Piako Gliding Club
Matamata, New Zealand

Start of Season Briefing 2023

glidingmatamata.co.nz
Piako Gliding Club

WELCOME TO THE 2023-24 START OF SEASON BRIEFING

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AGENDA

0900-0905	Introduction	
0905-0915	President	Iggy Wood
0915-0930	Launch Point Organisation	Norman Duke
0930 -1000	Safety	Steve Care
1000-1030	Radio Basics	Rainer Kunnemeyer
1030- 1045	Morning Tea	
1045 – 1100	Cross Country	Dave Jensen
1100 – Lunch	Winching	Dennis Crequer

Smooth and Efficient Launch Point Operations

All of us are valued members of the Club Team – the Team that is vital to safe and efficient operations.

- Assist the Duty Pilot.
- Write your name and glider registration on the list on the caravan door.
- Help with the prompt clearance of gliders from the runway.
- Advise the Duty Pilot of your flight intentions.
- Be ready to launch.

Wing Runner

- A valuable member of the crew.
- Contributes to the safe and efficient operation.

Wing Runner

Tasks:

- Awareness of airborne traffic.
- Awareness of other traffic or obstacles in the take-off path.
- Tow rope. Knots, rings, (Rope running hook on rear of bat!!)
- Hand the pilot their straps .
- Glider pilot pretake-off checks – no interruption.
- Controls – look and listen.
- Flaps – look.
- Airbrakes – look and listen.
- Canopy closed – look and listen.
- Hook – check correct hook being used.

Wing Runner

Still more Tasks:

- Indicate to tow pilot which glider is next.
- Tow plane – flaps, canopy.
- Tow plane mirror – usually left side.
- Look for traffic on downwind, base, final.
- Have the bat and use it.
- Support the glider wing – don’t try too hard!
- Watch the take-off roll and climb out.
- Look for other traffic before you go back to the caravan.

Launch Point Organization 10

Caravan to be parked next to the fence in front of the Soaring Centre

Only two vehicles max to be on the runway of the fence.

Keys to be left in these vehicles as they may be used to retrieve Landed Gliders

Parked Gliders to be off the runway as far as practical.

Leave a clearway for Aero Club Aircraft to either taxi past the Caravan or Directly up the bank in front of their Clubhouse

Launch Point Organization 28

Park Cars further down to allow Gliders to be parked closer to the fence

Duty Pilot and instructors to determine how far down

Launch Line

Gliders to be Single file without creeping out into the runway

On a busy day use the launch list.

Be ready to launch, if not ready don’t be in the line.

If you can get your glider down early, do so

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Towing Gliders to the launch Point

Before towing to the launch point
Stop and check to see if there is a queue.
For 28 the large green hanger and 10 before the turning onto
If there is
Where is the Towplane
If just landing or in front of queue
Wait and allow the launch to go.

If already travelling down, do not stop unless essential. Get down as quick as practical

Follow directions of the Duty Pilot
You may be directed to go around the towplane or they may walk the glider forward past you

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SAFETY

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MANAGING RISK and SAFETY CULTURE

