

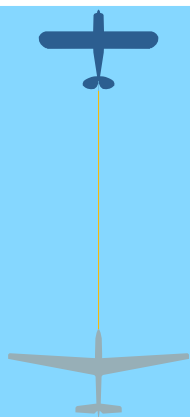
The Flypaper



MERRY CHRISTMAS AND HAPPY NEW YEAR

Volume 2025, Issue 3

10th December 2025



Hangar door is finally fixed. Huge thank you to **Rob Shuttleworth** for getting a big job done. Parts came from Rex Barnes Engineering.



EO winch launching during the ATC day 15th Nov

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Stacey Hart now flying SN 21st Nov

Start of Season briefing 27th Sept



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The last edition was just before our annual Start of Season safety briefing, which was well attended. A small group who weren't there on Saturday were at the following Wednesday edition. It's an important event in the club's calendar and a big part of our safety culture.

We have had quite a few visits from Auckland Club members during October, when their airfield was swamped out. Also Aviation Sports arrived in force over Labour weekend at the same time as the MSC Cross Country course was on. The course ran for 5 days with 10 participants. Our instructors were **Tim Bromhead, Phil Rees and Derek Shipley**. They had 3 ridge days, 3 landout's (a couple of them firsts) and a couple of 50kms flights.

The Young Eagles day was cancelled and the weather was also looking a bit dodgy for the back up date, but we went ahead anyway on the 9th Nov. The day turned out great, with about 18 winch launches and 3 aerotows. They are worth supporting, as they are all Hamilton based and potential youth members.

The planned ATC group was going to be multiple clubs, but we hosted only Morrinsville in the end. 16th November was another great winning day and lots of enquiries for **Norman Duke's** ATC National Course starting on the 8th Dec.

Bob Gray did a great job running the MSC Task Week. The Regionals went to Taupo this year, so this new event filled the gap fantastically. Best highlight was a completely unexpected wave day to 6,500ft (top of G254). It was a very light easterly, but obviously enough to generate wave. Conditions otherwise were generally challenging.

There is some info on our shift to **Thames** on the 5th Jan on page 7 and 8. If you are able to help out as a **Duty Pilot**, please give **Genny Care a ring on 021 973167**; also if anyone is keen to help tow a glider there or back. Thames is a great place for some good soaring and we often fly past on ridge days. While we are there the Walsh will be active at Matamata Airfield. There will be a control tower, so if you fly within their zone, read up on the AIP supplement for frequencies and procedures.

At the Northern Regionals at Taupo there was bad weather and only 3 days flying. From our club **Bob Gray** won the Racing Class. **Derek Shipley** came second and Brett Slater 4th. In the Open Class David Johnson got 4th, Tim Bromhead 5th and Neil Raymond 8th out of 12 competitors.

In the South Island championship our only competitor was Derek Shipley, who came 8th in a field of 10. Again there were only 3 days flying due to bad weather.

Steve

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SNIPPETS



George Downing (left) will be with us over a big part of summer as a part of our Instructor panel. He has nearly 800hrs and his home club is Lasham (one of the biggest gliding clubs in the world). He is also a member of the British Junior team, so is a competitive competition pilot as well as an experienced instructor.



Paul Blackmore in GMI recently completed a Gold 300km (yet to be ratified). He has also written a piece later in this edition on flying at Omarama.



Left, Tim Brook. Another keen new member.

Genny Care in the back of GYL doing the Care 200. Speed over the 200km course was not quite fast enough at handicapped 129.9kph . Lots of competition this year with 11 entries so far.



MORE SNIPPETS



Left, Rob Shuttleworth. Rob recently rejoined the club, but he's been around PGC most of his life. His Dad was our Club President and he started gliding at a young age. Aside from doing a major rebuild of our club hangar door, he has bought a fleet of gliders onto the field. He owns JJ (a Cirrus), OC (a Grob 109 motor glider), KI (a Nimbus 2), and MN (a Twin Astir, pictured). Seems like lots of gliding fun to me! Good on you Rob and welcome back.



