

# AGC Weekly News

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## Weekend Roster

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### Saturday

Tug Pilots: Shaun McCarthy  
 Instructors: Russell Thorne, Graham Cochrane  
 Duty Pilot: Jason Smith

### Sunday

Tug Pilots: Shaun McCarthy  
 Instructors: Nigel McPhee, Sam Tullett  
 Duty Pilot: Jason Williams

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## A Visit to “Wings over Wairarapa” by Dimona – March 2021

*Ian Williams and Tony Noble*

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As the store of interesting stories is drying up, seeing a lot of gliding dudes are not getting round to writing an interesting little story, I thought about doing one about our little trip down to the “Wings over Wairarapa” may be of interest.

Yes, a lot of you will be saying “the Dimona is just another bloody small, powered aeroplane, and in some ways you are right, but in others, dead wrong. Correct in the sense that you can crank up the engine and bugger off just like any light aircraft, but wrong in that it is just great to motor out to the coast, spend an afternoon soaring along the coast with the engine stopped and prop feathered, annoying hang glider pilots and avoiding low-flying helicopters, before motoring back to Drury.

I freely admit to being totally biased of course, but the Dimona has been the most versatile little rocket I have been involved with in terms of what it can do. If you are into landing on back country air strips, you are a bit buggered, but I have landed successfully on the Douglas Road strip a few times.

What makes the Dimona stand out is its low speed stability. It can fly at the same low speeds as a Libelle i.e. 38Kt stall, best LD @ 51Kts. So as a glider it actually feels like a glider - the same responses to thermals, and it climbs well with the engine off. Obviously, it does come down a bit quicker, but we have had some great soaring flights in it. The seating is very comfortable and it is no problem doing long cross countries. I have even flown it non-stop from Drury to Ashburton. This flight took five hours, ten minutes and consumed about 75L of fuel. The only issue was that I couldn't hear a thing after landing (anyway, that was my excuse when Airways called me for not cancelling my flight plan).

Now... The trip down to the Wairarapa.

I figured that going South, we would take the “Eastern Scenic Route”. Coming back, the western. So, we departed on Friday 26 February and motored down to Taupo. Actually, we didn't intend to stop there but the cloud and haze was such that we thought it a good idea. We also had a chance for a cup of coffee with Tom, which is always nice. After an hour or so, the weather improved and the haze lifted. We took off heading for either Masterton or Papawai, on a sort of cruise-climb to the south east, pointing to the Kawaka Range. We climbed to around 6,500 feet and snuck around the western side of the biggest knob of the Kawaka's. This meant we were able to remain clear of the 3,500 foot low-level airspace around Napier. Once out into the Northern Wairarapa, we cruised down past Waipukurau (we gave you dudes there a wave) over Dannevirke, and then towards Masterton. Because it was after 12h00 and the display practice had started, we gave Masterton a wide birth and headed further down to Papawai. Landing on their main strip, taxiing up the east-west winch line to the clubhouse. The trip from Drury to Taupo took just under one hours and 30 minutes. From Taupo to Papawai was just under two hours and consumed about 44L fuel.

If any of you have the opportunity to stop at Papawai, you really should do so. The dudes there are just great - very friendly and helpful. The new facilities are professionally finished and a real credit to all concerned. I stayed on the airfield while Tony stayed with his son and family in Greytown. Martyn Cook kindly lent us his car, so we went up to the air show for the Friday afternoon practice (and we had paid for a Friday ticket). The real highlight for me was seeing all the The Vintage Aviator Limited (TVAL) aircraft

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out in the sun and flying. The high standard of engineering and reverse-engineering in producing the old engines was amazing. For example, the V12 engines on the RE-8 have all been done here in New Zealand.