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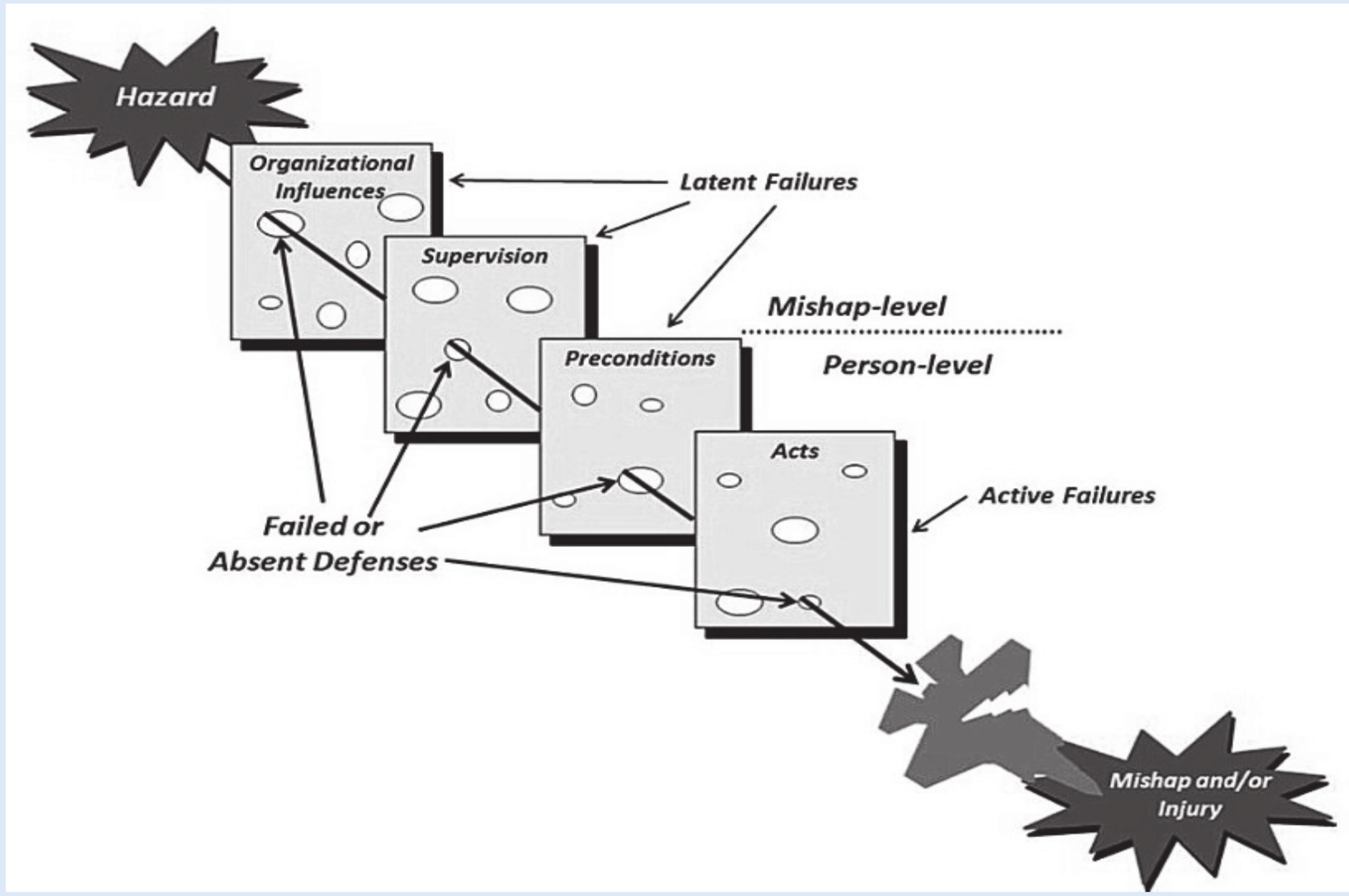
SWISS CHEESE MODEL



