

YSDC 2018 6-15 December inc.

Camp Info: A to Z

Any questions about this info should be directed to YSDCrego@youthglide.org.nz

ARRIVAL AT THE CAMP

When you arrive at the Omarama Soaring Centre camping ground you are asked to check-in at the Camp Kitchen. Adult helpers will welcome you and will show you around and show you where to pitch your tent or which caravan you have been allocated.

Please have your completed Camp Registration form, your Medical Declaration / Certificate, (even if you're not solo yet) and flying log book (with details of your current BFR if solo qualified) readily available.

AWARDS AND SCHOLARSHIPS

The camp is hoping to get some support from sponsors in the form of assistance to participants to encourage their flying. The awarding of any scholarships and prizes will be based on more than just flying ability; your ability to work with others, your enthusiasm, your diligence with duties etc., will all be assessed during the camp.

CAMPING / ACCOMODATION

Accommodation for all participants is in your own tent, chalet or caravan in the airfield camping ground. (There is a \$50 caravan hire fee.) If tenting, check your tent at home prior to the camp and bring sufficient gear for a comfortable stay. If you are from "out of town" and flying down to get to the camp, you do not need to bring a tent. We will ensure there is a caravan to hire so you just need to bring a sleeping bag.

CODE OF CONDUCT

We have a simple Code of Conduct that all camp participants are required to read and agree to. You will see it attached at the end of this document. Please sign and return it.

DEPARTING THE CAMP

All fees need to be paid before leaving the camp.

Do not plan to leave the camp before 1200 Sunday 16th unless cleared by the Camp Director or Deputy.

DRUGS / ALCOHOL / DISCRIMINATION / SEX

No drugs

Alcohol only *in sensible moderation for those of legal age*

No discrimination

No underage sex

Smoking is not permitted in the camp grounds, offices or around aircraft.

DUTIES

To sustain the low fees it is essential that all students share in the daily duties.

Kitchen duties involves the preparation of meals, then serving and cleaning up after meals.

The duties are rotated on a daily basis. A set of instructions will be on the notice board.

Duty rosters are completed prior to the start of each day and you will be expected to volunteer and complete your share of the duties to a high standard without close supervision. Remember, teamwork is the key to making the jobs easy.

FINAL NIGHT DINNER

The Final Night function will be a celebration dinner on Saturday 15th, set in the Terminal Building. Parents and guests are invited and a nominal charge will be made to cover costs for those not directly involved with the camp.

FIRE AND EMERGENCIES

No smoking, no candles, no pressure (gas) lamps, or anything else flammable, ANYWHERE in tent city or around any tents.

In the event of a fire shout "**FIRE, FIRE, FIRE**". The assembly point is outside the front of the kitchen. Personal safety is the priority; attempt to extinguish the fire only if safe to do so.

FLYING ACCOUNT

The camp treasurer will maintain a daily and running total of the cost of the flying you do. You are responsible for checking that the flight times are accurately and completely recorded each day. **We wish to have no hassles with bills and must have accounts settled before you leave the camp.** Internet banking facilities will be available.

FOOD

Yes, you will have plenty to eat! Adult volunteers will be organising meals for all participants. Continental breakfasts daily, a combination of filled rolls, sandwiches for lunch (or to take if flying) and dinners are all cooked/ BBQ, with a dessert. Fresh fruit is available with all meals. You are welcome to bring other snack food with you.

Please advise us if you have any special dietary requirements before you arrive; this way we can plan to have appropriate food available for you. At the camp we request that you liaise with the chef to coordinate your requirements.

If you have guests wanting to stay for a meal, please liaise with the chefs so they can cater for this. A nominal charge will be made to cover any extra meals.

FUN

This is compulsory! 😊 *...and water pistols are essential camp survival aids.*

GEAR LIST

A gear checklist may be found at the end of this information. The list is one that can be used to help you put together all the things you need as an active cross country soaring pilot.

