



Piako Gliding Club
Matamata, New Zealand

Start of Season Briefing 2017

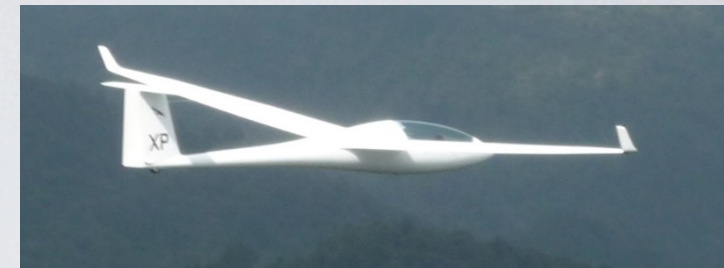
Start of Season Briefing 2017/18

YES WE WILL HAVE A SEASON

**ITS ALL ABOUT HAVING FUN IN THE SKY IN THE
SAFEST POSSIBLE WAY**



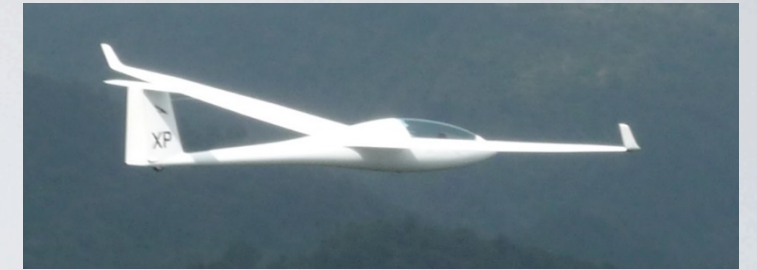
Agenda



- 9.30 What's New, How We Do Things, Safe Soaring - CFI Bob
- 9.50 What's Changed in Airspace, Farms, Windfarm – Julian
- 10.10 Tow Plane - Iggy
- 10.15 Morning Tea Break
- 10.45 Unsafe Situations - NOO Steven
- 11.05 Club Tasks, Contests and Events, Raglan, - Bill, Tony
- 11.20 GNZ OLC - Tim
- 11.30 GNZ Survey Results – Genny,
- 11.50 Wrap Up, Questions, Discussion – Bob
- Free Lunch at 12.15 then Club Flying



WHAT TO EXPECT THIS SEASON



AIRFIELD ACTIVITY

- LESS PARACHUTING
- MORE POWER FLIGHT TRAINING
- INCREASED MODEL FLYING

CLUB ACTIVITY

- BUSY CONTEST SEASON
- GROUP OF NEW QGP PILOTS

➤ **SO WHAT DOES THIS MEAN FOR YOU?**



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WHAT'S NEW?

HOW WE DO THINGS

September 2017 issue



- NOW DEFINED AS OUR STANDARD OPERATING PROCEDURES
- AIRSPACE FREQUENCIES UPDATED, NOTE PART 3.11 ON CFZs. (Julian)
- PART 7.5 - USE YOUR TRANSPONDER
- VARIOUS UPDATES: COMPUTER RECORD KEEPING, RIDGE FLYING, NEW WINCH OPS, EMERGENCY PLAN, AND RAGLAN.

THERE'S A PRIZE FOR THE FIRST CLUB MEMBER TO POINT OUT A MISTAKE



From the Treasurer

Attention all Duty Pilots

Things to Ease the Accounting

- ✓ Trail Flight Vouchers - cross out and date when flown.
File in the envelope at end of day.
- ✓ EftPos chits - write on it what it is for. Note any special payments on the outside of envelope as well.
- ✓ (Bank deposit does not record individual EftPos transactions)



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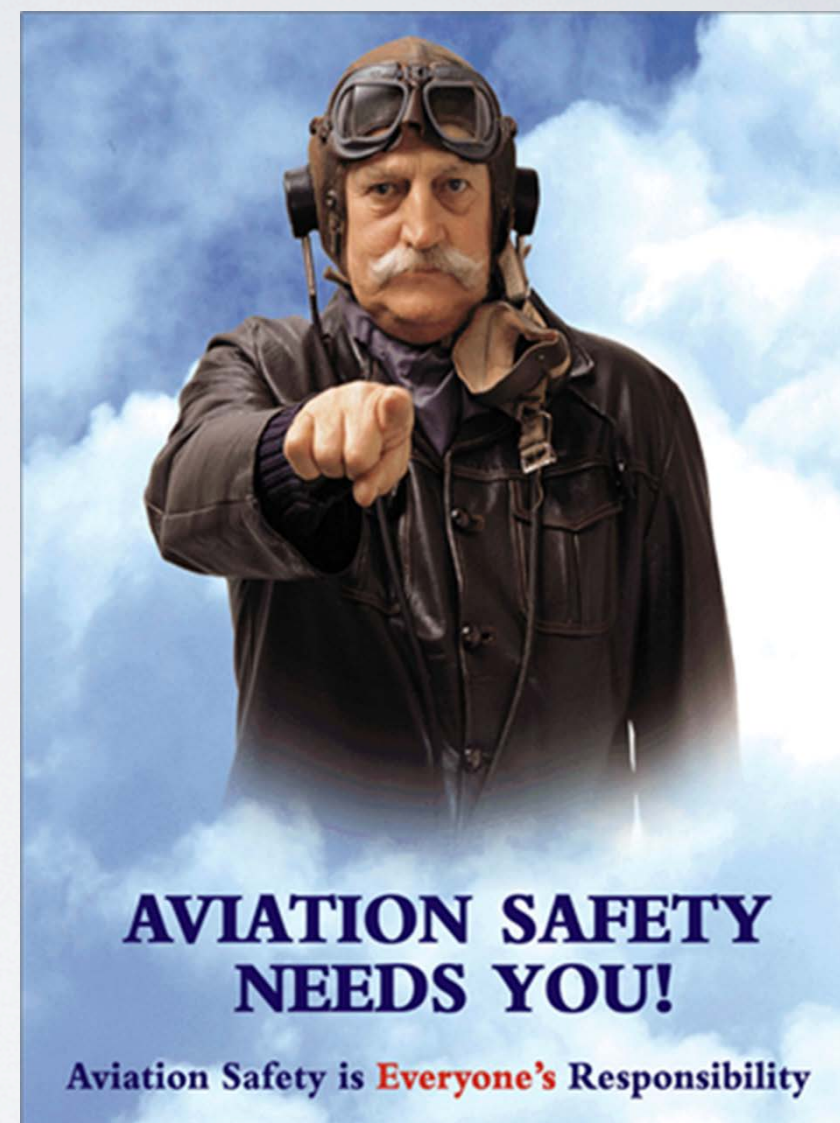
SAFE SOARING FOCUS

THIS GUY IS POINTING AT **YOU**

FIRST GET THE BASICS RIGHT:
PREPARATION, DI, IMSAFE, WEATHER,
COCKPIT CHECKS

SELF EVALUATE BEFORE, DURING, AFTER
FLIGHTS

RECOGNISE **EARLY** WHEN YOUR GETTING
INTO UNSAFE SITUATIONS





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SAFE SOARING FOCUS

Currency
Competency
Complacency



Currency

"PILOTS CURRENCY BAROMETER"

HOURS	LAUNCHES	OVER THE LAST 12 MONTHS
25	35	- More flying than this - you are in good training!
20	30	- You are likely to make elementary errors.
15	20	- Be careful in adverse conditions; rain, wind > 15kts, x/winds
10	10	- If not flown for 3 mths - FLY WITH AN INSTRUCTOR
5	5	- Difficult weather conditions - FLY WITH AN INSTRUCTOR



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SAFE SOARING FOCUS

Competency

Has your competence
changed from last
year?

One year older

One year more experienced

One year wiser and safer ??

One year slower !!

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Am I fit to fly?

Illness

Free of symptoms.



Medication

Aviation-approved medications only.



Stress

Managing stress well.



Alcohol or Drugs

Alcohol in moderation and not less than
12 hours before flight. NO drugs!



Fatigue

Good sleep management.



Eating

A balanced diet.



...Yes, I'M SAFE to fly.





