

OMARAMA GLIDING CLUB JANUARY NEWSLETTER



Congratulations to **Jenny Wilkinson** on having one of two Women's World Gliding record attempts ratified. Flying her 15 metre Ventus 2B, Quebec Tango, Jenny set a new feminine world gliding record - speed over a 500km out and return - 157kms/hr. We commiserate with Jenny that a previous flight - speed over a triangular course of 300km at 161kms/hr was not ratified due to a technicality but we know Jenny only needs the right weather to rectify that and our best wishes are with her that this will be soon.

Fantastic effort by Jenny and we pass on our heartiest congratulations and wish her all the best with ongoing plans to establish yet more World records.

It has been 20 years since the last Women's World record was established in New Zealand so it is exciting to see we are again "on the world gliding map"!

Congratulations to **Ben Flewett** who came 1st in the 15 metre standard class at the Nationals.

Congratulations to "**CJ**" **Callum McCaw** on achieving his 300km goal flight.

New Members - A REALLY BIG WELCOME to

Brian Savage of Queenstown. Brian is a private owner. You will see him flying Golf Kilo Delta - an ASW19B. Brian very much enjoyed participating in Jerry's advanced X-C course at Omarama in November and as a result now wishes to do more flying at Omarama.

Gavin Wrigley – yes he is the person you have seen in the Southern Soaring attire! It is wonderful that someone with Gavin's flying experience has joined our club. Gavin has over 3,600 hours of gliding experience (of which 1,800 hours are instructing). He has spent seven years professionally instructing in UK and Australia, has been a X-C coach, flies in the Australian and UK Nationals and operates a "touring" motor glider in Australia. He worked for Southern Soaring this season.

David Bingham from Nevada, USA, who flew with us in December, has 2,200 hours gliding time and 600 hours single engine. He is the owner of a Stemme Siout in the USA and has also done paragliding.

Ian Grant from Melbourne. Ian is the owner of Omarama based Ventus Tango Mike and now he is retired expects to be spending more time at Omarama. Ian has nearly 3,000 hours and has been instructing since 1978.

Visiting Pilots were: Steve Newfield from Canada (yes he is Theo's brother!) and Hans Hiltbrunner from Switzerland.

MEMBERSHIP - IMPORTANT

When the Wigram Aviation Sports Club moved its operation from Christchurch to Omarama on the 31st March 2001 they had approximately 12 members. Today we have 56 members many of whom have not met each other. I have been asked if it would be possible to circulate a members' address list to OGC members which will enable members to make contact with each other for arranging shared flights, for working together to achieve more flying in the day, if someone has booked a glider and someone else wants to swap type or share, sharing transport together etc. Before I do this I would like to give members the opportunity to agree to have their name on a membership list that will be circulated to other Omarama Gliding Club members.

If you do not want your name to be included please let me know by sending an email to loaders@clear.net.nz.

It will be assumed that anyone not asking for their name and contact details to be withheld will have agreed to have their name included on an OGC members address list that will contain:-

name, address, telephone numbers and email address and for this to be circulated to all OGC members.

From the AGM held December 2008 - It was great to see a good attendance at the AGM.

Firstly and most importantly – we pass on heartiest congratulations to **Graham Erikson** on being appointed Honorary Life Member of the Omarama Gliding Club in recognition of over 30 years contribution to the Wigram Aviation Sports Club (and its successor the Omarama Gliding Club) serving the club as its President, CFI and Instructor in addition to being a committee member for over 30 years. Everyone appreciates the huge effort and many thousands of hours of voluntary time and effort given by Graham to the betterment of the club and its members from which the club has benefited enormously. Our heartfelt thanks and gratitude are extended to Graham for all his years of service.

Your 2009 committee are:

President – Peter Robinson

Vice President – Richard Hanschu

Treasurer – To be advised

Secretary – Yvonne Loader

CFI – Phil Plane

Committee members: Steve Green; Don Mallinson; Hugh Turner; Trevor Mollard; Callum McCaw and we welcome to the committee Oliver Winkler.

Chris Streat did not seek re-election as Treasurer. We take this opportunity to thank Chris for all his work as Treasurer and his very significant contribution to the work load of the committee. Chris has done so much for the club and its betterment it is impossible to list it all here. We will miss Chris and his many emails and enthusiasm but recognize he has done more than his share for the club and hope he enjoys every minute of all the spare time he will re-discover.

Anyone not at the AGM who would like to receive a copy of the Annual Accounts please let me know.



