

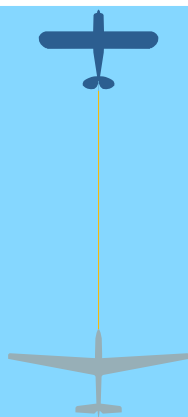
The Flypaper



Compulsory Start of Season Briefing (SOSB)
Saturday 27th September 9-30am

Volume 2025, Issue 3

12th September 2025



President Iggy doing a currency check flight with Instructor Bob Gray. 16th July.

23rd July an unusually clear blue day with almost unlimited visibility. The photo, right, doesn't do justice, but all 4 mountains were in crystal clear view from 2,000 ft



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Another Easterly wave day in PK at 8,500ft. ATC (Bay Approach) very accommodating. 6th Aug. Other wave days were 23rd and 27th Aug. At the moment PK is our only club glider with ADSB to enable flights above 6,500ft

2025 Mid-Winter Dinner and Awards night 30th Aug



BUILDING A SUSTAINABLE MEMBERSHIP

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Spring is approaching quickly, and everyone seems busy with annuals and glider maintenance. It's a great time of year as the weather is still a bit inclement, but the thermals are not far away. We've had some interesting easterly wave days, some good and some stay-up-able, but not so great. Our usual equinoctial Westerlies have just started, and there have already been several flights to Thames and back.

CFI Norman Duke has been busy with an Instructor Training course. It has been highlighted by a series of Zoom meetings and a few training days at our airfield. Candidates came from Auckland, Tauranga, Taupo, and as far away as Kaikohe.

Our Mid-Winter Dinner and Awards Night went well, especially for those who won awards this year. Details and photos are on page 9, 10 & 11. There were 46 attendees, and as usual, the Matamata Club provided a fantastic spread for us.

Next on our club agenda is the Start of Season Briefing on Saturday, 27th Sept at 9-30 am. This event has been held for about 15 years, and it's the ideal time to remind everyone about flying and safety issues for the upcoming season. Please mark the date on your calendar now so it doesn't conflict with something less important.

The airfield now has an AED (Automated External Defibrillator). It's in a combination-locked cabinet outside our clubhouse. St John's paramedics Emma and Kayla gave a 3 Steps for Life presentation to 28 of our members.

There are great articles in this edition from Nathanael Melia and Chris Money. Both highlight all the good things about our sport and especially what inspires us.

Club member Iain Anderson (GUY) had a great write-up in the Kiwi Flyer magazine (July edition) on his Tecnam (EVE) Trans Oceanic flight to Norfolk Island. 890km and another 890km flight back. It took an enormous amount of planning but turned out a true adventure. Good on you Iain.

Rob Shuttleworth is back with us after a couple of decades. He also now has a Grob 109 motor glider (GOC), a Cirrus (GJJ) and a Nimbus 2. The motor glider has been getting a good workout lately with Phil Rees's help and the Cirrus will be flying soon. Welcome Rob!

Shortly our club Secretary, Charlie Irvin, will be heading to Omarama for the summer season as the Airfield Manager. She also has access to some high performance gliders, so watch this space for some big flights.

It's been a bit of a shock that OLC is closing down. However, there is a really good substitute "WeGlide". See page 13 for details.

Our January trip to Thames is looming. Accommodation booking is needed well ahead of time. If travelling its about 55min from Matamata Airfield and 1hr 15m from Hamilton via Expressway.

Steve

SNIPPETS



Club finances are in good order.
There's a pot of gold in the BBQ.

Colin Kelly and Genny Care
enjoying a short cruise in TOW



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Taupo's ASK21b on our
winch. Like PK, it goes
like a charm on the cable.
23rd Aug

Owen Mooney at 8,500ft



EO Polish and Re-Rig after Annuals and Referb



Engineer Derry Belcher



Brett Slater and Colin Kelly
hard at work polishing.



All rigged! Colin Kelly, Derry
Belcher and Rob Richardson.



The team, L-R Rob Richardson,
Colin Kelly, Brett Slater, Trevor
Crocombe, Phil McKinnon, Neil
Raymond, Derry Belcher, Rae
Kerr and lunch provided by
Genny Care.



