

AGC Weekly News

Airfield Update

Russell Thorne

With a few days of minimal rain compared to July, I conducted a check upon ground conditions on this past Tuesday.

The water level is still quite high with generally soft ground conditions throughout the length of the airfield, with the exception of the crown immediately abeam the fuel shed. Some areas would bog down a vehicle without 4WD. There is standing water on the club road on the northern end.

Despite the recent drain clearing, the airfield side ditches contain stagnant water, however the lower

drain which exits towards the west between the hangars is flowing freely.

In my opinion, the airfield still does not provide enough security for either aircraft nor vehicles to operate without significant risk of damage through soft ground.

We must continue to wait for a sustained period of favourable weather conditions before recommencing flying. I've got money on the first week of September, apparently we were flying by this time last year.

Gliding this weekend!

After all this soggy winter weather, the good news is that plans are afoot to take a glider down to Matamata-Piako this Saturday, and its use could extend into Sunday. The weather for Matamata looks good enough for some flying, so it's only a case of **registering your interest**.

Please let **David Moody** dmoody365@gmail.com know if you are keen to go down, whether you are a student pilot, a student instructor, or simply needing a BFR or currency flight.

If enough pilots express interest, the gathering point will be the Drury Club hangar at 09h00 this Saturday.

Southern Alps Land Out Preparation

In consultation with Philip Plane, David Moody will be arranging a briefing and information sharing meeting in preparation for all the pilots who are planning to fly down South in November and December. Attendance will be mandatory and the

group will probably be split into Springfield and Omarama pilots.

Watch this space for more details...

Membership Update

Keith Macy

Sadly, the club is saying Good Bye to the following members:

Norm Duke, Neil Sutherland (tow pilot), Mathew Joyce, Damian Smart, David Starky and Rosalind Peart.

Winching to recommence at Drury soon

Grahame Player

A roster has been compiled for September and October, as below. The operation will depend

very much on the weather and the field being flyable. As you can see on the table, it is for

Saturdays only and is intended to continue up to 13h00. If there is sufficient demand and the

driver is happy to continue, then winching could continue for the remainder of day.

September		October	
Saturday 3	Grahame Player	Saturday 1	Keith Macy
Saturday 10	Grahame Player	Saturday 8	Grahame Player
Saturday 17	Bradley Greer	Saturday 15	Bradley Greer
Saturday 24	Anton Lawrence	Saturday 22	Paul
		Saturday 29	Keith Macy

Trailer Polishing

If there is anyone wanting to learn how to polish glider trailers, please contact **Paul Schofield** on 022 680 8548.

The trailers for AK and DX have been cleaned and the polishing started.

Collision Avoidance

Adam Woolley, courtesy Wings & Wheels



We're taught from our very first lesson about scanning for other gliders, that maintaining a scan is super important when studying clouds, or the climb rate of turning gliders ahead. Having your head buried high into a cloud for 5-10 seconds straight, studying the optimum climb point or path is far too long. Why? Everyone else is doing the same, so have a good look, then start your scanning habits again, because others are attracted to the same thing you are, and could be

similarly distracted! You have a responsibility following, or being in the vicinity of another glider to fly in a way that will not endanger either of your lives. Here are 7 findings on collision avoidance:

It all starts with a good scan and developing good scanning habits. Systematically moving your vision from point to point in the sky.

Except when one is turning, when you're on collision course, and one which is probably unavoidable, aircraft start out as small stationary objects and increase in size rapidly, all without moving relative to your position, which is why they are 'invisible' to your eye.

Minimise your time looking inside your cockpit, arrange your instruments thoughtfully (a good idea for reducing fatigue too, as less scanning is required!), clean your canopy each flight, use an audio variometer, etc.

When you're in cruise, the area which is the biggest threat is plus/minus 10 degrees above and below, and 45 degrees to either side. Give this area the most attention, your cruising scan can be done with medium untiring head movements.

Entering an area of lift, be sure to have a good look in the direction of the turn. As you're slowing up, make sure you look up into the resulting flight path too, always look for the glider you haven't seen! What about leaving the thermal? You need

to look there too and accelerate out of the thermal smoothly and predictably.

When approaching a turn point, an airfield, a cloud, others already climbing, or anywhere where there are potentially other gliders or aircraft, you'll need to increase your scan rate, and make it a priority scan for you, and the others you're approaching.

Situational awareness is king, maintaining a mental picture of who is around you is vital. This can be done by the Mach one eyeball. Using Flarm targets through a device as an aide (but don't become obsessed with it, they don't always work!), the alarm to help see and avoid is the last resort.

So, on your next flight, keep all these items in mind, and find some more to help keep you and your flying buddies stay safe, through safe flying manners, effective scanning, and situational awareness of the situation.

LOOK OUT! IT'S MORE FUN IF YOU DO.

How I Learned to Glide Faster and Why it was Backwards



I think we may be teaching new cross-country pilots backwards. I wish many years ago I had looked in the back of The Soaring Engine vol. 3. I also wish anyone at all had told me why to fly instead of repeating how to fly. I think we can also do much better to check in on each other's feelings.

If you want to see somebody's face light up, tell them to go far today, because you'll go pick them

up if they land. Tell them it's natural to be afraid of things you've never done and seen, and they are doing a great job exploring it all. When they land out, tell them about all the times you did too. This is what makes a fast pilot.

<https://www.youtube.com/watch?v=qO00mA2wP4A>

Members' Small Ads



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

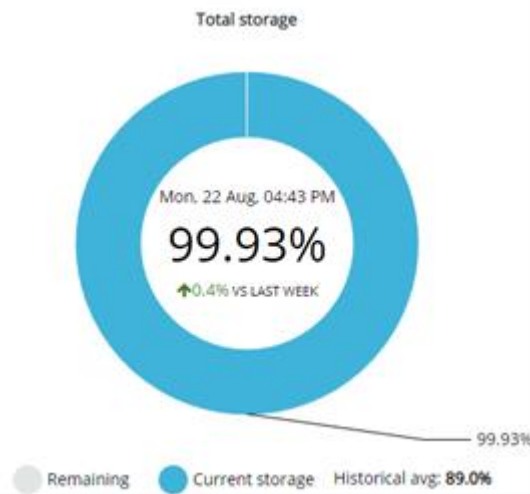
Drury hangar space wanted. Contact Peter Himmel on 0210768805 or himlp@xtra.co.nz



(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

Auckland's Dams



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