

# AGC Weekly News

The weekly newsletter of the Auckland Gliding Club at Drury, Auckland

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## Weekend Roster

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### Saturday

Tug Pilots:

Instructors: Graham Cochrane

Duty Pilot: Peter Himmel

### Sunday

Tug Pilots:

Instructors: Russell Thorne

Duty Pilot: Lance Feldwicke

Although there are no tug pilot names here, rest assured that Dion has the situation in hand and you will get a launch.

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## ASK21 Control Fittings

Russell Thorne

### 3. Pre-Flight Mistakes / Negligence

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#### SSB ASK 21 Assembly Incident (Sep 2017)

- After maintenance, ASK 21 was re-rigged with inexperienced helpers and the aileron connection was not correctly secured.
- The problem was not detected during the positive control check.
- During the 3<sup>rd</sup> flight the next day, the left aileron partially disconnected and right stick pressure had to be used to keep wings level.
- A safe emergency landing was successfully made. At touchdown, the left aileron completely disconnected.
- Sheer luck prevented the incident from resulting in a major accident.

This explanation reminder, together with the photo, is applicable to our ASK21, as well as other gliders pre-1990, when hotelier control fittings were common.

We had a close call a number of years ago at Drury when an ASK21, on the second flight of the day, had an airbrake connection come apart. The

instructor had to land across the runway with considerable aileron to compensate for only one airbrake being deployed. In such a case, it is possible at low speed to close the offending airbrake, but it's much better to avoid the situation with a strenuous examination during the duplicate control check.

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## **“Today’s the Day”**

Arthur Gatland

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I thought the Adam Woolley article on outlandings was excellent on all points. One additional recommendation could be added – which is to do with mental preparation and reducing the stress and adrenalin. An appropriate comparison I believe:

On every take-off I have done in an Air New Zealand B767 / 777 / 787, as I line up and start applying thrust, I say **“Today’s the Day”**.

That means – I am expecting an engine failure / bird strike / or similar to happen on take-off, and I am mentally ready (and confident) that I can handle it. When it happens, there will be no “startle factor”.

It so happens that over my 37 years flying with Air NZ, every take-off was an anti-climax – no engines actually failed – but I was ready on every take-off \*.

In gliding, I would argue we should have the same thought process on every cross-country flight:

Today’s the day I am going to land out.

I have prepared my wife / crew, trailer is ready to go, my phone is charged, I have pickets etc., etc.

I have warned (wife / husband / friends) that I might be late for my planned (dinner / social event / lawn-mowing) - delete where applicable.

So, when you are getting low and an outlanding seems likely, your brain IS NOT thinking “I’m going to be late for dinner / I should have organised my crew / I should have made sure the trailer was ready to go...” etc, and you can confidently focus ONLY on the safe landing - which you were expecting anyway.

**“TODAY’S THE DAY”.**

...for what it’s worth....!

(I’m sure many pilots do most of the preparations, but I also know for sure that some don’t!)

\* I actually have had two engine failures and glide approaches in a Hunter, one in South Wales and one in Gibraltar. “Today” definitely was the day on those occasions, and I was prepared in both cases – and they both had a successful outcome. But that’s another story....

*Editors note: We will be highlighting these engine failure occasions in an up-coming edition of the Weekly News.*

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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. **Price for share is \$15 000.00.** 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