What the Ops Team is Talking About
Memo to Club CFI's and other interested parties - Nov 2018 - *please forward to your instructors.*

A summary of the key items discussed at the Ops Team on-line meeting on 16 October 2018. David Moody (North), David Hirst (Central), Graham Erikson (South) and Martyn Cook (NOO).

1. Safe Speed: Safe Speed when Turning Near Terrain = Vstall * 1.5 + 1/2 * Vwind
This Proposal attracted a modest amount of comment. Some instructors had already identified that the "old" formula for "Safe Speed Near the Ground" of Vs + 10 + 1/2 Vw represented an erosion of the safety margin with modern fibreglass gliders when compared to older wooden types, so welcomed the increase. Others felt that a multiplier rather than adding a number like 10 knots was an improvement, but that 1.50 was too large a number, and felt that 1.35 or 1.40 times would be more in line with typical flight manual data. Still others felt that 1.5 was an easier number to calculate, and this kind of guidance needed to be kept simple.
One respondent submitted that "turning near terrain" could imply that a glider running a ridge and not turning could safely fly near the stall, but that this would be unwise, especially on ridges with spurs. This was not an intended interpretation. It was expressed that 1.5*Vs could lead to fast landings into fields, despite the fact that speed can be reduced on final, after the wings are level. The point was also made that while a single "circuit speed" did keep things simple, a safe speed while turning would not necessarily be an appropriate speed to adopt on short final.
It was agreed that the considerable level of debate behind the proposal, including a review of accident records, had not been promulgated to Club instructors, so MC undertook to write a summary of the arguments which led to the proposal. GE is going to draft up a spreadsheet of gliders commonly flown in NZ and test a range of multipliers to see which one would fit best.

2. Recent Additions to Moodle: Minor corrections to links.

3. Review of Incident Reports: There were 3 new incidents tabled:
- near miss between glider circling in thermal and towplane on descent after release
- canopy not completely fastened and blown off shortly after lift-off, launch aborted
- seat belt webbing not threaded correctly through buckle

4. Instructor Training: David Moody reported on the training weekend for instructors at Matamata on 27/28 October. Overall it seemed to be a very successful event, but there were some things to learn. Some participants had no prior idea of what it was expected of them, and what standard was required. The Instructor Trainers who prepared the candidate instructors before the weekend did not seem to be working to a common standard across different Clubs. One suggestion to improve the process of instructor training would be to have a kind of "work-book" which gave guidance on relevant topics, and which cross-referenced the Instructor Manual and other resources when appropriate. The work-book could also indicate what standard would count as a pass. Examples were: know the flying exercises thoroughly, fly impeccably yourself, be able to identify and analyse faults and help to correct them. We could also be using short video clips to illustrate good (or poor) instructional technique.
Instructor Competency Reviews: It was suggested that a guide document be prepared on conducting these, and that it was important to check instructional techniques as well as flying proficiency. It would be helpful to establish some norms around how much ground time and air time such a review should take, so expectations were clear all round. It's always possible to find gaps in a pilot's proficiency, and these can be picked up during such reviews if done thoroughly.

5. Amendments to Instructor Manual: No comments were received on the update and expansion of the winch launching section of the Instructors' Manual (v 22).