

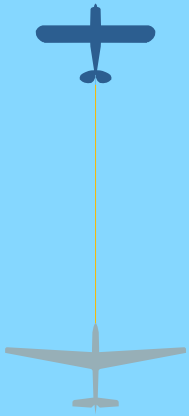
The Flypaper



Piako Gliding Club AGM this Saturday 4th July at 4pm

Volume 2026, Issue 2

29th June 2026



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Noah Newcombe flying NI YouthGlide camp



Ross Lovells first single seater flight. Also YouthGlide camp.



A crowded Mid-Week Warriors day Mon 8th June

In myth and folklore, it is good luck to see a rainbow. Here is a recent one over the airfield.



Winter ridge day YL 8th June

We are now well into winter, but the club is surprisingly active. There have been several ridge and wave days to report on and lots of pilots getting current on the winch (thanks to the winch drivers and winch master Neil Raymond making it happen).

Derek Shipley has written a great article on his Easter YouthGlide course, abbreviated from a more detail report. It was hindered by difficult weather, but still turn out a great course for all those that participated. It is also highlighted by another article written by one of our newest members, Nui Haimoana.

Phil Rees set up “mid-week warriors” a couple of years ago and it is working well. The 8th June we had strong ridge day. There were showers around, but cleared mid afternoon to a strong but brilliant mid-winter day. We even had a few Aucklandites trek down.

Will Verland and Bob Henderson represented our club at the **GNZ AGM** in Christchurch earlier this month. Will is doing great things for GNZ and our club. It's much appreciated Will.

Tim Bromhead has just put out 2 great videos about mid-air collision avoidance on his 'YouTube' channel “**PureGlide**”. He now has 42k subscribers from all around the world. The video's have had 29k and 20k viewings each, even though only recently published. Nearly all Tim's posts are based at the Piako Gliding Club, Matamata. If you are not already, become a subscriber and have a look at these very good video's.

The **club Annual General Meeting** is this Sat at 4pm at the clubhouse. We've had a good year in terms of activity and membership, but it's important that you have your say regarding the clubs directions. It would be good to see some of our youth members there.

Rob Richardson unfortunately got really busy with his new business and understandably had to step down from being our **maintenance officer**. There has been a vacancy for a long time, but Brett Slater has stepped up to the mark under supervision from Derry Belcher. He is yet to get qualified, but should be able to do our club supplementals in the not too distant future. Phil McKinnon has also taken over the role of Bar Manager. The club survives only because we have resilience in our ranks to make things happen where other clubs struggle to get support. There are a lot of our members who do a lot of work and don't seek recognition or reward, just that there is a gap of something that needs doing. We are fortunate that we have many pilots that make that collective effort. Thank you Brett and Phil for taking on these important roles in the club.

Some of our security around that hangar has changed and there is a slightly different start and end of day things to be done. We don't want to compromise anything by making it public, so duty pilots please ask either a committee member or instructor what the changes are.

The MSC had its AGM last Saturday 27th June. Bob Gray is President and Dave Dennison Treasurer, so our club is well represented. The Soaring Centre owns the Clubhouse and Bunkrooms. They run the contests at Matamata and the Cross Country course in October. Dave Dennison is also our representative on the airfield users group, so a busy man.

Our Mid-Winter Dinner and Prize giving is 22nd August, so please pencil it in your calendar now. A Google link will be sent out shortly for you to register.

Steve

SNIPPETS



Farmers BBQ– Anzac day 25th April



Tim Bromhead taking a family of farmers flying.



Club Captains—Steve & Genny Care



Karen Raymond (left) & Lisa Avilla showing off one of Karens plates of delicious slices. Farmers BBQ



MSC AGM 27th June

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Tim Bromhead enjoying a cuppa and a packet of chocolate chip cookies. YouthGlide.



Ray Burns AASC joined us as 2nd club and flew TOW for the whole week of the Youthglide camp.