Tony Noble looking professional at Papawai

The Saturday show was a longer version of Friday afternoon. It was extremely hot which had an adverse impact on my geriatric body. A B52 flew over at around 4000 feet - a bit disappointing it didn't come a bit lower. Apparently it flew all the way from Guam, refuelled once in the air, then flew back to Guam - a 19-hour flight. An Aussie C-130 (one of the late model fancy ones) flew over from Aussie and did a few beat ups before landing on the airfield. Then proceeded to reverse back down to the holding point before taking off back to Aussie.



2RE-8 with a V12 engine

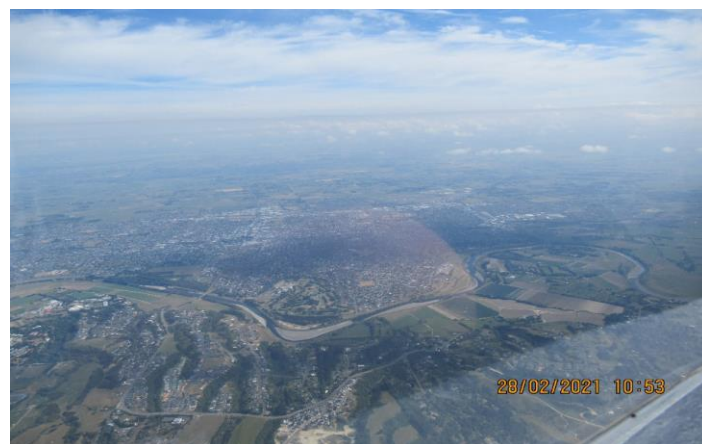
The flying displays were well organized. An aerobatic display by a couple of T28 Trojans was well executed. There were a couple of Yaks - one with a V12 Merlin engine and the other with a big radial. The V12 powered one was fascinating as it really took on the guise of a little guided missile - it was so fast. Probably its small size had a bit to do with that. The radial one with the smoke generators was able to generate big smoke rings which was magic to watch.

As I said, the TVAL aircraft are just something else. They have a DH4 with a 400hp V12 Liberty engine - an unbelievable 27Litres! It is HUGE! The funny thing was watching it start. It has this tree bolted on the front, cunningly disguised as a propeller. A Model T Ford with a chain drive overhead shaft attached itself to the prop, and the noise began. Probably the nicest sounding aircraft engines were the in line six cylinder Mercedes D111's powering the Albatros D.Va.



The DH4 with the Liberty engine

There is a lot more but that can be read somewhere else. Tony and I decided we would fly back to Drury on the Sunday. It turned out a good decision as the air show was cancelled.



Palmerston North

With a full tank of 80L, we left Papawai and headed North, climbing to 3,500 feet overhead the now quiet Masterton, to Paiataua – 3,500 feet being the lower maximum level of that bit of airspace. When I called Ohakea control for a controlled VFR climb to 7,500 feet in their airspace, direct to Ohakune, it was approved. It was interesting flying directly over Palmerston North. As we tracked to the north west, we were flying about 500 feet or so above the cloud tops. About half way along, Ohakea called up to check if we had the correct QNH set perhaps a subtle hint that we were a few hundred feet above our

assigned altitude (Tony was flying at the time!). I was well aware that when flying VFR “on top” it is really important to ensure there is always a big hole to descend through if the S hits the F. No problem here really, but I did decide to descend at Ohakune to remain below cloud. Now here is an interesting thing. The little Dimona has dive brakes of course - not the fancy type “proper” gliders have, but they are not airspeed limiting.

So, with full dive brake at 100 plus knots, the rate of descent was quite spectacular.

The rest of the trip was uneventful. We flew over the National Park, Taumarunui, Te Kuiti and west of the Hamilton air space, back to Drury. The trip took two hours and 52 minutes, using about 38L of fuel. This means we had enough fuel to fly back to Papawai. I reckon that isn't too bad for a 40 year old motor glider.

