

AGC Weekly News

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

From the CFI

We have ATC 3 Squad at the club this weekend, nine cadets on Saturday and three on Sunday.

The weather is looking OK for Saturday but very good for Sunday, with high cloud bases. It might be a good time to plan and declare a 300k task.

I've had some negative feedback on the WASOB and SASOB expectations - part of CB SIFT BEC checklist. The point of these checks is to *simplify* the "expectations" part of the check list, not to complicate it.

Post solo pilots should be well familiar with the checklists, what they are checking, and why. Pre-solo pilots need a pre-flight briefing on the checklists before getting in the glider.

For the post solo pilot it is sufficient to say:

SASOB Straight, Accelerate, Signals, Out of position, Break, or,

WASOB Wing, Attitude, Speed, Overspeed, Break.

You are expected to know what these mean without going into long convoluted detail.

For a BFR or pre-solo you might want to give just a little more detail, as follows:

Aerotow Launch:

Straight = Keep straight on ground roll - else release and apply wheel brake.

Accelerate = Airspeed ___ kts by [specify landmark] else release and land ahead.

Signals from Tug = rudder waggle = close air brakes, rock wings = release!

Out of Position = if I can't recover promptly (or tug disappears) = release!

Break in rope = before reaching [specify landmark] = wings level + land ahead

Winch Launch:

Wing drop = I will release immediately (before the wing touches the ground)

Attitude = control the glider in pitch to achieve the correct flying attitude

Speed = hold the glider in a gentle climb until speed is - kts and increasing

Overspeed = if max launch speed is exceeded, stay on, call "slow down"

Break = recovery attitude, wait for approach speed before turning or brakes

What we don't want in the cockpit is a long story about the cross wind and what you're going to do if the line breaks at 50 foot, in increments up to 100o feet. You do that *outside* the aircraft as part of your ABCDE.

There have been two deaths from an out of position glider in the last few years, so the out of position check needs to be automatic. Tim Bromhead has just put a good video out on ground roll incidents, which emphasise the straight part of the checks. Look at <https://www.youtube.com/watch?v=ZwIWaycYSa> [w](https://www.youtube.com/watch?v=Av1ukmZkoi0) And here is another one if you want reminding to release on a wing drop during a winch launch. <https://www.youtube.com/watch?v=Av1ukmZkoi0>

These check list revisions are over two years old and have been mentioned in detail at the last two preseason briefs. They are also posted on the back wall of the caravan, so there is no excuse for not knowing them. Be prepared to recite them at any time; it might just save your life or that of the tow pilot.

If you need to refresh, please go to the solo section of the Pilot Training programme. If there are any issues, please contact me for assistance.

Anton Lawrence
CFI Auckland Gliding Club
021 280 188

Gerard's videos



<https://youtu.be/IQppKFN0qtM?si=UAQoGXBI5WYlsr8>



<https://magazine.glidingaustralia.org/mag/GA-69.pdf>

NZ Gliding's own Nostradamus

A few words, written in 1957 by Jim Harkness, a long-time secretary of the Auckland club during the 1930-1960's period.

"Some day, the club will have a big fat bank balance with nothing to spend it on, high performance aircraft for everyone to fly, hot and cold running water in the club house and drinks in a nice cool refrigerator and a smart new secretary – the old one will be home permanently under the thumb."



Jim Harkness (1912-2002)

Tiger Yellow

Wayne Thomas



One of our Tow Pilots, Brett Nicholls, is part of Tiger Yellow, a Tiger Moth flying team. The team is currently preparing for the coming Ardmore open day. As part of their practice sessions, the team are hoping to practice their routine at Drury airfield this coming Sunday morning, weather permitting. They are looking at a 09h00 start, before any gliding takes place.

Tiger Yellow is a two-ship formation and plan to practice their non-aerobatic display routine with (death defying) passes and close formation manoeuvres. The display starts from the take-off role, hence the need to be able to use a non-active airfield. As it is only a practice and with dwellings nearby, the routine will be kept at 1000ft. This practice, which takes about nine minutes, is obviously subject to weather.

Multiple Small Glides

By Garret Willat
Courtesy Wings & Wheels

Staying within glide of airports and not being concerned about moving on until we can make the next one.



Photo by Mika Ganszaug

I have touched on this topic before, and many books have been written on the subject of cross-country soaring. However, I think a simple thought process is lost.

A few weeks ago, I was with a student, attempting to get him started in the daunting new world of cross-country soaring. It was a weak day, so we were able to use the engine in the Stemme to quickly explore lifts that were very difficult to reach in a pure glider.

He was well prepared. He had read G Dale's books, the glider flying handbook, and multiple other books regarding cross-country soaring and racing, and, of course, he subscribed to this newsletter. He had return altitude rings covering his sectional. With all this knowledge overload, he missed a small piece of the puzzle.

I try to emphasize simplicity with my students. We made a quick return altitude ring with glide back to the airport and figured out our go-no-go to the next airport. As soon as we made it within glide of

the next airport, we forgot about going home and were just concerned about that new airport.

On our return home, we did not even think about getting home. We tried to get home but always stayed within glide of the other airport. Eventually, we made glide back home, and only then did we focus on getting home. Until then, we were just trying to get closer but only concerned about retreating back to the other airport.

This makes the decision to retreat much easier because we are not worried about going home until we can make it. Until then, we are just cruising around within glide of the other airport.

This simple thinking and mindset of staying within glide of another airport and not being concerned about making it home will keep you out of trouble. I had another student who quickly got us out of glide of both airports.

We had passed the go-no-go point and were headed to the next airport. But then he chickened

out and turned around to head home. However, we were below glide to get back home. By the time he realized we were also below glide to the other airport. There were acceptable fields within glide, so I was not concerned about safety and used it as a teaching opportunity. You might remember my Nimbus 4D student doing a similar thing. It is easy to get caught up in the math and trying to get home.



Garret Willat holds a flight instructor rating with over 8000 hours in sailplanes. His parents have owned Sky Sailing Inc. since 1979. He started instructing the day after his 18th birthday. Since then, Garret has represented the US Junior team in 2003 and 2005. He graduated from Embry-Riddle with a bachelor's degree in Professional Aeronautics. Garret represented the US Open Class team in 2008 and 2010 and the Club Class team in 2014. Garret has won 3 US National Championships.

Newsletter Competition -Name the pilots

Russell Thorne



A prize for anyone who can name the most Auckland pilots this photo taken at 1969 Matamata Contest briefing. I shall buy a beer for anyone who can name more pilots than those below.

(Alan Cameron, Ian Pryde, Tony Timmermans, Frank Gatland, Rosemary Gatland, Anne Gatland)

CEB in 1970 Gliding Competition

Russell Thorne

A never before seen 1970 picture of our Pawnee CEB at Waharoa. Can anybody name the pilot?



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 43

This edition of the newsletter was compiled by Peter Wooley