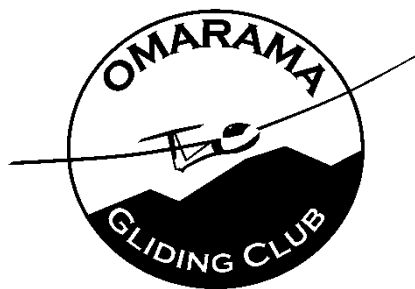


Omarama Gliding Club Inc.
Box 11-289
Christchurch 8443
New Zealand



WELCOME TO THE OMARAMA GLIDING CLUB

(Affiliated to Gliding New Zealand)

Thank you for your interest in joining the Omarama Gliding Club. We do hope you enjoy our superb fleet and the best of soaring with us.

As an introduction and familiarisation to the club we have detailed what we hope will give you a good overview of general club procedures and expectations.

TO GET STARTED

You will need to present your Logbook showing your NZ Qualified Glider Pilot (QGP) endorsement together with a current Biannual Flight Review (BFR) certificate. If you wish to carry a passenger or student (in the case of a NZ Qualified Gliding Instructor) a current medical declaration (OPS01 form) or equivalent must be presented for filing in the Club records.

Experienced glider pilots from overseas will also need an ICAO Class 1 or 2 medical or an OPS01 medical declaration form completed by their own GP

Unless you are known to the CFI or his Deputy to have current Omarama experience a check and local familiarization flight will be required. This may be combined with a BFR. This training *must* be scheduled with an instructor in advance. If a club instructor is not available on a volunteer basis, check rides booked with Glide Omarama instructors are acceptable. Up to date maps are required and a land out book for the Omarama area is highly recommended. These can be purchased from Glide Omarama if needed.

As an over view the Omarama Gliding Club does not have the traditional club structure.

It operates more like a large syndicate of experienced glider pilots and does not have the usual member support associated with normal club flying. The reason for this is that most of our members need to travel some distance to fly here.

Because there can be so few members around at any one time, facilities are provided to ensure members are easily able to organize their gliding operations independently. The gliders are rigged in readily accessible hangars and tow out gear is supplied. This means members are expected to be "self-sufficient" e.g. have tow balls on their vehicles (50mm) and have their own cleaning gear, tape and gliding essentials.

FLYING OPERATIONS

All pilots must comply with underwriter imposed insurance limits.

These are:

DUO UO – As approved by the CFI or a OGC qualified Instructor.

Ventus 2B ZS As approved by the CFI or a OGC qualified Instructor.

Discus 2B DR As approved by the CFI or a OGC qualified instructor.

Prior to flying with OGC for the first time all pilots need to sign as having read and understood the OGC Standard Operating Procedures document which is kept in the front folder of the top draw in the filing cabinet located in the club room. The flight manuals are located in the same cabinet.

Prior to removing any glider from the hangar for the first time please obtain instruction from either an instructor or senior member in the correct methods of operating the hangar doors and safely extracting and replacing the glider in its proper location. Serious damage is easily caused during hangar operations.

It is the member's responsibility to ensure they are medically fit and are appropriately rated and authorised for the intended flight. Members flying with passengers or students must have current medical certification on file with the CFI.

Members are reminded of the MOAP requirement to report any long term illness or disability to the CFI and cease flying as PIC until the issue is resolved.

RECORDING YOUR FLYING

All members are expected to record accurate flight times. Following your flight note the time from take-off to touch down (hours and minutes) in the yellow daily inspection book located in the glider. It is very important to also note the flight time on the time sheets located on the battery table in the hanger.

PASSENGER FLYING - MUST DO PLEASE –

You may know the friend you are flying with but we don't. When flying with someone who is not a member of the Omarama Gliding Club in the DUO please have them complete the Day membership form (*forms are in the filing cabinet in the OGC room in the Terminal Building*) and leave it on the desk in the club room during the flight. Details requested are name, address, next of kin contact details – the basic information we would need to supply to the authorities in the case of a search and rescue being activated.

FLIGHT FOLLOWING PROCEDURES

All OGC gliders carry SPOT units. Do not "assume" someone is watching your SPOT track unless you have specifically arranged for someone to do it. Glide Omarama will provide a SPOT following service by prior arrangement. It is expected that OGC pilots will arrange flight following for each and every flight in accordance with our SOP's You may intend to stay local and think that nothing will happen but it is a fact that at least seven accidents have happened "while flying locally" in recent times.

CURRENT FLYING CHARGES

DUO UO	\$1.42pm.	\$85.00 per hour.	Max per day	\$382.50 (Max per day
Discus 2B ZS	\$1.33pm	\$80.00 per hour.	Max per day.....	\$360.00 after one year's
Ventus 2B DR	\$1.33pm	\$80.00 per hour.	Max per day.....	\$360.00 membership)

Flying rates include oxygen.