Phil Rees is all smiles after having a blast in Rob's 20 meter Nimbus 2.

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Nathanael Melia has also bought a glider. A very nice DG200 LZ. Phil Rees doing the test flight in it, while Nathanael and David Cleverley look on. 15th Oct



Robin Britton is back instructing after a long break. Ex Club President and a member for more than 30 years.

SNIPPETS



Aiden Cartwright (on the left) making the most of his XCP rating, taking up some overseas friends. It's a great way to introduce new people to gliding. 16th Nov

Dennis Crequer about to fly Discus SL into a great looking sky.



Morrinsville ATC day. Lots of happy spectators. 16th Nov



The MSC task week photo of the wave day.



In previous years we have done a lot of double towing to ferry gliders and the tow plane to either Raglan or Taupo. It's something that we can no longer do or need to do. The world record is 9 gliders behind one tow plane. Only question might be "why".

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CLUB TROPHIES

SO FAR

Les Riesterer Short Course Trophy

22nd Nov 25 Phil Rees and Rob Shuttleworth GMN 86.4kph

Catlin Trophy

8th Nov 25 Phil Rees GKI 84kph

Valley 150

2nd Nov 25 Brett Slater GML 76.1kph

24th Nov 25 Phil Rees GGJ 74 kph

29th Nov 25 Nathanael Melia GLZ 58kph

3rd Sept 25 Bob Gray GYL 54.4kph

Care 200 Results 2025-2026 season

Pilot	Rego	Handicap	Date	Time	Handicap Speed	Rank
Brett Slater	ML	93	16-Sep-25	1:57:27	113.1 kph	7
Bob Gray / Dave Dennison	YL	101.5	17-Sep-25	1:45:11	115.7 kph	5
Brett Slater	ML	93	17-Sep-25	2:04:32	106.7 kph	9
Phil Rees	JJ	90	26-Sep-25	2:10:30	105.2 kph	10
Phil Rees	KI	106	1-Oct-25	1:44:38	111.4 kph	8
Brett Slater	ML	93	1-Oct-25	1:46:19	124.9 kph	4
Dave Johnson	VM	106	8-Oct-25	1:23:37	139.4 kph	1
Tim Bromhead	OP	106	8-Oct-25	1:27:43	132.9 kph	2
Brett Slater	ML	93	8-Oct-25	1:55:15	115.3 kph	6
Steve/Genny Care	YL	101.5	8-Oct-25	1:33:43	129.9 kph	3
Phil Rees	KI	106	8-Oct-25	1:51:26	104.6 kph	11

Dave McPherson 1 Diamond Trophy

Bob Gray Slow but valid

Tim Bromhead even slower but valid

THAMES AIRFIELD XMAS CAMP 5th TO 21st Jan 2026

We have been unable to go to Raglan for the last couple of years, so the committee decided we would try Taupo. It was well supported, but last year was significantly quieter than expected. This year we are going to try Thames airfield after Vintage Kiwi had a successful camp there last January. The airfield was the base for the Thames Gliding Club, which later became a division of the Hauraki Aero Club. The club ceased operations about 10 years ago.

Like Raglan, it's coastal but the ridge is close and soarable when there is a good westerly wind. It's just as possible to do some really big flights in the same way that Drury pilots do from their site, but less of a sea breeze battle than they have. There could be some great single seater flying, so bring your glider or one of the club one's.

There is accommodation at Dickson Holiday Park, but it is peak season, so no guarantees. There are also other accommodation options, motels etc or you could commute to Thames. It's reasonably close for Matamata or Hamilton residents, but a big drive for those further away.

The runway is only 34 meters wide, so we need to get landed gliders off the active runway asap as well as not blocking other traffic when launching. There are also not many options if a launch goes bad at low level.

AIP chart is on the next page.



