

# THE FLYPAPER – May 09

*Newsletter for Members of the Piako Gliding Club Editor (temporary) Jan Mace*

<b>President:</b>	Steve Care	<b>Vice-President:</b>	T i m Bromhead
<b>Chief Flying Instructor:</b>	Bob Gray	<b>Club Captain:</b>	Bill Mace
<b>Chief Tow Pilot:</b>	Richard Small	<b>Secretary:</b>	Joan Wine
<b>Maintenance Officer:</b>	Sefton Crandall	<b>Treasurer:</b>	Jamie Pirrit

**Committee:** Anna Doerr, Neil Raymond, Robin Britton.

## Piako Gliding Club's AGM Reports Year 2008-9

The meeting was held at 5pm on the 9<sup>th</sup> May, on a very cool but fine evening. A hearty bunch of members were in attendance and gave applause, fielded questions, commented and suggested, duly voted and elected – as is proper on such occasions. In general, there were no outstanding issues discussed.

In brief: Financially the club has covered operating costs with a little to spare; Membership is roughly the same with new members taking the place of those resigned; Instructing has evolved both with new instructors and set courses being run; The Web Page and publicity thrust has shown results and has future plans; The incoming committee have some business to attend to (e.g. winch “school” and possible rope upgrade, grant applications, new radios, working the 5 yr plan); And the fine people listed at the top of the page were elected to head the running of your club.

The reports presented were both informative and pointed. I'm sure you'll welcome the opportunity to peruse what these office holders had to say ...

### PRESIDENT'S AGM REPORT 2008-2009

The club should feel very proud of the huge amount of work that this year's committee have done.

We have purchased 2 big-ticket items this financial year, being XP and the mobile communication centre (caravan). Bill Mace has been a driving force behind both of these and it's good to see XP getting some use from some of our more recent pilots. I also have to acknowledge the enormous amount of work Dave Qualtrough has done on our new caravan and I know there are others that have assisted as well.

To ensure our ongoing success and future of our club there has to be a strong feeling of unity and atmosphere. This is the major key to retaining and gaining new members. I would like to sincerely thank the efforts of Jan and Bill Mace. Thanks to them we have had numerous fabulous dinners and social occasions throughout the year. This is a very big part of making our club friendly and inviting.

Our trip to Raglan this year was a huge success. We managed a staggering record of gross income in excess of \$12,000. The camp had a pretty good commandant (me), but it was Tim Bromhead who managed the real coup; a feature article on almost all of the front page of the Waikato Times. It was publicity that we could not have bought if we tried to. I have to add and acknowledge that the real success was the number of club members that put in 120% effort, at their own cost, to make this work.

I am also very proud that last year we won the Matamata Piako District “Club of the Year award”. A

big part of this has been the very big contribution that Bill has made over the last couple of years. This is the second time we have won this award. It is a big deal and a crowd of 350 at the award ceremony. Bill's efforts and contribution were recognised when he very deservedly won the Matamata Piako District "Administrator of the Year award".

I have to acknowledge the success and contribution that Tim Bromhead has made to our club. On the committee he has done a huge amount of promotions for the club, developed and run our website (the best gliding one in the country), gained his instructors rating and gone from Silver C award to National Champion in under 12 months.

A big effort has gone into our club rules last year, thanks to Rainer Kunnemeyer, Robin Britton and Dennis Cook.

There are others in our club that are doing a lot of very good work. Richard Small who has been tirelessly finding new tow pilots for us and keeping the Pawnee going. Les Riesterer who has got our winch going again, Sefton Crandall who managed to keep our fleet going in the face of quite major problems, Dom Stevens who has organised all of our major functions, Dennis Cook who has been looking after our database, fielding phone calls, emails from the public, set up EFT POS (major progress for the club). The list for Dennis would go on and on. Joan Wine who, aside from being a fabulous Secretary, has done enormous work to get grants for our club and CFI Bob Gray who is the driving force behind the real key to our club (the instructors panel). There are many others who have put in big efforts for the club, so thank you.

