



CFI Chat March 2018

Hello all Kingaroy Pilots,

Once again the season is over half way through, what a tumultuous journey we have had over the last few years.

Pilots from our club have won and lost championships, used parachutes, broken gliders and lost friends in preventable accidents. I am pleased to say that I believe our safety culture at Kingaroy is in good shape and that we appear to be able to keep on top of the ever-changing world of aviation.

This newsletter has a reasonable amount of quoted "rules and regulation" content, please take the time to read all of it as it's important info and relevant to our ops at Kingaroy.

New Members

Welcome to all our new members, I would like to especially say hello to those of you who have joined us from other clubs. I hope you enjoy your time with us and feel welcome and empowered to contribute to our community.

Please remember that the youth is our future, a few kind words to the newbies as you help them push the ASK21 or DG away, a small selfless gesture might be all the difference in getting them to stay or leave to partake in another sport.



Pilot Briefings

All pilots including **all independent operators** must attend the briefing if they are present on the airfield and intending to fly. The times are in the Handbook on the website.

TAFS, ARFORS and NOTAMS

All cross-country pilots should be consulting the TAFS, ARFOR and NOTAMS for where they are going. The weather in our area is generally pretty benign and slow moving compared to the southern frontal streams, thunderstorms not included.

However our airspace is becoming more sophisticated so we must check NOTAMS every day.

Aircraft Damage.

We continue to see small scrapes and light damage to our fleet and we have had occurrences of private gliders damaged in the hangars. May I ask that everybody really takes their best care over our equipment, soon we will have 5 beautiful gliders in the Bellman of which two will be the Duo and the DG. The club has invested an extraordinary sum in the fleet and we all should be keen to ensure they stay pristine. Can we also please ensure that the relief tubes are rinsed out and that the parachutes are aired if they are sweaty.

DG1001

Kingaroy is increasing the tempo again, in a few months we will be changing our primary trainer from the ASK21 for a DG1001.

This means that from day one our students will be learning to operate a sophisticated cross country capable glider.

The training panel will be discussing how we utilise the DG to the best possible advantage.

I am very keen for students to really get into the technology from day one. We will still teach the basics the same way and all the instructors and coaches will be cognisant that some of our students are of an older generation that do not embrace technology with ease, however it is the youth that we must attract to ensure our sport survives. With instruments like Oudies now costing well below \$1000 and Apps available for smart phones that cost much less, we need to teach students how to use them from day one. Things like trackable flarm, instant wind, exact final glides and airspace avoidance need to be instructed with care and confidence. To this end we will be involving coaches in a much more efficient way.

As a new student you can expect to be placed with a coach very early in your training. This will ensure that you will really understand how the aeroplane should be flown and how to embrace technology like Airspace, Soaring forecasts, Modern Vario's, Nav systems, Cross country speeds and how to get over the dreaded Bunya's.

It is possible that you may take a flight or two more to go solo however your progress to the single seaters should be much more comfortable. We may even revisit the Astir as a necessary step to fly before the Discus if we have completed more coaching. The other great thing about the DG is that we will undertake reliable and safe spin training. This means that we can address all of the syllabus in ease and comfort.

The training panel will be holding some training sessions before we start instructing in the aircraft, we haven't discussed how we will authorise everybody to fly it yet, I don't think it will be onerous but we will be involving the Instructors and Coaches to come up with a cunning plan, standby by for further info.

Towing Speeds

We are seeing an increase of towing speeds of both club and private gliders, alarmingly this appears to be worst around the hangars and clubhouse. this has caused damage to the wing and tail boom from ill fitting tail dollies and wing walkers.

The wing walkers and dollies move and migrate due to excess loads caused by towing speeds.

- Gympie lost its single seater by towing it into a windsock.
- Warwick damaged a single seater by towing it into a fence.
- Narromine lost a nimbus by driving into objects.

Please ensure that you tow at a walking pace, have the airport frequency tuned and on, the car radio off and the windows open.



