

# AGC Weekly News

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

*From the CFI*



Thank you for the excellent turnout for the preseason briefing last Saturday, the feedback was also very positive.

For those who were unable to attend, a link to the presentation will be provided later on. Afterwards, notify me by email ([cfi@glidingauckland.co.nz](mailto:cfi@glidingauckland.co.nz)) to confirm you've done so, as there are some important items covered.

There's been some feedback over my interpretation of "Competition Finishes". If you are able show how these can be legally

performed outside of competition, please let me know, I'm happy to be proved wrong.

Due to the ongoing rain we've had to cancel the ATC visit this weekend.

We hope the field will be dry enough for the annual flour bomb drop the following Saturday, small article about this follows in this newsletter.

*Anton Lawrence*  
*CFI Auckland Gliding Club*  
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## ***Some more pics from the RAF Museum***

*Gerard Robertson*









Photo by Sean Franke

### When do you shut down or restart the motor?

Motor gliders are great. You take all of the problems and complexity of an airplane then you take the problems and complexity of a glider and put them together... I have been flying a Stemme S10vt since 2000 and no complexity was overlooked.

### Flying an ASHEB28

A few things to think about, when you shut down you might not be able to get the engine stowed. So you might be a really bad glider. This year flying PWR an ASH25EB28 we had the centering/brake bearing fail. Eventually, we were able to get the prop stopped and centered, but it took a lot of effort. Later we tried to get it centered after a low restart once we went through the finish cylinder. We finished, had a downwind against traffic approach possible, however, the tower was not thrilled with that option. So we looked at landing in one of the fields before and below the airport. However, the engine started and we made a full pattern. Eventually, we gave up trying to stow the engine on base and landed with it windmilling, well more turning-over every so often.

### Takeoff departure

On the departure, you should treat it like I have mentioned in my aero-tow emergencies

article...."You should be surprised when the rope doesn't break" So on a self-launch operation "You should be surprised when the engine doesn't quit."

There are many ways for it to quit. It could run out of fuel, catch on fire, catastrophic failure, pump failure, choke left on, main engine bearing seize, etc.

With the lower climb rate then a towplane many times you can get yourself farther away lower then you would have with a seasoned towpilot who is keeping you within glide of the airport. So just like before releasing from tow you better take a look at the airport and make sure you really want to turn the ignition off. I have a few times continue with the engine cooling to climb a little higher before turning the ignition off.

### Stow the engine

Once you get the engine off you have to properly stow the engine and continue with the checklist. One example is when you forget to switch the power supply around you might not be able to get the engine running again. The Stemme can only start from the main battery, it cannot start from the aux battery.

Somewhere in the middle of the Czech Republic, we lost all power in PWR. This wasn't our fault of switches, but an issue with a faulty battery draining all of them together. Anyway, we continued on as a pure glider with a paper map. You can watch our adventure of flying PWR at the CZ WGC here.

### Restart the engine

So, ignition off and now a pure glider. But hopefully, you will not need to use the engine again. But let's say you do. Did you give yourself enough time to restart it? Can I afford the extra drag to restart the engine? I have had days where I would make the airport but had to land because I was too low to try a restart if it did not restart then I would be landing out. This becomes a factor when having to land off-airport too. In a pure glider, you would find your field, give up on the soaring, make your pattern and land. Now with the engine, you still need to do that, but you need to include your engine restart into that already established process. So you might need to start at a higher altitude. I am reluctant to say at X height you need to be restarting the engine. But you need to be aware it might not start and you might have to really get lined up for that field landing.

### Fly towards your alternate airport or field

Let's say you decide it's time to restart, you are still miles away from home and are getting close to needing to head towards an alternate airport.

The first thing I do is head towards the alternate, even if that means turning 180 degrees from home. Once the engine is running I head back on course. However, if you have to do any troubleshooting the glider is still moving towards the airport/fields you can land at. It is very easy to head away, get distracted then not be able to make it to that alternate because you fell below glide.