PK winning

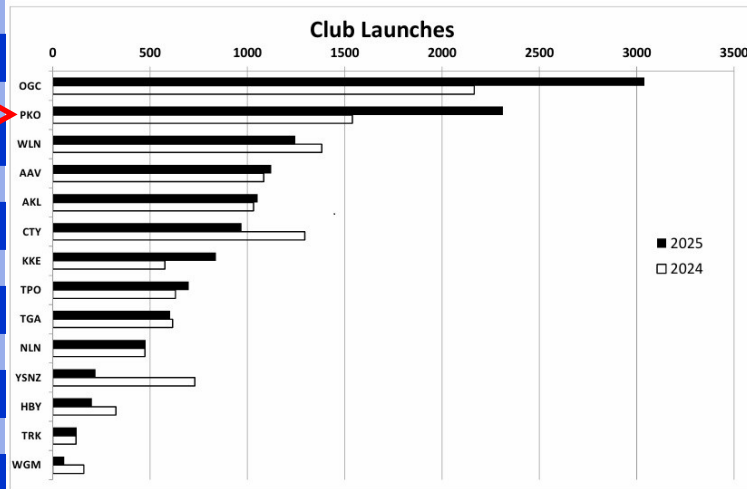
Ab-initio Course 20th to 25th April

There were originally 5 booked for the course, but at the last minute 2 pulled out with overseas work commitments. We did find a replacement in Gideon Venter, who made great progress for the days he did attend. Tim Brook converted from EO to PK and had a couple of good solo soaring flights. Matt and Lisa Avila are new members from the US and both experience power pilots. Lisa is ex Navy and a current airline pilot. They will be permanently in NZ in January. The course was run by Steven Care, Dennis Crequer and Phil Rees, with various Tow Pilots. March/April is a great time to run courses as the weather is usually stable



Gideon Venter

GNZ AGM STATS



Piako for year 31/12/2025 was number 2 in NZ for launches. We have not seen 2,300 launches for decades, so this is a real milestone for the club. Winning helps and the lower cost is good for youth as well as the future of the club.

Membership

Affiliate Member	Members	Votes	Affiliate Member	Members	Votes
Auckland Aviation SC	30	2	Nelson Lakes GC	15	1
Auckland GC	54	3	Omarama GC	84	4
Canterbury GC	70	3	Omarama Srng Centre	-	1
ATCANZ	-	1	Piako GC	64	3
Gliding HB & Waipuk	15	1	Rotorua GC	4	1
Gliding Manawatu	18	1	South Canterbury GC	12	1
Greytown Srng Centre	-	1	Taranaki GC	17	1
Kaikohe GC	23	1	Taupo GC	23	2
Marlborough	7	1	Tauranga GC	44	2
Masterton Srng Club	5	1	Wgtn Wairarapa GC	51	3
Matamata Srng Centre	-	1	Total	536	35

Omarama GC and Canterbury are ahead of us, but 3rd is pretty good. The stats are as at 30th Oct 2025 and they have since improved. However, we do lose members when the annual subs for the next year are due. It's important that members renew their subs after our AGM, so that our membership stays at a good level. Retention is key part of the committee's goals.

Our current membership is Glider **53**, Youth **16**, Tow Pilot **12** making total flying **81**. However we also have Glider and Tow Pilot 2nd club **6**, which would put us at **87**. We have **1** Associate member. The big increase in Youth is thanks to Derek Shipley. Well done Derek!

There are about a dozen members that have left or may leave, so any effort to reduce this number will add to the clubs' resilience.

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Piako GC Easter Youth Camp April 6th-10th 2026

Derek Shipley

Students: Emilios Zandi, Jack Ganley (Duke of Edinburgh participant), Jasmine Barker (Duke of Edinburgh participant), Juhi Kansara, Kieran Anderson, Noah Newcombe, Nui Haimona, Ross Lovell, Sierra Wakeman, Toby Thurlow.

