



16/10/25

AGC NEWSLETTER

FROM THE CFI

Finally, the field will be open for business by Labour weekend, well that's the intention. The booking system will be open for bookings from then as well.

We'll have a couple of fronts passing over before then, but the wind and longer days should prevail.

There will no doubt be a number of pilots requiring a check flight, please make an effort to remember your check lists, especially your inflight checks. We had a

wheels up landing last weekend at Matamata, I put this down to pure lack of currency.

Fortunately, the glider was greased on, and no damage was found.

Thanks to those who read the pre-season brief online and reported the intentional spelling mistakes, to prove they had read the full document. If you didn't attend the brief and haven't read the online version, please do so and let me know.



WE NEED YOU

As part of our membership growth plan, we will be showcasing one of our gliders at the **Clevedon A&P Show on Saturday 15 November and Sunday 16 November**.

This is a fantastic opportunity to **promote gliding, share your passion, and help grow our club**—but we need your support!

To run the display successfully, we require **at least three members on site at all times** across the weekend. We also want to **rotate people** so no one is stuck there all day.

- ✓ Can you spare a few hours (or more)?
- ✓ Are you happy to chat to the public and represent the club?

If so, **please contact Kevin** at secretary@glidingauckland.co.nz to let us know your availability.

Your help will make a big difference—let's show the public how amazing gliding is!



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DUO TO SOUTH ISLAND TOUR - NOV – DEC 2025 – Ross Gaddes

This is cancelled – disappointing but all due to a combination of cancellations due to unforeseen circumstances.

I will discuss with Anton ways of utilising our Duo's in the North Island competitions.

Interesting that generally these were NOT financial – but for various reasons - work, timing, health etc.

DG 300 AIRWORTHINESS DIRECTIVE – Ross Gaddes

An AD was issued for DG300 variants concerning winglets and speed restrictions. EASA 2025-0056 ref DG TN 359/17 Rev 1

winglets including NO WATER Ballast. This has been noted in the DI book, and the flight manual has been updated.

Some tests revealed that the current VNE restrictions must apply when using

If you are flying LW, please make note of these changes detailed in the FM.

NZ 13.5M 100KM TRIANGLE SPEED RECORD (67.69 KPH) AT THE KAIMAIS – Murray Wardell

I'd been flying the local Drury 100K Mercer Triangle (NZDY – ROSE – ORTC – DIMM – NZDY) for some time. As a mental exercise, I wondered where (geographically locally), I could conceive a more optimised 100Km triangle speed course. Ideally it would be plotted to have energy lines close to all 3 legs of the triangle and the whole task could be flown without turning. What transpired was a course elegant and compelling enough that it became one of my goals for this 2025 – 2026 season.

chance to try my new task at Matamata on Wed 08/10/2025. I'd arrived back in Auckland from Dunedin at midnight the night before and put the glider batteries on charge – “just in case!”. The wind in the morning (and the forecast for the day) was a bit light for what I wanted from the Kaimai range. I hesitated a couple of times before eventually deciding to trailer the glider to Matamata as I'd made trips to Matamata in the past where it wasn't even worth rigging the glider. Several other AGC pilots and their gliders were already rigged ready to go along with other Piako members when I arrived. I launched 16th out of the 19 flights conducted that day.

Drury airfield had been water-logged and out of action for far too long, so I took the



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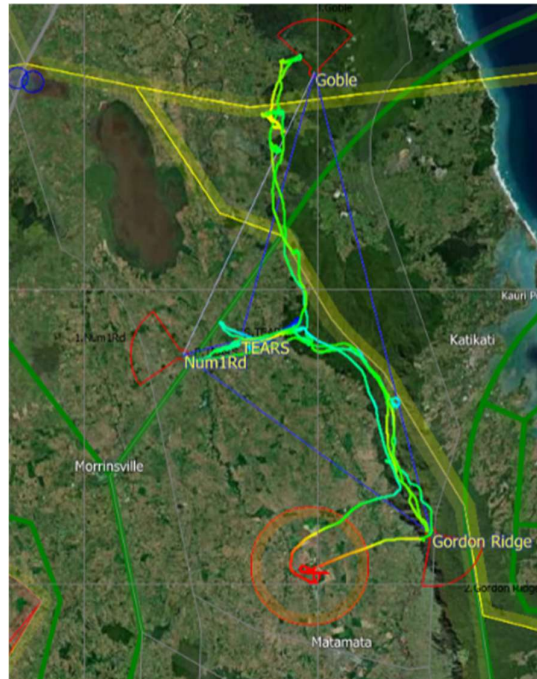


Fig 2. 100Km FAI Triangle Task and Flight Route.

Launch from NZMA on tow behind ZKTOW at 14:22:31 to 2,000ft heading east to the Kaimai range. Flew conservatively north along the ridge to start line to assess ridge lift and thermal strength before starting.

Start Line: TEARS (TE Aroha Remote Start). [flight starts and ends in TEARS !]

Crossed start line (for the first time) at 15:02:14 @ 3064 ft doing 55Kts – but did a restart at 15:02:14 @ 3451 ft doing 60Kts.

T.P. 1 (Num1Rd):

Straight line glide from the start to clip the 500m cylinder of T.P. 1 at 15:22:30 @ 2861ft.

