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Piako Gliding Club

WELCOME TO THE 2024-25 START OF SEASON BRIEFING

AGENDA

0930 – 0935 Welcome
0930 – 0940 Moving Aircraft
0940 – 1000 Spin Avoidance
1000 – 1030 Circuits
1030 – 1045 Morning Tea
1045 – 1115 Radio Quiz
1115 – 1130 Waypoints
1130 – 1145 Collision Avoidance
1145 – 1200 Club Tasks
1200 Lunch

Ground Handling

Last Weekend the DG1001 was damaged when it was being towed to the launch point.

The left wing tip sustained significant damage.

Towing to the Launch Point, I observed the Towplane facing the fence.

I proceeded to tow down, as the launch was not ready to go.

I was debating whether to go around the towplane and glider.

The Towplane then taxied to the normal launch position.

I was already close to the fence.

I observed the launch taking place.

The left wingstruck the Caravan Awning resulting in the winglet being damaged

Ground Handling

What Should I have done differently.

1. Stopped.
2. Waited for direction from the Duty Pilot.
3. On Instruction from the Duty Pilot to tow around in front of the Tow Plane
4. On Instruction from the Duty Pilot wait while they launched the glider.

Ground Handling

When Towing Gliders down to the 28 launch point.

- At the hangers Check for a launch getting ready to go.
- If Launch about to launch.
- Wait until launch has gone.
- Tow down and go around any gridded gliders.
- If a launch gets ready to go while towing down
  - Do not stop, get down and go around the gridded gliders.
  - Do not try to go between the gridded gliders and any parked obstacle.

SPIN AVOIDANCE

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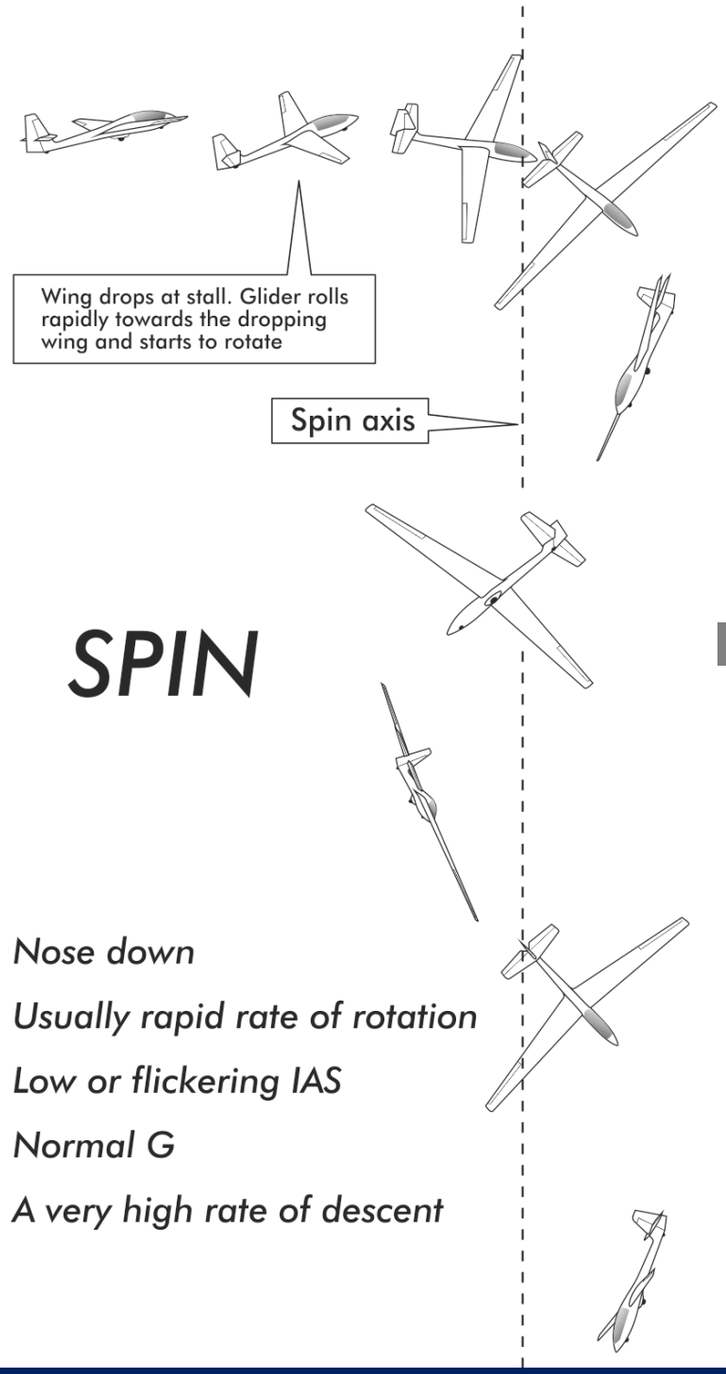

SPIN

Nose down

Usually rapid rate of rotation

Low or flickering IAS

Normal G

A very high rate of descent

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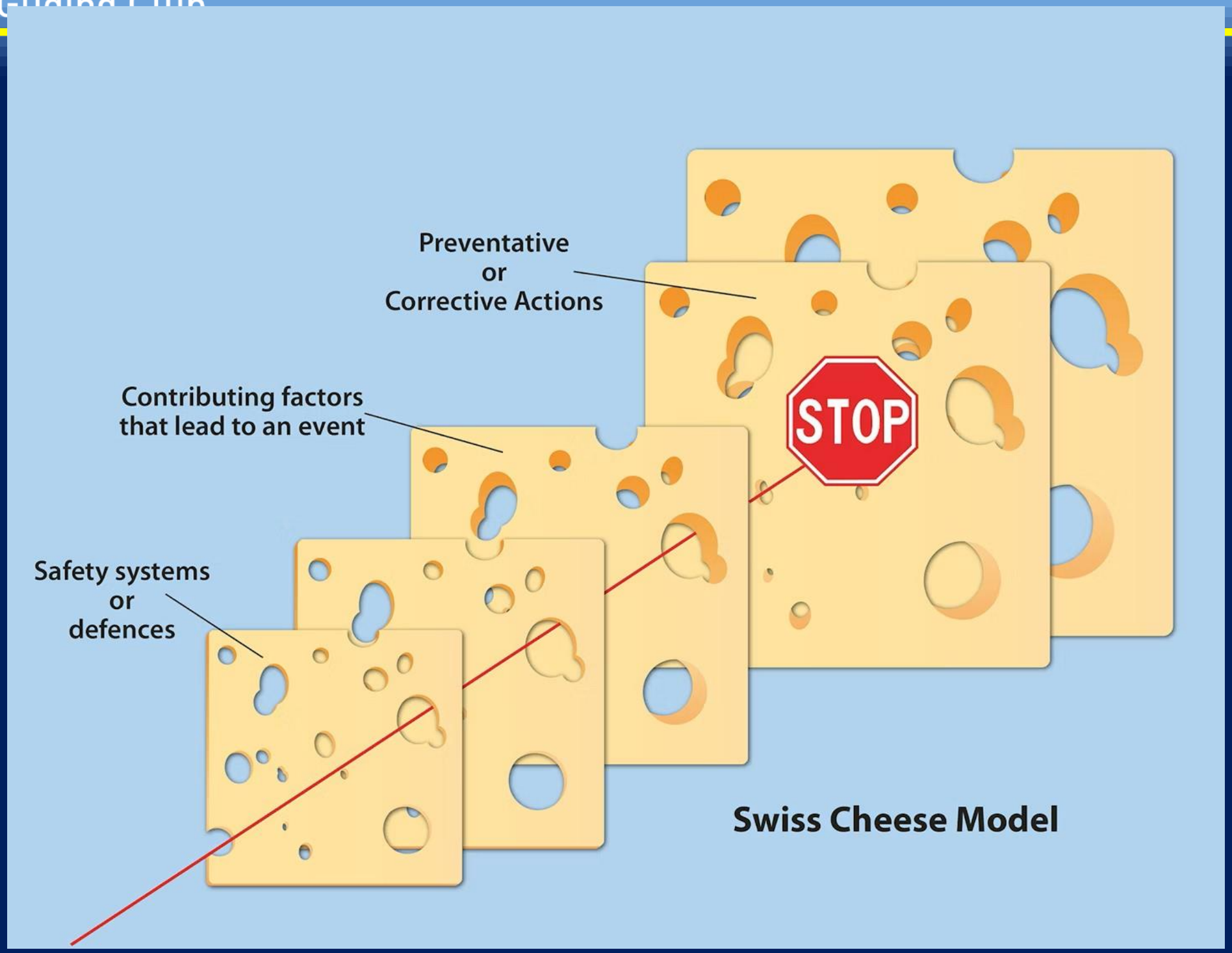