Instructors: Dave Dennison, Dennis Crequer, Derek Shipley, Phil Rees, Sarel Venter, Tim Bromhead

Tow Pilot: Ray Burns **Winch Driver:** Neil Raymond **Simulator set up:** Phil Rees

Radio course: Dave Dennison **Ground support and catering:** Kim Carruthers

Forecast:

The event was threatened by a very bad forecast, which improved to just poor as the prior week moved on. By the Saturday it was reasonable to advise everyone that there may not be much flying available and that for anyone considering dropping out, not to feel pressure to attend.

That ten turned up in good spirits was a nice start.

Diary:

Day 1: This was initially planned as the arrival day, nominally 4pm, but with an improved forecast for it and a very mixed forecast for the rest of the week, everyone was encouraged to arrive early so that flying could be done on this day. By around midday all attendees (10) were at the air-field. Flying started around 10:30 and was continuous through until just after 5pm.

The conditions were in fact challenging with 10-15 knots of inconsistent and blustery winds, due to north easterlies arriving over the Kamai range creating disorderly wave.

Initially runway 10 was used, but the crosswind became limiting and a change to runway 04 was made around 1pm.

As previously, pre and post solo students have shown themselves to perform to the upper end of expectations when put up against these conditions. Although not ideal training conditions, there is a case for confidence building in conditions where glider handling is more challenging.

The forecast for tomorrow is poor and a day of ground based activity is most likely.

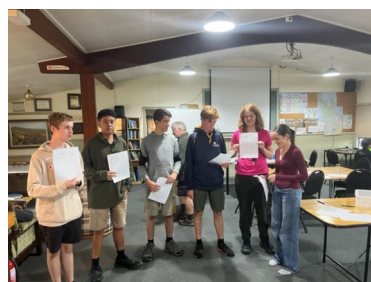
Day 2

Very windy with plenty of rain, which started late morning. It was decided that the prospect of flying was poor and so the day was used for ground based activity.

This was followed by attention to the early part of the Soaring Pilot syllabus theory, which was also covered with the whole group with the exception of Noah Newcombe, who had about an hour with Ray Burns on more advanced Soaring Pilot material. So a fair bit of signing off on the syllabus achieved .



Ray Burns– talking ropes and weak links



Radio theory....done !

In the afternoon Dave Dennison ran his radio theory course. Subsequently eight of the nine who needed to sit the theory exam did so and seven passed. The one who didn't get a pass was short by one question (went on to re-sit and pass later in the camp).

The simulators are getting lots of use and generally speaking, no signs of cabin fever so far. That will be tested again on day 3, as the weather is forecast to be wet and windy again.

Day 3

One of those days when the weather hinted at improvement and drew us into getting prepared to fly. Having taken the gliders out of the hangar, we took refuge while a shower passed through. Once that had passed, we set up at the launch point in the knowledge that we were running more on hope than reason. Sure enough, another shower came through and that was enough to decide to put everything back in the hangar. Good attitude from all concerned. With spare hands available and while we were waiting for the weather to offer better clues, a 'car wash mob' set about cleaning the tow plane



Ray Burns with Kieran Anderson

Jack Ganley and Emilios Zandi

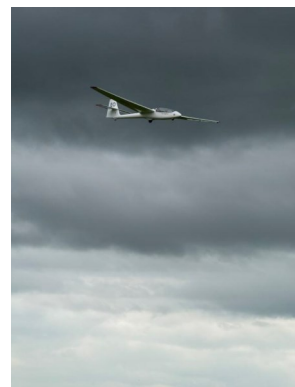
Prior to the above, we had split the group into three and spent some time with the gliders in respect of the practical aspects of the radio part of the syllabus. Also, Juhi Kansara, who had missed a pass in the theory exam by one correct answer yesterday, made amends with the best mark in the group with her second effort.

The day 4 forecast looks better.

Day 4

Hangar doors open at 7:15 with a view to an early start after breakfast at 8 am. Persistent low cloud hung around until 11am, however the opportunity was taken to do low level failures on tow. Most of the group who hadn't done them previously got those done today.

Instructors were in good supply today, 5 or 6 around for most of the day. This was very helpful. Winching started a little after 11 am, there were 16 winch launches. Aero tows started earlier and by the end of the day there had been 28 of these launches. A decent forecast for tomorrow, should facilitate similar numbers, albeit the intention is to wind up at 4pm.



