

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 3 September 2019.
David Hirst (Central), Graham Erikson (South) and Martyn Cook (NOO).

1. Summary of Incident Reports for Aug-Sept 2019

- aerotow in severe turbulence in lee of mountains, launch abandoned at 700 ft, no damage
- radio call to lower under-carriage on flare, pilot distracted, heavy landing, unclear labels at lever
- new single seat glider, undercarriage not fully latched down for landing, retracted on touchdown

Commentary: A number of gliding clubs fly from sites in the lee of mountains. It can be difficult to assess the degree of turbulence above when conditions are quite benign on the ground. One suggestion at aero-towing sites is to have the tow plane do a check circuit to assess wind gradient and the amount of energy in the air (for at least the first 1,000 feet) when lee conditions are present.

Regarding radio calls from the ground crew to prompt the undercarriage be lowered, such helpfulness can sometimes startle and distract the pilot and make matters worse. In this case the pilot did move the undercarriage lever during the pre-landing check, but had not retracted the gear after launch, so retracted it instead. The lack of clearly-visible placards identifying extended and retracted positions was a contributing factor. And going back to the basic check list, the "U" item is "visually confirm that undercarriage is down and locked". Says it all.

2. QGP Exam Questions

These exam sets have all been reviewed and CFI's and club administrators can obtain the revised set from the ROO. There are two sets of 20 questions for HF, Law, Met, Nav and Tech. If a candidate fails to pass the first test then a second set of questions is available for a subsequent resit. Please ensure the question sets are kept secure. The sample sets available on the GNZ web site have also been reviewed and updated. This latest revision can be identified by the 2019 date in the footer.

3. Club Audit Program

For the first time in many years the Club audit program is now up to date. The Part 149 re-certification provided an extra impetus to get the overdue ones completed.

4. CAA Instructor Courses - feedback

Three reports were received from gliding instructors who attended one of these 2-day courses. Unfortunately, the feedback was not particularly positive. A typical quote was, "My overall impression was that it was largely not for me. Most of the content was for commercial power training operations and there were some sessions to do with medical rules, power BFR's and operations under various CAA rule parts which I couldn't follow and didn't understand. There didn't seem to be much interest from any of the presenters (mostly CAA staff) in gliding or sport ops. It wasn't a complete waste of my two days, as there were a couple of talks which I found worthwhile and it was kinda interesting to talk with other aviation people." For the future it would seem that gliding-specific courses would be more useful and relevant.

5. Check that Dollies are Removed

There was a suggestion from one Club to add "tail dollies removed" to the pre-takeoff check. This was considered but the conclusion was that having it in the pre-boarding check (ABCDE) should be sufficient. Tail dollies should be painted red or orange so they are conspicuous if still attached to the glider during preparation for launch - not white as is sometimes the case. Although the "ballast" item is duplicated in the pre-boarding and pre-takeoff checks the expectation is that ballast would be adjusted pre-boarding and confirmed pre-takeoff.

6. Test Flights after Major Maintenance

This procedure was dropped when the non-terminating Airworthiness Certificates came along. The GNZ Test Pilot approval system was subsequently dropped with AL-7 of the MOAP in October 2005. The current reference to test flying is Section 2-13 of the MOAP, page 74.

It would be prudent to have a pilot experienced on type conduct the first flight after major maintenance or repair, to ensure there are no hidden issues like ASI failure, flutter, etc. If a two-seater it should not be an instructional flight.

7. Upcoming Instructor Training Courses

- Central Region: 6-8 September 2019 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