ORGANIZATIONAL INFLUENCES

CAA Act

CAA Rules

CAA Advisory Circulars

MOAP

GNZ Advisory Circulars

Club Rules/Finances

CAA Presentations

Airworthiness

SUPERVISION

Reporting

Medicals

BFR’s

Instructors Panel

Club Structure

Club Culture

Training Program

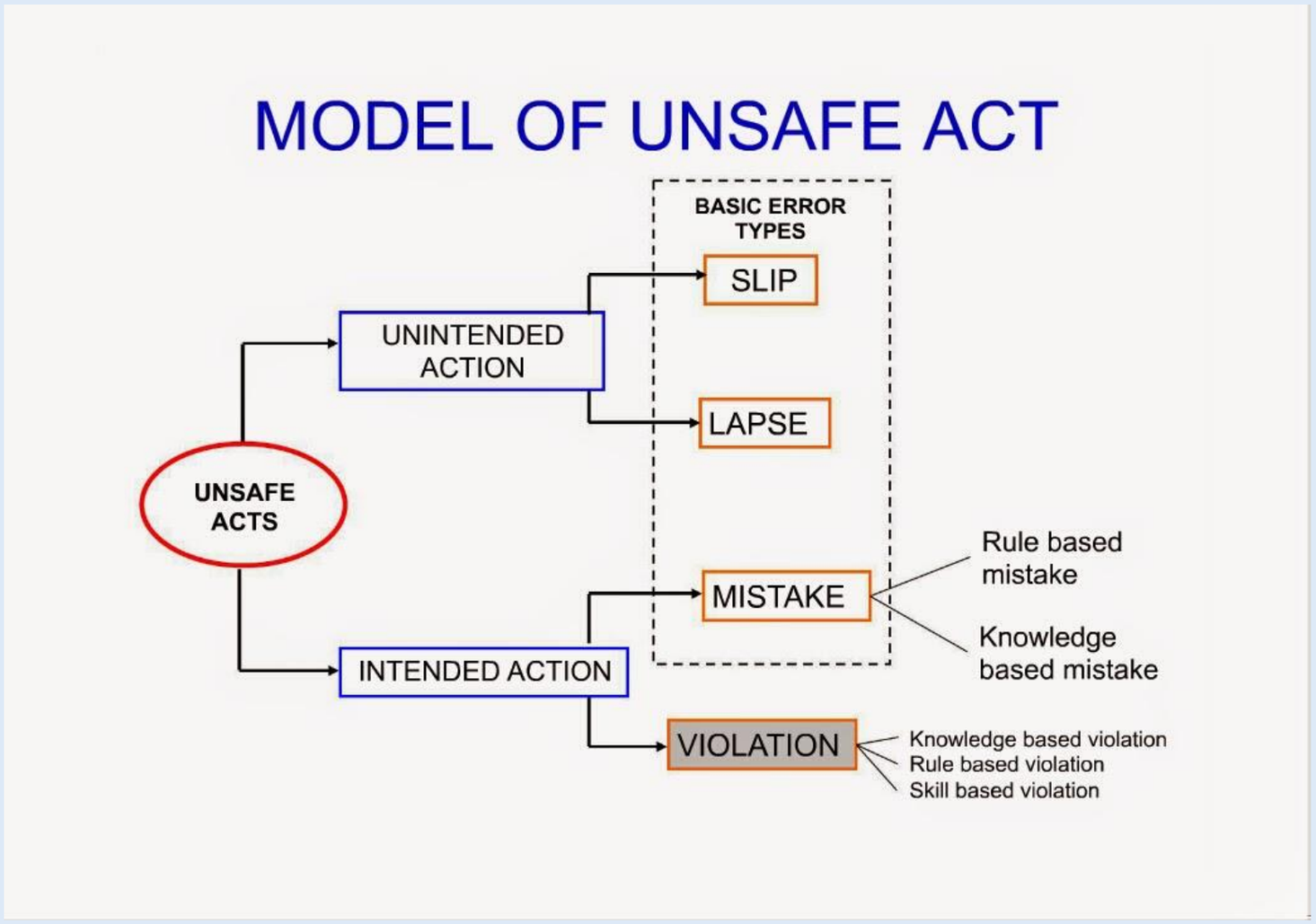
PRECONDITIONS

IM SAFE

3 C's Currency, Competency and Complacency

Last 12 Months		Currency Condition Barometer
Hours	Launches	
25	35	More than this – you are in good currency
20	30	You are likely to make elementary errors
15	20	Be careful in adverse conditions; rain, wind >15 kt x/winds
10	10	If not flown for 3 months – CHECK FLIGHT WITH an INSTRUCTOR necessary
5	5	CHECK FLIGHT(S) WITH an INSTRUCTOR necessary

UNSAFE ACTS


MODEL OF UNSAFE ACT
BASIC ERROR TYPES
UNSAFE ACTS
UNINTENDED ACTION
SLIP
LAPSE
INTENDED ACTION
MISTAKE
Rule based mistake
Knowledge based mistake
VIOLATION
Knowledge based violation
Rule based violation
Skill based violation

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SAFETY CULTURE

- We already have one of the best safety cultures in gliding in NZ
- Regular instructor meetings
- Good communication between instructors
- Always looking at our systems and processes
- We are good at incident reporting
- A very experienced instructor’s panel

Are we perfect? We may have a little way to go with winching, but nothing we can’t sort.

