



OGC Captains Log ~ Full Moon 14th February 2025

Happy Valentine's Day! ❤️

Having a full moon coincide with Valentine's Day is sure to fill the air with extra love and romance. What a staggeringly successful season the OGC has had. The Regionals, the Nationals, Youth Glide, Whio Glide, Christmas camp, continuous instruction, overseas visitors, potluck dinners, superb flying weather, outstanding distance flights, and finding time to relax in the Wave Lounge. There is a lot to reflect on! This wee newsletter can only touch on some of what happens at the Omarama Airfield.

A BIG thank you to all the OGC Team on the ground at Omarama Airfield:

The real heroes of our club must surely be 'Team OGC' running the operations on the ground. Brian Sharpe as manager and Gavin Wriggley as CFI and their teams have given their heart and soul to keeping our club in the air for over two years now. Our president Alex Boyes and his team of executives have made some prudent decisions to keep the OGC flying and financially sound. Milan has recently stepped in as CFI. This season we have run two very successful competitions, offered top class instruction to many student pilots, maintained a fleet of club gliders and created an enjoyable flying experience for many pilots.

A BIG thank you to all the tow pilots, winch operators, launch crew, maintenance crew, instructors, office staff, executive members, airfield maintenance team, cleaners, team Omarama Soaring Centre, Youth Glide, our IT experts, helpful pilots and anyone else I have forgotten.

You have all pitched in to help make *Omarama a top mountain soaring destination*.

Please take a bow and know you are appreciated!

Our flying season traditionally ends at Easter and Good Friday is on 18th April this year. There will be time after Easter to reflect on what we did well and how we can improve on what has been an amazingly successful season. Creating ways to spread the workload for Team OGC is perhaps a top priority.

Welcome to our new instructors:

Having visiting overseas instructors on the airfield has made a huge difference to our club the last two seasons. So many new and current students have benefited immensely from your efforts. We are now up to instructor numbers 4 and 5 for this season. A big thank you to Michael, Phil, and Dave who have finished their tours of duty at the OGC. A fond farewell and safe travels home for all of you. And a big welcome to Poul from Denmark and Andy from England who are seeing us through the last of the summer flying.



Ward Clapham gets a preflight briefing from instructors Andy in the back seat and Poul on his knee.

DUO UO Update:

Our duo discus UO is soon on its way to Auckland to be repaired by Ross Gaddes and his team. In a quick call to Ross today he explained that part of the lower surface of the right wing was removed in Omarama. This gave him confidence that a repair can be attempted. All going well UO will be on her way home in March.

Thank you to Milan and Kahu Soaring:

Special thanks to Milan who has stepped in as our Chief Flying Instructor for the rest of this season. Thank you also to Kahu Soaring for presenting the weather at the 10am morning briefings. Thank you Felix and Dan for stepping in sometimes too ~ you both present well.

An Email from Roger 'Ramjet' Read:

Roger recently showed me a very cool photo of two youth glide students who now fly for Air NZ. I sent him an email asking for a copy of this picture and asked for the full story. Our email exchanges with the picture below tells the story. Also, great news that the winch is working fine again!

Hi Roger,

I am writing my Captains Log due out on Valentine's Day - Fri 14th Feb.
 Could you send me that cool photo of youth glide buddies meeting as commercial pilots.
 Also a brief paragraph with names and what and where.
 And can you give me an update on the winch repair expectations to send out to the troops.
 Thanks in advance.

Happy landings

Rod

Hi Rod

Thanks for the reminder...it's been a busy start to the year!
 Not long back from Omarama.

Here's the email received from Angus Ward and the pic of him with Campbell Hall in the ATR. They both came through Youth Glide and attended and soloed at a YSDC

Hi Roger and Kim,

Today I was called out to fly with Campbell, we haven't flown together before, so it was very special to reminisce the youth glide days and we both agreed the opportunity you gave us to pursue flying was absolutely pivotal! Such fun times and so much inspiration to keep up the passion. Here we are now, wishing we could re-live those exciting summers down south. Maybe one day...

Hope you are both well and enjoying a quieter life!

Cheers,

Angus

And on the winch front...all is well. We were fortunate to get local ace mechanic Dean Warnock on the job of replacing the damaged torque converter. As soon as parts arrived in to Christchurch on Wednesday and Thursday morning, I drove them south and Dean was ready and waiting to install them. The winch was run that evening and on Friday morning, we did the first launches to test it was all good. It worked fine and it was smiles all round as we went on to have 3 good flying days, 60 launches with the YG team and a few other club members who also took launches rather than wait in the line for an aerotow.

Cheers

R

Picture on next page 😊



Youth Glide buddies Angus Ward and Campbell Hall flying an ATR together

Landing Out by Rod Stuart:

In January I managed to land out - twice! Both were genuine land outs and not planned. This is my experience of these landouts ~ theory vs practice. At the end is a copy of my cartoon diagram with “31 ways to tell the wind direction from the air”. I sketched this in 2015 as an aid for hang gliding instructing.