PRIMARY SPIN ACCIDENT CAUSES

- Distraction
- Other priorities
- Didn't recognize early symptoms
- Turbulence (sometimes)
- Got into a difficult situation close to the ground

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BARRIERS TO SPIN TRAINING

- FEAR
- GETTING STUDENTS TO GET A GLIDER INTO A SPIN IS DIFFICULT.
- NOT RECOGNISING THE ONSET OR RISK FACTORS
- RECOVERY STILL NOT INSTINCTIVE
- TRAINING ENDS AND NO PRESSURE TO EVER DO IT AGAIN UNTIL BIENNIAL BFR

SOLUTION

- PRACTICE (ESPECIALLY WING DROPS) UNTIL IT IS INSTINCTIVE
- EDUCATE ON SITUATIONS THAT PRESENT A HAZARD
- ENCOURAGE EXPERIENCED PILOTS TO PRACTICE

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JO	***2008***
PW	2009
HI	2009
VG	2009
KO	2010
DF	***2012***
PE	***2016***
ZV	***2016***
TH	2016
XG	***2017***
ZP	***2022***

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KEY HAZARDS

Radio distraction
Pilot unfamiliar with Waikato terrain
No paddock landing selection training

OUTCOME

Paddock landing presentation at X/C course

DF

ASW20F

In a turbulent thermal just after launch. Spin from 800ft agl didn't fully recover.

Bit over 200hrs experience 83hrs on type.

Conclusions

Possibly startled by rapid entry into spin

Did not use flap to negative to recover

XG

Discus 2c

Experienced pilot Contest flying after a Mountain Flying course Spun turning close to terrain.

Conclusions

Age, fatigue, turbulent mountain air, turning too close to the hill.

TH

Discus b

Winch launch. Stall and spun on rotation

Conclusions

Crosswind, half water ballast, wing runner did not balance the water ballast. Pilot did not release quick enough when the wing touched the ground.

WINCH LAUNCHING

- Low-level turning is part of winch launch emergencies
- Landing ahead is not always an option.
- Optical illusion of speed when close to the ground
- Only turn “downwind” if you are turning from a low level emergency.

SOME PERSONAL REFLECTIONS

- Big wingspan gliders may be impossible to recover from a spin.
- Fatigue, turbulent air, goal fixation, distraction.
- Experience, knowledge, and lack of previous accidents do not make you immune

https://youtube.com/shorts/itdXIAevQ4Q?si=HH8qfteSose0Vzzw

LET'S TALK ABOUT OUR CIRCUIT

Think Situational Awareness

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CAA Message

Large number of near collision incident reports in the circuit at unattended aerodromes.

Key Factors – Lack of:

- Situational Awareness
- Communication
- Standard flight paths

LEARNINGS FROM FATAL CIRCUIT COLLISIONS

Three accidents since 2017 which killed 8 pilots

Common factors:

- At pilot's home airfield
- Good weather
- Experienced pilots, in two cases instruction flights
- One or more aircraft were manoeuvring

- ➢ CAA program aimed at improving culture so that pilots do the right thing when no-one is looking, and;
- ➢ Circuit flying is predictable and understood by all pilots

Recent near miss incident reports around Matamata

2023

Three near miss incidents between gliders tow planes and light aircraft in the circuit

August 2024

Near miss between landing glider and light aircraft doing touch and go in opposite direction

September 2024

Near miss between glider and light aircraft joining the circuit

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There is a high potential of a mid-air accident in our circuit!

Mix of aircraft types all aiming for, or leaving the same piece of ground

Mix of pilot expectations and skills

Pilot’s concentration is fixed on landing with reduced attention to **Situational Awareness**

LET'S LOOK AT THE RULES

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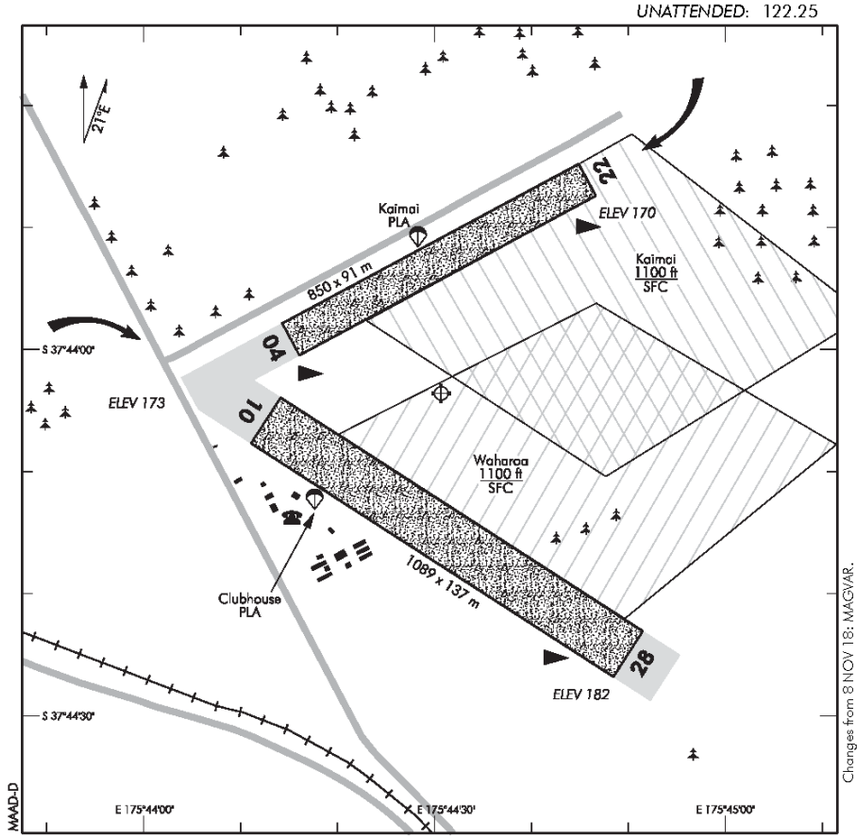
ELEV 182
NZMA

NON-CERTIFICATED

MATAMATA
AERODROME (1)

UNATTENDED: 122.25



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.
4. 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.
8. 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.