The biggest job in our club is Treasurer. You will shortly hear from Jamie that we have had a record year for our income, but we have also had some very big expenditure. Our net position is still excellent. Next year we will be facing more challenging economic conditions and we are going need to try to maintain close control, as well as gain more members that we lose. Our courses are not filling as easily as they have in past. One of our newest solo pilots Aimee Dawson is doing a university paper on marketing and has chosen our club as her project. She has been invited to our committee meetings and I am sure will assist us to make the most of our club promotions.

In my final remarks I would just like to summarise that we have had a very successful year and that the key to us continuing that success is going to be unity, empathy of others' views, encouragement, sacrifice, safety culture, development, learning and at the same time having fun. I guess I am a real gliding addict, because I really enjoy everything about this sport and what it does for others. I just want to share the enjoyment I have had over the years with as many others as I can.

**Steve Care**, Piako Gliding Club President

## **CFI's ANNUAL REPORT TO PGC**

Dear Members, I am pleased to present this annual report to the Club.

### **1. OPERATIONS**

We have had good local club flying activity through this year's season with reasonable soaring conditions through much of summer and particularly good late summer early autumn weather has kept gliding activity ticking over.

It is pleasing to see our single seat gliders being well utilised including the new addition to our fleet, the Discus B – GXP. Conditions have not given us many ridge days this year with a number of our newer pilots stretching their legs on thermal days. As pilots challenge themselves in the sport, we have seen a number of badge flight attempts, some of which have included a first time safe outlanding.

There have only been very few flights recorded for our Club tasks and it would be good for more of our active pilots to use these tasks as an introduction to cross country flying.

Over the last year we have noted a slight downturn in new pilots continuing through the later stages of training from last year's training programs and going on to become active in general club flying. There are many individual reasons for this but generally it appears to be the result of influences outside of gliding, with most of the people spoken to about this saying they have an ongoing interest in gliding and intend to return in the future.

## **2. INSTRUCTORS PANEL**

The Instructors Panel has held monthly meetings throughout the year. Two new instructors – Dom Stevens and Tim Bromhead – joined the panel this year and have made a solid contribution to the instructor's workload.

The Panel lost the regular weekday services of Ralph Gore due to his work commitments through the later part of last year and the beginning of this year and our other two weekday instructors stepped in to fill the gap.

## **3. TRAINING PROGRAMS**

Over the last year we have continued with our program of training courses, although they have not worked out as well as we have experienced in previous years. Problems began with a run of bad weather on the weekends through last winter which disrupted the A cert course and then a lack of numbers of new people for our A cert courses in October, February and April.

We ran a B Cert course in August/September 2008 which went well and with reduced numbers of new students on the later A cert course we were able to give those students who had been through an earlier disrupted course, further training to complete their A certificate.

Over the last year, eight new pilots have been trained through to first solo and completed their A Certificate and we currently have four active students working through A certificate and six advanced students working through B and QGP level.

## **5. OCCURANCES**

Throughout the year we have worked on raising awareness of risk assessment and risk management among our pilots and discussed our culture with a view to enhancing safety and reducing incidents. We held a successful start of season briefing day in September which included a very good presentation by Rainer on decision making and the content of that has been added to the B level training programme for future students.

Despite this we have had a number of occurrences through this last year. Most have been of a minor nature without any injury but the recent serious injury accident during an ATC Training Course at Matamata has caused us to again focus on the risks of certain situations within glider flying and flying training.

The other minor incidents include:  
Glider flying close to descending parachutist.  
Groundloop on landing at Raglan.  
Damage to XP during an outlanding.

## **6. THANKS**

I would like to thank all of the instructors on the Panel for all their time and huge effort that they put into the club and for their support given to me during the year. Special thanks to Steve for his valuable support, assistance and huge input to our training courses.

**Bob Gray – Chief Flying Instructor**

**Date** 3 May 2009  
**Subject** Annual Report on PGC Towing operations for the 2008/2009 financial year

## **General**

BZA continues to run very well although there have been a few abnormal maintenance issues with the plane in this financial year. Despite that, its availability for towing on required days is still pretty exceptional given the age of the aircraft.

