

AGC Weekly News

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

Weekend Roster

Saturday

Tug Pilot:

Instructors: **Paul O'Neill-Gregory & Graham Cochrane**

Duty Pilot: **Allen Prendergast**

Sunday

Tug Pilot:

Instructors: **Ross Taylor & John Robertson**

Duty Pilot: **Dylan Watson**

Airfield conditions and limitations

Russell Thorne

Following the continuous rain this week and the prospect of more before the weekend, I carried out an airfield inspection this afternoon and consequently the restrictions related particularly to the use of RWY18 are reinstated.

<https://www.metservice.com/rural/regions/auckland/locations/pukekohe/7-days>

Another airfield assessment may be required before the weekend to determine suitability for flying operations.

Operating Restrictions: No vehicles other than club towing vehicles shall enter the runway while these restrictions exist

Runway18

The displaced landing threshold for RWY18 remains in force, no aircraft is to land short (abeam) of the red cones placed on the western half of the runway, about 100m inside the northern fence boundary.

There is no take-off restriction if pilots begin take-off on the runway centreline of RWY18, as the ground is firm in that part only.

The western side of the Runway 18 centreline between the fence and abeam the white drain coil remains very soft for all aircraft and no vehicles either club or private should enter this area.

Runway36

The landing area is still on the soft side, but useable with care, it is a case of avoiding vehicles other than club vehicles while positioning gliders or the caravan. The roller will be applied between club days to repair areas where landings have taken place last weekend. The use of the roller is very time sensitive before the ground becomes hard and unresponsive.

The unnecessary use of wheel brakes on landing on either runway will assist in preserving the ability to operate at the beginning of the season until conditions finally firm up.

Regards,
Russell

The clubhouse needs a tidy up in preparation for summer instructors coming from Europe and for events. Most is deferred general maintenance. We owe to the summer instructors to provide accommodation of a reasonable standard.

Event Leader: James Butterworth 027 294 4030

Tasks that have been identified so far are listed below. Some [like painting] can be started on the day but will need to be finished later. Please bring any appropriate tools you have. There will be cleaning and painting supplies available.

Anton has organised to fix the ceiling in the south bunkroom and organise gib stopping for the new gib in the clubhouse so work on the gib is not needed yet. There may be some ply sheets that need painting prior to installing in the bunkroom ceiling.

Clubhouse & training room:

Clean bunkrooms
Waterblast and re-stain decks and outdoor furniture [already started by Kevin J]
Waterblast roof and clean the Clearlite panels.
Waterblast paths
West side windows in main lounge area – paint and putty
Re paint wheelchair ramp
Clean BBQs
General cleaning
Clean exterior walls [especially black mould on south wall kitchen exterior]
Painting new weatherboards on east side

Ablutions block :

Remove flaking paint where there is efflorescence and prime then topcoat later;
repaint floor in showers and general clean tidy up "laundry room" – remove paint
Shift clothes dryer from workshop to laundry
General clean inside
Fit a new mirror in men's toilet [existing is badly corroded]
clean roof – lichen and mould

Woodshed

Shift some/all of the wood out of the wood shed and transfer the paint and other flammables from laundry and workshop doorway to that shed. There is some semi rotten wood stacked against exterior walls.

Rubbish

There will be a large skip bin available for non-hazardous waste. Hazardous items can be disposed of:
Car batteries – Repco or supercheap auto
Paint – some Resene stores take liquid paint [dried paint can go in skip]
Gas bottles – good condition to Swap'nGo. Rusty ones to Auckland Council transfer station at Henderson [may be others]
Would be good to dismantle the old wooden trailer and its contents against the fence behind the long hangar
Rubbish next to workshop into skip bin.

