

# AGC Newsletter 19/09/2025

## Diary Dates:

AGM 27 September

Preseason Brief 04/10/2025 10:00

Flour Bomb Winch Day 11/10/2025

The field is slush after the recent rain but should dry quickly in a few weeks if get an extended dry spell, fingers crossed.

All the chutes have been repacked, bar two still at Matamata. The Land Boss's have been served but one is going back on Monday to have the automatic clutch looked at.

## From the President

### Finally you have a bunch of excuses to come out to the club!

Despite the wet conditions around the club, there's plenty of work to be done to get ready for the season. When the weather is clear and you have some time, please contact Wayne or Dion to coordinate your availability and preferred tasks.

Here's what we need to tackle:

- **Signage:** Put up 10KM speed limit signs for the driveway and "Danger: No Stopping" signs on the main road.
- **Caravan:** Tidy up and prepare for the season, including painting.
- **Main Hangar:** Clean up and organize equipment.
- **Outside Toilet Block:** Water blast and paint.
- **Inside Toilet Block:** Paint and tidy up, including painting the shower floor with resin or concrete paint.
- **Men's Toilet Area:** Clean up overgrowth and reinstate the small bank for regular maintenance.
- **Stairs to Main Hangar:** Weedeating, waterblast, and repair the light at the top of the stairs.
- **Boundary Fences:** If you're good with wire, posts there's a bit to do!
- **Toyota:** Clean and prepare for the summer instructors, including WOF, registration, and maintenance (Geoff Gaddes is handling the mechanical bits).
- **Side-by-Side Vehicles:** Clean, maintain, and fit radios.
- **General Field Maintenance:** Weedeating, spraying, and addressing runway rabbit holes and divots. Also, cut down Toi Toi growing in the ditch along the southern end of the runway.
- **Clubhouse:** Finish work started, including clear-lite roofing (talk to Dion, Wayne, or Anton).
- **Cobblestone Areas:** Clean up, including the fire-pit, waterblasting and assess whether BBQs need cleaning or removal.
- **Airfield:** Clear up any other rubbish.

Your help is crucial in making our club a welcoming and well-maintained place for everyone. It's a great excuse to catch up with mates around the BBQ and talk big about the coming season.

We look forward to hearing from you!

## **Winter Make over for CEB by Wayne Thomas**

Hopefully now that spring has arrived, we will soon see some gliding activity around the airfield. It certainly feels like a long time between drinks since we last flew. However there has still been a lot of activity around the airfield although unfortunately not flying.

We have however been busy getting CEB ready for the season and hopefully it is all go for a great season of enjoying the quest of staying aloft as long as possible. I have included some photos of the work we have been doing and with the skills of our local engineer and MR fix-it Steve Cronin. Wasn't supposed to mention his name but without him CEB wouldn't be in the condition it is now. The amount of time we have spent lately is a labour of love and a quest to keep this great aircraft flying.

What started out as a small job certainly morphed into bigger than ben hur (well sort of). We were just going to take of the struts for their 4 yearly x-ray inspection and while they passed that test they didn't pass the test when the old leading edge tapes were taken off. Unfortunately, we found a few areas of spider corrosion along the leading edge. The paint was stripped, and the struts eventually sand blasted to remove the surface corrosion. After an etch primer followed by primer and 2 final coats, they were ready to be re attached. The supports were also sand blasted and painted.

While we were at it the inspection holes for the spar inspection were also painted a total of 12 panels. Other parts on the aircraft were also treated where corrosion was present, unfortunately will be on going. The rudder and left-hand elevator also came off and were repaired due to a broken support wire in each part. These were repaired by Rob McNair a specialist in the field of fabric repair. The air vent at the top of the windscreen was scrapped due to corrosion and Steve made a new replacement. The dash has been recovered, and you will see a new LED flarm unit installed.

The seat cover has been attached properly, and the throttle/Mixture quadrant has been repaired and re labelled. I managed to fly over to Ardmore the other day using the drier part of the airfield and had a new radio installed which we will be able to monitor 2 frequencies at once. Was supposed to be a 2-hour job but ended up being over there for 7 hours. Fortunately, I got to spend a bit of that time flying in Warbirds recently restored Tiger Moth, so I no complain. You will see a picture of Steve down in the fuselage (I did volunteer but seems logical you would get the tallest person to do the job) the pitot tube on the right side was full of water due to looping down so was reinstalled looping up so water wouldn't get trapped in the tube.

The propeller has been repainted on the rear and the front sanded back to flair the edge which needs a bit of repaint. Thanks to Pat who washed the plane the other day and I managed to clean the underside of the aircraft which should all add a few more knots to our cruise. A bit of cut and polishing has been done also so hopefully we will get a few more volunteers to keep going or a bit of titivating while waiting for the next tow.

Here's hopefully to a great season ahead. Cheers Wayne









