

HAVE A FUN AND SAFE SOARING SEASON



MAKE THIS SEASON ACCIDENT FREE

Bob Gray SOSB Oct 2019



Agenda

> 0930 Club Activity Reports-

- Welcome -- Iggy
- Wots new -- Bob
- Club Tasks Contests and Events -- Steve
- New Glider Project -- Gareth
- Windfarm Robin
- Award of On-Line Trophies -- Dave
- > 1030 T Break
- 1045 MBZ and MA Circuit Procedures Bob
- 1105 Radio Talk Rainer
- 1125 Safety Message Bob
- > 1145 Wrap Up, Questions, Discussion

followed by **Free Lunch** at 1200 then – **flying begins**

Start of Season Briefing 2019







FROM THE PRESIDENT

The new two seat glider project **Aerodrome Safety Committee** GNZ audit and delegation in July 2019 Keeping the launches going Friendly club



WOT'S NEW

HOW WE DO THINGS Our Standard Operating Procedures

Version September 2019 is hot off the press Only a few minor updates:

3.3 Visiting pilots to sign a "read and understood" form.

6.1 Winch drivers training reference updated for current MOAP

Now available on the website, copies in committee cupboard for new members and those that have lost their copy and have to have a paper copy.



September 2019





HOW WE DO THINGS Our Standard Operating Procedures

X Country Flights

Pilots to declare intentions with the Duty Pilot before take-off

Make Ops Normal Calls every hour. May only be to other gliders in the air.







Visiting Pilots Policy

- Yes, we've had one for a few years.
- Applies to QGP pilots from other NZ Clubs who want to fly our gliders solo.
- Not often used.
- Form points out insurance liability.

	GNZ PILOTS LT		Piako Gliding Club Inc. How We Do Things
SUMMARY OF	PERSONAL DET AN	TING PIAKO GLIDING CL	Lornings
Personal Details	s:	NG QUALIFICATIONS AND	UB
Full Name		TING PIAKO GLIDING CL NG QUALIFICATIONS AND LL	ABILITY ACCEPTANCE
Home Club			
Medical Current Until			
Flying Experience		GNZ Num	ber
Total Glider Hours	e and Qualifications:	QGP Numb	er
Hours in last 90 Days		Qualified In:	
Type Ratings		Launch Method	s
Instructor Rating		Seat Position	
		- SALON	
Gliding Badges			
Other Flying Experience			
Piako G.C. Duty Ins	tructor Comments and si		
Logbook and licence review	eractor Comments and si	gn:	
771. 4			
Flight Check Comments			
Duty Instructor:			
This is			
This Approval to fly a Pia Glider reg./s ZK-	ko Citat	igned:	
Glider reg./s ZK-	nto Gliding Club glider a	Pplies to:	
	for the dates - From		
Liability Declaration:		/20to	
qualic interional dat	ails and G		//20
quantied and medically fit to read and understood the Piak the event of any damage to th the ground or while flying the the level of the insurance exce Club's insurers for one	fly as Pilot in C	record is the	
the event of any damage to	o Gliding Club noli	f a Piako Glidina Gi	d that I am
The love to a surre living the	T .	o priots and aclass	- nave
Club's insurance exce	is applied to pay the	aft whilst it is under my cont	e that in
be liable to pay for d	such as need!	ice claim c	of both on
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Club's insurers for any reason, be liable to pay for the total cos Current insurance excess for Gl Name:	luer registrat'		hat I shall
Signature:	Siduation: ZK		
stature:		is \$	
		Date:	
		Date: / /20	
		30 September	

6



MOAP

HAS HAD AT LEAST 2 UPDATES THIS YEAR

LATEST 30 MAY 2019 read it yourself

Start of Season Briefing 2019

List of Changes Incorporated in MOAP Amendment AL 31 Effective 30 May 2019

Amendment	Pages
Clarification that the Sports Anti-Doping Rules (SADR) are binding on ALL members	15, 62
Mandatory carriage of CAA Weight & Balance Data Form 2173	35
Procedures regarding the organisation of "aviation events" now include identification of hazards to aviation safety, and ensuring that the associated risks are evaluated and managed (as required by Amendment 2 to Part 149).	72, 73

Max Stevens GNZ Executive Officer

SOME RECENT AC UPDATES

AC 1-04 Trial Flights Sept 19 AC 2-08 Accidents and Incidents July 19 AC 3-01 Glider Daily Inspection May 19 AC 3-15 Operator Responsibility for Maintenance Sept 19