I have nearly completed my XCP and landing out twice is part of the ‘Almost There’ part of the GNZ Pilot Training Program. Luckily, I had recently read/watched the land out theory in the GNZ pilot training program. I also attended a great out landing presentation by John McCaw at the Canterbury Club winter theory evenings.

If you wish to check out the GNZ Pilot Training Program, simply go to our home page: <https://gliding.co.nz/>



New Pilot Training Resource Pack now available

Click on the little ‘here’ link ~ you will need to log in for access

The text below comes directly from the GNZ training program in the XCP section.

Field Selection and Outlanding – Dual

This can be done as an intentional exercise or may occur when flying dual cross-country. Do this as many times as needed until you are confident you could do the exercise solo. Motor glider training can be an efficient way of practising this skill, where a go-around from the Aiming Point can be made without touching down.

Watch all eight video's - they are listed on [this page](#). The first video on field selection can be opened directly [here](#). A safety briefing is [here](#).

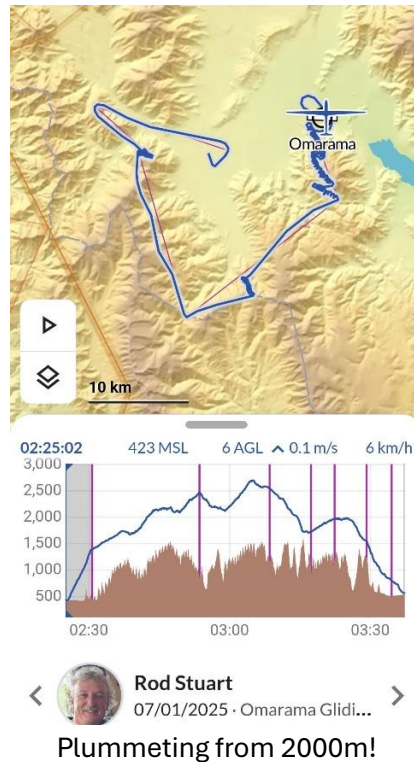
Pass: Make a landing into a paddock, or alternatively onto a part of the airfield not normally used for landing, and where the available length is no greater than 400 metres. The landing area should only be selected after becoming airborne. You must perform an acceptable circuit and landing without assistance from the instructor.

Supervised Field Outlanding - Solo

Ideally, this will be done in a single-seat glider that you have some experience in flying. To keep it simple, select a field close to your launch point, and inspect it on foot first. Then launch, fly to the field and land there, ideally with your instructor watching from the ground and in radio contact. You will then supervise the de-rig into the trailer and subsequent rig back at the airfield.

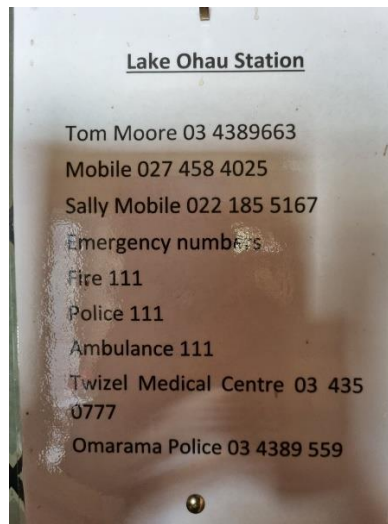
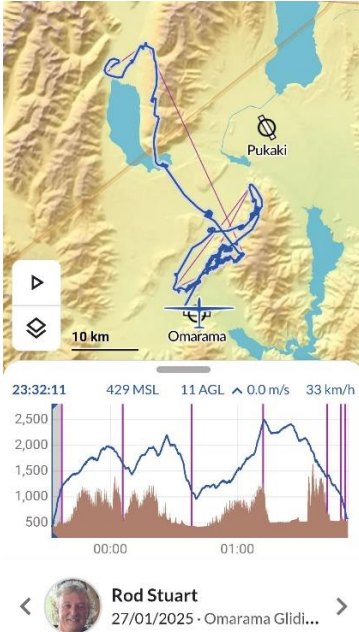
Pass: Complete the exercise as described above, with a proper circuit, a sensible height over the threshold, and a smooth touchdown and ground roll.

Landout 1: A paddock along Shortcut Road. The day was shutting down and I was getting drilled at the entrance to the Ahuriri Valley. See You Navigator indicated 16:1 to get home. I set off with my true glide angle indicating 10:1 with a 20knot tail wind. It looked quite doable. From 6000' to landing I got nothing but sink! Luckily, I did remember landing my hang glider in this paddock a few years earlier. I applied the 3:2:1 rule where at 3000' you have a landing in mind and keep looking for lift. At 2000' you commit to a landing paddock and keep looking for lift. At 1000' you set up your circuit, do your landing checks and land into wind. I made a perfect landing into a 15knt westerly wind. Thank you Marney, Steve C and Griz for the retrieve.



