

THE GLIDING FEDERATION OF AUSTRALIA

Regional Manager Operations

Annual Report

1st June 2015 – 31st May 2016

Region: VIC/TAS REGION

Operational Status Checks

Checks carried out:

Club Name	Date OSA Completed
Sunraysia GC	6 June 2015
Bendigo GC	27 June 2015
400 SQN AAFC	4 July 2015
Beaufort GC	17 Oct 2015
Murray Valley SC	24 Nov 2015
Horsham Flying Club	28 Nov 2015
Geelong GC	29 Nov 2015
Melbourne Motorgliding Club	2 Dec 2015
Melbourne Gliding Club/VMFG	5 Dec 2015
South Gippsland GC	28 Dec 2015
Outback Soaring Inc	7 Jan 2016

Clubs/Organisations outstanding

500 SQN AAFC Initial OSA at Georgetown, Tasmania
CFI advised 500Sqn was ready for OSA early April 2016 and L3 auditor appointed 13 April 2016. Auditor has contacted the CFI several times and is still waiting to be advised of a date to perform the audit.

Accidents and Incidents

Reported to have occurred during the year:

Circuit conflict	16/8/2015	Bacchus Marsh
Rope break on ground roll	16/8/2015	Bacchus Marsh
Weak link break	16/8/2015	Bacchus Marsh
PIO on landing	16/8/2015	Bacchus Marsh
Heavy Landing	22/8/2015	Bacchus Marsh
Landing on occupied runway	19/9/2015	Bacchus Marsh
Canopy opened on aerotow	20/9/2015	Woodbury, Tas
Incorrect tailplane rigging	20/9/2015	Ballan

Runway & circuit incursion	27/9/2015	Ararat
Towing accident-Car	27/9/2015	Ararat
Winch cable break	4/10/2015	Ararat
Broken weak link	31/10/2015	Ararat
Broken canopy	2/11/2015	Bacchus Marsh
Hard landing	4/11/2015	Mt Beauty
Low circuit	8/11/2015	Bacchus Marsh
Slow aerotow launch	14/11/2015	Benalla
Tug and glider near miss	15/11/2015	Benalla
Near collision	22/11/2015	Bacchus Marsh
Low Pass	23/11/2015	Benalla
SLG propellor drum brake failure	30/11/2015	Tocumwal
Incorrect aileron rigging	5/12/2015	Raywood
Runway incursion	6/12/2015	Bacchus Marsh
Wheel up landing	30/12/2015	Haywood
Wheel up landing	31/12/2015	Wangaratta
Near collision	10/1/2016	Rennie,NSW
Wheel up landing	10/1/2016	Ararat
Airbrake malfunction	12/1/2016	Mt Beauty
Outlanding incident	12/1/2016	Corowa
Tie down incident	14/1/2016	Benalla
Launch while runway occupied	31/1/2016	Bacchus marsh
Tie down incident	01/02/2016	Horsham
Airbrakes opened on launch	6/2/2016	Ararat
Wheel up landing	7/2/2016	Horsham
Undercarriage collapse on landing	10/2/2016	Horsham
Runway incursion by GA	12/2/2016	Horsham
Canopy not secured	13/2/2016	Tocumwal
Wheel up landing	13/2/2016	Tocumwal
Outlanding heavy landing	20/2/2016	GCV
Inadvertant winch drum activated	21/2/2016	Mt Beauty
Near collision	21/2/2016	Bacchus Marsh
ASK21Mi Over Temp	24/2/2016	Mt Beauty
Low circuit	27/2/2016	Bacchus Marsh
Runway incursion-vehicle	15/3/2016	Bacchus Marsh
Near Miss	28/3/2016	Mt Beauty
Wheel brake failure	28/3/2016	Mt Beauty
Winch wire strike	31/3/2016	Mt Beauty
Metroliner low pass	17/4/2016	Woodbury
Flight Instrument	21/5/2016	Bacchus Marsh

Instructor Training

Level 1 training commenced:

- | | |
|---------------------------|-------------------|
| 1. Dieter Liebrich | Geelong GC |
| 2. Steven Baldini | Bendigo GC |

Level 1 ratings issued:

