

Masterton Radio Procedures - Guidance for Glider Pilots - v7

Position Reporting This is a broadcast, so the stations you are calling are all aircraft at Masterton
Masterton Traffic, Glider Mike Bravo is <position>, <altitude>, <intentions>

Joining Circuit (Make this call well upwind of your intended landing point)
Masterton Traffic, Glider Mike Bravo joining downwind for Runway <06 grass, 24 grass, 28, 10>.

Turning Final (or established on final approach)
Masterton Traffic, Glider Mike Bravo is (turning) final for Runway <06 grass, 24 grass, 28, 10>.

Optional when late downwind - if you are concerned about other traffic
Masterton Traffic, Glider Mike Bravo is late downwind for Runway <06 grass, 24 grass, 28, 10>.

Optional when on base leg - if you are concerned about other traffic
Masterton Traffic, Glider Mike Bravo <left/right> base for Runway <06 grass, 24 grass, 28, 10>.

Reporting Points Four reporting points are published in the VNC and should be known to all MS pilots: *Pinnacle, Timber Mill, The Ponds, Bennetts Hill*. Use these words exactly for these points. Some additional reporting points have been requested for within 1.0 - 4.0 Nm of the aerodrome. Much of the surrounding terrain is featureless, but we hope the following will become acceptable:

- Upper Plain (north-west of airfield and near the river, half-way to the ranges, 3-4 Nm)
- Henley Lake (north-east edge of the town, 2.5 Nm)
- Homebush (due east of the airfield, 1.5 Nm)
- River Junction (Waingawa and Ruamahanga Rivers, 2.4 Nm)
- Caveland (south end of the ridge, Caveland Road turnoff, 3.9 Nm)
- Taratahi (Agricultural School) - (just west of the Waingawa River, 1.0 Nm)
- Fosters Hill (high point on the ridge abeam The Ponds, 3.0 Nm) *Note: The Ponds = 2.4 Nm*

Note 1 The aeronautical designator is "Masterton" - do not use "Hood" on the radio.

Note 2 Make a position report when entering within 5 Nm of the airfield AND below 3,000 feet - then every 10 minutes while inside these limits. And when leaving. Clarify whether you are intending to land, to remain well clear, or if landing could be a possibility. Report distances in Nm.

The Tararua foothills are 5 Nm to the north-west, and the Bennetts Hill ridge is 3 Nm to the south-east. 5 Nm is halfway from Masterton to Papawai, near our Tiffin turnpoint. Geographical features on the 5 Nm radius include the north edge of Carterton township, Carrington, Bennetts Hill, Opaki and the top of the ridge to the east of the low-flying area L563 at Te Kopi. It's quite a big area.

Note 3 "Intentions" could be:

- *circling in this area*, or . . . *could be joining shortly*, or . . . *joining in 5 minutes*
- *vacating to <north, south, etc>* means moving away from the airfield in that direction
- *en route to <Papawai, Opaki, Bennetts Hill, Bideford> and remaining clear of the circuit area*

Note that the power circuit is about twice as far away from the aerodrome as the glider circuit, and the power circuit is what you need to remain clear of! So keep at least 1 Nm away if you are "remaining clear". As a guide, Taratahi is just outside the typical power circuit.

Note 4 Circuit direction is always on the opposite side of the airfield to the town. If you cannot comply with this then you are a hazard and must make your intentions absolutely clear on the radio - and keep a very good lookout. But as a glider you can always do this.

Note 5 Join at 1,000 feet AGL (approx 1,400 ft QNH) and make your downwind and base legs about 1,000 m away from the intended landing area. Make a "final" radio call if possible. Avoid joining overhead, because aircraft with "no radio" (NORDO) sometimes do this, and parachutists can be descending from as high as 14,000 feet. Gliders must stay well outside the circuit area, and only join the circuit if intending to land. Remember - the power plane circuit, not the glider one! A power pilot would not expect to find a circling glider in front of him when flying a circuit to land.

Note 6 Glider Pilots should avoid loitering anywhere along the extended centreline of 06/24 because of power pilots using the instrument approach, which can be used for practice even in fine weather.

AWIB is an acronym for *Aerodrome and Weather Information Broadcast* and is an automatically-broadcast information bulletin. At Masterton the frequency is 132.8 MHz. The requirement is to listen to the AWIB if coming within 5 Nm. This will give information like wind strength and direction, runway in use, and whether parachuting, gliding or other activities are happening. If you can only monitor one radio channel listen to the AWIB first, then switch to 119.1. Also note that NORDO, parachute, gliding, agricultural operations, helicopters, airline flights and other activities can still occur without notice on the AWIB, which is another reason for staying well outside the circuit area unless landing.

QNH and Flight Level Another use for the AWIB is to obtain the local QNH when descending from a high wave flight. It's a very important aspect that all aircraft in the area are on the same altimeter setting. On the way up you will adjust your altimeter to 1013 mB when passing through 13,000 feet, and when descending you will reset the altimeter to local QNH between FL150 and FL130. If you forgot the local barometric pressure, perhaps because you set the altimeter to aerodrome elevation rather than QNH prior to launch, then you can obtain this from the AWIB. On the other hand, when you clear controlled airspace on descent the controller should give you the local area QNH.

NOTAM (Notice to Airmen)

If operating from or in the vicinity of Masterton Aerodrome you need to be familiar with the NOTAM's on the day. There could be special events or other operational constraints in place.

Parachuting This operation is expected to resume soon. Parachutists always aim to land on the Parachute Drop Zone (PZD) which is marked on the Aerodrome Chart with a parachute symbol. They will always descend on the upwind side to allow for drift, and gliders won't be a hazard if they keep more than 1 Nm away from the aerodrome. Glider pilots must give way to parachutes.

The drop plane uses rather more space, and glider pilots need to be aware of its pattern of operation. It takes off from the sealed runway, climbs to perhaps 14,000 feet, drops the parachutists more or less directly overhead the aerodrome, then descends rapidly while remaining clear of the circuit - typically near The Ponds but over flat ground. Then joins to land back on the seal.

If unclear at any time then contact the drop plane or "Parachute Base" on 119.1 MHz and advise your position and altitude if you think there could be a conflict. Just call "Drop Plane" if you can't remember the registration - there's usually only one drop plane operating at a time.

Freefall takes place down to about 4,000 ft so gliders transiting high above the aerodrome (eg. on a wave flight) could well get a surprise. Remember that if a parachutist collides with a glider then the glider pilot is completely at fault! So listen out for the drop plane calls and number of expected parachutes on 119.1 MHz - and if in doubt then remain well clear of the aerodrome.