Day 5

Flying started with aero tow at 9:30 and winch launching about an hour after that. The conditions were about as good as we had experienced all week with mainly high cloud early and a breeze blowing down runway 10. Some lower cloud drifted in as the day went on.

Once again we had a good supply of instructors (5) over the course of the day. That helps on many fronts. Dave Dennison got nearly everyone signed off for their radio practical, having done the theory exam earlier in the week.

The original plan was to fly until 4pm. Unfortunately, an untimely shower came through just before 3pm and we decided to finish towing. The winching side sat the shower out and managed to get another 4 flights in before finishing.



Making light work of de rigging a PW5 with wet and windy weather on the way



Benefits:

The benefits of the camps are multiple. Group briefings and de briefings are highly efficient and facilitated by the residential nature of the camp. Continuity in training is always beneficial and learning in the company of peers is an improvement on individual visits to the club.

The setting up of the simulators is a real plus. There are two, almost continually used and often with a gathering around looking on. A great learning tool.

The opportunity to get the radio syllabus done in groups and have it signed off when it can otherwise get lost on the back shelf is another plus. This hints at another area which could be covered on the camps, especially if the weather is poor, and that is the written exams.

Friendship and enjoyment of a common interest appears to flourish in the environment.

Appreciation:

A quick thank you to all who supported the camp. The level of help seemed perfectly matched to what was needed at any time and made everything flow well. **DEREK SHIPLEY**



Dennis Crequer and Jack Ganley

YouthGlide Camp

My name is Ranginui F. Haimona, and this was my experience with Youth Glide.

It was a five-day-long camp at Matamata Aerodrome, where I learned skills that will stick with me for as long as I am a pilot.

The instructors on this camp are some of the best instructors in New Zealand, I reckon. I think this because several students managed to get to their solo. Carrying out daily inspections, walking the gliders all the way out to the grid, and even after all that, we still had to wipe the gliders and tow plane clean before putting them back in the hangar.

But things like that are the types of skills we all need to learn in order to become exceptional pilots. How else are you supposed to become good at flying? That is part of it too.

I managed to get twelve flights in, as well as learning a specific tow rope scenario where you are being towed behind the tow plane and suddenly the rope breaks, meaning you have to land somewhere safely. Thankfully, it was only a scenario, and I managed to land back safely at the airfield.

We had two days of ground school because the weather was not playing its part. We did some circuit theory and learned how to properly communicate on a radio like they do at busy airports. During this, we also got to use the flight simulator, where you can become more familiar with flying, which I spent hours using.

On the third day, Derek Shipley reckoned that the weather was gonna be fine enough to get some flying in, and sure enough, we took all the gear out to runway 28 and got everything ready. The first students were about to jump into the glider, and guess what, it started pouring down with rain. So I wing walked the gliders all the way back to the hanger, all part of the experience, I'll make sure to bring gumboots next year.

Over these five days, I met a lot of good people from around New Zealand who all share the same dream as me — becoming a pilot.

We all got to know each other and became good friends, even with some of the older pilots who have been flying for longer than I have been alive.

So that summarizes my experience as a young pilot, and if you cant tell, I had an awesome time. Thank you to everybody who organized this camp — I could not have done it without you.

Thanks for reading - Nui.

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Editor: Great article on the previous page Nui. He is one of our newest pilots and also did an amazing job helping out with our competitions this year. We are eagerly look forward to seeing him progress to great aviation achievements.

Toby Thurlow and Ross Lovell on the flight simulator. It's proving invaluable, especially for Youth courses and saves money developing eye hand co-ordination. The MSC are considering a force feedback joystick, to make it even more realistic.