(continued)

Effective: 12 AUG 21

S 37 44 04 E 175 44 31

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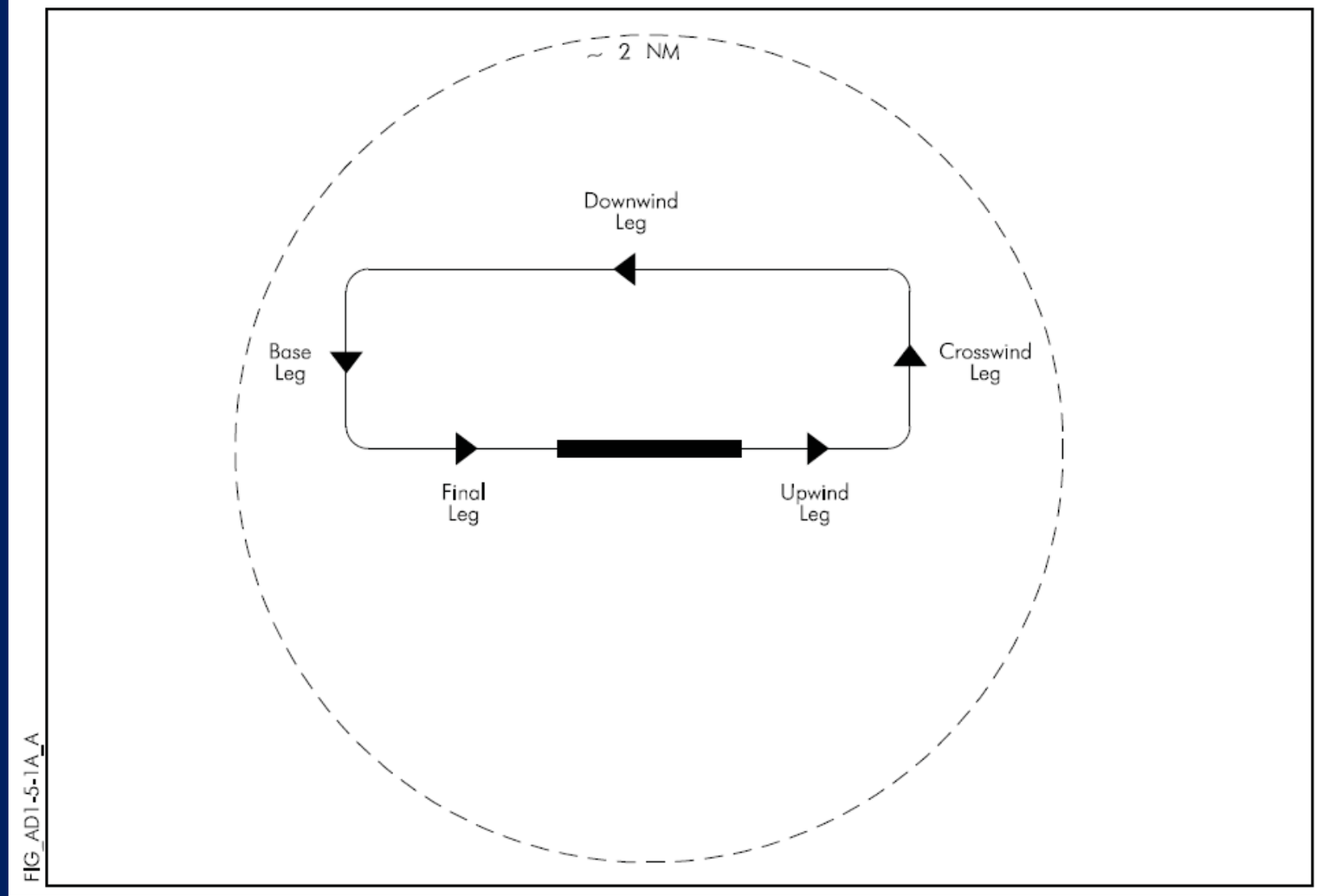
Figure AD 1.6-1A
Aerodrome Traffic Circuit



RULE: Inside ~2Nm below 1,500 AGL all traffic must follow this basic pattern

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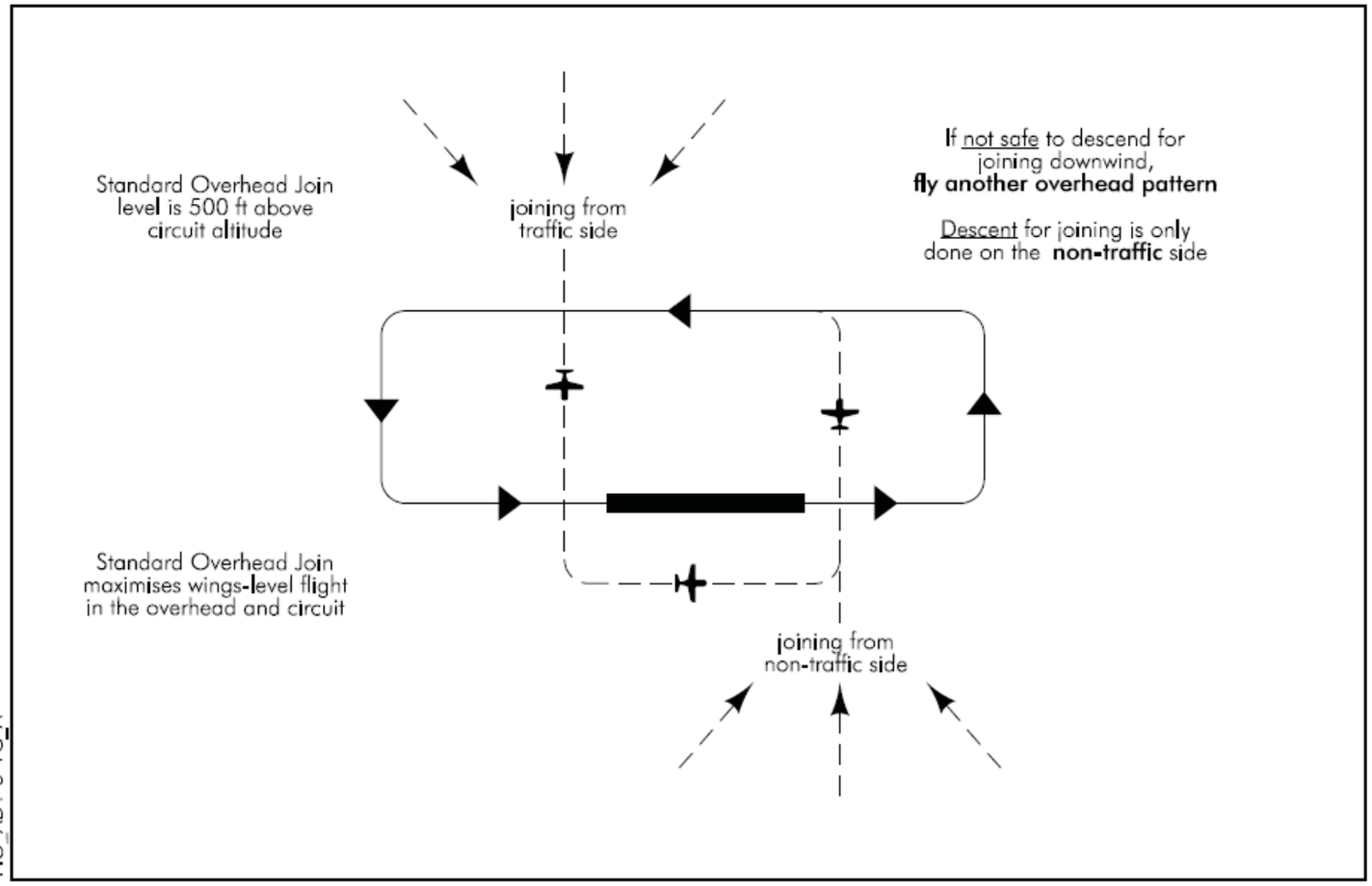
Figure AD 1.6-1C
Standard Overhead Join



Required standard join procedure.

But, NZMA AIP plate says joining traffic should avoid the overhead.