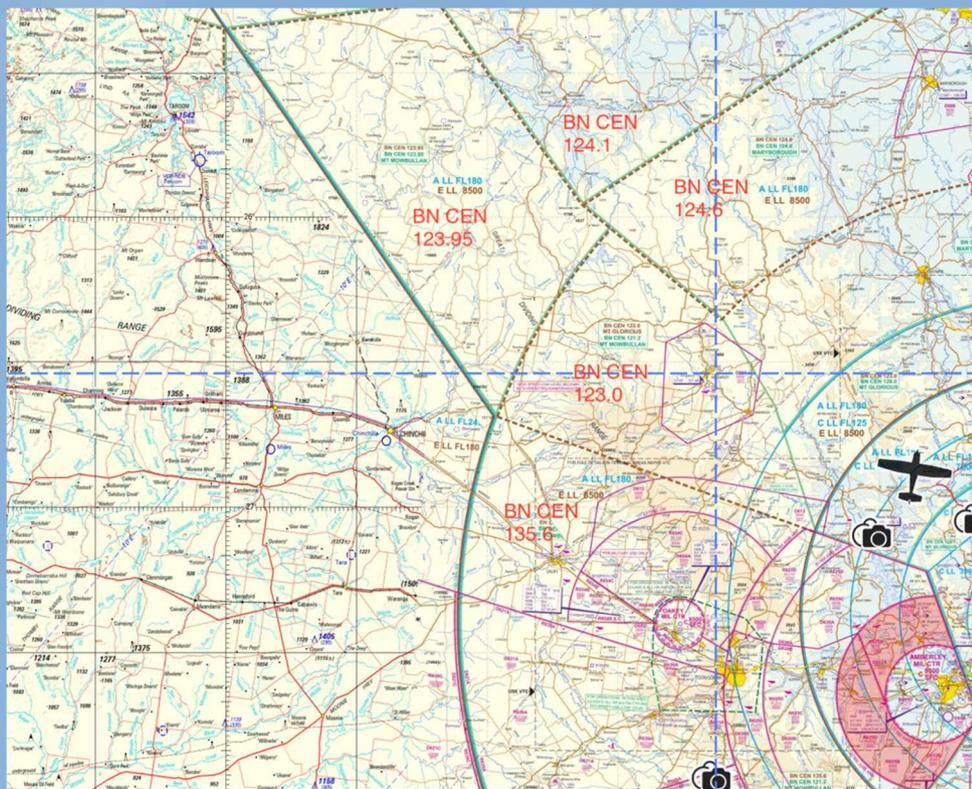
Class E Airspace

Class E airspace is at soaring altitudes above 8500ft overhead Kingaroy and out to the west, north and south. Gliders do not need a clearance to enter Class E but we are required to listen out and alert if potential for conflict exists. ATC provides IFR traffic with inflight separation services. CASA and GFA have agreed some formal processes that allow glider pilots to use a discrete safety frequency while providing greater situational awareness to other airspace users.

A summary of these agreed processes follows:

- When flying in groups, glider pilots can nominate one aircraft to monitor air traffic control and pass on traffic information to other gliders using a discrete glider frequency.
- Special arrangements can also be made for gliding competitions or events, with authorisation to be provided through a NOTAM issued by Airservices Australia.
- For single glider operations in Class E airspace operations not in accordance with a published NOTAM, pilots will maintain a listening watch on the appropriate ATC frequency.

I understand that this adds another complexity to our operation, many of our private gliders are equipped with dual monitor radios and as a general rule we tend to fly in groups. If you are flying solo and don't have a dual radio you must monitor the Class E frequency if you are in the Airspace. If you are unsure on any facets of this change, please seek out an Instructor or Coach. In due course we will publish a generic chart for you to reference. The Ops room always has the latest Airservices charts available.



The photos on the left are from an ASG 29 hitting a Hawker Jet, if you look closely you will see the 29 spar buried in the nose cone. As SE QLD gets busier we need to keep a good lookout going and monitor the radio as required.