Club member Owen Mooney has some great thespian skills and is the director for a play at The Meteor in Victoria Street, Hamilton. If you are looking for a night out, tickets are at themeteor.co.nz

Piako Gliding Club Committee Members over the years

YEAR	PRESIDENT	VICE-PRES	SECRETARY	TREASURER	CLUB CAPT	COMM 1	COMM2	COMM3	COMM4	COMM5	CFI	TUGMASTER
1996/97	R Brown	C Hector	R McRae	T Atkins	L Cooper	R Britton	I Finlayson	K Hall	J Turney		P.E.Smith	C Hannah
1997/98	R Brown	J Turney	R McRae	T Atkins	L Cooper	A Doerr	A Eccles	I Finlayson	C MacKay		K Hall	T.Petch
1998/99	R Brown	J Turney	J Bainbridge-Smith	A Doerr	T Atkins	N Badger	I Finlayson	C MacKay	R McRae		K Hall	T.Petch
1999/00	T Atkins	R Britton	J Bainbridge-Smith	M Pinkerton	N Badger	S Care	A.Doerr	A Eccles	K Hall		D Reid	T.Petch
2000/01	T Atkins	R Britton	R Künnemeyer	M Pinkerton	N Badger	S Care	A.Doerr	A Eccles	K Hall	P R Smith	D Reid	T Petch
2001/02	R Britton	K White	P R Smith	M Pinkerton		N Badger	S Care	J Turney			J Mason/S.Care	T Petch
2002/03	R Britton	K White	P R Smith	M Pinkerton	T Atkins	A Doerr	B Gray	G van Vliet	T Davies	C Hector	J Mason/S.Care	T Davies
2003/04	A Doerr	B Gray	C Hector	M Pinkerton	P R Smith	D Cook	B Mace	G van Vliet	K White	J Mason	S Care	T Davies
2004/05	A Doerr	B Gray	C Hector	M Pinkerton	D Cook	B Mace	D Stevens	G van Vliet	K White		S Care	T Davies
2005/06	B. Mace	B Gray	C Hector	M Pinkerton	T. Atkins	D. Cook	D Stevens	B.Hewitt	P R Smith		S Care	T Davies
2006/07	B. Mace	D Cook	P R Smith	H Bognuda	T Atkins	S Care	B Gray	B.Hewitt	D Stevens		B Gray	R Small
2007/08	B.Mace	D Cook	J Wine	P R Smith	D Stephens	S.Care	T Bromhead	B Hewitt	S Crandall		B.Gray	R Small
2008/09	S.Care	D Cook	J Wine	J.Pirrit	D Stevens	B Mace	T Bromhead	S Crandall			B Gray	R.Small
2009/10	S.Care	T Bromhead	J.Wine	J Pirrit	B.Mace	S.Crandall	R Britton	N Raymond	A Doerr		B.Gray	R.Small
2010/11	S.Care	T.Bromhead	J.Wine	J.Turney	B.Mace	G Larsen	J.Pirrit	J.Mason			B Gray	R.Small
2011/12	R.Brown	T Bromhead	J.Wine	J Turney	B.Mace	S.Care	G Larsen	M Drayson	N Raymond		B.Gray	A Belworthy/ I Wood
2012/13	R Brown	T Bromhead	J,Wine	M.Drayson	P Castle	S.Care	B Mace	D Muckle	B Gray		J Mason	I Wood
2013/14	P Smith/I Wood	vacant	J Wine	M Drayson	B Mace	S Care	D Muckle	R.Brown			J Mason	I Wood
2014/15	I Wood	B Gray	J Wine	D Dennison	B Mace	S Care	D Muckle	N.Raymond			J Mason	I Wood
2015/16	I Wood	B Gray	J Wine	D Dennison	vacant	S Care	N Brinkworth	T Bromhead			J Mason	I Wood
2016/17	I Wood	N Brinkworth	J Wine	B Gray	D Dennison	S Care	M Piggott	T Bromhead			J Mason	I Wood
2017/18	I Wood	N Brinkworth	J Wine	D Dennison	S.Care/G Healey	T Davies	M Piggott	T Bromhead	R Munn		B Gray	I Wood
2018/19	I Wood	Julian Mason	J Wine	D.Dennison	S.Care/G Healey	S Venter	M Piggott	T Bromhead	R Munn	N Raymond	B Gray	T Davies/ S Montagu
2019/20	I Wood	Julian Mason	P Lalor	D Dennison	S.Care/G Healey	S Venter	M Piggott	T Bromhead	G Cartwright	N Raymond	B Gray	s Montagu
2020/21	I Wood	T Bromhead	P Lalor	D.Dennison	S.Care/G Healey	S.Venter	C Kelly				B Gray	S. Montagu
2021/22	I Wood	T Bromhead	D.Dennison	S. Venter	S.Care/G Healey	G Cartwright	C Kelly				B Gray	S. Montagu
2022/23	I Wood	T Bromhead	D.Dennison/C Irvin	S. Venter	S.Care/G Care	G Cartwright	C Kelly				B Gray	P. Rees
2023/24	I Wood	T Bromhead	C.Irvin	S. Venter	S.Care/G Care	G Cartwright	C Kelly	G Care	B Gray		N Duke	P. Rees
2024/25	I Wood	T Bromhead	C Irvin	S. Venter	S.Care/G Care	G Cartwright	C Kelly/R Richardsn	S. Care	B Gray		N Duke	P.Rees
2025/26	I Wood	T Bromhead	C Irvin/W Verland	S. Venter	S.Care/G Care	W. Verland	B Slater	G.Care	B Gray		N Duke	P.Rees