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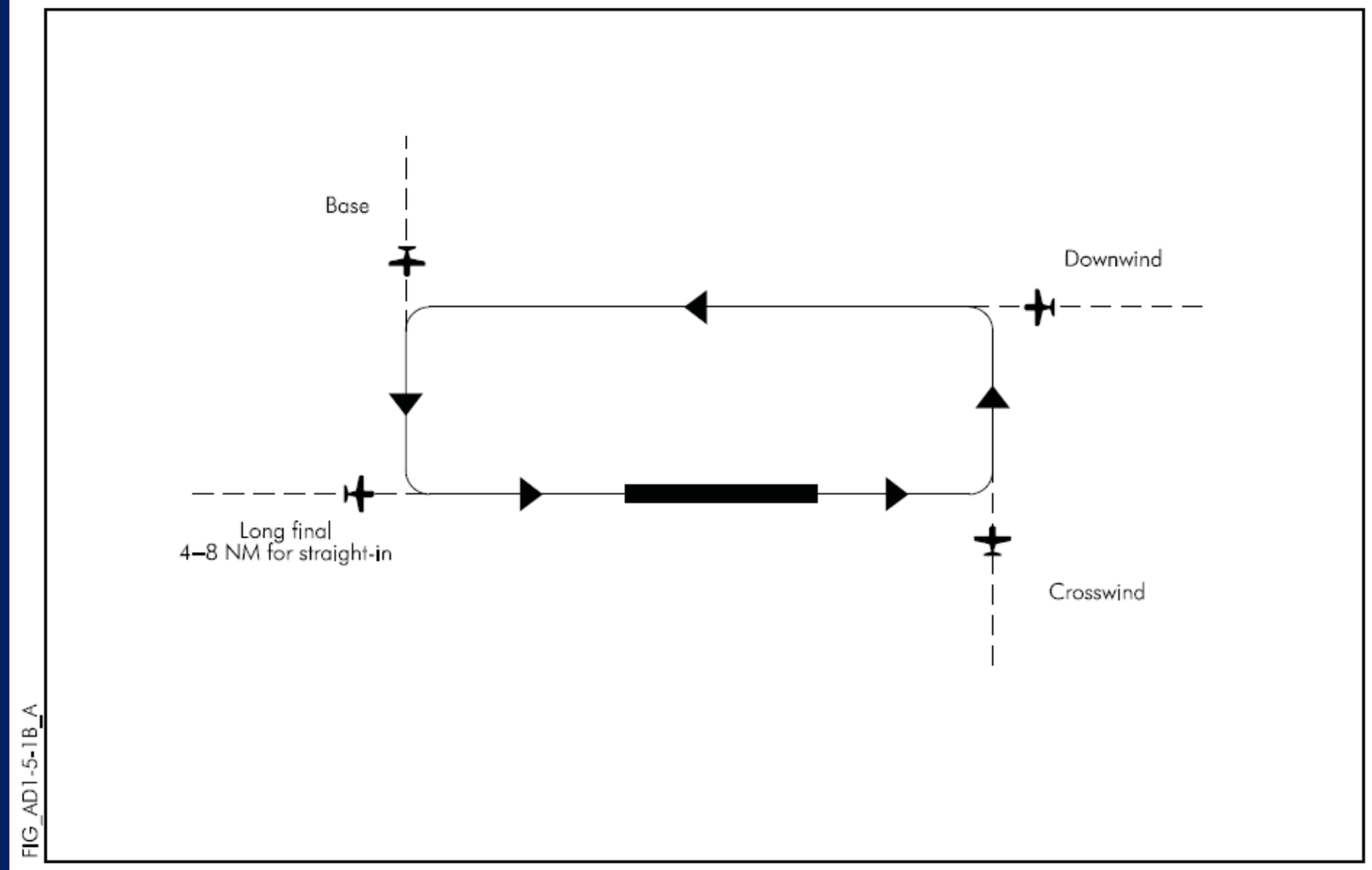
Figure AD 1.6-1B
Direct-joining the Circuit



This is most common way gliders will join

NZMA CIRCUIT

Expect other traffic of all types to be in the circuit.

Look and listen out for other aircraft.

Plan to follow the correct circuit direction.
DO NOT fly the wrong way along the downwind leg.

If, for safety reason (unexpected loss of height), you must fly a non-standard then make sure you advise other traffic that you're *'Non standard'* and keep an especially good lookout.

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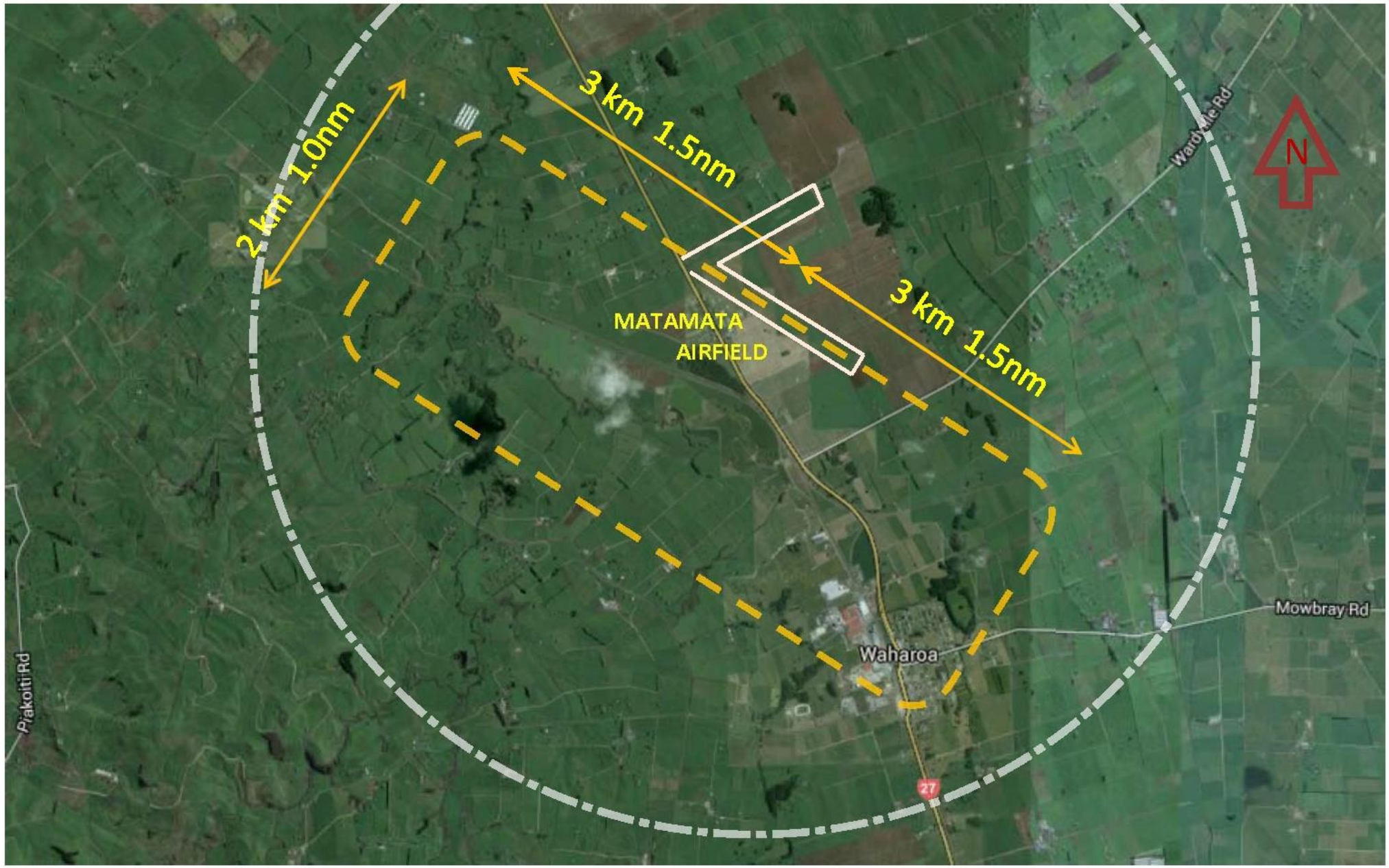

