

# AGC Weekly News

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

## Auckland Gliding Club End of Season Prize Giving Evening 24<sup>th</sup> June 2023

**GUEST SPEAKER – Tim Bromhead – PURE GLIDE**

All members, partners, and friends are invited to attend our regular Mid-Winter Evening at our clubhouse on Saturday May 27<sup>th</sup> at approximately 6pm.

Again - Marion Moody with assistance from Anton Lawrence will provide a hearty meal appropriate for this winter, social evening - all cooked in our AGC kitchen.

Remember – this is a pure fun social evening - a chance to catch up with old friends, make new friends and meet those newer to our amazing club and even more amazing sport.

The bar is a cashless bar – (we have full Eftpos facility) This reduces, by a huge amount, the work our voluntary treasurer is obliged to do.

**PLEASE**

**We absolutely need numbers to ensure this a successful event!**

Please send a confirmation email to [rsgaddes@gmail.com](mailto:rsgaddes@gmail.com) – Ross or [anton@scorpionprojects.co.nz](mailto:anton@scorpionprojects.co.nz) - Anton with your name and the number attending.



*From the CFI*

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Over the last month I've been collating and putting into a data base all the records of BFR and Medical currency for the entire club membership.

I've now updated the GNZ database with this data. This means any club member can now check their status, be it BFR due date or Medical due date, along with any ratings they hold.

Just go to <https://gliding.net.nz> click on Auckland Gliding Club, choose either BFRs, Medicals & Ratings or Membership list. You should be able to edit your address, phone number etc., but you won't be able to alter your ratings and alike. I now plan on keeping this up to date with all new BFR's, ICR's, medicals and ratings so anyone will be able to check on their currency or that of others. If you find an error or something missing,

please let me know asap, as it's easy to fix.

The forecast for the weekend isn't great - a fresh SW. Check the rain but it might be worth a trip to Matamata, as long as you can find a willing instructor.

Also, timely to remind all post solo but not XCP pilots that it's very important to complete your training syllabus. You still have a lot to learn, but it won't be hard from here. Complete your self-preparation study up to Soaring Pilot, then XCP, and come to the winter lectures if you haven't already. A number of you will be ahead of the game and ready for the XC camp at Matamata over the coming Labour Day weekend.

Regards  
Anton Lawrence

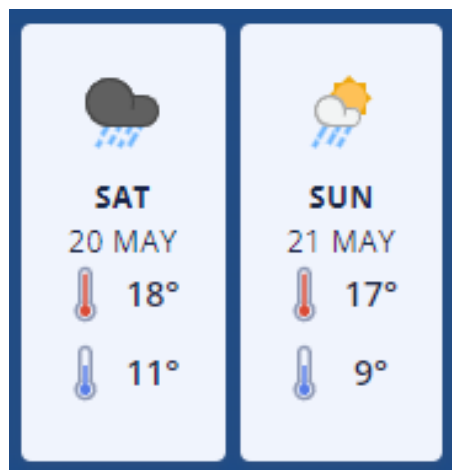
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### **Matamata weekend weather**