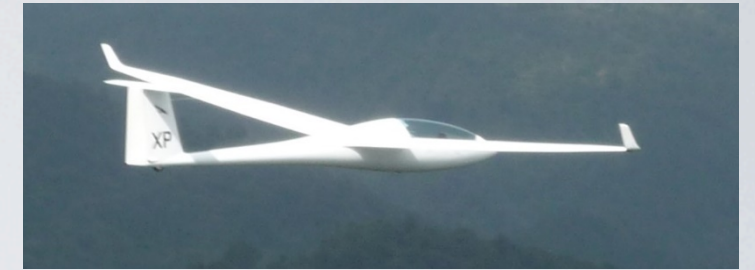
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SAFE SOARING FOCUS

Currency
Competency
Complacency



Complacency

SO YOU KNOW ALL ABOUT THIS GAME

YOU'VE GOT HEAPS OF HOURS;

SO YOU'VE GOT SOME BADGES;

YOU'VE SEEN IT ALL;

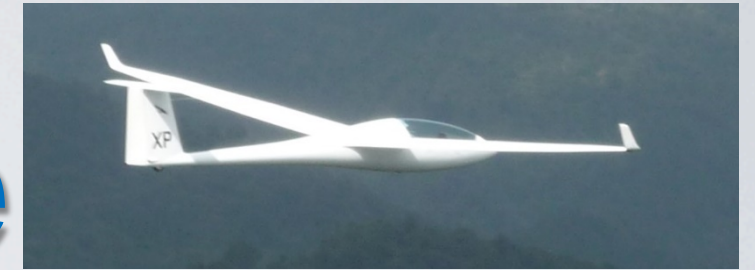
GOT AWAY WITH SOME STICKY SITUATIONS;

BULLET PROOF?

FACT IS MOST SERIOUS ACCIDENTS INVOLVE EXPERIENCED
GLIDER PILOTS



Changes to our Airspace



New Boundaries for the CFZ's. Need to see the new VNC Maps to see the finer details.

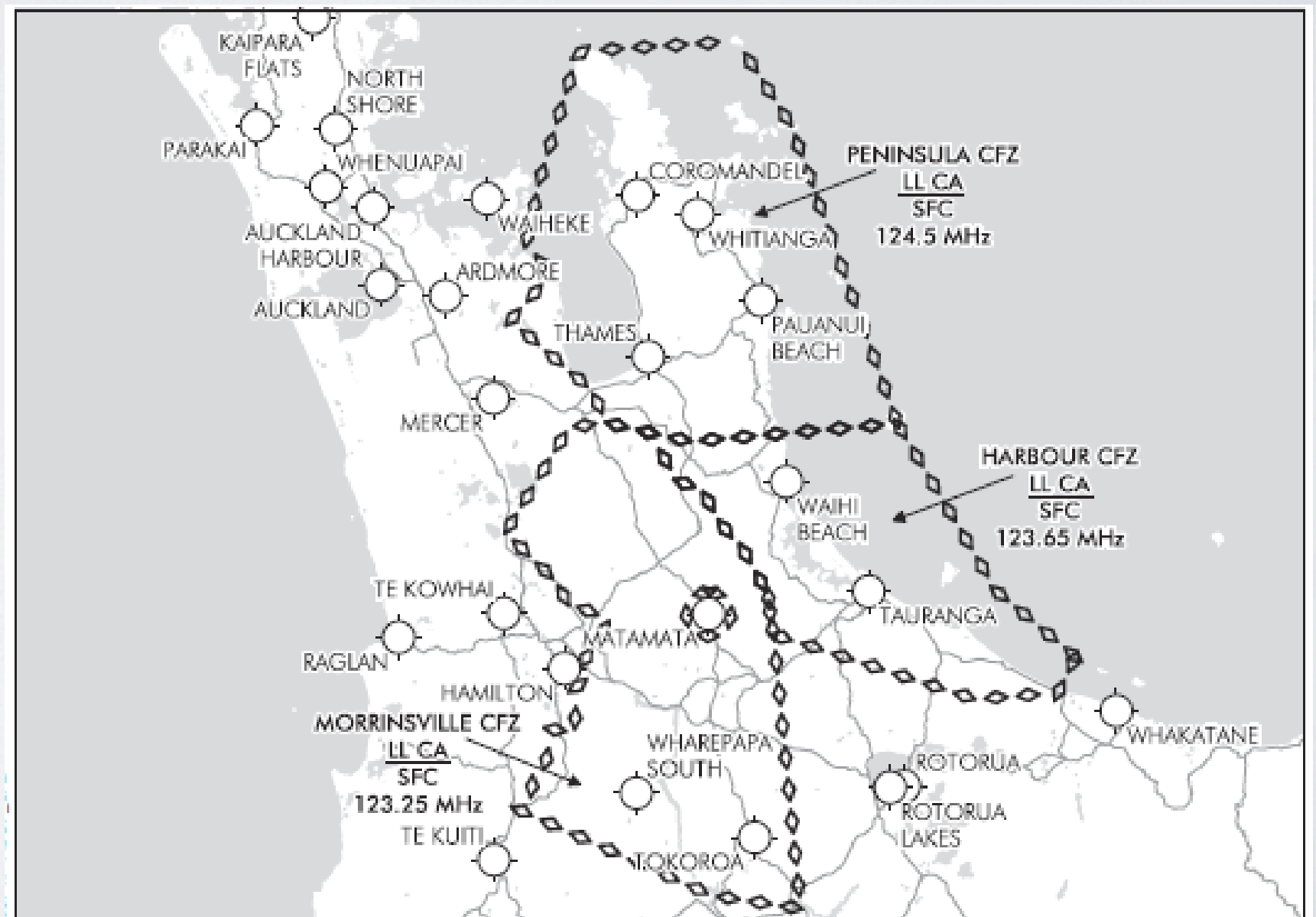
Raglan CFZ now

"Black Sands"

Flying above 6500'?

ATC Call now:

"Bay Approach"





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FLARM STUFF

All Club Gliders have FLARM's Installed.

Be aware that the FLARM range is very variable and does not broadcast behind the glider very well. FLARM is *not* a substitute for a good lookout!





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FLARM STUFF 2

Tracking FLARM Equipped Aircraft

There are two databases to enter your Glider specific Mode S Code allocated by CAA:
OGN and Flarmnet.

Once they are entered into the OGN database, the CN will show up on the
Tracking Web site: www.live.glidernet.org

Tools on both OGN and Flarmnet for flight following, SAR and range evaluation and several other options, like a logbook.

