



CFI Chat February 2015

Hello all Kingaroy pilots,

Well the season is over half way through, wow what a spectacular sky we have had to play in so far. I find it incredible that we are now seeing 130km/h regularly and 100km/h appears to be norm. We have had both Chris and David complete huge flights and 750km appears to be a normal weekend. If you think about it that is faster than you can average on the road legally in a majority of situations. Where will we be in a few years when the infrared vario's with google glasses arrive?



As with all things that get better and faster we need to ensure that we keep on top of all facets of our sport. I have thrown a few tips in here for you to think about.

By the time you read this the new "Aspro" hangar will be ready for business. We will now have another 14 sailplanes ready for launches on all weekends, some have been long standing members waiting for a slot and some are new members. For all the new members welcome, we hope you will stay and help the club grow.

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

Pilot Briefings.

As we move into a more sophisticated tactical environment the days of pilots just launching and blasting off to the Darling Downs are gone.

Whist I understand that the soaring forecast models work very well it always amazes me that pilots do not consult the ARFOR for where they are going. All pilots including **all independent operators** must attend the briefing if they are present on the airfield.

I am sure the duty instructor will welcome the weather briefing being given by an accomplished cross-country pilot so please make yourself available, grab a student and show them your theories and rat cunning analysis. If the day is Independent ops only, then the expectation is that the SAR board will still be used by all pilots and one of the more experienced club members will ensure everyone is home.



Annual check rides

In the near future your annual check rides will need to be booked a minimum of two weeks in advance. 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 as well as the longer tow required for the spin means that your average check ride can take upwards of 20 minutes just in tug time. This obviously creates tension if the gaggle wants to get going early.

As we are such a strong cross-country club we want to encourage a more ordered check ride process so as to not interfere with the gaggle launch.



It will be up to the individual instructor as to how and when they do their check-rides however the expectation will be that the candidates are to arrive early and carry out the daily inspection of the ASK 21. This will include pre-positioning the glider out on the field after consulting the duty pilots as to which runway is to be used. Ideally we would like to launch as soon as possible after briefing so as to avoid disruption to the cross country gaggle.



Eventually a booking system for your check ride's will be rolled out on the club website, this will include a general move to try and consolidate all check-ride's to occur during the winter months this will mean that there will be less interruption for our big flying days, competitions and further reduce the already high workload of Instructors in the summer months.

Annual check rides will also be aimed at the level of ratings that you currently hold.

You can expect to be asked some questions from the relevant documents including the Club Handbook and the GFA manual suite.

When you contact the instructor carrying out your check rides she or he will provide you with a list of the required reading material.



Safe speed near the ground.

Given the recent fatality involving an apparent low level loss of control, now might be a good time to remind ourselves of the Safe speed near the ground. Quite simply it is 1.5 Vs plus half the wind additive.

Anytime we are within 1000' of the ground we must fly at the required safe speed.

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 kts**

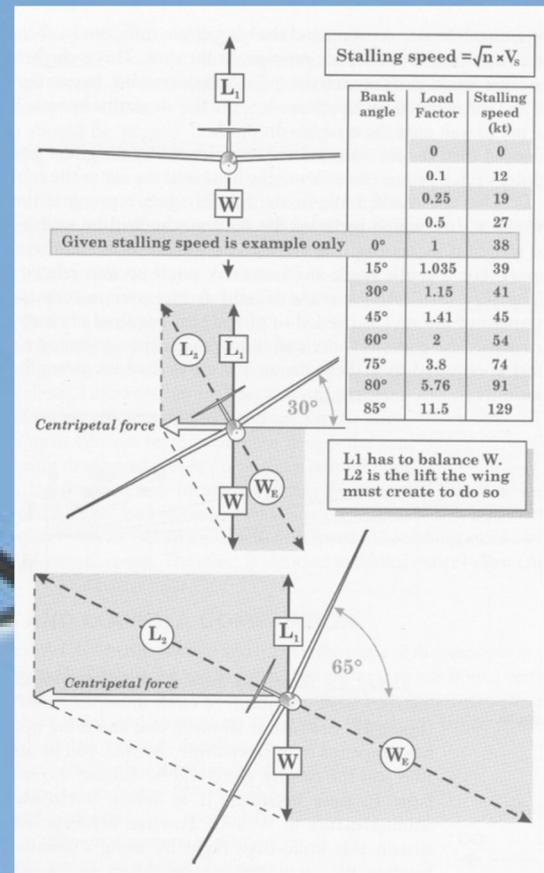
Normal Safe speed near the ground nil ballast $37 \times 1.5 =$ **56 kts**

