

# AGC Weekly News

## Weekend Roster

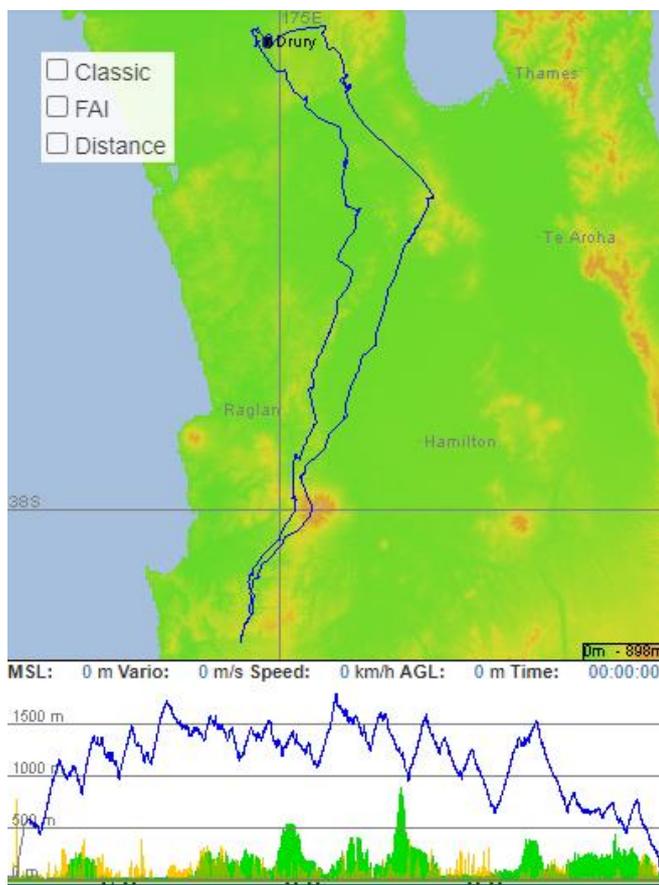
### Saturday

Tug Pilots: Ben Duthie-Jung  
 Instructors: David Moody, Anton Lawrence  
 Duty Pilot: Jason Smith  
 Winch Driver: Bradley Greer

### Sunday

Tug Pilots: Pat Driessen  
 Instructors: Paul O'Neill-Gregory, John Robertson  
 Duty Pilot: Anton Lawrence  
 Winch Driver: Grahame Player

## Drury Flight of the Week



Although April is at an end, on Saturday 23 both Skysight and Dr Jack predicted good thermic activity with areas of convergence added in. How accurate they were and although not everyone went to Pirongia and back, many others (Allen Pendergrath, Keith Macy, Roy Innes among others) had a wonderful time in the abundant thermals, with most having to use their brakes to come back to earth.

Patrick Driessen gets the prize this week for this flight on the west side, turning somewhere near Te Rauamo, beyond Pirongia. You too could have flown this route if you had been there, but would have needed a transponder as much of the flight took place within controlled airspace.

All goes to prove that the more you fly, the more successful you become.

## View Peter Jackson's Collection

Video submitted by Gerard Robertson



<https://www.youtube.com/watch?v=7gmZ9X9Aplk>

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## Switzerland to England by glider

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Remember Yves Gerster who flew at our club about seven years ago? Yves has just flown a JS1TJ 21m from Courtelary in the Swiss Jura mountains to Lasham in England. The flight duration was 9hrs 8min. See for yourself at

<https://www.weglide.org/flight/142346?fbclid=IwAR25XWirmZl-pwh96v4L1iEeAdLfaSG6ina02PJesZy9l8j86sLmKC30etE>

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## Winching again this Weekend

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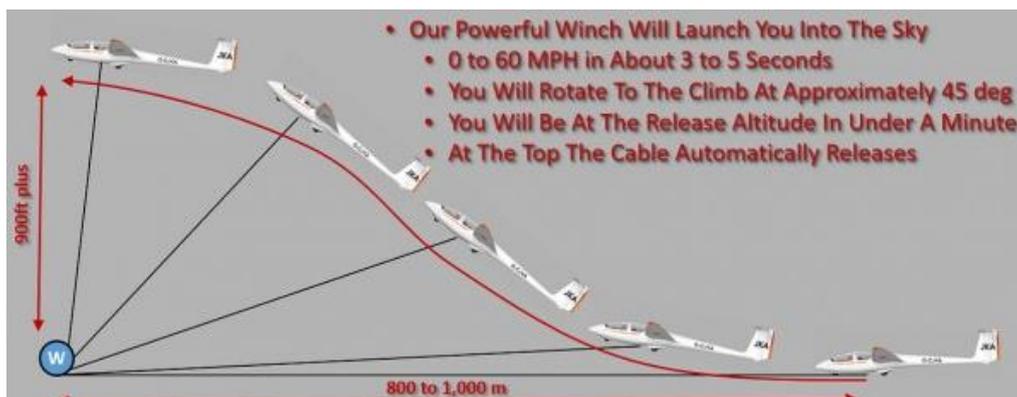
Grahame Player has arranged for the winch to be made available again this weekend on both Saturday and Sunday. Bradley Greer will drive on Saturday and Grahame will drive on Sunday.

On the subject of winches, please note that winch No. 2 is in need of a WOF, so the committee is looking for a volunteer to tow it to John Benasconi Motors in Drury village. Ross Gaddes is agreeable to lending his Pajero for this job.

Please note that John Benasconi is only open during weekdays.

The committee i.e. the president, AKA Gerard Robertson, would also like to hear from anyone who can lend a hand doing some work on the motor of Winch No. 2.

The president himself will be away from this Sunday for two weeks, while he delivers the ex-AGC Astir to Omarama.



