

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

Memo to Club CFI's and other interested parties - Sept 2020 - *please forward to your instructors.*  
A summary of the key items discussed at the Ops Team on-line meeting on 8 September 2020.  
David Moody (North), David Hirst (Central), Gavin Wills (South) and Martyn Cook (NOO).

### 1. Summary of Incident Reports for July-Sept 2020

- wing fell off stand while rigging, not enough helpers, wing skin punctured
- winch launch - second cable ran across parachute on ground mid-field, cut straps

**Commentary:** Handling damage while on the ground is always frustrating, and generally avoidable if enough precautions are taken, and enough people are around to help with rigging and derigging. There was some discussion as to whether ground handling damage justifies an OPS-10 report. The conclusion was that serious incidents often start with a series of small events, and that a report would always be worth making if it could prevent the same thing happening to others. So please keep filing those reports.

The winch incident involved the active second cable cutting through the parachute shrouds from the first cable after it was left mid-field following a cable break in order to expedite the launch on the second cable. The operator believed the broken length of cable had been pulled sufficiently clear, but winch cables often move sideways during a launch, sometimes by a considerable amount. A thorough investigation was undertaken, and one significant conclusion was, "over the years we have lost experienced members . . . and gained inexperienced ones." This reminds us that standards can creep lower, and knowledge can be lost, unless vigilance is maintained by the experienced ones. Also, experienced members must speak up when they see something happening that they are not comfortable with.

**2. Pilot Training Program:** A presentation on the features of the new Pilot Training Program was made to Piako and Tauranga clubs at Waharoa on 5 September, but Covid restrictions meant the planned presentation at Auckland could not proceed. Presentations to Taupo and Fielding are scheduled for 12 September.

One point of difference between clubs is the degree of emphasis placed on skill consolidation immediately after first solo. Some clubs convert pilots to single seat gliders after 2-3 solo flights and further training can very easily be neglected. The new training program makes it clear that a solo pilot could not be considered *competent* without 10-15 further dual training flights, and expects a series of dual-then-solo flights where training and consolidation continues prior to conversion to a single seater.

The accident record supports this approach - there have been a few serious incidents in recent years where the lack of post-solo consolidation has been a contributing factor and the pilot has been unable to cope with an overload situation.

**3. Club Audit Program:** Audits are due for Auckland, Kaikohe, ATC, Nelson, Marlborough and Glide Omarama in the near future.

**4. Medical Requirements for Aging Pilots:** The Ops Team has concluded that all pilots over 70 years of age who wish to carry passengers or instruct should be required to pass an annual medical to the DL-9 standard. We will be recommending this change to the Exec for inclusion in MOAP. A current Class 2 medical (which involves a more extensive examination than the DL9, and is valid for 2 years) would also be acceptable.

**5. Log Book Endorsements:** A small issue has been identified with authority to issue some log book endorsements. The MOAP appears to leave the *authority to issue endorsements* hanging loose. It's quite clear that *logbook endorsements are only to be made by those approved to do so*. The sticking point is that nowhere in MOAP does it indicate how an instructor would obtain such approval, nor (going up one level) who could issue the approval to endorse pilot logbooks, nor how *that person* would obtain the authority to issue such an approval in the first place.

The Ops Team would like to learn how individual clubs have been addressing this issue. The proposed way forward is to train all B-Cat instructors to issue the basic endorsements (except specialised ones like instructor, tow pilot and aerobatics - which already have clear authorisations), by adding these items into the B-Cat training syllabus. Instructors should only be able to issue endorsements that they themselves already have (eg. powered glider).

**6. Instructor Training:** There is a draft program for D-Cat, C-Cat and B-Cat instructors posted on the training.glidering.co.nz web site. There are a number of issues still to address. The main issue is providing an Instructor Training program that is *achievable for the average recreational pilot who is also doing their own flying*, so it doesn't become an unfinishable task.

**7. Biennial Flight Review:** There is a proposal to simplify the BFR form and focus on *critical areas of proficiency loss* rather than an attempt to review all elements of the basic training program. The FAA study by Childs, Spears and Prophet clearly identifies areas of proficiency loss in a 12-24 month period, and there are no surprises as to what items should be included. Copies of the full document are available from ROO's (6.2 MB file), and the Executive Summary is attached.

Each BFR should be tailored to the type and level of flying being done by the candidate. The principle of self-preparation could be applied to the BFR - it all starts with a self-review! In the proposed "self-preparation" section a pilot could identify his current experience, his ambitions until the next BFR and note any item they were not confident about, or may not have learned well enough in the past, and ask to include these items in the review.

The BFR form could also include a prompt to consider past flying events (incidents, accidents, frightening experiences, etc) and any medical issues including ageing pilot considerations. There's quite a lot that could be discussed before going anywhere near an aircraft.

It is accepted that - for a pilot well known to the assessor and flying frequently - the BFR exercise may be somewhat perfunctory. On the other hand a pilot that is not particularly current and/or not known to the assessor could require a somewhat more extensive review. Every candidate should demonstrate good basic handling skills, sound judgement and an acceptable attitude.

**8. Instructor Competency Review:** The value of a separate review for instructors was discussed. If the BFR was to be tailored to the type of flying a pilot did, then an instructor could expect "instructor competency" to be assessed during the BFR, making a separate ICR unnecessary.

The Glide Omarama experience was that there is considerable value in having instructors fly with each other and learn from each other. One possibility is to combine a BFR and an ICR. Another is to set up a training exercise for the pair of instructors based on the category and experience of the instructor being reviewed. For example, a cross-country flight with all instruments blanked off and no audio vario. It was reported that pilots do get better at this with practice.

Martyn Cook  
17 September 2020