## **Utilisation**

This is the first full year of 31 March reporting and the Pawnee did 256 hours for the full year. This is about 20 to 30 hours down on previous years. This was mostly due to a very low number of flying days last winter due to the weather. We did miss a couple of flying days in October waiting for replacement suspension parts to come from the States. January was one of the busiest in recent years with 49 hours flown. Some big days at Raglan contributed to this.

## **Tow pilots**

There are 10 tow pilots on the regular roster with Gordon Malcolm having joined the ranks this year.

## **Maintenance**

The Pawnee is on a structured, long-term maintenance programme with funds set aside for scheduled replacement or inspection of 'time limited' components (e.g. engine and propeller, spars and clusters). This year the wing clusters were inspected and treated for minor cracks as part of the scheduled programme. The suspension bungees also needed replacement and on disassembly the shock absorbers were found to be busted and were replaced. There were various other minor ailments to be expected with an aircraft of this age.

To the end of March 2009 the engine has completed 816 hours since it was refurbished.

## **Costs**

BZA burned 14628 litres of fuel for the year with the overall average working out at about 7.4 litres per tow (inclusive of fuel used in ferrying for maintenance etc). Fuel consumption was 57 litres per hour.

Consistent with previous years we averaged 7.7 tows per hour (inclusive of ferrying, type rating, maintenance run-up, and flight testing time).

Spare parts are considerably more expensive at present due to the poor exchange rate with the US dollar.

Fuel costs are constantly on the move in both directions and parts have become considerably more expensive with the poor exchange rate. I am continuing to track the overall cost mix to make sure the charge out rates are covering our costs.

Richard Small, Chief Tow Pilot.

## **Tim's Marketing Report to Piako Gliding Club AGM 2009**

### *Achievements over 2008-2009*

- New Logo
- Caravan & Signage
- New Website, moved over old site content

### *Website Report*

- 13,800 unique visitors to the website
- 51,000 page views
- Average time on site 2m 55s
- 24% of visitors from Gliding New Zealand
- Most popular pages: Homepage, members, news
- New website anyone can update
- Want to move from 1 person editing the site, to multiple people

### *Email Newsletter*

- Open to the public and other club members
- Available on our website and sent out via email
- 2584 visitors since starting, with 4823 page views
- Editors wanted! If anyone wants to help out

### *Booking System*

- 258 Bookings total since starting
- 102 Gift Voucher and Trial Flights booked through it

- Need to be careful it doesn't erode social club aspects & setup/packup helpers
  - Want to encourage more club members to use it
  - Completely automated and open to the public
- Comment from member public bookings should be around peak time

*Press*

- Waikato Times Raglan Front Page
- Several Matamata Chronicle & Articles

*Looking Forward*

- Need to determine what we need to be promoting to achieve club goals.
  - Marketing plan project for the club by Aimee Dawson.
  - Better tracking of ads/press so we know what works.
  - Continue building press quality image library.

## ANNUAL REPORT FROM THE TREASURER

In general the Club accounts are in good shape. Income is ahead of last year, mainly due to the successful Raglan camp and increased voucher sales. However, one should bear in mind, vouchers are also listed as a liability.

When taken over a 12 month period (last years as a comparison are only for 9 mths), flying expenses were roughly the same, except for the increase in Glider maintenance. Some of this can be accounted for because there are now 5 gliders in the club fleet (only 4 last yr), overall increased use of the singles, and XP in particular. Expenses included:- new canopy needed for PK, some heavy landing repairs, new disc brakes (\$3000 approx) and hangar rash, resulting in a surplus of slightly less than last year.

Total Assets increased by \$26,000 approx for the year, mainly accounted for in the value of XP and new caravan. Bottom line – current account value is slightly increased. It should be noted that the value of the glider fleet was written down in the last 12 months and in that time the exchange rate has moved downwards. Overall the year has been a financial success despite the adverse winter and the economic downturn. In view of this I recommend the subs be unchanged.