Current committee history in blue



CLUB TROPHIES

SO FAR

Les Reisterer Short Course trophy is still firmly in Derek Shipley's hands at 93KPH handi-capped.

Likewise the *Catlin and Valley 150 trophies* are in Phil Rees's hands at 81.7kph and 81.4kph respectively.

McPherson One Diamond 300km

Dave Johnson	VM	Discus 2c	106	8/06/2026	Mcpherson	308.3 km	2:35:19	119.1 kph	112.4 kph
Dave Jensen	VR	JS1	111	3/02/2026	Mcpherson	311.0 km	3:08:15	99.1 kph	89.3 kph
Dave Johnson	VM	Discus 2c	106	3/02/2026	Mcpherson	311.1 km	3:23:20	91.8 kph	86.6 kph
Sarel Venter	CW	ASG 29Es 18m	110	3/02/2026	Mcpherson	311.0 km	3:41:13	84.4 kph	76.7 kph
Dave Johnson	VM	Discus 2c	106	2/23/2026	Mcpherson	311.1 km	4:00:32	77.6 kph	73.2 kph
Bob Gray	NV	DG 100	90	11/07/2025	Mcpherson	301.5 km	4:43:20	63.8 kph	70.9 kph
Tim Bromhead	OP	Ventus C/17m	107.5	11/07/2025	Mcpherson	304.2 km	4:59:06	61.0 kph	56.8 kph

Care 200km

Tim Bromhead	OP	106	5-Apr-26	1:04:57	179.4 kph	1
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Submissions for this years club trophies close 31st July

One Diamond Trophy



David Johnson's 300km FAI 2 TP for the Dave Mcpherson 1 diamond trophy was really one out of the box. Prior to his amazing flight, there were already 6 entries (more than ever before). He bettered David Jensen's flight in February by 23kph for a raw speed of 119.1kph, handicapped 112.4kph.

It is fortunate that David has a turbo, so a second option if things don't go right. More importantly, he has a wealth of experience flying North of Thames where there are almost no out-landing options. He also knows the meteorological conditions needed for the flight to be successful. The 8th June the conditions were a really strong South Westerly (30kts at 2,000ft) but not too much wave around. The wave from the Hunua's can cause a dumping effect on the ridges around Thames. RASP can be a clue, because it may show calm surface winds on the firth of Thames, when the prevailing wind is quite strong. The wind needs to be in the right direction. SW to W is good, but not too far off that all the way North. For a 500km task the front ridges to Kereta are best but going further North means going to Coromandel and using back ridges. There is an airfield at Coromandel, runway 12, 30. It is

623 mtrs long and width 37 mtrs. Unfortunately in summer, they let the grass grow and the actual width goes down to 12 mtrs. Great for a high wing Cessna, but not so good for our low wing gliders. Preferred runway for landing is 12 (from the sea), but 210*mag 230*true is a straight crosswind. If the wind is more westerly, then a landing on 30 required.