### Engine warm-up period

Remember once the engine is running there might be a warm-up period. With the Rotax engine that could be a while if the engine is cold. Meanwhile, the prop is creating more drag than it was when it was off. So, once you get the engine going you might have to keep doing some wandering near the airport and continue to search for lift.

Murphy's law says you will find that thermal once you get the engine started anyway.

*Garret Willat holds a flight instructor rating with over 8000 hours in sailplanes. His parents have owned Sky Sailing Inc. since 1979. He started instructing the day after his 18th birthday. Since then, Garret has represented the US Junior team in 2003 and 2005. He graduated from Embry-Riddle with a bachelor's degree in Professional Aeronautics. Garret represented the US Open Class team in 2008 and 2010 and the Club Class team in 2014. Garret has won 3 US National Championships.*



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## Bomb Drop Spot Landing Comp

Anton Lawrence

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The annual bomb drop is planned for next Saturday October 14, weather and strip permitting. This event is intended for all club members to attend with strong focus on student pilots as well.

The basic format will be a winch launch in a two-seater with a student in the front seat and instructor in the rear. The student will do the flying; the instructor will drop the bag of flour on command from the student. If the student is not winch rated or proficient, the instructor will do the flying as required, and obviously take control if he feels the need. Suitably rated pilots may also buddy up, but we want to encourage student flying as much as possible.

The circuit will be something resembling the diagram of the airfield (see following page). This was drawn for last year's event but we may be using 36 instead, but you get the idea.

Release should be between 1000' to 1300' depending on wind. Then a dumbbell turn and a run down the runway centreline or to the western side of the field, depending on wind strength and direction. Drop the bomb at no less than 500' and then initiate an abbreviated circuit and attempt a spot landing on the target.

The target will be placed down the field so the drops and landings can be closer to the club house, to maximise viewing entertainment.

Scoring will be determined by how close the bomb is to the target and how close the spot landing is to the target.

Briefing will be at 10:00. Time will be given for instructors who are not current on the winch to have a few check rides. Then the fun can begin.

We will have a BBQ at the end of the day to celebrate the winners' achievements. Steak, salad with ice cream and fruit salad for dessert. \$20.00/head.