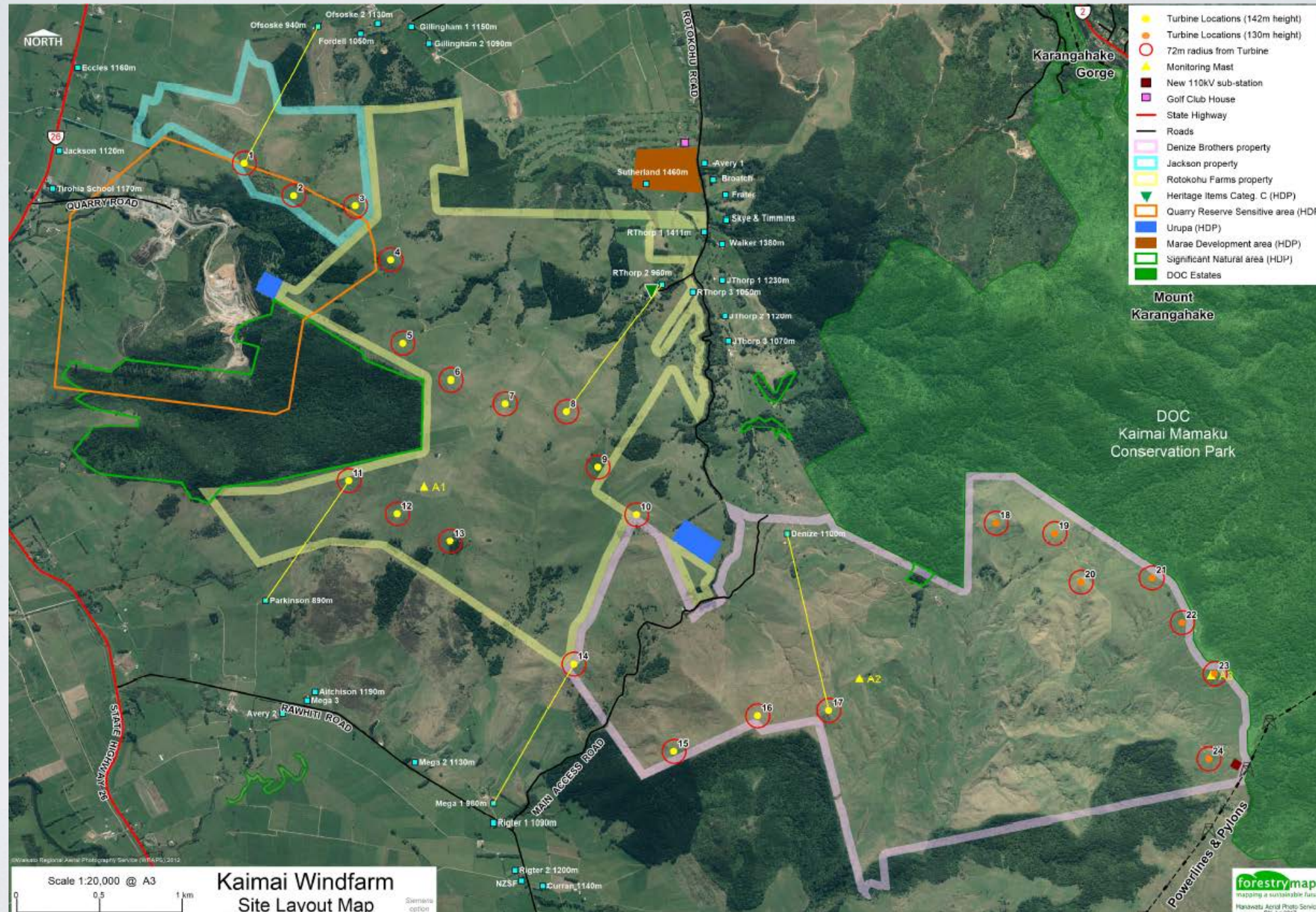


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Kaimai Wind Farm





Kaimai Wind Farm 2

May well end our ridge flying in the area.

Modelling being done to check how far down wind the turbulence exists.

The Kaimai Windfarm Company talk about “mitigating the risk” when it’s suitable for Gliding – Just weazel words?

Strong Local Opposition – but needs to be decided by the Environmental Court. Expecting planning consent by 2020!



Piper Pawnee PA-25-235

- Delivery early October.
- BZA will be reduced to spares.
- Engine has 1000hrs.
- Variable pitch propeller with constant speed unit.
- Mecanair silencer.
- Wing clusters modified.
- Tailplane fittings modified.
- Struts upgraded.
- Metal flaps and ailerons.
- Drooped wing tips.
- Flarm fitted.



lancaster45



Differences between CNC and BZA

Pawnee
PA-25-235

Colour!

1980 (1962)

3,000 hrs (13,000 hrs)

260hp (250hp)

But the *big* one is:

Smaller fuel tanks

(still in outboard of wings)

136 litres (160)

- *So, typically about
3 fewer tows
between refuels.*

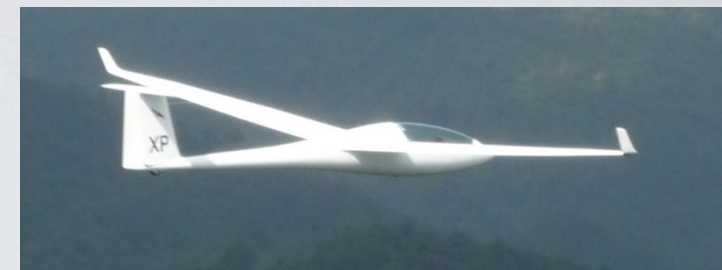




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MORNING TEA TIME



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Soaring for Extreme Pleasure





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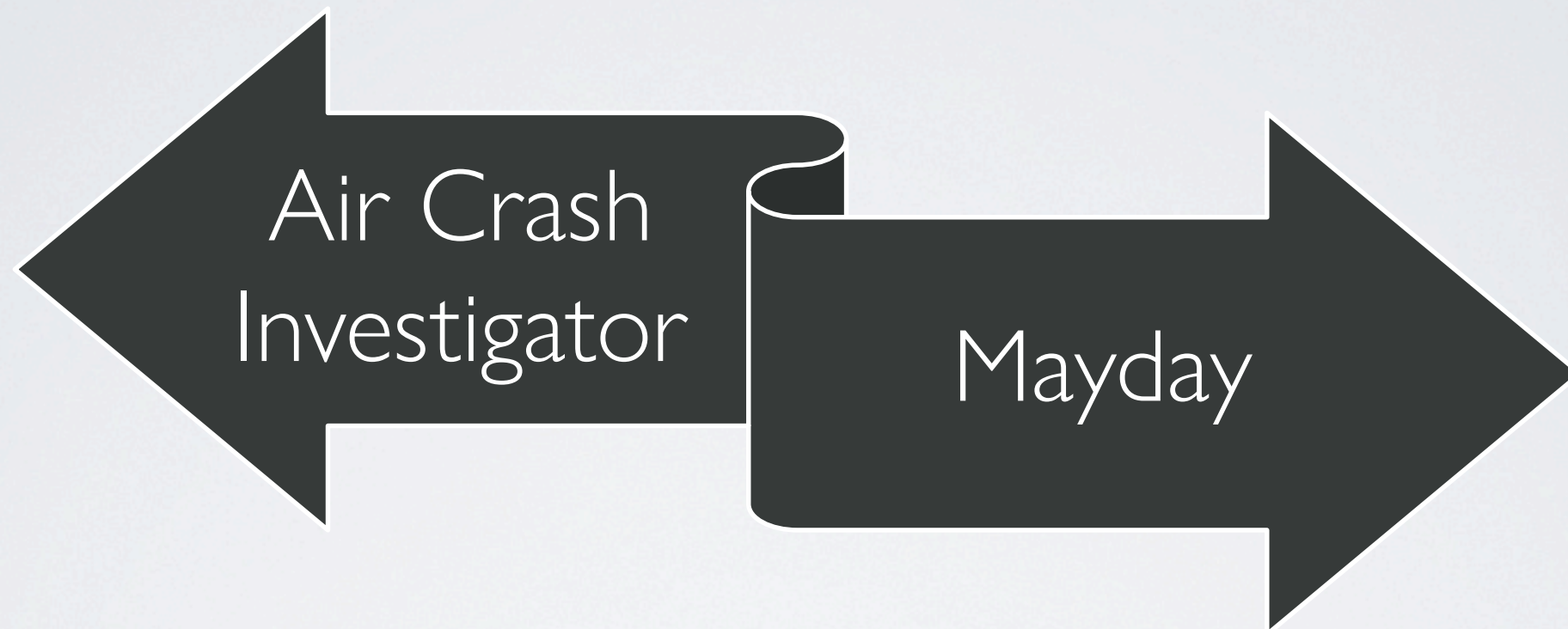
Recruit, Retain
and Regain



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You are about to witness an accident in a Puchacz

- I am reluctant to show this, but there are some real lessons to learn.
- It happened on the other side of the world, the pilot received some injuries but recovering and has agreed for the video to be released.
- The very human mistakes made can happen to anyone in this room.

**WARNING THIS VIDEO IS GRAPHIC AND HAS SOME LANGUAGE
THAT MAY OFFEND**





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What Happened





Not completing checks

- You will not know
- Not uncommon
- Human factors
- It happens in other aviation disciplines
- Distraction and rushing



Things to consider

- Finger tip only on release
- IM SAFE
- Self discipline
- Avoid distraction
- Double check
- Prepare so you are not rushing
- Raglan.



Analysis

- Something in the back of his mind warned of imminent danger
- Mindset is a feature of many of our accidents and incidents.



