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AGC NEWSLETTER

FROM THE CFI

Thanks to all those who turned up to the preseason brief, it was good to have a bit of interaction over the topics.

For those who couldn't make it, a copy will be placed on the club website under the members section / preseason brief. <https://glidingauckland.co.nz/pre-season-brief/>

Please email cfi@glidingauckland.co.nz to indicate you've read it.

Links to Gopreflight, Avplan and Airnavigation below, these are also in the PDF on the website.

Gopreflight <https://gopreflight.co.nz/app?mode=aero&layers=airspace>

Avplan <https://www.avplan-efb.com/>

Airnavigation <https://airnavigation.aero/en/>

With more rain forecast for tomorrow and the weekend it's unlikely the flour bomb event will go ahead this weekend. We'll see if we can set another date for it, but with the MSC XC course, task week, ATC visits, possible South Island trip etc it might be tricky.

Let's just hope the weather turns for the good soon.

OMARAMA SOARING CENTRE – Ross Gaddes

For those who are interested and not sure how the organisation is arranged I have written a short article to explain how the OSC links into the affairs at Omarama. While I have done some research, I'm new to the organisational aspect of Omarama so I apologise in advance if I've there are some inaccuracies or I have left something out.

I first flew in Omarama in 2005. We made several trips for competitions, mainly, but

later I began to operate a second workshop down there for my company Sailplane Services. We carry out smaller repairs and routine maintenance for around 20 gliders down there. I visit there several times a year (but must admit my flying there of late has been infrequent). For that reason, I have been asked to represent AGC at the Omarama Soaring Centre.

Structure (see <https://www.omaramaairfield.co.nz>)

Omarama Airfield (OAL) is owned by Omarama Airfield Limited, a limited liability company whose equal

shareholders are the Waitaki District Council and the Omarama Soaring Centre Inc. It is a privately owned and operated



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airport. The company, formed in 1988 and incorporated in 1993, is governed by a board of four independent directors, two appointed by each shareholder, and is categorised, under the provisions of the Local Government Act 2002, as a Council Controlled Organisation. An AGC member was chosen as a Council appointee - (Hadleigh Bognuda). Two other glider pilot directors, appointed by the OSC, are Clive Gaddes and Terry Jones who have been with the OSC for 25 and 12 years. The company owns 90ha of land located to the

north of the Omarama township. The runway is zoned as an airport and the OAL is an Airport Authority which has jurisdiction over its land and operations outside of the council. The adjoining land is zoned High Density Residential which means that OAL is sitting on a very valuable land asset. Omarama Airfield sub zones A and B provide for accommodation and airfield support use. All the land is designated for airport use, with the protection of that provided by slope and air noise boundaries.

Omarama Airport Ltd - Income

The main income for running the airfield is from landing charges, a levy on any business that operates off the airfield and leasehold rental fees for hangars and other buildings. This includes a campground and 28 chalets that are built

on OAC's land. This is a reasonable income, however, there is also income that can be made by developing some of the appropriately zoned adjacent land. Initially there were 12 sections and at this stage the OAL has sold 3 of them.

The Omarama Soaring Centre

The OSC is like the Matamata Soaring Centre which also is an incorporated society which is made up of members that are gliding clubs. AGC has shown an interest in Omarama, for many decades. Because of this history we have recently been asked to join the OSC as

there are ideas and changes required to ensure this airfield remains a soaring destination. The camping ground and chalets are run by the OSC and this assists with funding to keep the areas properly maintained, as well as making operational the excellent ablution block.

The Glider Café

The café is an important and integral part of the operation. The building is owned by the OAL, and it is leased to suitable operators. By servicing passerby traffic as well as the gliding community this café has been invaluable. This year it has new management. Now called "The Glider Café" it opens with a soft opening on

labour weekend while it gets its alcohol license sorted. It will be operated by locals Jennie and Simon Hales who have a vision to create a friendly and aviation/community focussed venue. It will provide a great service between 01 Oct and 30 April each year from 9am to 5pm seven days a week.



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History

Initially Bill Walker – a key player with a great vision - went to the mayor and asked to develop the airfield. The mayor agreed, so long as the council didn't have to do anything. They used the Soaring Centre as a vehicle to do the billing/fundraising and deal with all the admin (which also the mayor wanted nothing to do with). A lot of hard work, time and money was spent to get what exists today. Led by some very extraordinary people the goal was to establish an internationally recognised soaring site that could provide a world quality experience for glider pilots. Of course, the airfield also provides for General Aviation, Microlight and Helicopters and has an aviation fuel facility. A commercial sailplane business was operating (in fact initially two were) who was able to provide commercial soaring experiences and an aerotow facility comprising of several tow planes. For many years this provided security to enable pilots, during summer months, to easily obtain a launch with briefings, assistance and even merchandise. The towing was more expensive as it required paid pilots and assistants as well as a margin for the company, Glide Omarama. However, Glide Omarama ceased operations in March 2020 due to unexpected re-licensing issues with the Civil Aviation Authority (CAA), which required the company to undergo new certification processes for adventure aviation. This left a large hole to fill as many tasks performed by GO now needed someone to take them on. The situation

has been evolving with the main player being the resident club, the Omarama Gliding Club. At the time the OGC only owned sailplanes and most members lived away from the area. In fact, now still, many live overseas and only return during the soaring season.