A full set of financial accounts can be obtained by applying to the Treasurer direct.  
 Jamie Pirrit, Treasurer

### **Club Captain's Report to the PGC AGM 9<sup>th</sup> May 2009**

Opening statement:

The current economic state and this gliding season's atmospheric climate have literally been poles apart. An early spring and extended summer should have allowed exceptionally good flying – if only we could have afforded it! Such is life, such is aviation!

Although our flying hours may have been down on the previous season, it has been a successful year for PGC on and off the airfield. Several first solo's, good competition results at regional and national level, and the club won the Club of the Year at the Matamata Piako District Sports awards.

As Club Captain the three most common topics that I'm approached about by both pilots and non-pilots are:

- i) Duty Pilot roster
- ii) Availability of gliders
- iii) Social events
- iv) Paddock landings

#### Concerning the Duty Pilot roster:

It is helpful to know before preparing the roster if certain days do not suit some members, for example: Saturdays due to work commitments or such like.

Please remember that it is the Duty Pilot's responsibility to arrange a replacement if they cannot be present on their scheduled date. The club website is probably your best option for arranging alternatives.

I cannot stress enough just how important the role of the Duty Pilot is to the daily flying operations of this club.

I would like to thank all the Duty Pilots for their hard work and diligence throughout this past season. As usual, the attendance of Duty Pilots has been very good. And a special mention of thanks to those that have stepped in to cover when a duty pilot has failed to attend.

#### Concerning availability of gliders:

This doesn't seem to concern the single seaters so much, as there always appears to be at least one of them residing in the hangar (spoilt for choice maybe?).

The twins are a different subject. The variance comes with training courses, over-run of courses, trial flights, members who go recreational flying with passengers and pilots who want some extra practise with an instructor. Somewhere, there has to be a happy medium in this "status quo"?

From the beginning of this season I have been here instructing on days when the soaring has been good and flights sustainable and yet for whole afternoons both twins have sat idle. But, if puffy CU's congregate throughout the Wiaikato, it's "game on" and voila – no available twins. Sometimes it just pays to check the website and venture out. Even if it doesn't look like diamond goals are up for grabs!

If a Saturday course is running and there is only one student, then one twin will be made available. It really is a case of using the website to see what's going on. Please, look at and use the booking system and fully utilise all the single seaters.

On the topic of courses, can I remind you that one of our students who fairly recently passed through the "new" training courses has gone on to be National Sports Class Champion! So something must be going right with the system.

#### Concerning social events:

On many occasions I have had comments made to me by members of other clubs regarding just what a social bunch we are at the PGC. Nevertheless, the last couple of social events have had quite low attendance. I really think we should all endeavour to put in the effort to support these functions. If not we may offend our in-house gastronomes and as an end result lose our excellent caterers!

#### Concerning Paddock landings:

Over the last couple of seasons we seem to have averaged about 50ish outlandings from Matamata airfield per season. Competitions and courses make up for the bulk of these outlandings and therefore not all of the pilots are from our club. For those that are not aware, we held the farmers' landout BBQ on Sunday 19<sup>th</sup> April (the same day as the airfield open day), attended by six or seven farmers plus their family members. I had

contacted about two-thirds of the 48 recorded land owners by both post and with a follow-up phone call. However, I could not contact the remaining third because the landout slips contained insufficient, incorrect or no valid information regarding the land owners! I'm aware that paddock landings are stressful, but it is vital for the sake of our sport that we correctly take contact details to let land owners know at a later date just how grateful we are for the use of their property.

As a footnote: all the land owners that I spoke to by phone had no complaints and generally seemed happy to have experienced a glider landing on their property. They all really appreciated having a posted invite to a function at our airfield and although many declined the invitation, the follow-up phone call allowed further recognition for their cooperation and all were thankful of this courtesy.

