



CFI Chat September 2014

Hi Kingaroy members,

Welcome to the latest CFI update, the competition season is upon us already and now is a good time to sit and have a think about how well we are prepared for the next 6 months of fun and frivolity.

Pre-flight Preparation

I am sure you have all read the numerous books that tell you about pre-flight preparation and the things that should be done for cross country flight. However occasionally we overlook the few little things that might make all the difference when you end up outlanding. Things like Telstra sim cards, important numbers saved into the memory, extra water and footwear are sometimes forgotten. I for instance will never fly with bare feet and a pair of thongs in the back ever again, ask Dags next time how funny it was watching me take 15 minutes to walk 150 meters in thongs covered in so many prickles that they were migrating over the sides into the soles my feet. So next time you head out to the hangar, sit in the aeroplane and have a quiet 10 minutes to yourself, make sure that you are fully prepared for that Wondai retrieve or screaming sinus headache 100km from home. For those of you who haven't been to the Kumbia Racecourse the 30 minute drive is probably worth it just on anxiety reduction alone, especially if your wingspan is greater than 15m.

LACK OF
PREPARATION
ON YOUR
BEHALF DOES
NOT CONSTITUTE
A SENSE OF
URGENCY ON
MINE.

Morning Briefing:

I would like to thank all of you who have been attending the morning briefings, I know that it's quite a new thing and we are still settling into the way to conduct them. At this stage 0930 is the kick-off time however if the day looks like a boomer then by all means find the duty pilot and move it forward. Eventually I would like it to become a three pronged type of briefing, We have some of the fastest pilots in the world flying at the club every weekend and we can all learn a great deal from them. My cunning plan is that



- The instructor of the day will kick off with the operational side.
- The day's weather and task will be briefed by an experienced pilot who adds a little education in.
- A senior coach or cross country pilot will then give a bit of a chat on anything that springs to mind. This doesn't have to be formal or structured; anything from PDA setup to thermal triggers would be great.

GPC's

I am hoping by now that nearly all of those who qualify for your GPC's have applications in with the GFA. For all the students your GPC syllabus should be getting ticked off in a logical and structured way, please ensure that your instructor fills in your log book and reviews the sheet after each days flying.

Housekeeping:

Could all pilots please ensure that the operational basics are attended to on a flying day, all club members are duty bound to help out in the daily operation.

- Hangar door opening and closing
- Caravan towing
- Caravan opening
- Duo moving
- Gate opening

All of these things have traditionally been left for the instructor and students to take care of however if just a few of these little things are done we can get airborne earlier or have more coaching theory at the briefing.



Flight line:

Rope running: we have had some complaints from club members that some private owners tow their aircraft out to the flight line and then sit under a wing whilst non-flying members have to run ropes. Can we all please make sure that we try and run at least one rope a day if we can. If you are one of the first in line then perhaps helping at the end of the day might be a nice way of helping the club.

Runway choice:

Until we get some decent rain and grass growth, the instructors and tug pilots will be favouring 05/23. Runway 16 has copped a bit of a flogging over the last few years and the council and committee would like to give it a bit of a rest to stop clumping and associated rough ground rolls. Please make sure you check with the duty instructor/tug pilot which runway is to be used.



Ditto-log:

We are continuing to get one or two aircraft a weekend not log the tow. This can be any number of issues from Flarm instillation to base station. It is up to every pilot to check ditto log at the end of the day to ensure the details are correct. Our club treasurer spends 100's of hours a year doing our accounts and every time we as pilots forget to fill it in causes her more work.

Pilot room computer:

Could cross country pilots loading up flights please log out of OLC, Dittolog and remove their USB's. If one of our computer gurus can give the desktop a clean-up every now and then that would be great.

Planning and briefing Room

Neil Greg and I have placed a current set of WAC, Terminal and Enroute charts under the glass sections. A current ERSA can be found in the CFI/Treasurers office with the other manuals. At this stage they are all current and I will attempt to keep them up to date, you should always refer to your own set of current charts when planning a flight.



