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AGC NEWSLETTER

FROM THE CFI

We finally seem to be up and running, there's been some more exceptional flights from Pat, check out Weglide.org

Now that we're flying again there's plenty of content for me to comment on.

The main topic this week is flight following. Our HWDT manual requires all XC flights to be actively monitored and for the Duty pilot to remain on site until the last pilot has landed safely.

Before trackers we relied on Ops Normal radio calls which aren't very reliable when pilots get a long way down country.

Trackers have made ops normal calls a bit redundant, as long as someone is actively following the tracks on the GNZ tracker website <https://gliding.net.nz/tracking> or <https://puretrack.io/>

Last weekend flying finished early with one pilot still a long way from home, fortunately they made it back (no motor used) and landed safely.

It's possibly unreasonable to ask people to hang around for a number of hours, but tracking from somewhere still needs to be maintained even if it's off site.

There is however a solution. Tim Broomhead's puretrack.io has an alert's function that can be set up to alert if a tracker goes offline for more than a specified time or enters or leaves a particular zone. This alert function works in conjunction with a

website <https://pushover.net> . For this to all work, one needs a pro Puretrack subscription and a Pushover subscription.

As it happens, I have a Puretrack subscription and have just initialized a pushover subscription \$4.99USD.

As a test I've set Pat up so that I'll get a notification once he leaves Drury, goes offline for 30mins or lands back at Drury. As is required when operating independently he'll email to say going flying and email me when he's landed safely.

If this all works as intended, we'll look at how we can integrate this into normal club ops.

Tim is also working on an "if not moving" alert which will be very useful for landouts and or something worse, more to come on this front.

If in the meantime you wish to have this type of flight following let me know, it's easy enough to set up multiple aircraft to follow in this manner, just bear in mind all notifications will come to me, so if I'm out in the wild it might not be so useful.

As a side note please make sure your trackers are working properly, one stopped mid-flight last weekend which makes the whole tracking process worthless and futile.



There's a planned ATC visit this weekend, the forecast isn't good for Saturday with a front passing over and clearing early

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afternoon, (according to skysight), Sunday looks to be a good day.

CLEVEDON SHOW UPDATE - Kevin Johnson

Everything is now pretty much organised for the show — our banner and T-shirts have arrived!

(The shirts look great... even Dion would look good in one)

We've started promoting the event on Facebook and will be posting photos over the weekend.

Please feel free to share the post on your own feed — it's a great opportunity to build interest in gliding and the club.

If you're out and about over the weekend, drop in and see what we're up to!

Show information here

<https://www.clevedonshow.co.nz/>

FROM TERROR TO EUPHORIA – Allen Pendergrast

Sunday's forecast did not bode well with only one person booked to fly.

Ian found himself spoilt for choice. Aerotows or winches and the whole support crew at his beck and call. The weather behaved itself and Jonathon suggested it would be a great opportunity for him to do some circuit and landing practice off the winch.

As we've all experienced, the sudden reality of the first winch hit home. Ian expressed a feeling of "terror" at the thought of the impending rush to a thousand feet or so.

He watched Jonathon take the first launch solo to refresh his winching technique, but the anxiety persisted.

Finally, into the breech, strapped in and away.

No serious wind to help the climb but great conditions for circuits. First landing and out popped Ian grinning like a Cheshire cat, first launch under his belt and thereafter four more. The point was circuits and landings, and it was a rare opportunity to have so many uninterrupted consecutive flying sessions.

How did Ian feel about winching now? The photo says it all!



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Ian England after his first winch launch

WAIHOEHOE / APPLEBY ROAD ROADWORKS UPDATE

I'm sure you've all had to take the detour into the club by now [if not... go flying!!!!!!]. I have been provided with an update about the roadworks, included below!

To the Drury Community,

We're making solid progress with our service utility trenching and installations, despite some unexpected challenges.

The presence of existing services has required us to reposition several existing underground services before we can proceed with new installations, drainage cesspits, and roading layers, definitely a bit of a juggling act.

Thankfully, the weather has been on our side, allowing earthworks to push ahead at pace. Fielding Rd is coming

together quickly, with the eastern portion of Waihoehoe Rd, all of Appleby, and part of Fielding Rd's subbase now laid.

We're shifting focus to the western side of Waihoehoe Rd next, which is expected to progress much more rapidly.