If you are new to gliding, we do not expect you to gather and bring all that is on the gear list. Only bring what you need and can reasonably carry. You may bring additional gear as required; you are only limited by what you can get to and from the camp. Don't bring unnecessary valuables.

You are responsible for care, maintenance and insurance of all your own personal gear including tentage etc.

LOST PROPERTY

On camps some gear gets lost (*now where's my??*)/ misplaced? Most is found in the owner's tent; the rest ends up in lost property. We will have an area near the laundry with any clothes etc. that are found around the camp.

MEDICAL

A Registered Nurse will be available in the camp. (camp Mum, Kim Read) Ensure you bring a basic travel first aid kit with you. Tell us if you have any medical related requirements, issues or allergies. (*allergies to work like kitchen duties and pushing gliders can be treated!!*)

NOTICE BOARD

There will be two notice boards, one outside the kitchen for duties and activities etc. and the other is in the terminal building briefing area for the camp flying programme, notices, options etc. You should check both notice boards at least daily.

OFF CAMP

Participants needing to go off camp must advise an adult supervisor of where they are going and intended time away / returning. A sign out / in register will be kept in the camp kitchen. There will be opportunities to go swimming at nearby lakes and rivers and to do some local sight-seeing. Always take a cellphone so you can be contacted if required.

PROGRAMME

The camp programme and daily programme will be posted in / by the camp kitchen and in the terminal building. Keep an eye on it for what's going on: the programme will change to take best advantage of weather conditions etc.

As a guide, we expect the days to go along these timings:

0730 hrs.....Breakfast
0800 hrs.....Briefings and some pre solo training
1000 hrs.....Weather and ops briefing for all in main terminal
1030 hrs.....Flying
1200 hrs.....Lunch
1300 hrs.....Flying
1900 hrs.....Dinner
2030 hrs.....Evening lectures for about an hour
2300 hrs.....In bed, lights out and no noise.....please!

Arrange your programme to fit in with the above times (that includes your showering, teeth cleaning and toileting needs).

RUBBISH

We aim to keep the entire airfield and camp ground litter free. Please put your rubbish into the bins where it will not be blown around, and pick up any rubbish you may see.

SECURITY

Omarama camp ground is a public camp ground with many visitors. The public are attracted to the flying activity and Kahu Cafe and may wander through the camp ground. We recommend that you do not bring unnecessary valuables and don't leave gear unattended. Hide things out of site in your tents or caravans. Challenge any strangers you see acting suspiciously around the camp area and report them to an adult supervisor.

TENTS

Yes, unfortunately at times it can blow and rain heavily at Omarama so for those in a tent, these need to be suitable for the conditions; strong and waterproof, and big enough to be comfortable. Check your tent regularly on windy days and before you go to bed.

Look after yours and other's tents; please be careful when walking (no running) through the tent lines, you may snag a guy rope. No smoking, no candles, no pressure (gas) lamps, or anything else flammable, ANYWHERE in the tent city or around tents.

TRAVEL ARRANGEMENTS

To assist with planning we ask that all participants advise the details of how you will be travelling to / from the camp. Please arrange your transport so that you arrive at the camp no later than 1700hrs on Wednesday 5th December. We plan to have a welcome session and a BBQ that evening.

Transport can be arranged to assist participants with travel from Christchurch airport to Omarama airfield and return after the camp. For those driving down; if you have spare room in your vehicle, please offer to carpool.

VISITORS

All visitors are welcome to pop in during the camp; please advise them to check in with the adult staff when they arrive, as they will be able to offer them a cuppa, show them around or advise on different aspects of the camp and flying.

We advise that if they are planning to stay overnight, (and we certainly welcome this) they should arrange their own accommodation either in the airfield camping ground or at a local motel / hotel in nearby Omarama township.

WASHING FACILITIES

An ablution block is located in the camping ground with toilet and shower facilities and clothes washing machines. As the weather is likely to be hot and because a glider cockpit is such a confined space, all participants must maintain a high level of personal hygiene and are expected to shower daily and wash personal clothing on a regular basis. (Bring two dollar coins to work the washing machines and a few clothes pegs for the line).