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SNIP-

St John's 3 Steps to Life
Presentation. 10th Aug

Lunch provided by the
Club Captains'



The airfield AED defibrillator.



Step 1—Ring 111

Step 2—Start CPR

Step 3—Use AED



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FIRST RIDGE SOLO

Nathanael Melia

For me, my first solo on the ridge was always my number one goal. Ever since stumbling upon Tim's "Hello YouTube" on Pure Glide over Christmas, I thought gliding could be for me. With an interest in aviation, 10 years in the world's best meteorology department, and the individual aspect of the sport in a friendly club environment, I think you would agree. So, I set about researching everything I could about gliding in my typical autistic/academic research-obsessive way. I watched all the Pure Glide videos, read the Australian Gliding Knowledge, G. Dale's books, more books, and all the online GNZ materials, etc.

My journey started at the start of Feb 2025, having been previously rung by Bob, he told me to forget the trial flight and jump right in. I turned up one Saturday to Derek in flat-out mode, so much so I popped out to the shops and brought him a sports drink, noticing the guy hadn't had a sip all day (left his drink in the loo apparently (classic), goes to show the dedicated drive of this guy). Having wanted PK, Derek brainwashed me into EO, and he was absolutely right to do so. After our initial flight, I clearly remembered things, but my aggressive full control deflection and check movements were clearly at the wrong end of the control handling spectrum for gliding. I owe most of my progression to Derek, as an instructor, he just gets it.

I had my first aerotow with Steve. I found this far more straightforward than winching, so much so that despite winching exclusively for my initial flights, I am yet to get signed off on the winch. This was also my first thermalling flight (the image was featured in a previous newsletter). Having read all the information on thermalling, had a few previous scratches off the winch with Derek, and booming mid-summer conditions, I almost busted 6500ft (didn't read up about that, did I? smartarse). Steve sent me solo in EO once I'd sorted out my circuits with Norm. I went on to get my 90-minute soaring flight in her a few days later, again, in great summer conditions.

Derek's last parting gift before abandoning me for our homeland was to stuff me in SN accompanied by some PW5 praise and wisdom from Phil Rees. I got some great May flights in the peewee, pushing my range out from the airfield, one of which I was too ambitious and got myself below glide 12km out in the Te Tapui saddle, whoops. I picked my paddock and attempted to recover the situation. Good job I was in the peewee otherwise, I'm not sure I would have been able to scratch up to within glide distance in the waft generated from the only farm around. I tiptoed back via a few fires and a small ridgeline to land straight in 04. The biggest issue was I mistakenly called 22, which led to a reply about model aircraft while I was on short finals, and cost me a few seconds of cognition time (I now appreciate the need to remain radio silent when someone is on finals). I was met on the ground by a less-than-impressed Welshman. All in all, a cracking learning experience if you ask me, although getting the landing-out part of the syllabus done first would have been the ideal order of operation.

My first solo ridge day was a revelation for me, but not for the reason I expected. Conditions were perfect for the event, 25kts square on. I had informed Duty's Charlie and Bob of my desire to go, and Bob gave the green light; Charlie provided a preflight briefing. Preflight briefing, met briefing, etc., is something I was accustomed to from my days in the Oxford University Air Squadron. I certainly appreciated Charlie stepping up the standards of setting expectations and instructions for me to make a flight plan before getting airborne (more of this, please). The Goldilocks ridge conditions provided ample opportunity for me to poke around the different areas and positions with puretrack aiding my situational awareness no end. The surprising revelation was not the absolute blast I had hooning around, not having to worry about where to find lift (that was as amazing as expected), the revelation was 133.55 MHz.