Student Training Requirements/Outlanding Checks and Annual Check Rides

Instructors & Tug Pilots Roster and Club Aircraft availability

Today Thursday, 8 December

Saturday, 10 December

Instructor - Paul Lawless

Tug Pilot - Paul Atkinson - 0488 946 575

Sunday, 11 December

Independent operators

Tug Pilot - Remy Harmon - 0450 908 259

Friday, 16 December

Instructor - Greg Schmidt

Tug Pilot - Remy Harmon - 0450 908 259

Saturday, 17 December

Events shown in time zone: Eastern Time - Brisbane

Click on 3 BAR button below for Instructions, Request Conditions and Mobile Friendly Link

Sunday 11th December

December 4, 2016

KRYInstructor

← Saturday 10th December

Leave a Reply

Enter your comment here...

We now have the ability for pilots to message the Duty Instructor via the club calendar. This is to allow for a more structured flying weekend with fewer delays in the daily launch process.

The increased time taken for the instructor and the candidates to brief depending on the sequence, obviously creates tension if the gaggle wants to get going early.

We would like to see more check-rides falling due in the winter months.

This is a polite reminder that your check-ride is conducted by your instructor as to how they perceive your recency, knowledge of the MOSP and Kingaroy Handbook.

As we always have to conduct a spin it is very rare that you get a rope break on your check rides, moving forward all of the instructors will be empowered to assess your competency should you need to do a low level return.

This does not mean that they will pull the bung on you every time, however, you will need to be particularly thorough in the **O** for **OPTIONS** in the Pre-takeoff checks. We realise that this can add an extra cost on a check ride however we need to ensure competency for all assessable parts of the syllabus.

An example of **O** might be

- If I have a rope break or wave off and can land before the airport fence I will land straight ahead.
- If I have a rope break below 1800 feet I will land over the fence, straight on/turn left/right.
- If I have a rope break above 1800 feet I will turn 180' right into wind, maintaining a safe speed and land back on the runway.
- Above 2300 feet I will conduct a low-level right/left hand circuit back onto Rwy XX,



Safe Speed Near the Ground in the Circuit and on Outlandings

The gliding fraternity continues to see incidents involving low level loss of control, these have been in both outlandings and normal arrivals. Each and every time they have been a result of poor circuit planning. Anytime we are within 1000' off the ground **we must** fly at the required safe speed, that speed is 1.5 Vs plus half the wind additive.

It is very easy to forget the effect of load factor, weight and environmental factors have on our stall speed.

An example can be made of the early production sailplane such as the Nimbus, Cirrus or Astir.

Usual Vs straight and level at 1g =	37 knots
Normal Safe speed nil ballast 37x1.5 =	56 knots
Vs with max water ballast =	41 knots
Vs in 45° turn with max water ballast =	49 knots
Vs in 45° turn with WB and wet wings =	57 knots



There is no flexibility in the "safe speed near the ground" rule.



Runway 23 in Windy Conditions

The training panel witnessed quite a few unsafe approaches onto 23 the last windy season.

Can I ask that you all watch your downwind spacing and base turn?

It's a good habit to listen to the AWIS on the way back in when the Westerlies are blowing. It should confirm what the TAF was indicating and plant the seed that you should be adjusting your base turn accordingly.

The terrain to the East and South is less than ideal for an unplanned outlanding.



If you haven't gone for a drive up to Joh's hill, it's worth parking at the top and having a look around. The terrain is very different from the road side as it is from the air.

Instructors Wanted for Winter 2018



With the new hangar being built another 14 aircraft are based at Kingaroy, we probably now have one of the finest "flown" fleets in the country. We as a club are becoming more sophisticated as every season passes and it could be said that we are victims of our own success when it comes to instructor training and promotion.

Unfortunately, we are still suffering cancellations of training due to instructor shortages. (Please don't blame the instructors as they have lives too). Nearly all our instructors are aircraft owners, accomplished cross

country and serious comp pilots. It hardly seems fair that they spend more time in the back of the 21 than they do flying their own gliders.

Slowly but surely, we are making changes that will empower the instructors and make their life easier.

- Instructors don't pay for their annual check rides or training **once** they are on the Kingaroy Roster.
- Instructors are generally highly respected and tend to enjoy their beer more cheaply at the end of the day thanks to students.
- Being an instructor is the best part of gliding you get to fly with lovely people, fly good aeroplanes and above all get to contribute to the future of our sport, its going takes a small commitment from you to make a huge impact on the future of our club.