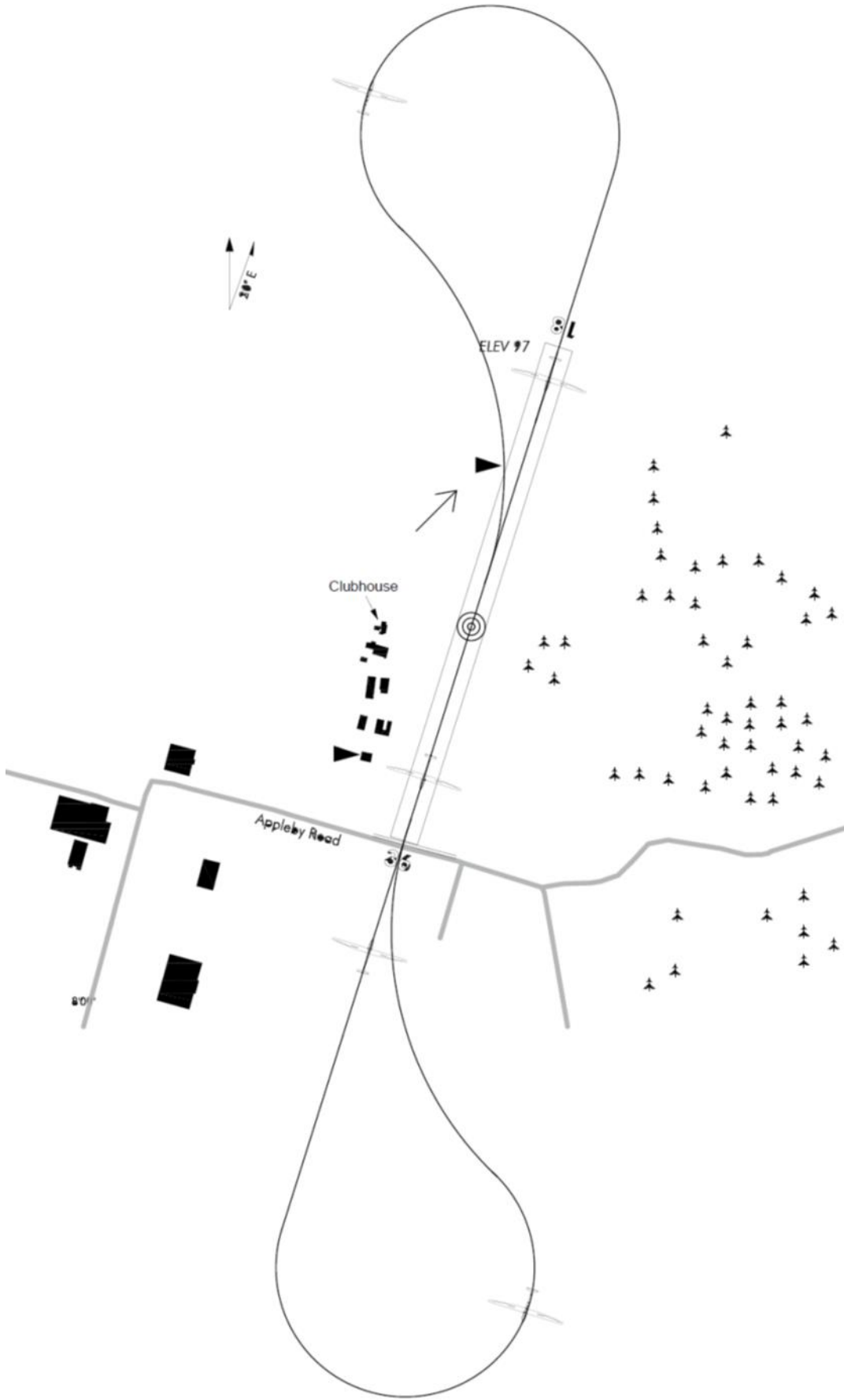
At this stage there will be no charge for the winch launches, all other charges as per your membership status, A or B scheme.

We'll need as many instructors as can make themselves available and more than one winch driver would be good as well. And of course student pilots.

I expect everyone to help as on any normal flying day.

If we can get an idea of numbers beforehand it will help with catering. Email me on [cfi@glidingauckland.co.nz](mailto:cfi@glidingauckland.co.nz) if you plan to attend and stay for the BBQ.





## Circuits for the bomb drop competition

# Vintage Kiwi Rally Matamata 2024.

**Combined Annual Rally with V.K's 21 st Birthday bash!**

**Where. Matamata Airfield.**

**When. Saturday 10th February – Friday 16th February 2024.**



**AeroTowing will be by a DH82A Tiger Moth and Fox Bat.**

This will be one of the very few chances to experience an aerotow by a Tiger Moth, so don't miss out.

The V.K ASK13 G.F.X will also be available for members to fly.

**So come and join the adventure at NZ's premier soaring site.**

**This is one Rally that you really cannot afford to miss! Any one can participate in any of our V.K Rallies, one does not need to be a member. On site accommodation with the Matamata Soaring Centre's Bunk House units. But please book early and make your plans now. [msc.gliding.co.nz](http://msc.gliding.co.nz) See you all at Matamata 2024.**



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## A video from Gerard

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I have had this file for many years, but don't know who holds the speech, nor what the background is of the group he is addressing.

I have been told he is not a professional 'comic'.

However, this is an excellent example of typical

British humour, and I do hope you will enjoy it as much as I have - time and time again!

<https://www.youtube.com/watch?v=mqm73DLtwD0&t=383s>



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## Member's Ads

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**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 galvanized 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](mailto:keith.macy@outlook.com)



**PW5 KF.** Current Annual until Dec 2022. Ready to fly. Approx 800 hours flying. Radio, altimeter, airspeed indicator, electric and mechanicals 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

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