

AGC Weekly News

15-16 October

The weekly newsletter of the Auckland Gliding Club at Drury, Auckland

Weekend Roster

Saturday

Tug Pilots: Dion Manktelow
Instructors: Jonathan Cross, John Bongrain
Duty Pilot: Keith Macy

Sunday

Tug Pilots: Dion Manktelow
Instructors: Nigel McPhee, Anton Lawrence
Duty Pilot: Lois Kok

Airfield Condition Report

Hi All,

I carried out another airfield inspection this morning and consequently the restrictions related particularly to the use of RWY18 are revised.

Operating Restrictions

No vehicles other than club towing vehicles shall enter the runway while these restrictions exist.

Runway18

The displaced landing threshold for RWY18 remains in force, no aircraft is to land short (abeam) of the white drain coil presently stored on the western side of the runway, about 100m inside the northern fence boundary.

There is no takeoff restriction if pilots begin takeoff on the runway centreline of RWY18, as the ground is firm in that part only.

The western side of the Runway 18 centreline between the fence and abeam the white drain coil remains very soft for all aircraft and no vehicles either club or private should entire this area. This

is the area which is most affected by the active water spring, located midway between abeam the northern toilet shed and abeam the white drain coil and just west of the runway centreline. That area will not be subject to grass mowing until rectification can be taken on the spring.

Runway36

The landing area is still on the soft side, but useable with care, it is a case of avoiding vehicles other than club vehicles while positioning gliders or the caravan. The roller will be applied between club days to repair areas where landings have taken place last weekend. The use of the roller is very time sensitive before the ground becomes hard and unresponsive.

The unnecessary use of wheel brakes on landing on either runway will assist in preserving the ability to operate at the beginning of the season until conditions finally firm up.

Regards,
Russell

Bomb Drop Event - Reminder for this Saturday

Anton Lawrence

Russell the CFI has given approval this event to take place on Saturday weather permitting. At the moment it looks like a light north westerly, so launching from 36.

I've only had four responders so far. Of the four, I notice there are also four bookings for this weekend, though none of these have confirmed their attendance to the bomb drop. I would imagine the bomb drop launches will take preference.

The basic format will be a winch lunch in a two-seater with a student in the front seat, instructor in the rear. The student will do the flying, the instructor will drop the bag of flour on command from the student. If the student is not winch rated or proficient, the instructor will do the flying as required, and obviously take control if he feels the need. Suitably rated pilots may also buddy up, but we want to encourage student flying as much as possible.

Release should be between 1000' to 1300' depending on wind, followed by a dumb-bell turn and a run down the centreline or to the western side of the field depending on wind strength and direction. The bomb is to be dropped from no less than 500', to be followed by an abbreviated circuit and an attempt at spot landing on the target.

The target will be placed down the field so the drops and landings can be closer to the club house, to maximise viewing entertainment.

Scoring will be determined by how close the bomb is to the target, and how close the spot landing is to the target.

Briefing will be at 10h00. Time will be allowed for instructors who are not current on the winch to have a few check rides. Then the fun can begin.

There will be a BBQ at the end of the day to celebrate the winners' achievements. Steak, sausages and salad, with ice cream and fruit salad for dessert. \$15.00/head.

At this stage there will be no charge for the winch launches, but all other charges will be as per your membership status - either A or B scheme.

We'll need as many instructors as can make themselves available and more than one winch driver would be good a good idea. And student pilots of course.

I expect everyone to help as is always required on any normal flying day.

If we can get an idea of numbers beforehand, it will help with catering. Please therefore email me on antonlawrence@outlook.com if you plan to attend and stay for the BBQ.

Police2 Bell 429 Helicopter Visits the Gliding Club

Russell Thorne



The club had a visit on Wednesday morning from the Police Helicopter, frequently heard as "Police2" on our club VHF radio when operating close to the circuit.

The Bell 429 Police Helicopter visit, which happened at short notice, took place at the Gliding Club primarily as a PR visit to local youth groups associated with the Youth Section of the Police.

