

AGC Weekly News

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

From the CFI

This is a reminder that the compulsory Preseason Briefing will be this Saturday, starting at 9:30am. The forecast for the day is not good but please make the effort to be there if you can.

We will also include the SGM as previously advertised.

I also have a presentation on the use of the S100 vario, as fitted to all the club gliders, QQ excepted. If you are a new pilot, club pilot or instructor, this will be a useful overview of the S100's use.

Last weekend provided very good conditions at

Matamata. Six others and myself made the trip with DX and AK on Sunday. There were happy faces all-round with two check flights and four student flights. The photo on Page 4 shows the approach to Matamata from the north. Let us hope we get some more of this soon.

The flour bomb drop is planned for the following weekend, but we'll only go ahead with this if the field and conditions are suitable.

Anton Lawrence
CFI Auckland Gliding Club
021 280 188

SGM Reminder and Documents

Just a reminder that a Special General Meeting will be held this Saturday as part of the Preseason Briefing.

The SGM is to review and sign off on the audited accounts which are available on the Website in the members area under the 2023-2024 AGM Documents section.

Winch Roster

Grahame Player

Drivers, Here at last is a roster for October and November. Any problems, let me know. Next Saturday, Keith will drive the winch - after the briefing and special meeting - weather, field conditions and demand permitting! If you are

aware of any prospective drivers, let me know, as Sat 12th has been suggested as a "winch day", so there should be time for training introduction and driver training.

October		November	
Sat 5	Keith A	Sat 2	Keith A
Sun 6		Sun 3	
Sat 12	Grahame	Sat 9	
Sun 13		Sun 10	Grahame
Sat 19		Sat 16	
Sun 20	Paul C	Sun 17	Paul C
Sat 26		Sat 23	
Sun 27	Lance	Sun 24	Lance
		Sat 30	

Trailer Preflight 101

By Shawn Knickerbocker
Courtesy Wings & Wheels

As you preflight your glider, you should also preflight the trailer more thoroughly since your valuable sailplane lives in it during ground transportation.



Photo by Sean Franke

This short discussion is not the best subject to review, but it may be the most important for your sailplane investment.

When you arrive at a glider port, what do you usually see? Some gliders? A lot of decrepit trailers, some rotting away? Or does the 3-year-old JS-3, AS33, Arcus, Twin Shark, etc., look like it has the plague?

What does the inside look like with both? The condition of the pilot's trailer tells me a lot about the pilot's thought process. The outdoor covers as well—another subject for later.

Trailer maintenance is very important—more important to the competition pilot who drives 500+ miles a year to a contest or farther. How about your local pilot? Yes, trailer maintenance is essential. Does it not carry your valuable

sailplane in it? We need to keep our trailers more "road" worthy.

Let's go over some items. Trailer preflight 101. Let's start with the tires. According to Cobra, your trailer tires should be replaced every six (6) years; others say earlier. Some thoughts:

- Check tire pressure every month
- Some say to replace your tires every 3-5 years
- Rotate your tires
- Keep your tires out of direct sunlight (covers work)
- Keep your tires dry (in a grass area for a long time, then roll up on some bricks, etc.)
- Ensure your safety chains are attached properly, and you have clearance in turning (in Europe, they do not use safety chains, just the safety cable for the emergency disconnect brake)

In the Cobra Trailer Manual, will you notice no references to trailer chains? Tongue weight: Cobra mentions 4% but also says more may be better. I run my tongue weight at 10%. It's recommended to be between 10-15% of the TGW (trailer gross weight) in the USA. If it is too heavy, you may have control issues, and with the light trailer, it will sway. Please remember to follow all posted speed limits. I have found that my DG-1000T, TGW is approximately 3000 pounds and rides nicely at 70 MPH; also, remember to give yourself at least the 4-second rule for the vehicle in front of you. Other maneuvering precautions are a must!

Please don't use the plastic Cobra hub caps. They usually depart the hub within 100 miles!