Moving forward we plan to;

- Run a part time 'weekends only' instructor course in Winter 2018, at this stage we are prepared to support any application and discuss it with the Training Panel for approval.
- Roster two instructors on per day to **HALF** the workload. Each instructor would do half a day thereby allowing both to fly in the afternoon every second rostered day. It might even allow all training to be completed early enough for both to fly.
- Roster only one day per month instructing.
- The club has in the past paid for the training of instructors on a "**case by case**" basis. If you are a contributor to our club, I as CFI will certainly approach the Committee to support such an arrangement again.
- Don't forget the DG will soon be here so instructors will be able to move further afield to add a little spice to their day, they won't be coaching, but there is no reason not to widen out our training area.



Rolling Off After Landing

There is only one golden Rule – **DO NOT CONFLICT WITH TRAINING OPERATIONS**

Guidance For Rolling Off

- Do not rollout in front of any club training aircraft.
- You are to communicate your intentions.
- If any training aircraft are airborne you can expect that they will want to return to the flight line, this includes the DUO, Discus's and Astir as well as the ASK21.
- You are to assume that all training aircraft are at a first solo level and the wheel brake is ineffective.
- You are to remove your glider from the flight strip ASAP.
- Deadman's land 16/34 is still preferable in busy times.
- Landing long on 05 and pulling off to the left over the strip is acceptable
- Landing long on 23 and pulling off to the right is acceptable
- Rwy05/23 is a certified Runway, you can only cross it with a glider on tow



Accidents and Incidents and The Legal Reporting Required

We have had some very sad twelve months in soaring; there have been 5 fatalities and many of us have lost gliding mates. All of the accidents are the subject of investigations by the GFA and other authorities and we shouldn't comment until advised of an educated conclusion. They can be categorised into flight training, out-landing and competition

I feel it might be time for all of us to have a think about our operation at Kingaroy.

So far in my four-year tenure as CFI we have had club members or pilots at Kingaroy involved in the following incidents;

- Four airframes written off or requiring major repairs in landing incidents
- One glider losing control on takeoff and hitting a car.
- Two midair collisions one involving a successful bailout.
- Several cases of subtle incapacitation due heat and lack of hydration.
- Four gear up landings, one not pilot error
- One gear collapse on takeoff
- Broken canopy on the Duo
- Broken rudder on the ASK21
- Fuselage damage on the ASK21
- One un-commanded rope release from the tug
- Several tug reliability issues
- Many rope breaks on training.
- Several ground loops on landing
- Aircraft gear malfunction immobilising glider on main runway
- Numerous poor out-landings resulting in damage or retraining.
- Observed dangerous low flying
- Two near mid-air's with GA traffic
- Cases of pilots flying without medicals or uncurrent per handbook



There are 100's of other small incidents that were reported and many more that went unreported.

The reporting requirements can be a little confusing as there are many types of reports we have to fill in, MR's, SOARS and many others. Most of these can be filled in at some time after the event.

However, there are two types of reports that by Law you must report either immediately or within 72 hours.

In both cases filling in a SOAR report and ticking notify the ATSB will meet the requirement. We have had two major accidents in the last year that remained unreported for nearly a month. You may well be prosecuted if you do not report an IRM or RRM



IRM Immediately Reportable Matters

All aircraft operations are to report immediately to the ATSB

- (a) the death of, or a serious injury to
 - (i) a person on board the aircraft or in contact with the aircraft or anything attached to the aircraft or anything that has become detached from the aircraft; or
 - (ii) a person who has been directly exposed to jet blast;
- (b) the aircraft being missing;
- (c) the aircraft suffering serious damage, or the existence of reasonable grounds for believing that the aircraft has suffered serious damage;
- (d) the aircraft being inaccessible and the existence of reasonable grounds for believing that the aircraft has been seriously damaged;
- (e) breakdown of separation standards, being a failure to maintain a recognised separation standard (vertical, lateral or longitudinal) between aircraft that are being provided with an air traffic service separation service.