#### Closing statement:

One of the responsibilities of the Club Captain is the welfare of our club members. Welfare in this instance having the meaning of: wellbeing, interests, benefit, happiness, good and safety. Ignoring the intervention of the Club Captain, it takes only a little searching to observe the symbiosis within our club:

In our 52<sup>nd</sup> year we need new pilots, as indeed the club has for every year from its conception, in order to carry on from those who no longer fly. If our membership drops below the 80 mark we will struggle to financially exist. To attract new pilots we have to promote PGC – There are many members who have spent countless hours standing in exhibition halls and in shopping malls fostering and merchandising our club. Those that have written articles and dealt with the media, plus many other ways of trying their hardest to gain new gliding members.

Once enrolled, these new members need to learn to fly – again we have club members that have spent hour upon hour, week-in week-out, year-in year-out instructing students to fly and hopefully go on to gain their QGP.

Now at the flying stage the infrastructure requirements are colossal – yet again, there are members who spend hours attending meetings and filling in laborious forms required for funding to purchase our aircraft and ancillary equipment. Club members who climb on, under and in various aviation related bits of machinery trying to keep them serviceable, power pilots who aerotow us and even members that spend hours hunched over computers in the back room doing whatever people do that hunch over computers in the back room!

And at the end of the flying day and every once in a while when we want to be sociable – we rely on club members who freely spend ages preparing food and stocking the bar to keep us fed, watered and entertained.

There will barely be a club member who in some way or another doesn't rely upon the next member for their welfare – that is wellbeing, interests, benefit, happiness, good and safety for the sake of their gliding pastime.

I think that we should perhaps call ourselves: TEAM PIAKO GLIDING CLUB.

I would like to move that my report be accepted.

Club Captain  
Dominic Stevens

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*It is the start of the Club's Financial Year  
**YOU are invited to renew your MEMBERSHIP**  
set at the same as last year - \$320.*

This gives you

membership to one of NZ's most active gliding clubs  
rights to hire and fly the club's gliders (choice of 5)  
the services of a tow plane (or winch) for launching  
free use of the airfield (under lease agreements by MSC)  
services of instructors (free of charge) to ensure you fly safely  
eligibility to apply for the MSC Cross-Country School  
the use of a comfortable and purpose set-up clubrooms  
free access to the club's web page and Newsletter  
use of the MSC Glider Flight Simulator  
the chance to attend all PGC social functions  
the privilege of participating and having the use of duty pilots that facilitate the day's  
flying activities and be part of the PGC paper and systems management  
Membership of Gliding NZ – looking after your flying affairs on the wider scale  
*and*, 6 copies of the glossy *SoaringNZ* Magazine.

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## BLOWING in The WIND

I'll start by recapping on a few of the club's activities held over the last couple of months. Most of these have been reported, photographed and shown on the web pages. Easter Camp really only involved the PGC and 1 gliding family from Auckland camping. The dinner evening had a small turnout of members, with quite a few friends joining in so extra Easter eggs were available for all those present! There's been a couple of "shouts" at the bar from those completing their first solos (see CFI report). Congratulations indeed. The landout BBQ was held on the 19<sup>th</sup> April and only a few farming families were hosted to lunch and trial flights. Although several declined the invitation they expressed their appreciation at the club's efforts to thank them.

**Airfield Users Day** on the 19 April saw a great crowd turn up – estimates of 800-1000 people being in attendance. What a *great day* – glider aerobatics and high-speed fly-thrus, parachute displays with "stack jumps" and precision landings, 5 Tigermoth planes doing group flying. Then there were microlights of all descriptions showing their stuff and giving rides. The Yak, Mustang, gyrocopters, Mash helicopter, etc. were all there and the Kit Fox did a flying display. Model planes were shown right by the clubrooms along with an amazing flying display by Frazer Briggs, No 3 in the world. There was live music, Bill Hewitt compèring, hotdogs & chips, express coffee, ice-cream for the eating, along with home baking (soup & savouries) from the clubrooms. This was complimented by BBQ sausages and hamburgers at the PGC caravan. There were children playing safely in their own roped-off area, families picnicked in all sorts of corners, young and old came for an hour and stayed all afternoon. The weather, even though overcast and low cloud base with a light SE breeze, was very considerate with the rain on the Kaimai's holding off till early evening. For a first effort, consensus was it could be counted a success and surely worthy of promotion and extension. Special thanks to Club Captain Dom who cooked 40+ sausages and 60 hamburgers, to Joan for putting them together, and others in the background. To Kate and Jan who cooked and served in the kitchen all day, to Ron as busy Duty Pilot, and other club members who mucked in as hosts and engaged in talking with the crowd. Put this on your calendar as a fun day for yourself and friends to attend next year.