MATAMATA AIRFIELD RUNWAY 10-28 GLIDER CIRCUIT AREA

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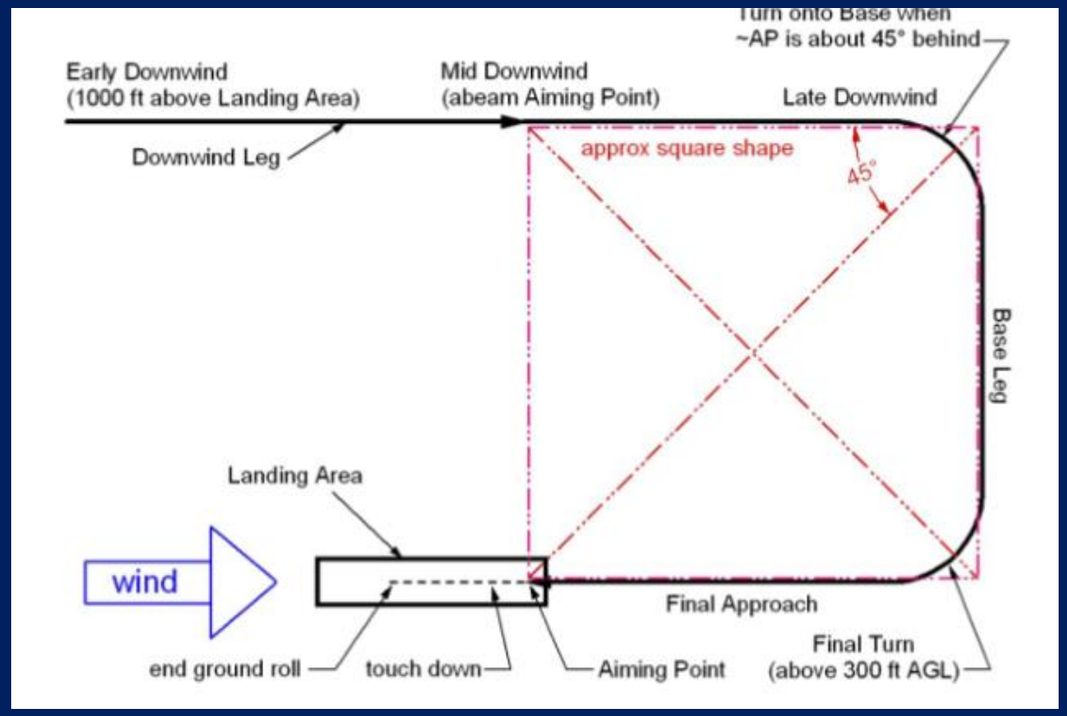
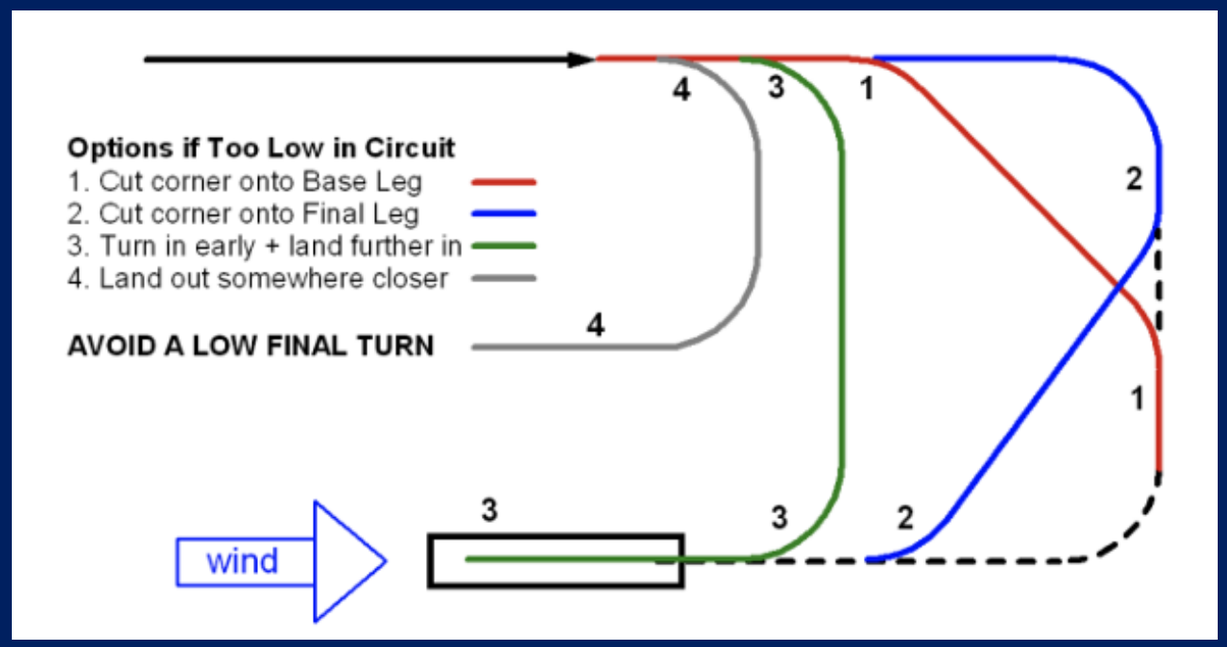
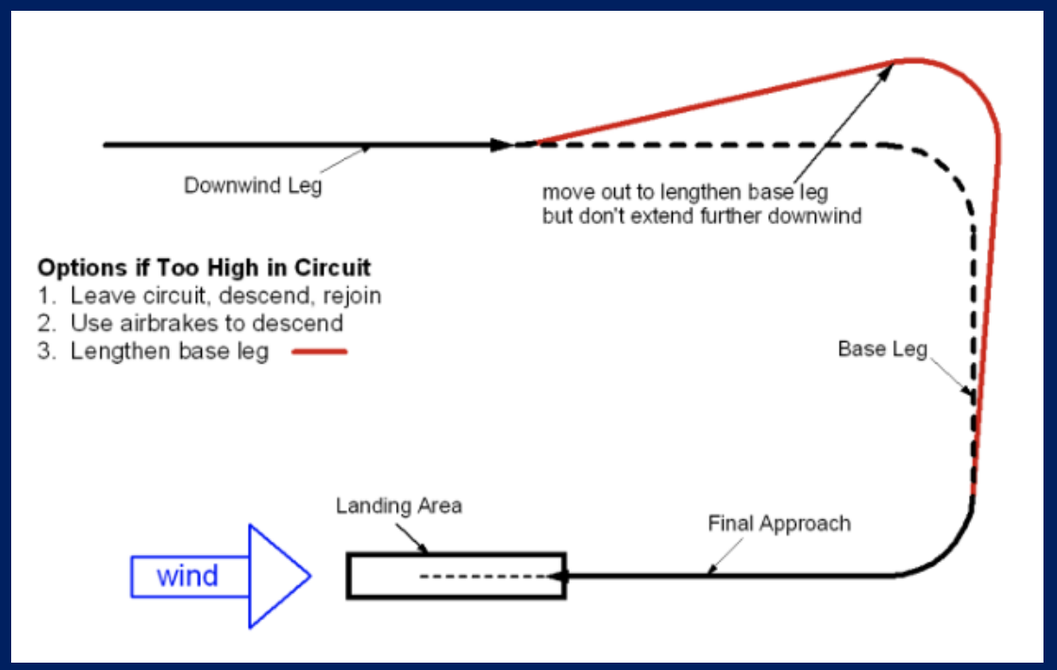
From training manual







