

AGC Weekly News

23-24 November

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

From the CFI

This Tuesday we had a "Popup" club day which saw five cross country flights, with Pat doing another 494km.

Leading up to Xmas, we'll try and pick some more good days and do the same thing, assuming a tow pilot is available.

The field is now firm enough for private cars, just take care in the top NW corner.

XY is now back online and only needs to be

rigged. XF is undergoing a 3000hr check and may not be available this weekend.

Just a quick reminder when packing the gliders away: always ensure wings over other gliders are supported by a trestle or weights and some form of protection is placed between them, if it looks close.

Anton Lawrence
CFI Auckland Gliding Club
021 280 188

From CAA: Correct use of transponders

By Tom Gormley

Technical Advisor with the CAA's former ADS-B grant scheme

To make the most of the benefits you've paid for, you have to switch ADS-B on at the right time – and keep it on.

65% of all registered aircraft in the country are now equipped with ADS-B. In the 18 months since ADS-B became mandatory to fly in controlled airspace, the number of aircraft equipped with the new technology has risen to more than 3150. That's almost 65 percent of all registered aircraft in the country. That's a great percentage, given the number of pilots who fly only outside controlled airspace. (And incidentally, virtually 100 percent of aircraft owners known to have entered controlled airspace around the time the ADS-B grant scheme launched, are now ADSB-enabled.) It indicates how dedicated to safe flying New Zealand pilots are.

However, in the same period, the CAA has received more than 350 reports relating to the transmission of 'non-compliant' ADS-B data. Such data is information transmitted by an ADS-B kit which doesn't meet minimum standards, as set out in rule 91.257 ADS-B system performance standards and requirements. For instance, the data it's sending out may be dangerously confusing to other pilots. An example is the data indicating the aircraft is on the ground, when it's actually airborne.

There's a number of reasons why data can be

non-compliant – an increasingly common one is pilots inadvertently operating their transponders incorrectly.

Transponders should be turned on and switched to the correct mode following start-up but before the aircraft moves. Check the transponder's operating manual or see your avionics engineer if you're unsure which mode to use.

Transponders shouldn't be turned on as you start your take-off roll, in flight, or as you approach controlled airspace. That's because the system needs time to kick into action and acquire a GPS fix. Switching the transponder on, turning it off and on, or changing the mode in flight can cause real issues for the system. This is particularly the case if you're flying a different aircraft from the one you usually fly. The ADS-B transponder may look the same as what you're used to, but they can operate slightly differently in different aircraft. Transmitting non-compliant ADS-B data breaches civil aviation rules because air traffic control has to have accurate data for separation. And outside controlled airspace, it significantly reduces the benefits to situational awareness that ADS-B is all about.

So, make sure your ADS-B system is switched on and in the correct mode before you move, if you're going to transmit ADS-B data at any point during your flight.

***This week from Drury and Omarama:
Soaring pilots are happy pilots***



Patrick Driessen 498km



Patrick Driessen 488km



Anton Lawrence 170km – a number of other AGC pilots did similar flights on the same day



Frank Excell doing some thermic stuff around Omarama in a Duo. Nothing is as good as flying in the mountains!

e-Genius achieves world firsts in green aviation

Submitted by Murray Wardell



<https://www.youtube.com/watch?v=A9ePrCzu1kl>

Murray: *If you're impatient, go to 08:58 to see the essential part – Electric Tow Plane – Aerotowing a glider*



<https://www.youtube.com/watch?v=0xq64bo8sh0>

**16m FES Powered PW X10 Glider
The ultimate trainer?**

Submitted by Russell Thorne



<https://eng.pw.edu.pl/layout/set/print/News/New-motor-glider-from-WUT>

Wingspan 16m
Length 8.11m
load-bearing surface 15.25m²
elongation 16.8 - Wingtips?
own weight (kg)
cargo (Pilots?) in the cabin 200 kg
minimum speed Vs1 = 73 km/h (39kts)
maximum speed Vne = 265 km/h (143kts)
Glide Ratio = 34 to 1
engine climb speed w = 1.7 m/s (2.5 m/s solo flight)
load coefficients n = +5.3 / -2.65

Achieving Success in Competitive Gliding

By Adam Woolley
Courtesy Wings & Wheels

This set the tone for the start of my competition, with the words “Don’t lose today” frequenting my head. Until...



