

## **Piako Gliding Club Visiting Pilots Policy**

### ***1. PGC Visiting Pilots Policy***

- 1.1 The Club welcomes glider pilots from other New Zealand Clubs and from overseas.
- 1.2 The Club operates in accordance with the procedures set out in Gliding New Zealand MOAP.
- 1.3 Training and instruction is offered and available to potential new pilots, GNZ members from other clubs, overseas glider pilots and visitors. Solo flying of the Club's single seat gliders and PIC flying of the Club's dual gliders, by suitably qualified pilots, may be permitted, subject to the review and assessment procedures set out below.

### ***2. Use of PGC Gliders by Visiting Pilots***

- 2.1 The daily flying operations and authority to fly is controlled by the Club Duty Instructor on each flying day in accordance with the Club rules. All flights are to be approved by the Duty Instructor and all pilots shall have their logbook available for examination before being authorised to fly solo.
- 2.2 GNZ members visiting from other clubs and foreign visitors who are members of their relevant national gliding associations shall be eligible to fly Club gliders at the same costs and rates as PGC members.
- 2.3 Visiting pilots shall be bound by Club rules with respect to glider use, including glider priorities, flight time limits, passenger ratings and cross-country flying rules.

### ***3. Review of Visiting Pilots***

- 3.1 Visiting pilots may be permitted to fly as PIC of Club gliders providing they:
  - a) Meet the requirements of GNZ affiliation, as set out below, for either NZ visitors or foreign visitors as appropriate; and
  - b) Present their logbook together with all licences and approvals from their home gliding controlling authority to the Duty Instructor; and
  - c) Are fully briefed by the Duty Instructor on local operations, Club procedures and gliding conditions such as ridge flying; and
  - d) Demonstrate competence in English communication and local airspace and radio procedures; and
  - e) Successfully complete a flight check and assessment by the Duty Instructor or a Category A or Category B Instructor authorised by the Duty Instructor. This flight check would normally include the requirements of a BFR and may require more than one flight; and
  - f) Accept responsibility for the full cost of the insurance excess in the event of damage to the Club's glider, equipment or damage to a third party arising from any accident

while they are PIC of a Club glider. Acceptance is to be on a written form completed before PIC flight is authorised.

#### **4. New Zealand Pilots**

- 4.1 Visiting NZ pilots shall be current financial members of a GNZ Affiliated Club and hold a QGP with endorsements entered into their logbook showing a current BFR and ratings for the type of glider to be flown and seat position.
- 4.2 Pilots undergoing instruction and progressing through the GNZ training programme with another NZ Club may be permitted to fly a PGC glider solo provided they are under instruction from a PGC Instructor at the time and the solo flight is part of their training programme.

#### **5. Foreign Pilots**

- 5.1 A foreign pilot shall comply with all the requirements set out in GNZ MOAP section 2-5-2. This would normally include joining our Club for the duration of their visit. If the pilot has completed MOAP 2-5-2 requirements with another NZ Club, then evidence of the pilot's GNZ affiliation and a copy of their form summary of personal details, flying experience and qualifications shall be presented to the Duty Instructor.

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### **Background Commentary**

*The Piako Gliding Club welcomes glider pilots from other New Zealand Clubs and from overseas and recognises that as resident club at Matamata airfield (Matamata Soaring Centre), we are a significant North Island centre of gliding, and the site of Regional and National competitions. Many foreign and NZ visiting pilots are attracted to our airfield, keen to experience the thermal and ridge soaring available here. Pilots may come to Matamata and to our club specifically to obtain badge flights as well as extend their cross-country gliding competence.*

*However, allowing visitors to fly in command on our aircraft exposes the Club to some risk of accidents due to the unknown competence of visiting pilots and due to visitors not being familiar with local conditions and procedures.*

*Instructors and duty pilots should be aware that flying Club aircraft is a privilege, not a right. The existence of "reciprocal membership" entitles visitors to fly with us at the rates we charge our own members. It does not imply that visitors are automatically entitled to fly as pilot in command or undertake any particular flight in our gliders. The flights they take for granted at their home club represent no precedent for what we allow, which remains strictly at the discretion of the Duty Instructor in charge of daily flying.*

*Most casually visiting pilots, those turning up for a day without prior contact, would not be expected to be allowed to fly PIC of club gliders due to the limited time available for them to become familiar with local conditions and to be properly flight checked.*

*Flying as PIC of Club dual gliders by visiting pilots will only be allowed by pilots qualified as GNZ Instructors or equivalent foreign authority and under special circumstances. (eg.*

*expert instruction of club members, or demonstration aerobatic flights by visitors of outstanding ability). Visiting QGP pilots would not be permitted to take their own passengers in Club gliders without a passenger rating endorsement from our CFI.*

*Generally, all visitors flying PIC of Club gliders shall remain within 5 nautical miles of the airfield, or the local stretch of ridge. Cross-country flights must only be allowed for experienced cross country or competition pilots and after they have successfully completed a number of local flights and gained familiarisation of local weather conditions and operational procedures.*

<b>GNZ PILOTS VISITING PIAKO GLIDING CLUB</b>			
<b>SUMMARY OF PERSONAL DETAILS, FLYING QUALIFICATIONS AND LIABILITY ACCEPTANCE</b>			
<b>Personal Details:</b>			
Full Name			
Home Club		GNZ Number	
Medical Current Until		QGP Number	
<b>Flying Experience and Qualifications:</b>		<b>Qualified In:</b>	
Total Glider Hours		Launch Methods	
Hours in last 90 Days		Seat Position	
Type Ratings			
Instructor Rating			
Gliding Badges			
Other Flying Experience			
<b>Piako G.C. Duty Instructor Comments and sign:</b>			
Logbook and licence review			
Flight Check Comments			
Duty Instructor:		Signed:	

<b>This Approval to fly a Piako Gliding Club glider applies to:</b>			
Glider reg./s	ZK-____	for the dates - From:	____/____/20____ to ____/____/20____
<b>Liability Declaration:</b>			
<p>I certify that the personal details and flying experience record is true and accurate and that I am qualified and medically fit to fly as Pilot in Command of a Piako Gliding Club glider. I have read and understood the Piako Gliding Club policy on visiting pilots and acknowledge that in the event of any damage to the Piako Gliding Club aircraft whilst it is under my control both on the ground or while flying then I shall be liable to pay the full cost of repairs and damages up to the level of the insurance excess applicable. If an insurance claim for damage is rejected by the Club's insurers for any reason, such as negligence or deliberate misuse, then I accept that I shall be liable to pay for the total cost of all repairs and damages.</p>			
Current insurance excess for Glider registration:	ZK-G ____	is \$	
Name:			
Signature:		Date:	____/____/20____