Matamata, New Zealand

Cockpit Check Lists 2019 MOAP

Pre-Boarding Checks

- A = Airworthy If already flown today this could be a brief walk-around check. Before first flight of the day check maintenance release and DI signed. Seat cushions adequate and not compressible. Parachutes (if used).
- B = Ballast Glider loading is within placarded limitations and trim ballast, if required, is secure.
- C = Controls Check all controls, including airbrakes and flaps, for correct sense and full deflections.
- D = Dollies All dollies and ground handling equipment removed.
- **E = Expectations** What might be encountered in the first part of the flight? Wind speed and direction, likely turbulence or crosswind, where you want to be towed to (aerotow), or where you will fly to after release (winch).

Pre-Takeoff Checks

- C = Controls Check flight controls (elevators, ailerons and rudder or equivalents) for full, free and correct movement.
- B = Ballast Ensure pilot weight(s) plus ballast are within placarded limits, and that any required ballast is fitted and secured.
- S = Straps Check harness(es) correctly fastened and adjusted.
- I = Instruments Altimeter set at QNH and other instruments and avionics (including, radio, nav systems, GPS and transponder if fitted) set and functioning.
- F = Flaps Check for full travel in both directions and then set for take-off
- T = Trim Check for full travel in both directions and then set for take-off.
- B = Brakes Check fully open and even, then closed and locked.
- **E = Eventualities** Briefly review options and responsibilities for action in the event of a non-normal situation immediately after the launch commences.
- C = Canopy Check closed and locked.



Club Tasks, Contests, Events, Raglan



Club Tasks







Can be any 300km Diamond Task ie FAI 300km triangle. It must be flown from Matamata Airfield and start can be Waharoa or the Airfield



Dave McPherson One Diamond Trophy





loven	ber 2019		nata, No	ew Ze	aland	lub		
Sun	Mon	Tue	Wed	Thu	Eri	Sat		
з	4	5	6	7	1	2	3rd to 10th Nov	Central Plateau comp - Taupo
 10	11	12	13	14	15	16	9th to 16th Nov	SI Regionals & Club Class Champs—Omar
<u>17</u>	18	19	20	21	22	23	24th to 30th Nov	Nthrn Regionals—Matamata
24	25	26	27	28	29	30		Natamata
Decen Sun	nber 201 Mon	9 Tue	Wed	t Th	Fri	Sat		
 1	2	3	4	5	6	7		
	9	10	11	1	13	14		
- 15	16	17	18	1	20	21	27th to 30th Dec	MSC Grand Prix contest
22	23	24	25	2	27	28		
29	30	31						
Janua	гу 2020	I						
Sun	Mon	Tue	Wed	Thu	Fri	Sat	4 th to 11 th Jan	Auckland Soaring Championships
			1	2	З	4		
5	6	7	8	9	10	11		
12	13	14	15	16	17	18		
19	20	21	22	23	24	25		
26	27	28	29	30	31			
	ry 2020	Tue	Wed	Thu	Fri	e		
sun _	_Mon_	ue	_ weg	- unu		Sat	2 nd to 15 th Feb	National Championships at Taupo
2	З	4	5	6	7	8	22 nd to 29 th Feb	
9	10	11	12	13	14	15	22 10 29 Feb	Central Districts possibly at Waipukura
16	17	18	19	20	21	22		

24 25

23

26 27 28 29





October 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
L		1	2	з	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

November 2019

\$un	Mon	Tue	Wed	Thu	Fri	\$at
L	L			L	1	2
з	4	5	6	7	8	9
10	11_	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

December 2019

\$un	Mon	Tue	Wed	Thu	Fri	Sat
1	2	З	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

January 2020

Sun	Mon	Tue	Wed	Thu	Fri	Sat
L			1	2	з	4
5	6	7	8	9	10	11
12	13	14		16	47	4.8
19	20	21	22	23	24	25
26	27	28	29	30	31	

26th to 30th Oct

MSC Cross Country Course and Labour WE – visit from AASC

5th to 14th Dec	Youth-Glide at Omarama
9th to 13th Dec	National ATC week at Matamata
	led by Norman Duke
26th Dec to 4th Jan	Matamata Christmas Camp
5th to 19th Jan	Raglan camp (indicative only)

8th to 22nd Jan

Walsh Flying School at Matamata







Splashsound Festival returning to Raglan, dates 18th to 20th Jan

£71

Fuel

 \bigcirc

It is a great holiday and good flying fun. Especially good if we get a **West Coast day**.



