

# AGC Weekly News

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## News and more

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Gerard Robertson

### First solo congratulations

Grant Smith has just gone solo in the K21, proving the value of hand controls. Grant started his gliding in times of yore, with the now-defunct Thames club; moving on to hang gliders and paraponts before coming back to gliding. Grant has been largely taught by Paul Schofield; thanks, Paul.



### GNZ AGM Awards for AGC members (again)

Georgia Schofield was awarded the Air New Zealand Soaring Award, which is given to the pilot who has shown the most significant improvement in their personal standard of competition or record flying during the year. The award was presented virtually to Georgia, who beamed in live all the way from the Yukon.

The trophy was awarded last year to John Robertson, another AGC member.

### Recent Committee meeting 6th August 2022

The committee held another weekend meeting last Saturday. Topics discussed included:

- migration to a new website (in work)
- timing of the AGM (see separate item)
- improved management of training.

Brian Sharpe of the Wellington Wairarapa Gliding Club was present on Zoom, describing how his club manages training and trial flights, including their **'Introduction to Flight'** offering. This package has a prospective pilot spend the entire day at the club, from getting the gliders out in the morning to a drink in the bar at the end of the day. During the course of the day, they will have three flights via winch launch, visit the winch and generally participate in club's day. The conversion rate to member is up to 15%, a very respectable figure.

The WWGC management of training flights was of interest and is being considered by the committee. Each two-seater has a maximum of four bookings per day; the goal being that students have three flights per day. Potential advantages include better use of students' time and more intensive instruction with the same instructor. If adopted, our club would also limit trial flights to two each day.

### AGM date and nominations

The committee agreed to the president's request to delay the AGM (previously advised in a July newsletter to meet the requirement for six weeks' notice) by another week, to Sunday 5th September, as the president failed to recall that August 28th will be his wedding anniversary and promises of a weekend away have been made.

If you look at the section **"Committee and who does what"** in the members only section of the AGC website, you'll see that there are numerous roles unfilled. Of these, only the Secretary role requires formal nomination for joining the committee. If you would like to be nominated, or want to nominate someone else (with their agreement), please let the committee have the completed nomination form – a blank copy of which forms the last page of this newsletter.

Please give some thought to offering to do one of the other jobs. From the survey, another role to be created and filled is that of mentor co-ordinator.

### Looking after club equipment

Frankly, the club membership overall does an inadequate job of looking after club equipment. This is an on-going problem, mentioned in previous presidents' reports at AGMs and the subject of regular feedback from Sailplane Services. We - all of us - need to bring about a culture change to improve this.

The committee is considering the following:

- requiring gliders to be cleaned before being hangared at the end of each day's

flying. This also balances out members' efforts, as the morning pilots get the gliders out, install batteries and do the DIs

- highlighting jobs needing doing in the newsletter each week (see separate item)
- charging members who take gliders away but don't clean or rig them on their return.

### **Jobs needing doing now**

Cleaning, polishing and waxing club trailers. We are not taking good enough care of the fibreglass clamshell trailers of AK, BI, DX and LW. Five hours work this week has shown me that a water blaster is actually slower and less effective than a bucket of warm water, some Turtle Wax and a stiff hand brush. I've now cleaned AK's trailer and put it back in the club hangar, awaiting application of cutting compound, polish and wax.

Interestingly, the trailers are noticeably dirtier on their southern sides (they're parked with the front towards the clubhouse). Little black dots like bee poo can be picked off with your thumbnail if the brush doesn't remove them. Having cleaned trailers for the last couple of years I find that they are – for whatever reason – noticeably dirtier this year.

Trailer cleaning is an activity which falls into the cotton-picking model, in that having more people involved gets the job done faster (cake-baking is an example of the cotton-picking model not working). Alternatively, many hands make light work. Doing AK by myself got a little dull.

Keith tells me that he'll clean DX's trailer as he uses DX, but I'd rather some of you sent him a note ([treasurer@glidingauckland.co.nz](mailto:treasurer@glidingauckland.co.nz)) saying that you'll do it, as Keith already does many other things for the club and it's only fair to share the love.

If you'd like to do some trailer cleaning (they're scattered in different hangars, so ask Russell or Ross Gaddes first), you should bring:

- a hose (there are connectors on the tap outside the hangar, along with a spray nozzle)
- a bucket, some Turtle Wax and a stiff hand brush
- a step ladder, though possibly only needed for AK with its high protrusions at the front of the trailer to accommodate the wing roots
- a towel and change of clothes in case you get wet, along with a raincoat and/or warm pullover
- enthusiasm and stick-ability.