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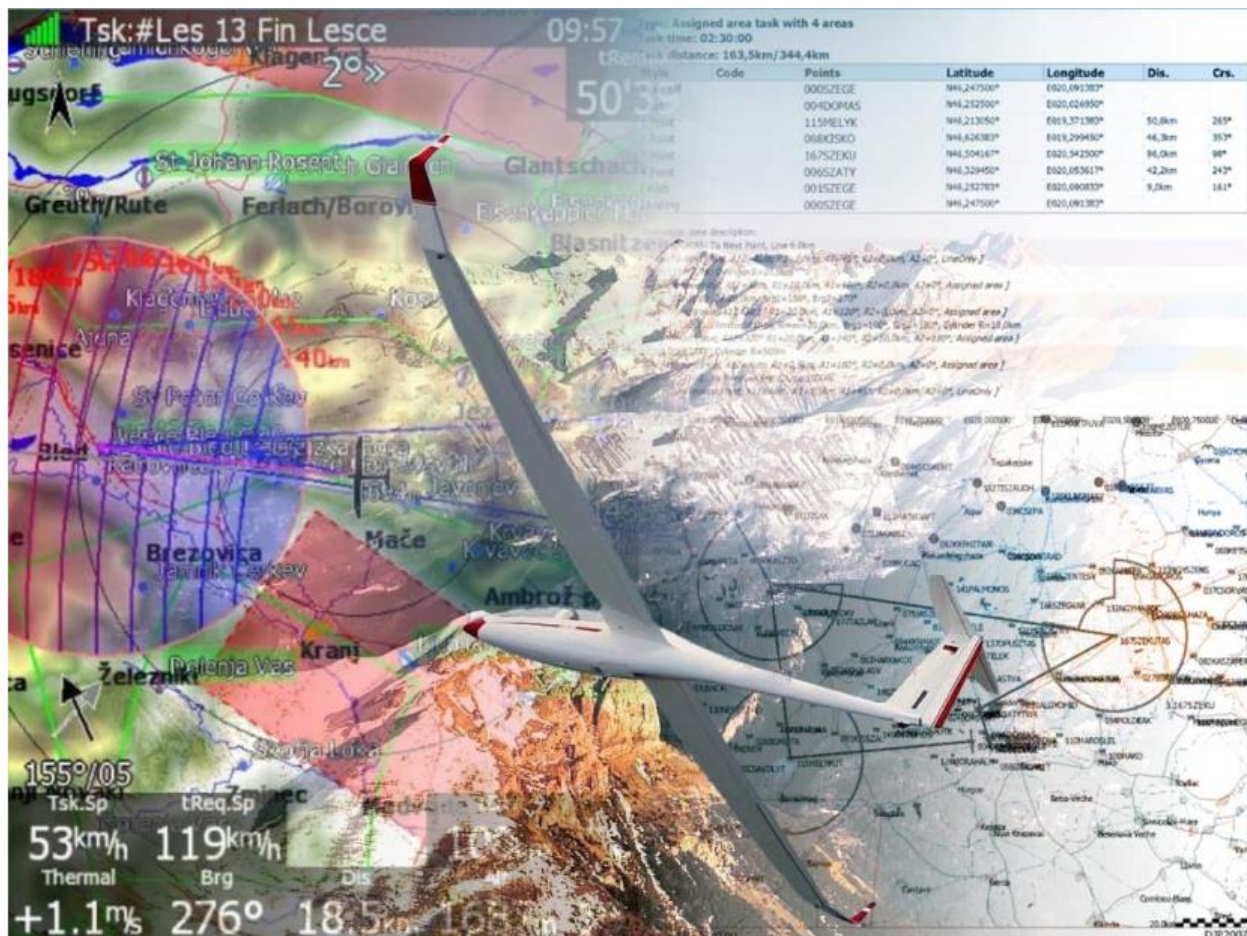
On Saturday expect rain or showers in the north and west, some heavy, but only scattered showers in the east.

On Sunday it remains showery in the west, but only isolated showers reach eastern areas so it's mostly fine there.



**Saturday:** Showers, turning to rain in the morning, some heavy with possible thunderstorms. Fresh northerlies, turning to strong westerlies in the afternoon.

**Sunday:** Showers, some heavy, becoming isolated with longer fine breaks in the morning. Fresh westerlies, easing in the afternoon.



## When to turn during an Assigned Area Task (AAT)?

The age-old question, one which takes experience and sometimes bravery to make the decision to turn for home, to make the final dash and come home on time (or over), but not before. For sure the answer to removing some of these doubts like anything is, knowing the rules of an AAT, to practice practice practice, and understanding your instruments.