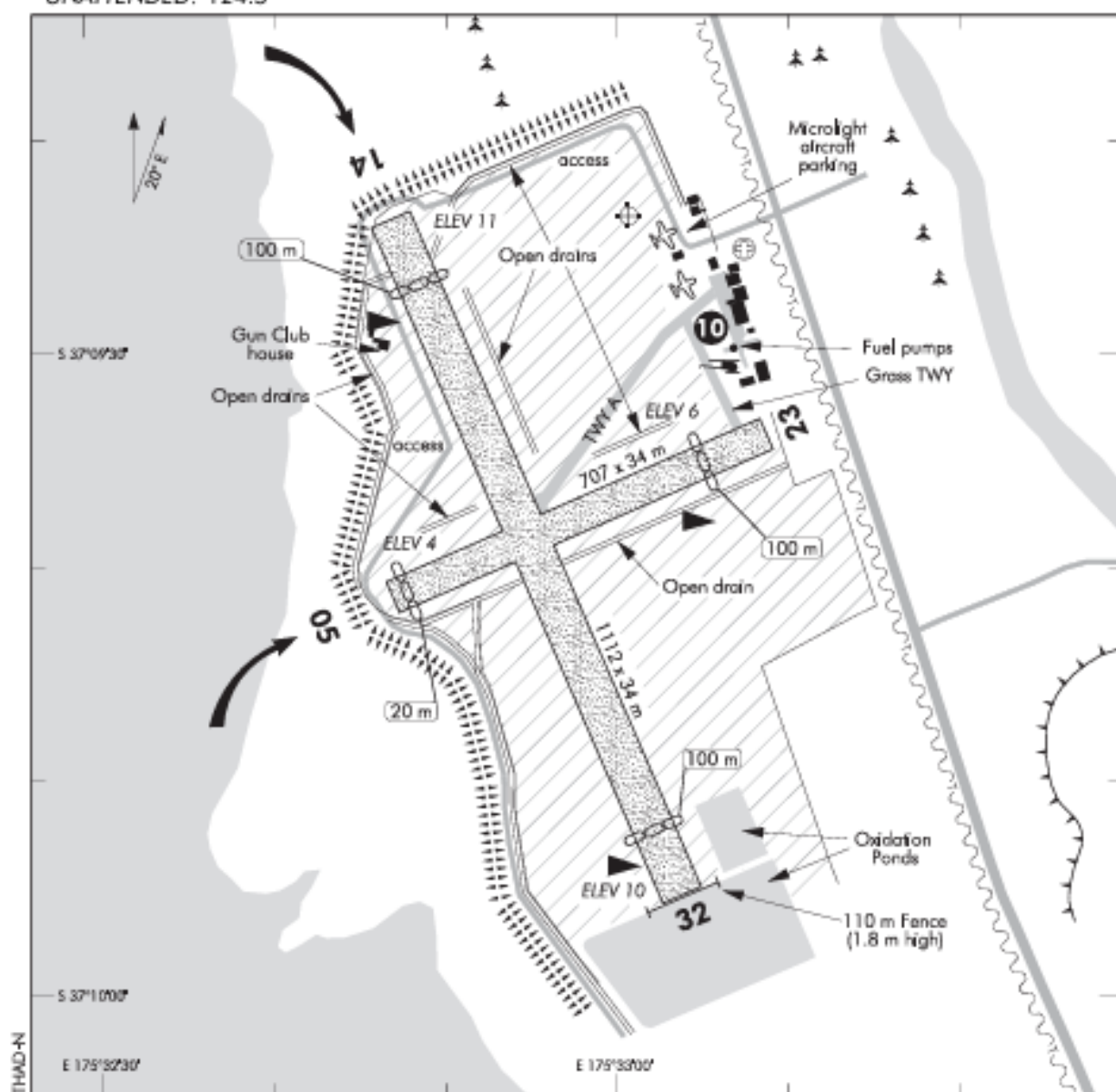
ELEV 11

NZTH

NON-CERTIFICATED

**THAMES
AERODROME**

UNATTENDED: 124.5



1. Take-off RWY 05 — Turn right as soon as practicable.
2. Aircraft movements restricted to runways and taxiway only.
3. Sharp edged tailskids prohibited.
4. **CAUTION:** Road and telephone lines to east of aerodrome. Downdraughts and turbulence in N and NE wind conditions.
5. Intensive gliding operations may take place particularly during weekends and public holidays.
6. **CAUTION:** Bird hazard at all times particularly 2 hours either side of high tide from January to April by roosting Pied Oystercatchers on all RWYs.
7. Surface soft after heavy rain.
8. **CAUTION:** Commercial helicopter operations.
9. Microlight aircraft parking on north side of hangar.
10. Helicopters not to land on the apron at the end of TWY A.

S 37 09 24 E 175 33 01*

Effective: 28 NOV 24

© Civil Aviation Authority

**THAMES
AERODROME**

WHEN TO CHANGE GEARS

David Jensen

I once heard a piece of advice (*so rare in gliding these days*) for ridge flying;

“if you hit sink...go faster, and if you hit lift...go even faster”.

I think the philosophy (*a rather grandiose claim*) is that we can often go faster than we think on strong ridge days.

Why go faster? Shouldn't you convert all that lift into height? I feel safer way up here at 4000ft... besides, the view's great...

I guess it comes down a few things (*more advice coming so hold onto your hat*);

- Going faster very simply means achieving a better X-Country speed...and we all want that don't we?
- Keep in mind that the best ridge lift is usually at ridge top level (*caveat – it is usual to usually find the best usable lift at this level but unusually it can also be unusable...ie buyer beware*)
- Staying at ridge top level will require a bit more speed or else you'll end up admiring the view at 3500ft whilst everyone else whistles past you...

But (*and it's a big butt*) there are a few to consider.

- You need to keep closer to the ridge to get the maximum benefit.
- That requires attention...to your airspeed, to the hill, for other gliders (*who quite inconveniently will be doing the same thing*) and to your track ahead...does the ridge keep going, for example.