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THINK SAFE

STAY SAFE

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Some Radio Basics

Rainer Künnemeyer

Sep 2023

Going X-Country
(it's a real thing…)

I want to cover 3 things (plus another one)

- You should have received a "X-Country Preparation" by email??
- Bread and Butter…or at least…food and drink in your glider
- Thinking through tight situations
- A new service...Thursday/Friday night wx and task setting. *(Brought to you by the people at Pure Glide)*

What to eat and drink?

Take plenty of water.
Eat as well but consider the following
Chocolate will probably melt
Messy food will go everywhere and attract rats and cockroach's
A banana skin thrown out the window will always stick to the leading edge
Chips are a disaster…see point 2. And if you get really high – explode
Really big thick sandwiches are nice but are hard to handle…see point 2

What have you got if you land-out and have to wait?

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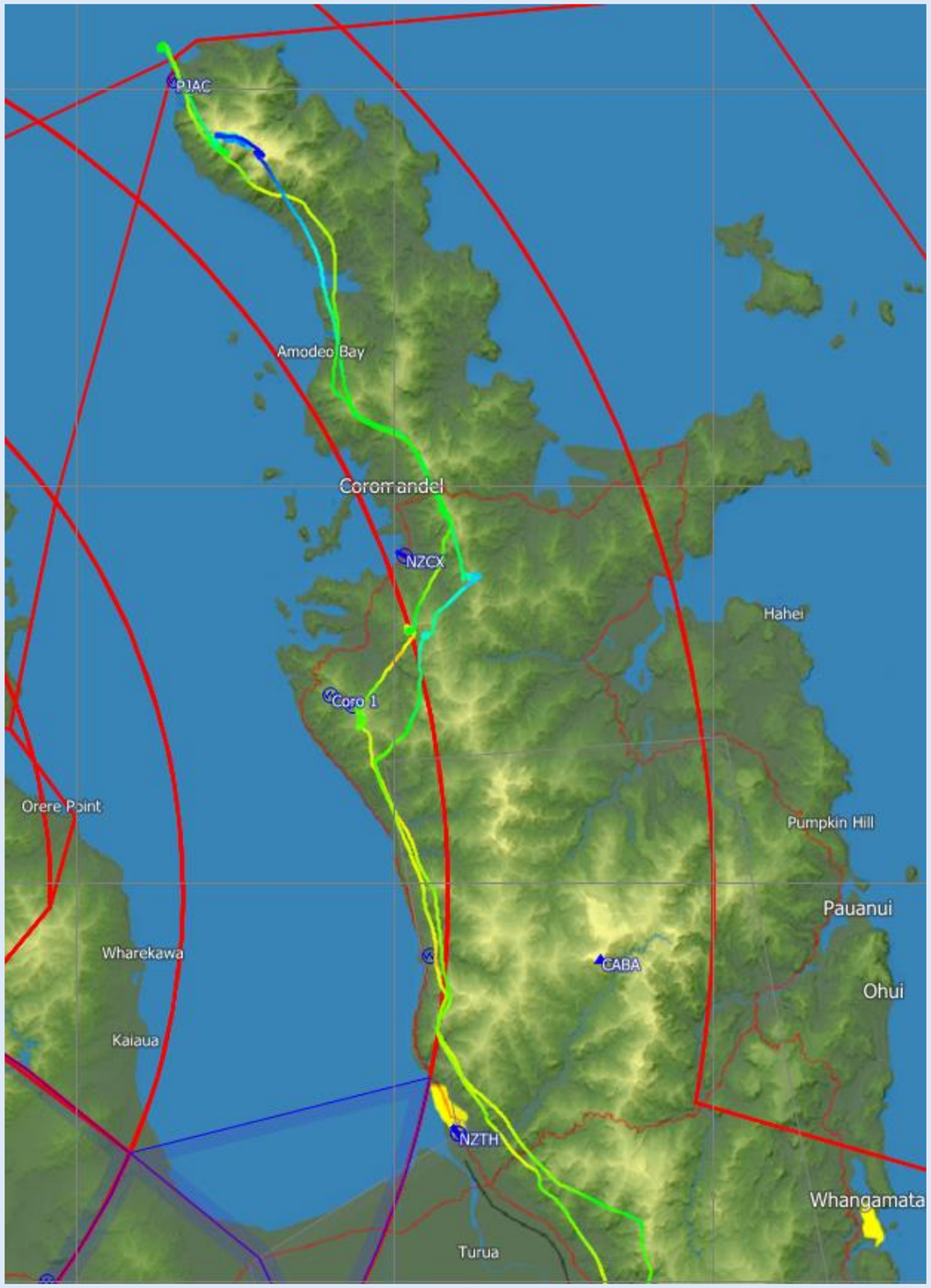

