



glidingmatamata.co.nz

Piako Gliding Club

**WELCOME TO THE 2025-26 START  
OF SEASON BRIEFING**

## AGENDA

- 0930 Welcome and General operations
- 0940 HWDT - September 2025 edition
- 0945 Go Soaring
- Preparation – Weather, Glider, Trailer, Pilot
  - Task Declaration
  - Whio Glide
  - Launch – Aerotow and Winch
- 1030-1045 **T Break**
- Meanwhile back in the glider
- Decision Making
  - Final Glide Home
  - Circuit – Paddock or Airfield
  - Glider After landing
- 1130 MSC Events this Season
- 1145 Thames Visit
- 1200 **LUNCH**

# President's Welcome

SOSB is a very important instrument that keeps the PGC operations safe.

SOSB demonstrates that we all must take our responsibilities so that we can enjoy our hobby, have good fun, and friendships.

Listen up and ask questions should you need clarification.

# General operations

Glider pilots please tell the Duty Pilot your intentions.

Especially important when we have winching and aerotow days.

If you could be late back, please pay for launch prior to flying.

# HOW WE DO THINGS

## our Standard Operating Procedures

- Now been reviewed and updated
- Version - September 2025
- Available on our website:  
[https://www.glidingmatamata.co.nz/members/procedures/standard\\_operating\\_procedures/552.file](https://www.glidingmatamata.co.nz/members/procedures/standard_operating_procedures/552.file)
- It's a must read – It's how we do things!
- Notify a Committee person if you see errors or stuff that should be added.



# Soaring Flight Preparation

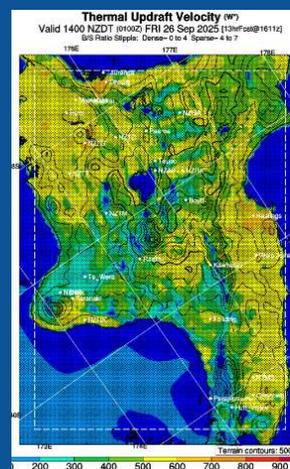
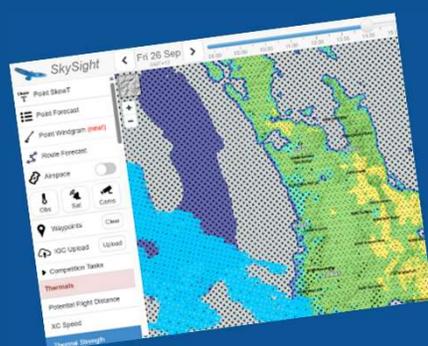
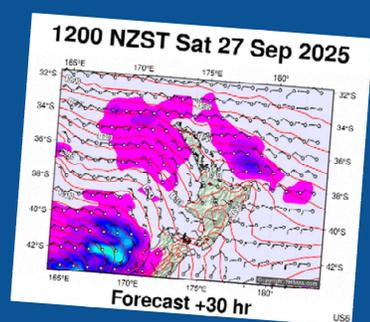
## Weather

Bob Gray

- Whether or not to attempt soaring flight?
  - Huge subject - not lectured today
- (General advice)
- Monitor weather pattern many days ahead
  - Plan a task to suit predicted conditions
  - Accept that the plan may change or be scrubbed

## Weather – who knows best?

RASP, Skysight, MetVUW, Windy, Wind Finder, Met Service, NIWA, TV, Phil's chrystal ball, Grandma's knee pain, etc



(General advice)

- Use as many forecasting sources as you can find
- Compare predictions and how accurately they turn out
- Key stuff – wind, instability, cloud cover

# Glider and Trailer Preparation

Derek Shipley



- A good mindset is “to hope for the best and prepare for the worst”.
- So give yourself the best chance by good preparation
- Be ready for the landout which may be necessary

### For the glider:

- Paperwork and airworthiness
- Early DI and clean surfaces
- Battery charged
- Water ballast filling arrangement
- Logger/tracker/navigation equipment
- Navigation chart/s or suitable equivalent
- Parachute – serviceable?
- Emergency PLB and First Aid kit
- Torch
- Tie down kit/small chock/s
- A tow rope for moving glider after landout
- Food and plenty of drink
- Sun block and sunglasses
- Clothing for the period of weather over the next 12-24 hours
- Arrangements for toilet moments
- Cloth for canopy
- Wipes for sticky fingers etc.