New GFA membership numbers

By now you should all have new GFA memberships numbers, can we all please make an effort to use the correct number when filling in official documentation. It should start with a M letter.

Airworthiness.

Of late we have been seeing an increase in number defects being written up in the clubs MR's. This is a good thing ☺, can I just say a huge thankyou and well done to you as a group of aviators. Nothing pleases Greg Kolb and his band of merry men and women more than to see defects written up, this means that we as a group are watching out for one another and doing the right thing. I know how hard it is to write something up that you have just broken and that sometimes in the heat of the moment we might neglect to report it. All I can say is that it is your legal and moral duty to protect the lives of the people flying the aircraft after you. Feel free to ring me anytime if you feel sheepish or concerned, as always I will keep things confidential and report it for you.



Hangar Cleanliness

Last week we had the hangar fairy go through and do a thorough sorting out. Whomever it was, thankyou very much.

As we approach the comp and high speed season pilots tend to spend a little more time fettling their aircraft. Can we all please make sure that the following is put away before you tow your glider out to the line.

- All water hoses and filling gear neatly away
- The Compressor unplugged and neatly away
- All Buckets and shammys in red cupboard
- All Trolleys to the side of hangar
- All Wing weights and tyres neatly away
- Duo chocks to side of hangar
- Bins emptied



New CTAF frequency

Miles and Chinchilla CTAF's are now combined on **126.35**.

Annual check rides :

At the request of the training panel I have cut and pasted some relevant sections from the GFA instructor manuals relating to annual check rides, I think you will all find the last couple of paragraphs interesting.

GUIDE FOR ANNUAL FLIGHT CHECKS GENERAL

PRE-FLIGHT ACTIONS

Check the pilot's logbook.

THE CHECK FLIGHT

Airmanship

One basic essential is airmanship. Does the pilot do a decent walk around inspection before stepping aboard? Again before stepping aboard, does he check the controls properly? Is an emergency plan made before hooking the cable on? One of the first signs of overconfidence in a pilot is a tendency to treat checks in a slapdash manner, so watch closely for this one.

Lookout

the single most important aspect of airmanship and usually the first to fall victim to complacency and overconfidence. The launch

On Aerotow

Lack of decent station keeping is usually an indication that the pilot doesn't care very much, and the instructor should insist on a higher standard. One useful pointer to aero towing skill is to ask the pilot to "box the slipstream". Tell him before take-off that you want him to do this - otherwise he may be uncertain what you mean. It means of course that you will need to explain carefully what you want. During the exercise if something goes wrong, release the rope yourself and take control - in that order. Do not delay. If high tow is used, look for any tendency to go too high in the high tow position. High tow is by definition just above the slipstream, and this will usually result in being directly behind the tug when the position is correct - in fact it can be a little below the tug if the tug is a powerful one.

Co-ordination

This is a much-underestimated exercise. To fly in a co-ordinated manner is not only a desirable thing from the point of view of being a smooth pilot - it is absolutely essential to safety in the air. The reason for this is not always clearly understood. Gliders spend a lot of their time at low speed, sometimes at speeds only a few knots above the stall in circling flight. It is a known fact that low speed plus any significant amount of yaw can result in the glider entering a spin. If insufficient speed is the big villain of the piece in stall/spin accidents, then the presence of yaw on the aircraft is surely the second biggest. Uncoordinated flight, especially over-ruddering, carries with it the real risk of loss of control if the speed is allowed to fall.

Spinning

There are 3 stages of spin training in gliders; spin prevention, recovery at the early or incipient stage, and the full spin and its recovery. Glider characteristics in stalling and spinning have changed somewhat over the years, and it is sufficient to say here that a pilot should be conversant with the qualities of the glider he flies, in terms of its pre-spin behaviour and warning symptoms and its behaviour in the various stages of any spin which may develop. Strict adherence to the concept of "safe speed near the ground" should in theory be enough protection to keep spin problems at bay, but life isn't like that and we get enough spin accidents and near-accidents in any one year to make it necessary to train pilots to be knowledgeable and confident in all aspects of spinning. No part of spin training and checking can be neglected.