Have you noticed the new Middle Earth Flying School office? A small affair nestled in by the aero-club and an example of increasing usage by aviators at the airfield. You may be interested to know

that Chris and Linda Haynes have bought the Technam "SVT" used by the Adventure Flying School (Peter Ryan). Mark and Jodie, new owners of Waikato Skydive were also present at the "airshow" – a few new faces to be seen at the field.

The annual (glider flying) **ATC camp** was held at the airfield April 19-24. 20 students again this year, 2 PGC instructors, Rob Owens in PC & Bill Mace in PK, and instructors from Tauranga and Taupo. Great weather for 3 days and one day's use of the simulator progressed the students well. But, as most of you have heard, a routine launch task went horribly wrong with student and instructor in the Taupo twin glider spinning in, seriously injuring the student and instructor and destroying the glider. Because of the seriousness of the accident late Thursday, flying was suspended and the camp was discharged early on Friday morning. I can report that Tom Orr, the Taupo instructor, is currently back at Taupo hospital recuperating mainly from 2 broken ankles.

Ryan Hodgekinson is now in the general ward of Waikato Hospital, he was initially in an induced coma in critical care. He's improving daily, with a broken arm and leg and trauma from a head injury (likened to that experienced by Richard Hammond). His parents, Wendy and Ian (a keen flyer himself), are from Christchurch and have been staying in Hamilton. We trust you make a full recovery, Ryan, and look forward to hearing you're flying again soon.

With regret, I record that Mr. Des (Henry Desmond) Temple-Cox, from Mokai, died on the 8<sup>th</sup> May, aged 83. Des has been a member of the club until a year ago and was last here for the Club's 50<sup>th</sup> anniversary. Condolences have been sent to the family.

Good news – The Gliding Simulator is once again at the PGC clubrooms. With winter flying conditions very apparent it's perhaps worth giving this a turn ... practise some new skills prior to real-time flying, or work at correcting some less desirable habits. Handy for instructors to practise their teaching skills too, or familiarise yourself with an airfield you intend to fly from. Or just to get that flying feeling!

One of our newer members and new solo pilot Aimee Coxhead is researching and writing a paper as part of her management degree (as mentioned in the President's report). She has chosen the PGC and will be studying several aspects of club membership e.g. retention, promotion, increasing membership etc. etc. – exciting stuff. There's indications of a membership survey in the next month or so, and new initiatives. Looking forward to future developments from this quarter.

This (temporary) Editor would like to thank Roger for sending me an article to include in this newsletter – especially pertinent as it talks about safety issues. I welcome any other submissions for publication. Thanks to Tim as our news editor plus photographer, keeping us all up to date with his comments and photos on the web page. I did enjoy the photo of him sporting those rabbit ears (is it PC to say he looked cute??). He's got dedication too – left 9000 ft (called twice to get his clearance) in late developed wave, and zoomed in for the AGM. A little late but forgiven due to the circumstances!

*To digress a little ... From a Motorbike Advertisement --- "Fourways, Johannesburg. This bike is perfect! Only done 7000 kms and has had its 1500 km dealer service. No falls/scratches. I use it as a cruiser/commuter, I'm selling it because it was purchased without proper consent of a loving wife. Apparently "do what ever the ---- you want" doesn't mean what I thought. Call me, Jared" (Lessons to be learnt? ed.)*

On Monday 18<sup>th</sup> May Les, Richard, Tim & Bill exposed 22 Secondary Students on the PROBLIT course (and some parents) to a days winching, completing 47 winch launches between morning fog and showers. This turned out to be a most enjoyable day. Tim and Bill are now current on the winch. The new carburettor now has it operating smoothly with plenty of power. This day looks as if it will lead to a students' gliding course to be run on the winch on Wednesday afternoons, later this year, for 8 very lucky young people.