## For the trailer:

- WOF, registered and road worthiness
- Check condition, tyre pressures, spare tyre
- Chocks
- Tow hitch matches tow vehicle tow ball
- Wheel brace and jack
- All trailer/gliders specific rigging gear
- Extra kit e.g. wing stands small tarpaulin
- Powerful light



## Retrieve vehicle:

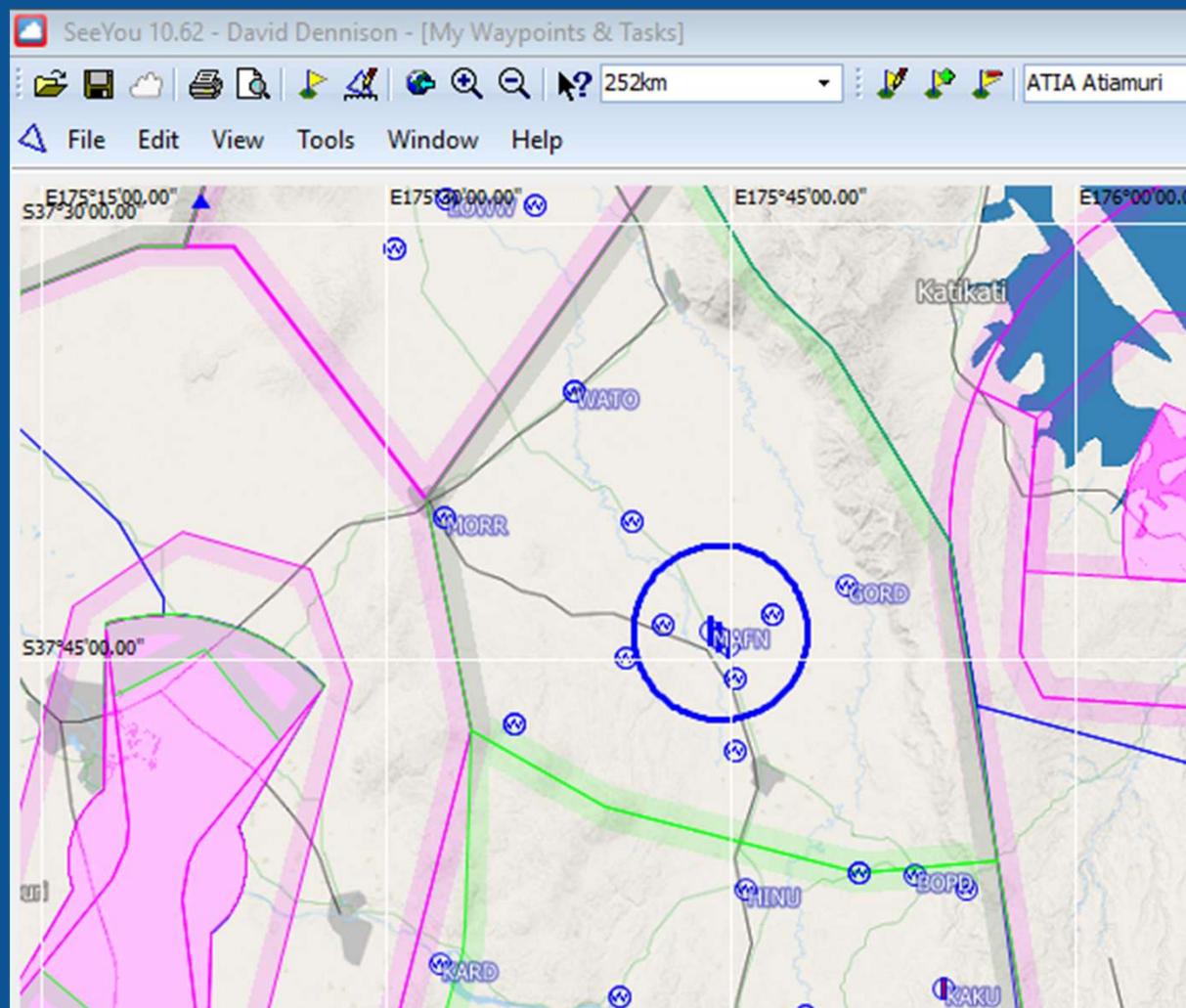
- Brief someone on where it is, leave keys, anything special about your car or trailer?
- Fuelled up

# TASK DECLARATION

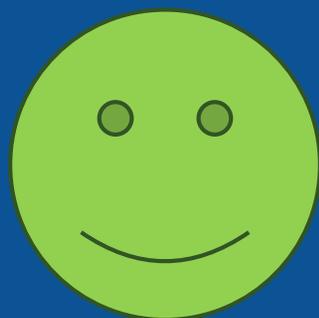
Dave Dennison

# Free Flight

- Chase clouds aimlessly
- Personal challenge
  - Port Jackson
  - Lake Taupo
- Set task for yourself or group
- SeeYou software is very helpful.