Several club members who were present had the opportunity to interact with the pilot and police crew and the exchange was positive in all respects.

The background was that the Police Youth section under the Bluelight umbrella wished to

conduct a PR visit with young members of the public who were both youth cadets, and who they would like to turn into sworn police officers, especially at-risk youth who might otherwise come into contact with Police as offenders.

The visit was well conducted by the four-person helicopter crew who arrived for the 40 minute visit and those who arrived by vehicles escorted by uniformed officers to participate, were very interested in the technological capability of the helicopter.

A video of the arrival at Drury will be posted on the club Facebook page.

<https://www.facebook.com/soaringauckland>
<https://www.bellflight.com/products/bell-429>

Pre-Season Safety Brief 2022

There are still some pilots who have not yet viewed the compulsory 2022 Pre-Season Safety Brief.

cfi@glidingauckland.co.nz as having read the content are required to view the files before their next flying visit.

The required files in PDF are **attached to the email** with this week's newsletter. Those pilots who are yet to respond to

Regards,
Russell Thorne
Chief Flying Instructor

More Instructor Training This Weekend

Russell Thorne

Just to advise that I shall be available, along with others this weekend, for Instructor training.

at this stage we have only four entrants, though this may change after the weekly newsletter is published.


We anticipate that some of Saturday will be taken up with the Winching and Spot Landing event, but

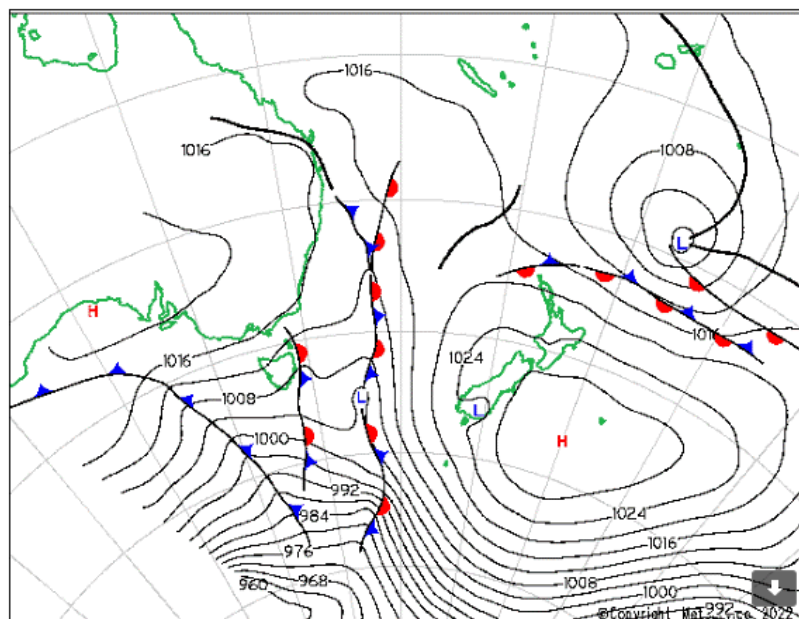
Weekend Weather

From Gerard Robertson

Hunua

13 October 2022

Friday 14 OCT		Mostly cloudy. Showers becoming isolated in the afternoon. Easterlies.	▲ 17°C ▼ 8°C
Saturday 15 OCT		Partly cloudy. Southerlies.	▲ 19°C ▼ 7°C
Sunday 16 OCT		Partly cloudy. Southwesterlies, becoming fresh in the morning.	▲ 18°C ▼ 10°C



Don't smack the Mountain

J.J. Sinclair, from the DG website

About the author:

JJ Sinclair retired from the US Air Force in 1974 after 22 years of service. He flew as crew member on:

B-29 (left gunner)

KC-97 (boom operator)

B-52 (navigator & radar navigator)

RF-4C (navigator)

F-111F (navigator)

