

# AGC Weekly News

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## ***Final Reminder for AGM Saturday at 2pm, Drury Clubhouse***

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The AGM will be held this Saturday afternoon, 24th September, at 2pm. As previously advised, it will be a physical meeting in the clubhouse. Anyone who wishes to wear a mask is welcome to do so; I probably shall.

Keith Macy will separately send a Zoom invitation for those unable to attend in person. Even though I may be wearing a mask, let me assure you that I'm keen to see the club together again and I'm hoping for an early opening of the airfield (don't hold your breath for this weekend, but perhaps next).

The various reports and survey responses were distributed via last week's newsletter. If you haven't already, please have a look at them, as they represent the committee's annual effort to report to the members.

Thank you,

Gerard Robertson  
President, AGC

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## ***Easterly Wave***

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*David Moody*

This photograph, taken on Thursday morning at Matamata airfield, clearly shows the easterly wave in the lee of the Kaimai Hills. One would need a functioning oxygen system and an ADS-B transponder in the glider to explore this phenomenon.



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## Membership Update

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Keith Macy

We have one new member, **Michael Alexander**: Michael has previous flying experience in both power and gliders. Welcome to the club Michael.

**David Starky**, who recently resigned, has decided the allure of gliding was too much and has now re-joined. Welcome back, David.

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## Many hands - annual working bee last Saturday

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Gerard Robertson





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## Assigned Area Tasks (AATs)

*Gerard Robertson*

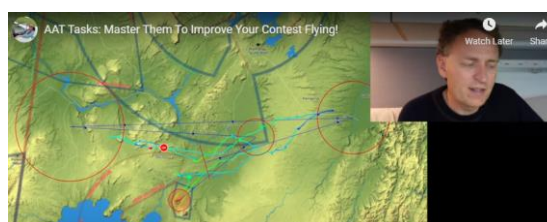
As our season opening inches (or drifts on the surface water) closer, this video of Tim's makes for useful preparation in the season ahead.

For those who've yet to have a cross-country rating, Murray Wardell has set some small tasks which will keep you in gliding range of the airfield. These can be modified slightly to become AATs.

If you're interested in some guidance in setting up an AAT in XCSoar, drop me a line to [president@gliding.co.nz](mailto:president@gliding.co.nz). We will arrange something, though I may ask someone more

experienced to do it. My strong advice (based on experience, unfortunately) is that you should be familiar with AATs and setting up XCSoar before you go to your first competition.

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



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## ***Interested in flying AK on Monday?***

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Nathan Montano would like to fly the ASK21 GAK at Matamata this coming Monday, if possible. He would like to hear from any other members who would be interested in joining in. He will also

need to have an Instructor, plus crew members who are experienced at de-rigging AK. Would any interested members please contact Nathan directly on nmontano29@gmail.com

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## ***Gliders with engines***

*Adam Woolley, courtesy Wings & Wheels*

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There's no doubt about it, there is a growing popularity of gliders with retractable engines. They come in all sorts, 'sustainers' or 'turbos', which typically take us towards home with a few hundred feet per minute climb rate through a 2-stroke or jet engine. The other method is the self-launching type, which offers greater independence and convenience than the previous type mentioned. A massive advantage of the self-launching type is that it allows the exploration of areas that would otherwise be generally out of touch. More recently, the 'Front End Sustainer' or FES, has seen the best of both worlds, however, that's not the direction of this article...

### **Engine May Not Be Safer**

There are so many pros and cons to gliders with engines, but this article seeks to concentrate on the safety aspects. Sadly, by having a glider with an engine, it doesn't automatically mean that it's

safer, statistics probably suggest otherwise, in fact. Outlanding or off-field accidents still occur for a number of reasons...

### **Have an Engine Fail Plan**

First and foremost, when we fly with a glider with an engine, we must treat it as a bonus, not a guarantee that it will start. It's something my father has said to me for moons on end, "just because you have an engine Adam, you must always have somewhere to land, because they don't always start". (Editors note; as a flight instructor I teach when aerotowing to be surprised when the rope DOESN'T break. Same with the engine, be surprised if it DOES start when needed.) Airspeed, altitude, or brains, you must always have two – rings so true in this case, a plan, you must always have a plan. In this case, somewhere to land, the engine doesn't always start...

### Expect a Strong Sink Rate

Secondly, when you extend an engine, the sink rate of the glider goes up, and so must your decision-making process as soon as you make the decision to extend the engine. Your extension of the engine must be made in good time, because ultimately if it doesn't start, you will have to action your backup plan. It will have to be with your remaining airspeed and brains because you've run out of altitude at this point...

### Practice Engine Starts

I often practice my engine start routine at my local airfield after finishing a competition or cross-country flight, because it simulates low altitude, a cold engine, and some fatigue, with the advantage of a safe big airfield, one of which I'm familiar with. If the engine doesn't start, then you can learn a few things from it, how much height loss is associated with a failed start, how the

adrenalin feels, and how you'll deal with it in a more serious situation. If the engine doesn't start in this case, you have the safety of your home airfield with a big long grass airfield you can abort safely into.

Finally, through learnings of the above paragraph, you'll be able to determine where your comfort zone is. It might be over an airfield a long way from home, and you're happy to start the process at 400', or it might be over challenging terrain, and your cut of is 1250', because you are wary that your engine may not start the first time, so you're allowing for a 2nd attempt, followed by a challenging outlanding...

Airspeed, altitude, or brains, you must always have two!

*Banner Photo by Petr Kolmann*

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## Members' Small Ads

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**PW5 KF for sale.** 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

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



(file photo only)

**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

**Drury Hangar for sale.** Power, water, lockable. Contact Murray 0275 875 438

"ehh, good enough"



- Mediocrates