



06/11/25

AGC NEWSLETTER

FROM THE CFI

Finally, we got off to a good start last weekend, we have three new members at least already.

The forecast for Saturday and Sunday is looking good at this stage so let's get out there.

The field is still soft but usable with caution and should be good going forward.

There will be some interest in midweek flying, you will receive the midweek flyers WhatsApp link.

I need to remind all pilots that you must have and "Independent Ops" endorsement in your logbook to fly on days when no Instructor is present, you must also let the CFI know of your intent to fly. If there's a group, then we only need to know who's flying so we can monitor the tracker. This is to comply with the GNZ MOAP and to make sure no one is left behind or worse if SAR need to get involved.

Also, if your intent is to fly XC, have your car attached to your trailer and have arranged for someone to pick you up. We do have a policy that someone will come, but best to have it prearranged.

We're trying to get a group of instructors to take on Wednesday ops, once instructors

and tow pilots are sorted, we'll open up the booking system for Wednesdays properly.

Pat had a great flight on Monday, 615km, checkout <https://www.weglide.org/user/5802> hopefully he's written a small piece for the newsletter as well.

Gatmans, who supplied and service our landboss's have gone into liquidation, the orange one has been returned unfixed and will go off to another service agent to get the clutch fixed.

In the meantime, the club car and/or the winch vehicle can be used to supplement towing out, just stay clear of the soft edges please.

The Grey Landboss has a dodgy solenoid so may require multiple turns of the key to get it to engage, we'll get this fixed asap. When cold they both require the key to be turned anticlockwise until the display flashes before attempting to start them, this is to heat the glow plugs.

Regards,

Anton Lawrence

EDITORS NOTE :)

Anton has provided me with the October update for Omarama airfield, of which I

have attached to the end of this newsletter. Because our club is a member



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of the Omarama Soaring Centre, it in our best interest to keep informed about these matters. Also, if you're flying this

weekend, please make note of the aerobatic competition happening just south of Mercer airfield [poster on page 3]

CLEVEDON A&P SHOW DISPLAY – 15 & 16 NOVEMBER

Things are really taking shape for our display!

I visited the showgrounds on Monday to check out the location, and we've secured a fantastic site — right where everyone passes on their way to the main exhibition area. It offers great visibility and good protection for the glider, giving us the best of both worlds.

With over 6,000 people expected to walk past our display, this is a huge opportunity to showcase gliding and attract new members.

We still need more volunteers, especially at 8:30 am and 5:00 pm each day to help with rigging and derigging the glider.

If you can lend a hand for a few hours, please get in touch by emailing secretary@glidingauckland.co.nz

Also, does anyone have a portable gazebo we could borrow for the weekend? It would provide some welcome shade for both the crew and visitors.

An extra bonus is that everyone who helps out will receive one of our limited-edition club T-shirts (pictured below), along with free entry to the A&P Show.





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MERCER MBZ CAUTION

Sat 8th and Sun 9th of November

2025 North Island Akro Fest

Mercer Airport

**AVOID MERCER AIRPORT AND
THE CIRCUIT AREA**

Extensive aerobatic flying will be taking place immediately
to the SOUTH (within the Mercer Airport circuit).

WEATHER DEPENDANT! CHECK NOTAMS

Listen out on 119.20 for aerobatic traffic

If you need to operate at Mercer
Airport, fly a **wide circuit**
clear of the Aerobatic Box



Contact Contest Director (Steve Geard)
for more details:

stevegeard@xtra.co.nz
021351645



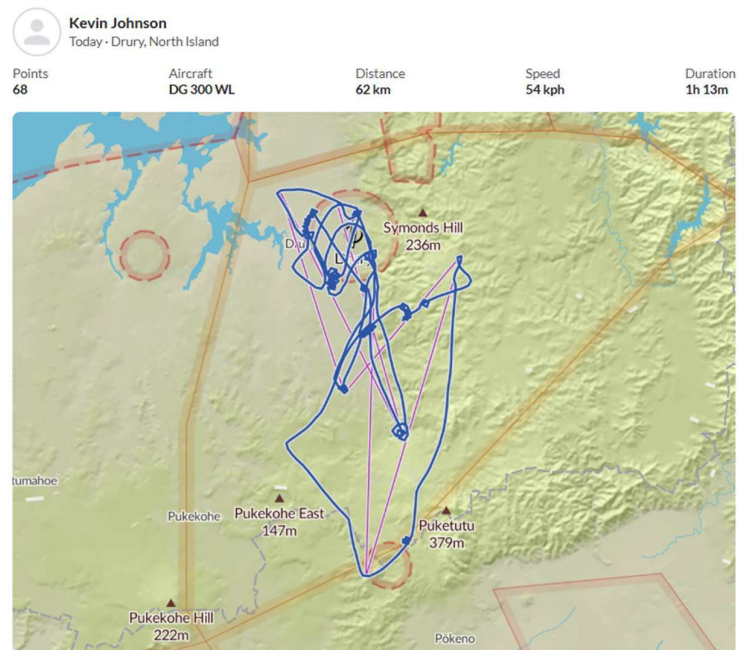


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NEWEST DG CONVERT

Congratulations to Kevin for converting into the DG-303 on Wednesday! He completed his maiden flight in mostly blue conditions, managing to stay up for a

considerable amount of time [trace below!]. I'm sure many more remarkable XC's to come this season!



Kevin's fantastic first flight in LW



Kevin receiving a prelaunch brief from Russell



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DRURY IS THE PLACE TO BE THIS SEASON – Ross Gaddes

A reminder that our club is hosting our annual enterprise comp AND club class nationals this season, starting on 3rd Jan and concluding with a nice evening on 10th Jan.

Last year - if my calcs are right - we did 27500 km of xc flying with many 500km plus flights. This year I'm excited that rumours of World Champion John Coutts competing in Club Class along with a

friend from South Africa as well several top NZ CC pilots are true! Regardless of your experience, having this standard of pilot will make a huge difference to the progress of any pilot's skills.

This event is a chance to showcase our awesome club and the flights that can be had out of Drury. Just look at Pats flight tracks the last few days.

SPECTACULAR START OF SEASON FLIGHTS – Pat Driessen

Another soaring season starts in Auckland after a long and gloomy winter watching the Europeans dashing across the countryside with incredible flights everywhere....how depressing.

Anyway, last weekend we were blessed with a dryish airfield, lovely weather and a hopeful Skysight forecast.....let's go! Saturday looked promising on Skysight down the west coast, but, as happens sometimes, there was a nice looking cloud street going 90 degrees off track, towards Thames....why not.

There was a 15 knot NE at Thames, so not ideal for continuing north up the Coromandel Peninsula, so it was downwind, southbound, taking advantage of the juicy looking cloud streets going my way. On arriving at the northern boundary of Hamiltons airspace, I was relieved to find all systems on the glider working...with the radio clear, transponder transponding and me remembering how they worked....YES!

I have to say we are so spoilt with

Auckland approach and Bay approach.

They are so accommodating with us slow moving, squirrely targets.....as long as you call them before you enter airspace (5km+-) and they know what you're doing, all is sweet.

The further south I went, the higher the cloud base, which is pretty normal. The clouds kept beckoning, and the visibility improved. The km's continued ticking by.....Maungatautari, Wharepapa South, west of Titiraupenga and, eventually, abeam Chateau Tongariro at about 7000ft, the high point of the flight. Time for home! The trip north was fairly uneventful until east of Te kuiti. The satellite image showed what looked like a convergence along the west coast.....so that's the way I went, getting a climb on the northern slopes of Mt Pirongia. The convergence, however, was past it's best and turning to rain. I struggled to within 30 km of Drury before using the engine to climb 1000ft, on to final glide.



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Patrick Driessen

01/11/2025 · Drury, North Island

Points
467

Aircraft
AS 33 Es 18m

Distance
536 km

Speed
95 kph

Duration
6h 3m



And then there was Monday!

I didn't think it was going to be anything special...but....you just never know, and most times it turns out better than you think.

I was the only launch....thanks Fletcher! There was lift locally but looked like a long glide to the next climb....so I called up Auckland approach for a clearance to 4500ft....and just as well, as the next climb wasn't until south of Mercer.

I staggered south taking small climbs until the southern end of the Cambridge hills where there was a 7.5 knot beauty with my name on it.