Non NZ Resident Pilots are ineligible for the Max Cost Per Flight concession until they have been a Full Member of OGC for 12 consecutive months

Note: A charge of \$25/day is applicable for 'exclusive use' e.g. for courses and competitions

We operate "flying accounts" for all members and all flying and membership expenses are charged to that account. You should receive a statement detailing your account activity and balance every month you are flying. Please contact the treasurer if you do not receive a statement or have any questions about your account.

Electronic payments are preferred and may be made to:

Westpac Bank
Christchurch
030855 0418429.00

Please put your name in the reference field of any electronic payment. If you make an "over the counter" deposit, please write your telephone number in the reference number box of the deposit slip and advise the treasurer of the payment so we can credit it to your account. NZ cheques may be sent to our post office box.

We reiterate the point on your membership form where you agree to keep your account in credit by at least \$200. Please keep an eye on how much you are flying and don't run up an account beyond your ability to pay.

The club is not a bank and does not extend credit facilities.

BOOKING AIRCRAFT

As most of our members travel some distance to Omarama we have established an 'on line' glider booking system to ensure they have access to a glider before embarking on a trip of some distance.

The booking system is on our web-site – www.omarama.com. When your membership application has been approved by the Executive you will be provided with a web-site secure log-in by our Web Master – Oliver Winkler - Email: owinkler@gmail.com. On the web-site you will find our on-line booking system where you can make advance bookings to ensure glider availability. A few rules apply and these are detailed for your information:

Firstly it is important to realise that "on line" booking limitations do not preclude you taking your chances on gliders being available on the other days you may be spending at Omarama. Frequently all our gliders are not pre-booked at once and members are encouraged to make the most of these glider available opportunities.

- Up to five consecutive days can be booked "on line" preferably mid-week however when doing this we would prefer you leave the weekends free to be booked by members who have to travel some distance and can only fly weekends. When the first day is flown another can be booked. On approval by the Executive you can book a further five mid-week days however any booking approved by the Executive for a period greater than 5 days shall incur a non-refundable booking fee of \$25 for each and every day so booked. Please note the Cancellation Rules and the 'or penalties applies period' listed below. There is an expectation that on line bookings will be honored by members.
- These bookings can be, for example, two days in the DUO and three days in a single seater.
- A total of five days only can be booked "on line" with the following exceptions:

For Executive sanctioned participation in the South Island Regionals, NZ Nationals, recognised skills improvement courses e.g. X-Country, Mountain flying etc. either commercial or club operated and “away flying camps”.

Executive approved applications for an extension to the five day limit.

- Cancellation- 1-3 days booking requires 2 clear days’ notice of cancellation, 4 days or more requires a 2 clear week notice of cancellation, or a penalty applies.
- Where a member cancels within the ‘penalty applies period’ the member will be billed for the cost of one hour’s flying for each day booked.
- Where a member cancels within the five days ‘penalty applies’ period and the glider is subsequently flown by another member this scenario will be considered on a case by case basis and on a discretionary basis to be arbitrated on by Trevor Mollard and Phil Plane. A case to have the penalty waived in exceptional circumstances can be made to the Executive.
- When one particular glider has been booked and a change made to another no penalty applies.
- No on-line bookings accepted for the period between 25th December and 12th January and Public Holiday weekends e.g. Easter, Waitangi. This is the traditional club camp period when gliders are allocated to club members present at Omarama on a daily basis.

If no online bookings or requests for aircraft have been made by OGC members at the daily 10.00am briefing the glider becomes available for hire by the commercial operator and non-members.

Online bookings are strictly for members of the Omarama Gliding Club.

(Glide Omarama also have access to OGC on line booking system).

How to book “on line” while at Omarama

In our room in the Terminal building you will find a computer set up for members to make ‘on line’ bookings while at Omarama. Remember your log-in and password and just make your booking. If you need instruction ask Phil Plane, Oliver Winkler, Trevor Mollard or another club member. If you have decided to fly an unallocated glider on the day it is recommended it is noted on the website to avoid someone else thinking the glider is still available and making an on line booking or travelling some distance. *(Some of our members will look at the weather on the day and make up their minds to*

travel to Omarama. They will first check glider availability on line and will then make an on line booking to ensure the glider is available when they get there).

PRE PAID FLYING SCHEME

The Club has run a glider prepaid scheme for some time now and it has proved very popular. In brief -

A payment of \$1700 provides you with Pre-Paid scheme entry and eligibility.

The scheme runs from the date you pay for one year or until you fly 40 hours.

The scheme takes effect from the day you pay and hours flown prior to this cannot be applied "retrospectively".

