

## **What the Ops Team is Talking About**

Memo to Club CFI's and other interested parties - June 2019 - *please forward to your instructors.*

A summary of the key items discussed at the Ops Team on-line meeting on 18 June 2019.  
David Moody (North), David Hirst (Central), Graham Erikson (South) and Martyn Cook (NOO).

### **1. Summary of Incident Reports for May-Jun 2019**

- heavy landing - high + steep approach, full brake - glider lost speed and stalled at 10-15ft
- early solo in 2-seater, too steep + too fast on approach, bounced 3x, heavy landing, split tyre
- ground loop on instructional flight, baulked approach exercise, slight crab on landing
- twin flown solo, main gear retracted on landing, suspect gear handle not in locked position
- tractor & mower picked up tow rope on ground, dragged parked tow plane some distance

Commentary: Failure to maintain accurate approach speed on approach features again this month. If too fast then the glider can bounce, if too slow it can stall. The first two incidents highlight the need to accurately maintain speed right down to the ground, then round out at exactly the right moment and by the right amount. In one of these incidents the pilot had resumed flying after a gap of many years, and thorough consolidation of "fully held off landings" may not have been achieved. As we know, skills that are not practised regularly do deteriorate, typically within 12-18 months, hence the biennial period for pilot reviews.

The number of incident reports is steadily increasing, which is great to see because it means that small things which might go un-noticed can now be seen more clearly. Having the President add this information to his monthly newsletter further underscores the importance of this vital activity, and pilots learn by example what an incident looks like and how to report it. Also what can happen as a result. A couple of changes to the OPS-10 form have been suggested: make it easier to find on the GNZ web site, and add weather conditions to the list of prompts (where applicable).

### **2. Review of Moodle Program**

A formal review of the draft training program update is being undertaken by the staff of Glide Omarama, following terms of reference set by the GNZ Executive. Instructors are being invited to make submissions to this review panel.

### **3. Report on Instructor Forum at AGM (9 June 2019)**

David Moody, who organised the introductory speaker (Jack Stanton, CAA) reported this was very successful for the 34 people who attended. Participants worked in groups to review and rank the seriousness of a random sample of 16 glider incident reports. There seemed to be a cluster around pre-takeoff checks not being performed thoroughly, including the impact of distractions and interruptions.

The forum responded to a number of questions from the floor, and it was great to hear experienced instructors giving support to some newer CFI's. One question concerned how to review aging pilots, and brought forth the comment that while most of us who are aging have some insight into our deteriorating abilities, a small number do not, and are firmly in denial. This situation can be difficult to manage when the aging pilot is also a "senior personality" in the Club and is facing the removal of some flying or instructing privileges.

One useful comment was to have this discussion in the whole group first, perhaps at the beginning of the season where currency at all levels can be an issue, and we need to be refreshed about rules and procedures as well. Individuals are then less likely to feel picked on.

There was some discussion about more stringent medical examinations being required, but others replied that for people in your Club we tend to be aware of how we are all conducting ourselves, both in the ground and in the air. Performing a cold assessment of a visiting foreign pilot, on the other hand, is more difficult and will invariably take longer and need to be more thorough.

#### **4. Competency Assessment**

Instructors at the AGM asked for more guidance on how to assess competency of pilots. This aspect needs to be added into the formal training of instructors, as it is a key part of our role. It was clarified that a BFR should not be required in addition to an ICR - one review is surely enough. Also that some parts of the review can be "by discussion" and others could be done "in flight", and that both parts should be logged on the review report, perhaps as ticks in separate columns.

Another point was that the review should be broader in scope, and perhaps enquire about aviation accidents, incidents and relevant medical events in the previous 24 months, along with a review of the type and frequency of flying over that period. A pilot should be reviewed in terms of the kind of flying he/she is intending to do, which could range from contests and records to local soaring. One idea is that a single review could clear a pilot for different types of flying. The three levels could be (for example): provide instruction, carry passengers, fly solo.

The Ops Team will be reviewing the assessment procedures, forms and guidelines over the next few months, and suggestions from instructors are invited.

#### **5. CAA Instructor Training**

The Ops Team was reminded that CAA flight instructor seminars are held every two years, and aim to raise awareness of a number of topical issues. The CAA encourages all flight instructors (including microlight, glider, etc) to attend. This year the theme is "Supervision, Mentoring and the Flight Instructor". Enrol here:

<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.

#### **6. 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

Next meeting: Monday 29 July 2019.