# Record your Flight



# Pilot Training Milestones

Check with instructor before you go

- Solo Pilot: First Solo
- Soaring Pilot: 90 min
- Cross Country Pilot: 50km



# Club Tasks

- Proving Grounds
- Care200
- McPherson Diamond



# Club Tasks

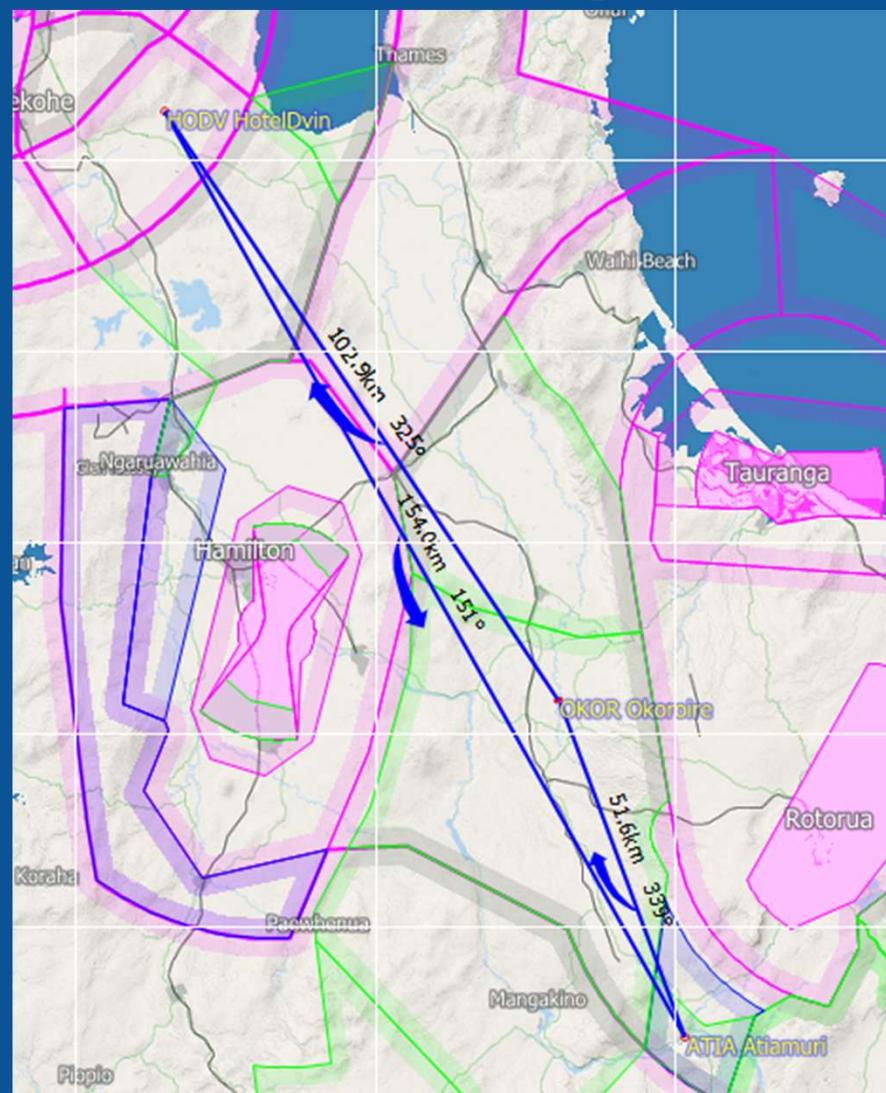
- No declaration required.
- Official observer not required.
- Certified logger not required; any IGC file (e.g. XCSoAR).
- Note turn point types and start/finish heights.
- Task info and files on PGC website.





# MSC Diamond Challenge

- HODV – OKOR – ATIA
- 306km
- Start/Finish at any point
- 1km Start/Finish lines
- 0.5km cylinder
- Loss of Height <3000 ft
- FAI rules for claiming Diamond badge, but not required for MSC Challenge
- PGC pilots pass over Waharoa start/finish for McPherson club trophy



# FAI badges / records

- Arrange official observer before flight
- Need igc certified logger
- Some need to be declared



Silver Badge



Gold Badge



1,2 & 3 diamonds



750+ km badges

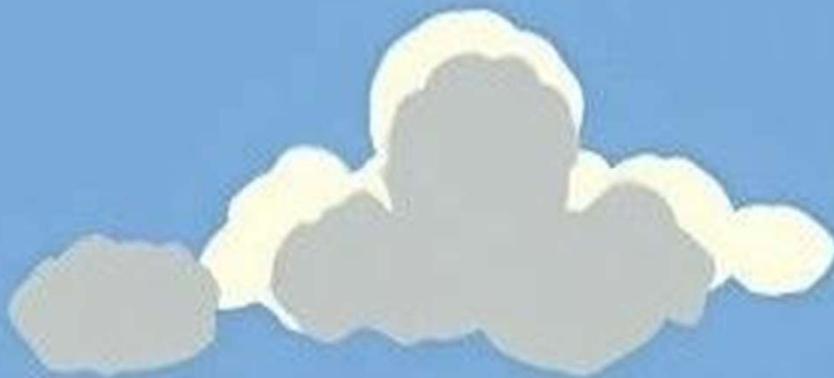
# Whio Glide

An introduction to Task  
Flying



# What is Whio Glide?

- Open to club class gliders
- Scoring is un-handicapped
- Tasks are 100-150kms
- Tasks are achievable in 1.5-2 hours
- Tasks are set within safe flying areas
- Introduction to XC soaring for new XCP pilots