Vs with max water ballast = **41 kts**

Vs in 45' turn with max water ballast = **49kts**

Additive to Vs with wet wings = **8kts**

Vs in 45' turn with max water ballast and wet wings = **57kts.**



So you can see if you had a bad human factors day at the end of a comp and forgot to dump your water ballast whilst landing in a rain shower then did a tight turn onto final you are a classic candidate for a low level stall/spin.



Safe speed near the ground

Prevention is better than cure. This is the origin of the "Safe speed near the ground" concept which is firmly locked into the GFA training system. The concept is quite simple - when under about 1,000ft AGL the speed must be increased to at least 1.5 times the stalling speed (1.5Vs). This is designed to give an extra degree of protection in a situation where loss of control could leave insufficient height for recovery.

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

Accidents and Independent operators

Unfortunately we have had three major accidents this season by club pilots. All three pilots are fine however one suffered a broken vertebra and another had substantial foot bruising, two of the accidents could quite easily have been fatalities should the circumstances have been slightly different. All three involved substantial damage to the aircraft with the possibility of three complete hull losses. It is of great concern that each of the incidents occurred in the landing phase of flight, all have been involved in competition flying and all away from Kingaroy. The three incidents have also shown that even our most experienced cross-country pilots can be susceptible to human factors and threat and error management issues.

In my last newsletter I pointed out that as we move forward to a heavy competition phase in Australia that we as pilots really need to be on top of any issues that come from competition flying.

The pressure associated with competition flying is only going to increase given that Kingaroy features predominately in the list of pilots that may well be representing Australia in the next few years.

There has never been a greater time for us to ensure that all of our policies and procedures are as ironclad as possible and that we follow all the rules as laid down by the GFA CASA and other agencies.

Moving forward, the training panel will be ensuring that all pilots who represent Kingaroy have the latest up-to-date information to help them represent Australia on the world stage, This will include increased oversight of standards procedures and/or general airmanship. Being a world-class pilot comes with many responsibilities, many pilots will be putting you on a pedestal. The way that you fly now is the way they will fly in 10 years' time.

I am very keen to ensure all our flying we do around Kingaroy whilst you're holding the level two independent operators certificate is reflective of the high standards we have here at Kingaroy.

The MOSP refers

Independent operators

13 INDEPENDENT OPERATIONS

In accordance with GFA Operational Regulation 3.3.4 a pilot may be authorised by logbook endorsement to fly a sailplane without being supervised by a Level 2 or higher rated Instructor.

The Independent Operator Endorsement is a very important pilot authorisation and must not be issued without careful consideration. Pilots issued with this rating are afforded greater freedom to make decisions regarding their own safety and sometimes the safety of others.

Prior to issuing this rating Instructors should carefully consider the following:

Responsible Behaviour

Independent Operator pilots operating without the direct supervision of Club Officials are representatives of their Clubs, both in the air and on the ground. Club/Organisation Committees and Training Panels should be in agreement of the candidate's suitability to hold the rating as not all considerations are operational. Care of equipment and the image projected of the Club can be prime considerations.

General skill and "Airmanship"

Pilots must not be issued an Independent Operator endorsement unless the issuing Instructor is satisfied that the pilot has demonstrated a level of basic flying skill that will enable him/her to safely deal with any flight situations that could reasonably be expected to be encountered during unsupervised operations. Instructors must also be satisfied that the candidate can be expected to exercise appropriate caution when assessing operational risk factors.



Assessing safe conditions

Independent Operator pilots must be capable of assessing conditions and safety factors that could affect their own safety, such as wind strength and the likelihood of deteriorating weather conditions that could impact on safe operations during the intended period of operations. Many pilots will never have had to make these decisions during their gliding experience prior to gaining an Independent Operator rating, and issuing Instructors must be satisfied that the candidate has adequate background knowledge and experience to enable him/her to make these assessments within safe limits.