We are lucky in Auckland because the day starts about an hour ahead of Matamata. Tim Bromhead had launched as I approached the Matamata area and was ahead at Maungatautari mountain.....I

must start using Pure track!

The cloud base was ticking up as expected but, so far, nothing special. By the time we got to the hills west of Lake Taupo cloud base was about 6000ft and promised to be higher a little further south. So, I called Auckland Area radar, who look after that airspace, for a pre-emptive clearance to 7500ft. The controller was obviously not used to talking to gliders and got completely confused, so I was happy to vacate his airspace west of Turangi....phew!

It looked difficult to get to the mountains again (ah la Saturday) but a big, slightly overdeveloped convergence to the east in the direction of the Boyd airstrip looked possible. To be honest, if Tim wasn't there, I would have turned for home here...but...you know how it goes...

A big glide across the Desert road



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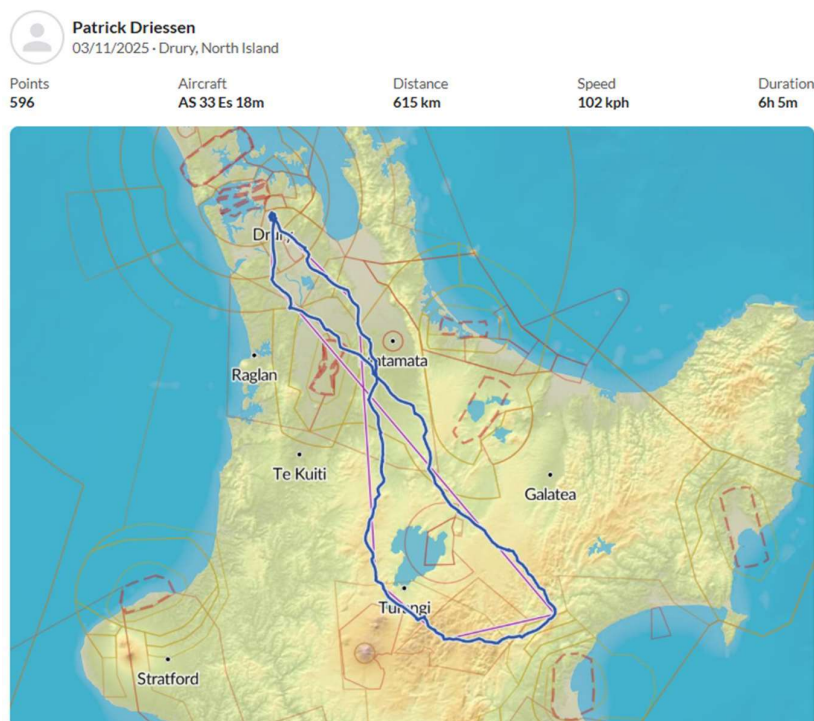
followed, with a bit of scratching around the foothills on the other side. It took a while to get to a safe height to continue east but eventually got to around 6500ft. Right push on. Well, initially, it didn't go so well and then it started to rain. and it actually got quite heavy...but the sink wasn't too bad, so we pressed on...AND...it looked fabulous further on. I had flown off my map about now, but there was limited information on my LX glider device indicating Napier controlled airspace coming up. Calling them, they were most helpful, clearing us up to 9000ft and on track, now towards the northeast to the Te Pohue Saddle ...just east of the Mohaka River. Fabulous country with steep escarpments and, today, a beautiful looking convergence right over the top taking us to the highest point of the flight. King of the world. What to do now?

Well, Tim, initially had the idea to carry on to Lake Waikaremoana, but it was just after 3pm and we aren't even into summer yet....timing was crucial so, hard left turn and set the LX to Drury.....only it said 270km...oh shit!

I have to say I had a pretty good trip north bound, changing lanes (cloud streets) when the need arose, until about the Cambridge hills when it became apparent I would need to go well west of track towards the convergence, to stay airborne.

Here we go again...it was starting to look like my previous flight...same track...same convergence....and maybe the same rain! My luck was in and the rain held off...getting my last weak climb just north of Glen Murray, for an easy glide home.

" Happy Days".....as Tony Timmermans would say.





