



26/12/25

# AGC NEWSLETTER

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## 🎁 FROM THE CFI 🎁

Merry Christmas to all, we've managed to get through another year without any major incidents, but a few more minor ones have occurred, our systems are holding up.

The Club Class and Enterprise comp are only 10 days away. This should be an excellent event with 23 entries over both classes entered so far, we expect a couple more by the first day.

If anyone can help with grid running, retrieves, and/or food prep (very simple) during the comp it would be most appreciated, just Let Ross G or I know, or just turn up.

For those wanting a quick tutorial on the use of the S100 flight computer fitted to all club gliders, we've uploaded one to the training section of the members area on the club website.

If you need to cancel a booking, please use the booking form within the members section and click cancel next to your booking, this might be obvious to some, but I do get requests to cancel on a regular basis.

And I just need to remind club pilots the rules around booking club gliders from our HWDT manual

5.5 Priority use of Single-Seaters (excl. advanced single seaters):

- a. Priority 1: Reserved cross-country flights. Specific gliders may be booked through the website booking system for local or cross country or badge flights. If you intend to do a cross country or badge flight you must first phone the Duty Instructor and get their approval.
- b. Arranged cross country flights have no time limitation.
- c. One single seater must remain at the airfield for general use on any day.
- d. The time limit for general (un-reserved) flying is strictly 2 hours unless there is no demand for the glider. (On a busy day with a high demand for the gliders, it may be necessary to reduce the time limit to 1 hour.)
- e. No single seater may be called down when there is another serviceable single seater in the hangar or on the ground - unless the (waiting) pilot does not have a rating on the glider still on the ground.



26/12/25

5.6 Priority use of advanced single seaters:

- a. Priority 1: Reserved cross-country flights, reserved training flights (ratings).
- b. Priority 2: Cross country flights arranged on the day.
- c. Priority 3: General flying with a 2-hour time limitation as per other single seaters.

If there's any queries regarding this don't hesitate to ask.

Once again have a great Xmas and I'll see you all in the new year.

Regards,

Anton Lawrence

### **CLUB WORKING BEE BRINGS MEMBERS TOGETHER – George O'Neill**

Last weekend, members of the gliding club came together for a working bee, with a good turnout and plenty achieved over the course of the day. While flying is what brings us to the airfield, days like this are a reminder that a strong club is built just as much on the work done on the ground.

The day started early, and at around 5:00–5:30 a.m. the weather was not especially encouraging. It was raining, and there was some understandable concern about whether the conditions would improve. No one is particularly keen on spending the day cleaning in the rain. Fortunately, as the morning progressed, the weather eased, allowing the planned jobs to go ahead.

Members split off into groups and tackled a range of tasks. The deck was water-blasted, making a noticeable difference to the appearance of the area. Several glider trailers were repositioned to create more space and improve overall layout and access around the hangar. Inside, a general tidy-up and house cleaning took

place, helping to bring shared areas back up to standard. The tow plane also received a thorough wash, rounding out a productive list of jobs.

The atmosphere throughout the day was positive, with everyone contributing where they could. It was good to see members working side by side, sharing a few laughs while getting through the work. These sorts of days are not just about maintenance they're about cooperation, ownership, and pride in the club and its facilities.

Adding to the day was a visit from a member from the South Island, who stopped by to collect a new glider. It was great to meet them and have the chance for a quick chat, showing once again how connected the wider gliding community is.

By the end of the day, the results spoke for themselves. The airfield and facilities looked better, space had been improved, and everyone could head home knowing they had contributed to something worthwhile. It was a solid reminder that



26/12/25

being part of a gliding club isn't only about the hours spent in the air it's about what we do together the rest of the time that makes the club work.

And as always, the reward for a good working bee? A cleaner airfield, a stronger club... and the hope that next time the lift is as reliable as the volunteers because unlike thermals, they actually showed up when needed.

**🎁 WHO CLEANED THE MENS BATHROOM???!?! 🎁**

If anyone knows who cleaned the men's bathroom during the working bee, Wayne

thinks you did a great job. There's a beer owed to you at the bar!!!!

**🎁 DUTY PILOT ROSTER 🎁**

27 <sup>th</sup> Dec – Gerard Robertson	28 <sup>th</sup> Dec – Ian England
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**🎁 INSTRUCTOR ROSTER 🎁**

27 <sup>th</sup> Dec	Keith Macy	Roy Innes
28 <sup>th</sup> Dec	Dion Manktelow	Nigel McPhee

**🎁 EVENTS 🎁**

2 <sup>nd</sup> – 10 <sup>th</sup> Jan	Club Class Nationals and Auckland Enterprise Competition
31 <sup>st</sup> Jan – 8 <sup>th</sup> Feb	Multiclass Nationals
14 <sup>th</sup> – 23 <sup>rd</sup> Feb	Central Districts Competition
7 <sup>th</sup> – 15 <sup>th</sup> Mar	Grand Prix

**🎁 EDITORS NOTE 🎁**

Merry Christmas everyone!!!! It's been a great year for sure! I've tried to make this edition more festive, but Word doesn't have a default candy cane border setting, and I couldn't figure out how to import one lol. Christmas trees will have to do I guess! Also also, I've just realised I forgot to

change the date for the last newsletter [instead of being for the 18<sup>th</sup> it says its for the 11<sup>th</sup> :( ] sorry about that.

Thanks,

 Angelie 😊



26/12/25

Got something to add? Please send through any contributions, comments or photos to [angelie.v.madsen@gmail.com](mailto:angelie.v.madsen@gmail.com) :)



26/12/25

## CLASSIFIED ADVERTS

### Glasflugel Libelle 201b GIB For Sale

Ph Jason 0211579278

#### Libelle 201b:

- 1800 hrs
- 774 starts
- LX nav s100 flight computer
- ASI
- Winter mech vario
- Becker radio
- Compass
- Flarm mouse
- Tracker
- New belts
- Covered trailer
- Wing walker and tow out gear

Good condition classic glider





26/12/25

### For Sale PW5 ZK-GAT Ph Murray 0275 875 438

Ready to fly. Approx 650 hours with 211 starts. Will have annuals up to Sept 2026.

\$20,000 (Priced to sell) The Works (Everything for airspace, competitions, records)

No Accident History.

Glider, covered trailer, instruments (ASI, Altimeter, Mechanical Vario, Radio (Becker), Compass).

- Trig Transponder TY22,
- ADSB In & Out,
- S100 Vario, (IGC Approved Flight Recorder up to World Records)
- Power Flarm,
- Easy one-man-rig trailer fittings,
- Wing walker,
- Tow out gear,
- Parachute,
- Oudie IGC.

Covered Trailer with friendly fittings

Suspension rubbers replaced Dec 2024.

The PW-5 glider has given me many great flights over the years chasing 13.5m records (I've left a few for the new owner) – but it's time for me to move on to other adventures.





26/12/25

**For Sale Hangars x 2 Ph Murray 0275 875 438**

**Available NOW!**

2 adjacent hangars to be sold at the same time.

Access via southern door in hangar # 1.

Buying both hangar spaces gives exclusive access to one end of the hangar (i.e. no-one has to move your glider, and you don't have to move anyone else's glider).

Hangar # 1 (the first one you see when you come into the airfield) is the one pictured behind the PW-5 canopy.

Power in hangar.

Ph Murray 0275 875 438