Why we find it difficult to change

- Known to unknown has risk.
- Listen to that little voice
- Don't keep repeating the same mistakes
- Keep your self safe

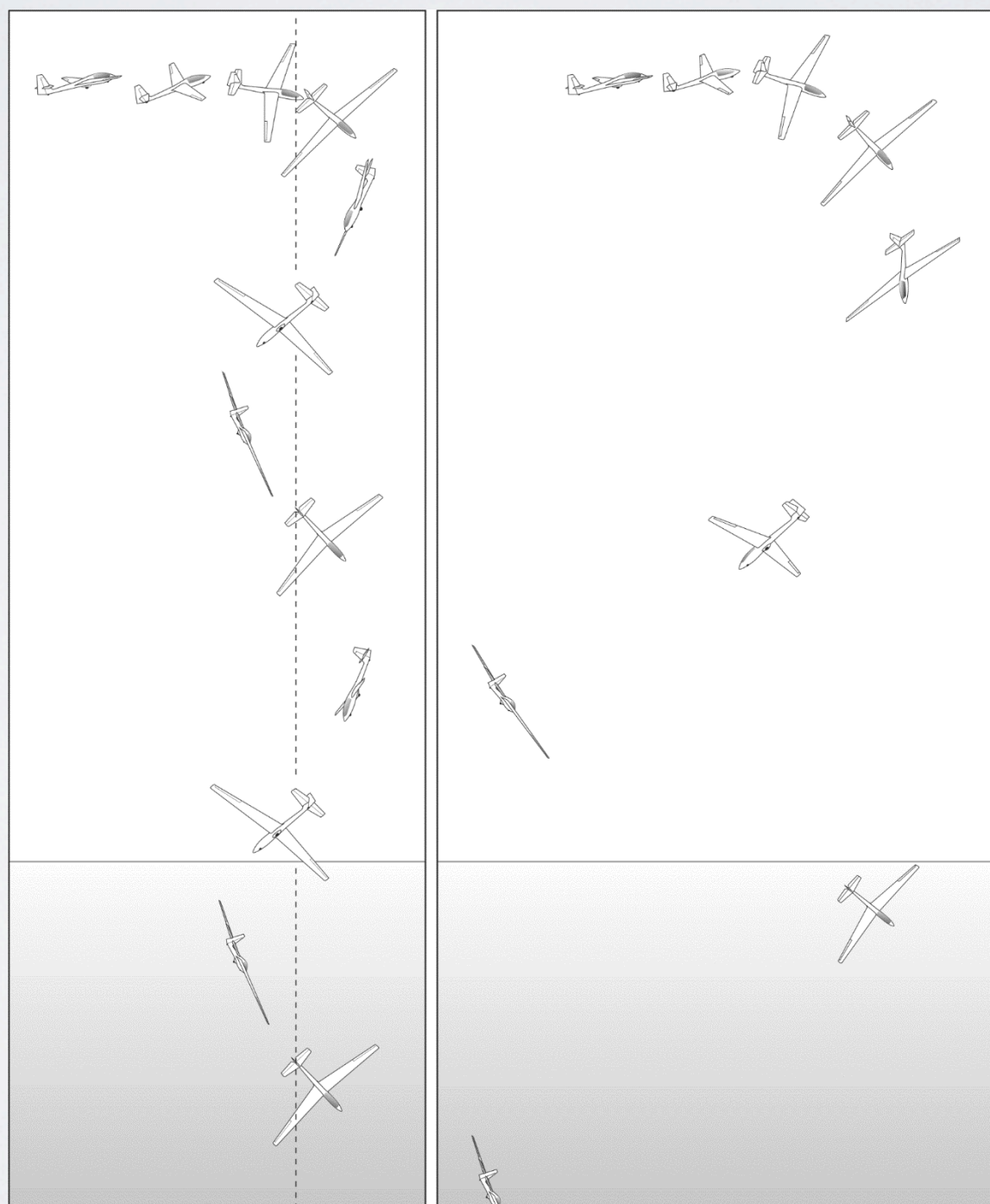


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SPINNING





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Nose low spin in EO





Where the real danger is

- min recovery is usually 400ft
- tail wind and/or the air is turbulent
- low level optical illusions
- focus on other perceived or developing priorities.
- misuse of either the rudder and/or the ailerons.
- flaps need to moved forward to help recovery.
- strong urge to pull the nose up quickly when low
- common cause of gliding fatalities
- many clubs do not have 2 seat gliders with good spin characteristics
- Aft C of G



Spin Training

- Student fear
- Students unable to get a glider to spin
- Goal is recovery and spin recognition
- Students need to overcome fear
- Private owners and advanced pilots should practice often

Club Tasks, Trophies, Competitions, Events and Challenges

Why?

Club Trophies

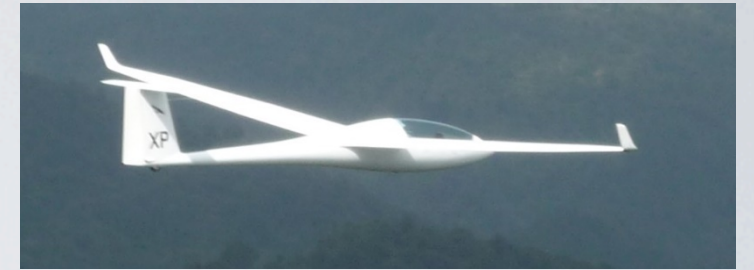
- Les Riesterer Short Course 25.6 km
- Catlin Trophy 100.7 km
- Care 200 205.9 km
- Dave Dennison OLC Trophy for most points amassed by a PGC pilot in the On Line Contest.
- Bill Mace OLC Trophy for the PGC pilot that amasses the most points from Matamata site.
- DeRensy Pot for the most improved pilot.



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Competitions

- Central Plateau 2017 @ Taupo. November 4 - November 11 (XP booked)
- MSC North Island Regionals @ Matamata. November 25 - December 2 (EO booked)
- Club Class Champs + Audi Enterprise Contest 2018 @ Drury, January 5, 2018
- January 13, 2018
- GNZ National Multi-Class Gliding Championships 2018 @ Matamata, January 27, 2018 - February 10, 2018
- Central Districts Regionals 2018 @ Waipukurau, February 17, 2018 - February 24, 2018



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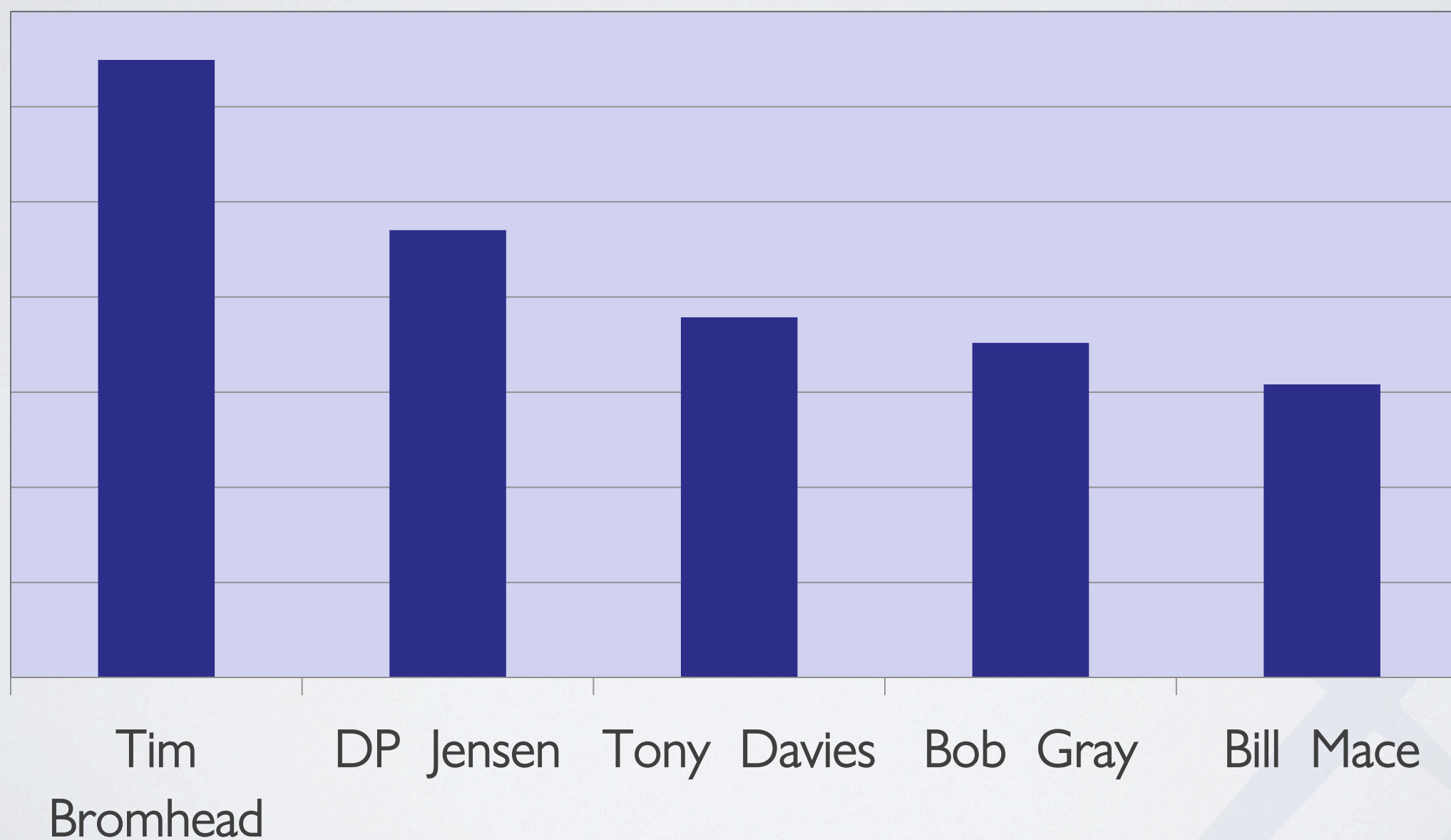
Cross Country Course