Always need duty pilots.



We do get new members from it. Luke McPake flew with us at Raglan when he was 13.



Start of Season Briefing 2019

MANAGING RISK



Gareth and Sarel

New Training Glider - Recap

- Pitch to Committee May 2018
- AGM June 2018
- Survey July 2018
 - 96% respondents supported the idea
 - Some members preferred a secondhand option highlighting Duo as best alternative
 - Strong response from members re extra demands on time to support higher flying hours required

Ongoing Engagement

- Committee
- AGM 2019
- SOSB 2018/2019
- Survey 2019 (to come)



New Glider - Finances

What's changed

- Insurance premiums and excess
- CNC engine
- More accurate total cost (see handout)
 - Incl 20m wingtips and retract \$267k
 - Without 20m WT or retract \$247k





What's changed

2017-2018

Glider	Launches	Total time
EO	455	202
PC	228	109
NI	116	133
SN	62	87
ХР	41	57
Total	941	586
Total two seaters	683	311

Glider	Launches	Total Time
EO	749	343
PC	503	141
NI	98	83
SN	60	59
ХР	58	91
Total	1468	717
Total two seaters	1252	484

Two seaters – 569 additional launches, 173 additional hours Average cost/min has come down from \$0.98 to \$0.80



What's Next

- 1. Fundraising continues grants, debentures, Umbrella
- 2. Survey this month
- 3. Committee to decide by end of the year- If no, what do we do?
 - a. Look to extend PC's hours and/or
 - b. Secondhand glider (need \$\$ in the bank)
- 4. If yes:
 - a. Second deposit is due February (covered by debentures)
 - b. Final payment in May (Umbrella), glider arrives Aug/Sept

twoseater@glidingmatamata.co.nz



Robin

KAIMAI WINDFARM

Submission made on behalf MSC clubs Lodged February 2019 – copy on MSC website PGC submitted in support









Negotiations with applicant focused on

- Safety
- Closing down turbines
- Shifting turbines
- Pathway through turbines
- TURBULENCE



GLIDER FLIGHTS OVER WIND TURBINES

Overview of the affected flying area



Figure 1. Plan view of typical glider tracks (blue to green) and potential turbulence cones behind the turbines (yellow). The glider tracks are coloured based on altitude, with green indicating low level roughly 1200 feet ASL (above sea level), blue up to 3000 feet ASL. North up.



Next steps

- Getting some technical work done on turbulence
- Hearing possibly December more likely next year

Likely Outcomes

- Environment Court Appeal
- Some/ no compromises

RECORD KEEPING





I		Pilot Info?		Payer?		You	ith?			Now	?	Save I	ile	Close	Day	Main Menu	
	No	Front Pilot	Payer	Rear Pilot	Age <26?	Glider	Launch	Height	Take-off	Landing	Duratior	Rate	Charges \$	Paid	Non-Flying Charges	Voucher # / Note	No
	1	Sarel Venter				GD	CNC	2500	12:56		0:00	Launch Only	\$ 75.00	EFTPOS			1
	2	Dave Dennison		Bob Gray		EO	CNC	1000	13:07	13:12	0:05	Launch & Glider	\$ 35.81	EFTPOS			2
	3	Tony Davies				ХР	CNC	1500	13:14	15:14	1:59	Launch Only	\$ 45.00	EFTPOS			3
	4	Dave Dennison		Bob Gray		EO	CNC	1000	13:22	13:28	0:06	Launch & Glider	\$ 36.51	EFTPOS			4
	5	Nick Odom		Bob Gray		EO	CNC	2000	13:38	14:38	0:59	Launch Only	\$ 60.00	EFTPOS			5
	6	Bryan O'Brien				JD	CNC	2000	13:48		0:00	Launch Only	\$ 60.00	EFTPOS			6
	7	Steven Care				VC	CNC	1500			0:00	Launch & Glider	\$ 45.00	EFTPOS			7

