

From the President

As we embrace the second half of the season we take a moment to acknowledge the outstanding effort expended and results delivered by our flying ops team.

The new committee had a simple question to answer "How're we going to energize the club?" & the equally simple answer was to "Drive Activity, Social Engagement and Membership"!

With all necks in the noose, the FlyBoys, Anton Lawrence (CFI, Committee Member) & Wayne Thomas (CTP, Vice Pres) have been relentless in their efforts.

In short:

- We've seen first solo's, type ratings & completed licences.
- Significant increase in conversion of Trial Flights to memberships.
- Increased flying hours & volume of flights.
- A successful competition generating some BIG flights and a surplus of revenue.
- Private functions - very successful events and positive contributors to external revenues.
- Increased Bar Activity, poised to surpass last years revenue with more of opportunity months to end of season.
- A well utilised and maintained Glider fleet. Despite some damage setbacks, Jason Smith (Maintenance Controller, Engineer, Committee Member) has kept us flying.
- Anton has, in the face of adversity, managed to grow his instructor numbers and has stayed ahead of the increasing demand of members. Whilst a little light on B Cats, Anton has as many as 3 in the pipeline and will have them in place by end of the season.
- Old Wayne (to those who know him) has managed to grow his Tow Pilot ranks and maintained near 100% availability of the Pawnee. Supporting 7 day ops and competition towing is not something easily achieved by any club / Tow Plane combination. It's been an exceptional performance from his team!

When next out flying with the team, take the opportunity to thank them. They'll appreciate it.

And from me

Well done to all our members, it takes us all to make this work and so far you're smashing it!

A recent barroom conversation starter:

"There's a big difference between a power pilot and a Glider Pilot. One's a technician; the other is an artist in love with flight."

Dion (Pres, Tow Pilot, Instructor, Lawn Mower, Painter, Decorator, Amateur Comedian)

From the CFI

DG300 Winglet Restrictions and Reduced VNE

Summary - if you wish to fly GLW with water, the straight tips must be fitted

Upon testing the new Neo winglets for the DG300 the following was observed.

During flutter flight testing of the neo winglets it could be detected, that when flying with water ballast in the wings the requirement to be free of flutter up to 1,1 x VNE could not be met. Therefor VNE must be reduced for flight with winglets as well as the max. mass. The limited values of TN359/24 instruction A have been chosen for this purpose. In addition, it is no more allowed to use water ballast in the wings when flying with winglets.

What this means is the DG300/303 has a reduced VNE of 135kts. Also the glider must not be flown with water ballast with winglets. if you wish to fly GLW with water, the straight tips must be fitted.

If you want further reading then please visit the DG website
Anton

Site Security

Please ensure if you are the last one leaving (or even suspect you are the last) to lock the gate on the way out.

We are noticing more traffic on foot and vehicles cruising around. There have also been a few cases where suspect vehicles have been on the property, so please be vigilant.

Another First Solo

Congratulations to Luke Noonan on his first Solo. 14 year old Luke only started flying in December with a 5 flight trial package and has made great progress to get to solo in such a short time.



MSC Grand Prix - Gerrard Robertson

The Matamata Grand Prix, the last contest of the season, was in full swing last week with a good Auckland Gliding Club contingent present. Anton is in the 15m class, with Frank Excell, Ross Gaddes and Gerard Robertson in the bigger handicap class.



Apart from Tuesday being rained out, the weather has made for great flying, with tasks around 200 km up and down the Waikato valley. Strong southerly winds on Wednesday made it challenging to cross the start line heading north at less than the permitted 80 kt ground speed, resulting in the stick being brought further and further back until the ASI was reading 57 kt to avoid start penalties. The first leg - up to the junction of SHs 2 & 27 - was covered at a ground speed of around 100 kt. However, the piper must be paid and the next leg of about 114 km south to Tokoroa was into a stiff headwind. Gerard was faced with the choice of landing at Tokoroa airfield or starting the motor on SW, choosing the latter. There were 3 landouts that day, 2 at Tokoroa, while at least one other pilot chose to turn around when faced with that stiff headwind and a blue hole to get around..

The GP format resembles yacht racing in that there is a start gate and a countdown, after which the race is on and the first glider home (after completing the course without missing the start line or any turnpoints) is the winner. This leads to a massed start and some busy thermals early on the first leg. Only the first turnpoint is larger than 500m radius, being typically 8 km as a means of allowing for gliders of differing performance to be handicapped by having different distances to cover.

Coming south along the Kaimais at 90 - 100 kt is quite an experience, barrelling along at ridge top height in the hope and expectation of a strong thermal at the golf ball. The names of the turnpoints (such as the Kentucky Fried Chicken sheds) rapidly become real.

While the competitive spirit is strong, once on the ground the conviviality makes for very good company, with everyone willing to help out where needed.

As always, Marion Moody has run the catering side, assisted by David Moody and Anton. A glider pilot seems to fly on their stomach.

Epic Flight – Kevin Johnson/Russel Thorne

This time around the Epic Flight is about the shortest flight that can be had - a full 45 seconds long winch failure exercise.

I'd been working on my winch rating for a while, and decided Sunday would be great day to get a few more winch launches under my belt. After a successful 1st launch, Russel says, "I'm working on a surprise for you on the next one so be ready". Sure enough part way up the climb, winch power suddenly disappears. Nose down and quick release see us at 60knots with full brake applied heading for an aiming point approx 200m from road. As we touch down (at 60knots), Russell mentions to be prepared to ground loop should we be unable to stop in time, however the brakes on AK are very good and we stopped with about 50m to spare.

Next flight was my first solo winch launch – came off the winch, found a thermal and went straight up to 3000ft – a good day!!

Newsletter Editor

We are still looking for someone to take on the publishing of the **newsletter**, so if you are interested (or wish to volunteer someone) please let me know at secretary@GlidingAuckland.co.nz

Kevin Johnson

Very **Temporary** Editor in Chief 😊