

AGC Weekly News

Weekend Roster

Saturday

Tug Pilots: Dion Manktelow
Instructors: Paul O'Neill Gregory, Anton Lawrence
Duty Pilot: Kevin Johnson
Winch Driver: No winching

Sunday

Tug Pilots: Ben Duthie-Jung
Instructors: Ross Taylor, John Robertson
Duty Pilot: Lance Feldwicke
Winch Driver: No winching

Solo!



Congratulations to Lance Feldwicke who went solo last Saturday 7th May.

Lance comments:

I would like to thank all the flight instructors who have taught me how to fly and thermal, and also for all the words of encouragement. These are Russell Thorne, Seamus Breen, Graham Cochrane and many others.

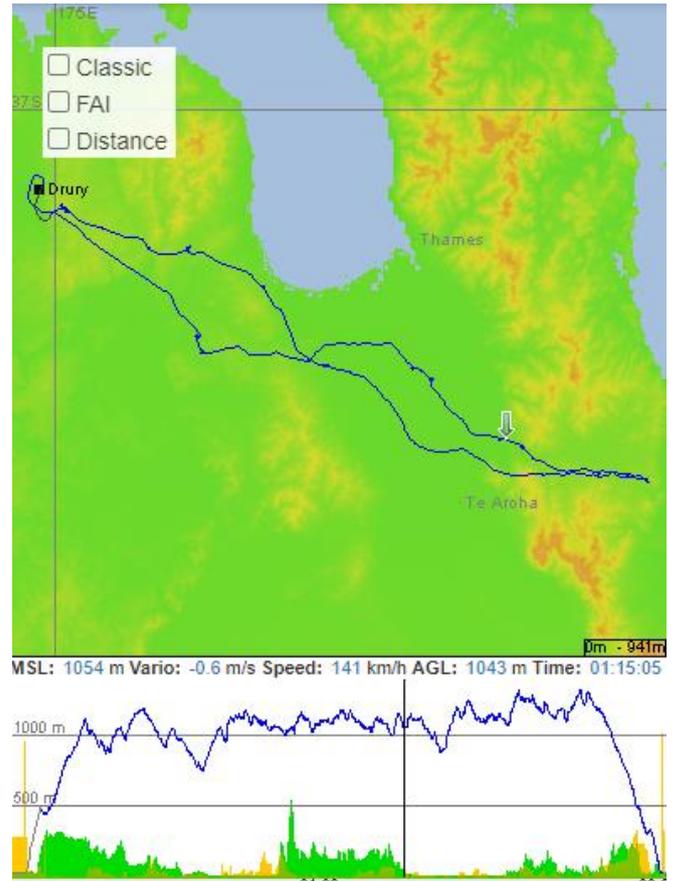
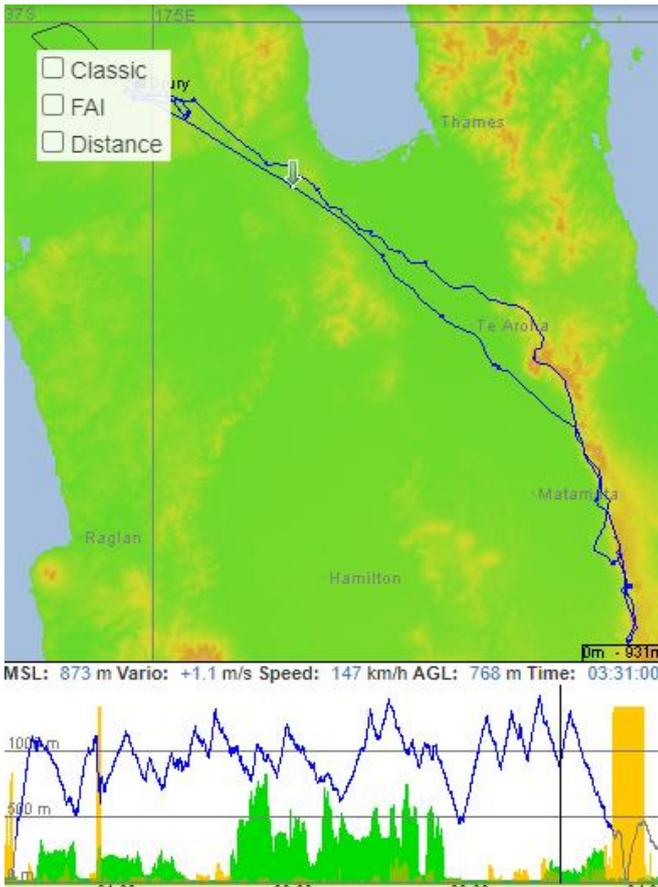
Graham took me on my first trial flight back in November 2019, so it was good to see him out at the airfield on Saturday watching my first solo flight. Thanks also to Russell who puts in many hours out at the airfield, towing the caravan and preparing the gliders for the weekend flights.

And also a thanks to the tow pilots who do a amazing job, towing us up every weekend.

Surfing the westerlies on the West Coast



Drury Flights of the Week



Beached Whale

Garret Willat, courtesy Wings & Wheels



Everyone has seen a picture or video online of a beached whale. It is resting there in a very unnatural state. You have people standing around nearby in dismay; others are looking from a distance. But no matter who you are, your heart sinks for the animal. You may even cry a little inside.

Now you can imagine the scene as I drove the golf cart around the edge of the hanger to see a Cobra trailer open the fuselage still in its dolly laying on the ground on its side. It was genuinely heartbreaking; it also turns out canopy-breaking.

How to avoid this misfortune?

Checklists

You should always have checklists, maybe you get distracted or had taken some time off. You might be dehydrated and not operating at 100%. A step-by-step checklist would avoid most mistakes like this. I know it takes longer and you rarely ever see your friends using them. However, experienced and novice glider owners cause damage to their gliders.

Assemble with the gear up

We have some people that use the gear height to help with alignment for using their one-man rig. However, it is a good idea to bring it back up. If the hydraulic ramp fails for any reason, mechanical or operator, the fuselage is going to lower back down. If the weight goes back on the wheel, there is nothing to keep it from rolling. Even with one wing on, it will easily roll. The wing will just slide in the spar box. I have done repairs where the spar end gouged the inside of the glider above the spar box. I have also watched as it began to roll towards the one assembled wing, knocking the wing stand over resulting in a wing stand leg going through the wing. A few layers of carbon or fiberglass are no match for a metal tube.

For those that need a physical alignment guide, a better idea is a block that goes under the rear

ramps. It keeps the alignment height consistent and also an added safety feature in case the hydraulic jack fails.

Don't put your horizontal tail on yet

Wait until the wings are on before attaching your horizontal tail. In case your fuselage decides to roll over, you do not need to also do repairs to the horizontal or any of those connections. I learned this one many years ago while assembling the Nimbus, as I got an earful from just about everyone there. We had the gear up, but it is a bad habit. Many new 18meter gliders have the wingtips stored hanging under the horizontal, and it has to be first off and last on anyway.

Tail dolly

Have the tail dolly off while assembling. During the beached whale moment above, the dolly wheel rotated and began to roll off to the side as the fuselage rolled. I think this played a part in the fuselage dolly completely departing the ramp and laying on its side. I recommend that when you get it lined up and near the fuselage cradle, take the tail dolly off then push it into the fuselage cradle. It is also much lighter when you can pick up the tail, and it rotates from the main wheel and not the fuselage cradle.

For Sale



PW5 KF. 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



(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

Wanted

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

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