### Rules of an AAT

- You must always finish the task
- You shall not finish under time unless rule one is in jeopardy
- Go far enough into the first sector and other sectors to ensure you won't come in under time unless it jeopardises Rule 1
- Make your turn points sharp and defined, no wandering around
- Never stop racing until you cross the finish line
- Plan-Plan-Plan prior to the flight, then execute but always remain flexible in your execution

## Practicing for AAT's

A long time ago I was lucky enough to do a weeks soaring with G Dale, the master UK coach with so much passion and commitment to our wonderful sport. One of the discussion topics for practice was to do two laps around a small racing task, the reason for this is that the second time you'll know where the turn points are from experience, you'll know what the weather conditions are and finally, you'll have a speed to beat. Why is this good training though? You'll learn that prior preparation prevents poor performance! So visualising where the TP's are, what the expected weather enroute will be is, important ground features, etc it is very important to your overall speed.

With the above knowledge and training technique that I was now armed with, I decided to start doing two laps around a small AAT. If the day's weather has a 4hr window, then I would practice two laps around a 1.75hr AAT – this way you get two opportunities in a day to practice coming home on time, plus navigation and weather planning experience.

## When to turn for home?

This section would probably take a book to write, so just the key points now to give you some thought for your own flights and decisions.

I fly with the 'achieved task speed' and the 'required task speed' navboxes next to each other. Then when I'm in the final sector, I always press 'next' to navigate toward home, this will update your required task speed. So if you're doing 120kph for the day, and the weather isn't expected to change, then I wouldn't turn for home until I saw 150kph required. Same if it said 100kph, I would continue on my track out and wait for 150kph to appear.



*Adam Woolley was born into the gliding world, being the 3rd generation in his family. Going solo at 15, his thirst for efficiency in soaring flight & quest for a world championship title to his name has never wavered. One big passion is sharing his experiences & joy with other glider pilots all around the world. Adam is an airline pilot in Japan on the B767 & spends his off time chasing summer around the globe. He has now won 7 national Championships & represented Australia at 5 WGC's & 1 EGC.*

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## **REVISED! Committee Meeting Notes**

**Gerard Robertson – AGC President**

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The committee meeting for May was held last week, a week early in light of my departure tomorrow for Europe, with the plan of collecting e-bikes from Gibraltar and riding about 6,000 km between Gibraltar and Nordkapp, at the top of Norway. I'll be back at the start of October, in time to help David Moody with the MSC cross-country course over Labour weekend.

Whatever your stage of flying, it's worth discussing with an instructor how you might benefit from attending this course. It's fun; a real collegial environment where you fly in a twin one day and a single the next. It's more of a springboard than a stepping stone to cross-country, as you get such a head start by being taught and then shown (I did this course twice; once in the 80s to help me get going in cross country and again about a decade later, after a long break from gliding).

The focus of the committee meeting was on the budget, as the financial year ends at the end of June. Broadly, the club will finish the year about where it typically does, helped by a good month in March, well-supported by our summer instructors. I'll ask Keith Macy, who does a sterling job in the Treasurer's role, to contribute an overview to next week's newsletter.

On my LX9070 I calculate my ETA on 'Average Task/Thermal', this is an automatic feature of the last 4 climbs and glides, which will be updating your 'tDelta' navbox. However, just before making the turn for home, I select 'McCready' as my ETA calculation. I then make a guess at my average climbs expected on the way home, if the 'tDelta' is over time too, then I can confidently turn for home.

AAT's can be a lot of fun, but like anything, they require practice to master. Happy planning, executing with flexibility, and refer to Rule 1, unless it's in jeopardy of course!

The results show that, with Covid receding and better weather (hopefully) on the horizon for the summer ahead, the club is actually well-placed, performing about as well as in an average year (which the last few have not been) despite such a wet summer. At a high level, the committee is willing to tolerate a small annual deficit since, with our move likely in the next 5 to 10 years, we will realise the value of the asset which our predecessors so wisely purchased. People like Frank Gatland and Don ("Tiny") Rowlands were, along with others, the ones we have to thank.

The decision was made to hold subscriptions at last year's level, recognising that many in the club may be struggling with inflation. The cost of gliders will also be held at \$1/minute, so flying is actually more affordable than it has been in some recent years.

The second LandBoss is about to be delivered, letting the first go away for its servicing. Over winter, we'll draft some standards for the use of this and other pieces of club equipment, as they can be worth quite a bit more than a PW-5 (or two) and deserve to be treated with the same respect as a glider.

