

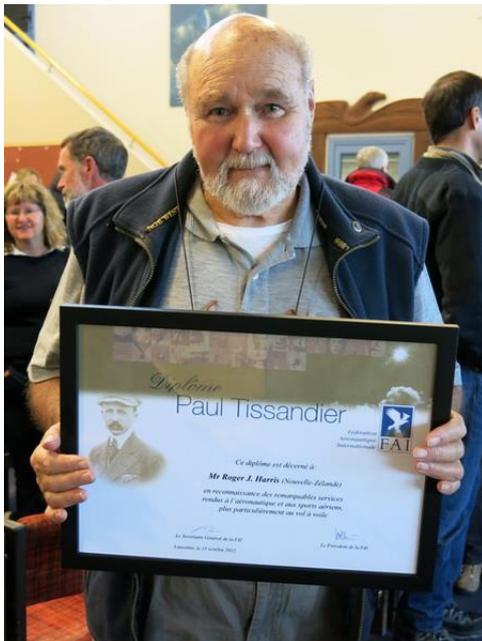


## OMARAMA CLUB NEWSLETTER APRIL 2016

Here we are at the end of yet another soaring season. My own season hardly got underway when my Husband, Bruce, fell and broke his hip on the 27<sup>th</sup> November following which became a very difficult journey only ending when he was finally able to come home on the 14<sup>th</sup> March! As he now requires full time care my priorities are at home with him but I do hope the soaring season was a good one for everyone else.



### Congratulations to Roger Harris on being made an honorary member of the OGC



At the last OGC Annual General Meeting Honorary membership was unanimously bestowed on Roger Harris in recognition of his huge contribution over many years to the Omarama Gliding Club and as it used to be called - The Wigram Aviation Sports Club.

Roger's interest in flying started in his home town of Mildura, Australia. Roger had always wanted to fly and visited Sunraysia Gliding Club in 1960 and as luck would have it, they were running a flying scholarship at the time. Roger won the scholarship

winning free flying to solo and continued his training, in time becoming an instructor. Wanting to learn to power fly Roger joined the Mid Murray Flying Club doing his initial training in a Victa 100hp Air Tourer.

As Roger was already carrying out maintenance on the club gliders they put him forward to attend the Gliding Federation of Australia engineering course in October 1961 which became the start of many years of glider maintenance and it was this skill that started his involvement with the

Wigram Aviation Sports Club doing their maintenance for a while before joining the club in 1970.

Roger first visited NZ in 1964 flying with many NZ gliding clubs as he toured the country and it was following a second visit a few years later he decided to move permanently to Christchurch in 1969 joining the Canterbury Gliding Club and the Canterbury Aero Club to complete his PPL.

Roger gave many hours to instructing, towing and glider maintenance work in NZ over the last 46 years. His voluntary contribution to gliding included crewing for Dick Georgeson, being Contest Director for a number of SI and National contests, Gliding NZ Regional Airworthiness Officer SI, served on the NZGA Airworthiness Technical committee, ran engineering courses, Technical director for Kiwi Glide and the World Gliding Championships Omarama and latterly worked many hours as the National Airworthiness Officer.

Roger has received many accolades evidencing his huge contribution to gliding in NZ including GNZ's top award – the Angus Rose Bowl and was more recently awarded the FAI Paul Tissandier Diploma for outstanding services to gliding. We have been very fortunate to have him as a member of the OGC for so many years.

## Our club membership continues to grow

### NEW MEMBERS - A BIG WELCOME to:

Arnulf Snekvik of Norway and member of the Auckland GC, Tim Austen (President of Youth Glide NZ), Paul Barrett (CGC instructor), Karl Rigden (CGC member) and Jan Walker, who is known to us all.



To new member Karl Rigden who recently completed his QGP, Gold Badge, Diamond Goal and Diamond Height and has started Instructor training! Karl was the recipient of the Darfield High School Gliding Scholarship offered by the Canterbury Gliding Club about ten years ago and has proved to be a very worthwhile recipient and a great asset to gliding.



## Upgrades and Maintenance

A very big programme of upgrading equipment and getting our fleet to the best possible maintained standard has been taking place!!

In addition to glass repair work and touch ups on UO, AD's to be carried out on two of our gliders (expensive!) and general maintenance, we have purchased and installed into GDR - after much debate on best option...

### LX S80

(Report from our CFI)

I have now had a couple of flight in the Ventus with our new LXS80 variometer installed and am very impressed with what I have seen so far.

It has a bright colourful easy to read display which requires very little fiddling with in flight. The gage has 4 needles simultaneously displayed showing the important thermal parameters in the same format on all the normal flight pages.

