

# AGC Weekly News

---

## Weekend Roster

---

### Saturday

Tug Pilots: Andy Campbell, James Bassett  
 Instructors: Russell Thorne, Paul O'Neill-Gregory  
 Duty Pilot: Peter Himmel

### Sunday

Tug Pilots: Pat Driessen, Wayne Thomas  
 Instructors: David Moody, Anton Lawrence  
 Duty Pilot: Matthew Williams



We thank William from the Young Eagles who has provided us with some really nice photographs. In this one, it almost looks like AK is about to do a wheel-up. William says: "Thanks for the great day too!"




---

## Auckland Pilots Central Districts First Places

---

We can be very proud of our club pilots who posted first places in all three classes at the Central Districts contest at Papawai. This has that ever happened before.

Congratulations to Patrick Driessen Open Class, JS1C), John Robertson (Racing Class DG300)

and Grahame Player (Sports Class, Apis). By the sounds of it, a hard-fought competition in difficult weather conditions.

[https://www.soaringspot.com/en\\_gb/central-district-regionals-papawai-2022/results](https://www.soaringspot.com/en_gb/central-district-regionals-papawai-2022/results)

*While the President is off to canoe the Whanganui River this week, here is the latest update from the committee (Ed.):*

The committee is undertaking a few projects, the most visible of which is likely the removal of the hedge on the south-eastern boundary and the clearing out of the drains along that boundary. This work, led by Paul Schofield, is the result of the neighbours' complaints about the thorny hedge which they've been paying to have trimmed, and the routing of the northern end of the drain on someone's property. While this was done at the time with a handshake, the present owner says it results in flooding on his side. There is quite a pile of hedge to dry over winter and be burnt, but it's well clear of the runway, in a dip.

Plans are afoot to open up the front of the clubhouse, providing good access to the deck and letting a lot more light in, resulting in a more welcoming space. Anton has the contacts necessary to make this happen without costing a fortune, though club members are likely to be asked for some labour. Vice president Jonathan Ash is also involved, with his architect's hat on.

The fleet plan will go out for discussion with the instructor group. In the short term, the only addition to the fleet is likely to be the PW-5 donated to the club by Paul Schofield, which is presently with Sailplane Services. This will provide early solo commonality with the current PW-5 and PW-6. At the same time, it has been decided to donate the Single Astir to Youth Glide at Omarama, based on its limited use. YG has proven to be an effective means of recruiting and retaining young members, with several AGC members having attended camps. You'll know that Sam Tullett and John Robertson - both now instructing in the club - are the products of YG.

The tow plane replacement project team came up with a proposal similar to that for a new Duo i.e.

something costing up to \$300,000. In both cases, the committee is reluctant - in the Covid world - to spend so much money on a single asset. The tow plane replacement team has been asked to have a closer look at likely Pawnee costs over the next 5 years.

I have proposed to the committee that the club be organised into three streams of activities:

- Flight Operations, to be led by the AGC CFI;
- Ground Operations, led by a general membership team;
- Club operations, AGC committee led.

The logic behind this is that an awful lot gets done within the club by various volunteers; despite this, and often after people like Maurie Honey, Hein Groef, John Bayliss retire from gliding, things can fall through the cracks and not get done. This approach aims to identify all those things which should, could and must be done and to manage them. It will also allow the committee to ask club members to take on specific responsibilities, to ensure a fair distribution of work. We have some volunteers who practically have full-time jobs in the club, confident you can readily think of a couple, whom may simply 'burn out' unless they are actively supported.

Every committee is different; the goal is to build on what previous committees have done and to make changes where beneficial. The common thread is the work done by so many volunteers in the club: without them, we wouldn't be flying.

We have a club which, at present, is held in high regard by other clubs. Some of this is the result of the Enterprise competitions, led by Ross and Simon. Let's aim high and maintain this reputation and being a rewarding club to be a member of.

---

## Ingo Renner

By Gerhard Marzinzik (copied from the OLC website)

---



*Ingo Renner OAM - four times World Champion, 37,000 hours gliding and an all-round nice guy. A gentleman of the sport and an icon of World Gliding. Also a member of the Australian Sport Hall of Fame.*

Countless gliding beginners have learned gliding from him. In the summer in Germany at the Oerlinghausen gliding school or one of its branches in Fuentemilanos in Spain or in Caiolo in Italy, in the winter in Tocumwal in Australia. But none of this students are known to have equaled their teacher's sporting achievements: four world

titles and countless in Australian championships. Ingo Renner, who was born in northern Germany in Hude in June 1940 and grew up in the gliding club of Hude, achieved his first World Championship success in 1976 with a PIK-20B in Rääskälä, Finland, for Australia. Ingo Renner, who wanted to get to know the world as a sailor when he was younger, was stranded on the fifth continent at the age of 28. Four years later, in 1971, he received Australian citizenship and has since represented the fifth continent in gliding. He achieved his fourth World Championship success in 1987 over home terrain with an ASW 22 in Benalla. After four World Championships and 19 Australians, he was inducted into the Sport Australia Hall of Fame in 1987, receiving the FAI's Lilienthal Medal and the Australian Medal and Order of Merit a year later.

After 30 years, Ingo Renner finished his professional commitment at the Oerlinghausen gliding school when he retired. However, he continued to work as a flight instructor in his club in Tocumwal and was still represented in the OLC ratings with his Discus last year at the age of 80. Ingo died after a long illness on February 26, 2022.

<https://sahof.org.au/hall-of-fame-member/ingo-renner/>



Newsletter compiled by Peter Wooley [wooleypeter@gmail.com](mailto:wooleypeter@gmail.com)