The weather: well, if you look at the club's Facebook page you'll see some shots of the AGC

lake. If you can, I suggest you make the most of the plan to deploy gliders to Matamata over winter, as ridge flying is an absolute blast!

As it's a challenge to chair a meeting remotely (& given the time difference), I've asked James

Butterworth to chair meetings and generally act in my place while I'm away.

Regards,  
Gerard

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## ***DX to South Island***

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**The success of the "DX to South Island" road trip last year has encouraged the AGC committee to proceed with another adventure for AGC members. Below outlines the general plan.**

- 9<sup>th</sup> Nov - DX moves south. Ferry booked for Thurs. 9<sup>th</sup> Nov at 3:00 pm
- 11<sup>th</sup> Nov enters the SF XC Course with AGC members at P1 and P2.
- 19<sup>th</sup> Nov relocates South to Omarama.
- 20<sup>th</sup> – 24<sup>th</sup> Nov AGC members attend Omarama Mountain Flying Course.
- 25<sup>th</sup> – 30<sup>th</sup> Nov AGC members can fly in Omarama (or maybe Springfield - if operating).
- 1<sup>st</sup> Dec - DX moves North to Springfield (if not earlier).
- 2<sup>nd</sup> – 9<sup>th</sup> Dec AGC members fly with CGC members on an informal task fun week (not a comp.).
- 10<sup>th</sup> Dec – Optional extra flying if weather is ok and the CGC is operating.
- Tues 12<sup>th</sup> Dec 1:15pm Picton – DX crosses to the North Island.
- 13<sup>th</sup> Dec DX back in Drury for Wed flying.

At this stage the estimated costs of fuel plus ferry costs will make up the base charge which can be evenly split between 12 or so participants. My estimate at this stage – with 12 participants will be approx. \$200 each which will be charged prior to the journey taking place. More detail on enquiry.

**This is a great opportunity to experience South Island Mountain Conditions in a safe and organised way and in our own high performance Duo Discus. If you are unsure what to expect ask those that took part last year !**

**Expressions of interest PLEASE as soon as possible – already we have eight members that have done so already – we will close off at 12 applicants.**

**Organiser - Ross Gaddes  
027 4789 123  
rsgaddes@gmail.com**

## Member's 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. 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

This newsletter was compiled by Peter Wooley [wooleypeter@gmail.com](mailto:wooleypeter@gmail.com)

## Roster

	Instructor 1	Instructor 2	Tug Pilot	Duty Pilot	Winch Driver
<b>May</b>					
Sat 20	Russell Thorne	Graham Cochrane		Peter Himmel	Paul C
Sun 21	Ross Taylor	Keith Macy		Shery Nichols	Grahame
Sat 27	Jonathan Cross	John Robertson	James Bassett	Peter Wooley	
Sun 28	David Moody	Anton Lawrence		Tristan Harvey-Smith	
<b>June</b>					
Sat 3	Paul O'Neill-Gregory	Graham Cochrane		AJ Dudley	Bradley
Sun 4	Russell Thorne	Keith Macy		Allen Pendergrast	Grahame
Sat 10	Roy Innes	John Robertson		Dylan Watson	
Sun 11	Ross Taylor	Anton Lawrence		Caleb Rosvall	
Sat 17	Nigel McPhee	John Bongrain		Geoff Green	Hugh
Sun 18	David Moody	Keith Macy		Geoff Gaddes	Grahame
Sat 24	Jonathan Cross	Frank Excell		Andy Campbell	
Sun 25	Anton Lawrence	John Robertson		Anton Lawrence	
<b>July</b>					
Sat 1				David Moody	
Sun 2				Dion Manktelow	
Sat 8				Frank Excell	
Sun 9				Graham Cochrane	
Sat 15				Grahame Player	
Sun 16				Hugh Warren	
Sat 22				John Bongrain	
Sun 23				John Robertson	
Sat 29				Jonathan Cross	
Sun 30				Keith Macy	