

What the Ops Team is Talking About

Memo to Club CFI's and other interested parties - July 2019 - *please forward to your instructors.*
A summary of the key items discussed at the Ops Team on-line meeting on 28 July 2019.
David Moody (North), David Hirst (Central), Graham Erikson (South) and Martyn Cook (NOO).

1. Summary of Incident Reports for June - July 2019

- carb ice in tow plane on takeoff, cold winter morning - launch aborted, landed straight ahead
- unused 5th (crotch) strap dropped into rear seat control box, reduced up-elevator deflection
- trainee pilot briskly pulled trim lever rather than yellow knob to release, glider pitched up
- wheel up landing - pilot reported being distracted by being low in circuit, too far downwind

Commentary: Having an unrestrained crotch strap reduce the available elevator travel is a serious incident, and serves to remind pilots about no loose or unrestrained objects in the cockpit - or indeed anywhere in the glider. In this case it appears there is a 'not-in-use' restraint for the crotch strap, but the strap had been uncoupled for the annual inspection and not secured again afterwards. The strap is usually not used and lies under the rear seat cushion, so could be overlooked on a DI.

Having the glider pitch up suddenly for any reason, at any altitude, can easily lead to a tow upset. This situation was recovered by the instructor, who released immediately, without any damage or serious aerotow upset, although the tow pilot experienced a marked tail upward pull from the glider. The student pilot was distracted by a somewhat turbulent aerotow and had his hand on the trim knob trying to get the glider correctly trimmed, then noticed he had flown past his release height and pulled the incorrect knob with some urgency. Reinforces the need to have clear procedures for common actions and to make sure pilots understand not to rush checks and procedures.

A further wheel-up landing emphasises the need to perform pre-landing checks prior to commencing the circuit. Once in the circuit there is more than enough to occupy the pilot's attention without attending to a checklist, and the checklist will often be abandoned if there is even a slight distraction.

2. Definition of an Incident

An 'accident' is where injury or damage is sustained. An 'incident' is any occurrence which could have led to an accident if no corrective action was taken. An accident often happens at the end of a string of seemingly minor incidents or omissions, where no single event is sufficient on its own to cause an accident (the Swiss cheese model). So when should an incident be reported? A useful guide is when someone else could learn from your incident, and possibly avoid having their own incident - or worse. If in doubt, file a report anyway. It's true that similar incidents may have occurred before - like wheel-up landings - but a large number of reports on a similar theme does signal a need for some kind of action. For example, we now teach a 'pre-landing' check rather than a 'downwind' check, and prepare the glider for landing as far as possible prior to commencing the circuit. A link to the Incident Report form is now on the Home page of Gliding NZ, right in the header line. The [Advisory Circular AC 2-08](#) has further information.

3. Review of Moodle Program

During the review of the moodle program the attention of the Ops Team has been on the QGP exam questions. There are 200 in the formal exams (2 sets of 20 questions in each of HF, Law, Met, Nav and Tech). Plus there are a further 4 banks of 20 questions on the GNZ web site as samples which can be used for practice. Over the years a number of Clubs identified difficulties with specific questions, some of which were considered ambiguous, unclear or not particularly relevant. All complaints were reviewed, and questions rephrased accordingly. The new versions will have a footer with © *Gliding New Zealand 2019* and will be available shortly.

4. Club Audits - Matters Arising

A few matters have come up during recent Club audits. One issue was the requirements around incident reporting, which is described above in item 3. A second issue is when the national system for recording medicals and BFR's will be ready for use. Tim Bromhead reports that it is up and running and ready to use. Not thoroughly tested yet, but anyone interested to try it out should:

- 1) Create a user account at <http://gliding.net.nz/> if they haven't already
- 2) contact [Tim Bromhead](#), let him know which club you are managing, and he will set up your permissions so you can start inserting data.

5. Evidence of Competency for Visiting Pilots

Gliding relies on a system of peer reviews to ensure that pilots are current and proficient at flying the types of aircraft and in the kinds of terrain and weather conditions intended. In a Club environment this works quite well, with a team of instructors monitoring the progress of a group of trainee pilots (and monitoring each other). But when a pilot visits another site these checks are not always carried out by the host Club, and a visiting pilot may not be willing to submit to such checks, namely to produce their log book (with endorsements) and training record (if not cleared for independent operations). Some Clubs have been asking what is their responsibility in this respect, particularly if a visiting pilot does not produce evidence of proficiency in some aspect of the host Club environment (eg ridge flying, wave, mountainous terrain, high altitude). Also, whether the visiting pilot has read and understood the local SOP's and there is signed evidence to this effect. In the event of a fatal accident the coroner is likely to ask for a trail of evidence that the host Club verified the visiting pilot's records before providing a launch. A loophole where concern has been expressed is where a glider pilot capable of self-launching might simply turn up and launch, ducking beneath the radar, so to speak.

6. Competency Assessment

Instructors at the AGM asked for more guidance on how to assess competency of pilots, and this was discussed further. The point was made that a pilot suffering a decline of capability is often unaware of this, or - if aware - may deny it vigorously. The tricky situation is where most of the flight is perfect but then something odd happens - such rare but serious inconsistencies are very hard to detect and may not occur on a review flight anyway. This reminds us that as Club instructors we need to monitor each other all the time and speak up when an 'inconsistent event' occurs, perhaps also filing an incident report.

7. CAA Instructor Training

<https://www.caa.govt.nz/safety-info/seminar-info/flight-instructor-seminar-2019/>

Would anyone attending one of these courses please send feedback to the ROO. There is one in each region during August 2019: Hamilton, Masterton and Ashburton.

8. Upcoming Instructor Training Courses

- Central Region: 6-8 September 2019 (rain date 13-15 Sept) run by David Hirst
- Wellington Gliding Club: 16-22 December 2019, run by Andy Parish, up to 6 participants
- Nelson Region: Date to be confirmed, run by Graham Erikson

9. Consistency in Training

Some discussion around ensuring that all instructors in a Club teach topics the same way. The quoted example was how to recover from lateral out of position on aerotow. One training method (keeping glider wings parallel to tug wings, and correcting lateral position with rudder) is no longer taught for recovery from out of position, because of a number of undesirable effects. The GNZ standard as per the instructor's manual Part 2 is coordinated use of controls. If the pilot cannot make coordinated turns then they are not yet ready to learn aerotow. Emphasis should be on gentle recovery initially until mastered.