

Gliding Hawke's Bay & Waipukurau Operational Rules

These rules must be read in conjunction with the New Zealand Gliding Association's Manual of Approved Procedures (MOAP). The MOAP shall take precedence in any areas of disagreement. Hastings and Waipukurau Airfields are owned by the respective Aero Clubs and nothing in these rules shall override the rules of those clubs.

General

- 1 Club gliders may be flown only under the supervision of a Qualified Gliding instructor or by a Qualified Glider Pilot (QGP) approved for solo (or passenger) flying by the Chief Flying Instructor (CFI).
- 2 A Daily inspection (DI) shall be carried out each day before flying under the supervision of a QGP who shall sign the DI book.
- 3 After re-rigging any part of the glider the DI must be carried out by two qualified people.
- 4 A heavy landing or stress requires an engineer's inspection before flying again.
- 5 The Duty Instructor has ultimate responsibility for flying operations.
- 6 The Duty Pilot shall assist the Duty Instructor. The duties include accurate complete recording of all flight details (including Tow Plane circuits) on the flight sheet and proper care of visitors, documentation of Trial Flights and organising order of flying. A deputy must be appointed if the Duty Pilot leaves his/her post.
- 7 At completion of flying the Flight Sheets must be completed and all DI books filled in. Batteries are to be charged.
- 8 Pilots Log Books must be kept up to date and be available for inspection by the CFI or duty Instructor.
- 9 A pilot flying on non Club days is responsible for all the duties normally carried out by the Duty Pilot.
- 10 Members must be financial to fly. The tow account and subscription account must both be in credit.
- 11 Members are expected to be present at the beginning **and/or** the end of flying to assist with setting up and safe storage of the aircraft.
- 12 Consumption of alcohol is prohibited until all aircraft and equipment are safely stored.
- 13 Smoking is prohibited in all Gliding Club Facilities and within thirty metres of any fuel operations. Grass fires are a potential hazard particularly at Waipukurau and other fields.
- 14 Members need to know the Aerodrome Safety Plan and the location of fire extinguishers.

- 15 Aircraft are not to be left unattended until they are appropriately secured. The last pilot is responsible for securing the glider.
- 16 Library books are available but must be returned.
- 17 Concerns, especially about safety need to be dealt with promptly but discreetly, preferably with the person concerned but otherwise addressed to the appropriate Club Officer; CFI for flying issues, Treasurer for financial matters and President for other problems.
- 18 The CFI and Instructors' Panel have the right to discipline any club pilot that flies in an unsafe manner or breaches the flying rules
- 19 The Instructors' Panel shall meet four times a year.
- 20 Rostered Instructors, Tow and Duty Pilots need to arrange their own replacement if unable to carry out their rostered duty.
- 21 The use of cell phones in flight is prohibited in the circuit, close to the ground (800ft AGL) or ridge soaring and discouraged at other times except in an emergency.
- 22 Parachutes are to be kept dry and out of the sun.

Public Access

- 1 Only vehicles needed for glider movements are to be on the Operational and Manoeuvring Areas. Headlights and hazard lights are to be on.
- 2 Member's vehicles shall be driven on to the operational area at controlled aerodromes only with the approval of Air Traffic Control.
- 3 Visitors, especially children must be carefully supervised if taken onto the Operational and Manoeuvring Areas.

Rigging and Ground Handling

- 1 No attempt shall be made to rig or de-rig a glider without a sufficient experienced crew.
- 2 Aerofoils should not be moved with the leading edge facing into wind.
- 3 Wings should be gently edged forward when placed on the ground to prevent damage (especially fabric wings e.g. KA6).
- 4 An aircraft should be rigged with the wind over a back quarter.
- 5 Fittings should be cleaned and greased before re-rigging.
- 6 Force should not be needed. If light hammer taps are required a brass headed hammer or hide mallet should be used.
- 7 After rigging a duplicate check by a qualified person is mandatory and must ensure that all controls have full and free movements in the correct sense, all safety locking pins are in place and all component attachment points are connected correctly.

- 8 Moving and securing an aircraft on the ground needs care to avoid damage from wind gusts and pressure on fragile components.
- 9 Avoid pushing on trailing edges, tow at walking pace with the up wind wing being held. In strong winds either hold both wings or push backwards into wind.
- 10 Avoid lateral forces especially when turning by ensuring that the glider is balanced on the main wheel.
- 11 Avoid “flapping” of control surfaces when appropriate by securing the control stick and/or rudder pedals.
- 12 If picketing the glider overnight tether securely with regard to likely wind conditions. The wings should be level, the rear fuselage tied down, the controls fixed, and static, pitot and total energy ports protected from rain.

Preparing for Take Off

- 1 Before launch the rope is inspected for knots and must not be attached until the pilot has completed his pre-flight checks. On the first flight of the day a check release is required.
- 2 The wings must not be held level until the pilot has advised the wing handler that he is ready for Launch and the wing handler has checked for possible obstructions or traffic conflicts.
- 3 The wing handler is in charge of the launch but if the pilot wishes to abort the launch he/she should release the tow rope.
- 4 The wing handler must be familiar with the correct launch procedures as in the MOAP.
- 5 The wing handler must be familiar with and on the look out for conflict with and potential hazards from parachutes and aircraft including helicopters.
- 6 Before take off in a two seat glider the pilot in command must be identified. At least one pilot must have a passenger rating.

Circuits and Approach

- 1 No 360 degree turns or turns away from the airfield may be made below 600ft AGL without permission from an Instructor and then not below 300ft AGL. The normal downwind leg should start at 800 ft to avoid conflict from power aircraft making overhead rejoins.
- 2 Pre-landing checks as taught must be carried out and safe speed maintained.
- 3 Approaches must be made at least 50ft over the boundary fence onto the recognised vector/landing area and not towards an obstruction or over parked cars, gliders or people.

- 4 A down wind landing should be made only in an emergency.
- 5 **HASTINGS CIRCUITS.** Circuit directions are right hand for vectors 01 and 11 and left hand for vectors 19 and 29. **Power traffic uses the opposite circuit.** Take offs from vector 11 are not permitted.
- 6 **WAIPUKURAU CIRCUITS.** Circuit directions are right hand for 20 and left hand for 02. **Power traffic uses the same circuit.**

Controlled Airspace and General Flying

- 1 No pilot may enter Controlled Airspace with out a Flight Radio Operator's Certificate (FRTO) unless under instruction or at the discretion of the Duty Instructor.
- 2 Pilots wishing to enter Controlled Airspace must contact Air Traffic Control (ATC) prior to Entry. Clearance to Enter Controlled Airspace is not deemed effective until the Clearance details are read back by the pilot and confirmed by ATC
- 3 In the event of a radio failure in Controlled Airspace the pilot must vacate the Controlled Airspace as soon as is practical and MUST inform the ATC as soon as possible of their action to avoid a search and rescue being activated.
- 4 Before attempting cross country flying the pilot must satisfy the CFI that the minimum standards set by the MOAP have been set including carrying out at least one out landing in a paddock and holding an FRTO. Parachutes should be worn and a locator beacon must be carried.
- 5 No club flight should be undertaken out of gliding range of the airfield without knowing that the trailer is serviceable and a retrieval crew is available.
- 6 If there are people waiting for a club glider the maximum time allowed on a club day is one hour. Exceptions will be made for properly planned badge flights with the permission of the duty instructor