- The large red needle shows a normal TE Vario rate of climb which is repeated on an excellent completely conventional audio output.
- The red diamond displays the average climb rate for the past 20-30 seconds.
- The green block shows the achieved rate of climb from the commencement of thermaling.
- The Blue triangle is the pilot selectable McCready setting which influences speed to fly commands and final glide calculations



There is also an Orange arc showing the maximum and minimum G values since the last reset.

At its simplest it's possible to local fly in the Waypoint mode set on Omarama without any need to change or select anything in flight. In addition to all the stuff mentioned above you will be able to see you height above the return glideslope to Omarama which automatically adjusts for the wind and McCready settings.

The flight level is constantly displayed which is very useful when wave flying within the GAA's together with the bearing and distance back to OA.

There are lots other features but the neatest is the Flarm mode which automatically sounds an audio call outs if there is a collision risk and switches the display to show nearby traffic colour coded as to altitude. Traffic above is shown in Blue for sky, traffic below is shown in Green for grass and dangerous traffic at your own level is shown in Red.

To my mind this feature alone is worth the installation cost.

There is still some work to do rationalising the customisable information displays and to commissioning the blue tooth transmitter which will transfer data to most PDA's.

It is well worth the time spent to learn how to use our new kit. Read up and enjoy a flight in DR sometime soon. Trevor Mollard, CFI



**Note: The LX S80 manual is available on the OGC web site for members' further reference.**

## MANAPOURI CAMP



It's hard to say how jaw-droppingly beautiful Manapouri is from the air. It's lovely enough from the ground – but seeing it from a glider is truly breath-taking – even if you've seen it before!

On Friday 11<sup>th</sup> March a number of OGC members along with a handful of pilots from other clubs, keen to explore Fiordland, set off for Manapouri.

Bruce Graham, our ever reliable secretary was at the appointed departure point in Omarama bang on time. 8.00 am – UO in tow! Trevor Mollard, our usually (always, ever, except for this one occasion) reliable CFI slept in and departed some time later – DR in tow.

Nigel Davy and myself departed Queenstown later than planned at 10.00ish – ZA in tow.

At circa 10.45am a flotilla of glider trailers (2) was spotted parked outside the Brown Trout Café in Athol – so being members of the same tribe, naturally we pulled in. John Robinson and Pete McKenzie of Alexandra club were found imbibing in their cups of the 1<sup>st</sup> respectable coffee south of Frankton. Shortly to join were GNZ President, Karen Morgan, and the lovely Terry Jones – TF in tow – also down from Omarama and Alex Boyes from OGC. Things were shaping up well.

After checking into the Manapouri Motel – where the dwellings are antiquated, but with an air of bizarre eccentricity, and where the landlady could talk the proverbial hind legs off a donkey, complaining loudly about the cost to the local tax payer of the lovely facility of the Manapouri Airport, we quietly decanted off to said airport to begin our long week-end.

As always the local Aero Club made us feel right at home, allowing us the use of their stunning facilities, snack box and honesty bar (after flying!) Peter – our tow pilot, arrived from Balclutha at 1.00 pm on the dot, and immediately started throwing gliders into the air. With 9 gliders (some sharing, including a couple of area 'famils'), and slightly marginal conditions, this wasn't a day for big record breaking flights.

"A scratch" was how Max Stevens described it – but still managed a good 3+ hours airborne- with remember – a view to die for! It was a day to check out the area, figure out landing options, surrender to the splendour, and just enjoy being somewhere new. The sunset at the Manapouri Motel overlooking the lake was magnificent.

Saturday 12<sup>th</sup> March – boom – everyone was up and ready to have a big trip. It wasn't really the weather for it, but the more capable amongst us were determined to give it a crack. Max stayed airborne the longest and enjoyed a mission to Lake Hauroko. Trevor wasn't far behind in DR – loving the new S80 vario as well as the scenery.

More pilots turned up - Justin & Gillian Wills, CJ and Alex McCaw.

The big happening thing in Manapouri on Saturday was the arrival of a real proper aeroplane – the Friendship – a private charter from Auckland carrying 40+ Americans. Our new found Aero Club friends - who we'd had morning tea with, disappeared at lunchtime and reappeared around 2.30 pm having bounced into their Southland District Council Employee uniforms. Kitted out in fluoro jackets, hard hats and walkie talkies they did look ever so serious, but a big aircraft is a big aircraft. We were all paying attention.