DAILY RECORD

BANK TRANSACTIONS

Date	Name 🔺	Particulars	Code	Reference	Туре	Withdrawals	Deposits
18/09/2019	38792800 18/09	EFTPOS NZ		EFTPOS	PS		503.29
23/09/2019	38792800 21/09	EFTPOS NZ		EFTPOS	PS		1,066.51
23/09/2019	38792800 22/09	EFTPOS NZ		EFTPOS	PS		400.00
30/09/2019	38792800 28/09	EFTPOS NZ		EFTPOS	PS		430.20
30/09/2019	38792800 29/09	EFTPOS NZ		EFTPOS	PS		290.00

							D		PA	YME	N	SUN	IM	ARY										
	EFTPOS							Cash and Cheques								Invoiced								
Date	Aerotow Winch Glider		Other		Aerotow		W	Winch Glie		ider	Other		Aerotow		Winch		Glider		Ot	ther				
9 Jun 2019	\$	240.00	\$	-	\$	19.34	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
15 Jun 2019	\$	600.00	\$	-	\$	60.98	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
16 Jun 2019	\$	600.00	\$	-	\$	145.00	\$	-	\$	45.00	\$	-	\$	-	\$	1.00	\$	-	\$	-	\$	-	\$	-
19 Jun 2019	\$	285.00	\$	-	\$	53.00	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
26 Jun 2019	\$	330.00	\$	-	\$	44.72	\$	-	\$	-	\$	-	\$	-	\$	-	\$15	50.00	\$	-	\$ 2	29.39	\$	-
30 Jun 2019	\$	60.00	\$2	55.00	\$	37.00	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
30 Jun 2019	\$	60.00	\$2	55.00	\$	37.00	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$15	53.00	\$11	17.00	\$	-
6 Jul 2019	\$	-	\$1	19.00	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$39	91.00	\$29	99.00	\$	-
7 Jul 2019	\$	60.00	\$1	19.00	\$	28.55	\$	775.00	\$	-	\$	-	\$	-	\$	-	\$	-	\$34	10.00	\$26	50.00	\$	-
13 Jul 2019	\$	195.00	\$	-	\$	120.00	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
28 Jul 2019	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
14 Aug 2019	\$	345.00	\$	-	\$	61.33	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
24 Aug 2019	\$	705.00	\$	-	\$	91.53	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
25 Aug 2019	\$	60.00	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-

DATEV DAVIMENT CLIMANAA DV

FINANCIAL SUMMARY

GNZ Flight Statistics														
Club	Date	Aerotow	a) Launches		Self	b) Total number of flights by club gliders (not private)	c) Number of trial flights within (b) above	d) number of flights by youth members within (b) above						
PGC	14-Aug-19	6	0	0	() 3	0	0						
PGC	24-Aug-19	15	0	0	1	. 11	0	2						
PGC	25-Aug-19	2	0	0	() 1	0	0						
PGC	28-Aug-19	9	0	0	() 7	0	0						
PGC	31-Aug-19	11	0	0	() 6	0	0						
PGC	1-Sep-19	13	0	0	() 11	0	0						
PGC	7-Sep-19	12	0	0	() 7	0	0						

GNZ STATISTICS
Daily Club Glider Summary												
Date	Glider	# Flights	#Winch	# Tows	Total Time							
25/Aug/19	ХР	1	0	1	0:56							
28/Aug/19	EO	7	0	7	1:12							
31/Aug/19	PC	1	0	1	0:50							
31/Aug/19	EO	4	0	4	1:19							
31/Aug/19	SN	1	0	1	1:10							
1/Sep/19	PC	4	0	4	0:46							
1/Sep/19	EO	7	0	7	1:49							
7/Sep/19	PC	2	0	2	2:50							
7/Sep/19	EO	2	0	2	2:53							
7/Sep/19	ХР	1	0	1	2:49							

CLUB GLIDER RECORDS

060937
\$ ¢

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DATE	_//	Duty pilot																	
Page one Daily Operations Info		Duty instructor	Duty instructor					Second instructor											
		Weather Forecast											X	alid	inam	atama	ata.co	.nz	
		Other Airfield Users Activity											—		<u> </u>				
	0800 626 756	Airspace										*	Pia	ko (Jlid	Ing	ata.co Clu	qr	
Glider Pilot in command/		Passenger/Student	Tow		CLUB GLIDER TIME LOG (minutes)							CHARGES \$			PAYMENT DETAILS				
REG	Instructor	or X Country Intentions	Height	Take off	Land	PC	РК	SN	NI	ХР	Launch	Glider	Total	Cheque	Eftpos	Cash	Voucher #	Paid	
1																			
2																			
3																			
•																			
5																			
5																			
9																			
0																			
1																		 	
2																			