Equipment

We have/will have:
Cleaning equipment
Water blaster [I will bring a petrol one but can use others too]
Exterior paint 10L for weatherboards and toilet block.
Putty
White Primer
Flooring paint for wheelchair ramp
Flooring paint for showers

If you have any please bring:

Painting gear – sanding, scrapers
Ladder
Safety gear for roof work [please advise prior if you can bring this]
Here's the link to a file of photos which more than adequately illustrate the need:
https://drive.google.com/drive/folders/1pxPi6jtcXvFSb5dH0gyxmwJTljKm3ktP?usp=share_link

My trip down South started with 4 days in a row with no flying due to weather but we were lucky enough to have excellent lectures from Gavin Wills, Terry Delore and other South Island pilots. On Tuesday I got a call up from Mike Oakley's P2 saying she was feeling too unwell to fly and offered me the seat. I was excited to fly with Mike knowing that he does big flights, although some of the locals warned me to take my PJ's as it could result in a long retrieve. After a bumpy tow we binged off at 1,200' AGL and wrapped straight into a rotor going up; with a couple of pushes into wind we were up in and established in the wave in what seemed like seconds (in reality it was 8 minutes from release to wave). Mike called for ATC clearance to FL150 and we were away North heading for Omaka.

I flew from this point most of the way North, we rode the band up past the Torlesse to Mt Tekoa, here with a gap in the wave band up wind we pushed forward to the next band up by Hanmer Springs and continued down the Awaterere river. At this point ATC were changing our clearance due to traffic coming into Wellington, Mike took back control and we diverted for Seddon and made our turn out over the sea. Here we could see the Wairarapa wave set up on the other side, I asked Mike how much height we needed to make it and he responded 18,000' would do the trick but 20,000' would be preferable. Cook Straight crossings weren't on the cards that day though and we turned South to chase down Justin Wills' glider to take some photos in formation.

This slowed down our overall pace of the flight but at this point the goal was to get back towards Springfield to finish 500km and then run out over the top of Christchurch to get to Banks Peninsula. As we were making that decision the wave bands were setting up really nicely to the South and it seemed like the forecasted rain was keeping away. We changed our task and decided to go for 1000km.

The band heading South was an easy straight line, we went at 100 knots most of the time only slowing down in the really strong section before the Waitaki river to top up. We were now in Omarama territory and I was beginning to recognise some of the lakes and mountains. We had to cross the Mary range and the Hawkduns which caused a split in the wave. On the other side it was the Dustan wave which was the best section of the entire day. We decided to make Clyde our turnpoint but as we got closer it was getting hazier so instead of risking going into the cloud we turned over Clyde Dam and started to head back. It was simple to begin with just following our same route but as we closed in on Mt Somers the wave band road started to split into three, the left required a big push into wind, the middle looked like it could close up with cloud and the right seemed weaker but downwind and safe.

We went for the fastest downwind option, it left us a bit skinny coming back into Springfield but Mike found a line with the least amount of sink and we cruised over the final hills with 2000 AGL on Springfield. Upon landing Mike executed the perfect ground roll straight to the his parking spot. What a fantastic flight, there aren't too many sub-100 hour PIC pilots who can say they've done 1000km. And now the fun part is learning how I could do that by myself. Thanks a lot to Mike Oakley, Canterbury Gliding Club and Auckland Gliding Club for making this trip happen.

See the flight and photos:

<https://www.weglide.org/flight/225400>

Gerard's video pick – a slice of history and a thing of beauty



<https://www.youtube.com/watch?v=2JBwNJ-PZsc>

By train to the gliding club – the proposed Drury station

Russell Thorne

Drury Central Rail Station

Station design map and artist's impressions are indicative only

Legend

- Footpath
- Cycleway with berm (3m wide, bi-directional)
- Station entrance

Labels on map: Signalised pedestrian crossing, Bus stops, Pedestrian access, Platforms, Bike parking (approx. 100 spaces), Bike parking (approx. 200 spaces), Wetland, Station building, Bus interchange, Footpath, Rail Corridor, Bus layover, Bus turnaround, Park & Ride (up to 350 spaces), Park & Ride acces, Cycleway (3m wide, bi-directional), Footpath.