Who About Lessons Task Task setter Waypoints Upload Entries

Omarama Sprint Series

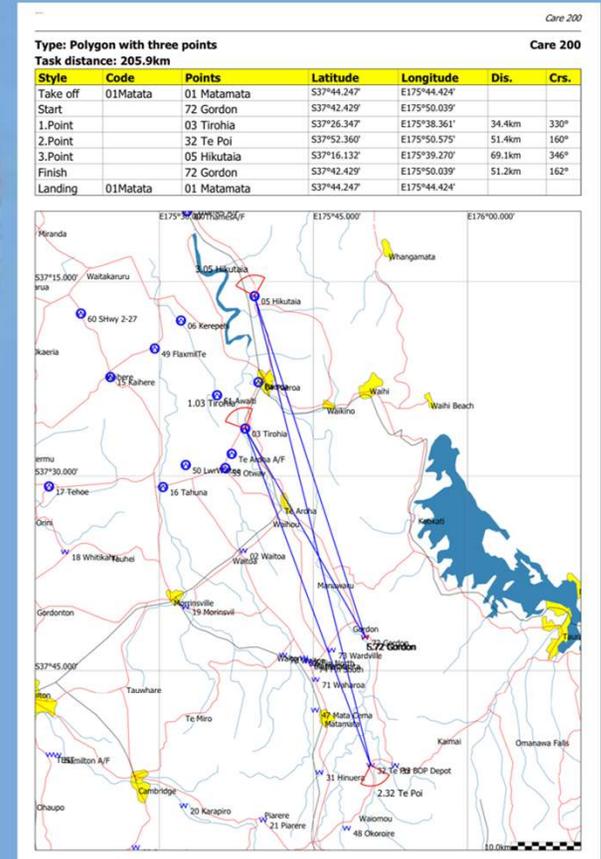
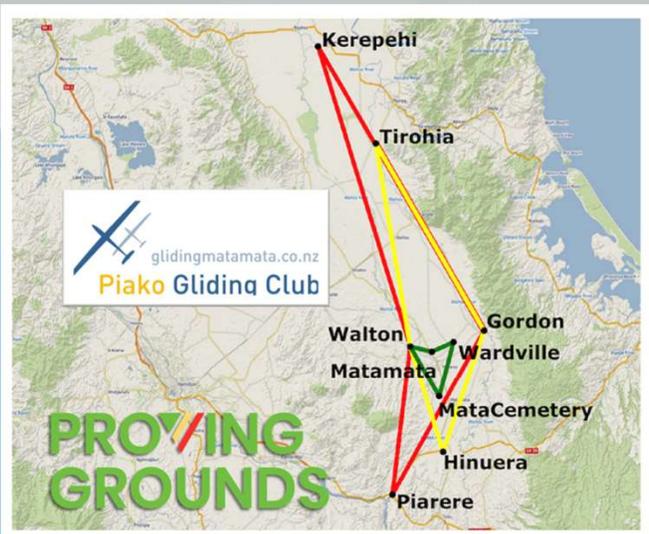
Type Name  
Start Omarama  
Finish Omarama

Export XCSoar task file

Leaflet | This work is based on/includes Toitū Te Whenua Land Information New Zealand data which are licensed by Toitū Te Whenua Land Information New Zealand for re-use under the Creative Commons Attribution 4.0 International licence.

The image shows a screenshot of a web-based XCSoar task editor interface. The top navigation bar includes links for 'Who', 'About', 'Lessons', 'Task', 'Task setter', 'Waypoints', 'Upload', and 'Entries'. The main content area is titled 'Omarama Sprint Series'. It displays a topographic map of the Omarama region in New Zealand, with a flight task route marked in red. The route starts and ends at Omarama, indicated by a red circle. The map shows various geographical features like rivers, lakes, and terrain contours. A legend at the bottom of the map area states: 'Leaflet | This work is based on/includes Toitū Te Whenua Land Information New Zealand data which are licensed by Toitū Te Whenua Land Information New Zealand for re-use under the Creative Commons Attribution 4.0 International licence.'

# Why is it important?





**The man, the myth, the legend:  
Phil Plane**

Where can you find out  
more?



<https://whioglide.nz/index.html>

# Towing matters

The tow plane should not be kept waiting unnecessarily.

Get prepared and complete checks before signalling for the tow plane to start up.

Please do not rush your pre take-off checks . Much better for you to take an extra minute and get everything completed.

It is a fine balance, so please stay safe!

# Correct Towing Position

It is formation flying!

Lateral - Central behind the tug when flying straight.  
- When turning allowance is made to stay on the same flight path as the tug.

Vertical - Tailplane on the wing. Remains the same in a turn.