COMPUTER NOT WORKING – USE THE FORCE FORM

Nominally the Duty Pilot (including money collection)

- On some days there is no Duty Pilot, or Duty Pilot doesn't show
- > Duty Pilots are often newest members, unfamiliar with systems
- Burden then falls to senior members or instructors (not fair but it needs to be done)
- Make sure that record of your flight is entered correctly, don't just leave EFTPOS slip under corner of computer and bugger off
- > Any non-standard transactions or events (e.g. computer broke): email to <u>treasurer@glidingmatamata.co.nz</u>
 - Notes in, or on, the daily envelope are not sufficient
 - Giving details of situation to treasurer when you see him also does not work

WHO'S JOB IS DAILY RECORD KEEPING

























Morning T

Please be back in your seats by 10:45



MATAMATA MBZ AND CIRCUIT



FOLLOW THE PATTERN



Start of Season Briefing 2019

Matamata, New Zealand



Piako Gliding Club

Matamata, New Zealand

Start of Season Briefing 2019

NZMA AIP Chart



1. Circuit Direction: RWYs 04, 28 — Left hand RWYs 10, 22 — Right hand

- 2. A private aerodrome located approx 0.5 NM north of RWY 10 threshold necessitates extra care when operating on RWYs 10, 22 and 04.
- 3. Enroute traffic should avoid flying through Matamata MBZ due to the presence of parachute and gliding operations.
- All pilots should avoid using the overhead join procedure at Matamata aerodrome due to parachute and gliding operations.
- 5. RWY 04/22 may be closed for grass harvest. White crosses displayed will indicate RWY closure.
- 6. When RWY 04/22 is in use, model aircraft operations may close RWY 10/28 and be conducted
- within "Waharoa" modellers will activate only one model flying area at a time.
- 7. Intensive sporting activities take place, particularly during weekends.
- Glider Winch Launching: There will be a white "W" displayed on the threshold of the active vector when the winch is in use. Refer to Matamata Winch Launching Chart. Glider chat frequency outside of the MBZ is 133.55 MHz.

S 37 44 04 E 175 44 31

© Civil Aviation Authority

(continued)



MATAMATA AERODROME (1)

NZMA AD 2 - 51.2 AIP New Zealand

MATAMATA
AERODROME (2)

- When "Gliding Operations" marker is displayed, parachute operations will use either of two alternative sites. See note 11.
- Before start-up and taxi, each pilot should make a radio call to ascertain whether there are any parachutists in the air. Aircraft within 100 m of an active landing site should have their engines turned off.
- Parachutists may land at either of two sites, "Clubroom" or "Kaimai". Clubroom is on the SW side of RWY 10/28 in front of the skydiving club (marked with cones). Kaimai is the centre of RWY 04/22. The drop pilot will broadcast which one is in use prior to drop.
- 12. Aircraft and vehicles are not permitted to taxi or drive through or park inside the parachute landing sites.

Effective: 8 NOV 18





- 1. When RWY 10/28 is being used for winch launching a row of cone markers will be placed along the centreline. In addition, there will be 3 white markers, 3.5 x 0.5 metres in size, placed at 20 metre intervals from the threshold of the runway in use, in line with the cone markers
- 2. The threshold of RWY 28 is 130 metres from the boundary fence and cars involved in glider operations may be parked in the designated parking areas. In transit they are required to give way to aircraft traffic and to remain adjacent to the southern boundary of the runway.
- 3. Powered aircraft operations are restricted to the southern side of RWY 10/28, and winch launching operations are restricted to the northern side.
- 4. Winch launching may not commence at any time when it could result in conflict with other traffic or when parachutes are in descent.
- 5. Gliders may land on the southern side of the runway but must be moved clear immediately upon completion of the landing roll.
- 6. When gliding operations marker is displayed, all parachute operations are to be targeted to the nominated PLA.

