

# AGC Weekly News

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

## From the CFI



First off, I'd like to thank all those who gave or sent messages of support following the loss of our Grandson over Xmas, the club is like family to a lot of us.

I've put together an informal, previously unwritten Ground-Based Gliding Etiquette document. This is all the things we do that aren't part of the official club rules and the HWDT document, but help to make the club run smoothly. This etiquette is also important for new XC pilots so they can have no fear of flying XC and getting a retrieve if they land out.

We also need to remind people that club rules require three people be involved in removing and replacing gliders in the club hangers. The beams are lower than the other hangers and wing tips can easily be damaged. Hanger rash forms a reasonable amount of glider damage, so we want

to keep this to a minimum.

The flying over the last couple of weeks has been exceptional with three overseas instructors. Hugo has definitely given us all a lesson and we thank him for his time and effort.

Georg and Kevin will be here for another couple of months, so please make use of their time for XC training or any other training syllabus items.

It is probably advertised elsewhere, but QQ may travel to Taupo for the nationals with Georg or Kevin as PIC. Anyone who wishes to take the front seat should make it known to Ross, Georgia or myself ASAP.

*Anton Lawrence*  
CFI Auckland Gliding Club  
021 280 188

## Winch Roster

*Grahame Player (Winch Master)*

Gentlemen, Here is my best guess at a roster for February & March. I will be away until 5th Feb, so hopefully no problems - both winches are

operable (nobody has tol me otherwise since they last ran) so good luck & carry on.

February			Sat	2	Keith
Sat	3	Keith	Sun	3	Grahame
Sun	4	Paul	Sat	9	
Sat	10		Sun	10	Lance
Sun	11	Grahame	Sat	16	
Sat	17		Sun	17	Hugh
Sun	18		Sat	23	
Sat	24		Sun	24	Grahame
Sun	25	Paul	Sat	30	
March			Sun	31	Lance

## He Flew 10.000 Hours in a Glider - Gavin Wills Last Flight

*Submitted by Gerard Robertson*

[https://youtu.be/T-zMwm4mARq?si=L\\_mxRT10JxDjTXOM](https://youtu.be/T-zMwm4mARq?si=L_mxRT10JxDjTXOM)

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## AGC Enterprise Final dinner Jan 2024

Marion Moody

A huge big thanks to Alan Pendergrast, Ross Taylor, David Moody, Gerard Robertson, Roy Innes and Keith Annabell for the two ours of assistance preparing food and getting dinner on. Also to Jonathan Cross for carving the 10kg ham

on bone. "Many hands make light work". The dirty dishes disappeared with Keith, Emily, Kevin and six other pilots popping in at different times to get the job done. Your generosity helped make the evening the success it was. Well done!



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## AGC Duo at Taupo

Ross Gaddes

As we now have two Duo's we have an opportunity to enter one of them in the NZ Nationals to be held 19th (practice day) to 28th Jan 2024.

I realise this is late notice however with our two guest instructors sharing the week in Taupo we can offer a P1/P2 seat during the races.

It is likely Kevin will do several days and Georg take over to complete the exercise.

If you can make a day or two or maybe more please email your preference to Ross Gaddes - [ross@sailplaneservices.co.nz](mailto:ross@sailplaneservices.co.nz) - who is organising a roster.

Weather looks ok. Those that partake will need to fund the tow fee, a day entry rate and of course an hourly rate for the glider (unless 'B' scheme).

Taupo offers great soaring and it is a very prestigious event with a high calibre of entries.

Don't miss out.



Photo Sean Franke

When considering the purchase of a second-hand glider, several crucial factors should be taken into account to ensure a safe and satisfying flying experience. Although it's an exciting time in your life buying your first glider, an upgrade, or a significant change for you, here is a simple guide on what to look for when buying.