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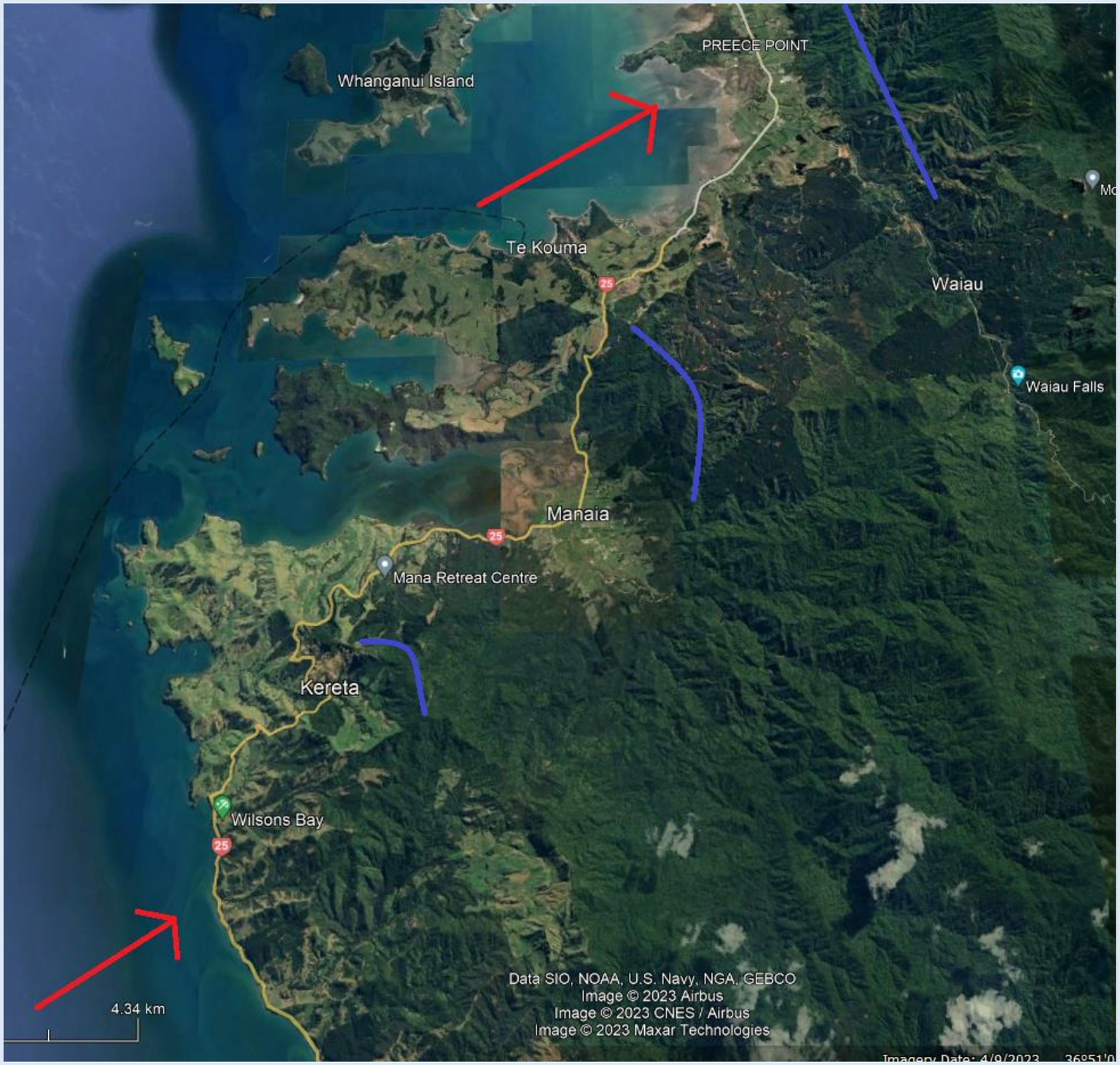

