

AGC Weekly News

How NOT to rig a Glider - Oshkosh Style

Submitted by Russell Thorne

I have my ASW-27B up at Oshkosh Wisconsin (USA) on static display for the week in the SSA booth during EAA's Airventure. Our booth is in a great position just steps south of the main "Boeing Plaza" thanks to the work of Geoff Weck.

We assembled my glider without any issues - the wings easily slid right into place and the main pins installed.

The next day the first visitors showed up when the venue opened their gates. I was demonstrating the various controls and found that the flap handle would not move! I then noticed that we had assembled the glider with the flap handle in the "L" position instead of position 1 or 2! Yikes! This had never happened before.

We removed the main pins, pulled both wings out a few inches, set the flap handle to position 2, and slid the wings back in place and pinned them. The flap handle now moves properly. I have to assume that the wing's flap arm was trapped below (or above?) the fuselage's associated connection cup.

If this had happened during an assembly before an actual flight, rather than a static display situation, I believe that I would have spotted this before taking a tow because I have "Flaps at 2" in my pre-takeoff list. Yes, "flaps at 1 or 2" is also in my assembly check list!

I had not remembered the following in the POH section on rigging;

"Section 4.2 (3) - WARNING: When the flap lever is in position L for landing the automatic flap control connection may fail to engage properly. Better design of this detail was tried but ended in lack of stiffness and excessive play of this connection. Mis-rigging is easily detected in pre-flight checks as the flap lever cannot be actuated at all and is blocked in full negative flap setting where a take-off is impossible."

My message to everyone is that this mis-rigging error was far too easy to unintentionally happen. Watch those check lists!

(Name withheld, but well known)

Mid-Winter Dinner Preparations - Saturday

While government restrictions against Covid have been loosened, it remains prudent - bearing in mind news of the overloaded health system - to take some precautions.

If you have any symptoms or are at all unwell, please stay home. It would also be wise - though not compulsory, noting that they have been made

freely available - to take a RAT test on Saturday morning.

For those attending, I hope you have a pleasant evening.




Gerard

Weekend Weather

Gerard Robertson

Hunua

28 July 2022

Friday 29 JUL		Partly cloudy. The odd light shower. Northwesterlies.	▲ 16°C ▼ 7°C
Saturday 30 JUL		Showers turning to rain in the afternoon. Northwesterlies strengthening.	▲ 17°C ▼ 9°C
Sunday 31 JUL		Periods of rain easing to showers early. A southwest change.	▲ 15°C ▼ 4°C

Last leg of Winter lectures and exams

Winter Lecture series and presenters continues in the Drury Clubrooms on Saturdays at 9am sharp, on the dates shown further on. Lectures will be complete by midday.

All club pilots who do not hold GNZ exam credits should attend these lectures. All pre-solo pilots should attend these lectures.

Written reference material is primarily available online at the GNZ website training.gliding.co.nz under the sub menu "Getting to Cross Country Pilot".

Additional material is available in the GNZ Study Notes book which will be available on Saturdays for reference.

Subject presenters and dates are as follows:

Radio Theory– Russell Thorne 30 July

Examinations - Met/Radio Theory Russell or Paul 6 August

Radio Practical Examination- Russell 13 August

Regards,
Russell Thorne CFI Auckland Gliding Club

For Sale



(file photo only)

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

One 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 himplp@xtra.co.nz