# Correct Towing Position



# Starting Your Task Off The Winch

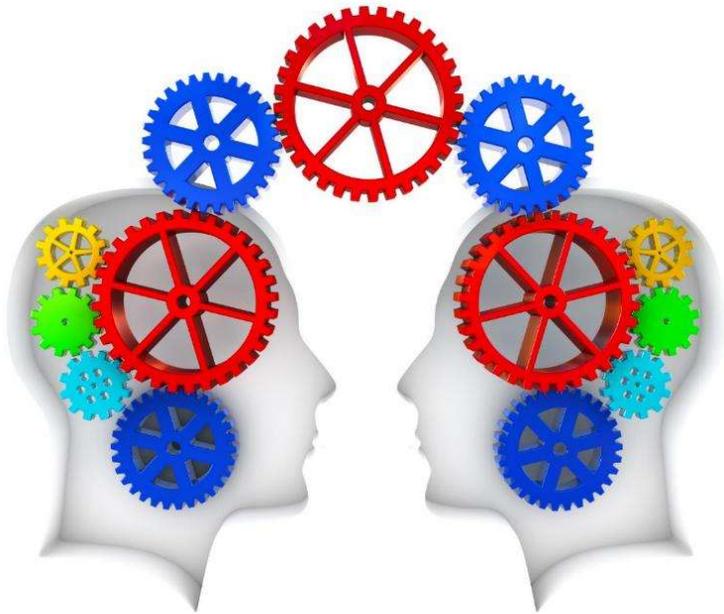
Dennis Crequer

- Advantages of starting off the winch?
  - It's less expensive (if you get away off your first launch)
- Disadvantages of starting off the winch?
  - Usually not a lot of time/height for getting established
  - Potential conflict with the next launch, modellers and airfield circuit can limit the search area
  - No ability to release in a preferred location
- Things to be aware of
  - Cockpit security – be wary of loose objects
  - Water – you can winch with ballast water on board, but.....  
READ THE FLIGHT MANUAL BEFORE TRYING THAT

DECISION MAKING  
WHEN TO GO AND  
WHEN TO GIVE IT AWAY

# HAVING ACCIDENTS IS BAD

# Cognitive Biases and Risk Perception



## **Overconfidence Bias**

Overconfidence can lead pilots to underestimate risks and overestimate their capabilities in critical situations.

## **Confirmation Bias**

Confirmation bias causes pilots to favor information that supports their beliefs, ignoring contradictory evidence.

## **Optimism Bias**

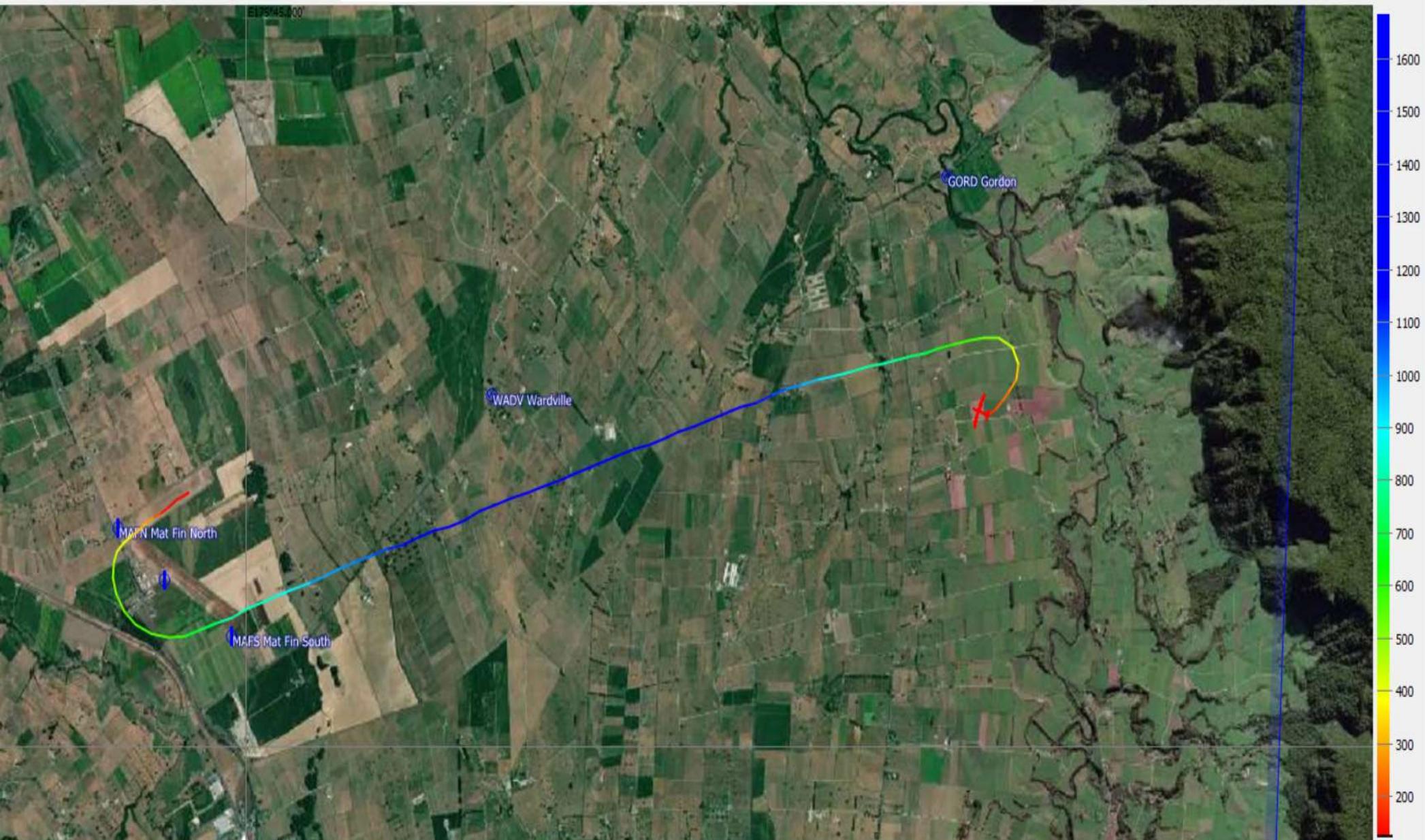
Optimism bias leads pilots to expect positive outcomes, which may result in overlooking potential hazards.

