

## MAY 2008 OMARAMA GLIDING CLUB NEWSLETTER



Hope you enjoyed learning about the unique history of the Omarama Gliding Club through the recent article in the Soaring NZ magazine article. It was a pity there was a 1,000 word limit but there will be no such restrictions when we celebrate the club's 50<sup>th</sup> Anniversary in 2011!



Congratulations to our webmaster, Steve Green, who tied the knot on 22<sup>nd</sup> February to Carina Williams at a marriage ceremony held on Le Bons Bay beach, Banks Peninsula, where Carina's family had been early settlers. Carina made her entrance by arriving on her Father's blue tractor – a dream held since childhood. Carina has braved flying with Steve in a Cherokee but has yet to be convinced to try gliding. We pass on our best wishes to you both and wish you much happiness in your future life together.

Congratulations to 'CJ' (Callum McCaw) and his Wife, Alex, who have a new arrival in their lives – a baby boy called Fin. Bet CJ won't be able to resist buying Fin some aviation themed toys! We hear on the grapevine CJ has a new toy of his own and has joined the ranks of the "private owners". Have fun!

Congratulations - to Toby Read whose recent 50k has completed his Silver "C" Badge.

And more congratulations to Toby – on being the first winner of the Youth Glide Canterbury trophy, the '*Steve Fossett Memorial Trophy*' as the most outstanding Youth Glide Canterbury pilot. Toby is an outstanding popular role model for Youth Glide Canterbury members who are following in his footsteps. We are proud of you Toby.



Toby being presented with the Steve Fossett Memorial Trophy by Terry Delore

For those of you not yet aware Youth Glide Canterbury has been established under the umbrella of the Canterbury Gliding Club. This wonderful group of young people are mentored and for the most part trained by Roger Read. A Single Astir (MQ) has been purchased for their use which is really exciting and it is great to see these young people achieving their first single seat rating.

**New Members - A REALLY BIG WELCOME to**

Mark King of Australia

Mark has been a glider pilot since 1977 and a PPL since 1979. Mark has visited Omarama for the past three years and likes it so much we are obviously going to see more of him in the future.

Just a reminder here while I think about it - every OGC member should have their own OGC web-site log-in. If you have forgotten yours or think you never received one send an email to: [steve.green@emda.co.nz](mailto:steve.green@emda.co.nz).



**Our gliders are playing hide and seek!!**

WC (LS6) has now been based at Hororata for the winter. Canterbury Gliding Club fly most weekends subject to weather so if you are looking to do some flying over winter and want to try somewhere new do come to Hororata (about 40 minutes drive west from Christchurch).

The DUO is currently in Methven for annuals and a polish up. It will head down south when someone is available to tow it back down.

YF (Discus) is at Omarama but check first as our southern based members may have taken it to Alexandra.

**Important information regarding insurance cover on the club owned trailers.**

While on the subject of club equipment we received an account for \$1,733.13 for insurance cover on our three glider trailers. Shopping around has reduced this to \$1,038.27 – a significant saving

of \$694.86 annually for the club but everyone who uses OGC trailers needs to be aware the following excesses apply.

The standard excess is \$100 - *plus*

An additional excess \$450 for drivers between 21 and under 25 years = \$550 excess.

An additional excess of \$700 for drivers under 21 = \$800 excess

and an additional excess of \$700 if the driver or person in charge has not held a current full NZ drivers licence for all of the preceding 12 months = \$1,500 excess.

The driver of the vehicle will be responsible for any excess applicable in the case of an “at fault” accident. (*When the accident is the fault of the third party and liability is accepted by them or their insurer the excess can be claimed back from them or their insurers*). Make sure if you request a retrieve you have arrived at an understanding with the driver especially if they are young drivers. They need to know that in addition to under-age excesses which, in all probability applies to the vehicle they are driving, there is an under-age excess applicable to the glider trailer as well.



**Pre flight inspection watch point.** *When doing a brake inspection on the LS6 - check wind is not blowing on the back blade which can bend inwards when fully opened causing the front blade to clash down on the back blade when lowered preventing the brakes from being able to be closed and creating the possibility of damage being caused.*

### **Final check**

Don't forget to turn off the oxygen both at the bottle AND the EDS unit. Recently an EDS system (*not ours*) was found to have been left *ON* causing corrosion to the battery!



**Emergency Hints** - While we all hope we will never experience problems it is always important to be prepared as we fly in a very inhospitable area should the unthinkable happen. The club has equipped our three gliders with “up to the minute” emergency personal locator beacons to give our members the best possible chance of being found as soon as possible and living to tell the tale!

Here's some useful information for you to know. The GME MT410 beacon will deliver best performance where there is a clear view of the sky. The beacon should be deployed in an upright position with the wire antenna vertical and well clear of any surrounding obstructions such as trees or rocks. In adverse weather conditions use any available props around the base of the beacon to ensure it will not topple over eg rocks, earth etc. Where on-person operation is unavoidable choose an elevated position that also achieves good local clearance around the vertical wire antenna. Deploying the beacon within an enclosure, particularly one which is electrically conductive may mean that it cannot be detected by rescue satellites or over-flying aircraft. If you

find yourself in a narrow valley or ravine, you can greatly increase the chances of your beacon signal being detected by placing it on higher ground.

Once the beacon has been activated, leave it switched on. A continuous signal is needed for Rescue Authorities to determine your location.

By the way - do you carry an emergency kit? I do! In a small zip up bag I have the following:

- A body heat preserving "space" blanket
- A Leatherman (multi purpose tool) - second hand from 'Cash Converters'
- Plastic pickets bound with lightweight rope
- Strong tape for sticking broken pieces together for cold minimization or protection
- Small Torch with bright light - night illumination or signaling.
- A lighter
- The list of land out airstrip owners contact phone numbers
- A few bars of wrapped chocolate coated apricot muesli bars. These only get eaten at the end of the season!

No doubt this list could be expanded on (space in the bag/glider permitting).

**The final important pre-take off check is to ensure the Emergency locator beacon is handy as it needs to be manually activated.**

***KEEP WARM AND MAKE THE MOST OF THE JOYS OF WINTER***

***YVONNE***

