

What the Ops Team is Talking About

Memo to Club CFI's and other interested parties - Sept 2018 - *please forward to your instructors.*

A summary of the key items discussed at the Ops Team on-line meeting on 18 September 2018. David Moody (North), David Hirst (Central), Graham Erikson (South) and Martyn Cook (NOO).

1. Communication: Graham described a recent presentation he had made to over 100 people at a Probus meeting, as a description of the sport of gliding. PPT presentation available if other people want to use it. Includes movies (of gliding).

2. Recent Additions to Moodle: The draft training program is at moodle.gliding.co.nz. A draft paper was circulated giving advice to instructors on how to assess a pilot's readiness to fly solo (either first solo or subsequent solos). Based on correspondence with Roger Read, but it seemed too good to not make it more widely available.

3. Instructor Competency Review: Some discussion around the format of the form and whether adequate guidance is provided for the average instructor. It's possible that the exercise is a little like an engineering inspection of a glider: when something unusual is noticed then a deeper probing would be called for. But with instructors who are clearly competent and current the exercise could be quite short. The observation was made that aircraft handling proficiency is only part of the review, and that knowing the content of the training program and being alert to how pilots get into trouble is also important.

4. Instructor Training: David Moody advised that there will be a training weekend at Matamata on 27/28 October, and open to potential instructors from any Club. This led to a discussion on how new instructors are (or could be) trained. DM said there is a great deal of "tribal knowledge" held by experienced members of the movement, but unlocking is a key. Perhaps that key is a "gathering" of some sort, where newbies and old hands talk together. Could be at a formal Club lecture, but could also occur around the bar in the evening. Accidents and incidents also provoke discussion and provide a learning focus. Some discussion around whether there would be GNZ funding for Instructor Training events.

Key elements: One thread was that instructor training is a little like the old apprenticeship scheme, where theoretical knowledge gets combined with on-the-job experience under supervision. Another thread identified the three aspects: preparation and background study (eg the training program, instructor's manual), a short intense course where some training modules could get signed off, and thirdly some kind of on-going follow-up by experienced Club instructors.

New issues: DM mentioned that the system depends on size: Auckland Club used to have 200 members and 5-6 instructors on the field on any flying day, but the membership has now shrunk to 80 and the mass of support is no longer there. Smaller Clubs are experiencing the same impact. We might need a different approach to sustain a good standard of training. DM suggests using Zoom to hold meetings/gatherings/seminars, and apparently Zoom can carry up to 100 attendees. Auckland is going to trial this idea over the next month or so.

Instructor meetings: GE reminded us that CGC has a 30-minute section with each panel meeting reviewing a part of the training program, how to teach it, and sharing of wisdom and experience.

Youth Glide: It was suggested that Instructor Training be supported at Youth Glide level now that some of these pilots are achieving their QGP and cross country ratings.

5. Review of Incidents: There were 5 incidents tabled, with some OPS-10 forms still to come.

1. Student unable to operate tow release mechanism due to knob and cable trapped in a gap created by a broken rubber cover and broken aluminium plate around the control column.
2. Inoperative ASI in rear seat. Discovered that the box-section tube from head rest had pushed back crushing and puncturing the ASI tubing from pitot. A different ASI had recently been installed which was deeper than the previous one. Head rest tube travel was limited to prevent the problem recurring.
3. 2-seat glider found to be coated in mould inside and out after being left in trailer over winter. Still waiting for OPS-10.
4. Undercarriage collapse on landing on DG-100, despite recent overhaul of the undercarriage and replacement of gas strut and rubber shock absorbers. Possibly aggravated by landing on somewhat bumpy ground. Latch system may not include a later factory mod to lock the handle in position.
5. Slack rope while towing in strong winds and turbulence, attempting to stay below 2,500 feet due to airspace limits, high-performance glider. Glider got severely out of position and pilot elected to release.

Launching in strong westerly conditions has a number of hazards which pilots who trained at calmer inland sites might not appreciate. This applies to west-facing coastal sites and those in the east which are exposed to lee wave conditions. On aerotow this can lead to upsets (both vertical and lateral) and the new section in the IM should be studied and taught prior to sending pilots solo under such conditions. On winch launches gusts can easily overload the glider and cause weak links to fail at possibly inconvenient times.

A comment was received that the OPS-10 form can be hard to find on the Gliding NZ web site. The contrary view was that any experienced instructor should be adept at finding her/his way around the Forms section. With forms that are fillable on-line, remember that they need to be opened in a pdf viewer like Adobe Acrobat for this feature to work. Just opening in a browser won't do it. Max Stevens is steadily converting all forms over to on-line fillable.