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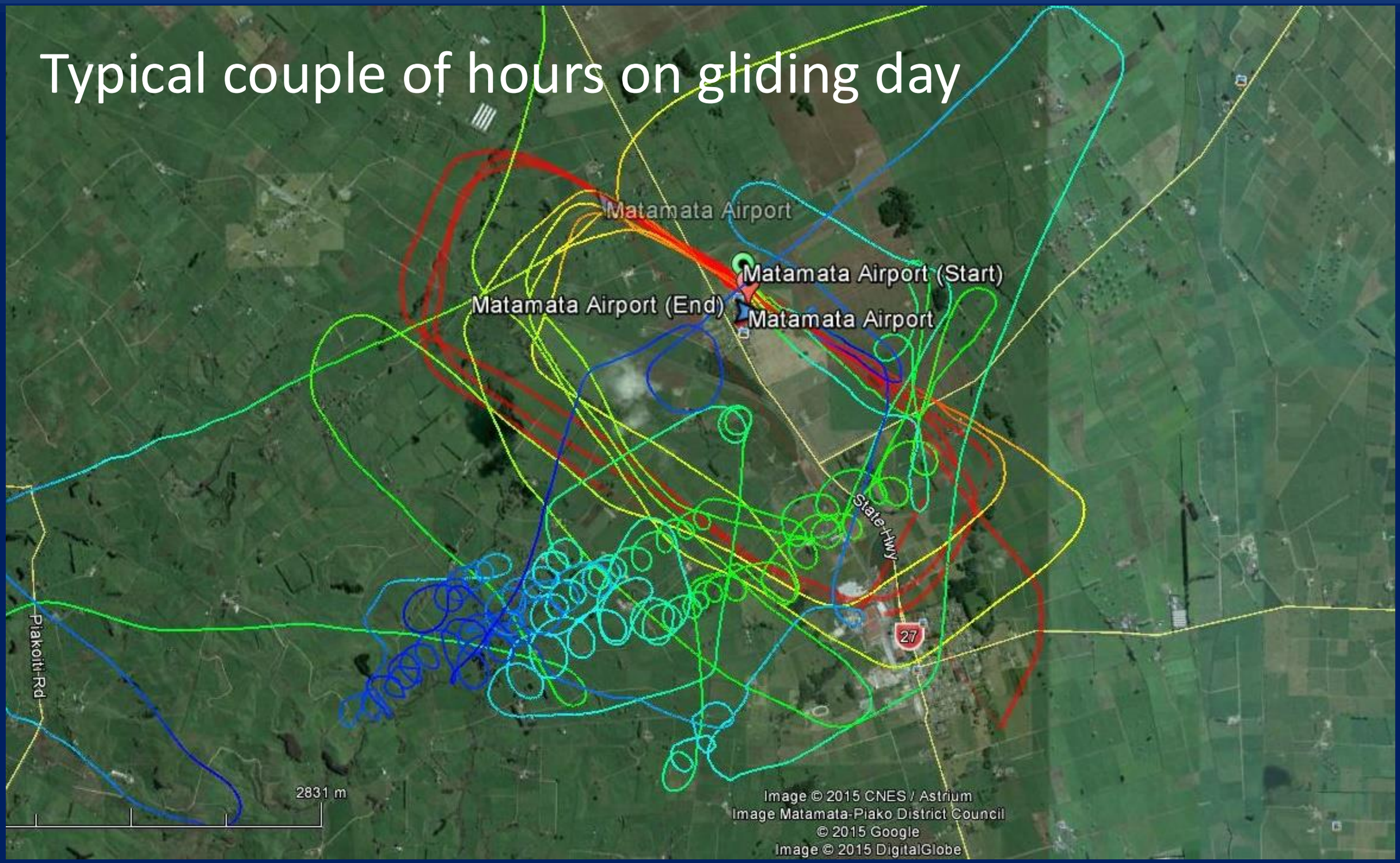
Typical couple of hours on gliding day



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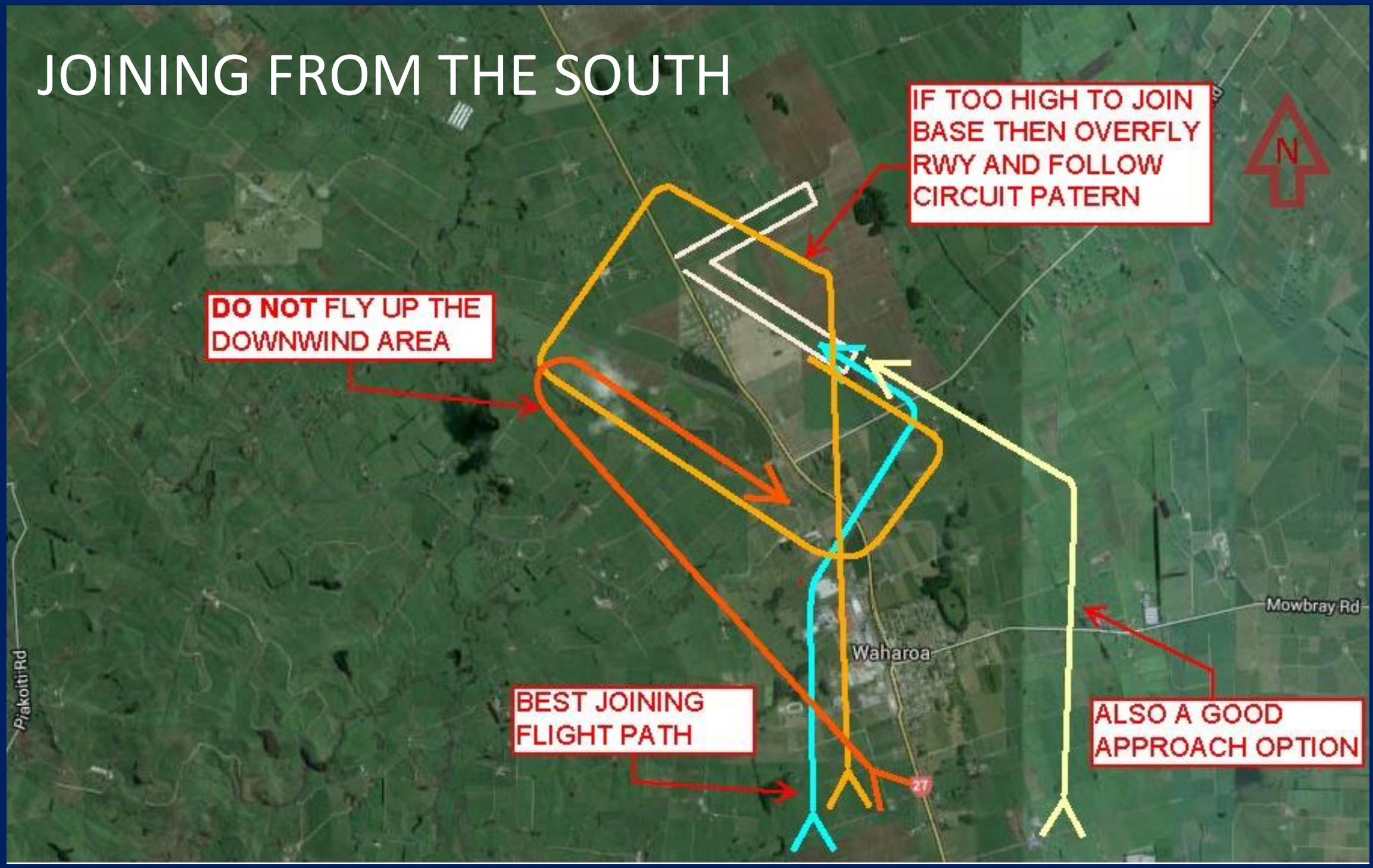
JOINING FROM THE SOUTH



