

OMARAMA GLIDING CLUB

End of year 2008 Newsletter



Congratulations to Hugh Turner for achieving his CPL(G)

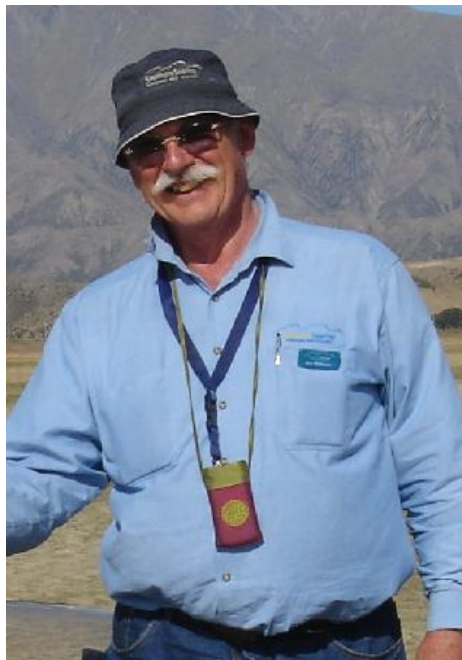


Hugh took time out during an Omarama winter to complete a Commercial Pilot's Licence (Gliding).

With a longstanding Gold C he was able to claim the GNZ/CAANZ accord for equivalency in some of the papers, add a flight test, complete the usual requirements of Class 1 medical, Fit & Proper Person and Language Assessments to complete the licence.

(Hugh has written a detailed article for Soaring NZ)

Congratulations to Don Mallinson on achieving his Class two Engineers rating



As a Class two engineer Don is now qualified to check gliders after wheel ups, heavy landings plus heaps more.

Don will only be working for Southern Soaring during the weekends so will be free to fly with members mid week and attend to our fleet maintenance issues.

(All maintenance issues are to be referred to Don in the first instance please).

Members News



Guess who has had a "**BIG**" birthday?

Just look at that "glider" cake will you with strawberries, grapes and lolly aeroplanes on it!!

Our immediate Past President and current CFI, Phil Plane, celebrated his 50th birthday at the Kahu Café on the 21st November with around 35 of his flying friends there to ensure he had a jolly good time and had assistance to devour that cake!

Thanks to Hugh who organized the "surprise" birthday party – it was a great occasion and we felt very privileged to join in celebrating such an important milestone. Thanks to Dagmar who made the cake and cooked a delicious dinner.

Phil's face says it all!!

The best news has to be seeing Coutsie down at Omarama flying his Cobra. As you will remember Coutsie hasn't had the best of years' health wise and it is really wonderful to see him back enjoying his gliding again.

Toby had a special day on the 8th November ...he took his Mum for a fly as his first passenger with Dad towing... a family affair!



New member - a BIG welcome to

Oliver Winkler. Oliver is from Germany and learnt to glide there but loves New Zealand and has been based in Canterbury for the past year or so flying with the Canterbury club. Oliver is a computer expert.

S.I Regional contest

The Omarama Gliding Club was well represented at the S.I. Regionals held at Omarama in November. OGC Club members competing were:



Trevor Mollard and Richard Hanschu in the DUO
and
Chris Streat in the LS6c 18m



(Both competed in the Open Class)

Other open class competitors were:

David Speight (with Yvonne Loader in the back seat) – ASH25M,

Theo Newfield and Alan Holgate-ASH25M and Jerry O'Neill-DG808B

15 metre Standard class:

Rangi de Abaffy-LS4A and Callum (CJ) McCaw-LS6C.

10 members in total! That is pretty fantastic for a small club!! Best placing was Theo and Alan who made 3rd placing in the open class but we all had a great time and good flights over the five out of the six days contest days flown. There were a few land outs but we won't mention those!! Also thanks to long time OGC member, Roger Harris, who launched us into the air.