Footpath and cycle path preparation will begin shortly. Once all underground power cables are in place, we'll move on to removing the existing power poles.

We're targeting early December to begin kerbing on Waihoehoe Rd. If everything goes smoothly, we're aiming to lay the structural asphalt layer before Christmas.

Unexpected Delays:

- Unsuitable material along Fielding Rd requiring an extensive undercut.
- Existing services interfering with positioning new services, drainage systems, roading layers or being within fill
- areas.



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- Design change to watermain depth slowing down trenching significantly.
- Some poor weather at the start of the month slowing works.

Key Progress Highlights:

- North side of Fielding Rd fill and ready for piling rig that will be used for bridge construction.
- South side of Fielding Rd undercut and progressing with filling.
- Filling of development block south of Waihoehoe Rd near completion.
- Nearly 800m of watermain installed.
- Most existing services have been moved to allow of new utilities.
- Subbase of Waihoehoe Rd near completion.
- Upcoming Works:
- Finish multi-service trenching and backfill.
- Finish subbase layer for the northern lane of Waihoehoe Road.
- Start bridge piling on Fielding Rd.
- Start stabilised basecourse layer around late November.
- Begin kerbing early December

- Footpath and cycle way prep along Waihoehoe Rd.

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Public Access to Site: We've received several queries about pedestrian and cyclist access through the site. As this is an active construction zone, all pedestrian footpaths are currently unavailable due to service trenching. This has led some members of the public to walk or cycle on the roadway; however, this is no longer permitted, as the road is officially closed and is unsafe for public use.

Access is restricted to residents within the work zone only. Any public access must be approved by the on-site traffic controllers at either entry point.

THERMALLING IN A SLIGHT SLIP – Garret Willat [From Wings and Wheels]

Dick Johnson wrote a great article titled "Circling the Holighaus way." [Click here](#) and log in to the SSA website.

At Sky Sailing, we teach students spins before their solo flight. One of the

exercises we do with students involves circling slowly, then getting the SGS 2-32 into a slight slip, followed by a more aggressive one. Then we transition into a skidding turn and watch the horizon rotate around as it enters the spin.



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According to the article, the sailplane is more efficient in a slight slip while thermalling. In a slip, you accelerate the lower wing, therefore requiring less opposite aileron. The lower deflected aileron creates more lift and more drag. The more aileron you use, the more drag you create. Instead, you can use a little rudder, and the slip will utilize the dihedral effect (imagine being straight and level, and then pushing the rudder over; it will yaw, then roll in that direction), which will help maintain the bank angle from overbanking.

One consideration is where the yaw string is located in relation to the CG of the glider. Because the yaw string can be upwards of 2 meters away from the CG and the airflow around the canopy, the yaw string indication can be exaggerated. Often, a 10-degree slip is not unusual.

Dick Johnson would see up to 20 degrees in his 16.6m Ventus.

This was most pronounced to me when flying my Nimbus 3. There was a large wingtip speed difference between the two wingtips as you circled, and a lot of over-banking tendency was going on. As I stayed in a slight slip, I would greatly reduce the amount of opposite aileron required to maintain the bank angle. This was important because many times it would require full opposite aileron to maintain the bank angle. I would try not to give it too much thought on how I would roll out on course at that point of the flight.

Another consideration is that thermals are turbulent most of the time. So staying perfectly coordinated is very difficult. To avoid skidding the turn, if you stay in a slight slip, the string will dance between being coordinated and slightly too much of a slip, thereby avoiding skidding the turn.



Pat over Lake Waikaremoana last Feb



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DUTY PILOT ROSTER

15 th Nov – Paul Walsh	16 th Nov – Matt Kerrigan
22 nd Nov – Peter Himmel	23 rd Nov – Michael Alexander
29 th Nov – Rhys Dinnis	30 th Nov – Ross J Taylor
6 th Dec – Steve Foreman	7 th Dec – Tristan Harvey-Smith

INSTRUCTOR ROSTER

15 th Nov	Roy Innes	John Bongrain
16 th Nov	Keith Macy	Nigel McPhee
22 nd Nov	John Robertson	Ross Gaddes
23 rd Nov	Anton Lawrence	Dion Manktelow

EVENTS

Summer is here!

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

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



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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