Let me know your progress, please, so that jobs get removed from the list.

Trailer polishing will also be on-the-job training for polishing of club gliders before the season starts.

### **Forthcoming jobs**

Members may have noticed the new front doors onto the deck stored on one side of the hangar. Anton is now sourcing the new weatherboards for the front of the clubhouse; these will need painting. Once there's a spell of fine weather, I understand that there'll be a request for support as we open up the front of the clubhouse to the deck, making for a free flow from clubhouse to deck over summer.

Glider polishing, as mentioned above.

### **Taking gliders away**

It is not hard to imagine the scenario: someone's taken a glider off to Matamata and is now stuck on the side of the road with a flat trailer tyre, no jack and the spare's also flat (when did you last check the spare?). The committee is considering having kits of jack and wheel brace available - but the lucky pilot will still have to make sure that the spare is pumped up before hitting the road.

### **smeg signage removal**

Unfortunately, the club's sponsorship from smeg has ended. Keith is in the process of removing smeg signage from gliders and trailers.

### **Instructor training**

Russell is running instructor training via Zoom on Tuesday evenings. This week's session was ably supported by his fellow instructors, Jon Cross, Campbell McIvor and David Moody.

### Ditch clearing

Paul Schofield is looking to hire a small digger to clear out the maze of open drains around the airfield.

Once we've created the calendar, tasks like this, trailer cleaning and glider polishing will be programmed in to ensure that they 're done to a regular schedule.

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## Winter Lecture series presenters

*Russell Thorne*

As the final session winds up this week, I would like to thank **Gerard Robertson, Roy Innes, Jonathan Cross** and **Anton Lawrence** for their time and effort in the preparation and presentation

of the theory subjects during this Winter Lecture Series.

Much appreciated,  
Russell

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## Warning: Pukekohe East Airstrip

*Russell Thorne*



The grass runway is quite difficult to discern, but is immediately adjacent to the concrete water reservoir.

I have received information advising that, for various reasons, the Pukekohe East Airstrip has fallen into disrepair. This is currently being worked through in the hope that matters can be attended to shortly.

Situated at S37 11 15 E174 56 31

In the meantime the following hazards have been identified;

- The airstrip is not being mowed as regularly as it used to be.

- A large macrocarpa on the boundary has split with a large portion of the tree now straddling the northern fence and onto the airstrip at the mid-length position.
- There are numerous large (potentially undercarriage damaging) rabbit holes on the western third of the airstrip.




Please pass this message on to anyone you know who might use or be contemplating using Pukekohe East Airstrip.