OGC Members photographed during the SI Regionals

From left Eion Coutts, Callum (CJ) McCaw, Trevor Mollard, Rangi de Abaffy, Theo Newfield, David Speight,
Oliver Winkler, Jenny Wilkinson, Yvonne Loader

JERRY'S ADVANCED X-C COURSE

Over 17 gliders participated, coming from as far afield as Nelson and Blenheim down to Queenstown, which illustrates the popularity of this annually held course. Four club gliders attended - the rest were private owners who thoroughly enjoyed just flying with others in a relaxed atmosphere while growing their X-C experience or helping others. There are experienced pilots like Jerry O'Neill and Ivan Evans who willingly shepherd the not so experienced around the Omarama skies. Generally speaking the group broke into groups of four gliders who flew together and helped each other. **Three participants achieved their first 300KM flight** - one of these being Don Howard. OGC members who participated were Oliver Winkler flying YF, Yvonne flew WC - private owners included CJ and Jenny Wilkinson and of course Jerry. The first day we trekked off to visit critical air strips and while we were returning through the Lindis Pass Brian Savage, towing his glider up from Queensland, unbeknown to him, joined the X-C course before he realized it! Daily flying is preceded by lectures and briefings. Jerry runs two courses – an introduction to X-C flying at Hororata in the spring time and the advanced course the week prior to the S.I Regional Contest open to all.

TOWING DISCOUNTS AVAILABLE

We applaud the move by Southern Soaring and Glide Omarama to offer pre-paid or bulk towing discounts which will result in tow cost savings to our members.

Southern Soaring offers a free tow to 2,000ft AGL after taking ten tows. The main proviso is that Pilots must accumulate the ten tows within a two-season period (just five tows per season), otherwise the credits are wiped (they cannot be transferred forward to another season). All pilots need to do is have an account with Southern Soaring.

Glide Omarama have not responded to our two requests for details but Mandy did tell me discounts were available so check with them next time you are at Omarama.

GLIDER TRAILERS

Just a reminder under-age driver excesses do apply and the driver of the vehicle is responsible for paying any excess.

When putting the Discus CS in the trailer the winglets have to come off and the rounded end wing tips must be fitted **otherwise the glider is not secure in the trailer**. The rounded end tips have been put in the trailer – please ensure they are there before setting out on a retrieve.

It is important to note the bigger DUO Cobra trailer works differently to the smaller single seat Cobra trailer. The rear jacks MUST be used and the angle of the rear door needs to be closer to a 45 degree angle - not straight up and down. Check the angle – if it is not correct the fuselage of the DUO on roll out will connect with the trailer and cause damage. If you are unsure please seek advice.

TECHNO STUFF



Many thanks to Richard Hanschu who spent quite a bit of time sorting out initial problems with our newly installed Flarms – work is still in progress on the DUO but hopefully WC and YF are now working.

All tow out gear has been standardised to 50mm ball size.

Yankee Foxtrot. The Discus CS has a new battery box behind the seat. It works well once you have worked out how they both fit in. (**A plea from Don – please do not pull on the wires when disconnecting battery attachments**).

Whiskey Charlie – It is important with the set up to use two batteries and that both are plugged in. Unattached connections could short on surrounding metal and cause a fire.

We are working on making improvements to the Volkslogger connection but in the interim it is important to ensure you plug it in at the correct (very odd!) angle otherwise it just blows a fuse. "Line up" lines has been drawn on each connecting piece but is not likely to last long.

From personal experience the air brake blades on WC do not like a back wind when checking the brakes. It can cause the back blade to bend and you end up with a very jammed up air brake system that needs an Engineer to sort out!

WC has a water collecting system under the seat pan. When this gets full the water splashes up wetting the parachute which then needs to be checked and re-packed. There is a simple suction pump available to remove the water. It is worth knowing about!!

WC air bags need burping and it is recommended that the air be sucked out through the hose before filling.

Important information on Water Ballast. Never 100% fill tail water in any glider. If it freezes, the water has no where to expand. 80% full max in freezing conditions. 10% meths = -5 deg freeze, 20% meths = - 10 deg freeze approx (thanks Richard!), but still don't fill over 80%. Meths helps prevent the tail being full on landing after wings jettison water, because the tail has a smaller hole that freezes more easily than the wings.

A warning from Don that when entering the glider with a parachute on do not lean back and slide down as the spring loaded pack springs on the Strong parachutes (the full sized red ones) open on the back. *Please lean forward*.

Remember an important part of the DI is to check that the ELB is in the glider and when you finish your flight to write your flight times in the DI book and on the timesheets noting any oxygen you have used.

Reminder: Omarama Gliding Club Annual General Meeting will be held in the Terminal Building at Omarama on Monday 29th December 2008 commencing at 8.30pm.



**HAVE A WONDERFUL CHRISTMAS AND THE BEST OF
SOARING ALWAYS**

YVONNE