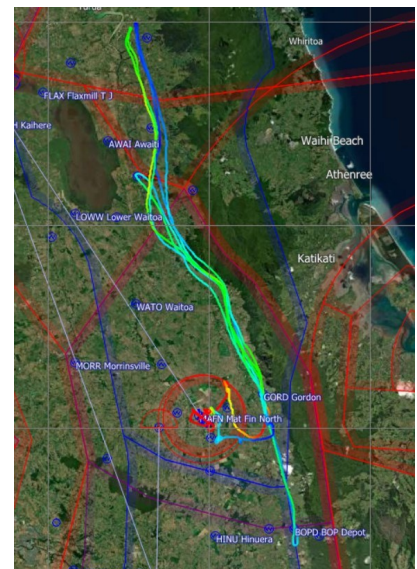
Other things to consider are low cloud and or approaching rain. Not a problem for most of the ridge to land out if it's getting dicey, but no options if there aren't good landing options.

Anyway, this was a great flight by a very experience pilot, who knows the area well and took the opportunity of making the most the good conditions on the day.

Care 200 Trophy

Tim Bromhead's 200km flight was published in the last issue, but is another example of an experienced pilot using lateral thinking to make the most of great weather conditions. It was an easterly wave day and unusually it was working all the way to Hikutaia. His handicapped speed of 174.9kph and a time of 1hr 4mins 57secs for 205.9km is staggeringly fast.

My feeling is that it is a record that will never be broken, because the conditions were so unusual. We get easterly wave, but it is very rare for it to go that far North, have not much cloud around and that the northern turnpoints (Hikutaia and Tirohia) are not too far into the down part of the wave.



On Line Competition – 2026 so far

The World

18th 57,935 points Piako Gliding Club

Australasia

1st 71,948 points Beverley Soaring Society 145 members

2nd 57,935 points Piako Gliding Club

New Zealand

1st 57,935 points Piako Gliding Club (1st place for 4 successive years)

