

Glider Contests at Matamata

Briefing for other airfield users

Dave Dennison, 5 Sep 2022

Before the launch

Gliders will be towed out to the launch grid each morning. Gliders are placed 3 abreast with overlapping wings, so the grid takes up half the width of Runway 10/28 on the clubhouse side. Over the course of the morning gliders will be stacked from the middle of the runway outwards to the edge on the clubhouse side.

It is OK for other aircraft to backtrack between the gliders and the edge of the runway; taking care to watch for vehicles, people on the runway and other obstructions. Prior to the launch GA aircraft should use the other half of the runway on the Kaimai side for take-off and landing, or line up in front (upwind) of the grid for take-off.



Figure 1 - Glider Competition Grid

Launch

During the contest all gliders are launched in as short a time as possible. There are multiple towplanes in a nearly continuous pattern of taking off and landing. A competition launch is an

extremely busy time and there is almost no room for other traffic on the runway, in the air or on the MBZ frequency.

The launch will begin when the contest director decides the conditions are suitable, anytime from late morning to mid-afternoon. It normally takes about 60 to 90 minutes to complete the launch. This is a good time for other airfield users to take a lunch break.

Returning to the Airfield

Glider traffic approaching the airfield tends to become busy later in the day when gliders return to the airfield. Most, but not all, gliders will join on long final and land near the hangars or clubhouse.

Glider pilots will make normal radio calls in the MBZ frequency when returning to the airfield to land.

Glider pilots are requested to remove their aircraft from the runway as soon as possible after landing, but it may take a few minutes for them to get assistance or a vehicle to take the glider away.

On the radio

Glider pilots monitor MBZ frequencies (e.g., Mercer, Matamata, Taupo) during the contest as required for all aircraft. The Matamata MBZ is lowered to 1500 ft during the contest to keep the radio traffic in the MBZ to a manageable level.

Most of the time during contests glider pilots will be using the glider chat frequency, 133.55 MHz. In general, they will only use CFZ frequencies when passing close to an uncontrolled airfield (e.g., Thames, Tokoroa).

Wider Area

Most gliders use a collision avoidance system called FLARM and are not equipped with ADSB at this time.

Gliders often perform a sudden very sharp pull-up or very steep turn when they feel they have encountered lift. Please keep a sharp lookout for gliders and give them a very wide berth when you see them.

More Information

Prior to the event, you can contact info@glidingmatamata.co.nz for more information.

During the contest, please ask for the Contest Director if you have any questions or to report an incident. He may be pre-occupied at times during the day (e.g., during pilot briefing or glider launch), but is otherwise glad to hear from you. The Contest Director will raise any safety concerns at the pilot's briefing that takes place each day before flying.