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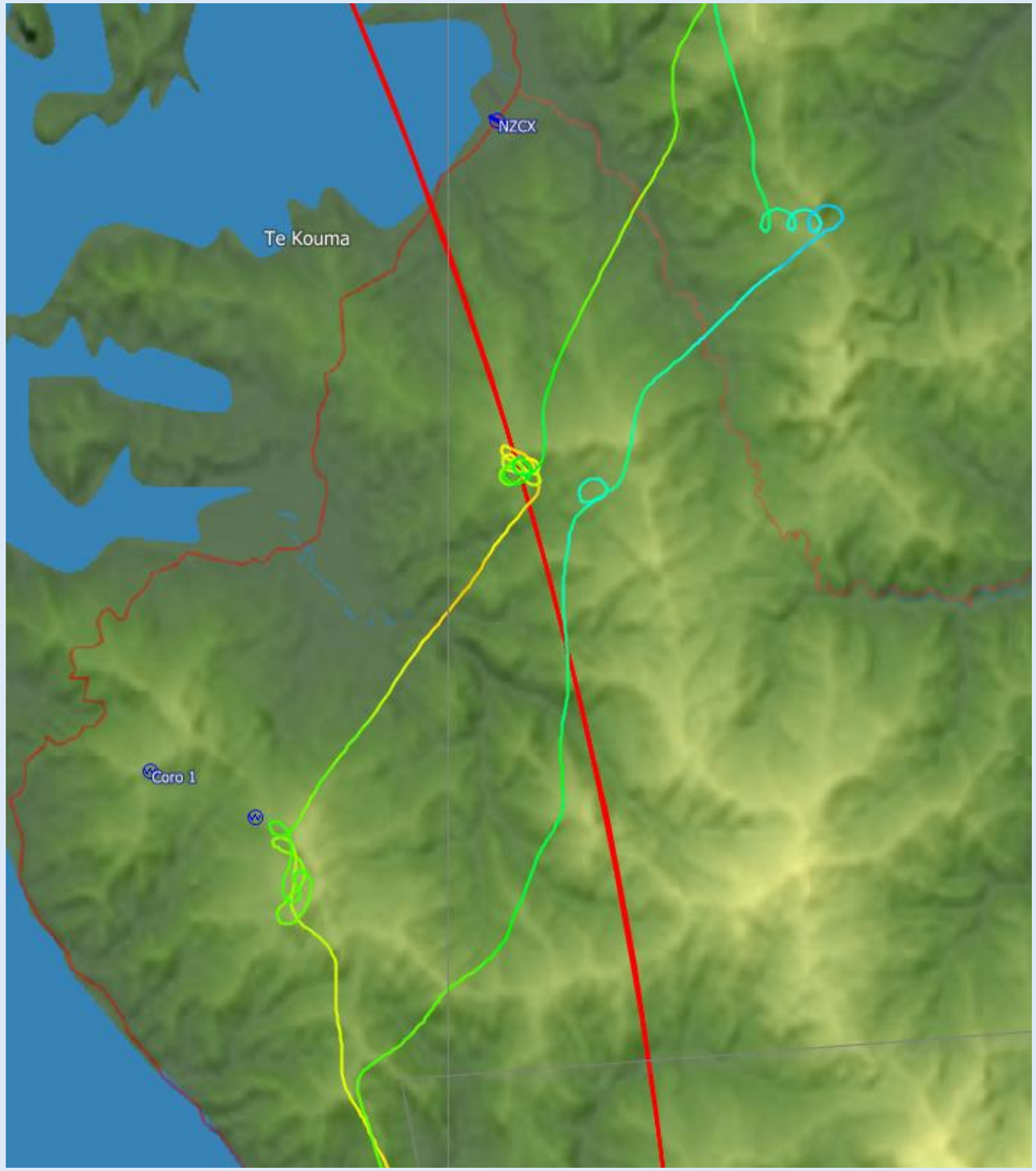

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Is there any interest in a pre-weekend weather and possible task forecast by Zoom on Thursday or Friday night??

Probably not much point during Contests, Courses or Camps as there is already morning briefings.

A bit dependent on the availability of suitable people.

Won't bother for crap weather weekends.