|

## **Importance of Bias Recognition**

Recognizing cognitive biases enables pilots to make more balanced and safer decisions under pressure.

## 12<sup>th</sup> Nov 2006



**27<sup>th</sup> Dec 2020**



# Peer Pressure and External Influences

## Impact of Peer Pressure

Peer pressure or club culture can push individuals toward making risky choices against their better judgment.

## Prioritizing Safety

Pilots must focus on safety and respect their personal limits to ensure sound decision making.

## Avoiding Compromised Judgment

Ignoring external pressures helps prevent compromised judgment and risky behaviors in critical situations.



# The Circuit

Aerodrome  
Paddock

# Do we need it on a x-country?

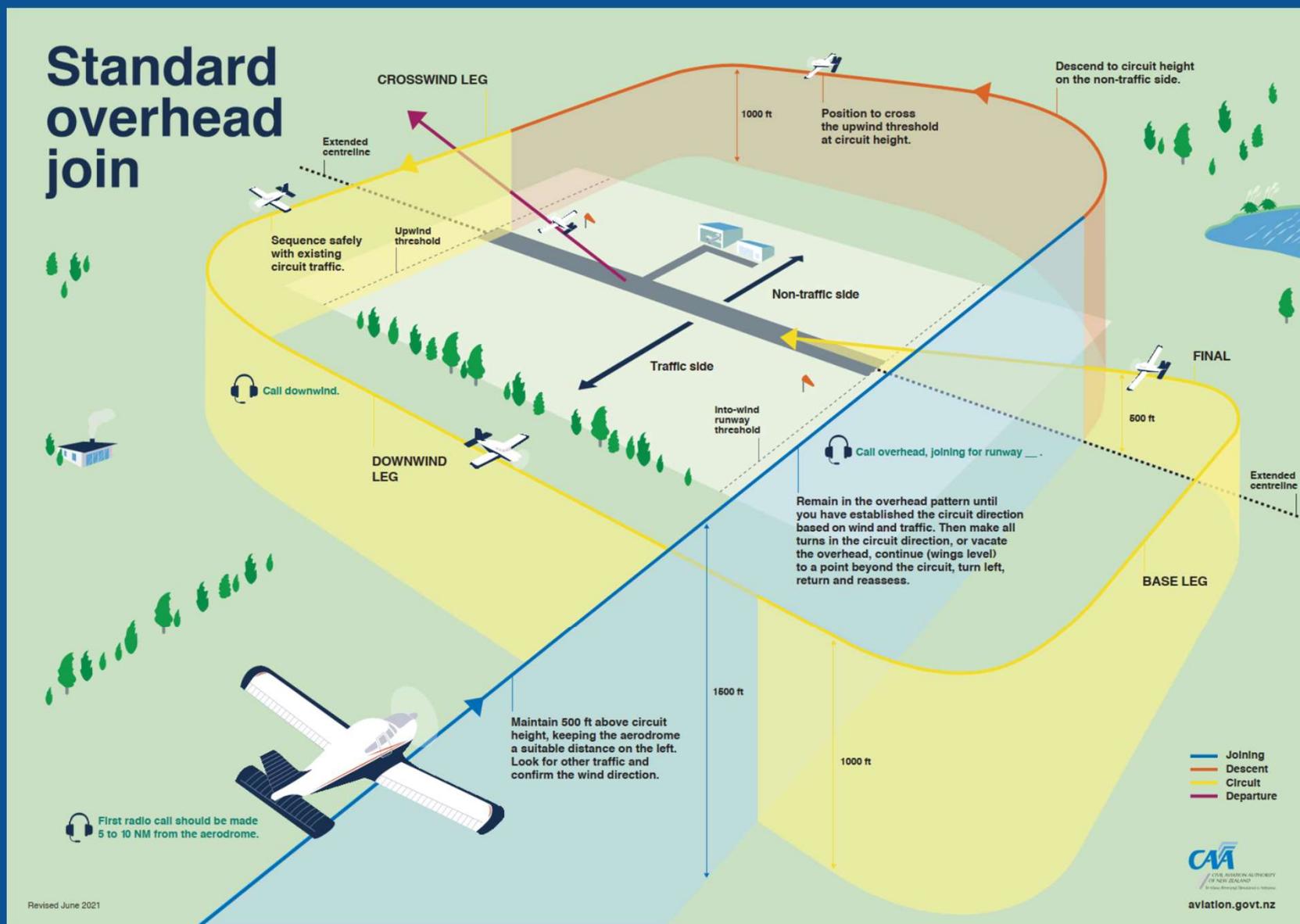
Yes ! The purpose of a circuit is:

- to arrive at the final turn in a suitable location,
- at a safe height (higher than 300 ft) and safe speed,
- with safe landing alternatives available as much as possible,

and additionally at an aerodrome:

- to set up an orderly flow of traffic.

# Standard overhead join at an aerodrome

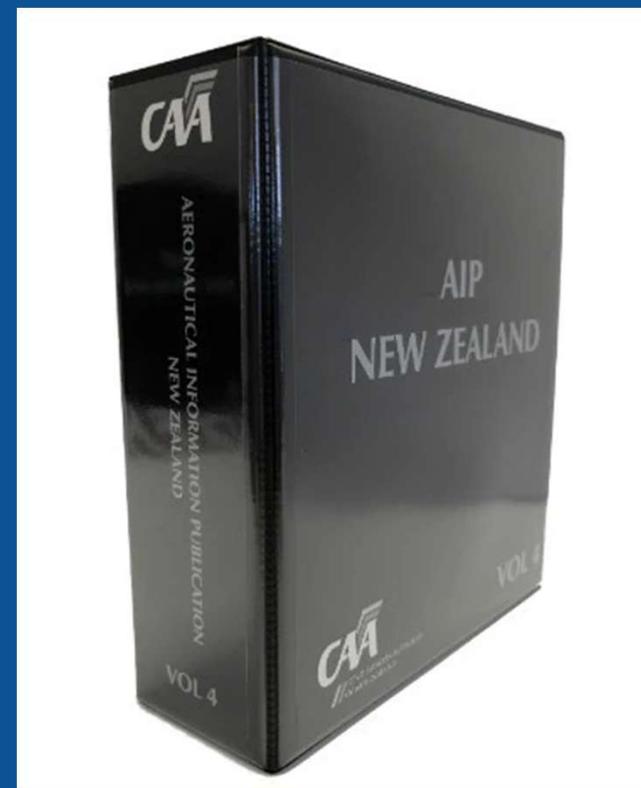


# Where do we find aerodrome information ?

... like runways, radio frequencies, procedures, etc.?