FLARMS – OGC is proud to be at the front of safety with newly installed Flarms in all our gliders. When you turn on the electrics you will see a small display unit light up. This display will warn of gliders in close proximity to you which have also been fitted with a flarm and whether they are higher or lower and their position relative to your glider - however

- It is important to note that not all gliders flying in the Omarama area are fitted with flarms and almost all itinerant aircraft will not be flarm equipped.
- Flarms do not always work for a variety of reasons and cannot be relied on.
- **Maintaining a good look out at all times is still the best way of avoiding mid air collisions**

The current position of the aerial in UO appears to be blocking alerts to “head on” traffic. We hope to resolve this situation over winter however for the most part the flarms appear to work well and are very definitely a step up in achieving safer flying. To see what the display looks like and how it operates visit http://www.ediatec.ch/pdf/Operating_Manual_V_5_0e.pdf.

We are extremely grateful to the Southern Trust for their very generous donation of \$4,000 towards the cost of the Flarms.

SPOTS



SPOT is our latest flight following technology. All OGC gliders are now fitted with these orange units that track your flight path as long as you remember to keep them active. Press the ON and HELP buttons until they are both flashing. **It is necessary to push the HELP button every hour to keep it active and this can't be re-activated before the hour is up.** Anyone wanting to check where a Spot equipped glider is on any day can do so on Phil's flight following programme on the OGC computer in the Terminal building or on the web at <http://map.xinqu.net/spot.html>. A **green** trace is normal, **yellow** means your 'Spot' hasn't given a report for over an hour and **red** shows when transmissions have ceased for over two hours to indicate action is required.

So what does this mean? As long as the **SPOT** unit is active there is no need to give 'ops normal' or regular position reports but in the event of getting low somewhere it is still important you let people know well prior to an out landing. In the event of an out landing or emergency keep the **SPOT** active for at least 15 mins as it will indicate to people on the ground at Omarama where you are.

The good thing about **SPOT** is your "someone who will initiate a search if you don't return" can be anywhere with access to the net otherwise flight intention forms are available in the Terminal building and are left in the Terminal until you are safely on the ground when it must be removed. Leave a written record of your call sign, flight intentions and contact details (cell phone numbers) for both yourself and your retrieve crew.

Anyone wishing to find out more about the technical side of how these work can visit www.findmespot.com.

AIRSPACE ISSUES



Any glider pilot who has flown for a few years will be well aware “our airspace” has been considerably downsized, often without providing rational or logical justification, and opening areas can meet with frustrating delays and refusal. The Government has funded CAA to the tune of \$500,000 to establish an “airspace and environment unit” one of the roles of which will be to develop an “airspace policy”. GNZ is hopeful that involvement in the development of the Airspace policy will confirm airspace as the resource it is and provide more protection for recreational users. To support the Airspace Committee GNZ needs our help to improve information flows between the club scene and the committee. They need an accurate and well documented record of how the current system works or fails to work. The OGC has appointed “CJ” McCaw (Airline Pilot – “tops”) and Hugh Turner, who you all know, to obtain relevant airspace information and feed it back to the Airspace committee (that is Trevor M and others). Here is how you can help:

- Cross country pilots should use Class D airspace to the fullest extent possible and become proficient at communicating with Air Traffic Control to activate GAA’s and obtain clearances to fly where the “energy is” in a responsible and legal way.
- If the clearances are not forthcoming the Airspace Committee want to hear about it so let CJ know cjmccaw@gmail.com or Hugh at hughturner@xtra.co.nz.
- Make a commitment to supporting this initiative in the hope we can stop the erosion of gliding airspace.

A “blog” page on the GNZ web site is being constructed where airspace matters can be recorded and discussed in open forum. It will incorporate a database for capturing both successful and unsuccessful requests for access to controlled airspace or GAA’s. Do what you can to support and help this important cause!!

The “OH DEAR” department



Two of our members recently got caught out in “heavy sink” having to make the most of highly unsuitable “*survival landing*” areas. YF was forced to land in the Ahuriri river bed near the Magic Mountain access bridge which involved a very interesting retrieve!

Thank goodness both pilots (one with a young passenger) did their best faced with a very bad situation and walked away OK. One glider (not ours) sustained substantial damage. Fortunately YF was virtually undamaged and required only cosmetic work to remove a few surface scratches from the under-belly and attention to the wheel door hinges.

Lessons we can learn – Magic Mountain has a wide girth and it takes considerable height to fly from the south end to the north end flying against a head wind.

The Lindis Pass can spring a nasty surprise with the amount of heavy sink that can be present. Later in the day the reason was visible – a northerly facing wave cloud with its tail end dumping into the Lindis.

Fortunately the skills of both pilots involved achieved the best outcome when there were no other options available to them.

2009 NZ Gliding Nationals



OGC members Theo Newfield and Alan Holgate get ready to blitz!

Five OGC club members competed in the Nationals held in Omarama in January. As mentioned Ben came 1st in the 15 metre standard class and other OGC member placings were:

Open Class

Davie Speights 4th, Trevor Mollard 8th; Theo Newfield/Alan Holgate 9th

Open 18 metre - Trevor Mollard 5th

***HAVE A GREAT YEAR AND THE BEST OF
SOARING ALWAYS***

YVONNE