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## RIP Graham Lake

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What sadness to hear of the passing of a good friend. Most of us knew Graham well. For those who joined us recently, Graham acted as our tugmaster for many many years. He also held a share in GIV with Ivor. He was a great pilot and

great club member. As tugmaster he kept a strong handle on the tiller and ensured the tug ran smoothly and all its foibles were dealt with. He was instrumental in the testing and purchase of RDW after the demise of the 172. He also played a huge part in the rebuild of RDW. Most of this was done at Parakai so little was seen of this by club members, but I can tell you he saved the club a SIGNIFICANT amount of money by putting in many hours with Bryn Lockie. He was always early on the scene at working bees and most of us will always remember his "assistance" when it came to rigging the Twin (you can never have too many chiefs).

I have missed his cheery face around the club since his diagnosis. I am relieved for Graham's sake that his suffering has come to end.

Our condolences go out to Carol and the family.

Ray  
Copied for the AGC News from Warm Air 28-4-2022

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## For Sale

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PW5 KF. Current Annual until Dec 2022. Ready to fly. Approx 800 hours flying. Radio, altimeter, airspeed indicator, electric and mechanicals varies. 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



(file photo only)

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)

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## What's in Your Side Pocket?

By Roy Bourgeois, courtesy Wings & Wheels

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Note the Bohli mechanical vario in the centre.

In the cross-country mentor programs that I do, a very frequent question or topic that comes up is, “what things do you keep in the glider for contests or cross country flying?” Aside from the obvious items such as food, fluids for drinking, urine elimination items, and an oxygen system (if needed where you fly), there are many things in my glider that I have found to be helpful to have on board with me. Exactly where the things are stored in the glider depends on when I am likely to use them. For things I will need in-flight I use soft zippered containers that fit at my side with easy access during flight. A few things go in the side pocket - but I have trouble reaching the bottom rear of the side pocket with a parachute on. I sometimes use a soft leather shaving kit bag to hold lightweight items on the shelf behind the headrest - connected to a lanyard tied loosely to a point near my microphone (so I can pull the bag forward with the lanyard to get at the stuff). But, it's important to put only soft items behind your head! Most of the things that I don't expect to need in-flight go behind the seatback.

Things that I keep in reach during flight: I fly with a 408MHz Personal Locator Beacon in a small case clipped to my parachute harness straps. The small cases are available at Lowes or Home Depot and are designed to clip on a work belt. They can be used to hold a cell phone, a Spot unit, an InReach, or whatever else you prefer for emergency communication. It should be arranged so you can activate it from the cockpit, and it goes with you on a bailout. Also reachable in flight are spare instrument panel fuses, spare batteries for the O2 system, a quantity of freezer bags for urine elimination, a spare external catheter (if you use them), a small notebook and pen, compact and leak-proof backup food (energy bars or gel packs), a couple of alcohol lens cleaner packs, some aspirin or actinomycin pills, anti-diarrheal pills, antacid pills, lip balm, sunscreen stick, a small package of facial tissue, a spare clean soft rag ( for spills and cleaning instruments), and your regular eyeglasses (if you fly with sunglasses) or vice versa. You may need

to remove the sunglasses later in the day or at cloud base or put them on if landing into a setting sun. In the springtime when it gets cold at high altitudes or at the end of the day, I have a light jacket that I can unzip, open up, and pull onto my arms and chest to keep warm.

Things that I keep in the glider but don't expect to use in flight: There are many small items that are helpful to have in the glider and which may help avoid a trip back to the trailer if they are needed on the launch line. These include white tape, red tape (to be removed before flight), small children's round nose scissors (will cut tape but not poke holes in things), large coins (for ballast inlet caps) a tire valve extender, a spare power pack for cell phone recharging, and a Swiss army knife or Leatherman type tool and about 10" of yarn for a new yaw string. I also keep a spare thin cloth folding bucket hat in the glider. Over the years I have become known at contests for having a collapsible sun umbrella that quickly folds down to a small size and is easily stowed away before launch (photo below). People tease me about it - and then ask where they can get one!

It's a Coolibar 42" Sodalis Travel Umbrella - folds to about the size of a 16 oz soda can.

#### **The Landout Kit:**

I also carry a number of items needed in the event of a landing away or an off-airport landing. Most important is a spare Tost-type tow ring with a snap-on hook or carabiner which I always keep in the glider. In a farm land-out, the farmer may

be willing to use a tractor or 4X4 to tow you out of the field - but it's not possible to get a rope or tow strap securely into a Tost release - so you need a real ring (the farmer will usually have a rope or strap). It's also a useful thing to have if you visit an operation that only tows Schweizer gliders as they might not have a Tost ring. I also keep in the glider a spare of every tool that I need to disassemble the glider, a flashlight with spare batteries (I prefer the head strap type), a small supply of insect repellent (hiking stores have these), a butane lighter, and about \$30 cash in \$5 and \$10 bills (for kids who might help you, etc.). Many of the items discussed above (for example the Leatherman tool, pen, notebook, etc.) will also be helpful in the event of a land-out. If you take regular medication keep some in the glider. Some European gliders have a mandatory first aid kit as standard (if you have one you should know what is in it) and some pilots fly with survival-type gear like a space blanket, fishing hooks, chemical illumination sticks, snakebite kits, etc. A lot of that depends on your personal preference or worries and the terrain you will be flying over.

I used to carry a few dog biscuits for the airport dogs (and to bribe any guard dog I met on a farm land-out) but the canine parade following me on my way to the grid made me stop that.

Stay safe. Have fun. Get better.

***Thanks to Russell Thorne for sending in this useful article.***

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## ***Wanted***

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