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DEL BOY TAKES FLIGHT-THE AFTERMATH

The second part of the hang-gliding comedy short from last week!

<https://youtube.com/watch?v=54DWQzxC6e8&si=Zs3ZGr9sk40Nj9iO>



DUTY PILOT ROSTER

8 th Nov – Matt Findlay	9 th Nov – Kevin Johnson
15 th Nov – Paul Walsh	16 th Nov – Matt Kerrigan
22 nd Nov – Peter Himmel	23 rd Nov – Michael Alexander
29 th Nov – Rhys Dinnis	30 th Nov – Ross J Taylor

INSTRUCTOR ROSTER

8 th Nov	John Robertson	Russell Thorne
9 th Nov	Dion Manktelow	Jonathan Cross
15 th Nov	Roy Innes	John Bongrain
16 th Nov	Keith Macy	Nigel McPhee

EVENTS

Summer is here!

15 th – 16 th Nov	ATC 3 Squadron
15 th – 16 th Nov	Clevedon A&P Show
8 th – 25 th Nov	Central Plateau Soaring Comp
17 th – 21 st Nov	MSC Task Week
29 th Nov – 6 th Dec	Northern Regionals
8 th – 12 th Dec	ATC National Camp



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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 :)



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CLASSIFIED ADVERTS

For Sale PW5 ZK-GAT Ph Murray 0275 875 438

Ready to fly. Approx 650 hours with 211 starts. Will have annuals up to Sept 2026.

\$20,000 (Priced to sell) The Works (Everything for airspace, competitions, records)

No Accident History.

Glider, covered trailer, instruments (ASI, Altimeter, Mechanical Vario, Radio (Becker), Compass).

- Trig Transponder TY22,
- ADSB In & Out,
- S100 Vario, (IGC Approved Flight Recorder up to World Records)
- Power Flarm,
- Easy one-man-rig trailer fittings,
- Wing walker,
- Tow out gear,
- Parachute,
- Oudie IGC.

Covered Trailer with friendly fittings

Suspension rubbers replaced Dec 2024.

The PW-5 glider has given me many great flights over the years chasing 13.5m records (I've left a few for the new owner) – but it's time for me to move on to other adventures.





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For Sale Hangars x 2 Ph Murray 0275 875 438

Available NOW!

2 adjacent hangars to be sold at the same time.

Access via southern door in hangar # 1.

Buying both hangar spaces gives exclusive access to one end of the hangar (i.e. no-one has to move your glider, and you don't have to move anyone else's glider).

Hangar # 1 (the first one you see when you come into the airfield) is the one pictured behind the PW-5 canopy.

Power in hangar.

Ph Murray 0275 875 438





OMARAMA AIRFIELD LIMITED

68 Airport Road, Omarama, 9412, New Zealand

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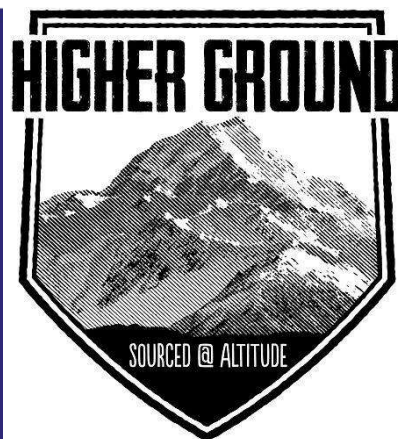
<http://www.omaramaairfield.co.nz>

November 2025

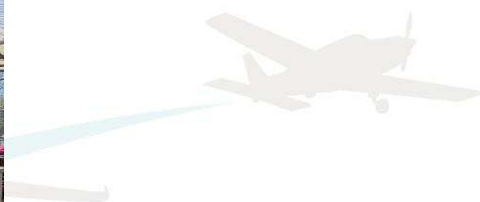
OCTOBER UPDATE for the OMARAMA AIRFIELD .

The Omarama Airfield Limited (OAL) directors have been progressing a number of projects to improve the facilities, amenities and services on the airfield and we will be reporting on these each month so that operators, users and visitors are fully informed. The directors welcome feedback on any of these projects and are open to new ideas and opportunities that will continue to improve the operation and facilities of the airfield.