Switching from 122.25 filled with the monotone often muffled, so and so is five light years out long finals number 3 runway blah blah blah, I said goodbye to the caravan and onto the hitherto unknown joy of pirate radio 133.55. I listened for a bit, stated my joining point, and that I was northbound... correction, southbound (smart arse bites again). On my cruise to the golf ball, the frequency was alive, with every comment bursting out through smiling faces. Pilots were praising the smoothness of the pressure wave and offering directions on how to find this magic silk carpet. Iggy joyously quipping *"tally-ho"* to seemingly any call involving XP. Charlie happily mocked anything she passed she deemed inferior to her beloved DG 101G Elan - NV, *"high little pee wee"*, *"looks alright for a jam jar"* (I assumed this was directed at me in NI, because, bulky and red? the glider!). SN was proudly stating position and height 1500ft above anyone else, playing to the PW5s strength. While the wisdom of Rae saw him bathing in the only bit of sunshine around, chilling out high over Te Aroha (my t-shirt and shorts were another rookie error).

As a student, this is the side of club gliding I had never seen before. Student pilot life is all read all this, recite GNZ's opinion on this verbatim, say this clipped circuit script on the radio, park the caravan in exactly the predefined invisible box, MY WING! 133.55 Pirate radio is seemingly reserved for joy; everyone a mile above the Waikato, hooning around above the speed limit of the terrestrial plebs, helping each other, shout outs, **waves**, banter, relaxed, with smiles for miles.

So, solo on the ridge, that was my winter goal (my immediate goal is to get up in another westerly and do it all again). For the rest of my first year, my targets are aimed towards XCP, Silver badge, XP, and task flying. I've still got a fair few syllabus signatures to collect, but they can wait until the thermals become more reliable for meaningful XC instruction. I note that the days are getting longer (gold star for my PhD in being able to read a calendar) and more consistent westerlies are hopefully around the corner.

Shout out to everyone who passed on their infectious passion, wisdom and help, you know who you are. See you out there, cheers, Nat.



IN PRAISE OF GLIDING NO MATTER THE STATE OF THINGS

Chris Money

Spring has sprung, the grass is riz, I wonder where dem gliders is, dem gliders is on the..

..wing!

After a memorable Sunday at the gliding club, that included:

St John Ambulance showing a gathering of us the finer points of CPR, (Bee Gees Stayin Alive featured),

Sausages, bread, tomato sauce, cake, tea and coffee

Runways looking like manicured lawns thanks to the Piako Council and a spectacular clear day

Two aborted nose-diving take-off runs by self-launchers due to an interesting cross-tail wind component on 28, completely at odds with the forecast, I might point out

An end change, moving all the gear, cars, gliders and gliding types to match the pesky arrow's orientation

An expletive generating electrical problem that rendered the avionics non-functional, on top of the graceless pirouettes I had put us through in vain attempts to be airborne

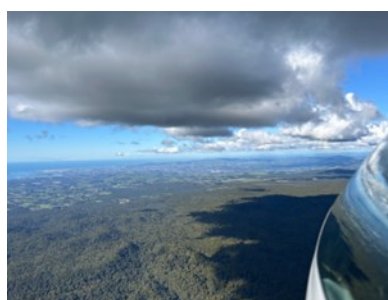
Putting GUL away unflown, in a sub-optimal operational state, the engine worked, wings still attached, but no radio or altimeter, Gremlins sniggering as we skulked off home

A sullen drive AKLward, lightened by breaking the journey at the Tahuna service station to purchase two hand-rolled Tip Top ice creams in cones, having negotiated a significant reduction in size with the proprietor, the statistics illustrating survival rate of cardiac events still front of mind

So, Wednesday dawns, we set off optimism abounding, a new battery in hand, only to find that the issue was a faulty fuse.

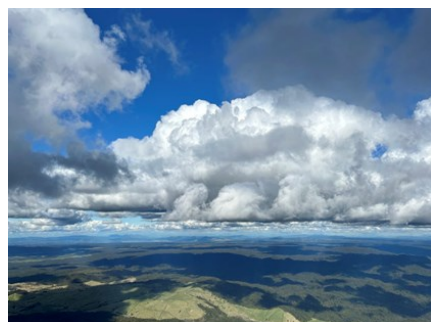
That remedied, with positive hearts we checked and towed GUL to the side of the runway, purchased pies from Waharoa's Painted Lady and waited for the late winter sun to do its thing.....