They called from about 20 minutes out – the First Officer had an especially (I have to say female) clear radio voice and Trevor seemed to particularly enjoy the airborne pilot to pilot comms!

We were all safely on the ground when she (the aircraft!) arrived and a few of us wandered over to have a look see at this beautiful old bird - very 1950s, and lovely accommodating staff. We're not sure if the Americans knew what was going on, and we didn't really care! We were being all aeronautical fraternity and that was that!



Saturday night at the Manapouri Motel was nothing short of a miracle. 18 people required feeding and somehow the boys on the BBQ pulled it off. I'm sure some other work was done by the girls, but I do know none of it was done by me!

How amazing. To have had two days of flying in one of the most beautiful spots in the world (really, truly) and then to have a community of 17 other buddies to enjoy the after match party with, all fed and watered, stress free and under control. That's right up there with the feeding of the 5000 in my world☺ A wonderful night!

Sunday was for the staunchest - those most determined to eke out every last moment of this fabulous week-end. After wiping down the wings from the night's rainfall, the longest flight was about 25 minutes. Still, it was one last glance of paradise before packing down and receding back to our own versions of normal life. And at a tow rate of circa \$30 per tow, well, it just had to be done!

What an amazing week-end. Both club gliders were well utilised at a time when they were unlikely to have been flown in Omarama. UO in particular flew 2 – 3 times on all three days, and Trevor had a really good opportunity to test drive the new vario in DR. A great way and time of year to see another part of our beautiful country! For members interested in branching out, I can't recommend this week-end enough! Where are we going next year?

Sheena

## YOUTH SOARING DEVELOPMENT CAMP 2016



The Omarama Gliding Club has supported the YSDC, for all of its annual camps so far, providing gliders and instructors. This camp will be remembered for the many outstanding achievements and fun time had by all. 24 young pilots attended plus there were a few “honorary youth” flying alongside the camp. There were 15 gliders and 5 tow planes from clubs and private owners and 20 adults helped with all the towing, instructing and general ground tasks that support the camp.

Total hours flown in gliders was 360 off 347 launches with flying achieved every day.

Achievements included 6 First Solos, 4 A Certs, 2 B Certs, 2 QGPs, 3 Silver Badges, 3 Gold Badges, 3 Diamond Distances, 4 Diamond Heights, 17 new type conversions, many new Official Observer ratings and oxygen ratings. Another highlight was to have 6 young ladies flying at the camp hopefully increasing this number for future camps.

A huge WELL DONE to all involved in making the camp the great success it was.



## FROM THE ANNUAL GENERAL MEETING

**OGC Membership fees are to increase from \$225 to \$230 effective from the 1<sup>st</sup> July 2016.** (GNZ Affiliation fees and Soaring NZ Magazine subscriptions are additional).

Our membership fee, if not the cheapest gliding club in NZ to belong to, remains among the bottom few.

**Flying fees** - Broad discussion on all aspects of email correspondence on flying fees and the need to keep things as simple as possible concluded as follows

- Motion to increase the hourly rate on each glider by \$5 per hour – effective date 1 July 2016
- Motion to convert cap on maximum hours charged for 12 months+ members to 4.5 hours – effective date 1 July 2016
- Motion to increase pre-paid scheme to \$1600 for 40 hours flying for a 12 month period – effective from next date of renewal from today’s date.
- \$20 surcharge for prepaid OU flights dropped. Daily cap on UO not available to pre-pay pilots – immediate effect to counter the effect of dropping \$20 surcharge.

- Where 2 members are flying UO together, split of charges needs to be clearly identified on flying sheets. If not Pilot in Command will be responsible for full charge.
- All trial flight requests to be referred to GO and this to be written into Flying Fees document, although it is not the intention to exclude appropriately qualified OGC members from flying with friends.

## REMINDERS

If you wish to have a flying event or camp at Omarama (particularly in the case where non-members of the OGC are participating using OGC gliders) it is important to seek the permission of the Executive in the first instance before booking the club gliders – the same criteria that is in place when wanting to take club gliders to away camps.

A reminder to Pilots sharing their DUO flying that the Pre-paid scheme is only to be used for their own personal flying. Pax and co-pilots must pay for half the cost of the flight with the exception of family members.

Under the current booking rules public holidays such as Waitangi weekend, Easter, Labour weekend, and Christchurch Show weekend cannot be booked online with glider allocations being made on the day following the 10am TB briefing however it would be a good idea to put your interest in flying club gliders over these weekends on the online booking calendar so members can see the level of interest. Although these long weekends tend to be popular, demand is able to be satisfied subject to WX of course.

**HAVE A GREAT WINTER**