RRM Routine Reportable Matter, must be reported to GFA and ATSB within 72 hours

- (a) an injury, other than a serious injury, to a person on board the aircraft;
- (b) a flight crew member becoming incapacitated while operating the aircraft;
- (c) airprox;
- (d) an occurrence in which flight into terrain is narrowly avoided;
- (e) the use of any procedure for overcoming an emergency;
- (f) an occurrence that results in difficulty controlling the aircraft, including any of the following occurrences
 - (i) an aircraft system failure;
 - (ii) a weather phenomenon;
 - (iii) operation outside the aircraft's approved flight envelope;
- (g) fuel exhaustion
- (h) the aircraft's supply of useable fuel becoming so low (whether or not as a result of fuel starvation) that the safety of the aircraft is compromised;
- (i) a collision with an animal, including a bird, on a licensed aerodrome.

Enforcement Policy from IRM and RRM

Failure of a Responsible Person to Report under Sections 18 and 19 of the Transport Safety Investigation Act 2003

Where it is apparent that a Responsible Person has failed to provide a report in accordance with the requirements in sections 18 or 19 of the TSI Act, the circumstances of the apparent failure will be assessed to determine the appropriate action to be taken. Appropriate action will be based on two options:

- (a) educate the responsible person, or class of responsible persons, to ensure compliance in the future; or
- (b) refer the apparent breach to the Australian Federal Police (AFP) for investigation, with the potential for a brief of evidence to be provided by the AFP to the Commonwealth Director of Public Prosecutions (CDPP) to assess for possible prosecution action



Undercarriage:

We have seen few incidents of gliders thermalling at low level with the gear up. For those of you who are not current cross country or comp pilots you really should have your undercarriage down at 1000”.

For those pilots who are competent please ensure that you make safe choices, 500 feet is the lowest you can fly without being in the circuit or ridge flying. 400’, gear up and in sink is too low and illegal.

From the Ops regulations;

A sailplane shall not operate lower than:

- (a) 1,000 feet over a built-up area, except, in the course of taking off or landing at an aerodrome or gliding site, nor
- (b) 500 feet above the ground, except:
 - (i) When taking off or landing at an aerodrome or gliding site or being retrieved following an outlanding.
 - (ii) When, in the course of landing,
 - (iii) When conducting a low-level finish procedure in compliance with procedures in MOSP 2, Section 10.8, or (iv) When engaged in ridge or hill soaring.

Over the age of 60 Pilots Get Together

This winter we will be setting up an “**over the age of 60**” get together to have a bit of a think tank and closed-door chat.

The main aim is for us as club to come up with ways of addressing our ageing pilot population.

- Have we got a problem?
- If yes, why?
- If no, why?
- What lessons can we learn?
- How do we future proof a perceived age-related performance degradation?
- How can we better support club members who can still fly record speeds into their late 70’s and beyond.



Low Level Finish Procedures

A quick reminder that practice low level finishes are just that. They are the culmination of a final glide ie they are not a “worm burner” “cart bomb” or “go-around” and they must never be below 50’.

From the **MOSP**

The following conditions are to be met when conducting Low Level Finishes:

1. Pilots must ensure that operations are conducted at a safe height, at all times. As an absolute minimum, the glider must never descend below 50ft AGL during the finish run prior to the pull-up and all objects must be cleared by at least 50ft.
2. Carriage of radio is mandatory.
3. Low Level finishes may only be conducted when the procedure will not unduly disrupt other operations taking place at an airfield and will not compromise safety.
4. Whenever a Low-Level Finish is intended to be performed, prior consultation must be attempted with sufficient time for all concerned to be aware. This may be prior to the flight commencing, or by radio communications during the flight. If attempts to communicate intentions are unsuccessful, a pilot may proceed on the basis that operations are inactive. However, should the pilot become aware that operations are active, the pilot should abandon the procedure if there is any concern that a Low-Level Finish will unduly conflict with other users.
5. Low Level Finishes must never be attempted at an aerodrome unless the pilot is familiar with the aerodrome and is aware of any hazards or local aspects that could affect the safety of his/herself, or others.
6. The following radio announcement requirements are in addition to required aerodrome procedural notifications:
 - When a pilot is in-bound to an Aerodrome and beyond 10nm (approx. 18km) from the circuit area, the pilot must announce his/her intention to perform a low-level finish on the appropriate radio frequency(s) and has been clearly understood.
 - A Pilot wishing to announce an intention to perform a low-level finish while inside the 10nm (approx. 18km) boundary must ensure that adequate time is provided to allow all other airfield users to be made fully aware and respond. Information communicated will include in-bound direction and the intended circuit procedure.
 - Pilots must ensure that appropriate subsequent radio announcements are made to ensure that arrival in the circuit area will not “surprise” other pilots. Advice and requests received from other users should always be given careful due consideration, especially if safety concerns are raised.