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## Tost Tow Release – TBO & Maintenance

*Courtesy Kelly Bezemek  
Wings and Wheels, USA*

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*Tost has been manufacturing sailplane tow releases since 1952. Their releases are a worldwide standard known for safe gliding launches. More than 73,000 have been produced. Tost uses only precision components: hook, segment, housing, ring cage, and release lever.*

*Wings and Wheels in the USA are fortunate to have Susanne Dupont as our guest author. Susanne's grandmother Anneliese co-founded Tost G.M.B.H in 1945. Anneliese started gliding right after WWII in Austria.*

### Tost Tow Release - TBO & Maintenance

You likely have a Tost release in your glider; the nose release is used for aero towing and the center-of-gravity-release for winch launching. Both releases are actuated by the same cable, ending in a yellow knob in the cockpit. When actuating the yellow knob (or handle), you actuate both releases, even you are using only one.

TOST Release Types



### Limited Lifetime

Those releases have a limited lifetime or TBO (Time Between Overhaul). The lifetime limit is 10,000 actuations because of the spring inside of the tow release. How can you calculate those 10,000 actuations? Each launch noted in your aircraft logbook equals approximately 5 actuations. So, this would result in 2,000 launches. In a double seater which is used for training flights calculate 8 actuations per launch, taking into account that the student is still learning and experiencing. This results in 1250 launches for a double-seat sailplane.

How are the actuations of the release for one start calculated? It starts by connecting the glider to the airfield tow vehicle, its disconnecting, the check of free release (1 or 2 times), then connecting of the glider to the towing cable/rope, and of course the release from launch.

It is essential that every pilot knows how often he or she actuates the release. Only then you know how to define the number of launches before overhaul. It is the responsibility of the aircraft owner or pilot to keep a record of the number of launches and calculate when to send the releases to Tost for overhaul.

Exceeding the number of actuations carries a risk of spring breakage, resulting in a malfunctioning of the tow release. You certainly want this release with which you are connected to the tow rope to open when it should – and not to open unpredictably when it should not. The release needs to operate reliably. Once the tow release has reached the limit of actuations it's time for overhaul. In North America send your release to Wings & Wheels. They stock many new and newly overhauled tow releases for immediate replacement. In Europe send it for an overhaul to the Tost works in Munich, Germany.

### Maintaining Your Tow Release

Check regularly the correct function of the release. All parts must move freely. Without tension applied, the hook must close completely. Clean the release if it is polluted with grass or soil. Use lubricants like Boeshield T-9 to service the release.

### Don't use welded rings on Tost tow releases



### Connect Only Tost Double Tow Rings

When aero towing or ground launching always use the stipulated connecting ring pair (Tost Double Tow Rings) according to LN 65091 as connection to the cable or tow rope. When using hardware store welded rings, you can severely damage the release body. This can on one side result in an expensive overhaul with additional spare parts or – on the other side – in a

dangerous situation where a welded ring can block and prevent tow release. Using welded tow rings void Tost tow release warranties.



Susanne Dupont is the General Manager of TOST GmbH Flugzeuggerätebau München. She is responsible for administration, customer service, sales, and marketing. Susanne achieved her Private Pilot License flying a Cessna 152 in Florida back in 1996. Her family has a history of glider pilots.

Founded in 1945, Tost holds an LBA approval as Design and Production Organisation (LBA= German Aviation Authorities) since 1969. They produce safety equipment, landing wheels, tow releases, tires, tubes, and disk brakes for gliders.

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## Recreational pilot licence class being retired

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As a result of the changes and the acceptance of DL9 medicals for use by PPL holders, the recreational pilot licence (RPL) will be revoked from 5 April. There are currently 195 RPL holders with an active DL9 medical, and these pilots will be automatically issued with a PPL over coming months, if they don't already hold a PPL.

Pilots with CPL or ATPL licences who have been exercising RPL privileges on a DL9 medical will be able to fly with the extended range of

privileges available to PPL holders with a DL9 from 5 April.

Current RPL holders should ensure the CAA has their correct contact details to help us to issue them with their PPL in April.

For more information, please feel free to contact our Licensing and Standards team through [licensing@caa.govt.nz](mailto:licensing@caa.govt.nz).