Reopening of the Airfield Café



We are thrilled to announce that local residents Jennie and Simon Hales have taken a lease on 'The Glider Café' which had a soft opening on the 30th of October. They have been busy getting all the systems and facilities cleaned up and running. Terry and his helpers have worked hard to waterblast, paint and fix up the building and its surrounds and all is set to restore an operational cafe on the airfield. The coffee, food and service is reported as excellent.



Daily Weather Briefings

OAL is pleased to advise that Dan McCormack and his associates have been contracted to provide a daily weather briefing at 10am in the terminal from October to 01 May 2026. This service has commenced and feedback from the initial sessions is positive. Please feel free to reach out to Daniel and/or his helpers to provide feedback about your experience with the service or any ideas you have.

Daily Operational Meetings for Senior Leaders/Managers/Instructors/Tow Pilots.

OAL has contracted the Omarama Gliding Club (OGC) to provide and chair a daily operational and safety meeting for the Chief Tow Pilot, CFI's, senior instructors, launch point controllers, leadership members and/or their authorized delegates from all parties who intend to operate from the airfield on that day. The meeting is held in the terminal building meeting room, or as otherwise advised daily at **9:45am between October 2025 and 01 May 2026.**

The operational and co-ordination outcomes of this meeting will be reported at the start of 10.00am Operational and Weather briefing which should be attended by all parties intending to operate from the airfield on that day.

Terminal Building & General Improvements

There has been a big effort to tidy up the terminal building and get some maintenance items ticked off. Some of these are a work in progress but the list includes:

- All old redundant and broken appliances have been removed.
- The meeting room has been cleaned up and a modern high-tech video conferencing system for general training and conferencing use has been installed.
- A new fridge with ice making and filtered water facilities has been ordered and will be shortly installed.
- All the last decade unused redundant systems and plugs for downloading GPS devices are in the process of being removed.
- Some areas inside and outside of the terminal building have been tidied up and are soon to be repainted.
- The parking area trees have been trimmed and painted.





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Glider Towing

The OAL tow operation commenced on the October 1st under the stewardship of Chief Tow Pilot John Reid (JR) and his onsite towing manager Luca MacGregor. Reports from customers have been very positive and the operation and its billing system have bedded in with very few issues.

Code of Conduct Policy

OAL has recently updated the ethics and code of conduct policy which has been uploaded to the website. All airfield operators, pilots, users and visitors should make themselves familiar with and comply with this policy which is aimed at keeping the airfield a positive and enjoyable place to be.

<https://www.omaramaairfield.co.nz/ethicsandcodeofconduct>

Updated Fees Information

OAL has recently updated the fee policies and uploaded to the website -

<https://www.omaramaairfield.co.nz/fees>

Standard Operating Procedures (SOP)

The Standard Operating Procedures (SOP) document has, following the April 25 workshop, been updated to accommodate the matters raised by users. This is a “living” document which can be amended by OAL at any time.

Airfield users are encouraged to advise OAL of any safety, operational and management issues they identify so they can be discussed and if necessary, the SOP can be amended. The latest update is available on the website –

<https://www.omaramaairfield.co.nz/sop>

Airfield Maintenance

The runway and surrounds have been top dressed and the grid positions for 27 and 09 are to be marked in order to provide certainty as to where the front row of gliders should be.

OAL are continuing to investigate the opportunities to relocate the irrigation bore to provide greater security over the water supply which is essential for maintaining a usable runway.

A significant effort has gone into mowing, rolling, spraying and preparing the runways and grounds for the season.

Upcoming Events

South Island Regionals 14th November (practice day) to 22nd of November 2025.

Omarama airfield User Group Meeting 23rd November 2025.

Omarama Soaring Center Advanced Cross Country Course 12th - 17th January 2026.



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Sections for Sale

OAL has a limited release of Nimbus Drive lots for sale. Three have been sold and the proceeds from these sales provide, after debt reduction, capital for the company which is being used to future proof the airfield and its operations.

More information online at <https://www.realestate.co.nz/42751018/>.

On behalf of the directors Hadleigh Bognuda, Terry Jones, Simon Williamson

Clive Geddes

Chairman

Omarama Airfield Limited

clive@omaramaairfield.co.nz

<http://www.omaramaairfield.co.nz>

