. As the competitors, we knew it was a lengthy task for the day's weather, so there was little room to move around. Keith and I are 93pts behind Keith and Sarah of Team USA. The weather at the start is not easy; it's blue with weak climbs that are generally hard to find. We decided to stay away from the gaggle and upwind, generally on our own but always staying high. We noticed that the gaggle was starting to bunch up and all float around at the top of convection, I could tell that they're anxious to start, even from afar, so it's likely that they're counting down their timers, then dashing across the line at the last possible moment…

I notice a sole wisp upwind. With the slow climb rates and its height compared to mine, I figured I'd be at the top of convection as the timers ran out – it's go-time. I trust myself, knowing that fiberglass will be everywhere in the first few glides/climbs; they'll be slow, and I'll catch up quickly. This is precisely what happened, and for about 400km, we were leading the World Championships. An opportunity presented itself to start near last, stick the knife in, and finish ahead of the gaggle, taking more points!

A long story short, on task 11 of the world championships, a similar story had unfolded. We

nailed the start again, flew with extreme confidence, and caught the gaggle after 300km – all we had to do was to fly home with the lead gliders. I was flying as if I was completely free of the 'fear of failure'; this again was my opportunity to realise the dream and put myself in a world championships winning position. I figured that I'd flown my own race, flown with my own rhythm; I understood the day; let's keep going, stick the knife in, and gain more crucial points for the final shoot-out on the last day!

What happened once I caught the gaggle on both of these occasions? I fell into a hole, slowed down, and recovered with respectable points. How? After a three-second debrief on the moment that just happened, I merely reset, forget what just happened, go through a virtual start gate, and then be the fastest pilot in the sky from that moment forward.

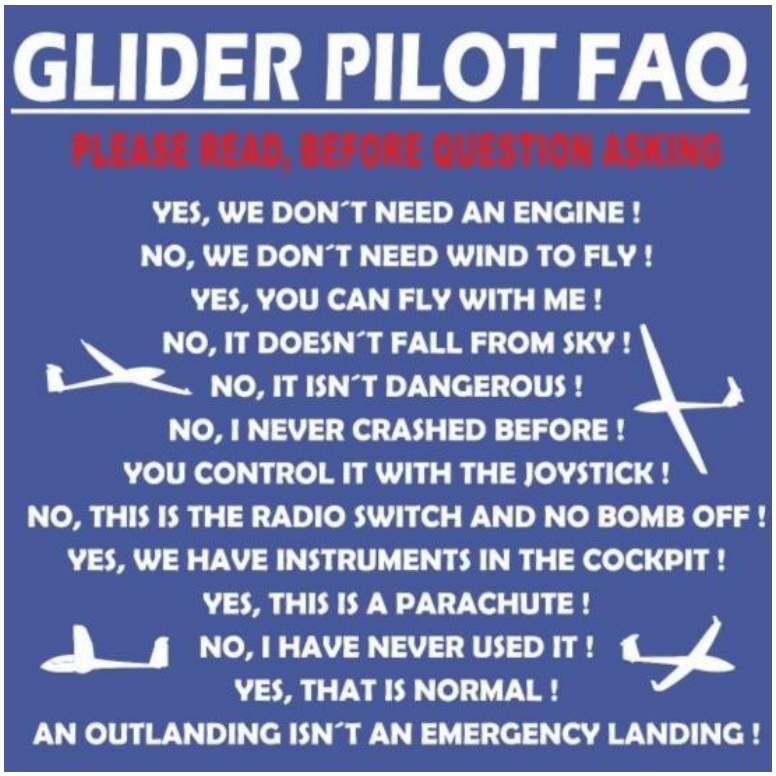
Even though I thought I had lost my fear of failure by behaving as I did on the above flights (i.e., going for it when the opportunities arose), It all came down to the last day. Had I really lost my fear of failure? The answer ultimately was 'no'. Why? I became too focused on my world ranking at that moment. If I could maintain my 2nd (1st was unachievable), then I can improve my ranking position – now 16th in the world! If I failed miserably, I could drop from 2nd to 6th or even further down the line…

On the last day, there was a risk of anvils, high cirrus, and weather coming in from the West. I started at the optimum time for a mid-comp flight, though those in 3rd to 6th positions could start later, banking on the weather being, on average, better. Ultimately, the weather got stronger, and I lost 2nd, subsequently finishing 4th, only 5 points behind 3rd!!!

This was the last piece of the puzzle for me to lose my fear of failure. I now have the world ranking and know I can win on the big stage. Next time I'm in the same position, I think I'll be in a much better position to capitalise, & finally take that World Championship title that I've dreamt about since I was a young boy 💪

Nike: Just.Go.For.It

Shawn Knickerbocker has been flying gliders since the mid-sixties. 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.



(thanks Gerard!)

This edition of the newsletter was compiled by Peter Wooley