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## What have our Drury pilots been doing?

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John Robertson – winner of the Racing Class at the Central Districts Regional gliding competition, Waipukurau. Congratulations John!

John was still doing amazing things last Sunday flying from Matamata (see trace) in the company of Anton Lawrence and David Moody.

John Robertson Discus 2: 619.11km 126.23kph  
David Moody SZD55: 603.05km 118.28kph  
Anton Lawrence DG300: 583.61km 132.3kph



An ADS-B update from CAA is contained in the AC91-24 dated 24 Feb 2021, available at the link below:

<https://www.aviation.govt.nz/assets/rules/advisory-circulars/AC091-24.pdf>

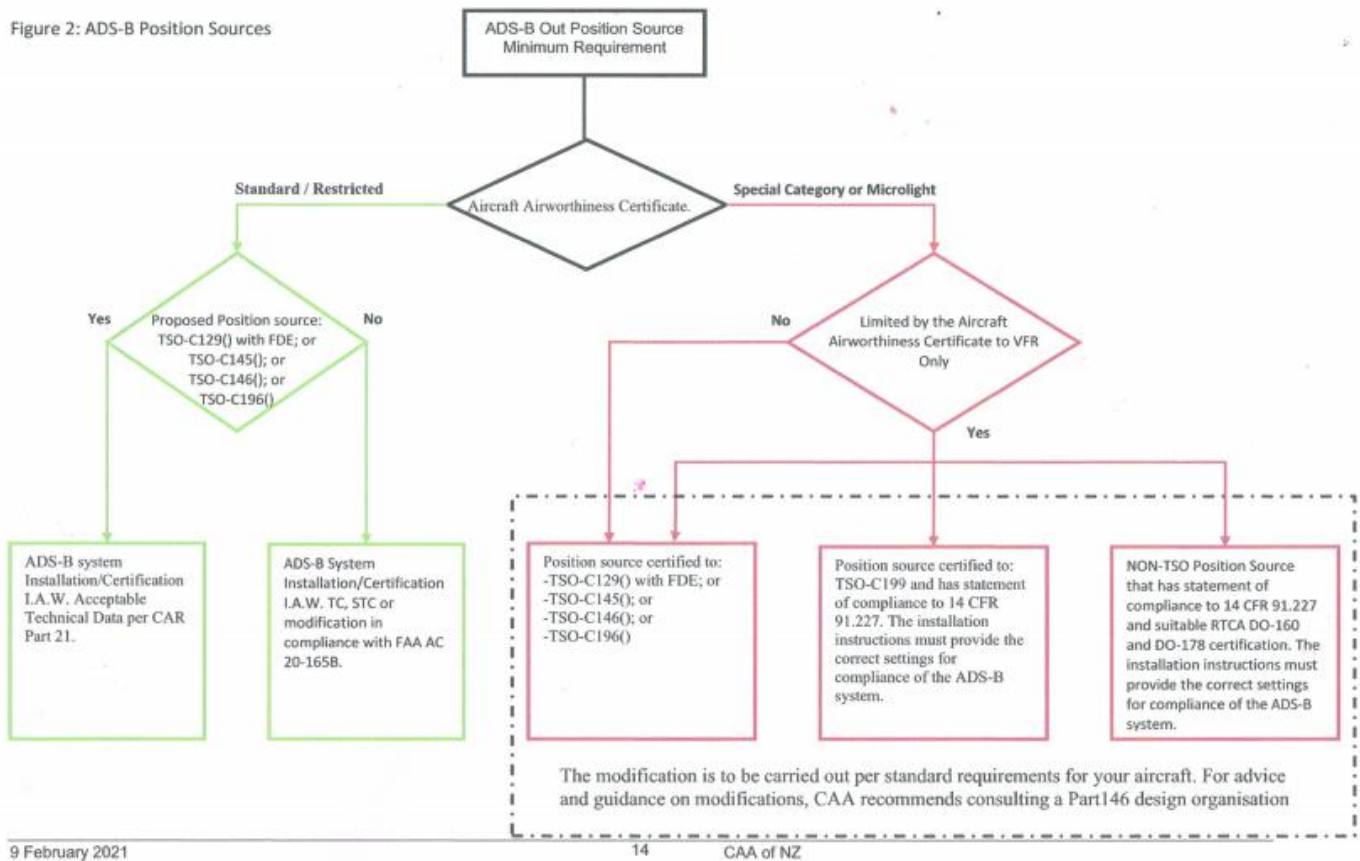
The Southern Skies NZ Road Show that CAA were to start this week has been postponed. It now begins starting the week of 22 March, subject to any further lockdown issues. While many of you will already be aware, the CAA have released the advisory circular, AC91-24, outlining acceptable transponder equipment capable of transmitting to the minimum performance standards required.