ΜΑΤΑΜΑΤΑ WINCH LAUNCHING

Effective: 2 APR 15

Piako Gliding Club

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Start of Season Briefing 2019



MATAMATA AIRFIELD RUNWAY 10-28 GLIDER CIRCUIT AREA









CAA REACTING TO RECENT MIDDAIR COLLISION ACCIDENT AT MASTERTON

THERE HAVE ALSO BEEN ACCIDENTS AT FIELDING AND PARAPARAUMU



Non-conformance with uncontrolled or unattended aerodrome circuit procedures can be fatal

Issued 12 August 2019

CAÃ

A recent spate of incidents and accidents, including the loss of life at an uncontrolled aerodrome, has prompted the Civil Aviation Authority to issue this safety message.

Pilots operating at an uncontrolled or unattended aerodrome must comply with the published circuit directions and procedures in the NZAIP Volume 4 for that aerodrome.

These procedures are established to ensure the greatest possible safety for pilots when they are joining or vacating an uncontrolled or unattended aerodrome

Advising local traffic via a radio call that you are joining or vacating 'non-standard' is not acceptable and does not absolve the pilot from complying with the published circuit direction. This applies to operations of all types, however, some agricultural and helicopter operations may be exempt under certain conditions.

Adherence to the rules, coupled with the use of standard radiotelephony procedures and a good lookout scan, is essential to ensure flight safety. Never assume that you are the only aircraft in the vicinity of the aerodrome, even if no other radio communications from aircraft have been heard.

VERY REAL POTENTIAL FOR MIDDAIR AT MATAMATA

WE SHARE THE AIRSPACE WITH MANY DIFFERENT TYPES OF AIR TRAFFIC WE FLY A DIFFERENT CIRCUIT TO ALL OTHER POWERED AIRCRAFT

AND WHAT ABOUT OUR RAGLAN OPS

Bob Gray SOSB Oct 2019



Start of Season Briefing 2019

















SPOT THE AIRCRAFT LANDING

Bob Gray SOSB Oct 2019



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Start of Season Briefing 2019





LETS THINK ABOUT MANAGING THE RISK USING T.E.M. PRINCIPLES DO IT IN THE "EVENTUALITIES" CHECK

- FORM THE RIGHT MINDSET
 Be open and accept we make mistakes
 Take a wide view
 Consider conditions today
- IDENTIFY THE THREATS What could create a problem? What don't I know?
- HOW DO I MANAGE MY POTENTIAL ERRORS?



THREATS IN NZMA AIRSPACE

- Me not seeing/hearing another glider/aircraft/helicopter/ gyrocopter/parachutist/......
- Other pilots not seeing me
- Weather conditions creating unexpected lift or sink or crosswind
- Different types of air traffic with different airspeed & approach angle & circuit pattern
- Me not following correct pattern





ERRORS I COULD MAKE

- Me not looking out!
- Me not being aware of other aircraft
- Me missing a checklist
- Me not noticing lift/sink/cross wind effects
- Me being myopic
- Me being distracted
- Me not communicating



HOW DO I MANAGE THE THREATS AND/OR ERRORS?

- KEEP A GOOD LOOKOUT ALL AROUND AT ALL TIMES
- ASSESS WIND AND OTHER CONDITIONS WHICH WILL EFFECT THE CIRCUIT
- PLAN THE CIRCUIT IN GOOD TIME TO FOLLOW CORRECT PATTERN (next slides) BUT --- BE PREPARED TO AMEND THE PLAN
- LISTEN TO THE RADIO
- COMMUNICATE CORRECTLY
- CHECK FOR TRAFFIC ON THE RUNWAY
- ANTICIPATE WHERE OTHER TRAFFIC MIGHT BE
- CARRY OUT CHECKS PROPERLY
- BE PREPARED FOR THE UNSEEN AIRCRAFT





JOINING FOR MA RWY 28



JOINING FROM THE RIDGE TO LAND RWY 28 SUGGESTED GLIDER APPROACH FLIGHT PATHS





JOINING FOR MA RWY 28



JOINING FROM SOUTH TO LAND RWY 28 SUGGESTED GLIDER APPROACH FLIGHT PATHS





MANAGE THE RISK

LANDING A GLIDER IN PERFECT CONDITIONS WITHOUT DISTRACTIONS IS HARD ENOUGH

ADDING IN THREATS – WIND, LIFT/SINK, OTHER TRAFFIC, MAKES A DIFFICULT EXERCISE SO MUCH HARDER

ACCEPT THIS AND BE PREPARED

ANY QUESTIONS OR DISCUSSION ABOUT ARRIVING AND DEPARTING

Safety Message

Non-conformance with uncontrolled or unattended aerodrome circuit procedures can be fatal

Issued 12 August 2019

A recent spate of incidents and accidents, including the loss of life at an uncontrolled aerodrome, has prompted the Civil Aviation Authority to issue this safety message.