A few miscellaneous matters ..... Those pilots who have cups and trophies could you please have them engraved now, as in this month, and return them to the trophy cabinet ready for the new presentations.

To help with holiday and general planning here's the dates of events coming up:-  
Opening Season Day PGC at the Clubrooms, brunch, briefings, info etc (spring-time)

Cross-Country Course (MSC organised) 23-27<sup>th</sup> November – applications will be called for soon

Subscriptions are due. Have you had your medical? Do you need a BFR? Time for some personal research and study especially on "safe flying" subjects.

Winter is a very suitable time for lending your hand for Club facilities maintenance. The old caravan needs to be cleaned up ready for sale. (Contact Sefton as it is in his hangar.) A screwdriver and some long screws could be applied to several chairs at the clubrooms to make them usable. (Necessary for our next function!) The Club hangar needs a tidy, and the cupboards need a

backboard. Could YOU spend ½ hour or so helping somewhere when it suits you. (Perhaps we need a workingbee???! - one morning with scrummy lunch for those who help! Ed)  
11 July – Mid-winter dinner for PGC – reservations necessary, my crystal-ball gazing for no's is not too clear! Heating will be on, menu is planned (not ham this time), drinks are being tested. See you there.

## Jan

### A Flying Safety Culture and what it means to me.

by Roger Brown

*A Club's Safety Culture is one of developing an environment of best practices from which each club member can further develop their own culture of safety.*

Original quote.

In my opinion it is very easy to get confused when people are talking and quoting from articles about safety, systems and flying cultures, for other than our gliding MOAP, virtually all documented safety structures and ideas are generally based on general aviation – re powered flight. Gliding is never mentioned in these references but we all tend to grasp on to these words of wisdom and to somehow try and fit them into our own very unique flying safety culture environment. I believe this is not always possible, as our flying profiles are not as performance consistent as our power related cousins. The subject of a gliding safety culture that has not been approached for some time and there may even be a number of our members who do not realize that a safety culture environment exists with in our club. It does, and for myself I find it easiest to describe it this way.

Our gliding club is really no different to a family, whose children grow up and hopefully develop, with a strong family culture of skills, knowledge and values behind them. With the maturity and skills developed thus far, they eventually strive out into that big wide world to make it on their own. Experiences gained and lessons learned are all part of the growing-up process, the trick, like in real life is to not allow one's guard to drop to become an accidental statistic. The clubs flying safety culture is therefore like a good family. It is not specifically designed but is a development of good practises and good management of ideas that have been based upon the operation that has matured over the years. **Personal responsibility** now plays a big part of this environment as the progress of being told what to do gradually changes to making one's own decisions and living by them as we learn from our experiences. In a family circle we may call this developing our life skills. In the flying world I call this the basis of developing one's own personal culture of safety.

A club's flying safety culture does not always means lots of rules and regulations, but also has a lot to do with how we do things, how we see things, how we manage things, how we think, all based on the experiences gained thus far. Let's not kid ourselves, accidents will happen; flying can be a dangerous pastime. Therefore a strong club safety culture and a well developed personal culture of safety has to be a priority for us all I believe.

In an attempt to rationalize some thought towards this subject I have noted down my own culture of safety, and how I manage it, as an example. [Yes, its self-confession time.]

To explain. I have always had two flying safety cultures. The club one, which encompasses all [best practices] and my own personal one, which is designed to encompass me [culture of safety].

**Airmanship.** Developing good flying and awareness skills. This is my own definition of



## AIRSPACE RECORDS

Following the new airspace introduced around Matamata last year, we need to be talking to Airways about how good or bad we think the airspace is working for us. For this I need to know details of how it is working.

Can all duty pilots and instructors please make a note on the daily timesheet when GAA areas are activated. Also please report to me any problems activating the GAA areas and all clearances you get into airspace and especially if you are denied a clearance.