Photo by Sean Franke

After the UK Junior World Gliding Championships in 2005, I focused on my career and the initial goal: to be based in BNE (Brisbane Airport) for a reputable airline. However, the burning desire to compete at a high standard always lingered during that time without gliding. In this article, I describe my preparations, action time at the Club Class Nationals, and one big mistake I made to miss out on a podium finish.

Preparations: Glider, Attitudes & Time in the Sky

It was the year 2011. VH-GQT, my father's old Cirrus 75, came up for sale. This was my opportunity to start working towards my next goal—to make the seniors Club Class team, Finland 2014, before embarking on the final lifetime goal of becoming a World Glider Champion.

My father and I started working on this excellently maintained glider straight away, with no stone left unturned with regard to the tweaking of the glider's performance. While I'm not the greatest pilot (yet!) to take advantage of the gains in the glider performance, I'm a firm believer in getting points for free – I've always made sure at every competition I enter, as of Day 1, there are no excuses for putting in my best performance each and every day. Anything that comes up and I haven't prepared for is my lack of attention to detail/preparation.

Every rostered day off, I was dedicated to practice, with the exception of a couple of tweaks that took a weekend longer than expected. Kingoory Soaring Clubs' culture is second to none in Australia. We all practice and have fun with purpose, normally as one. Every weekend, rules, tasks, and de-briefs are set—always tailored to

the conditions, upcoming competitions, and practice techniques.

My focus on these practice days was to gain confidence in changing gears, probability, 2 x short AAT's (Assigned Area Tasks) per day to get to know my glide computer (ClearNav! at the time) intimately, the first 50km and the last 90km of a flight. Finally, I entered every competition and coaching course I possibly could. Notable fortnights were with G Dale, the Australian Squad, and the Multi-Class Nationals.

Action: Kingaroy, Day 1, Club Class Nationals, 2012

The championship airfield and organisation are ready. The glider, ready. Self, ready. Day one had arrived, feeling good with plenty of positive energy – just as I had worked towards and envisaged. My game-plan, DON'T LOSE TODAY, or any day. It was a day of changing conditions, first in the blue not above 5,000'AGL in the valley, then into a wave-affected day with CU to 8,000'AGL, signing off with a 15kt tailwind to take us home.

I made a late start due to the thermals having no punch to them, as well as not going to an ideal height. Finally, I get a climb that's worth taking right over my start point; it's time to have some fun! Up the valley towards Wondai, I line up the local thermals and soon notice gliders on the second leg. I repeat to myself, don't lose today. Keep flying your own flight, Adam. The pattern of the day came into play regularly in this section – it was the red paddocks with farmhouses surrounding them.

There's "Mike Fox & Victor 4", fantastic—great start, now just caught up with great company on the second leg. Don't lose today. I back off and let Allan and Jim do the work, though I am still keeping an eye on things. Sadly, this didn't really

work for me – three times in fact Allan left me, each time picking him back up using my own race attitude – lesson?

We enter the wave affected sky, instantly it's apparent that you need to be on the Northern side of the CU's and never low with the cool ground and strong winds. With markers ahead, it was a case of picking the line and taking people down one-by-one. Turning for Chinchilla, I luckily made a 90° turn to fly downwind of track, but directly cross-wind following the highway. This led to the next pattern of the day, giving great air on all glides, I later found out by an experienced local, it was a wave system set up by the air being compressed together by the scrub, river system, highway and the Bunya Mountains.

Mike Fox, wingtip-to-wingtip together again, just past Chinchilla into the dying sky. One last go at trying to play the game safe. It works; we ease onto a safe final glide and coast on with good air all the way in.

Day Winner, just!

This set the tone for the start of my competition, with the words "Don't lose today" frequenting my head. Until...

(W&W Editor's note: Adam continues the story next week on the day he lost the Nationals with key takeaways from both articles)



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 43

This edition of the newsletter was compiled by Peter Wooley
