

# Welcome to the Omarama Gliding Club



Thank you for 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.

Prior to flying with OGC for the first time all pilots need to complete their membership record on the OGC website, you may have already completed a New Member form on-line.

You need to read and understand the OGC Standard Operating Procedures document which is maintained on-line on the OGC website. You can see the link on the first page of your online record. Once read please tick the box to show you have read and understood the SOPs.

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. It is expected that OGC pilots will arrange flight following for each and every flight in accordance with our SOPs. 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.

### **FLYING CHARGES**

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**

Please read the document on the website– Booking aircraft.

### **PRE-PAID FLYING SCHEME**

Please read the document on the website– Prepay scheme.

### **FLYING CHARGES, ACCIDENTAL DAMAGE and THE INSURANCE BUYOUT SCHEME**

Please read the document on the website– Schedule of Flying Charges.

### **INSURANCE EXCESSES ON CLUB OWNED GLIDER TRAILERS.**

An \$200 excess applies to an “At fault” claim which is payable by the driver of the towing vehicle.

## **CLUB MEMBERSHIP**

The club financial year is from the 1<sup>st</sup> July and all members are expected to renew their membership or 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 the secretary.

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 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**

The club contacts are maintained in the on-line SOP Document

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