Just drop me an email to [HYPERLINK "mailto:bob.gray@jgp.co.nz"](mailto:mailto:bob.gray@jgp.co.nz) \o  
"blocked::mailto:bob.gray@jgp.co.nz" [bob.gray@jgp.co.nz](mailto:bob.gray@jgp.co.nz) with brief details – date, time, rego, and what happened – good or bad.

### **A Special notice from the Committee Meeting:**

A general reminder that ***the first \$500 of damage to club aircraft*** will be charged to the Pilot In Command as has always been the case.

**Bob Gray - CFI**

### ***So, how are the courses going?***

3 new solos, and another 4 well on the way – 2 new club members, 2 coming back after a year or so of non gliding, and 3 consolidating after some previous training – actually not bad at all!

So, who has joined the ranks of glider pilots?

**Josh** has been training for a little while now, and he saw the course as a golden opportunity to consolidate and – guess what – went solo and had his first longer flight already. Josh is our youngest pilot and we are all proud of him. Congratulations Josh!! Our next solo was **Aimee**. She was practicing very hard for several weekends and then really made it – first solo!!! Amie is also helping us with our marketing activities as part of her degree at Waikato Uni and we all appreciate her enthusiasm – Congratulations Amie!!

Next solo only a few weeks later was **Manda**. She was also practicing very hard and did make it – and what a dance around the airfield that triggered. Well done for our mother and daughter team, keep up the good work, we hope we'll see more of you, even though the course has finished. Congratulations Manda!!

Well on the way is **Rob**, a new club member, who has finished the course and is continuing his training outside a course structure to allow him some more time with family. We all hope that he will find the balance between gliding and other demands on his time, maybe we can even encourage other family member to also get the bug? Well done Rob!

The other new member is **Chris**, who has just started the course. His flying is coming along quite well, even if it isn't as fast as Chris would like it to go. He is keeping track of his training quite publicly – check out his blog on [HYPERLINK "http://scalersgliding.blogspot.com/"](http://scalersgliding.blogspot.com/) <http://scalersgliding.blogspot.com/>. Good on ya, Chris, and, yep, all of a sudden everything will click into place.

**John** has decided that he had not really given gliding a fair chance to become part of his life when he decided not to continue with his training after a course about a year ago, so he came back. John is currently continuing his training outside a course structure and is going quite well according to reports I heard. Keep up the good work!

**Ed** also has decided to come back after a break directly after a course about a year ago.

In his quiet determined way he is making quite good progress and it looks as if he has fun. Good on ya and keep up the good work!  
So, all in all, the courses are going OK and the new members are quite enthusiastic and determined. We all hope that you keep up the good work and continue your training. After all, part of the attraction of gliding is that there is always more to learn, even when you've done it for many, many years.

Anna

## **PGC Annual Awards Evening & Dinner** **Saturday 11 July 6.45pm**

the evening starts with a free cocktail (that's as in drink) & nibbles  
with guest artist displays & NZ product launch  
then a main meal (soup, meat & veg, and dessert)  
presentation of certificates, trophies, & prizes with special guest  
followed by a little music, perhaps some dancing  
finishing with coffee/tea/nightcap

Cost per person \$25 – reservations to Jan by Fri 10<sup>th</sup> July.

**Everyone invited !**

### **A New Initiative** **“Friends of The Piako Gliding Club”**

In recognition that there are a lot of past members that wish to maintain contact with the friends they have made in the club, the committee are initiating a new group called Friends of the PGC. Also, that there are people out there that may not want to fly, but would still like to be welcome and perhaps contribute in some way to the club and take advantage of our social occasions.

For only \$25 these people will have the advantage of being:

Included in our email list and *The Flypaper*.

Invited to participate in club activities.

Offered to fly at club rates on specified days. eg. a winching day.

Invited to our social events.

This maintains a link with people that are interested in the club and would help promote the club. It may provide a source of future pilots amongst other benefits.

An application form will be available on the web page. In the first instance we will be writing to all past members and those that have shown interest in the club inviting them to join.

Secretary Joan would like to hear of anyone you think may be interested.  
We will keep you informed on this development.

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