# Weekend Weather

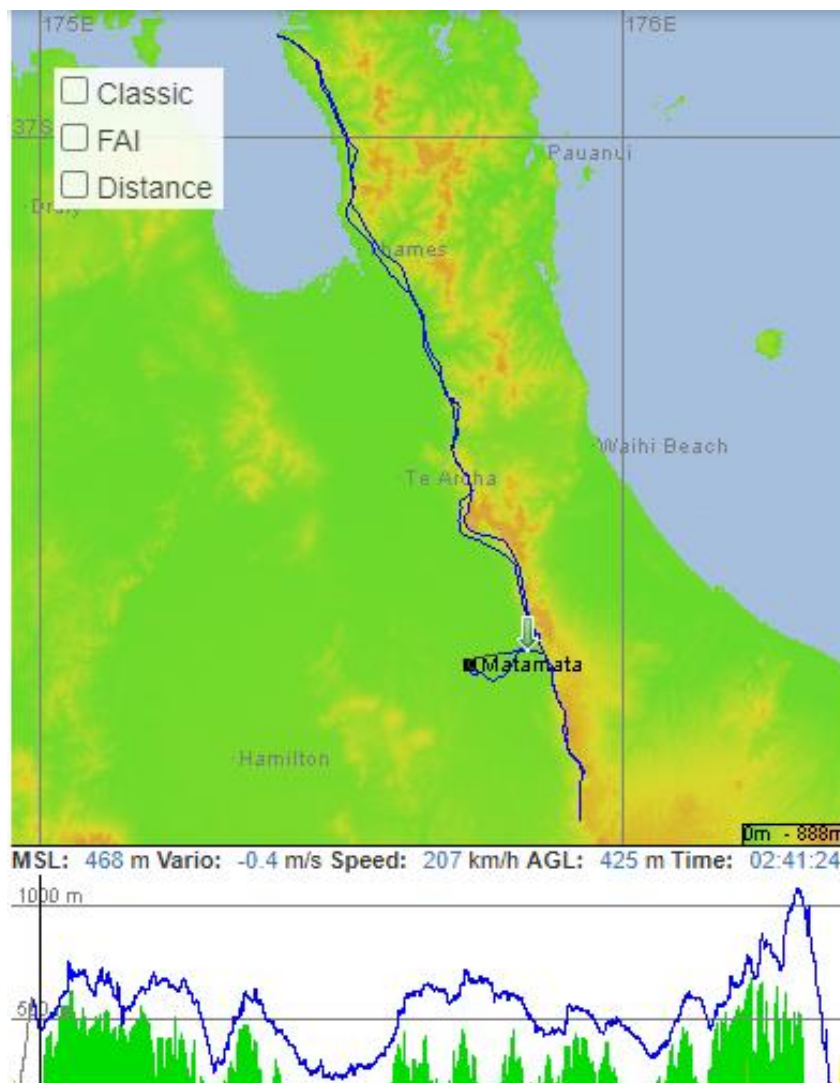
Gerard Robertson

Hunua

11 August 2022

|                           |   |   |                 |
|---------------------------|---|---|-----------------|
| <b>Friday</b><br>12 AUG   |  | Fine, with areas of morning frost. Southerlies. | ▲ 14°C<br>▼ 0°C |
| <b>Saturday</b><br>13 AUG |  | Partly cloudy. A few showers. Southwesterlies.  | ▲ 15°C<br>▼ 3°C |
| <b>Sunday</b><br>14 AUG   |  | Fine. Light winds.                              | ▲ 15°C<br>▼ 4°C |

## North Island Winter Soaring





**John Robertson** has not let the winter blues get to him. This interesting flight took place recently and for those interested, there is a link (bottom of this page) to a video of the flight, taken from the cockpit.

Talking of the OLC, below is a summary for the Auckland Gliding Club pilots. You might see it better by going to <https://www.onlinecontest.org/olc-3.0/gliding/club.html?cc=219&st=olcp&rt=olc&c=NZ&sc=&sp=2022#>

For the OLC details, see <https://www.onlinecontest.org/olc-3.0/gliding/flightinfo.html?dsId=9093667>

| name                        | U25 | Flights | Duration | Overall Points | average Speed |
|-----------------------------|-----|---------|----------|----------------|---------------|
| Patrick Driessen (NZ)       |     | 41      | 150:21   | 13,385.31      | 79.31         |
| John Robertson (NZ)         |     | 26      | 87:34    | 7,367.07       | 67.07         |
| Anton Lawrence (NZ) ☺       |     | 18      | 62:22    | 4,669.29       | 55.06         |
| Ross Gaddes (NZ)            |     | 16      | 63:33    | 4,458.86       | 52.34         |
| Jason Shields (NZ)          |     | 17      | 57:27    | 4,295.25       | 64.12         |
| David Moody (NZ)            |     | 17      | 53:07    | 3,696.31       | 62.12         |
| Georgia Schofield (NZ)      |     | 16      | 48:22    | 3,369.64       | 40.68         |
| Russell Thorne (NZ)         |     | 6       | 20:20    | 1,525.85       | 52.20         |
| Peter Wooley (NZ)           |     | 5       | 17:15    | 1,091.67       | 54.96         |
| Nigel McPhee (NZ)           |     | 2       | 7:54     | 718.39         | 87.96         |
| Murray Wardell (NZ)         |     | 3       | 8:32     | 531.49         | 32.04         |
| Angelic Madsen (NZ)         | ✓   | 2       | 5:15     | 424.79         | 68.87         |
| Grahame Player (NZ)         |     | 2       | 4:06     | 294.05         | 38.63         |
| Gerard Robertson (NZ)       |     | 1       | 3:40     | 258.08         | 71.94         |
| Nathan Ruwanni Montano (NZ) | ✓   | 3       | 2:17     | 237.78         | 24.75         |
| Frank Excell (NZ)           |     | 1       | 3:09     | 220.39         | 0.00          |
| Roy Innes (NZ)              |     | 2       | 3:47     | 218.91         | 0.00          |
| Robert Meili (NZ)           |     | 1       | 3:01     | 203.19         | 52.68         |
| Patrick Lalor (NZ)          |     | 3       | 3:41     | 203.12         | 18.80         |
| Matt Kerrigan (NZ)          |     | 1       | 3:04     | 175.69         | 57.84         |
| Keith Macy (NZ)             |     | 2       | 3:15     | 172.12         | 23.09         |
| Jonathan Cross (NZ)         |     | 1       | 3:10     | 0.00           | 65.74         |