Circuit, approach and landing

This stage of the flight more than any other tests the pilot's accuracy, airmanship and judgement all at the same time. Watch for over-reliance on the altimeter and any tendency to fly with reference to fixed objects on the ground. These characteristics will almost certainly be present in pilots who have become site-bound, and it is essential that these pilots are retrained in the use of the angle/distance relationship when planning the circuit. Keep your eye open for loss of co-ordination at low altitude - it is a known characteristic of pilots under training, and if it remains unchecked can be very hard to eradicate.

Inexperienced pilots will often over-rudder base and final turns. MOST IMPORTANTLY, check for any tendency to let the glider fall below its safe speed near the ground. This often happens with early pilots, especially if they get a bit lower in the circuit than they intended to. Even quite experienced pilots sometimes do it unconsciously if they get a bit low. Don't nag your pilot under check, especially if the air is rough and the speed is varying a bit - just keep your eye on any tendency to fly generally too slow. Finally, on the approach, look for any tendency to open the airbrakes "automatically" as soon as the final turn is completed. Such action almost certainly means that the pilot is not consciously monitoring the overshoot/undershoot situation on final approach, and is known to have caused many problems of undershooting into the boundary fence. Pilots who do this may never really have been taught the proper use of airbrakes - yet another case of training work needing to be done on a check flight.

Low G

One further thing to be looked at on an opportunity basis on check flights. The phenomenon of low G is a problem area which has only recently been recognised, largely through the circulation of an excellent paper on the subject by Derek Piggott. For those who haven't read the paper, the problem arises when a sensitive pilot is subjected to G forces less than one. Now it is important to understand that this does not involve great quantities of negative G - in fact we are talking about a situation where we don't even get as far as zero G. We are talking about the "lightness" one feels when the stick is moved forward at cruising speed, a sensation which has been likened to driving over a humpbacked bridge. There would be no more than about one third to one half G involved, if that.

The main problem occurs if a pilot has been trained in stall recovery by pushing the stick forward quite hard, and thus producing an increment of low G. This pilot then equates a low G sensation with the stalled condition and is likely to continue pushing the stick forward in an attempt to cure what he thinks is a stall. This he will do whenever low G is encountered, turbulence or sudden sink for example, and of course the more the stick is moved forward in a mistaken attempt to "unstall" a glider which never was stalled, the more vivid the sensation of lightness becomes. Eventually the pilot can become quite irrational about the whole thing and continue to push the stick forward despite an ever-steepening dive and increasing airspeed. This phenomenon could explain some otherwise inexplicable accidents in the past.

Pilots can be checked for their sensitivity to low G in the following manner. Get the pilot to dive the glider gently to about 55 kts and pull the nose up to about 20 degrees above the horizon. Then get him to push gently, asking him to stop the glider when it is once again in the normal glide attitude. Any undue sensitivity to the "lightness" mentioned earlier will show itself in a tendency to keep pushing past the normal attitude. An extreme case will probably show a tendency to throw the head back, the arms tending to straighten and the stick therefore being driven even further forward. If it gets to this stage you may have to assist in the recovery.

One thing that will positively assist any undue sensitivity to the low G phenomenon will be to instruct the pilot to make an effort to look at the horizon, rather than fix his gaze dead ahead or, worse still, in the cockpit. The strong visual impact of the horizon in front of him will tend to suppress the sensations of lightness experienced by the pilot. Such techniques are essential in cable-break recovery training. Simply assess the susceptibility of the pilot under check to the low G phenomenon, and do all you can to assist if you find he is sensitive. Do not use the exercise as an excuse to generate great quantities of negative G, something which many people find acutely uncomfortable and some find frightening.



For those of you competing in the States and Nationals good luck and we look forward to your war stories at the bar. I have attached the latest cheat sheet and Kingaroy start and finish point map for reference.

Please email or phone with any issues, suggestions and or concerns that your might have. Everything will be treated in the strictest of greatest confidence and no subject is taboo

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Fly smart, Fly Fast and Fly safe

Justin

“To uncover your true potential you must first find your own limits and then you have to have the courage to blow past them.”– Picabo Street