Kingaroy Thermal Etiquette

I have had a few pilots express concern that the famous Kauffmann method of gaggle growth and departure for cross countries is being forgotten and as a consequence we are leaving people behind or discouraging them from coming along.

This tends to make cross-country flying not as enjoyable for those who are late to launch in the sequence. It's a little demoralising to just be climbing up to 5000' to discover your mates are out at Kumbia or spread out over the sky.

Kingaroy has used this method for many years and more than one coach pilot has asked what happened to it. Apparently, people have been getting impatient and leaving before the last airborne climbs up, or they leave the good thermals and go searching the area thus not marking the best climbs.

It does take a little organising, but the flying is so much more enjoyable if you can depart with your mates.

The Kauffmann method is

1. Get your group together before briefing and establish who is going cross country, now that we have such large numbers and a wider range of performance between 18m and 15m this probably means two or three groups. Experience and availability of crew may also dictate which group you join.
2. Encourage your group to be in close proximity on the launch grid e.g. front for long flights and rear for shorter closer to home flights.
3. First of the group to launch searches and finds the best thermal he or she can.
4. The second and/or third to launch aim for the best thermal marked by the pilot 1 between pilots 1,2 and 3 they pick the best and most sustainable thermal in the area.
5. All of the subsequent pilots launch and eventually climb into the leaders thermal or stay nearby,
6. After launch monitor when the last in your group has released and established in a climb (either visually or radio) then everyone in your group immediately joins that thermal. This may mean parking at the top of that thermal, slowly going down until the last pilot launched gets up. The group is then ready to head off on task.

This method is great if you want to fly with your mates although it does take a little patience if you were early to launch.



CFI 2018 and Beyond.

Supposedly this was going to be my last year as CFI however, I have really struggled to find someone to take over the reins.

Any instructor with a Level 2 Instructor rating can do the job and all of our Instructors could do it in their sleep.

None the less, I get the feeling that most people view the job as very time consuming and becoming increasingly complicated in dealing with the red tape of the modern world.

To this end I have approached the GFA, The Training Panel and the Committee. From the 2018 AGM we will be appointing a Deputy CFI and another Instructor to help. We are not sure what the title of the helper will be but the intention is that they are the Deputy CFI in waiting (DCFIW) .

The intention is that the Deputy CFI will take over from me at the AGM 2019 and the DCFIW helper will then become the deputy. Another DCFIW will then be appointed.

The new CFI should only have to do two or three years as a maximum and then pass the baton down the chain and so on and so on.

The CFI, DCFI and DIWI will all work together throughout the year and each will share the workload on

- Committee Reports
- TP Reports
- Standards
- Gliding Qld Representatives
- Disciplinary action
- Instructor Training
- Newsletter writing
- Handbook updates
- Many other things



It all sounds very complicated, its not and it ensures that the club has a clear plan for CFI's up to 6 years into the future.

CFI Contact

Please email or phone me with any issues, suggestions and or concerns that you might have. Everything will be treated in the strictest of confidence and no subject is taboo. If you do phone make sure you leave a clear message, it may take me a few days to get back to you, but I will get back to you.

Fly Smart, Fly Fast and Fly Safe

Justin

“Prepare for the unknown, unexpected and inconceivable... after 50 years of flying I’m still learning every time I fly.”

— *Gene Cernan, last man to walk on the moon.*