Shortcut Road landout looking back at the Ewe Range

Landout 2: A paddock beside the Maitland Strip. I was chasing a blue duck and failed to establish on the Ben Ohau Range in light southerly conditions. Quite early on I made the decision that the Maitland Strip would be my best landing option if I failed to get lift. The landing strip looked skinny with a road on one side and tussocks on the other. I decided the freshly cut grass in the paddock beside the strip looked far more inviting. This was a good choice, and I made a perfect landing into a light south wind. Thank you, Malcolm and Terry J, for the retrieve. Note: We did need to get a key for the gate from Lake Ohau Station a few kms back.



Lake Ohau Station



Why does the sky look so good after a landout? Looking up the stunning Dobson Valley!

Summary:

When your brain is operating at 110% landout theory flashes fast through your mind. I ran through the seven S's (Size, Shape, Slope, Surface, Surroundings, Stock and Sun). But I had another 300 S's to consider ~ Sheep! A large flock of Merinos were grazing in the same huge paddock about 500m from me. Thankfully they looked up, walked a few meters further away and carried on grazing. The 3:2:1 rule is a keeper and worked perfectly for me twice. By far the most important things are, checking wind direction, dropping the wheel and lining up for a smooth landing into wind. In both landings my See You Navigator phone app had the wind direction and speed bang on. There were also many other wind indicators visible from my cockpit. Check out my 31 ways to tell the wind direction from the Air sketches below.

"31 Ways to tell the Wind Direction from the Air"

Landing into Wind could save your life, your wing and your pride.

- ✓ Stall speed - Wind Speed = Ground Speed landing into wind.
 - ✗ Stall Speed + Wind Speed = Ground Speed landing with the wind.
- Learn these helpful hints and you will land safely every time.

1. **Wind Sock**
Most air fields have one.

2. **Streamer**
A 1m length of old sail cloth on a 1.2m bamboo stake is ideal.
Keep a few in your harness

3. **GPS**
Most modern instruments can tell you wind direction.
Do a 360° and read the arrow.

4. **Smoke** always drifts down wind

5. **Dust**
A car driving down a gravel road is your friend ~ Dust drifts down wind.

6. **Pond**
Calm water on the upwind side.

7. **360° Turn**
Make a 360° turn and note your drift over the ground.

8. **Grass + Tussocks**
Blow down wind. Patterns drift down wind. Can set up wind lines like water.

9. **Trees**
Lean down wind. Leaves can be lighter up wind. Leaves blow down wind.

10. **Animals stand rear to wind.**
Cows + sheep
They tend to gather at the down wind end of the paddock too.
Not horses apparently!
This could be Bull!

11. **Birds**
Our feathered friends always land and take off into wind. When not flying they stand into wind.

12. **Radio Contact**
with someone on the ground.
"It's 10 knots from the North East."

13. **Ground to Air Signals**
The arms always point down wind.

14. **Flags**
Great for judging wind direction and strength

15. **Prevailing/Forecast Wind**
"Today's forecast is for moderate NE winds all day."
Leave it alone John!

16. **Hang Gliders**
park tail to the wind

17. **Kites** fly down wind.
17. **RC aircraft** land + take off into wind

18. **Cumulous Clouds**
Lean down wind.

21. **Wind on Water**
Waves are perpendicular to the wind and travel down wind.
Wind lines appear as calm patches parallel to the wind.

19. **Clouds** drift down wind

20. **Cloud Shadows**
drift along the ground down wind.

22. **Valley Winds**
Tend to blow up or down the valley.

25. **Death from above**
A pointed metal stake with streamers is dropped to become a wind sock or kill someone!

23. **Orographic Cloud**
forms down wind of hills and mountains.
Ridge lift on windward side.

26. **Weighted Streamer**
Coloured at one end. When dropped the streamer lands down wind of the weight.

24. **Smell** travels down wind.
NB: Rear to wind.
OINK OINK OINK
Poo!

28. **Boats Anchored**
Face into wind.
Even ships do this.

29. **Balloons** drift down wind

31. **Other Pilots Landing**
If they land well they are into wind.

30. **Tumble Weed** and rubbish rolls down wind
HAPPY LANDINGS ~ Rod
2015

That's all from your Captain until the next full moon due on 14th March 2025.

Happy Landings

Rod

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Potluck dinner 29th Jan 2025



The flying sisters Tuulianna and Hannariina about to take Oscar Rabbit for a fly.

Links:

Check out our website: <https://www.omarama.com/>

Check out our Facebook Page: <https://www.facebook.com/Omarama.gliding>

Check out our Airfield Calendar: <https://www.omarama.com/general-8> Here you will find flying weeks, course dates and competition dates.

Check out the OGC Planner: [Click here to view the OGC planner](#) See when club gliders are available. You can book on our website or simply text Brian Sharpe on 0272481780.

Join our club WhatsApp group: Omarama Gliding Club ~ All current members can add others to this group. Text your first name to Rod 0274344822 ~ ask and I will join you. Please keep your posts and pics on topic.

Get our weekly email newsletter: <https://www.pilots.omaramaairfield.nz/Pilots/OmaramaMailing>

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