- It's likely to be a bit bumpier. Not to worry, the glider can take more bumps than you can. Do, however, keep an eye on the rough airspeed...exceeding this brings dragons...

Which brings me to some observations from last Wednesday (*or whichever Wednesday it was given this article may not appear for a while*). 5 of us went to the tippy top of the Coromandel's yet again. It's a great run...with a few challenging bits to keep the mind alert. But the first part of the task is probably summarised into various sections'

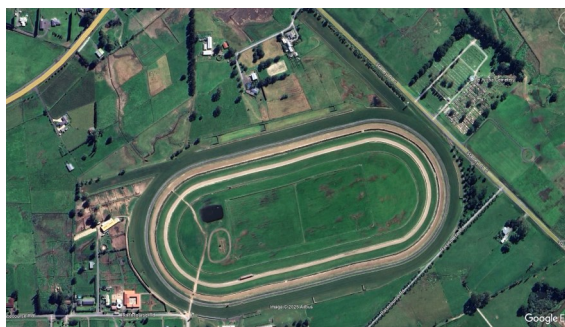
- The easy bit – the Kaimai tunnel to about the Waihi gap. Piece of cake (on a day with 25-35 knot SW winds) – go as fast as you can. You'll probably end up at 3-3500 ft heading towards Te Aroha whatever happens. Look out for others, and don't go around Te Aroha too low as the wind can be a bit dodgy at 1000ft or less. *Ask Tim...*
- The next bit to Thames requires a mindset, and gear change. The hills are lower and more broken. You'll probably lose height crossing the river to get behind Paeroa. Be comfortable to be in a lower height band and heading for the hills behind Hikutaia. If the wind is still 20 knots + you'll be fine. (*I mean...what could possibly go wrong?*)
- Thames...yikes...what happened? You are now lower and the wind is dropping. Seems to be. If its summer watch out for an encroaching sea breeze (*how rude I hear you say*) but the reason I've had practise landing at Thames airfield has always been due to a pesty sea breeze (*and an over-confident pilot*)
- North past Thames – where's the land-able terrain??? There ain't any...sorry, but that's the test. Either you have enough height to make it back to Thames (*which quite annoyingly will be out of sight behind a ridge*) so have your glide computer set to Thames Airfield, or you're likely to be swimming (*I once got a gold badge for the 50 meter freestyle while at primary school...could be useful...not*) BUT have faith grasshopper...if the wind is still above 20 knots the ridges work... And quite well in places.