MSC XCcountry Course at Matamata,

January 1, 2018 - January 5, 2018



Top PGC Pilots





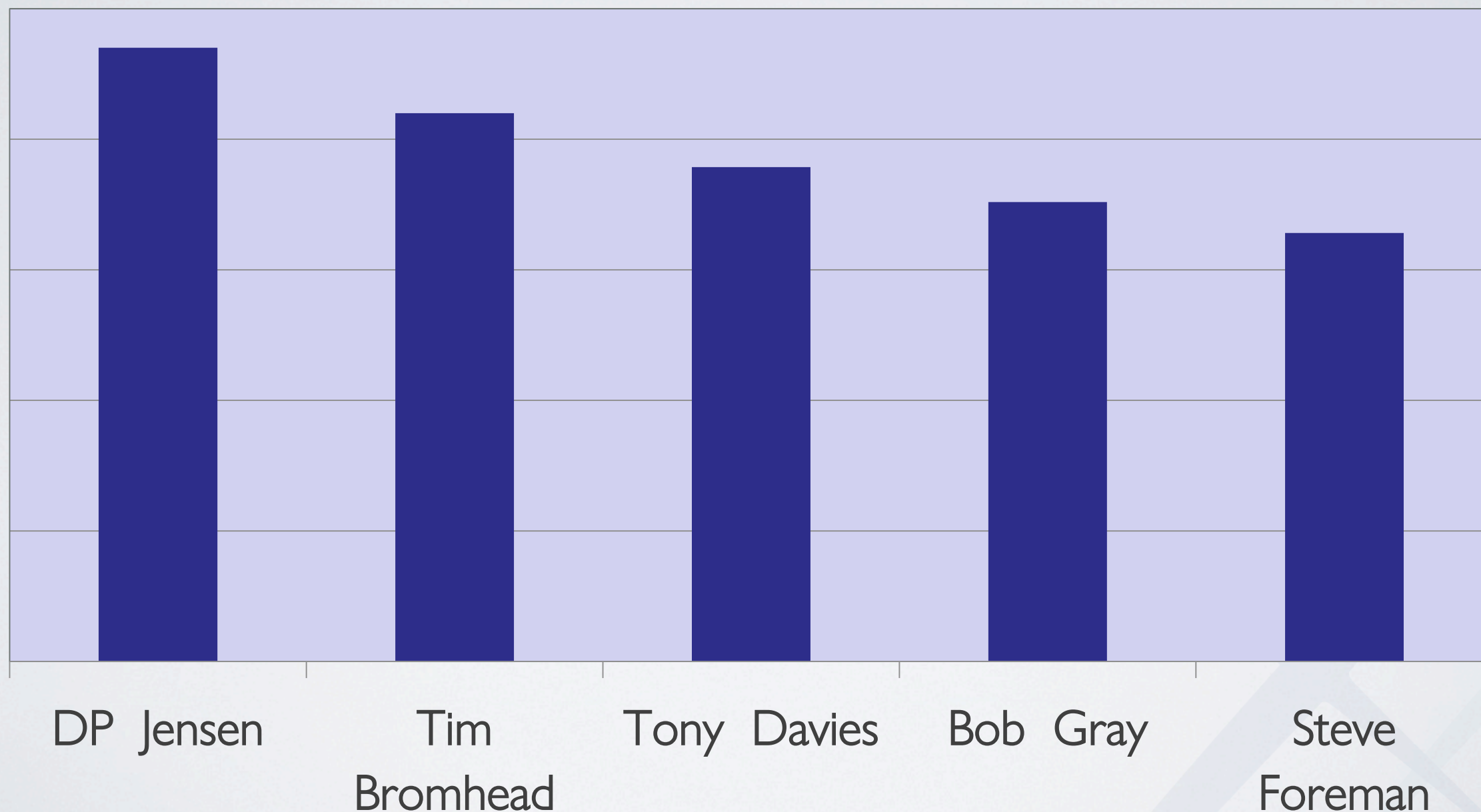
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Top Matamata Pilots





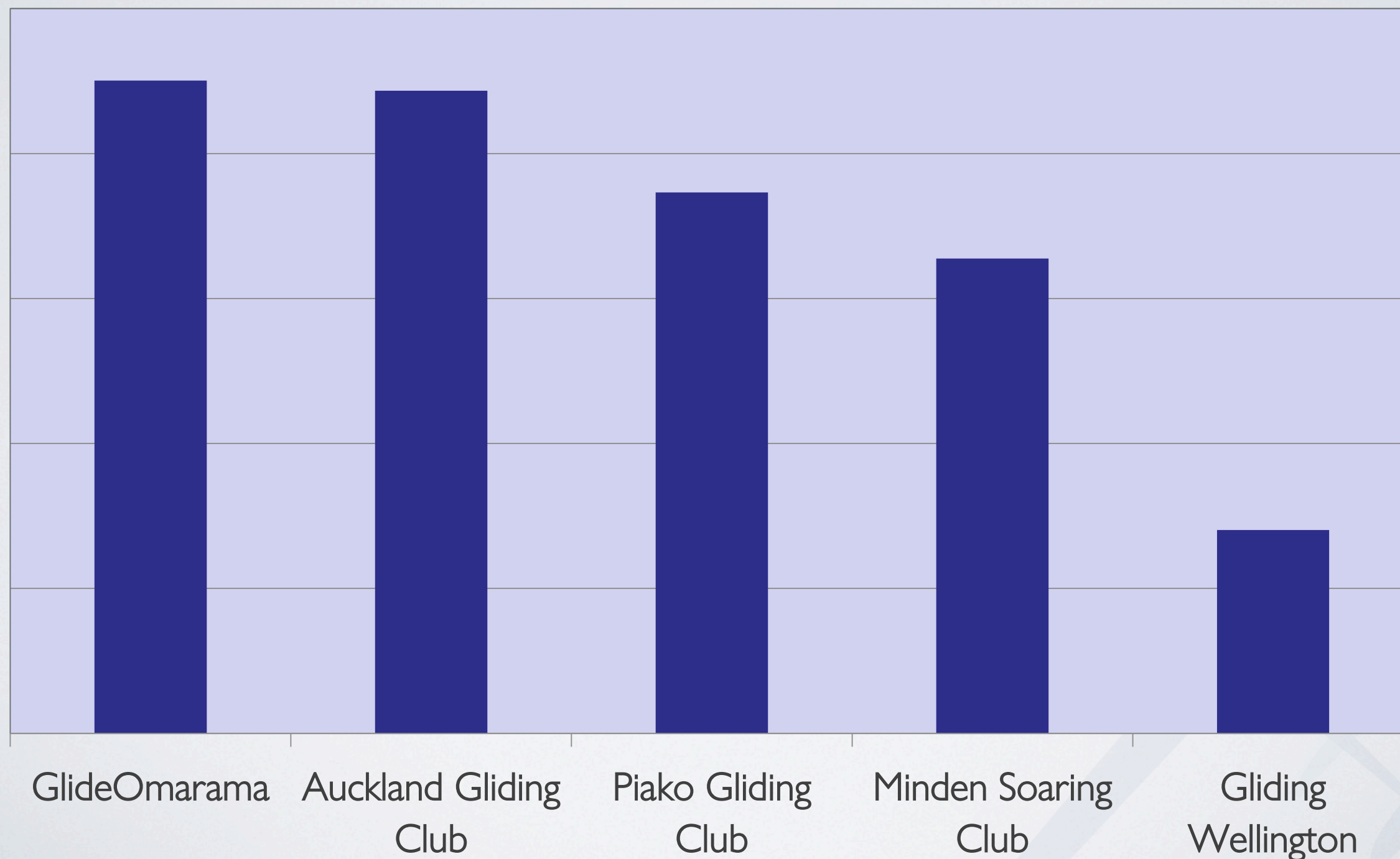
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Top NZ Gliding Clubs