### **Structural Integrity & General Condition**

Begin your assessment by thoroughly inspecting the glider's structural components. Check for any signs of damage, corrosion, or stress points on the wings, fuselage, and control surfaces. Naturally, structural integrity is paramount for safe and reliable flight. A good general condition check is needed too, should there be cracks in the gel coat or the general condition of the paint be poor, you may be up for tens-of-thousands of dollars to refinish it.

### **Maintenance Records**

Request and review the glider's maintenance records. A well-documented history can provide insights into how the glider has been cared for, the frequency of inspections, and any repairs or modifications made. Regular and meticulous

maintenance is a positive indicator of the glider's condition.

### **Age and Usage**

Consider the age of the glider and its total flight hours. Like any other aircraft, gliders have a finite lifespan. Older gliders may have worn-out components or outdated technology. Ensure that the glider's age aligns with your expectations and that it has not been excessively used. For example, if the glider has 2900hrs on the airframe, typically a 3000hr inspection is required – the costs involved with these inspections can exceed the purchase price if poorly maintained, or be a simple and reasonable cost if well maintained. In this case, have a contract drawn up with the previous owner to share the costs should they go over an agreed amount.

### **Avionics and Instruments**

Evaluate the avionics and instruments onboard the glider. Modern gliders often come equipped with advanced navigation systems, variometers, and communication tools. Ensure that these components are functional and up-to-date, providing you with the necessary information for a

safe and enjoyable flight. If not, then consider this regarding the price. One solution is to buy an Oudie N as a stand-alone navigation and data-logging device, the rest can be upgraded in time.

### Performance Specifications

Understand the glider's performance specifications, including its glide ratio, manoeuvrability, and stall characteristics. These factors play a significant role in determining the glider's capabilities and suitability for your flying preferences. A well-matched glider will enhance your overall experience.

### Check for Modifications

Investigate whether the glider has undergone any modifications or upgrades. While some modifications can enhance performance, ensure they have been carried out by reputable professionals and are well-documented. Unapproved modifications may compromise safety. (Editors Note: unapproved alterations may affect the glider value. It could lead to a failed annual inspection until properly documented or remedied)

### Expert Inspection

If possible, enlist the expertise of a qualified glider mechanic or inspector to conduct a thorough pre-purchase inspection. Their experience can uncover hidden issues that might not be apparent during a standard visual inspection.

### Ownership History

Inquire about the glider's ownership history.

Understanding how many owners it has had and the conditions under which it has been flown can provide valuable insights into its overall treatment. A glider with consistent ownership and responsible usage is likely to be in better condition.

### Legal Compliance

Ensure that the glider complies with all relevant aviation regulations and has the necessary documentation, including a valid airworthiness certificate. Non-compliance can lead to legal complications and may indicate a lack of proper maintenance.

### Test Flight

If feasible, conduct a test flight or have a qualified & trusted friend fly the aircraft first. This allows you to experience the glider's handling firsthand and identify any potential issues during flight.

Have fun with your new purchase, it's a rewarding process once the money is transferred and you're now flying your new pride-and-joy!

Safe Circles, Adam Woolley

*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 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.*

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## Member's Ads

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**LS3A - ZK-GLL.** Has been refinished in PU and is in excellent condition. Recent upgrades include LXNav S100 plus remote stick, Trig ADSB, transponder, new front panel, Flarm mouse, new enclosed, galvanized, tilting trailer. Glider fits in the trailer the same as a cobra trailer with the fuselage and wing trolley's similar to an expensive trailer. Comes with tail dolly, wing walker tow-out bar, oxygen bottle and EDS system – EDS never used so cannot vouch for its functioning. Annual recently completed. A great performing 15m flapped glider. \$45,000. Contact Keith Macy [keith.macy@outlook.com](mailto:keith.macy@outlook.com)



**PW5 - ZK-GKF.** Current Annual until Dec 2022. Ready to fly.

Approx 800 hours flying. Radio, altimeter, airspeed indicator, electric and mechanicals varios. 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

### IMI Power Rigger.



Remote controlled battery powered one-man rigger for single-seater glider. New. \$3184.00. Contact the Editor as below.

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