- Arriving at the jump-off point. (*Where is this you might ask? If you don't know then you really need to talk to some-one who does...*) Needless to say it's generally a slow climb to 2500 ft before dashing downwind, in sink, over unlandable terrain, towards the hills behind Coromandel Township. I won't go into the rest of the trip.

The point (*if indeed there is one*) is the ridge is not the same at any point, nor is the wind likely to be consistent all the way along, and land-out options go from excellent to non-existent. But speed is your friend...as much as height is. Speed equals a better day. Airspeed keeps you safer especially closer to the ridge. Speed can be converted to height if required. Have fun...



LANDING AT TE AROHA RACECOURSE



Ross Gaddes has sent through an email that the Course/Track Manager at Te Aroha racecourse has advised that they have recently spent a large amount on earthworks and do not want the course damaged. He would prefer that we don't land there if at all if possible, but for us it is a safety issue.

If you do land there, do not drive your car and trailer on to any part of the track without the Course/Track Managers permission. (including the track crossing to the center).

If you do land there please contact the Course/Track Manager or Ross Gaddes (ph 0274789123) who has the Managers phone number.

FIRST TIME AT OMARAMA

Paul Blackmore

Even before I got back into gliding a couple of years ago, I'd heard all about the incredible flights that start out of Omarama. More than once, during holidays on the South Island, I made a point of passing through Omarama just to catch a glimpse of the gliding scene there.

When I set my soaring goals for this season, I had three main aims: to experience wave flying, to complete my gold distance, and to fly in my first competition. With that in mind, I reached out to Milan from Kahu Soaring. I figured a week of one-on-one coaching in November, early in the season, might help me check off one goal and make progress on the others—though I knew weather could be a factor.

As the booking approached, the forecasts looked grim. But everyone kept telling me, "Don't worry, it's Omarama." Sure enough, the weather started out pretty ordinary, which in some ways turned out to be a benefit. My first day was just about 45 minutes of scratch-ing on the hills—enough to break the ice. The next flight was a 300 km flight and my first taste of mountain thermals, convergence, and a bit of wave. We nearly had to land out near Pukaki, but a faint wisp of cloud showed the convergence edge and saved the flight. It was fascinating to watch Milan's troubleshooting process in action.

Next came a flight right in among the mountains, working thermals and convergences in boisterous conditions for another 270 km. This gave me some real mountain flying training, circling in conditions that were quite intimidating but incredibly educational.

And then came the grand finale: the full Omarama wave experience. After a quick tow and an initial climb on the hills, we headed into the valley where rotor clouds were forming. A bit more turbulent climbing and we found ourselves in the wave climbing through 15,000 feet, cruising at around 90 knots. Sometimes we even needed half airbrakes to avoid bust-ing airspace. The track of our 717 km flight took us down to the edge of Dunedin airspace and up to the head of the Jollie River. After four hours, my feet were freezing, but the ex-perience was absolutely worth it.

In conclusion, this was an incredible gliding adventure, blending thermal, mountain convergence, and wave flying. I learned so much that will help me progress further. It must have had an effect because my first flight after returning I completed a 300km flight that I hope will be confirmed for gold distance. Milan and the Kahu team took great care of me and made it a truly memorable experience. I don't yet feel ready to tackle that environ-ment in my LS4 so I guess I'll have to go back for more training.

