

AGC Weekly News

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



From the CFI

Winter Lecture Series

A reminder that the first winter lecture will be this Saturday at 9am at the clubhouse, when Russell will be doing the Air Law lecture. The following weekend will be Navigation delivered by Roy Innes.

All those students who haven't sat the GNZ exams should attend, but these lectures are also open to those who would like a refresher.

Matamata flying

David Moody will be traveling to Matamata this Saturday, weather permitting, to test his transponder. He will be available for instruction after his flight, plus it may be possible that Russell Thorne will also travel down after completion of

the first gliding lecture.

AK is at Matamata already but will need to be rigged. The forecast is for SW winds at around 10kts on the ground, so it's possible that it could be a ridge day.

If interested, please make a booking so we can gauge interest.

Meet at Drury by 9am Saturday to carpool.

Regards
Anton Lawrence

CFI Auckland Gliding Club
021 280 1881

Membership Stuff

Keith Macy - Treasurer

As we approach the end of another flying financial year, it will soon be time for your annual membership invoices to be sent out. In previous years I have had to credit and re-invoice a number of members due to changes in the type of membership they opted for. This year I am hoping to pre-emp members to think about their current years flying and the decide before the 30th June any changes to their membership type.

Previous newsletters have already stated that membership fees will be maintained at the current level. If you are wanting to alter your membership

(e.g. change from a B scheme to an A scheme or go from an A scheme to a B scheme) then please send a note to your treasurer at treasurer@glidingauckland.co.nz

Unless I hear from you, your new membership invoice will be sent out in July at the same status as this current year. Please have a think about your likely flying for the coming season and let me know. I can think of a few members that should be changing, based on their amount of flying completed in the current year.



The decision to buy a new glider depends on so many different factors, whether it be that the club fleet is getting harder to use due to utilisation, your competition desires are changing, new goals emerging, your budget has changed, how much you're willing to spend versus the amount of time you can actually fly it, the list goes on...

It's an exciting time in anyone's life, whether it's your first purchase or you're upgrading, there is so much to consider when buying a second-hand glider. Naturally, you want to avoid buying a glider with hidden pitfalls, whether that is because they're unknown or hidden in hope that the seller might get away with it. The below checklist & thoughts are some important points to consider! I recommend putting all these dot points onto a spreadsheet so that you can write notes & rank each applicable item 1-5 for example.

Glider General

Glider Type, Registration, Serial number, last inspection date & location.
It's a good idea to have a chat with the last inspector of the glider, and get their feedback on

the general condition & items that may need attention in the coming years.

- How many hours does the glider have?
- When is the life extension due?
- Logbook maintenance check?
- History of the glider?
- Sloppy maintenance notes or on detail?
- Nose &/or winch hook?
- Tyre condition?
- Registration markings presented?

Overall condition

- Gelcoat or PU?
- When was it done? Is there any Gelcoat failure?
- Refinishes are expensive
- Spar bump or surface waviness?
- Paint discolorations or chips?

Wings

- Fore & aft play at the wing tip?
- Control surface play?
- Check all directions
- Are the correct markings presented?
- Do the airbrake caps fit flush?
- Control surface sealing?

Fuselage

Canopy condition?
General cockpit condition & cleanliness?
Rudder cables around the S-bends?
Harness webbing expiry?

Instruments?

What does it have?
Cracks or moisture within them?
Oxygen?
Batteries?
How many, where & what condition?
Radio check at a substantial distance?

Paperwork

Weight & Balance, when was it last done? It's extremely important to know what the min & max cockpit weights are. If there is a narrow range, then this will affect resale price into the future. It may also indicate hidden damage, is it recorded in the logbook?

Winglets fitted?

Appropriate paperwork to match?



Adam Woolley was born into the gliding world, being the 3rd generation in his family. Going solo at 15, his thirst for efficiency in soaring flight & quest for a world championship title to his name has never wavered. One big

Trailer

Type & overall condition?
Do the lights work?
Is there any water leakage?
Brake & tyre condition?
Any rust?
How do the fittings work?
Tow out gear?

Photographs

Too many to list, but naturally you'll want a photo from every 45° angle, of the parachute, cockpit, placards, trailer, points of interest, control surfaces, canopy, tow-out gear, etc

After you have all the information, then it's time to evaluate it all. Will you need to do any repairs, refinish the glider, change the instruments to your liking, new parachute requirements, etc? Is this the glider for you? If so, what are you willing to pay for it with the condition it's in.

A fun & rewarding game, I wish you all the best with your new purchase!

Duo Discus XL photo by Sean Franke

passion is sharing his experiences & joy with other glider pilots all around the world. Adam is an airline pilot in Japan on the B767 & spends his off time chasing summer around the globe. He has now won 7 national Championships & represented Australia at 5 WGC's & 1 EGC.

Member's Ads



LS3-A for sale (ZK-GLL). Has been refinished and is in excellent condition. Recent upgrades include LXNav S100 plus remote stick, Trig ADSB, new front panel, Flarm mouse, new galvanised tilting open trailer that I am in the process of making a full cover for. Glider fits in the trailer the same as a cobra trailer with the fuselage and wing trolley's being visually similar to what the expensive trailers use. After several landouts the trailer proves to be successful and easy to use. Comes with tail dolly, wing walker tow-out bar, oxygen

bottle and EDS system (I have never used this so cannot vouch for its functioning) Annuals recently completed. A great performing 15m flapped glider. \$45,000

Contact Keith Macy keith.macy@outlook.com



PW5 KF. Current Annual until Dec 2022. Ready to fly. Approx 800 hours flying. Radio, altimeter, airspeed indicator, electric and mechanical variors. Includes open trailer. 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

DX going to South Island

The success of the "DX to South Island" road trip last year has encouraged the AGC committee to proceed with another adventure for AGC members. Below outlines the general plan.

- 9th Nov - DX moves south. Ferry booked for Thurs. 9th Nov at 3:00 pm
- 11th Nov enters the SF XC Course with AGC members at P1 and P2.
- 19th Nov relocates South to Omarama.
- 20th – 24th Nov AGC members attend Omarama Mountain Flying Course.
- 25th – 30th Nov AGC members can fly in Omarama (or maybe Springfield - if operating).
- 1st Dec - DX moves North to Springfield (if not earlier).
- 2nd – 9th Dec AGC members fly with CGC members on an informal task fun week (not a comp.).
- 10th Dec – Optional extra flying if weather is ok and the CGC is operating.
- Tues 12th Dec 1:15pm Picton – DX crosses to the North Island.
- 13th Dec DX back in Drury for Wed flying.

At this stage the estimated costs of fuel plus ferry costs will make up the base charge which can be evenly split between 12 or so participants. My estimate at this stage – with 12 participants will be approx. \$200 each which will be charged prior to the journey taking place. More detail on enquiry.

This is a great opportunity to experience South Island Mountain Conditions in a safe and organised way and in our own high performance Duo Discus. If you are unsure what to expect ask those that took part last year !

Expressions of interest PLEASE as soon as possible – already we have eight members that have done so already – we will close off at 12 applicants.

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