Proposed Waihoehoe Road upgrade scope

WAIHOEHOE ROAD

TUI STREET

GREAT SOUTH ROAD

Artist's impression of Drury Central station



Some “Thank yous”

Dion M

It's always risky to thank people for doing good things, as there's the likelihood of leaving out someone who's been slogging away without recognition.

- Bradley and Ben Duthie-Jung (a tow pilot yet!) for mowing
- Simone for doing some weed-eating

However, thanks are due to:

- James, for water-blasting the clubhouse deck (he'll be back at the working bee to finish the job)

Russell has been acting as the Club’s link to the local museum, which is putting on an exhibition as detailed below. If the weather continues as threatened (even if it doesn’t), it would be good to support the opening.



The preview at 4pm-6pm for the Museum exhibition on Wednesday 7th December requires that you RSVP to reception@papakuramuseum.org.nz for catering purposes by Saturday 3rd December. All club members and their families welcome.

We are still looking for small soaring related items to loan for display in a locked cabinet for 3 months during the Dec-March display.

Please leave any items in the CFI office for collection.

Regards,
Russell

The new website

Keith Macy

As noted in last week’s newsletter, Keith has made the new version of the website live. Both Keith and Georgia deserve our thanks for the work that’s gone into this: making something look simple and work is actually really hard graft. Please try it out and give Keith your feedback.

Roster

| November | Instructor 1 | Instructor 2 | Tug Pilot | Duty Pilot | Winch Driver |
|-----------------|----------------------|-----------------|-----------|-------------------|----------------|
| Sat 26 | Paul O'Neill-Gregory | Graham Cochrane | | Allen Prendergast | |
| Sun 27 | Ross Taylor | John Robertson | | Dylan Watson | |
| December | | | | | |
| Sat 3 | Russell Thorne | John Bongrain | | Geoff Gaddes | Paul Castle |
| Sun 4 | Nigel McPhee | Anton Lawrence | | Geoff Green | Hugh Warren |
| Sat 10 | Jonathan Cross | Graham Cochrane | | Georgia Schofield | |
| Sun 11 | Ross Taylor | John Robertson | | Gerard Robertson | |
| Sat 17 | Roy Innes | John Bongrain | | In Cheol Kim | Keith Annabell |
| Sun 18 | Paul O'Neill-Gregory | Anton Lawrence | | Jason Smith | Grahame Player |
| Sat 24 | Russell Thorne | Graham Cochrane | | Volunteer | |
| Sun 25 | | | | Volunteer | |
| Sat 31 | | | | Volunteer | |
| Jan 2023 | | | | | |
| Sun 1 | | | | Comp | |
| Sat 7 | | | | Comp | |
| Sun 8 | | | | Comp | |
| Sat 14 | | | | Jonathan Ash | |
| Sun 15 | | | | Keith Macy | |
| Sat 21 | | | | Kevin Johnson | |
| Sun 22 | | | | Lance Feldwicke | |
| Sat 28 | | | | Lois Kok | |
| Sun 29 | | | | Matt Findlay | |
| February | | | | | |
| Sat 4 | | | | Matt Kerrigan | |
| Sun 5 | | | | Nathan Montano | |
| Sat 11 | | | | Peter Wooley | |
| Sun 12 | | | | Patrick Lalor | |
| Sat 18 | | | | Peter Himmel | |
| Sun 19 | | | | Tristan Harvey-S | |
| Sat 25 | | | | Wolfgang Schenk | |
| Sun 26 | | | | AJ Dudley | |
| March | | | | | |
| Sat 4 | | | | Allen Prendergast | |
| Sun 5 | | | | Dylan Watson | |
| Sat 11 | | | | Frank Excell | |
| Sun 12 | | | | Geoff Green | |
| Sat 18 | | | | Geoff Gaddes | |
| Sun 19 | | | | Georgia Schofield | |
| Sat 25 | | | | Gerard Robertson | |
| Sun 26 | | | | In Cheol Kim | |