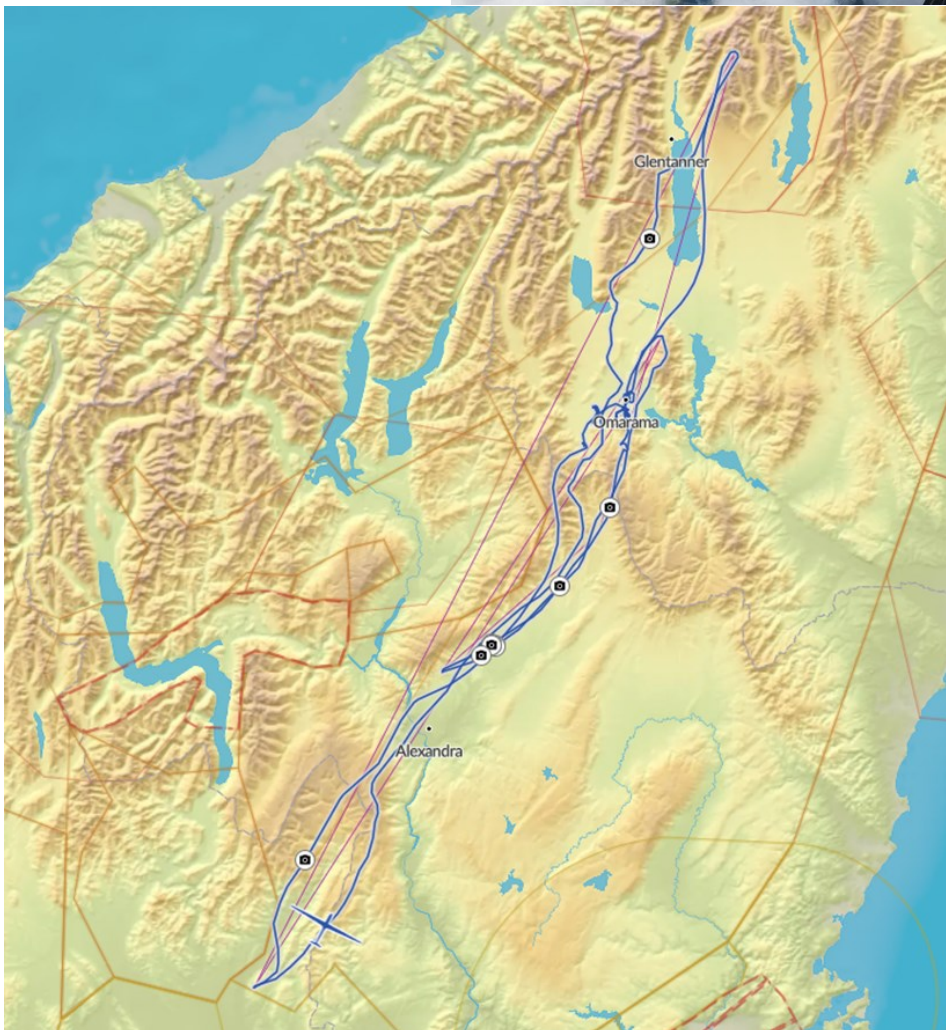


Following the convergence



So this is why they are called curtain clouds

In the wave at 15000 feet



Track of our 717 km flight down to the edge of Dunedin airspace and up to the head of the Jollie river.