See John Robertson's Coromandel flight at <https://www.youtube.com/watch?v=Z6VWEGVye2k>



I've been flying with LXNAV's new HAWK vario system. To explain really quickly, it isn't a Total Energy vario. It works like this: if you can model the performance of the glider, and you can keep track of the attitude and airspeed, then you know what the resulting flight path should be. Now watch what the real flight path is. The difference between the model and the reality is the movement of the air. This is a crude description of what the system does, but it shows you what the system is aiming to achieve: a measurement of the three-dimensional velocity of the air mass. Split this 3D wind vector into the horizontal component - wind - and the vertical component - lift. The result is a fast accurate wind readout and a variometer that miraculously shows whether the air is going up or down. Experienced pilots have been able to do this in their heads - to some extent - for a long time, but the latest generations of computers can do it much more accurately, just as they can fly drones, land rockets on their tails, and so on. And we can't do that at all!

## Fooled by Wind Shear

I've been using HAWK for a while now, and I've noticed something: I've been completely fooled by much of the wind shear within and around thermals. I thought I'd got it licked, but it turns out that I haven't understood it at all. It seems that around the boundary of single or multiple cells of rising air there is often a "soft" transition where the speed of the flow (the wind) changes enough to drive the Total Energy (TE) needle up or down by a couple of knots or more for a few seconds, but you can't feel a gust! This is why we often start a turn in completely the wrong place using our old TE variometers. Endlessly irritating. The HAWK vario is simple - wait until it says you're going up fast enough then turn hard right there - you simply don't miss the core. Well, you can still turn the wrong way, but you know what I mean. This translates into far fewer wasted circles.

## Understanding Air Movement & Errors

So, an interesting step forward. I hesitate to say "Doh, just buy HAWK" because I'm not writing this to sell kit, I just want to educate soaring pilots.

But having some experience with the system now, flying one glider with HAWK and one without, I understand more about the air mass movement and am more able to deal with the errors built into the TE system. This is a work in progress, so I'll get back to you sometime and update you on what I've learned over the summer. And will I put

the HAWK system into the two-seater, bearing in mind that I'll have to replace the vario, maybe build new panels with all that entails? Probably. If I can afford it. Hah! Buy some more copies of the Soaring Engine and I will!

Fly safe

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## Members' Small Ads

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**PW5 KF for sale.** Current Annual until Dec 2022. Ready to fly. Approx 800 hours flying. Radio, altimeter, airspeed indicator, electric and mechanicals varios. Includes open trailer. Also Includes free use of hangar space at Drury until 31 Oct, 2022, if required. Priced to sell at \$8,000. Ideal for single ownership or cheap syndicate. Reason for sale is that glider is surplus to requirements. Phone Murray on 0275 875 438

**Available for rent.** Hangar space with dedicated sliding doors. Very easy ingress and egress. Available for one year lease. Contact Patrick Driessen 0274866441



(file photo only)

**One share for sale in Grob G109 (ZK-GOC).** Touring type motor glider in excellent condition. Upgraded with Limbach L 2400, so has much better take off performance than the standard G109. Contact Russell Jones on 021 180 5544 or email [russell.jones@orcon.net.nz](mailto:russell.jones@orcon.net.nz)

**Drury hangar space wanted.** Contact Peter Himmel on 0210768805 or [himp@xtra.co.nz](mailto:himp@xtra.co.nz)



## Officers 2020 Nomination Form

Date: \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_20\_\_\_\_\_

Position \_\_\_\_\_

Nominee \_\_\_\_\_ Nominee Signature \_\_\_\_\_

Proposer \_\_\_\_\_ Proposer Signature \_\_\_\_\_

Seconder \_\_\_\_\_ Seconder Signature \_\_\_\_\_

Note: The Nominee, proposer and seconder shall be all current financial members of the Auckland Gliding Club.

Any nominations may be:

- left at the clubhouse in a sealed envelope by the clubroom computer, clearly addressed to the Honorary Secretary.
- emailed to: [secretary@glidingauckland.co.nz](mailto:secretary@glidingauckland.co.nz)
- posted to the club at PO Box 222, Drury 2247.

Nominations must be received by 11 September 2021.