[This is 2.5 Km further away from the ridge than QQ went this day].

T.P. 2 (Gordon Ridge):

Straight line glide back to Mt Te Aroha and then south down the ridge to clip the 500m cylinder of T.P. 2 at 15:37:37 @ 2470ft

T.P. 3 (Goble):

Straight line glide north to Mt Te Aroha, around the western face and then north of Mt Te Aroha for 17Kms before doing my first turn (on task) at about the 65km mark.

I was averaging approximately 80 kph up until this stage.

I turned down a big 8 Kt bubble in the ridge lift – true to my commitment to not turn unless I absolutely had to.

A minute later I was regretting this decision as the conditions (at 4:30pm in October) went VERY soft here from ridge to light thermal. I mentally abandoned the task at this stage and concentrated on



trying to get back to Matamata to avoid a land-out. I drifted downwind in a light thermal and as I was topping out in the falling lift about to track back to Mt Te Aroha, I vaguely remember unexpectedly clipping the remote sector of T.P. 3 at 16:14:16 @ 3041 ft.

I made reasonable time back to Mt Te Aroha and then thought, "Well I'm here - I might as well practice the remote finish".

Finish Line: 16:48 @ 2272 ft.

I saw the "Congratulations task finished" message on the Flight Computer and took an easy cruise back south down the ridge for a landing back at Matamata.

This was one of the most enjoyable flights I have had for a long time. The difficulty, frustration and satisfaction of flying your

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own task and being seriously challenged is not for everyone – **BUT IT IS FOR ME!**

I didn't give the task any more thought as I imagined it would have been too slow to have been of any significance. It wasn't until the next day, that I realised that I had beaten my own 61.86 kph record by 6 kph.

I'll take the win (now ratified as an official NZ Record) as an Unexpected Bonus!

The igc file for this flight can be found via WeGlide under Murray Wardell for the 08/10/2024 for anyone who wants to analyse it. I'm hoping that someone will take up the challenge of setting an even faster time – maybe with their own (even better) course.

<https://www.weglide.org/flight/917032>

LOW CLOUDS OVER MATAMATA – Angelie Madsen



A nice westerly...But cloud base was at 1500ft.

A party of 5 went down to Matamata on Saturday. The clouds hung low, maxing out for the day at 2000ft, definitely not ridge worthy. Grant, Dion and I got check flights

for the season with Keith, and Anton got to fly his glider OZ. Dion also flew BI, getting to 2000ft off of tow, the highest for the day!



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DUTY PILOT ROSTER

The following is the duty pilot roster for the next four weeks.

18 th Oct – Geoff Gaddes	19 th Oct – Gerard Robertson
25 th Oct – Ian England	26 th Oct – Ian O Keefe
1 st Nov – Jonathan Ash	2 nd Nov – Jason Smith
8 th Nov – Matt Findlay	9 th Nov – Kevin Johnson

EVENTS

Bucket hat season is just around the corner!!

25 th – 29 th Oct	Matamata XC Course
15 th – 16 th Nov	ATC 3 Squadron
15 th – 16 th Nov	Clevedon A&P Show
8 th – 25 th Nov	Central Plateau Soaring Comp
17 th – 21 st Nov	MSC Task Week
29 th Nov – 6 th Dec	Northern Regionals
8 th – 12 th Dec	ATC National Camp
15 th – 19 th Dec	Youth Glide Matamata Camp
2 nd – 10 th Jan	Club Class Nationals and Auckland Enterprise Competition
31 st Jan – 8 th Feb	Multiclass Nationals
14 th – 23 rd Feb	Central Districts Competition
7 th – 15 th Mar	Grand Prix



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CLASSIFIED ADVERTS

For Sale PW5 ZK-GAT Ph Murray 0275 875 438

Ready to fly. Approx 650 hours with 211 starts. Will have annuals up to Sept 2026.

\$20,000 (Priced to sell) The Works (Everything for airspace, competitions, records)

No Accident History.

Glider, covered trailer, instruments (ASI, Altimeter, Mechanical Vario, Radio (Becker), Compass).

- Trig Transponder TY22,
- ADSB In & Out,
- S100 Vario, (IGC Approved Flight Recorder up to World Records)
- Power Flarm,
- Easy one-man-rig trailer fittings,
- Wing walker,
- Tow out gear,
- Parachute,
- Oudie IGC.

Covered Trailer with friendly fittings

Suspension rubbers replaced Dec 2024.

The PW-5 glider has given me many great flights over the years chasing 13.5m records (I've left a few for the new owner) – but it's time for me to move on to other adventures.





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For Sale Hangars x 2 Ph Murray 0275 875 438

Available NOW!

2 adjacent hangars to be sold at the same time.

Access via southern door in hangar # 1.

Buying both hangar spaces gives exclusive access to one end of the hangar (i.e. no-one has to move your glider, and you don't have to move anyone else's glider).

Hangar # 1 (the first one you see when you come into the airfield) is the one pictured behind the PW-5 canopy.

Power in hangar.

Ph Murray 0275 875 438



Got something to add? Please send through any contributions, comments or photos to angelie.v.madsen@gmail.com.