Operational requirements

Pilots operating without supervision must be fully conversant with all operational procedures and requirements relevant to their activities while conducting independent operations, such as SAR requirements (Section 8.1.18), accident/incident reporting (Section 21), etc. and any club imposed operational requirements.

13.2 LEVEL 2 'UNRESTRICTED' INDEPENDENT OPERATOR

Unlike the Level 1 Independent Operator authority, where club responsibility of independent operations is of primary importance, holders of Level 2 Independent Operator authority are solely responsible for all aspects of their operations when operating independently. This includes airways clearances, tower clearances, SAR notification and accident/incident reporting.

Initial issue of Level 2 Independent Operator authorisation shall be by logbook endorsement by CFI.

Note: Logbook endorsement is not required for Level 2 Instructors while they remain listed on the annual Active Instructor Report (refer section 11.3.1).

13.2.1 Requirements for Initial Issue

Glider Pilot Certificate;

Flight Radiotelephone Operator Licence or GFA Radio Operator logbook

endorsement;

A minimum of 100 hours command time in gliders, which may include powered sailplanes and power-assisted sailplanes. 10% of powered aircraft

command time may be counted towards this requirement;

Club committee approval upon the recommendation of the CFI;

Oral examination on SAR requirements and accident/incident reporting procedures;

Be in possession of GFA Airways and Radio Procedures for Glider Pilots and all relevant current aeronautical charts and documentation (e.g. AIP-ERSA).

13.2.2 Annual Revalidation

Revalidation of Level 2 Independent Operations authority is by Annual Flight Review as per GFA Operations Regulation 3.3.5. The review must be conducted by a Level 2 or higher rated instructor who is familiar with the pilots Independent Operations but may not be revalidated without the consent of the pilot's CFI.



Instructors wanted.

With the new hangar being built another 14 aircraft will be based at KRY, we probably now have one of the finest "flown" fleets in the country. Every weekend ASG29's, JS1's with jets and the mighty club Astir flop around the atmosphere with ever increasing speed and complexity. 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.



Historically many of us have viewed instructors with a different mindset. Days spent having your skills checked by an old fart who has never been cross country in a ballasted rocket ship in old Blaniks fill many of us with revulsion. Whilst some clubs might still operate that way Kingaroy Soaring Club is a leader and will continue to innovate. It used to be that to be chosen for instructor training you had to be kissed on the head by some very extinguished club members who would pull your character apart and inspect every little nuance from logbook tidiness to dress sense. I can tell you that those days are gone and we need to move forward if our club is to continue to prosper.

Whilst I am CFI I am very keen to ensure that the instructor's life is as rewarding and positive as possible.

The days of the poor old instructor having to

- DI every aeroplane
- Get the weather
- move the cart
- conduct the briefing
- tow the aircraft out
- Supervise all the tows
- Instruct all day with no water or lunch
- Fit in two instant check rides
- Close the caravan up
- Tow the aircraft in
- Wash the trainer
- Check ditto log and chase up the private owners who haven't checked ditto log

Are now gone.



Slowly but surely we are making changes that will empower the instructors and make their life easier. The MOSP and Ops regs are very clear in stating that the instructor is the most important flying role in the club. It is the instructor who certifies the operation and without instructors we do not have an operation.

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.

So I don't care how inexperienced you are or what conditions you need met to be on the roster we need you.

Here is a video that you might enjoy. <http://youtu.be/yoEezZD71sc>

Cross country radio use.

As Kingaroy's ever increasing fleet becomes ever more sophisticated it appears that our polish and professionalism occasionally does not keep up with our speed, we are now operating aircraft that are capable of 120kt final glides. if you think about it that is crossing the ground at 60 meters per second or 3.6 km per minute.

There are many occasions where coaches and instructors alike report that club members are not utilising the correct radio frequencies at the correct time. Our worst effort so far has been a Kingaroy based glider in the Miles CTAF area still transmitting on 122.9.

I know many of us would like to go back to the old days of lookout and no radio however with the increase in RPT traffic out on the Downs we have no option but to increase our alertness level.

If you think you need a little help in organising a cheat sheet for comms frequencies feel free to seek out any coach or instructor, they will all be able to help set you straight. At a minimum you should have Gliding, CTAF, Military, Area and emergency frequencies available for your operating area.

Quite simply if you are in a CTAF area you must be on that frequency, if you are flying around the approach and departure track of one of the busy RPT airports then you really should be on the applicable area frequency.