WEATHER

Please remember it can be hot during the day so **you need a sun hat, sunglasses and a drink bottle**. Turning up to go flying with no hat or drink bottle is unacceptable and you will not go flying. It can be cold at night – bring a blanket or two if your sleeping bag is lightweight. Remember the raincoat – it does rain at Omarama.

WIFI

Wifi is available from the Omarama Soaring Centre or Glide Omarama, at a cost of \$TBA for the duration of the camp. Just no huge file downloading!

COSTS:

We are aiming to keep costs to a minimum but the reality is, funding grants are scarce so we are reliant on attendees having done some fund raising to help cover their own costs. Clubs are making their gliders available at discounted rates.

For example.. Twin Astirs will be around 70 cpm

Single Seaters around 80cpm..some as little as 50cpm

High performance two seaters around \$1.00 pm.

Towing around \$10.00 / min behind the big Pawnees.

(average tow times to 2000 ft is 6 mins)

If you budget on these figures you will be well covered. If you come with say \$1400* available, we will fly till it runs out!! We are hoping it will prove to be very good value for money, particularly if we pick up more grant money. You can do as much / as little flying as you like / can afford... but obviously, the more the better!! (* \$700 deposit plus \$700 more)

We aim to keep the food and camp fees to just \$250 for the 10 days.

DEPOSIT: (these are refundable if for some reason you are unable to attend the camp)

Once accepted for attending, you should pay the initial deposit of \$150 towards the food/camp fees by **Friday 19th October**. (This allows us to get out buying food supplies when they are on special!)

We require a further deposit of \$700 to cover the flying during the camp.

This must be paid by **Friday 9th November**.

Pay by electronic transfer to the Youth Glide New Zealand account:

38-9014-0547980-00 and put ***your name*** and ***YSDC 18*** as reference so we can track payments made.

INSURANCE:

Any glider flown solo will be subject to an insurance excess to be paid by the pilot-in-command in the event of something being damaged. These will vary depending on who owns the glider but typically are in the order of \$2000 but may be as much as \$5000. Once we know what gliders are available, we will circulate more details on this.

The key thing here is.... **FLY SAFELY!**

You are covered by the owners / instructors accepting this excess when flying dual.

See the last page of this doc for more detail on your insurance liability and the YGNZ Insurance Excess Scheme set up to help reduce the potential cost to you in the event of a "whoopsie".

FLYING KIT LIST... adapt this list to suit what you can bring down to the camp

The following gear can be put together and stored in a dedicated plastic bin with a lid for easy handling. Contents can be tailored to suit your needs.

If you are new to gliding and / or travelling from the North Island, we don't expect you to bring anything other than basic camping and personal kit.... if in doubt, ask.

Bucket, Chamois, Scrubbing brush and Detergent
Old rags and Chux cleaning cloths
Pledge cleaner
Meths for cleaning tape and grease off
Tube of lithium grease or vaseline for rigging pins and control hook-ups
Picketing pegs (6) and picketing ropes
Hammer and 'general' tool kit; small screw drivers, crescent, pliers, socket set, tweezers
Tow-out rope, at least 12 meters long
Tape (white for wings; red for statics if picketing) and small scissors
Mat / tarpaulin to lie on when working on a glider
Tyre pump and valve extension and tyre pressure gauge
Paper / notebook and pens
Oxygen masks / cannulas* in their own protective bags (and cleaning swipes)
Pee bags and Sick bags
Survival blanket and survival kit
Tow balls and large crescent tool for changing if required (Tow ball sizes 50mm or 1 and 5/8 inch)
Trailer power adapter

**we should have some of these available to purchase for \$10 if you need one*

Other gear to take along:

Logbook and training record (and valid Med Dec)
Turnpoint Directory
List of Omarama landout farm / land owners
GPS Logger, with charging unit, leads and adaptors
Food, drink, money and cellphone (fully charged & appropriate numbers loaded)
Camera if you are taking one along
Warm clothing, hat, weatherproof jacket and gloves
Gumboots
Sunscreen and Lipscreen
Maps showing current airspace and ATC frequencies

Clothes adequate for 10 days of flying.
Something nice / smart to wear for the final dinner
Swimming gear
Covered shoes and jandals
Toiletries

Develop your own pre-flight checklist of things from the list above to have with you when flying
...and don't forget your pet Rhino or Frog to take flying.