However, we could learn a bit and plan out some possible tasks.

The recordings could be put up for those who can't make the time.

Some Observations Relevant to Winching

- This is NOT a ‘how to winch’ session – just some observations

- This IS intended to raise awareness by focussing just on some aspects of winching

Complacency

Complacency is behind my concerns

At our club, winch complacency comes from the following characteristics of our operation……

- We generally operate good practise, developed from nearly 50 years of winching
- We operate from a comfortably big site
- We have a powerful and generally reliable winch
- We use a modern cable that does not break (well, not often)

There are a number of stages in a winch launch.

These are:

- preparation to launch
- the ground run
- the transition to full climb
- full climb
- end of launch

I will focus on…….

- the transition to full climb (which often we don’t do very well – if at all)

- the end of the launch (whenever that happens)

- options following an early release

Common themes with these are

There’s not a lot of energy involved; and

There’s not a lot of time involved – just a few seconds between 😂 and 😢

Not going to cover other risk management factors associated with winching (such as wing drop on the ground roll, or too fast/too slow launches)

That’s all in the training notes

So what's the problem???

- In a winch climb you have a very high wing loading
  -your stall speed will be high - probably 20-40% higher than in normal level flight
- You have very little stored energy until you get some air between you and the ground AND you recover airspeed
- If the winch stops or your connection to it is broken – you will also stop or very nearly stop
- If that happens low down and nose high you don't have a lot of stored energy to get those wings flying again – the dominant feature in your world will suddenly become gravity

My observation #1

- Commonly our pilots seem to think that the sooner and the harder you pull the glider into a steep climb, the more successful your winch launch will be

- In reality this results in the omission of the second stage of the winch launch….

- Which means if you have a low level cable break you may not have the energy and altitude to recover by getting your wings working again.

- If you are nose high with almost nil airspeed, you can push the stick as hard forward as you want, but you WILL lose altitude before anything useful happens.

Until then you are only an observer of what's happening.

The ONLY way to avoid this situation is to ensure a gradual transition from lift-off to full climb.

This is well covered in the GNZ training documents, which are consistent with the BGA and GFA documents (Both of whose manuals are included within the GNZ documents)

If you don’t believe me, watch a few of our launches from the side, as well as from behind

My observation #2

- the end of the launch (at whatever height)

At the end of even a normal launch, recovery to normal flight attitude is necessary – that may require some positive forward stick movement

- But if you have been pulling hard back, even near the top of the launch, you may need a very firm forward stick movement to get the nose down, and a pause until the glider is again flying normally – don't turn away until your airspeed has re-established. Otherwise you are at risk of a stall.

- You should not feel a sudden jerk at the top of the launch – if you do you have been using too much back stick pressure.

- *Complacency leads to early relaxation at the top of an uneventful launch – it's actually not over until the needle points to well above 40 knots!*

My observation #3

Actions after low-medium level launch failure

If your launch ends prematurely for whatever reason whilst you are in full climb, you are likely to find yourself with little energy and a very high nose attitude

- During simulated launch failures I have observed our people immediately switch to thinking about their height and what they will do about landing – that's second priority

- Your first tasks are to recover flying speed and to release the cable – multi-task (– you can do this!) *If you can't then airspeed is the priority*

- Don’t even consider a turn for an abbreviated circuit until you have flying speed.

- Forget anything you have heard on aero tow about above or below 500 feet. At Matamata you will be able to land ahead from most cable breaks below 6 or 700 feet above ground – do a high conventional circuit – cross the fence at 600 feet then open full brake and see where you land.

- If landing ahead is an option then it will be the best option

- Don’t apply decision making for aero tow failures to winch launch failures. An aero tow at 500 feet may be at or beyond the airfield boundary – a winch launch at that height will almost certainly leave you with a lot of runway ahead

- At Matamata you will be able to land ahead from most cable breaks at or below 500 feet – and probably from higher than that

- If you want to test this then at some stage do a high conventional circuit – cross the fence at 600 feet then open full brake and see where you land. And off your winch launch failure you can lose more height by doing ‘S’ turns or sideslips as well

And so endeth the lesson – happy to discuss further

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Have a fun and safe 2023/24 season

Discussion, questions from the floor

not too long lunch is waiting