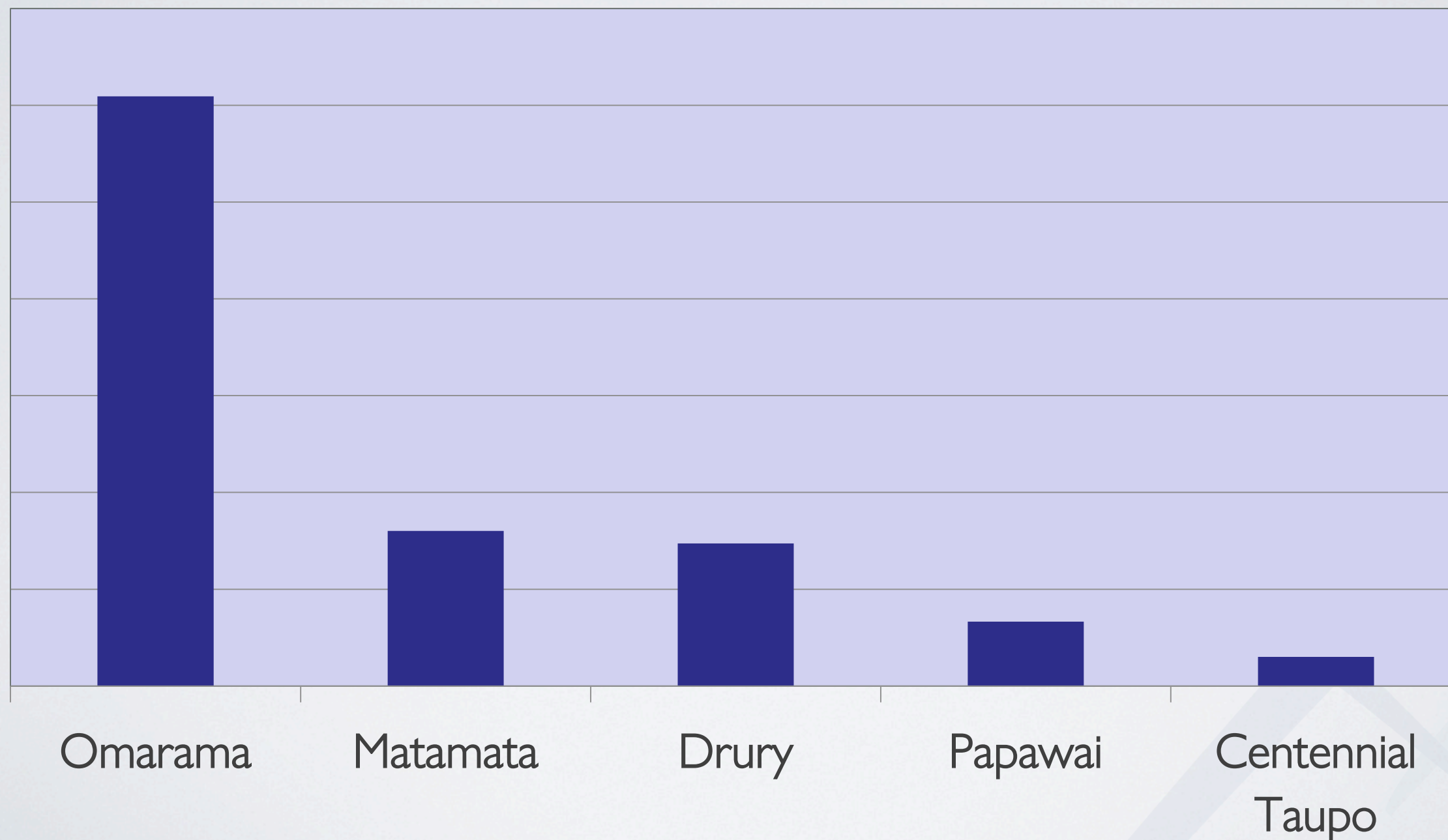
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Top NZ Airfields