There is no restriction as to the number of pre-paid schemes you can buy and those eligible may join the scheme at any stage throughout the year.

Note:

To be eligible, applicants must be Full Financial Members of the OGC.

NZ residents can join the scheme from acceptance of membership.

Non New Zealand Residents must have been Full Financial Members of the OGC for at least 2 years unless an exception is approved by the executive committee.

Rules apply and these are detailed on the Pre-Paid Scheme document together with the application form.

It is important to note that the scheme has an annual expiry date and hours not flown cannot be credited or refunded.

ACCIDENTAL DAMAGE

In the event where damage is sustained but not to the extent where an insurance claim is viable the pilot shall be responsible for the costs incurred, including transport arrangements to and from a repair facility chosen by the OGC committee, to repair / restore the glider to the same pre-incident condition up to the point where it becomes in the best interests of both the OGC and the pilot in command to lodge a claim with the insurer. The point where it becomes prudent to make a claim is when the cost of repairs exceeds the combined total of the excess plus loss of no claims discount.

INSURANCE EXCESS AND LOSS OF NO CLAIMS DISCOUNT (PCOR)

The insurance excess is calculated currently on 1% of the hull value but the PCOR figure varies. As an indicative figure, unless you are in the Excess buy out scheme, expect to pay:

GUO	Excess	\$1700.00
	PCOR	\$3093.50
Total		\$4793.50
GDR	Excess	\$1000.00
	PCOR	\$3093.50
Total		\$4093.50

GZS	Excess	\$1200.00
	PCOR	\$3093.50
Total		\$4293.50

GLIDER INSURANCE EXCESS BUY OUT SCHEME

After one year's membership members can join the optional Excess Buy Out scheme for \$150 per year which means the glider excess and loss of no claims discount (PCOR) is paid out of the scheme funds. The scheme is not transferable and is applicable only to the person who has paid into the scheme and to accident damage caused when they were responsible for the glider.

For members not electing to participate in the scheme in the event of the glider being damaged the pilot agrees to pay up to the amount of the excess applicable to the glider plus the Loss of No Claims discount (PCOR), plus costs associated with retrieve and getting the glider to an approved repairer (if required), and the glider's subsequent return to Omarama. The pilot would only be responsible for a greater cost if damage caused were due to negligence or oversight resulting in no insurance cover.

Should non-compliance with any aspect of OGC's rules, regulations or insurance cover result in a declinature of an insurance claim the pilot agrees to meet the full costs of repairs or in the case of the glider being beyond economical repair or be deemed to be a write-off to pay in full the insured value of the glider.

INSURANCE EXCESSES ON CLUB OWNED GLIDER TRAILERS.

An \$400 excess applies to an "At fault" claim which is payable by the driver of the towing vehicle.

WHEEL UP LANDING

A wheel up landing will result in a minimum **\$500** charge being made.

Repair costs additional.

CLUB MEMBERSHIP

The club financial year is from the 1st July and all members are expected to renew their membership or **Important to note** - resign in writing prior to that date. There is a slip on the bottom of the renewal advice that can be completed if you wish to resign - or simply send an email to bruceandstell@xtra.co.nz or yvonne.loader7@gmail.com . It is easy to do and there can be no excuses for over-running the renewal date if you do not intend to renew which makes us grumpy as it is not fair on the rest of the club members. Please note you will be expected to pay for any costs incurred by the club on your behalf in the interim period such as magazines and affiliation fees! Renewal of membership details will be sent to you in June.

The Annual General Meeting is held towards the end of December.

Accounts are sent to members for the most part on a monthly basis. All members are expected to keep their account in credit by at least \$200 at all times.

It is important to remember we are a club and every member needs to do their bit to keep the "show on the road" – sweep the hangar, pump up tyres, clean gliders and trailers and ensure issues and problems are sorted and not left unattended or for others to do.

Glider defects and serviceability need to be recorded in the DI book in the normal way. These together with any other problems with the gliders or ancillary equipment need to be referred to Trevor Mollard or Phil Plane for further advice. It is your responsibility – don't leave it for the next pilot.

CLUB CONTACTS

Flying operations:

CFI – Trevor Mollard – Mobile 021 252 4914 Home 03 438 9715
Email: trevor.mollard@gmail.com

Deputy CFI – Phil Plane. Mobile 021 656 098 Home (03) 438 9599
Email: philplane35@gmail.com

Secretary – Bruce Graham. Mobile 021 2947358 Home (03) 753 4130.
Email: bruceandstell@xtra.co.nz

Treasurer

Web Master – Oliver Winkler - Email: owinkler@gmail.com

Most importantly enjoy many hours of safe soaring and have heaps of fun!