

AGC Weekly News

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

From the CFI

The season has definitely begun, with some good flying over the past two weekends. This gives us plenty to talk about.

Firstly: during independent operations or when flying club gliders away from Drury, we need to ensure Glidingops is filled in EVERY day. Please.

Use this link and click on new daily time sheet <https://auckland.glidingops.com/home> just like if you were duty pilot. If you have any issues, please call someone (me) for help. This information is important as it's the flight record for maintenance and billing.

With the recent bout of strong winds, some from the easterly quarter, we've had very strong wind gradients with several pilots losing airspeed on approach. This has resulted in some firm touchdowns. In these conditions, remember to use your **"Safe Speed Near The Ground"** (SSNG). This is $1.5 \times \text{wings level stall speed} + \frac{1}{2} \text{ wind speed} + \text{gust allowance}$. As an example for clarity, the stall speed for the ASK21 dual is stated as 40kts. This gives $40 + 20 = 60\text{kts}$ in nil wind for the circuit and initial approach. In stronger winds, say 20kts at 1000', you need to add another 10kts, making the approach into the wind gradient 70kts. As you descend into the gradient, the air speed will rapidly fall off as

several pilots have recently found. If flying off Runway 36 with a north easterly, the wind can be quite strong at 100' and nil on the ground, with gusting up from there. In this situation, better fast than slow, to maintain energy for the round out. This may seem like basic stuff but experienced pilots as well as students have been caught out.

For this weekend QQ, which suffered an undercarriage issue last Sunday, will be back online. XY will still be out for at least a couple of weeks.

For those travelling to the South Island shortly, please swat up on the land out possibilities for the area you're going to be flying in. You should have the databases from previous years. If not, please ask.

Finally, I'd like to officially welcome two new members who have come across from the ASC. They are Ian O'Keefe and Steve Foreman, both of whom were out at the club last weekend, getting rated on the Duo's. I know they will enjoy the club and its facilities.

Anton Lawrence
CFI Auckland Gliding Club
021 280 188

Gerard's videos

Neither Fish nor Fowl Falke SF-25C Pre-Purchase Evaluation Flight



https://youtu.be/7BhufVVKRys?si=AM_QKFIEkyPYapMg



<https://youtube.com/shorts/mrNnyuZOxrk?si=luAY2gyUYroTdzJ>

Soaring across country has begun



A nice orderly 278km task by Frank Excell from Taupo on 3 November.



A respectable 421km by Patrick Driessen from Drury on 3 November.



Climate Drivers - Neutral ENSO conditions persist

New Zealand weather during most of November will be dictated by the usual short-term climate drivers, with the Southern Annular Mode (SAM) coming out of a prolonged negative (active) phase while the Tasman Sea Index (TSI) remains largely positive. This suggests that most fronts originating from the Southern Ocean should weaken as they spread further north, and more frequent high pressure systems are likely.

El Niño Southern Oscillation (ENSO) remains neutral, and while a weak La Niña may still develop over the summer, this risk has decreased slightly. However, there is now higher confidence that a negative Indian Ocean Dipole (IOD) event develops this month, which favours a more active north Tasman Sea and in turn more frequent northerly rain events for New Zealand. This is more likely towards the end of November into the start of summer, when another pulse of Madden-

Julian Oscillation (MJO) moves into the Southwest Pacific.

Both the negative IOD event and MJO passage later in the month could enhance the risk for moisture-laden air masses to spread northerly rain across the top half of New Zealand. In addition, the tropical cyclone season has now begun, so any system developing north of the country may have the conditions necessary for tropical or subtropical weather systems to develop. Any northerly low in this weather setup has the potential for bringing a 'boom-or-bust' rain event to the country, particularly the North Island, so keep an eye to the north.

November 2024 Outlook – A drier trend, but watch out for northerly lows late in the month

The start of November sees a few fronts moving onto the lower South Island while high pressure nestles over the North Island, and a short cold snap with morning frosts is possible across southern regions after frontal passages over the

weekend. A warmer northerly flow then brings above normal temperatures to most of the country for the remainder of the week, with a drier weather pattern across central and northern New Zealand, while southern regions experience a slightly wetter week.

The second week of the month trends closer to average for rainfall across the board, with passing fronts followed by mobile ridges of high pressure. Temperatures become more volatile during this period, with short bouts of morning frosts intermixed with warming ridges, and the week ends cooler than average.

A solid high pressure anomaly moves over the country from about mid-month, with many regions

experiencing extended spells of fine weather. The strongest dry signal lies across the southern South Island, which also coincides with the warmest temperature pattern.

High pressure weakens and spreads eastwards towards the end of November, and corresponds with a potentially more active Southwest Pacific and North Tasman Sea. While weather models are picking generally dry conditions to persist, it will become important to keep your eyes to any system approaching from the north, which have the potential to bring a 'boom or bust' event. It only takes one northerly rainmaker to skew rainfall totals wetter, and we can't forget that tropical cyclone season has just begun.