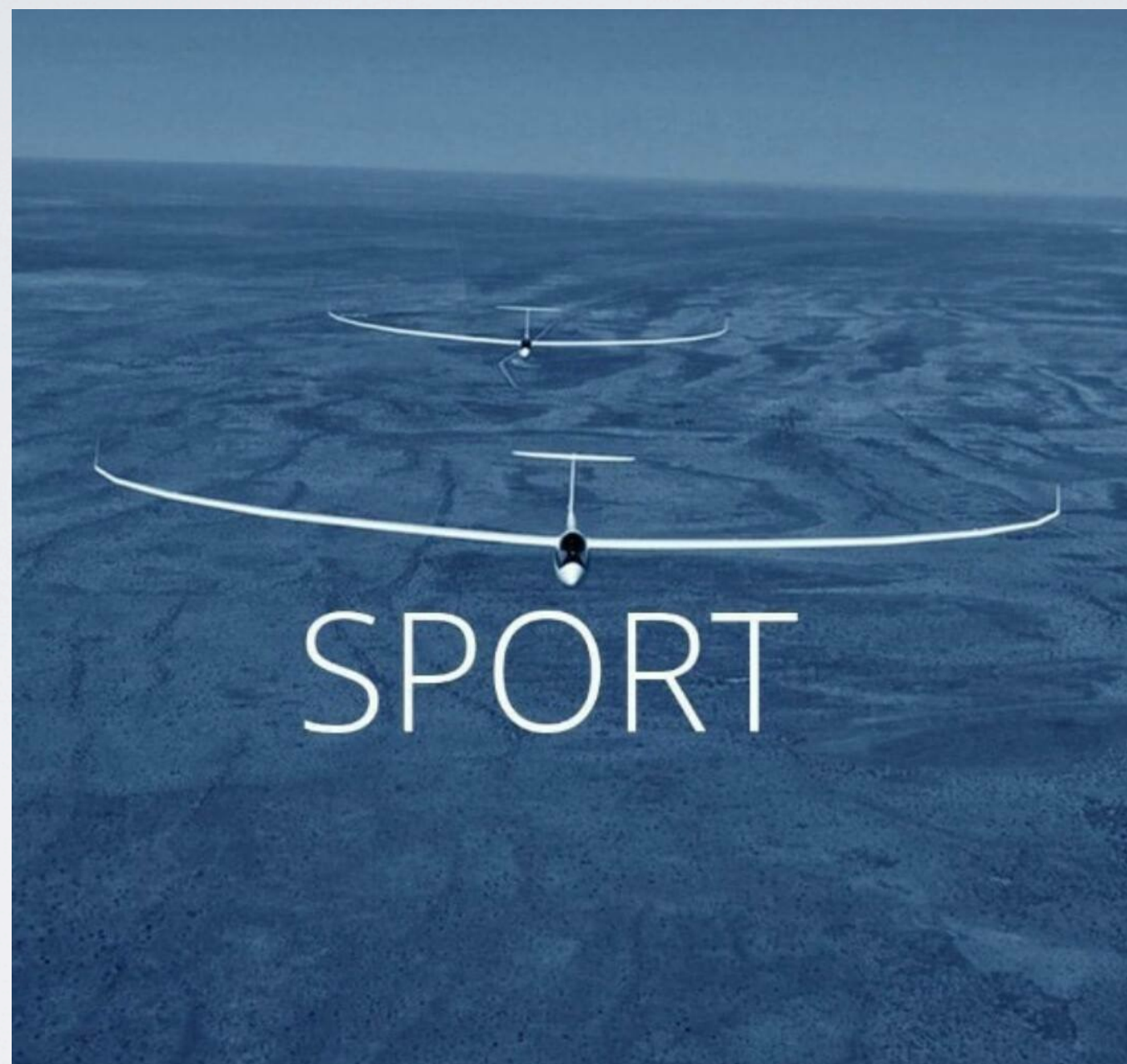




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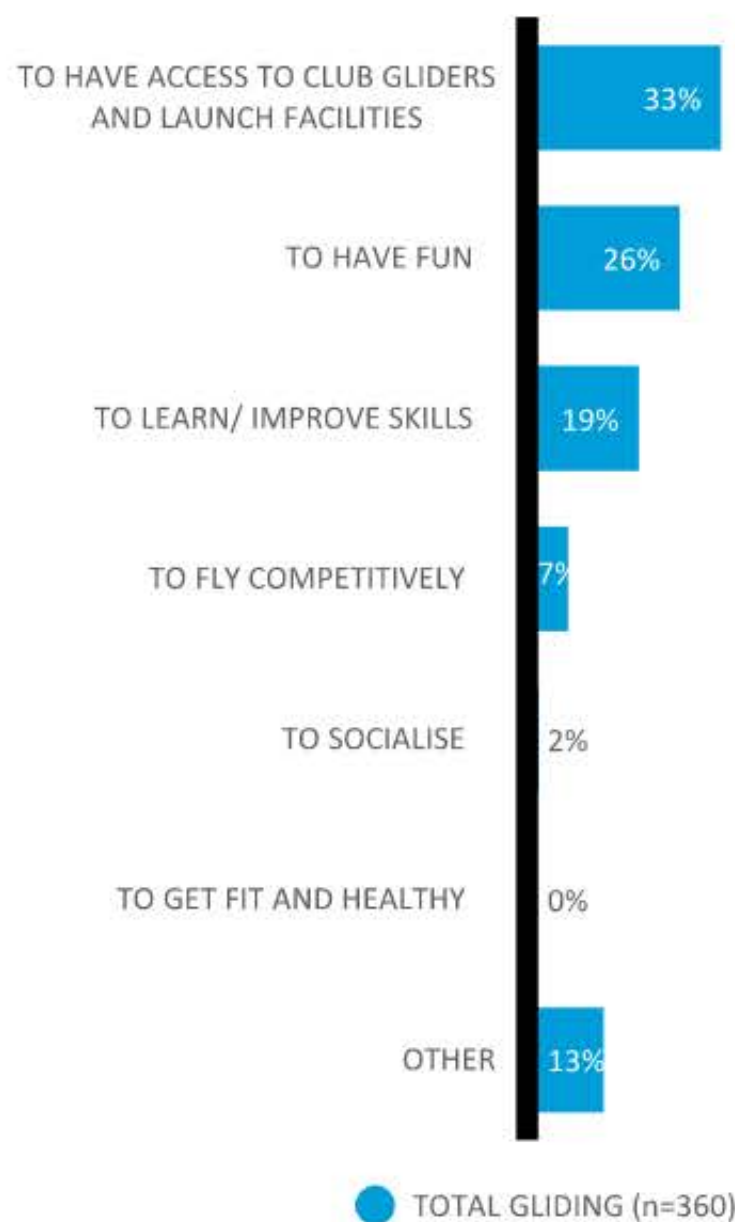
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WHAT IS THE MAIN REASON TO BELONG TO A GLIDING CLUB?

For a third of respondents (33%), the main reason for belonging to a Gliding club is to *have access to club gliders and launch facilities*. More than one in four (26%) belong to *have fun*, whilst one if five (19%) belong to *learn/improve skills*.



OTHER REASONS TO BELONG TO A CLUB INCLUDE:

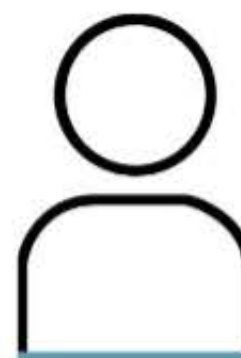
"To improve skill, competition, socialising & launch facilities"
(55-59 years)

"Access to launch facilities and improve skills (could include becoming an instructor)"
(45-49 years)

"The magic of soaring gliders"
(65+ years)

"To fly gliders and tow planes and teach others to fly gliders"
(65+ years)

"To generally enjoy aviation and provide towing services."
(60-64 years)



Base: Respondents who are members
Q4. What is the main reason you/ your child belong/ belongs to a gliding club?

There are loads of things that impact experience...

- | | | | |
|---|--|---|---|
| 1. Value for money | club | venues/ fields | opportunities for |
| 2. Being friendly and welcoming | 8. Providing the information when needed | 14. Having well maintained playing/training venues/ fields | coach development |
| 3. Encouraging good sportsmanship and fair play | 9. Allowing me to fulfil my potential | 15. Having clean and well maintained facilities e.g. clubrooms, changing rooms, toilets | 18. Providing information and opportunities for officials development |
| 4. Is fair and provides equal opportunities for all players | 10. Being responsive to my needs and requirements | 16. Engaging with the local community | 19. Having qualified / experienced officials |
| 5. Being professional and well managed | 11. The quality of the coaches | 17. Providing information and | |
| 6. Fostering a sense of pride | 12. Providing a safe environment for adults and children | | |
| 7. The social environment at the | 13. The ease of accessing the clubs | | |

SATISFACTION ACROSS FACTORS – CLUBS

Respondents from Piako (PKO) are *significantly more* likely to be satisfied with their club *encouraging good sportsmanship and fair play* (90% cf. 68%). Four in five respondents from Canterbury (CTY) are satisfied that their club *provides a safe environment for adults and children* (83% cf 68%), a significantly higher score than the total.

% VERY SATISFIED OR EXTREMELY SATISFIED

	TOTAL GLIDING	AAV*	AKL	COT**	CTY	GOM*	GWR**	HBV**	KKE**	NLN*	OGC*	PKO	SCY**	TGA*	TPO*	TRK**	WGM**	WLN
ENCOURAGING GOOD SPORTSMANSHIP AND FAIR PLAY (n=322)	68%	79%	34%	60%	73%	64%	60%	63%	67%	30%	61%	90%	50%	47%	95%	100%	71%	81%
PROVIDING A SAFE ENVIRONMENT FOR ADULTS AND CHILDREN (n=338)	68%	89%	43%	17%	83%	70%	100%	70%	50%	30%	52%	83%	29%	58%	86%	89%	79%	71%
THE EASE OF ACCESSING CLUB GLIDERS/ LAUNCH FACILITIES (n=339)	62%	70%	41%	20%	67%	73%	50%	44%	73%	10%	57%	87%	29%	63%	85%	100%	77%	52%
FOSTERING A SENSE OF PRIDE IN OUR/ THEIR CLUB (n=342)	56%	75%	29%	25%	71%	50%	33%	44%	30%	20%	39%	65%	29%	35%	86%	82%	71%	76%
HAVING QUALIFIED/ EXPERIENCED OFFICIALS AVAILABLE WHEN I/ THEY COMPETE (n=204)	53%	62%	43%	-	62%	44%	-	83%	17%	33%	38%	64%	50%	40%	85%	50%	57%	54%
BEING RESPONSIVE TO MY/ THEIR NEEDS AND REQUIREMENTS (n=341)	52%	69%	25%	17%	62%	58%	33%	44%	42%	27%	56%	45%	33%	39%	80%	82%	71%	58%
PROVIDING INFORMATION ABOUT JUNIOR PROGRAMMES (n=262)	47%	64%	21%	-	65%	55%	50%	80%	11%	38%	39%	32%	-	31%	53%	60%	75%	61%
ENGAGING WITH THE LOCAL COMMUNITY (n=311)	47%	38%	25%	20%	66%	73%	20%	44%	11%	33%	32%	46%	29%	13%	38%	82%	57%	81%
MAKING ME/ THEM AWARE OF THE DEVELOPMENTS OCCURRING IN SPORT ACROSS NEW ZEALAND (n=325)	45%	63%	32%	25%	48%	36%	40%	50%	30%	20%	30%	45%	17%	44%	55%	73%	36%	58%
MAKING ME/ YOU AWARE OF THE BENEFITS PROVIDED TO ME (n=324)	44%	56%	21%	33%	56%	30%	17%	67%	30%	36%	30%	33%	20%	33%	70%	80%	67%	51%
PROVIDING INFORMATION AND OPPORTUNITIES FOR COACH DEVELOPMENT (n=274)	43%	48%	21%	-	50%	42%	20%	56%	25%	-	44%	48%	17%	35%	59%	75%	57%	55%

Base: Respondents who are members or fly casually at a Gliding club (Excluding Don't know/not applicable)
Q10b. How would you rate your/ your child's overall satisfaction with your/ their gliding club on each of the following...

