

AGC Weekly News

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

From the CFI

The South Island trip for QQ is now over with all participants returned to Auckland in one piece. There were some exceptional days flying that will give lasting memories. Ross will write to full report for the next newsletter.

There were a couple of incidents at the club last Sunday.

One: a Landboss incident that involved reversing. Be warned that the CVT drive system on these vehicles is rather jerky in reverse. To be safe, once you get close to a glider, please move the glider to the tow ball, rather than the other way around.

Two: a near miss involving a turbo glider attempting an air start converging onto an

aerotow. Please in future consider engine starts on the non-traffic side of the field. This will reduce conflict and the possibility of descending onto other traffic during the dive start.

The first of our summer instructors, **Aurelien Doriat** from France, arrives on Monday. There will be a couple of days to sort out paper work and flight tests before he can get into instructing. We hope to have this sorted by the weekend.

Please make every effort to make Aurelian welcome.

Anton Lawrence
CFI Auckland Gliding Club
021 280 188

Gerard's videos

Before getting low at Albertville



<https://youtu.be/CP3mOK7Jj94?si=0wy0JFUNy2rhYKYd>

GFA Airworthiness Webinar #8 4 June 2024

Changes to MOSP 3

Webinar #7 discussed the new Management of Change Manual ADMIN0028 created for Part 149. These procedures are now being used. We made two changes to MOSP 3 to trial the procedures and familiarise the exec committee with the process.

VISUAL AWARENESS LIGHTS

New Section 18.8. Gives authority to fit LED strobes to:

- Upper and / or lower centre fuselage
- Doors – retractable engine, landing gear
- Wingtips
- On the empennage (not in the empennage)
- On the instrument panel
- On the inside of the forward part of the canopy

Competitions from 2028 will only accept: red or white strobes, flash frequency to be between 40 and 100 flash per minute. MOSP 3 to be corrected at next revision.

<https://youtu.be/yoTS8eloVFI?si=JcScuXrvfnHBDjMe>

Member's Ads



PW5 ZK-GAT

Ready to fly. Approx 650 hours flying with 211 starts. Two Price Options:

Option 1: \$12,000 Glider, covered trailer, basic instruments (ASI, Altimeter, Mechanical Vario, Radio (Becker), Compass)

Option 2 (Preferred): \$25,000 The Works (Everything you need to fly in airspace, competitions, records)

Option 1 plus; Trig Transponder, ADSB In Out, S100 Vario, easy one-man-rig trailer fittings, parachute,

For negotiation separately: Oxygen system (2 tanks and EDS Mt High regulator). Ready but not previously installed. Ph Murray 0275 875 438



Drury Hangars x 2 (adjacent hangar spaces, access via southern door access in hangar # 1).

The 2 hangars are for sale (together or contemporaneously) and are available after the sale of PW-5 ZK-GAT.

Hangar # 1 is the one pictured behind the PW-5 canopy.

Ph Murray 0275 875 43

This edition of the newsletter was compiled by Peter Wooley