

AGC Weekly News

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

From the CFI

I stuffed up.

The last flight of the day on a Sunday was to be the second of a five-flight trial set.

We sat in the glider XY for some time with the canopy down, as it was a bit chilly with it up. I went through the check list in great detail, explaining what every item was about, especially SASOB.

We had to wave someone with the rope away as we weren't ready to hook on.

We eventually hooked on and after about 30 metres of ground roll, suddenly the rear canopy blew off, impacting the fin. This caused some damage to the fin and destroying the Perspex canopy.

One would wonder how this could happen if you are actually teaching checklists?

Contributing factors:

Not locking the canopy as soon as it was down;
The extended time discussing the checklist;
A slight interruption by the wing man wanting to hook up before we were ready;
Not pushing up on the canopy to ensure it is locked.

I'm not the first to do this and probably won't be

the last, though I doubt it'll happen to me again. The adrenalin alone is enough to be more vigilant.

I think the most important thing you can do if there is any interruption to your checks, is to start again at the beginning. If you put the canopy down, lock it straight away, or lift it and relock it as part of the check.

I apologise to any members who will be impacted by this but hopefully Sailplane Services can have XY back in the air shortly. A new canopy has been found, but it will be a lot of work to fit it.

Fortunately, we have a good fleet, so the Duo's might do a bit more work for a while. QQ is spin rated for those wanting a BFR/ICR.

For those wanting to refresh on the current checklist, please go to the Pilot Training programme, to solo pilot, to pilot check lists.

It looks like we are going to have what I would call "typical" Labour Weekend weather this year - rain predicted for all three days, Saturday being the worst. It'll be good weather from Tuesday and for the rest of the week, of course.

Anton Lawrence
CFI Auckland Gliding Club
021 280 188

Labour Weekend tug pilots

Wayne Thomas

| | |
|--------------------|-----------------|
| Saturday morning | Andy Campbell |
| Saturday afternoon | Chris Blomfield |
| Sunday morning | Pat Driessen |
| Sunday afternoon | Wayne Thomas |

A tow pilot will be available for Monday if required.

Looking for any kind of vacation work

I am Tim-Simon Schroeder and I am currently staying at the AGC during the summer. I am currently looking for a job here in NZ. I have a valid work permit allowing me to do temporary or contact work. I am interested in everything from

housesitting to regular employment, plus I have experience in manufacturing and customer service. If anybody would be interested in employing me, just let me know at tim.simon.schroeder06@gmail.com

Local soaring news

Frank Excell doing almost 300km on 12 October from Matamata. Well done Frank!



Gerard's videos

XΔ Soaring Adventures 940 KM



<https://youtu.be/BfHLKyZtVC8?si=6ZNVy4o6w4YjHcB9>



Cloud angel – can you see it?

Every site has unique challenges, weather patterns, and local rules that may differ from those you're accustomed to.



Photo by Sean Franke

Preparing and gaining local knowledge are key to a successful flight when flying at a new site. Every site has unique challenges, weather patterns, and local rules that may differ from those you're accustomed to. Consulting experienced pilots is one of the best ways to ensure a safe and enjoyable flight. Here's what you should consider and what questions to ask.

Understanding Local Weather Conditions

Weather is one of the most critical factors in gliding, and it varies significantly between sites. Experienced pilots can provide insights into the prevailing wind directions, thermal conditions, and how they are influenced by local topography. Ask them about the best times to fly, where thermals typically form, and how they move throughout the day. Inquire about any local weather patterns that might be different from your usual flying area, such as valley winds, sea breezes, or sudden shifts in weather that could impact your flight.

Questions to Ask

- What are the predominant wind directions here?
- Where do thermals usually start forming, and how do they develop throughout the day?
- Are there any specific weather patterns I should be aware of that are unique to this site?

Local Airspace and Regulations

Airspace regulations and site-specific rules are essential to know before taking off. Some sites may have restricted or controlled airspace nearby, requiring pilots to be mindful of altitude limits and air traffic. Experienced pilots can provide a detailed understanding of these restrictions and any local regulations that may differ from your home site.

Questions to Ask

- Are there any restricted airspaces or altitude limits I need to know?
- What are the site's rules regarding flight paths or landing zones?
- Are there any specific regulations or local customs that differ from those of other sites?

Topography and Potential Hazards

Topography is crucial in gliding, affecting wind behaviour, thermal generation, and potential hazards. Understanding the site's layout is essential for safe flying. Experienced pilots can point out critical landmarks, such as safe landing areas, ridge lift zones, and potential hazards like power lines, turbulence-prone areas, or locations where wind shear is common. They may also guide you on the best routes when flying cross-country from that site.

Questions to Ask

- What are the most important landmarks for navigation and safe landings?
- Should I avoid any areas prone to turbulence or wind shear?
- What are this area's typical hazards or obstacles, such as power lines or restricted zones?

Launch and Landing Techniques Specific to the Site

Launching and landing techniques vary significantly based on the site's layout and conditions. Some sites may have narrow or steep launch areas, while others may require specific techniques due to the terrain or wind patterns. Experienced pilots can guide the best approach for launching and landing safely. They may also highlight any site-specific procedures or signals used to communicate during these phases.

Questions to Ask

- What's the best technique for launching here, considering the terrain and wind?
- Are there any specific challenges or considerations for landing at this site?
- Is there any unique protocol or signal I should know when launching or landing?

Emergency Procedures and Alternative Landing Options

Even the best-planned flights can face unexpected challenges, so it's essential to have a solid understanding of emergency procedures and alternative landing options at the site. Experienced pilots can identify suitable out-landing fields ahead of time. They can also advise

on the best way to reach these locations and the conditions that may affect them. Google Earth is a great tool to visualise where you may need to go in the event of a launch failure, for example.

Questions to Ask

- Where are your area's nearest emergency landing options or safe out-landing fields?
- Are there any specific emergency procedures unique to this site?
- What should I do if I encounter unfavorable weather or conditions during flight?

Local Flying Culture and Community Norms

Understanding the local flying culture and community norms can help you integrate smoothly and avoid conflicts. Some sites may have informal codes of conduct or shared practices that enhance safety and enjoyment for everyone. It's helpful to ask local pilots about any unspoken rules or expectations.

Questions to Ask

- Are there any informal rules or practices among pilots at this site?
- How do pilots here typically communicate during flight or while on the ground?
- Are there any tips for integrating with the local community or respecting the site?

Like anywhere in the world, treat others how you'd expect to be treated. Be kind and respectful to others, and you'll have a great time exploring a new site!

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.

Member's Ads



PW5 ZK-GAT

Ready to fly. Approx 650 hours flying with 211 starts. Two Price Options:

Option 1: \$12,000 Glider, covered trailer, basic instruments (ASI, Altimeter, Mechanical Vario, Radio (Becker), Compass)

Option 2 (Preferred): \$25,000 The Works (Everything you need to fly in airspace, competitions, records)

Option 1 plus; Trig Transponder, ADSB In Out, S100 Vario, easy one-man-rig trailer fittings, parachute,

For negotiation separately: Oxygen system (2 tanks and EDS Mt High regulator). Ready but not previously installed. Ph Murray 0275 875 438



Drury Hangars x 2 (adjacent hangar spaces, access via southern door access in hangar # 1).

The 2 hangars are for sale (together or contemporaneously) and are available after the sale of PW-5 ZK-GAT.

Hangar # 1 is the one pictured behind the PW-5 canopy.

Ph Murray 0275 875 438

This edition of the newsletter was compiled by Peter Wooley