

OMARAMA CLUB NEWSLETTER JUNE 2015



As I write this newsletter snow has fallen with several roads and passes closed, skiers are going around with big smiles on their faces and the majority of the population are simply doing their best to stay warm.



From the Gliding New Zealand Conference

Graham Erikson represented the Omarama Gliding Club as delegate to the recently held Gliding New Zealand Conference and AGM in addition to carrying out his role as the South Island Regional Operations Officer (Roo). *Thanks Graham. (Sheena had another commitment that weekend and my Husband, Bruce, was recovering from a heart attack).*

One of the most important issues facing Gliding New Zealand currently is funding their operation based on the current method of the Affiliation fee per flying adult which is no longer meeting today's costs with slightly falling membership, a reduction in free voluntary work and the effect of inflation. Based on GNZ raising \$110,000 (plus GST) as a starting point, widening the base of fee collection is being looked into including charging for club audits of say \$500 per club per 3 yearly audit, charges applied to Engineers/maintenance or the preferred option of charging each glider owner. In the case of the Omarama Gliding Club the suggested changes financially would look like this:

Based on 31 flying members with 3 club gliders

Per person \$85.00 = \$2,635 (plus GST)

Per glider \$122.00 = \$366.00 (plus GST)

1/3 of 3 yearly audit - \$167.00 (plus GST)

Total \$3,168.00 (plus GST)

With concerns relating to the continuation of the \$15,000 from SPAC now being contestable and the NZ Aviation Federation dividend being also under review, the GNZ Executive asked the AGM for the Executive to be given a mandate to explore a new funding model based on charges per glider and club as well as per flying member in order to more fairly reflect the fall of costs and time spent by GNZ personnel. *This Remit was agreed to.*

IMPORTANT TO NOTE: GNZ Affiliation fees have been increased to \$120.00 per year (up from \$110.00) effective from the 31st October 2015 so this increase will be included in your new financial year membership renewal 1st July 2015.

MEMBERSHIP RENEWALS: You will shortly be receiving your membership renewals which will be sent out by Sally via email. Please pay promptly. If you do not wish to renew your subscription please advise via email to bruceandstell@xtra.co.nz. Please be aware you will be liable for all expenses incurred on your behalf if you do not formally resign such as Gliding NZ affiliation fee and SoaringNZ magazine issues.

New Members - A BIG WELCOME TO – Malcolm Wright who is moving from the Taupo Gliding Club to take up permanent residence at Twizel and is the owner of Discus Xray-November which most of you will remember being previously owned by Max Stevens.



Andrew Whiteside, who has power flying experience and now wants to get into gliding.

WHAT IS HAPPENING?

DR (Ventus 2) is now based at Springfield for the winter months. If you haven't flown at Springfield here is your opportunity to give it a try.

In addition the Canterbury Gliding Club has just taken delivery of their new tow plane – a Turbo Dynamic which will provide efficient and low cost towing.



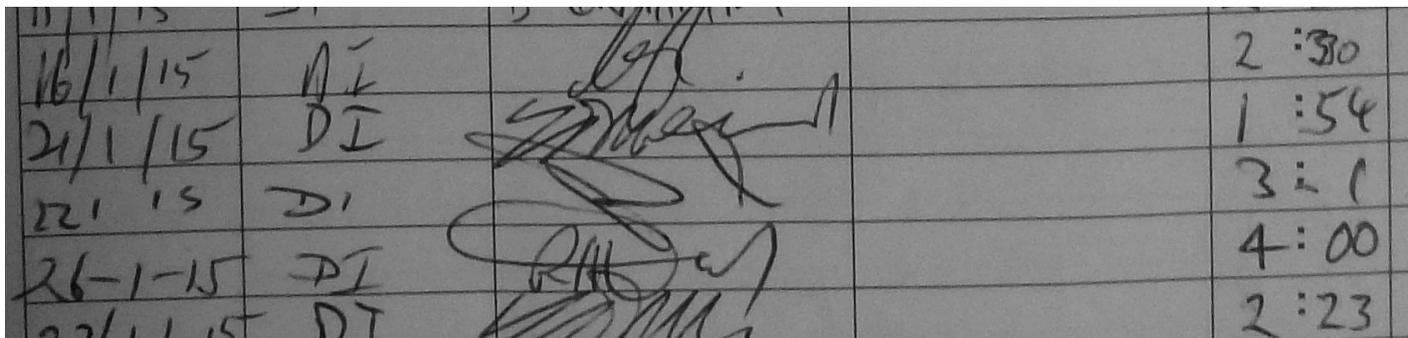
DUO UO and Discus 2b ZS are at Omarama and available for flying.