Pilots operating at an uncontrolled or unattended aerodrome must comply with the published circuit directions and procedures in the NZAIP Volume 4 for that aerodrome.

These procedures are established to ensure the greatest possible safety for pilots when they are joining or vacating an uncontrolled or unattended aerodrome.

Advising local traffic via a radio call that you are joining or vacating 'non-standard' is not acceptable and does not absolve the pilot from complying with the published circuit direction. This applies to operations of all types, however, some agricultural and helicopter operations may be exempt under certain conditions.

Adherence to the rules, coupled with the use of standard radiotelephony procedures and a good lookout scan, is essential to ensure flight safety. Never assume that you are the only aircraft in the vicinity of the aerodrome, even if no other radio communications from aircraft have been heard.

MBZ Radio





For more information, visit www.caa.govt.nz

CAA Safety Message PROVIDED FOR SAFETY PURPOSES SM/01/2019

Rainer Künnemeyer 4 Oct 2019

What is an MBZ ?

CAR 71.157:

Portion of uncontrolled airspace where pilots are required to make radio broadcasts of their position and intentions

position and intentions









CAR 91.135 and AIP ENR 1.1

- **Radio calls** of aircraft callsign, position and altitude, and the pilot's intentions for flight within the mandatory broadcast zone
 - at entry
 - when joining the aerodrome traffic circuit of an aerodrome
 - before **entering** a runway for take-off
 - at any other time at least at the intervals prescribed for the mandatory broadcast
 - downwind when abeam the upwind end of the RWY (per AIP)
- **listening watch** on the radio frequency assigned to the mandatory broadcast zone

The 4 'W's

Who you are calling

- Matamata traffic
- Who is calling
 - Glider Golf Echo Oscar

Where you are

 3 to the North East of the airfield, tree thousand fife hundred

What you want

• Joining downwind 28



The 4 'C's

Clear. Others must be able to hear clearly what you say.

Concise. Say only what you need to say.

Consistent. Use standard phrases, correct message order and structure.

Correct. Be accurate. Others may be relying on it.



Some examples calls

Matamata Traffic, Echo Oscar now joining downwind 28.

Matamata area traffic, Glider Echo Oscar overhead the dairy factory, 1000 feet, tracking to the silos, changing 133.55.

Matamata traffic, Glider Golf Echo Oscar, at the golf ball 5000 feet, joining the MBZ from the West for straight-in landing 28.

60, 62, 65, 65, 63, good launch seventeen hundred feet


Tracking directly towards the airfield, as shown, what is your location relative to the airfield?

Tracking directly from the tunnel to the airfield, what is the compass direction of your track and location relative to the field?





Who is calling

Aircraft call sign (CAR 91.249): Aircraft manufacturer or model, and the last <u>3</u> letters of the registration



Glider Golf Golf Delta

Common problems

- Ambiguous
- Life story
- Calls sign
- Wrong location
- Use standard FRTO phraseology. Just because it seems clear to you, others might not understand. The same way as many glider pilots do not understand powered operations, motor people do not understand gliders.
- Cutting in without calling.
 If you need to go ahead of another plane in the circuit, talk to them.
 Do not just say number one, or worse expect the traffic ahead to see you and get out of the way.
- Winch chatter

While you are talking nobody else can.

What to read !



https://www.caa.govt.nz/avkiwi/plane-talking/

"CAA AC 91-9 & AC 172-1: Radiotelephony Manual", https://www.caa.govt.nz/assets/legacy/Advisory_Circulars/AC091-9-172-1.pdf

"Flight Radio", Aviation Theory Centre, Tauranga.





Roger Wilco Over and Out





REDUCING TOLERANCE FOR ACCIDENTS

INCREASING COST OF ACCIDENTS

ADDRESSING AREAS WHICH WE COULD IMPROVE SAFETY







FOCUS ON LOCAL AREA

MAKE IT FUN TO BE SAFE



SO HOW DO WE MANAGE THAT AND KEEP IT FUN?

how do we become a safer pilot?

READ OUT LOUD -> IT'S OVER TO ME!