This presents a huge challenge in terms of volunteers, but they have been gradually evolving to suit a changed situation with changed responsibilities. It's fair to say that the evolution has not been smooth and is still in an evolutionary phase.

Another group associated with the Youth Glide movement and aligned with the South Canterbury Club owns and operates a very good winch that provides less expensive launches for its owners. It also allows the OGC to provide launches at a lesser rate than an aerotow. Aerotows have been provided by a variety of aircraft owners through the OGC systems, but this service has been rocky at times and is unsettled. It was always understood that eventually the Club or an entity of some kind would set up with at least two aircraft to provide a secure long-lasting service. Canterbury Gliding Club, who also played a significant part in the airfield development have understandably been focussed on the establishment and operation of their own field in Springfield, so their participation at Omarama is now confined to the holidays mainly. There are still several CGC members who are active at Omarama, but this has declined over the years.



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Current Challenges

The launch facility is a major topic. The current solution is being undertaken by the OAL, who have recently agreed to purchase two aircraft – a Pawnee and a Fatman. There are many reasons for this, but in essence the OAL feel a single provider of the launch services on the airfield is the appropriate way forward towards a sustainable and stable situation. In accordance with GNZ MOAP rules, the OGC is the host club at Omarama, and a MOA is required if another operator wants to operate there. This is a simple agreement on

operation issues. OAL now has setup a scalable towing operation. It's hoped and is likely that launch fees will drop next season 20-25% or so.

This is not satisfying everyone however, and the South Canterbury/Youth Glide groups have contested the OAL decision with a recent motion to remove the current directors. At a recent meeting, their views were not supported by the other members of the OSC. But it was an important opportunity for views to be expressed and noted.

Auckland Gliding Club's Role

I believe that our input is important, and I have our committee's support. Omarama is a unique, international soaring destination that all kiwi pilots should try if they can. It costs more, but it offers awe inspiring soaring that is priceless. I also believe that by introducing our members to the amazing possibilities in the southern sky, it will extend enthusiasm for our home airfield and our local sky. So, I

think this will strengthen our own membership.

It's a huge privilege to have this in our own back yard and we should support it as best as we can.

Ross Gaddes

AGC OSC Representative



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ANOTHER GREAT MID-WEEK DAY ON THE KAIMAI RANGE



Keith, Kevin and Allen commandeered QQ for the day and spent an exhilarating four hours exploring the length of the rugged folds of Piako's home turf on Wednesday.

Numerous Matamata pilots also took to the sky, so the ridge was a busy place. The winds were lighter than last week at approx. 17-20 kts, necessitating flight closer to the ridge.

Keith and Kevin took advantage of 4-5kt thermal activity, climbing to 4,000ft from

their 2,000ft tow. Making it to the ridge, they encountered a double whammy of ridge lift and convergence lines, allowing them to extend out quite far abeam Mt Te Aroha.

Frank and Murray also joined the fray with their sorties along the ridge. FE and AT up to mischief. Further investigations required into those epic flights!



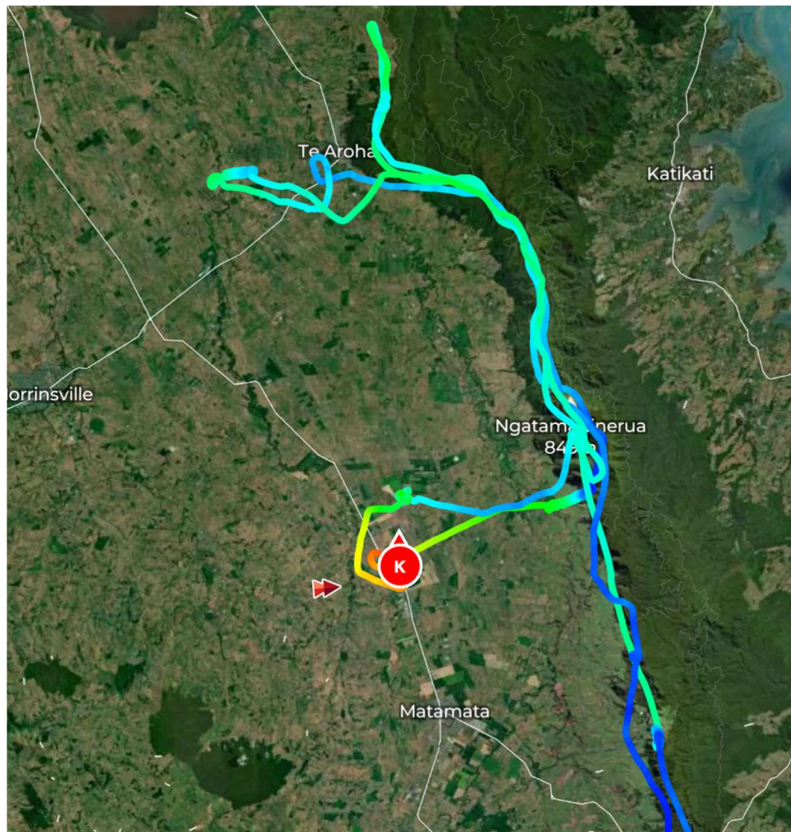
Frank dragging a reluctant FE to the horse



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Keith and Kevin planning their mission



Keith and Kevin's mission on the ridge, note their extension off of Mt Te Aroha!