AIP NZ , Volume 4

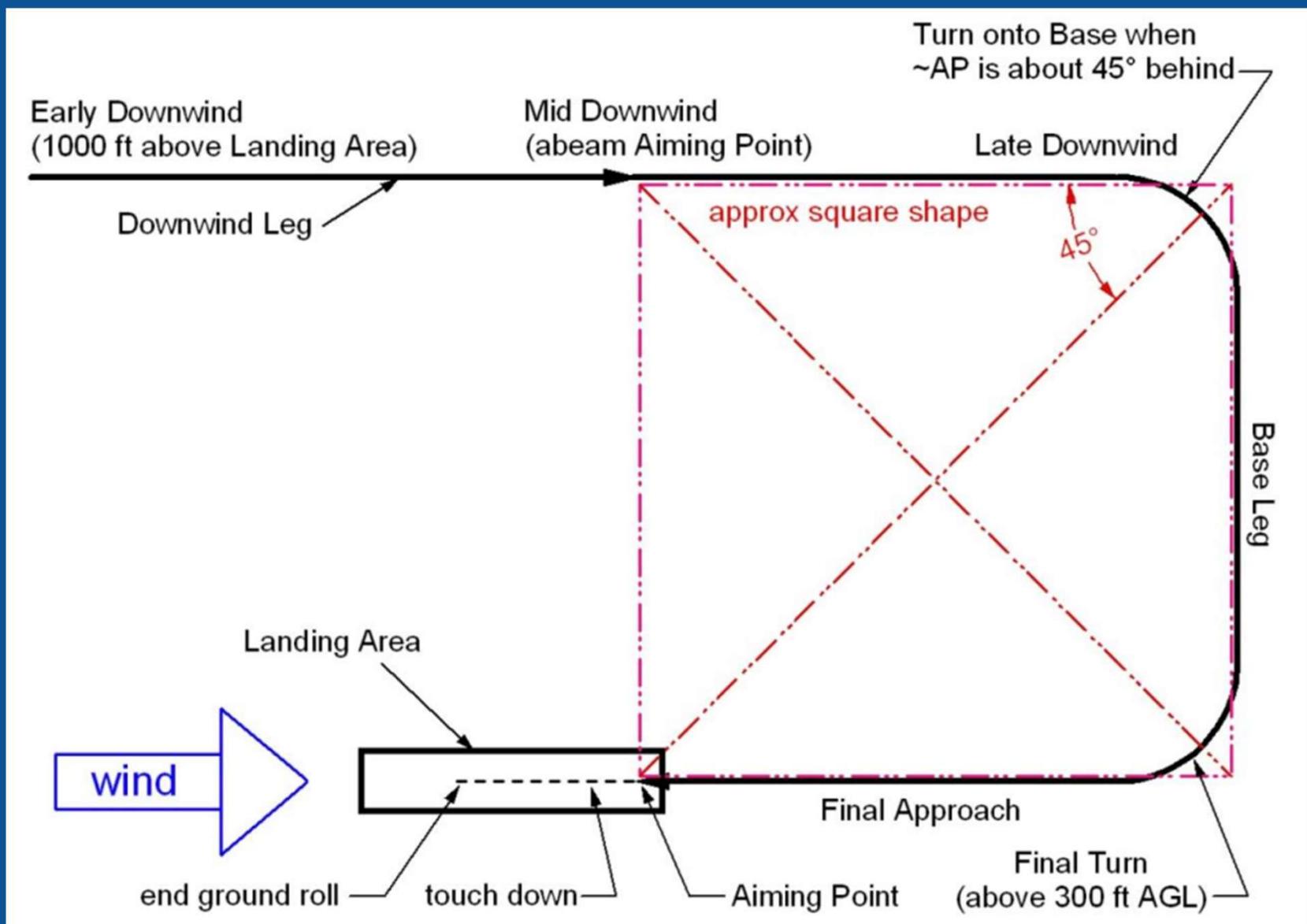
or the web at <https://www.aip.net.nz/>



# Outlanding

What is different?

# The 'shortened' circuit pattern



# Safe speed in the circuit and on final approach

What are the hazards?

Too slow \_\_\_\_\_  
\_\_\_\_\_

Too fast \_\_\_\_\_  
\_\_\_\_\_

# Safe speed on landing and final approach

GNZ recommends:

Minimum Circuit Speed = MRAS +  $\frac{1}{2}$  wind speed + gust allowance

MRAS = yellow triangle - this is usually close to  $1.3 * V_{S0}$

SSNG =  $1.5 \times$  wings-level stall speed +  $\frac{1}{2}$  wind speed + gust allowance

Paddock landing:

Passing over the threshold, the safe speed could be lower than the calculated circuit speed. However, the speed should never be reduced below MRAS until virtually on the ground.

# Safe speed

GNZ:

There is no absolute answer to either 'safe speed' or 'near the ground'. Both are safety margins which cannot be fully tested without breaking something.

Start of Season Briefing 2025



## MSC Events this Spring

**CROSS COUNTRY SOARING COURSE -- Sat 22 to Wed 29 Oct 2025**

**TASK WEEK -- Mon 17 Nov to Fri 21 Nov**



Start of Season Briefing 2025

# X COUNTRY SOARING COURSE

## Sat 22 to Wed 29 Oct 2025



Training and coaching course for newer pilots wanting to further their XC soaring.

Instruction will include:

- Preparation
- Interpreting weather forecasts
- Outlanding
- Efficient thermalling
- Using GPS & flight computers
- Badge & Task flying
- Post flight analysis



Start of Season Briefing 2025

## TASK WEEK

**Mon 17 to Fri 21 Nov 2025**



**Aimed at XCP pilots wanting to have a week of soaring**

**No entry fees**

**Daily weather briefing with various tasks set to suit the day's lineup**

**Not a competition nor specific training**

**Coaching and support for less experienced pilots**

Start of Season Briefing 2025



## Events Next Year

**NZ MULTICLASS NATIONAL CHAMPIONSHIPS**

**Sat 31 Jan 2026 - Sun 8 Feb 2026**

**NZ GRAND PRIX - Sat 7 Mar 2026 - Sun 15 Mar 2026**



# Post Flight

Glider back to the field after successfully completing flight  
Cleared off the Runway, ASAP

Cleaned before hangering  
All personal items removed.

After a landout.

Rigged if possible before returning home.

If not possible, organise rigging before beginning of  
next flying day and cleaned.

Look after your retrieve crew

# Thames Visit January 2026

## Planning in Progress

All Elements of today's presentations apply to Thames in particular

- Decision making
- Radio Calls and listening watch.
- Circuit Planning
- Clearing off runway ASAP

Site Area Check/Briefing mandatory for all pilots who haven't flown from there recently. (Last 12 months)

Further Information will be coming.



Have a fun and safe 2025/26 season

Discussion, questions from the floor

not too long lunch is waiting