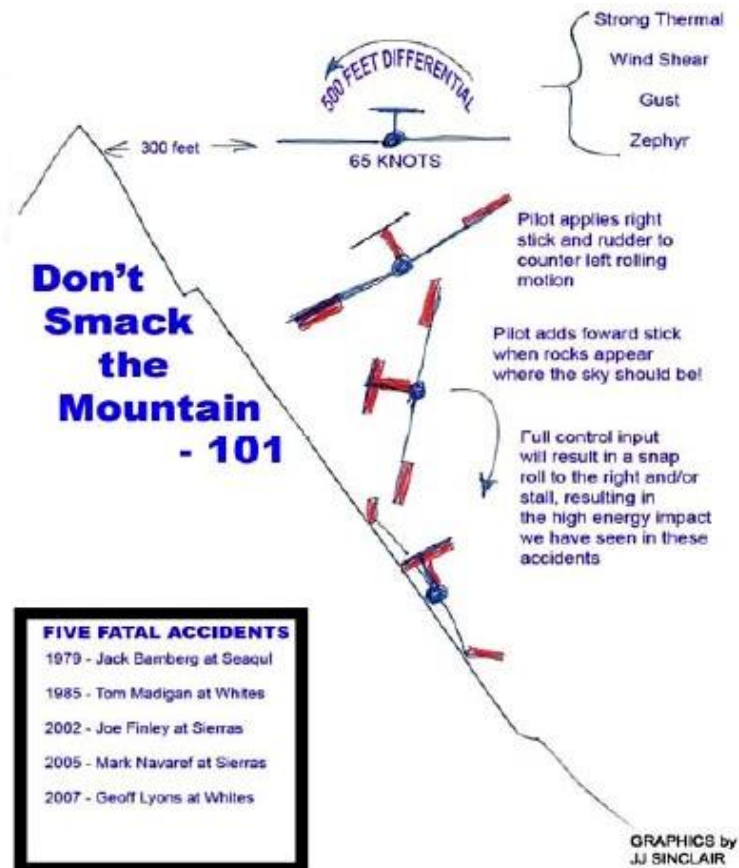
After retiring, JJ established an FAA Certified Glider Repair Station in Placerville, California, and operated that facility for over 20 years. He has flown 1000K zig-zag in his LS-7 as well as 1000K triangle in his Nimbus-3, but takes more pride in having flown Silver, Gold and Diamond Badge Flights in the wooden Duster that he constructed in 1973.

Good morning, class. Today we will be discussing an alarming statistic. In the past 30 years our soaring area has witnessed five fatal

accidents in the mountains and three of these accidents have occurred within the last five years! Would one of you work up a trend analysis on those statistics?

Thank you Mr. Kelly.

All these accidents involved experienced pilots flying modern sailplanes and most of them impacted with high energy, indicating a stall situation. Why would an experienced aviator inadvertently stall his aircraft, especially near the rocks? Everybody now look at the graphic below - the top sailplane represents us flying into the page as we approach a mountain on our initial pass. We stay 300 feet away from the rocks and keep our speed up (minimum 120kp.



Is that safe enough? Maybe not!

Let's just suppose there's trouble lurking out there in the form of a gigantic gust, a really strong thermal, a violent wind shear. For the purposes of our discussion we'll just call it a "zephyr" and it's going to apply a differential rolling moment to our theoretical sailplane.

What's a differential rolling moment?

Good question, Mr. Green, it happens when our right wing flies into lift that is much stronger than what our left wing is experiencing. We are constantly looking for this, aren't we? We call it "light wing" and turn into the wing that's coming up as soon as possible, because there's probably a thermal on the light wing side. Ever try to turn

into the light wing and have the machine refuse to turn?

Sure, happens all the time and we say something like, "Turn, you big beast, turn!" What's happening? Why won't the ship turn into the rising wing? Because, the thermal is stronger than the authority available in our ailerons. Another way to state this is; the thermal is trying to roll us left and we are trying to make the ship roll right. The result is a Mexican stand off and we fly straight with full right stick and rudder applied.

