

AGC Weekly News

Weekend Roster

Saturday

Tug Pilots: James Bassett, Ben Duthie-Jung
Instructors:
Duty Pilot: Geoff Gaddes

Sunday

Tug Pilots: Pat Driessen, Brett Nicholls
Instructors:
Duty Pilot: Gerard Robertson

Winching This Weekend

Grahame informs me that there will be winching available this Sunday (10th), weather permitting.

We All Make Mistakes

By Tim Bromhead, submitted by Gerard



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

Is Gliding now a Contact Sport?

Submitted by Gerard Robertson

Michael Fík was one of the pilots in this unfortunate accident.

<https://aviation-safety.net/wikibase/186349?fbclid=IwAR3cwWCHgc7-HEsnJTawUMI6LtoYLrXfevFiSbRXD5yASmu2opvvJIL0DmE>

<https://spectator.sme.sk/c/20130833/two-gliders-collide-one-crashes-into-roof-of-house.html>

I am the pilot who bailed out from this Cirrus. It was my lovely Cirrus 75. The accident happened in Nitra (Slovakia) during Pribina Cup 2016 before the start line. During circling in the thermal at about 750 m over terrain, my Cirrus was involved in a collision with an LS8 from left upper rear direction. The right wing of LS8 hit the fuselage just behind my head, knocked my sunglasses off and broke my nose. Then the wing tore the plexiglass and pushed the canopy forward. The glider made a half loop and stabilized upside

down. I had a problem opening the Gadringer belts when I hung upside down in them. This was the most critical point. I needed a lot of strength to open the belts and I spent too much time before releasing, so by the time I left the plane, I was not higher than 200m over the terrain. The next dangerous issue was too much slack in the leg straps of parachute. After all this I had bruised neck from chest strap. The last crisis was a power line which I flew over by only a couple meters. So, every 2. of April at 12:00 pm I drink four glasses of whiskey in 20 seconds to celebrate my second, third, fourth and fifth birthday.



For Sale



(file photo)

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

Wanted

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