I do suggest you check the CAA web site to read through document. Page 14 of this document has a flow chart which you can follow through to ascertain if your current installation is able to meet the specifications outlined. See this attached.

This review now means the Trig TN72 and Dynon2020 are acceptable. Any other equipment that is able to meet the specifications and is approved by the director will be advised in the future.

Note that installation and testing must be completed in accordance with legal requirements.

Figure 2: ADS-B Position Sources



## More from last Sunday ►

Anton the technogeek with his array of devices. Racing for home with the pointy Coromandel hills on his left and the Firth of Thames on his right. Nail biting stuff by the look of it, though the hands look quite relaxed!

**Next week we will run a first-hand account from one of the other pilots who flew that day.**



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## Trailer Weight & Balance Demonstration

Submitted by Gerard Robertson

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<https://www.youtube.com/watch?app=desktop&v=4jk9H5AB4IM>

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### Invitation to take part in a clinical study

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Catherine Shon, a clinical researcher at the University of Auckland Department of Ophthalmology, is undertaking a study entitled "Effect of age on the ocular surface".

Gerard Robertson has undergone the tests connected with this study and has offered to see if any other older male members of the AGC might be interested. Catherine is delighted at this prospect.

If you are interested in taking part in the study, please go to the link below which contains all the details.

<https://mail.google.com/mail/u/0?ui=2&ik=e3df1fb41c&attid=0.1&permmsgid=msg-f:1693160634167410117&th=177f50a043393dc5&view=att&disp=inline&realattid=177e647b05ffa74f1201>

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### For sale/wanted



**ASH31Mi:** Accident free, built in 2015, 30 engine hours, 600 hours airtime accumulated 2018-2020, flawless engine performance, five-year check/overhaul in 2020, complete documentation, aluminum Cobra trailer, LX 9070 etc. \$356 000.00. Serious inquiries only to Ross Gaddes +64274789123



**Ventus 2a:** S/N 10 Equipped with LX9050 with Flarm and control column unit. Maughmer winglets - Refinished in 2008. Imported ex USA - no major damage history. Dittel FSG71M com and Trig TT21 Mode S (ADS-B out capable). Aluminium top Cobra trailer, wing wheel, tail dolly and tow-out bar. Re wired with LiFePo4 batteries. My partner Malcolm wishes to sell his share as he is no longer based in Auckland. I will either keep my 50% share or sell outright (#2 choice). This aircraft is one of the best performing gliders in 15mtr class yet is a delight to fly, even when tanked, and exceptionally easy to handle. They land short and rig in minutes. MY PARTNER IS VERY KEEN TO SELL HIS SHARE. Contact me - Ross Gaddes - for more details.

**Has anyone got a copy of the Glide Omarama booklet of country air strips?** I would very much like to obtain one and will pay your price. Contact Peter Wooley 021 170 2009.

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Thanks to all those who have contributed to this edition. If there is anything you would like to share with the members via this newsletter, text or photographs, please e-mail me. I will be grateful for any contributions, whatever they may be.

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