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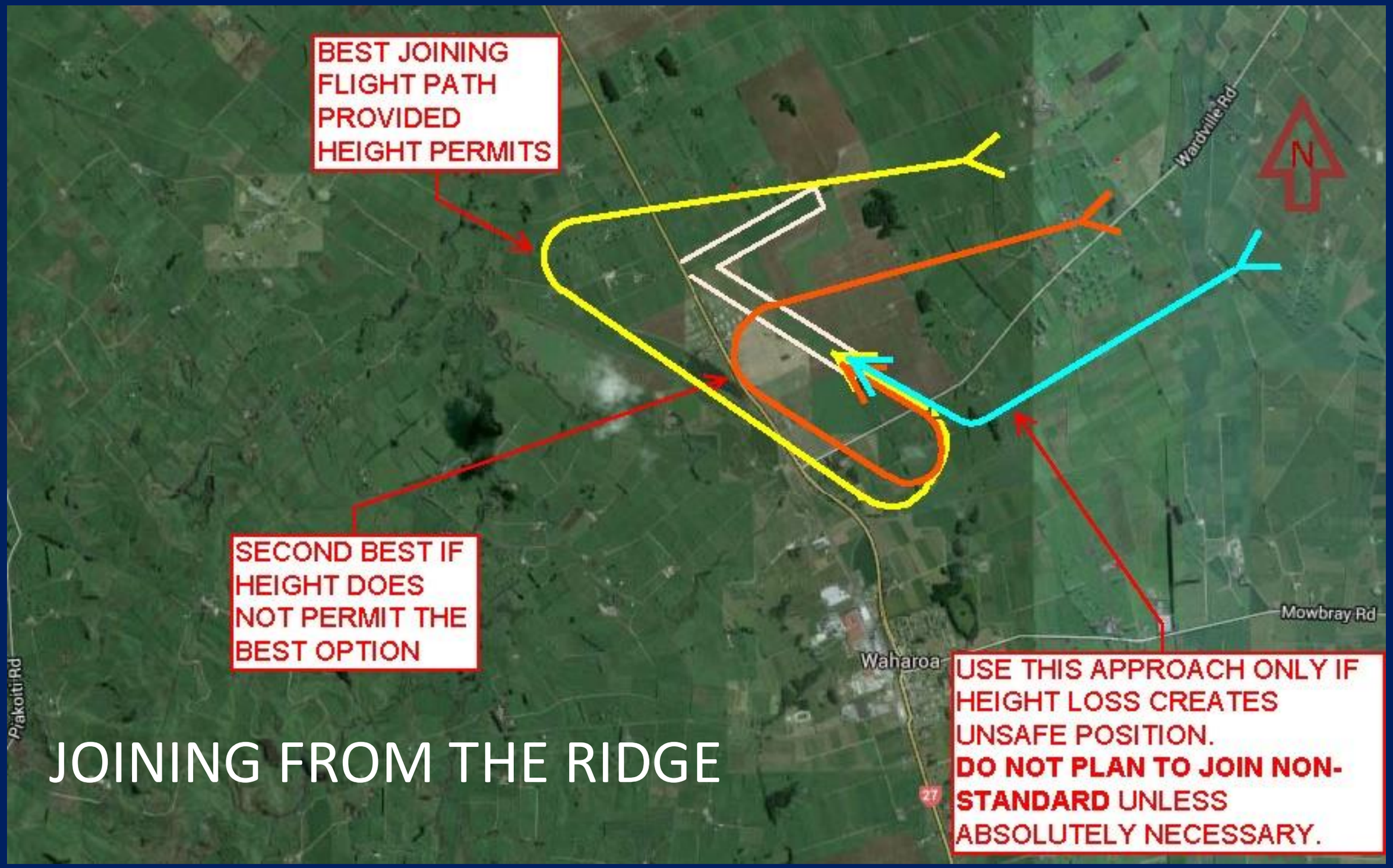

JOINING FROM THE RIDGE

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Incorrect circuit joining by gliders

WHAT'S MOST IMPORTANT WHEN JOINING

1 –Lookout, 2 –Lookout, 3 -Lookout

4 -Listen for radio calls

5 -Make correct radio calls

All to build - **Situational Awareness**

6 –Plan your circuit

LISTEN

- Listen for radio calls before entering the MBZ and build a mental picture of where other aircraft are and what they’re doing.

- Often you may miss the other callsign but pick up their height and intentions. Use that to fill in gaps in your understanding.

- Listen to this. What is the position of these two aircraft?

MAKING RADIO CALLS

- Position boom mic **close** to your mouth
- Know how to use your radio
  frequency, volume, squelch

CIRCUIT RADIO CALLS

Correct radio calls are very important:

- Other pilots are relying on what you say
- Give **accurate** position
  Don't say *"**joining downwind**"* if you're already flying downwind. Say *"**downwind**" when passing downwind vector threshold.*
- If you have to fly a non-standard circuit – make sure your calls say so and are understood by all other circuit traffic

SUMMARY

- Make you join and circuit **predictable** by other pilots.
- We are constantly assessing our situation and making decisions. Close to the ground primary concentration is on a safe landing.
- That **primary thinking often dominates and blanks out other stuff**
  → **LOOKOUT** and communication deteriorates
- Before joining and during the circuit we **MUST** be thinking **SITUATIONAL AWARENESS**

Radio

www.Kahoot.it

Quiz

Ridge Waypoints

www.Kahoot.it

Quiz

- Kaimai Road
- Golfball
- Waterfall
- Tunnel
- High Point (although mostly used for the whole of that high area rather than as the specific highest point. Sometimes clarified as being at the North or South end of the High Point)
- Thompson's Track – not used a lot and a bit vague wrt location
- Maori Lady
- Te Aroha
- Pig Farm
- Paeroa Gap/Ohinemuri gap

Club tasks

Collision Avoidance

Flarm Alerts

Proving ground tasks

Les Riesterer Short Course, 24.6km, Start below 3000 ft, Finish Above 2000 ft

Caitlin, 104.2km, Start below 4000ft, Finish Above 1000 ft.

Valley, 155.0km, Start below 4000 ft, Finish Above 1000 ft.

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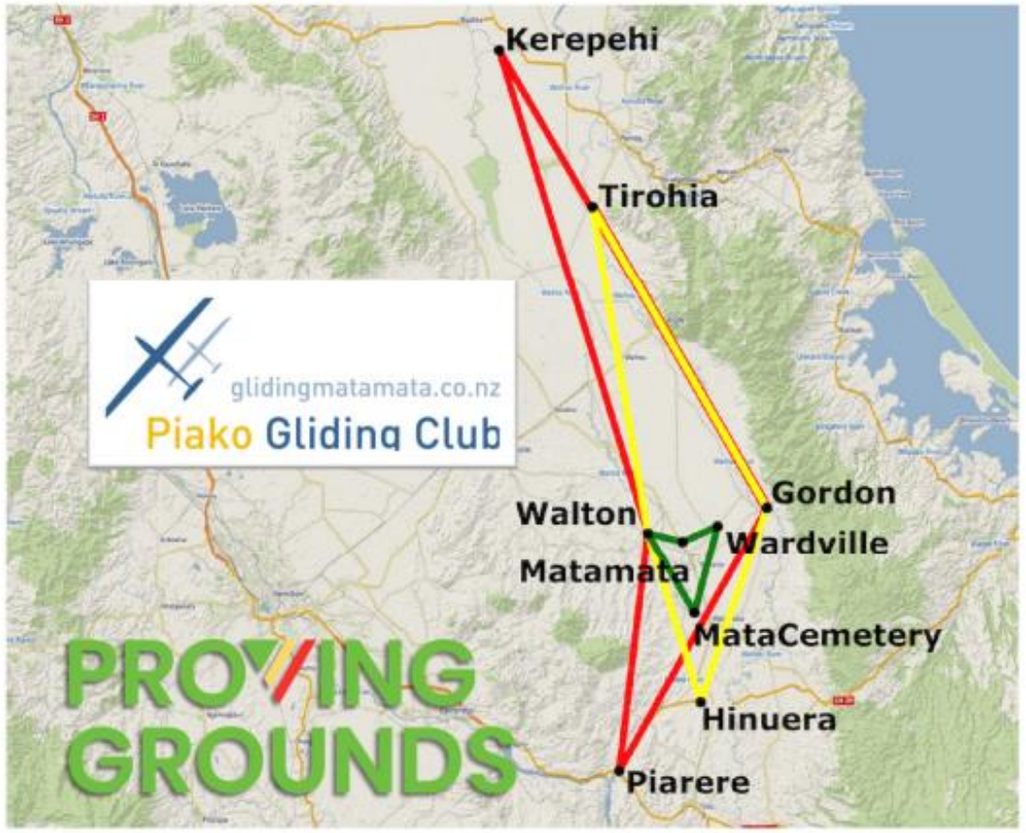