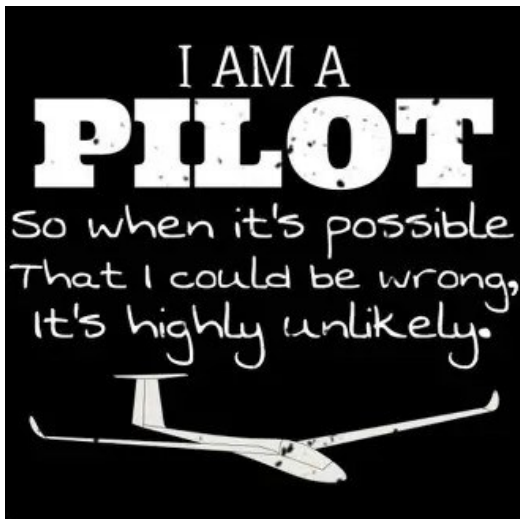
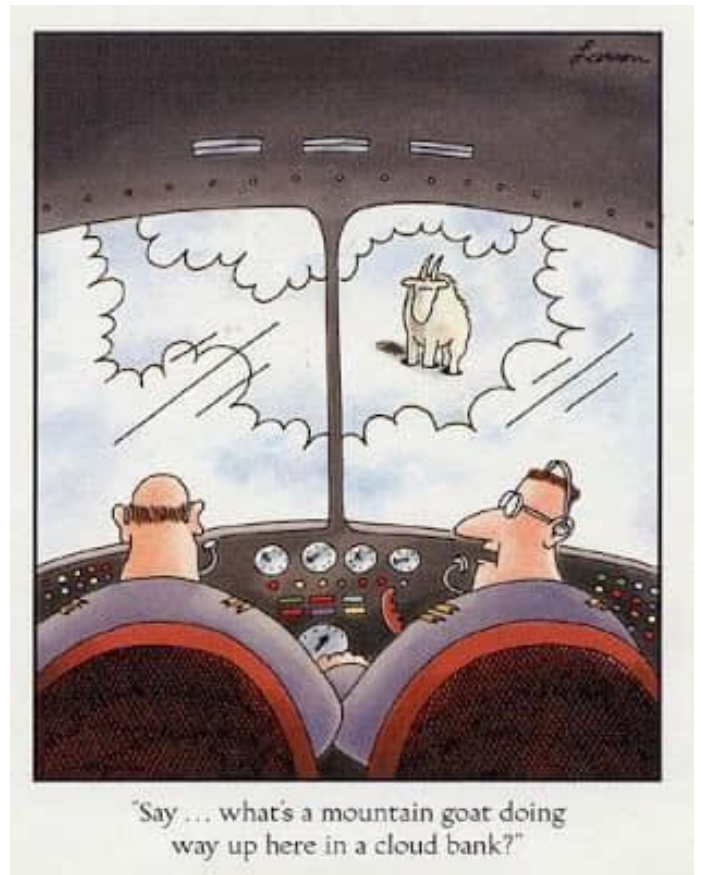
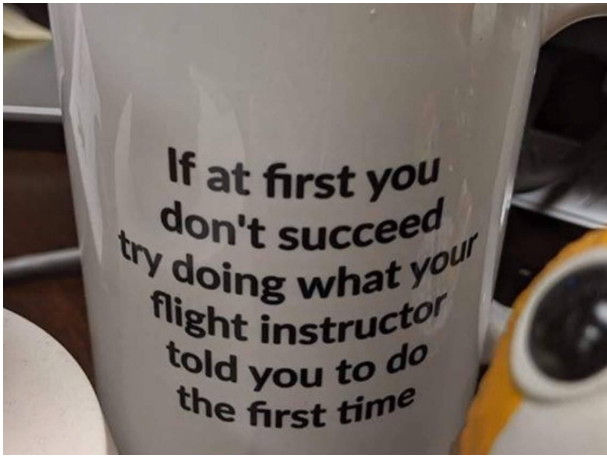
2nd 6,447 points Minden Soaring Club (Keith Essex)

<i>Name</i>	<i>Flights</i>	<i>Duration hrs</i>	<i>Overall Points</i>
Tim Bromhead	30	122	9,267
Philip Rees	56	128	9,251
David Johnson	35	142	8,856
Brett Slater	45	134	8,553
Sarel Venter	32	106	6,483
Bob Gray	14	43	3,084
Steven Care	14	39	2,889
Steve Thrupp	15	35	2,415
Ian Wood	17	38	2,170
Neil Raymond	8	23	1,316
Nathanael Melia	8	16	1,289
Paul Blackmore	4	14	1,181
Royden Hooker	5	8	690
Ross Hyndman	5	12	394
Colin Kelly	1	1	59
	289	861	

We have stepped down from 5th place to 18th place out of 771 clubs in the World. It's to be expected as the Northern Hemisphere is in full swing, but what a great result for our club.

The club X/C trophy is very close, but Tim still in front. Phil is having a great year for club trophies and only 17 points from snatching this one as well.

There are 5 pilots with over 100hrs of cross country flying.



UPCOMING EVENTS

Piako Gliding Club AGM	Sat 4th July at 4pm
Matariki	Fri 10th July
Closing date for trophy flights	Fri 31st July
Mid Winter Dinner and Awards Night	Sat 22nd August at 6-30pm
Compulsory Start of Season Briefing	Sat 26th September 9am-12pm
MSC Cross Country Course	24th to 28th October

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PIAKO GLIDING CLUB COMMITTEE 2025/2026

President:	Iggy Wood
Vice President:	Tim Bromhead
Secretary:	Will Verland
Treasurer:	Sarel Venter
Club Captain	Steven and Genny Care
Chief Flying Instructor:	Norman Duke
Chief Tow Pilot:	Phil Rees
Bar Manager:	Phil McKinnon
Maintenance Officer:	Brett Slater
Committee:	Bob Gray, Genny Care, Will Verland