Now class, look at the second sailplane in the graphic. That's us, still flying into the page, but the zephyr's got us and it's rolling us left into the mountain. We have applied full right stick and rudder, but the zephyr's stronger than the controls and we're still rolling left and there's rocks over there! Why is this happening? It is estimated that our ailerons can only counteract a differential moment of 2,5 m/s. Let's say there's 6m/s under our right wing and only 1,5 m/s under our left wing. Reasonable figures? Sure, we see 6m/s all the time on the Whites and in the Sierras, only near this damned mountain it's mostly under our right wing!

Now, look at the third ship. We're in real trouble, aren't we? There are rocks and trees up there on our canopy where the sky is supposed to be! We're experienced aviators and we don't panic, we continue to hold full right stick and rudder and apply forward stick to make the rocks stay away from our canopy.

STOP ACTION. Class, remember what we learned in before? We can stall a ship in any attitude and at almost any airspeed, can't we? I believe it was in chapter 6 that we learned how to do a snap roll. All you had to do was slam in full rudder and full back stick and the airplane would do a snap roll in the direction of applied rudder. Can we stall a ship while inverted?

Yes we can! OK, resume action.

We're flying 120kph, holding full right rudder and the stick is now in the right forward corner. What's the ship likely to do? It might try to snap roll to the right, but the zephyr probably won't allow that, so I'm betting it will just stall and fail and we have another mysterious high energy impact on the side of a mountain, don't we?

Does it have to be this way? Are those of us who choose to fly close to the mountains, destined to become a high-energy impact, some day? NO!

I see Mr. Seamons has his hand up. OK, Sir what's our question? How do we prevent smacking the mountain? Good question, I was just getting to that. First of all, there are days where I won't get within 1.000 feet of the rocks. If I'm approaching a mountain and the turbulence is so bad that things are flying around the cockpit. I don't get within 1.000 feet of the rocks.

Let say I'm approaching the Whites, I'm holding 65 knots and things seem fairly smooth. My computer tells me the westerly wind should make the canyon up ahead, work. But, what if there's a zephyr in the canyon? What if it tries to roll me into the mountain? As I get within 300 feet of the rocks, I roll the ship into a 30 degree right bank and hold it there with a bit of top rudder. Why? Because, I'm already banked away from the mountain, so if a zephyr tries to get me, I'm ready apply all three control inputs to fight it with right stick, right rudder and back stick to make it turn away from the rocks.

I also follow all the normal rules about never turn directly into the mountain, always S-turn an area for a beat or two before attempting to circle. If I fly by an area that shows 1,5m/s lift for 20 seconds, I turn away from the mountain and come back through the lift area to verify it really is workable lift. If it is, I turn 90 degrees away from the rocks, roll wings level for a count of 3 (you know 1000-one, 1000-two, 1000-three) then I turn back into the mountain. My 3-second burst flying away from the rocks gives me plenty of room to finish a turn into the mountain, but I'm still not committed. As I face the rocks again, I ask myself; am I 100% sure I can finish this turn? Only if the answer is an unequivocal YES, do I continue. If I'm not completely sure, I roll the other way and continue S-turning the area. If I do continue the turn, I may shallow out the turn as I come parallel to the rocks and let the ship drift in close, if that's where the best lift is. I do this while holding a 30 degree bank angle AWAY from the rocks.

OK, that's enough for today, class dismissed!

Oh, one more thing, always keep an escape route open! You may see some of this material on the quarterly exam. Mr. Kelly, you may give your accident trend analysis, first thing Monday morning, please hold it down to two minutes maximum.

Outlanding Do's and Don'ts

Adam Woolley, Wings & Wheels website



Outlanding (or an off-field landing as others would call it) preparation starts from a long way out, even at 5000' when we still have 40km of distance to cover before hitting terra-firma. It starts with a simple, there's my track line to the turn point, off to the left is a scrub line and generally unlandable terrain, to the right is generally better, this thought at that moment is enough. Note: This article doesn't seek to talk about the five 'S' of paddock selection: SLOPE, SIZE, SURFACE, STOCK or SINGLE-WIRE EARTH RETURN LINES, but a generalisation first, then the do's and don'ts.