These days emphasise how incredibly privileged I am to have been gifted this wonderful sport and to live here.



The aeroplane has unveiled for us the true face of the earth.

Antoine de Saint-Exupery



MID WINTER DINNER AND AWARDS NIGHT 30th AUG



Nathanael Melia awarded the De Renzy Pot for the most improved new pilot. He also won the Les Reisterer Short Course trophy.



Sarel Venter won this years Catlin trophy, fastest handicap speed around a 100km task.



Bob Gray collecting the Valley 150 trophy on behalf of himself and Dave Dennison, for the fastest handicap speed around a 150km course.

Dave Johnson receiving the Presidents Pot on behalf of himself and Tim Bromhead for a big flight in the true sense of the word.

Dave also won the Care 200 trophy for the fastest handicapped speed around a 200km course and the Tom Martin Trophy for the pilot with the most outstanding Personal Best.





The Tom Martin trophy for the most outstanding friendship and service to the club went to Rob Richardson.



Phil Rees won the Dave McPherson 1 Diamond trophy for the fastest handicap speed around a 300km 2 turn point course. Phil also won the Bill Mace trophy for the most OLC points from Matamata airfield. Collecting on Phil's behalf was Rae Kerr.



In addition to the Presidents Pot, Tim Bromhead also won the Cross Country award (as he has done all but one, since the trophy was started)

Highlight for the evening was the presentation of Life Membership to **Ann Johnson**. Also present was her 2 sons Paul (Tiger), Dave and Heather Fowke. Heathers husband Tony was our founding club instructor. Tiger gave a fantastic talk of his mum's achievements. Her most active time in the club was in the 1960's and 70's. She has held 21 New Zealand gliding records (5 of which are still current). She is a great inspiration to women glider pilots.



CFI Norman Duke presenting first solo certificates to those that were at the dinner.



Max Claxton



Rob Richardson



Nathanael Melia



Stephan Steenkamp



James Godwin



Paul Blackmore—X/C P rating



During a recent DI of NI, some damage to the underside of the wing was noticed. It has been checked and the glider is flyable, and from discussions with various pilots, the damage has been there for several months. Likely culprit is hangar rash or a towing out incident. If you damage a glider, be honest about it and fess up. More importantly, it needed to be inspected by an engineer. It also should have been picked up by all those doing DI's. Well done Josh, and I think Aidan, for seeing it and actually doing something about it.

On Line Competition – a final tally

The World

34th 90,537 points Piako Gliding Club

Australasia

1st 136,097 points Beverley Soaring Society 145 members

2nd 90,421 points Piako Gliding Club

New Zealand

1st 90,421 points Piako Gliding Club (1st place for 4 successive years)

2nd 39,920 points Auckland Gliding Club

Name	Flights	Duration	Overall Points
<u>Tim Bromhead</u>	43	185hrs	16,057
<u>David Johnson</u>	46	173hrs	13,934
<u>Brett Slater</u>	56	179hrs	12,145
<u>Philip Rees</u>	61	171hrs	11,926
<u>Sarel Venter</u>	44	149hrs	10,572
<u>Ian Wood</u>	27	62hrs	3,836
<u>Bob Gray</u>	13	46hrs	3,492
<u>DP Jensen</u>	10	36hrs	3,380
<u>Neil Raymond</u>	12	35hrs	2,489
<u>Royden Hooker</u>	24	35hrs	2,311
<u>Paul Blackmore</u>	19	34hrs	1,997
<u>Charlie Irvin</u>	14	25hrs	1,829
<u>Steven Care</u>	8	23hrs	1,469
<u>Nathanael Melia</u>	19	22hrs	1,319
<u>Steve Thrupp</u>	10	18hrs	1,148
<u>Ross Hyndman</u>	6	14hrs	935
<u>Bob Henderson</u>	6	11hrs	799
<u>Colin Kelly</u>	7	11hrs	690
<u>Will Verland</u>	2	3hrs	200

The season in the Northern hemisphere is just passed its peak and as a club we should be extremely pleased to end up in **34th** place out of **1,105** gliding clubs.