*Low base size (less than 30 respondents), **Very low base size (less than 10 respondents)

Note: Results have been removed for clubs with less than 5 respondents to protect confidentiality i.e. GHV, MLB, MSN, CLV, NRF, ROT, WHG

 / Significantly higher/lower than Total Gliding 2016/17

SATISFACTION ACROSS FACTORS – CLUBS

Those who are members of Gliding clubs in Auckland (AKL) have a *significantly lower* number of pilots who are very or extremely satisfied with seven of the nine factors. Conversely, those in Wellington (WLN) are *significantly more* likely to be satisfied with *allowing me to fulfil my potential* (79% cf. 65%), *being professional and well managed* (79% cf. 60%) and the *social environment of their club* (72% cf 57%).

% VERY SATISFIED OR EXTREMELY SATISFIED

	TOTAL GLIDING	AAV*	AKL	COT**	CTY	GHV**	GOM*	GWR**	HBV*	KKE*	MLB**	MSN**	NLN*	OGC*	PKO	SCY**	TGA*	TPO*	TRK*	WGM*	WLN
THE QUALITY OF THE COACHES (n=340)	71%	93%	36%	80%	75%	100%	90%	100%	70%	58%	60%	100%	27%	74%	83%	29%	75%	71%	90%	77%	76%
BEING FRIENDLY AND WELCOMING (n=359)	70%	93%	39%	33%	78%	100%	73%	83%	60%	50%	60%	100%	45%	59%	77%	57%	40%	90%	91%	100%	80%
HAVING WELL MAINTAINED CLUB GLIDERS AND LAUNCH FACILITIES (n=334)	69%	92%	51%	-	86%	100%	64%	33%	60%	60%	20%	100%	80%	74%	55%	43%	68%	100%	100%	77%	58%
ALLOWING ME/ THEM TO FULFIL MY/ THEIR POTENTIAL (n=341)	65%	85%	41%	33%	60%	50%	55%	40%	56%	45%	60%	100%	64%	58%	72%	14%	68%	95%	73%	71%	79%
IS FAIR AND PROVIDES EQUAL OPPORTUNITIES FOR ALL MEMBERS (n=351)	64%	86%	23%	33%	65%	100%	67%	67%	60%	42%	60%	100%	55%	57%	74%	43%	53%	95%	100%	93%	68%
PROVIDING ME/ THEM THE INFORMATION I/ THEY NEED WHEN I/ THEY NEED IT (n=350)	60%	86%	32%	50%	58%	50%	58%	50%	50%	70%	40%	100%	55%	52%	55%	43%	63%	71%	82%	64%	72%
BEING PROFESSIONAL AND WELL MANAGED (n=357)	60%	93%	14%	33%	57%	100%	67%	50%	40%	42%	20%	100%	18%	66%	74%	29%	45%	100%	82%	62%	79%
HAVING CLEAN AND WELL MAINTAINED FACILITIES E.G. CLUBROOMS, CHANGING ROOMS, TOILETS (n=323)	59%	30%	38%	50%	56%	50%	82%	33%	40%	27%	50%	100%	45%	73%	87%	29%	70%	100%	88%	86%	42%
THE SOCIAL ENVIRONMENT AT THE CLUB (n=352)	57%	79%	42%	17%	70%	-	58%	67%	67%	42%	50%	100%	18%	36%	65%	43%	25%	71%	55%	86%	72%

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Significantly higher/lower than Total Gliding 2016/17

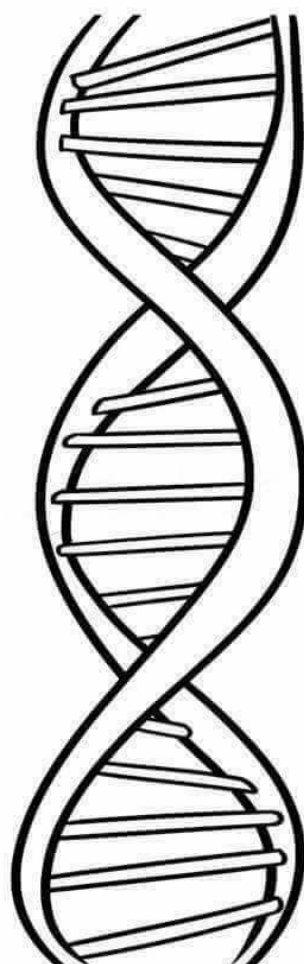


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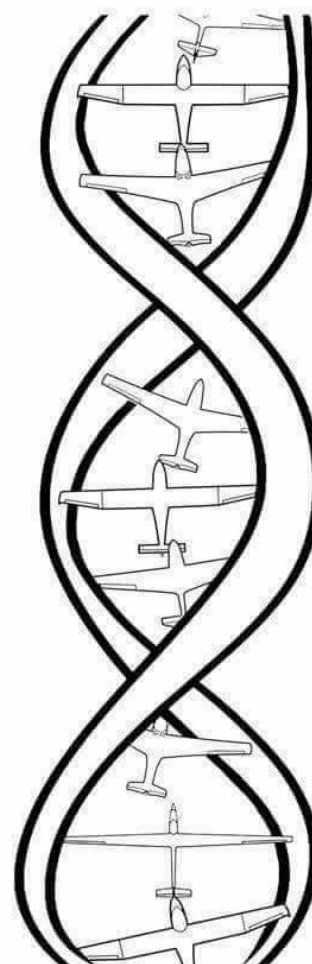
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NORMAL DNA



MY DNA





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WRAP

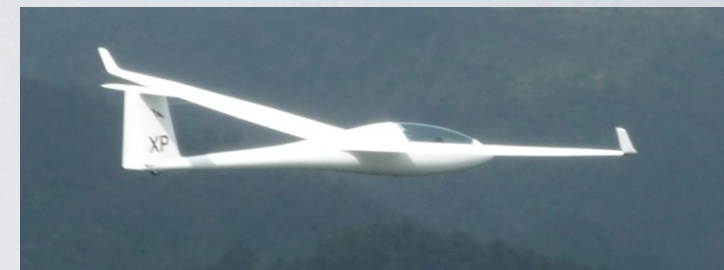


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CULTURE



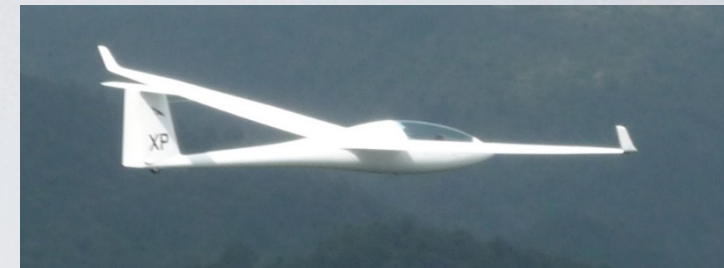
WE ARE MEMBERS OF THE HAPPIEST GLIDING CLUB IN NZ

- WE GET HUGE SELF SATISFACTION FROM SOARING
- ITS FUN HANGING AROUND THE AIRFIELD WITH PILOTS
- WE ENJOY GREAT ENVIRONMENT (NEVER MIND THE WEATHER)
- GLIDER FLYING NEEDS RATHER COMPLICATED CLUB AND NATIONAL STRUCTURES WITH RULES

➤ **IT'S ALL ABOUT HAVING FUN AND ACHIEVING GOALS**



CULTURE 2



SAFETY MUST BE CONSTANTLY MONITORED

- ACCEPT THAT THIS SPORT IS RISKY
 - HUMANS ARE NOT ADAPTED TO FLY
 - ACCEPT THAT WE ALL MAKE MISTAKES
 - PUSHING BOUNDARIES IS EXCITING
-
- **SUPPORT AND ENCOURAGE EACH OTHER TO SAFELY
ACHIEVE GOALS**
- THERE IS NO FUN IN ACCIDENTS



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Have a safe and fun 2017/18 season

Discussion questions from the floor