On Line Competition – 2026 so far

The World

6th 22,150 points Piako Gliding Club

Australasia

1st 34,704 points Beverley Soaring Society 145 members

2nd 22,150 points Piako Gliding Club

New Zealand

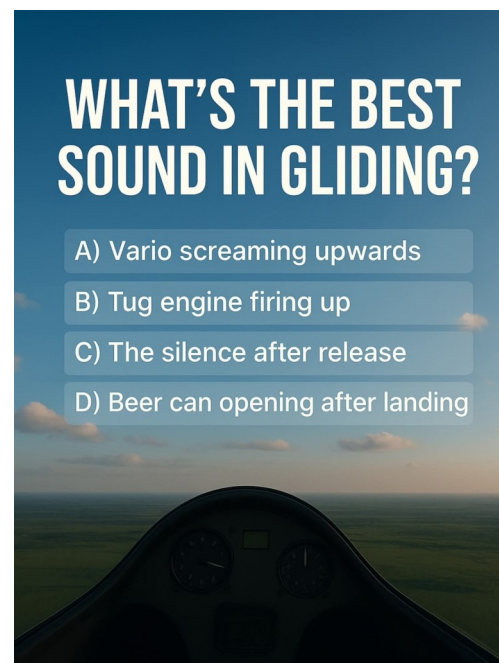
1st 22,150 points Piako Gliding Club (1st place for 4 successive years)

2nd 1,682 points Minden Soaring Club (Keith Essex)

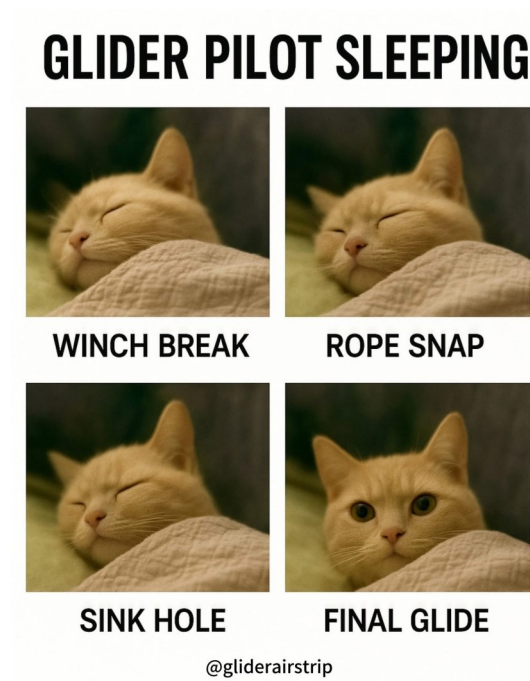
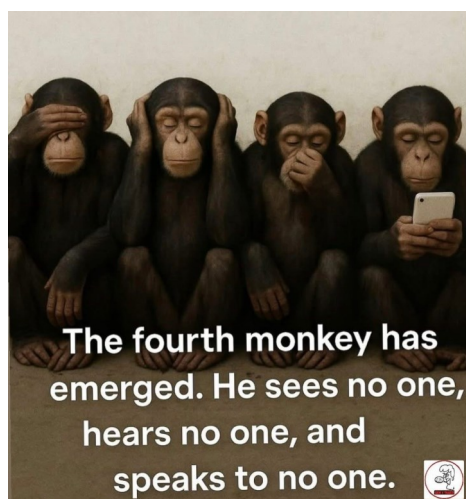
Name	Flights	Duration	Overall Points
<u>Philip Rees</u>	23	54hrs	3,958
<u>Brett Slater</u>	18	53hrs	3,616
<u>Tim Bromhead</u>	8	35hrs	2,899
<u>Sarel Venter</u>	12	43hrs	2,618
<u>David Johnson</u>	11	58hrs	2,517
<u>Ian Wood</u>	8	17hrs	1,297
<u>Paul Blackmore</u>	4	14hrs	1,181
<u>Neil Raymond</u>	6	16hrs	920
<u>Bob Gray</u>	3	10hrs	767
<u>Steve Thrupp</u>	3	9hrs	692
<u>Royden Hooker</u>	5	8hrs	690
<u>Nathanael Melia</u>	5	9hrs	654
<u>Steven Care</u>	2	3hrs	335

OLC was supposed to close in September but due its importance in promoting cross country, has been rescued. We are still high on the ladder and well done Phil Rees for leading the way, with Brett Slater not far behind. Tim Bromhead is making up for lost ground and is racing along.

For George's benefit Lasham is 10th in the world.



When you open the cockpit canopy after a 5-hour flight!



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UPCOMING EVENTS

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 (possibly a New Years Eve Dinner if enough interest. Contact Genny)
PGC to Thames during Walsh	5 th to 21 st 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