

Omarama Soaring Centre (Inc.)

Local Rules updated for 2014/15 **(MUST READ!!)**

Welcome to the Omarama Soaring Centre and the Mackenzie Basin

What you see and enjoy at Omarama is the result of years of hard work and literally hundreds of thousand of dollars. In order for you to appreciate what is here and to leave it for others to enjoy, we ask that you follow some sensible and reasonable rules.

Protect our visitors and facilities

- Drive slowly and carefully, and watch out for pedestrians, particularly small children. Driving slowly also reduces the dust.
- Grass is precious. Do not drive on any grassed areas unless it is absolutely necessary.
- Use the tie-down areas provided and park your trailers in the trailer park. Only chalet owners may tie down in front of the chalet areas. Please clearly mark or remove your pickets so that people cannot drive into them or fall over them.
- Dogs – the airfield company requires all dogs on airfield property to be under control, that is on a leash or otherwise constrained in a vehicle and dogs are totally excluded from the airfield owned buildings, aircraft operational areas (runway, hangars and tie down areas) and the campground.

Campground

- You are welcome to camp in the campground on the airfield.
- Please register at the camp kitchen – and don't forget to pay your fees before leaving!
- Please be considerate of other users and don't be noisy late at night or early in the morning.

Flying

- Attend a briefing with an appropriate person before your first launch at the site (Contest Director, ROO, local CFI or commercial operator as appropriate). Read and understand the 'Omarama Landout Protocol' (attached).
- Briefings covering weather and planned activity will be at 10am daily.
- No flying under 2,400 ft QNH (1,000 ft above ground) over the town of Omarama.
- Carry the latest airspace maps and be familiar with their contents – breaching airspace leads to severe penalties.
- **KEEP A GOOD LOOKOUT AT ALL TIMES. The use of FLARM is highly recommended (FLARM is compulsory for the Multi-Class Nationals from January 2015 onwards).**

Grid and launch procedures

- Park all vehicles off the grid area. When launching from the east (runway 27), park all vehicles against the fence, to the east of the first trees. Launch will not commence if vehicles or gliders are parked unsafely.
- If you have to abort a launch, you will be removed from the runway and relaunched when convenient or safe.
- Non-contest launches will not be permitted during launching of competition aircraft and normally during the period of finishes. The Contest Director has discretion to approve individual requests during these periods.

Radio procedure

- Tows and circuits on 119.1 MHz.
- You must monitor 133.55 MHz at all times unless you are in controlled airspace, MBZ or aerodrome locale. 'Ops normal' calls are not required if you have a functioning SPOT tracker.
- Our repeater radio allows gliders to be heard from long distances on 133.55 MHz, and local gliders can often relay calls.
- You may advise of landouts and retrieve requests by radio, however if your instructions are unclear we may ask for confirmation by telephone.
- If you are in the Mt Cook MBZ, stay on 118.6 MHz and make position reports every 15 minutes if you are below 12,500 feet QNH.

Landing

- Outside of competitions, circuits are flown left hand to runway 09 and right hand to runway 27 (ie. both are on the side away from the town).
- Avoid overflying buildings and the campground at low levels.
- After landing, when it is safe to do so, steer the glider to the edge of the runway to leave the runway clear (preferably steer to the southern edge).
- Do not taxi across the shingle road into tie-downs or hangar areas, or into the area between the fuel pump and the two north-western chalets (as this is a public area).
- After landing, move your glider as soon as possible.

Retrieves

- We need your call sign, lat/long (in degrees, minutes and **decimal minutes** – write this down for reference before you phone us), and retrieve desired.
- If a road retrieve is requested, and you don't have crew, we will try to arrange it, but expect delays. Remember, your retrieve is your responsibility.
- If you contact your crew directly, your crew must not leave on the retrieve without notifying the retrieve organiser (we don't want to waste time looking for you or sending a second retrieve team).
- If you want us to organise a crew, please tell us where your car, keys and trailer are. It helps to have your two-letter glider rego on your trailer and on your car windscreen.
- **Observe the attached Omarama Landout Protocol.**

When competition are on

- The Competition Director is the controlling authority for all glider activities during the event.
- Competition briefings and the organisation will be based in the terminal building.
- The turnpoint database and airspace files may be downloaded from the GNZ website.
- **You must carry a functioning SPOT tracker on all competition flights.**
- There will be a **compulsory briefing** for all competitors before practice day launch.
- Gliders must grid by the time advised at briefing. Be prepared to launch at any time from announced launch time. Late pilots will have their gliders removed to the back of the grid.
- Start opening for each competition class will be announced on 119.1 and 133.55 MHz.
- The start procedure will be detailed at briefing.
- Call 'Omarama Base' with your start time on 133.55 MHz within 30 minutes of starting.
- Cloud flying during the competition will not be permitted.
- Call your finish on 119.1 MHz at **5 miles** out (eg "Yankee Romeo 5 miles"). We will advise you of wind, runway in use and known traffic. At **1 mile**, call Omarama Traffic on 119.1 MHz to advise circuit intentions.
- During competitions, to separate finishers and landing aircraft when a fly-through finish line at the airfield is used, both circuits will be right hand (that is from the town side for 09). Be aware that non-competition traffic may use conventional circuits at any time. See attached diagram.
- If flying through the finish line, use the finish corridor shown on the circuit diagram and fly through on the northern side of the mown runway. Do not overfly the mown runway when finishing. **Minimum height for a fly-through finish is 100 feet above the ground.**
- You can land through the finish line.
- Aerotow retrieves are at the discretion of the Contest Director. Once a retrieve aircraft is launched, all costs are to the glider pilot even if a retrieve is aborted for any reason.
- Download your GPS as soon as possible after returning to the airfield, preferably within 30 minutes. (If you have unusual GPS cables or software, please bring your own.)
- If you aren't sure of anything, ask!

Enjoy your visit to Omarama!!

Max Stevens
President, Omarama Soaring Centre
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