More from the CFI – Club Etiquette

As the XC season has now well and truly started, with Pat already stretching his legs to Taupo and back, it's probably time to remind our new members (and old alike) of the gliding etiquette we try to adhere to at our club.

We want to encourage pilots to book a glider for the day and attempt a decent XC. We have enough singles to go around, plus two Duos as well. However, if you've booked a glider and turn up at 11, don't expect to just pull it out and go straight into the queue - you might be in for a surprise. Better to arrive earlier and help with the setup - it's a small price to pay for access to the club's gear.

This gliding etiquette must be part of our club culture, although it has always been unwritten.

If flying club or private gliders:

Arrive at the club early enough to help push all the gliders out of the hanger (about 9:00am).

This allows for the orderly attention to the following:

Help rig unrigged gliders (club or private).
Return tow out vehicles to hanger area, if there are still gliders to be towed out (club and private).
If planning to fly XC, connect your retrieve vehicle to the trailer (club and private).
Ensure your retrieve vehicle has a full tank of gas (club and private).
Leave the ignition key (or fob) in the car, or on the hooks provided in the briefing room (club and private).

Leave your contact details with the Duty Pilot (club and private).

Take a couple of pilot's contact details with you (club and private).

Be prepared to retrieve other pilots who have landed out (club and private).

If a land out occurs, ensure the glider is re-rigged afterwards, ready for the next pilot to fly (club).

Batteries are to be put on charge (club).

The glider must *always* be cleaned (club).

When landing back at Drury - experienced pilots are to clear the runway or expedite the removal of the glider from the runway (club and private).

Help put all gliders and the tow plane back in the hanger (club and private).

Post your flights to OLC or Weglide (club and private). We should all do this.

If landing out, radio your intentions (relay if necessary) to let the DP and DI know you have landed safely. Contact Drury Base by phone (club and private).

To ensure the smooth operation of XC flying, including quick and efficient retrieves, it is important that the above etiquette is diligently followed. People will always help others who do the same. It has been Auckland Gliding Club culture for many years that no one is left without a retrieve. Even if you have not specifically arranged for a driver, someone will come. This whole procedure will fall apart if individuals take a selfish approach to their gliding and don't chip in and help others. Gliding needs a club environment in which to operate, from owning and maintaining gliders, to tow planes and winches, and all the support people to go with it.

Emergency Parachute Maintenance

By Adam Woolley
Courtesy Wings & Wheels

Here's a short guide on keeping your parachute in peak condition, ready for when you hopefully never need it.



Photo by Sean Franke

Taking proper care of your emergency parachute, no matter the make or model, is crucial to ensuring its longevity and, most importantly, your safety. Regular maintenance and daily care through routine can prevent equipment failure, which, as you know, would bring disastrous repercussions! Here's a short guide on keeping your parachute in peak condition, ready for when you hopefully never need it ;)

Regular Inspection

Before every flight, thoroughly inspect your parachute harness for any signs of wear or damage. Look for small tears, holes, or weakened stitching that may compromise the parachute's integrity. Pay special attention to areas prone to friction, webbing & buckle corrosion. If you detect any damage, address it before your next flight. Regular checks can help you catch minor issues

before they become serious. Finally, check to ensure that its packing certificate isn't expired – why gamble with your life for the sake of a few dollars?

Cleaning and Storage

Proper cleaning is essential to maintain your parachute. Avoid using harsh chemicals or detergents, as these can damage the fabric. Instead, gently clean it with a damp cloth and mild soap if necessary. Allow the parachute to air dry completely before packing it away to prevent mold and mildew growth. Store your parachute in a cool, dry place away from direct sunlight, as UV rays can weaken the fabric over time. Avoid places with high humidity, as moisture can deteriorate the material and lead to rust on metallic parts.

Packing

Proper packing is vital for a smooth deployment and extended parachute life. Every parachute manufacturer seems to be different regarding expiry dates for repacking, so ensure that a trained professional carefully packs it.

W&W Editor's note: Strong Parachute does not stipulate a repack interval. Parachute manufacturers such as Paraphernalia require inspection and repacking by a qualified rigger every 12 months. Your Civil Aircraft Authority may shorten that requirement. In the United States, the FAA requires that "Main parachutes must be packed within 180 days before the date of use. They may be packed by any certificated parachute rigger or a person working under the direct supervision of a certificated parachute rigger."

Routine Maintenance

While this is not something we can typically do ourselves, routine maintenance, such as replacing worn-out lines and inspecting the harness for wear, is essential. Over time, the lines may stretch or fray, affecting flight performance and control. Your repacker will test the strength of the stitching on the harness and risers, as they bear significant weight during deployment. Usually the repackers are friendly & helpful

people, be sure to ask them about any care or use techniques – it may save your life one day!

Avoid Unnecessary Exposure

Protect your parachute from extreme temperatures, prolonged moisture exposure, and excessive UV light. When not in use, keep it safely stored in a protective bag. Avoid sitting on or placing heavy objects over the packed parachute, as this can compress and damage the materials over time.



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