The above are just a few. When you buy new tires, how do we find out when these new tires were made? When buying new tires at an auto or tire dealer, check your tires carefully; you may be purchasing 2-year-old tires! On the tire is a series of numbers, tire dimensions, Max PSI, etc. Look for four numbers. That is the tire's birthday:



This example is 2118. 21st week (roughly 26 April) in 2018

The Cobra Trailer web page has 18 pages of detailed information on the trailer's operation (Cobra Trailer Manual). There is no need to continue here; I recommend to download the manual at:

[Operating_Instructions_COBRA_2020.pdf](#)

Brakes seem to be an issue with Cobra trailers. It's not their fault; it's usually an operator error. Read their manual! How to test your wheel brakes (Cobra Trailers):

Test: Activate the hand brake and push the trailer back by hand. If the hand brake lever – moves

back more than 90°, it is time to adjust the wheel brakes. The brake handle should not move.

For adjustment of the brake handle, visit this link:

[Maintenance_Manuals/Bremsenwartung_ALKO_Bremsanlage_E_v01.pdf](#)

As you preflight your glider, you should also preflight the trailer more thoroughly since your valuable sailplane lives in it during ground transportation. If your brake handle does not retract to approximately 90 degrees (straight up), the brakes may also need cleaning.

If you decide to conduct preventive maintenance on your trailer; one good thing is to obtain an aluminum fence post, hear me out. About 3-5 feet long. This is the perfect device to quickly remove your wheel cap (to check for grease, which after 2015 are sealed; if you have grease, something is wrong) so you can remove your drum (hub) and check or clean your brakes. This method saves time and prevents damage to the caps by using a hammer, screwdriver, or large pliers. Use brake cleaning fluid; this cleaning should be done once a year, especially if you travel a lot.

There will be those who may have different ideas, but more than a small review is needed. By the way, if you decide to work on your brakes (Cobra or any others), review the manual and ensure you have another knowledgeable person on the adjustments (behind the drums), etc. Drive safely!



Shawn Knickerbocker has been flying gliders since the mid-sixties. Is a retired FAA DPE who held designations in Airplanes, Helicopters and Gliders for all rating, including the elusive CFI initial, plus numerous type ratings, he has over 62 FAA authorities as a DPE/SAE/SMFT. He also possesses a TCCA (Canada) License with ATP Ratings for airplanes, all classes (SMELS), plus numerous type ratings and Aerobatic Instructor (ABI) in Gliders for Canada. He was the SME for the FAA in rewriting the Airplane Handbook, Helicopter Handbook and the Glider Handbook and PTS in 2000. He was instrumental in developing the CAP Glider Program for Florida back in the mid 90's to include the "wing runner & tow pilot manual" and has developed many other training programs for the military and US Government Aviation Agencies. He is the current Program Manager for the SSA Cross-Country Instructor Pilot Program. Shawn been flying 58 years, a FAA Master Pilot with over 25,000 hrs. Shawn lives at Seminole Lake Glider port. Email: faadpe1604@aol.com. C- 904.382.9614

Outlook from the NZ met Service

Climate Drivers - Localised climate drivers rule the roost

El Niño Southern Oscillation (ENSO) remains in neutral territory. Longer-range climate models continue to pick a near-even chance of either remaining neutral, or a weak La Niña developing over the next few months. In either case, any weather impacts from ENSO are not expected before summer.

The Southern Annular Mode (SAM) was strongly negative last month, resulting in frequent fronts and lows passing over the South Island. This should remain negative over the next week with further weather systems in the south, but is likely to trend neutral or even positive from the middle of October as high pressure builds across the Far South and Southern Ocean, with less frequent rain-makers for the South Island. A pulse of Madden-Julian Oscillation (MJO) is picked to move into the Southwest Pacific mid-late month, and this could enhance the risk for moisture-laden air masses to spread northerly rain across the top half of New Zealand.

October 2024 Outlook – Activity shifts northwards

A slow-moving low affects New Zealand through the first week of October, bringing heavy rain and thunderstorms across much of the country, and a risk for late season snow about the Otago high country farms. Another low brings a second burst of rainfall and strong westerly winds to much of the country over the weekend and into early next week. This brings warming temperatures across

the North Island, but a possible cold snap in the south with frosts becoming likely from the middle of next week.