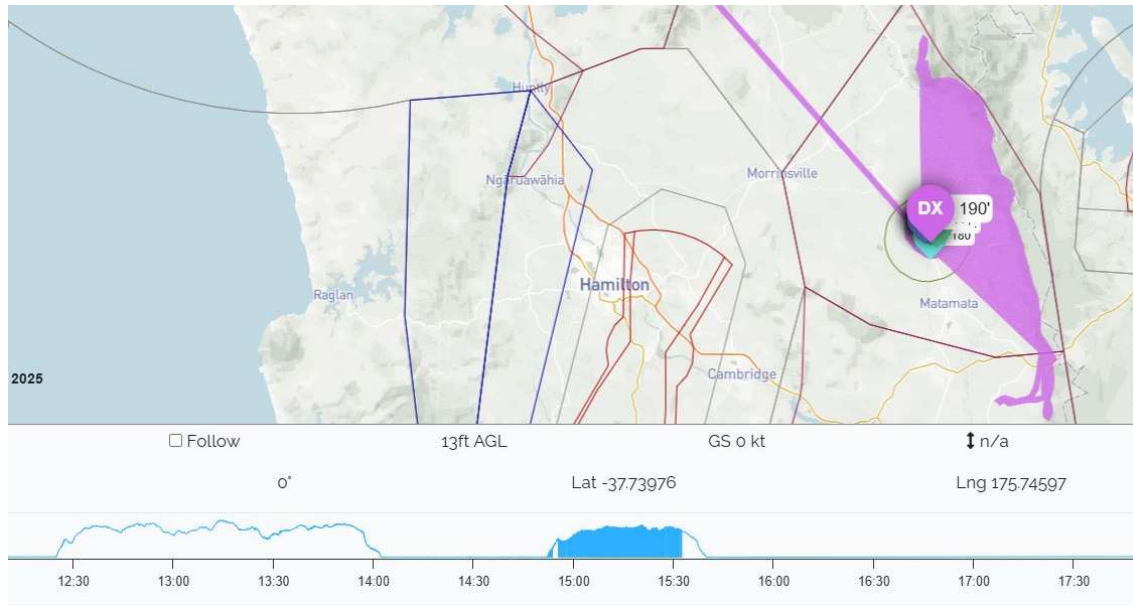


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GLIDER TRACKERS GONE WRONG

A quick reminder about phone trackers [most commonly SeeYou, XCSOAR]. These apps have the ability to send tracking info to the GNZ tracking site. A simple reminder that if you are flying in a club glider and want to use your own phone app

for the trace, please make sure that you have the correct registration enabled and also to turn the tracking off when you land. Here is an example of that not happening. Look at that mess!



DUTY PILOT ROSTER

The following is the duty pilot roster for the next four weeks.

| | |
|-------------------------------------|---|
| 11 th Oct – David Graham | 12 th Oct – Geof Green |
| 18 th Oct – Geoff Gaddes | 19 th Oct – Gerard Robertson |
| 25 th Oct – Ian England | 26 th Oct – Ian O Keefe |
| 1 st Nov – Jonathan Ash | 2 nd Nov – Jason Smith |

UPCOMING SEASON

Summer is kind of coming! The flour bombing most likely won't go ahead due to the masses of rain we've been getting [thus has been taken off of the list below]

The South Island trip also needs more participants! Contact Ross Gaddes if interested [rsgaddes@gmail.com]

| | |
|---|--------------------|
| 22 nd – 30 th Oct | Matamata XC Course |
| 15 th – 16 th Nov | ATC 3 Squadron |
| 17 th – 21 st Nov | MSC Task Week |



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| 22 nd Nov – 7 th Dec | South Island Trip |
| 29 th Nov – 6 th Dec | Northern Regionals |
| 8 th – 12 th Dec | ATC National Camp |
| 15 th – 20 th Dec | Central Plateau Soaring Camp |
| 15 th – 19 th Dec | Youth Glide Matamata Camp |
| 2 nd – 10 th Jan | Club Class Nationals and Auckland Enterprise Competition |
| 31 st Jan – 8 th Feb | Multiclass Nationals |
| 14 th – 23 rd Feb | Central Districts Competition |
| 7 th – 15 th Mar | Grand Prix |

Got something to add? Please send through any contributions, comments or photos to angelie.v.madsen@gmail.com.