YSDC 2018 Insurance Info

The following shows the threshold value for when a claim will be made in the event of damage to a glider during a camp. Following any damage, the cost of repairs including any “peripheral” costs like transporting the glider to / from the place of repair will be estimated.

If the costs are estimated to be below the added values of the Excess and PCOR*, the PiC will be responsible for the cost of repairs including any costs associated with arranging the repairs and having the glider returned fully serviceable to the home field of the club / owner.

*Profit Commission on Renewal.

This is a type of “No Claims Bonus” whereby they take last year’s Hull Premiums x 75% and deduct any claims, then pay you 20% of the difference.

e.g. If the total premium was \$10,000.00 75% of this is \$7500.00 deduct any claims (say Nil)
so, 20% of the \$7500.00 = \$1500.00 and this is your PCOR Rebate of premium

If there was say, a \$5000 claim.. it becomes \$7500.00 - \$5000.00 = \$2500.00

So 20% of the \$7500.00 = \$500.00 and this is your PCOR Rebate of premium when you next renew.

So the claim has meant the rebate is \$1000 less because of the claim and the renewal will therefore cost \$1000 more than it would have before any claim.

You therefore become liable for this amount if a claim is required.

To summarise, if the costs are greater than the added values of the Excess and lost PCOR , a claim is made and the PiC is responsible for the payment of the sum of the Excess and lost PCOR.

Omarama Gliding Club Gliders :

GUO Excess \$2250.00

PCOR \$2563.09

\$4813.09

The PCOR of 20/75 (or 15% of last year’s hull premium) this year is \$2228.78 + GST = \$2563.09

The Excess is 1% of the sum insured, therefore GDR & GZS are \$1100 and GUO \$2250

Some examples:

Canterbury Gliding Club Gliders :

GOR Excess \$1000.00

PCOR \$4046.38

\$5046.38

The PCOR is \$3518.59 + GST = \$4046.38. Excesses are GPB \$1750, GOR, GPR & GCC all \$1000

YGNZ Insurance Excess Scheme

This scheme has been set up to help cover your liability in the event of any damage during a YGNZ sanctioned flying camp. All attendees (including Instructors) will pay \$50 in to this scheme and in the event of an incident where an aircraft is damaged, funds can be made available to help reduce the cost to the Pilot in Command. The actual funds available will be finalised at the end of the camp and while it would be great if we could cover the full cost of a claim, the reality is that this will probably not be possible as we have to build and maintain this fund at a level that can cover all YGNZ camp flying during the year. It will however help reduce your total liability in the event of a claim being made.



YSDC Code of Conduct

This Code provides clear direction on what we value and states key principles to guide our behaviour and decisions during our time at the YSDC. It is your responsibility to exercise good judgement and if necessary, obtain guidance from senior camp staff.

- Operate safely, responsibly and reliably
- Act with integrity, honesty and transparency
- Protect our people, property and information
- Treat people fairly and with respect
- Comply with the law
- Have fun**

Following the Code

Most of the Code is common sense and in most situations it is clear how to behave. However, if you're faced with a difficult decision or situation, ask yourself:

- Is it legal and ethical?
- What can go wrong and am I taking unjustified risk?
- Does it comply with our standard operating procedures?
- Can I explain it to family, friends and fellow pilots?
- Is it fun for all involved?
- Will I be comfortable if it appears in the media?

Accepting and Agreeing to the Code

I accept and agree to follow the Code as outlined above. I understand that should I fail to follow the Code, I may be required to leave the camp. I agree that I will remain liable for any expenses/costs I have incurred during my time at the camp.

Name: _____ Signature: _____ Date: _____