This pattern shifts around mid-October. While models famously struggle during the Southern Hemisphere spring (called the springtime predictability barrier), all indications are for more frequent and stronger high pressure systems spreading across the Southern Ocean and over the South Island. This will help push any low pressure systems further north over the Tasman Sea and North Island, and the South Island is likely to see the majority of its October rainfall during the first 1-2 weeks of the month as activity moves northwards, with a temporary reprieve from wetter conditions. However, the risk for morning frosts increases during the final two weeks of October across the South Island, with temperatures falling near or slightly below normal.

It's a different story for the North Island, where the risk for heavy northerly rainfall events increases during the back half of the month. Passing high pressure systems are still expected, but Tasman lows become more likely during this time, and the MJO passage may enhance the moisture content of any approaching lows. Northern regions from Northland and Auckland, to Bay of Plenty and Gisborne have a greater chance of seeing these heavy rainfall events, but it's important to remember these may be boom-or-bust events.

Springtime is a period of highly changeable weather across New Zealand, so we can expect this volatile weather pattern to continue into next month.



Glide Queenstown

We started way back in 2000 flying mostly paragliding/hang gliding customers and became the most experienced dual tandem Company in NZ. Over the next 2 decades the business grew to a crew of 20 and was flying over 6000 passengers per year with a reputation for safety unmatched. During the pandemic the decision was made to reduce the size of operations going into the future and focus more on high performance gliding.

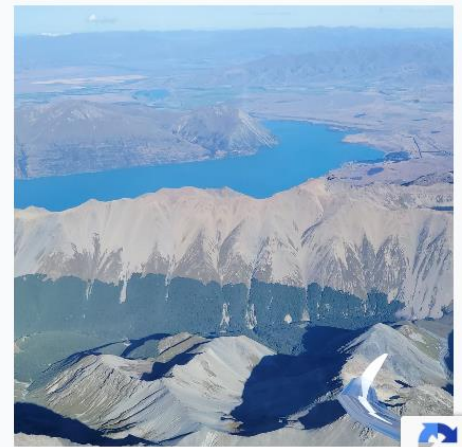
In 2023 Coronet Peak Tandems as it was known, changed its name to **Glide Queenstown**, to more align with the addition of its sailplane (glider) flights offered.

Fronted by **Angus Tapper** who started his career in aviation at 15 years of age, he went on to fly commercial aeroplanes in and around the Queenstown/Milford Sound area for 10 years. Looking for something different, the tandem Company was started back in 2000. 4 times NZ Paragliding champion & having placed 8th in the World in 2001, high performance gliders were always going to be a good fit.

Angus has achieved his FAI Gold and 3 Diamonds badges in sailplanes to date and over 8,000 hours airtime in aviation.



Angus Tapper, Chief Pilot



<https://glidequeenstown.com/>



<https://youtu.be/1uns25vsuy8?list=TLGGE0PZ1qwyZSUwMjEwMjAyNA>

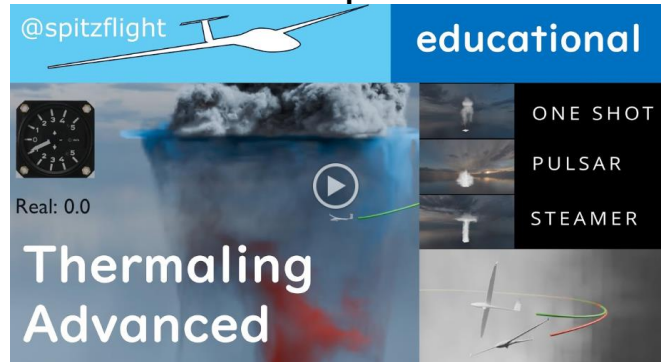
Gerard's latest video selection

22nd World Gliding Championship 1991 Uvalde Texas



<https://youtu.be/SloZrQgQzI0?si=fuG0d5ep3WB3X7qM>

Thermaling Advanced - Animations and Examples



<https://youtu.be/gUxytvXu28?si=OyGLShJ0G9VpvZzy>

Thermaling Basics - Animation and real Flight Example



https://youtu.be/XpF0OW8K8Z8?si=NZhCSVrokC_eI6Ny

Members Ads



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

This edition of the newsletter was compiled by Peter Wooley