	Riesterer	Catlin 100	Valley 150
Start	NZMA Matamata AF	WALT Walton	WALT Walton
TP	WALT Walton	TIRO Tirohia	KERE Kerepehi
TP	MACE MataCemetery	GORD Gordon	GORD Gordon
TP	WADV Wardville	HINU Hinuera	PIAR Piarere
Fin	NZMA Matamata AF	WALT Walton	WALT Walton
Nom. Dist	**24.6 km**	**104.2 km**	**155.0 km**

The Rules

TP Radius	**0.5km**	**0.5 km**	**0.5 km**
Max Start	**3000 ft**	**4000 ft**	**4000 ft**
Min Finish	**2000 ft**	**1000 ft**	**1000 ft**
Direction	Tasks can be flown clockwise, or counter clockwise		

Crew	Phone

Landout Checklist

S - Size
S - Shape
S - Slope
S - Surface
S - Surroundings
S - Stock
S - Sun

Pre Flight Checklist

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Appropriate clothing
Hat & sunscreen
Logger & tracker
Backup battery
Trailer & keys
Water & food
Relief system
Tie down kit
Rain jacket
Patience

Verify that airspace is open to 6500 ft	Turn on tracker and confirm it is working
Transmit to "Matamata Traffic" on 122.25 MHz with 3nm of airfield	If tracker is not working, radio "Glider Base" on 133.55 MHz hourly
Inform duty instructor of your intentions prior to launch	

Your flight is automatically scored by emailing your .igc trace to:

piako@soaringtasks.com

A summary of completed tasks is immediately emailed back.

The fastest flights are recorded on slips, magnetized to the task boards, and ordered from fastest to slowest - top to bottom. Adjust the slips to maintain this ranking as required. Complete a slip with this information:

Pilot Name(s)	A/C & Reg	Date	Handicapped Avg Speed

For a new, faster flown task once the board is full, wipe the slowest slip clear to make it available. Complete it and place it back on the task board in order - fastest on the top.

If the task fails the test by email, but is proven good on SeeYou, an OO can sign the slip with a validated time. Please share constructive feedback, or your experience with the platform through soaringtasks.com.

To retrieve a file including turnpoints and tasks for the club's Proving Ground, send an email to the address above with the word "task" anywhere in the subject. The club Proving Ground .cup file will be promptly delivered as an attachment to the requesting email address.

s3.2.3

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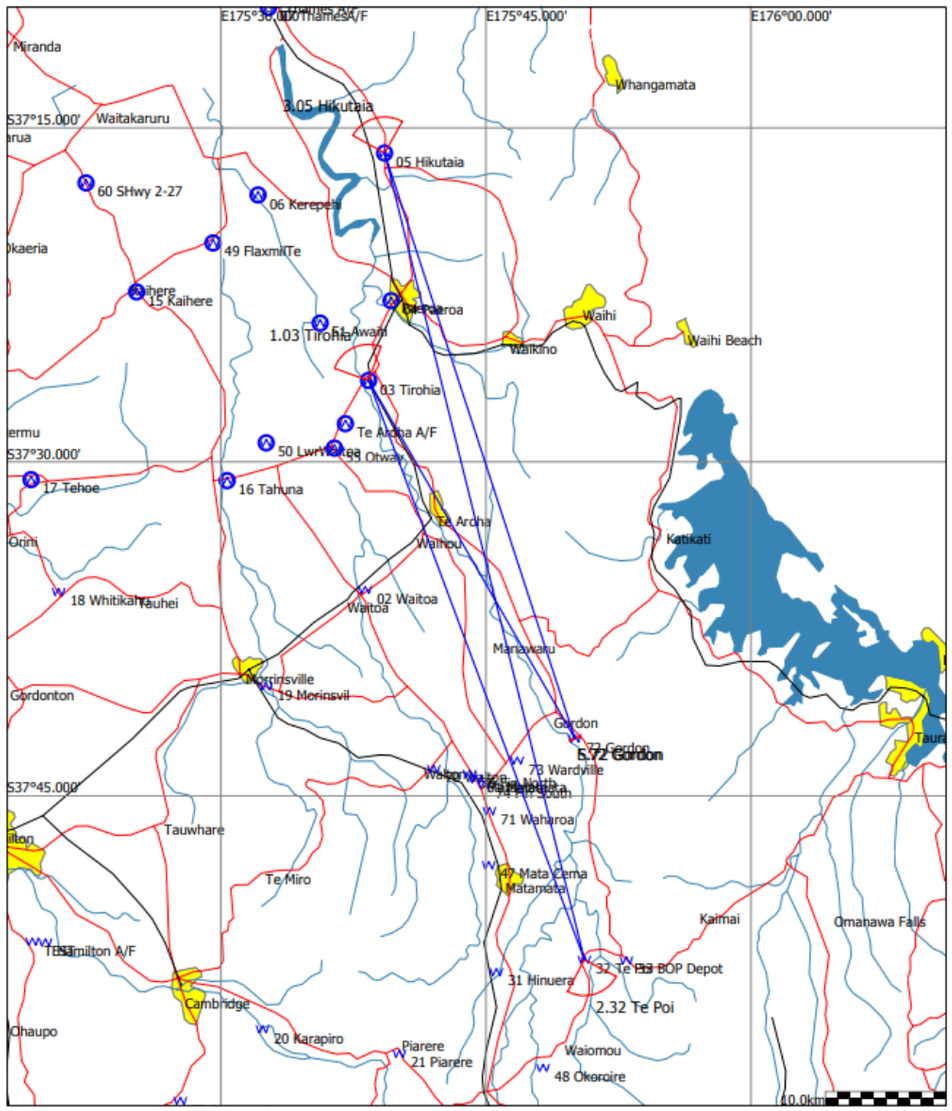
Care200

Type: Polygon with three points **Care 200**

Task distance: 205.9km

Style	Code	Points	Latitude	Longitude	Dis.	Crs.
Take off	01Matata	01 Matamata	S37°44.247'	E175°44.424'		
Start		72 Gordon	S37°42.429'	E175°50.039'		
1.Point		03 Tirohia	S37°26.347'	E175°38.361'	34.4km	330°
2.Point		32 Te Poi	S37°52.360'	E175°50.575'	51.4km	160°
3.Point		05 Hikutaia	S37°16.132'	E175°39.270'	69.1km	346°
Finish		72 Gordon	S37°42.429'	E175°50.039'	51.2km	162°
Landing	01Matata	01 Matamata	S37°44.247'	E175°44.424'		



Dave Mcpherson One Diamond Trophy

This trophy was donated by Dave McPherson as the Century 21 trophy, but on his passing away, and with the consent of his family, has been renamed in his memory.

Awarded on an annual basis to the pilot with the fastest handicapped speed over any FAI 300km Diamond Goal task originating and finishing at Matamata airfield.

For those flying the task for their Diamond, make sure to comply with all IGC requirements including declarations, and official observer.

- Start and finish point will be Waharoa Dairy Factory or Matamata Airfield.
- Start height must be a maximum of 3280ft Q.F.E.
- Height when crossing the finish for the task should be sufficient to ensure a standard rejoin for the runway in use.
- <u>Scoring.</u>
  - The standard GNZ handicap system will apply.
  - Speed will be calculated as:
    - Total distance flown / elapsed time x handicap
      eg. 315 km flown in 3hrs 40 mins in a glider with handicap of 0.94
      315kms / 220 minutes = 1.4318 x 60 = 85.9 kph / 0.94 = 91.38 kph handicapped speed.
- Flight information including GPS evidence should be in the Chief Flying Instructor's hands within three weeks of task flown.

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Have a fun and safe 2024/25 season

Discussion, questions from the floor

not too long lunch is waiting