MOSP 2 below refers

17.3 OPERATIONS AT OR IN THE VICINITY OF A NON-TOWERED AERODROMES

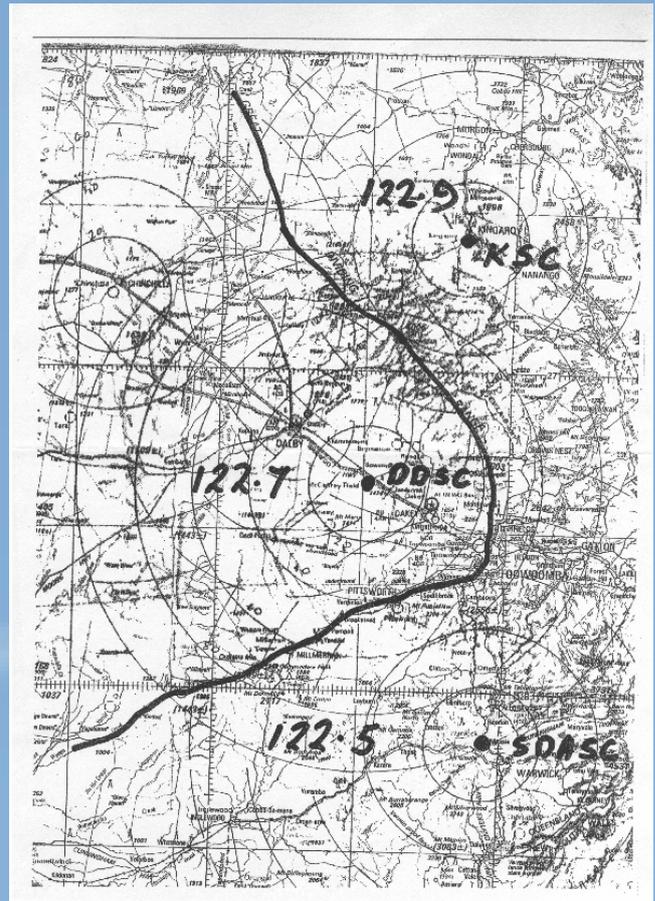
All pilots must monitor and communicate on the CTAF frequency whenever they are operating at or in the vicinity of a non-towered aerodrome (refer [CAAP 166-1](#)).

An aircraft is defined as operating at the aerodrome whenever it is within the active areas of the aerodrome; i.e. when the aircraft is located within the aerodrome runway, or taxiway markers.

In the vicinity of an aerodrome is defined as within a horizontal distance of 10 nm of the aerodrome reference point and at a height above the aerodrome reference point that could result in conflict with operations at the aerodrome.

19.4 AREA VHF FREQUENCY

Gliders are encouraged, but not required, to monitor the area VHF frequency when operating above 5,000 feet in Class E and G Airspace (AIP ENR 1.1 – 44 (21.1.10)) (Exemption CAR 243(1)).



ABCD check and taping over wing vent holes.

One of our accidents was caused by the pilot accidentally leaving tape over his wing vent hole. I do understand that it may be common practice amongst some pilots however it is direct contravention with the **ABCD** checks in the MOSP.

All pilots are to conduct a walk around their aircraft just prior to launching. This walk around is to be done completely on your own and without distraction. At the completion of the walk around you are essentially certifying that the airframe is ready for launch. It is not acceptable to leave tape on the wing for someone else to remove. It is the same as leaving a pitot or TE probe cover on. There are always pilots available to hold your wing or lend you sticks if you need them. Instructors and Coaches will be increasing their vigilance of the ABCD check compliance by club pilots

ABCD

A AIRFRAME

- walk around check for damage and/or defects.
- Maintenance release checked, including DI validity).

B BALLAST

- glider loading is within placarded limitations
- trim ballast, if required, secure).

C CONTROLS

- check controls, including airbrakes and flaps
- correct sense and full deflections).

D DOLLIES

- dollies and ground handling equipment removed).



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.

My mobile number is 0421061811 and my email jjsinclair@optusnet.com.au

Fly smart, Fly Fast and Fly safe

Justin

I pick the prettiest part of the sky and I melt into the wing and then into the air, till I'm just soul on a sunbeam. ~Richard Bach