TROUBLE SHOOTING



Oh dear! We do need to improve the correlation between the yellow DI books and the timesheets which is described as “poor”. There are flights recorded on the timesheets that are not recorded in the DI book and visa versa. *Thanks to Jyri for taking the time to sort through the anomalies.* Please ensure you sign off the DI in the yellow book as well as completing the flight details on the timesheets.

Someone signed out the DI book for a 3hr.10min flight carried out in UO on the 22nd January 2015 but forgot to put this flight onto the timesheet! Very unhelpful is the fact that the signature is undecipherable! Enquiries are in progress but if you recognise this signature as yours please contact loaders@clear.net.nz.



16/1/15	DI	[Illegible Signature]	2:30
21/1/15	DI	[Illegible Signature]	1:54
22/1/15	DI	[Illegible Signature]	3:11
26-1-15	DI	[Illegible Signature]	4:00
27/1/15	DI	[Illegible Signature]	2:23

To eliminate such occurrences in future all DI sign offs are to be with names printed clearly. Hopefully we will be able to get the information required to be able to charge this flight but if not it is a loss of income to the club which affects us all.

UO's port cylinder was left open losing the entire oxygen content at a cost of \$4.20 per 100psi. Remember to close ALL oxygen bottles when leaving the glider. All the valves close clockwise so stop to think before closing UO's bottles. Also don't squeeze the valve closed with all your might - a gentle closing will do it.

Except for the things we pay to have done, the CLUB cannot do anything - only MEMBERS can. So if you expect the CLUB to do something YOU could do yourself consider volunteering to do it.



SOME LIGHT WINTER READING FOR YOUR AMUSEMENT

I have been going through cleaning out my filing cabinets and came across this article which was apparently found in a map pocket of an old 2-22 dated 1954)

DESIDERATA

“Go placidly amid the noise of the tow planes and remember what peace there is in the silence at 5,000 feet. As far as possible, without surrender, be on good terms with the tow pilot. Speak your truth quietly and clearly; and listen to others, even the dull and ignorant; they too have their good flights. Avoid loud and aggressive persons, they are vexations when you are preparing to fly. If you compare yourself to others you may become vain or bitter, for there always will be novices or diamond pilots around. Enjoy your achievements as well as your plans, keep trying for that next badge leg. Exercise caution in competition for contest pilots are full of trickery but let this not blind you to what virtue there is; many pilots striving for high altitude get help from others already in lift. Be yourself. Especially do not feign affectation. Neither be cynical about lift; for in the face of sink and poor landing areas, it is perennial as the grass. Take kindly the counsel of the years - gracefully surrendering the things of youth. Let the younger club members push the gliders to the flight line. Nurture strength of spirit to shield you when lift fails. But do not distress yourself with poor forecasts, many fears are born of fatigue and loneliness in the cockpit. Beyond a wholesome discipline, be gentle with the controls. You are a child of the universe, no less than the power pilots and jet jockeys; you have a right to some air space. And whether or not it is clear to you, no doubt the universe is unfolding as it should. Therefore, be at peace with the CFI whatever you conceive him to be, and whatever your labours and aspirations this season, in the noisy confusion of the hangar or on the flight line, keep peace with your fellow pilots. With all its sham, drudgery and broken dreams, it is still a beautiful sport. Be careful. Soar to be happy”.



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YVONNE