LAST YEARS RECORD

- 3 INCIDENTS OF BRAKES OPEN ON TAKE-OFF
- 2 INCIDENTS OF GLIDERS OBSTRUCTING THE RUNWAY FOR OTHER TRAFFIC
- A TOW-PLANE PARTIAL ENGINE FAILURE ON TAKE-OFF
- HEAVY LANDING CAUSING TAIL WHEEL DAMAGE

SO NOTHING MAJOR BUT A GOOD TO REFLECT ON WHAT WE'RE DOING WRONG AND WHAT WE NEED TO DO



REMINDER OF THE THREE Cs

CURRENCY COMPETENCY COMPLACENCY

LOW SCORES IN ANY OF THESE WILL LEAD TO POOR DECISIONS

SO I'LL SCORE MYSELF WHAT IS MY SITUATION STATUS HERE?





PRINCIPLES OF THREAT AND ERROR MANAGEMENT

FIRSTLY REMEMBER THAT WE MAKE MISTAKES

WHY CAN'T WE BE PERFECT

- Humans have built in natural instincts which act against flying. We were not designed to fly.
- Eyes and ears are very good most times but are not 100% reliable.
- Glider flying uses multitude of skills and brain functions, we are constantly making decisions
- My brain needs time to process and react
- We all make mistakes! All the time!



WHY DO WE MISS STUFF?

- It's easy to be myopic task focused
- Old age, fatigue, alcohol/drugs
- Environmental influences heat or cold, sun glare, hypoxia.
- Also we aren't that good to start with.



THEN THERE'S **STRESS**

- Glider flying is good fun because it has stress
- Stimulation and excitement comes from risky activity



Performance

Under-stimulation zone •Boredom •Fatigue •Frustration •Dissatisfaction Optimum stimulation zone

Rational problem solving
Good decision making

Overstimulation zone

Irrational problem solving
poor decision making

Karmin Curve







SOINEED (WANT) STIMULATION

Certain level of stress is necessary for best performance But I must stay in the goldilocks zone





EFFECTS OF STRESS WHILE GLIDER FLYING ARE CUMMULATIVE SO I'M HAVING A GREAT FUN TIME, BUT.....

PILOTS WITH:-

HIGH STRESS FATIGUE, DEHYDRATION CRITICAL LACK OF TIME = MAKE POOR DECISIONS= MAKE POOR DECISIONS= MAKE POOR DECISIONS

THIS IS WHAT GLIDER PILOTS GET USED TO



SO BACK TO THE QUESTION HOW DO WE MANAGE ALL THIS?

1. SITUATIONAL AWARENESS

A: PERSONAL BE AWARE OF AND MANAGE MY PERSONAL 3Cs SITUATION BE AWARE OF MY STRESS & EXCITEMENT LEVELS AM I SAFE MANAGE TIME TO AVOID RUSHING STUFF

B: ENVIRONMENTAL WHAT'S GOING ON AROUND ME WHAT ARE OTHERS DOING STATUS OF THE GLIDER CLOTHING, EQUIPMENT, FOOD AND WATER WEATHER SITUATION NOW AND FORECAST



2. THREAT AND ERROR MANAGEMENT TECHNIQUES

THREATS: ASSESS THREATS THREATS MUST BE RELEVANT AND BASED ON CONDITIONS

ERRORS: THINK AHEAD FOR POTENTIAL ERRORS

MANAGEMENT: WHAT ARE SENSIBLE MITIGATION ACTIONS I CAN DO NOW OR PLAN AHEAD FOR? CONSTANTLY MONITOR THE PLAN BE PREPARED TO CHANGE (PLAN B, C,)





I CAN BE SAFER BY:-

ASSESSING MY OWN SITUATION ASSESS THREATS AND ACCEPT ERRORS OCCUR FOLLOW S.O.P.s GO THROUGH CHECKLISTS FORMALY NOT BE RUSHED ASK IF I'M NOT SURE SHARE EXPERIENCES GOOD AND BAD

AND ALWAYS FOLLOW THE GOLDEN RULES





> SAFE SPEED NEAR THE GROUND

- > ALWAYS HAVE A LANDABLE OPTIONS WITHIN GLIDE DISTANCE
- MAKE LANDOUT DECISION EARLY 1,000FT AGL HAVE A LANDING SITE SELECTED
- > AVIATE NAVIGATE COMMUNICATE



Have a fun and safe 2018/19 season

Discussion, questions from the floor

not too long lunch is waiting