Let's continue - 3000', the scrub line direction isn't working as predicted, I'll start moving towards the right, there's a good patch of fields surrounded by undulating terrain, then further to the right, wide open fields. 2000', now it's really time to start narrowing it down, you've got an option to go further right to the easy fields or you can stay over the area that you identified earlier. Out of the 10 fields you saw, there are 5 useable and are towards track, your decision is to stay in this area, so you continue searching for lift in this area...

1500', now is the time to select the three best options, and start planning your circuit into all of them. Sadly, still no lift and now you're at 1000' on downwind to your chosen field, you notice that it isn't suitable because of an unseen farmer's fence running through the middle of it. No problems, you have your backup plan in mind, adjust your downwind to meet the requirements, and into the field, you go. Congratulations, you just made a successful outlanding! While it's easy to feel down about the situation, I actually look upon it as a blessing in disguise. Because it renews my confidence in outlanding, knowing that

the training & my judgment, works. The next adventure awaits, meeting the locals, arranging to get yourself, the crew, and your glider home safely, followed by a well-earned drink that quenches your thirst!

So what are the Do's and Don'ts of outlanding?

DO..

- Let your airborne friends know that you maybe outlanding, and if you do, advise them roughly where you are and when you have landed safely
- Calm yourself, so you're able to think positively and decisively
- Make your decision to land early enough
- Establish the wind direction on the ground and land as best you can into the wind
- Stop ASAP in the field, you never know what fence or ditch is coming up that you haven't seen from your checks
- Your five 'S' check before you do your normal downwind check
- Ensure you keep safe flying speed at all times
- Be stable on your approach to land
- Tie down your glider before leaving it
- Take your drinking water and any sustenance before leaving the glider
- Make every attempt to contact the farmer before entering their property
- Find the gate and best path to your glider before the crew arrives

DO NOT..

- Change your field selection at the last minute
- Lose concentration, keep focused until the glider has come to a complete stop
- Take one extra turn in false lift on a windy day, just land the aircraft safely
- Experiment with something different, just land the aircraft normally
- Start your circuit too high
- Rush through your landing checks

As long as you follow these general principles, when the time comes to landing off-field, you shouldn't have any problems. Happy off-field landing, there is such a thing, I think!

Notes from last night's committee meeting

Gerard Robertson, President AGC

The committee had its first meeting last night, with James and Kevin present as vice-president and secretary respectively. The meeting was all the better for their presence and contributions. I'd also like to note the efforts which Georgia has made in the several months she's been away; she has Zoomed in from all over the place, including from a train on the way into Paris. What the other passengers thought escapes me.

Now that Kevin is in the job as secretary, minutes should be available on the website. As always, anything not included from the committee's discussions will be a conscious decision; for example, where actions of individuals are considered, these will be kept in committee.

One of the topics being worked on by the committee is a new lease agreement for members who have shares in hangars. The original lease agreement is probably filed with the tablets Moses brought down, while there are probably as many variations in circulation as there are gliders in hangars. The goal is to produce a lease agreement which is fair, consistent and simple. It's been drafted with advice from a lawyer who has been involved with similar work at Ardmore and elsewhere. Once the committee has agreed on the content, it will be shared with those leasing

ground for the hangars and a meeting of affected parties will be held.

The committee has, as always, a full dance card, with too many topics to consider in an evening's meeting. To progress this, the committee will hold another daytime session on the weekend after Labour weekend.

I'm fond of the phrase "All of us are smarter than any of us". With that in mind, I stopped at Papawai (home of the Wellington Wairarapa Gliding Club) for a chat with its president, Simon Casey. From that came the idea of a Zoom call between the presidents of other clubs. We had the first meeting of this "presidents' club" last week and it was a very fruitful discussion.

The airfield is open, as noted in Russell's description. Please adhere closely to his recommendations: the CFI is the person responsible for flight operations and has the committee's full backing for his decisions and requirements.

Regards,

Gerard
021 87 27 16

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. **Price for share is \$15 000.00.** Contact Russell Jones on 021 180 5544 or email russell.jones@orcon.net.nz

Drury Hangar for sale. Power, water, lockable. Contact Murray 0275 875 438