

What the Ops Team is Talking About

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

Here is a summary of the key items discussed at the Ops Team on-line meeting on 21 August 2018. David Moody (North), David Hirst (Central), Graham Erikson (South) and Martyn Cook (NOO).

1. Communication: Discussion around how the operations team communicates with Clubs - especially CFI's - and how the team can support and assist clubs. The observation was made that emailed summaries of Ops Team deliberations (like this one) have not evoked very much response. Possibly email is not effective, and ROO's were going to contact their CFI's by telephone to follow up. Also noted that there may be a few people other than CFI's that would be interested in training and operational aspects and could be added to a ROO's distribution list.

2. Recent Additions to Moodle: The draft training program is at gliding.moodle.co.nz.

Task Setting: Phil Plane is developing a web page on this topic - see [here](#). Note that there are 6 tabs on this page, with different topics under each.

Safe Speed Near the Ground: OSTIV and others have been reviewing approach speeds in the circuit. Consider the impact of making turns as opposed to straight and level flight. Summary:

In the updated Canadian manual, the instruction will be to follow the manufacturer's recommendations in the AFM (aircraft flight manual). However, if there is no recommendation in the manual, the recommended approach speed is $1.5 V_{stall} + 1/2 V_{wind} + V_{gust}$ factor (this is fairly close to numbers in AFM for K21, DG1000 etc).

If older gliders are flown, the recommendation is $1.3 V_{stall} + V_{wind} + V_{gust}$ factor. This is to recognise that modern gliders have more effective air brakes, are more aerodynamic (less drag), and have a more critical airfoil (laminar flow). The stall can be more abrupt!

Gliding tends to use a single circuit speed for simplicity. In contrast, power pilots learn a circuit speed and a (slower) over-the-fence speed, with a reduction in speed on short final, possibly associated with selecting full landing flap. Consider that a gliding circuit has two medium-rate 90° turns in it, and is much closer in than a power circuit. A safe speed for these turns could mean a hot landing if the same speed was maintained over-the-fence.

The proposal is to specify two speeds in future circuit training, as per power practice. While pre-solo landings can be long and floaty (to allow the pilot an opportunity to practice) this should give way to landings post-solo which would work in a short field situation.

3. Review of Incidents: One new OPS-10 is currently in process. It concerns a ground vehicle not promptly vacating the runway at a controlled airfield, requiring a go-around by an incoming aircraft. It was noted that the OPS-10 Form may need some working back and forth between the Club and the ROO to capture all the details and also develop and agree on the response.

4. Audit Program: Central and Southern regions are largely up-to-date. The backlog in the Northern region is slowly being cleared. Most audits identify weaknesses in the keeping of pilot records, so the question was raised whether Gliding NZ could develop a single system which could be used by all Clubs, and whether this would be used in preference.

5. Training Issues: Because many training gliders are not equipped with camber-changing flaps, correct use of landing flap (and flaps generally) may slip under the radar.

6. Cockpit checks: The Australian pre-boarding check (ABCD) was discussed, but only the *ballast* and *dolly* items were considered vital. The addition of *eventualities* to a pre-boarding check list could eliminate those long discussions at the launch point after the canopy was closed but before hooking on. The "eventuality" in question is focused on a failed launch at low level, so maybe this should be the check: Am I - right now - mentally prepared for a failed launch? Do I have a strategy? No conclusions reached but comments welcome.

7. Training at Smaller Clubs: A sensitive matter, with a few Clubs now considering not offering flight training due to a lack of critical mass. One contributing factor is older instructors retiring and not being replaced, or instructors suffering burnout as the workload gets carried by fewer people.

By contrast, the larger Clubs are doing well and mostly growing. This could mean that the training model in NZ becomes more centralised, with only some Clubs offering training and other Clubs being "flying clubs". Training for those living distant from a training club could mean attending block courses rather than one day at the weekend every few weekends, which could make training more efficient. The success of Youth Glide camps was noted as an example of this model.

8. Instructor Training: DH had floated (by email to central region CFI's) the concept of an Instructor's Conference, but only one positive response was received. This suggested that either the communication by email didn't get through, or that this is not the type of support needed by busy CFI's. Other possibilities discussed were a "finishing school" for instructors who have had some training but would benefit from working in a larger group to polish their skills and knowledge.

Out of this came the observation that many instructors are reluctant to take pilots through the spin training exercises, or don't do them thoroughly. Also, spinning in a heavy 2-seater (which may be reluctant to spin in the first place) doesn't necessarily prepare the pilot for a single-seat glider, which may spin quite readily, especially if trimmed with a reasonably-aft CG. One suggestion was to bring together an aero instructor, a wave or ridge site and one or more suitable aircraft and make a weekend of it. A "spin clinic" - possibility at Tauranga.

9. Course Refreshers for Instructors: GE noted that at Canterbury there are about 9 instructor panel meetings a year and at each one there is a 30-minute section which reviews one item in the training program. Last one was technical aspects of winch launching and pitching hazards during rotation. While this kind of review is easy to do in larger Clubs, and the presenter duties can be shared around, those in smaller Clubs (say 1-2 instructors) may not enjoy this benefit. One suggestion was to use webinars to enable the sessions to be joined by remote participants, and thus have the smaller Clubs supported by the larger ones.