On Line Competition

We have recently had the sad news that the OLC is closing down and will disappear towards the end of the year. It has been a real motivator for cross country flying and we have 2 trophies that will have to change. We have 19 pilots on OLC.

There is a new and better alternative called **WEGLIDE**. There are already 10 of our cross country pilots using both OLC and WEGLIDE. Signing up to Weglide is easier and seems to much more user friendly. It also has the ability to upload photo's and achieve personal milestones. The premium edition of WeGlide can analyze your cross country flights to see where improvements can be made. There is also a WeGlide co-pilot, but I am yet to figure what it is.

The following is from Anton Lawrence (CFI at Auckland Gliding Club)

Those who have used OLC to keep a log of all flights can transfer all your OLC flights to Weglide using this website. <https://olc2weglide.nl/>

You will need your OLC ID which is at the top of the settings page once you are logged in.

You will also need your Weglide ID which is at the bottom of the settings page in Weglide.

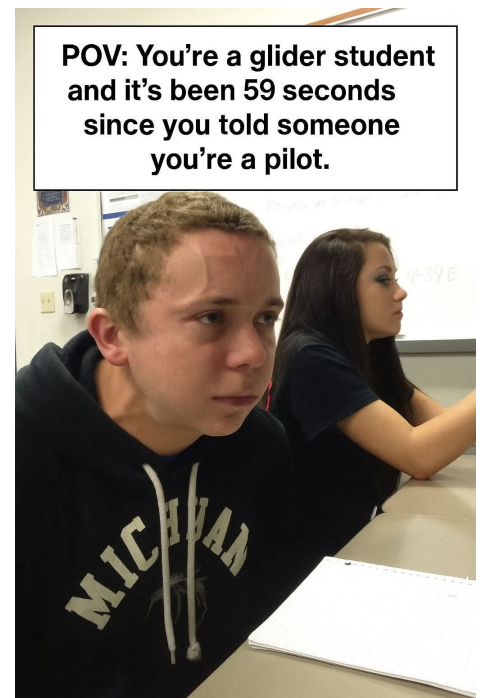
*Once you have been able to download a season of flights you will be asked for your Weglide ID, your Date of birth, your OLC **USER** name (Not the ID number) and your OLC Password.*

Check the top check box on the list to select all, then uncheck and select the files that didn't transfer correctly.

I've successfully done this for all my flights, it took a while, with several attempts, don't try and do more than one season at a time otherwise it times out. So do 2023, 2024 type of thing.

There will no doubt be lots of error messages that won't make much sense, but you should refresh the Weglide page to check what has actually been transferred.

You will not be able to load anymore flights to OLC from the 22nd September. The web site will close down completely towards the end of the year.



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UPCOMING EVENTS

Compulsory Start of Season Briefing	27 th Sept
Young Eagles	12th Oct
MSC Cross Country Course	26 th to 30 th Oct
ATC M'vle, Tokoroa & Rotorua	15th to 16th Nov
MSC Task week (Matamata airfield)	17 th to 21 st Nov
Northern Regionals (Taupo)	29 th Nov to 6 th Dec
ATC Course	8 th to 12 th Dec
Youth-glide Camp	15 th to 19 th Dec
Matamata Xmas Camp	26 th to 4 th Jan
PGC to Thames during Walsh	5 th to 20 th Jan
NZ Multiclass Nationals (Matamata)	31 st Jan to 8 th Feb
New Zealand Grand Prix (Matamata)	7 th to 15 th Mar
Walsh at Mtm airfield	7 th to 21 st Jan

PIAKO GLIDING CLUB COMMITTEE 2025/2026

President:	Iggy Wood
Vice President:	Tim Bromhead
Secretary:	Charlie Irvin
Treasurer:	Sarel Venter
Club Captain	Steven and Genny Care
Chief Flying Instructor:	Norman Duke
Chief Tow Pilot:	Phil Rees
Bar Manager:	Sarel Venter (but open for a new person)
Maintenance Officer:	Rob Richardson
Committee:	Bob Gray, Genny Care, Rob Richardson, Will Verland