1. Andrew Benton	GCV
2. Boni Krowing	Geelong GC
3. Chris Adda	Geelong GC
4. David Pietsch	Canberra GC
5. Jeroen Bakker	Outback Soaring
6. Matt Woodhouse	GCV
7. Mike Parkinson	Mt Beauty GC
8. Peter Demeo	Mt Beauty GC
9. Robert Pugh	GCV
10. Tom Lambert	GCV

Level 2 training commenced:

1. Graham Levitt	Mount Beauty GC
2. Rod Jewell	Bendigo GC

Level 2 Ratings issued:

1. Mark Hunt	Melb/VMFG
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Level 3 Training Commenced:

1. Caleb White	Melb/VMFG
2. David Fynmore	Geelong GC
3. Fabian Gaida	GCV
4. Steve Jinks	Beaufort GC

Regional Operations Committee

Comments: VSA Ops Panel Meeting 30 April 2016

RMO Update-

1. OSA's are up to date and two are due before the end of 2016.

2. Instructor Training

Ten L1 and one L2 rating approved.

CFI's reminded not to endorse L2 applications until the CFI is satisfied with their level of instructing. Two of the three L2 candidates were clearly not up to standard- one had only had two flights in 2016.

Four L3's in training- all 50 years or younger- to add to our aging L3 group.

3. FIRC Four courses held over the 12 months. Overall 31 instructors have attended these courses. Regular emails sent to CFI's with course dates and spots still available.

4. Instructors must hold a GPC, and have a valid and current medical certificate.

We have three instructors who have expired medical certificates who cannot fly as pilot in command.

CFI's are sent a notice monthly listing instructors who do not meet the requirements.

AAFC Update from CFI John Rule.

400SQN AAFC became operational 4 July 2015.

John Rule has asked all clubs for assistance as the AAFC requires more instructors. The people who have nominated themselves will soon commence their AAFC training.

Long term the AAFC wants to establish facilities in Victoria similar to those at Bathurst, NSW. A possible site may be Wangaratta.

GCV Simulator. Richard Cotton

The simulator is in use with students at Benalla. Instructors and students are finding it beneficial. A formal training programme needs to be set up. The club has to promote the simulator to its members as a training aid and avoid it being seen as a toy to be used for social amusement.

Reminder Items.

1. Externally mounted cameras were an issue last year. New procedures are now in place. Refer AIRW-D024 in the Airworthiness Section of the GFA website.
2. Continued vigilance to reduce the incidence heavy landings. Refer OSB 01-14 Circuit and Landing Advice.

Discussion Items.

1. Occurrence Reporting Procedure- Feedback from email sent 22 March 2016 CFI's confirmed there were issues getting access to up to date reports. Chris Thorpe suggested he could send each club a summary of reports made by their club members every six months. CFI's agree this is acceptable.
A reminder made about the need to improve the reporting culture of some clubs, and the input of SOAR reports in a timely manner.
2. Powered Sailplane Endorsements.
The meeting was in favour of separate endorsements for touring gliders and motor gliders. Was not in favour of endorsements for separate engine types.
3. The BGA circuit. Should GFA amend the standard GFA circuit.
This meeting was NOT in favour of changing the standard GFA circuit and wants to continue to allow the BGA option as an acceptable variation at this time.
Clubs will trial the BGA circuit over the next twelve months and revisit this question next year.
4. Post Release Checks. ie FUST, RUST, RUT, STUF.
This meeting is NOT in favour of a formal post release check being introduced unless a sound safety based case is presented.
5. Instructor Rating Stickers. Can they be dispensed with.
Now that the instructor rating is listed in the operational qualifications on the annually issued GPC card, there is no need for the continued use of logbook stickers.
6. Use of top rudder in turns. Where does this fit in the training system.
After much discussion it seems we all teach it although there some variation of when this concept is introduced.
7. Motor Gliders/SLG. A suggestion by Phil Henderson to add an information pack (containing advisory documentation, web links, list of owners or knowledgeable people for that specific type) to the existing Form 2 pack.
The meeting agreed this was worthwhile and I will pass this on to the Airworthiness RTO.
8. Flarm Training. Training is not in the existing Instructors Handbook

This topic is covered in the GPC syllabus outlines (item 13) which will also be included in the instructors handbook which is currently being rewritten.

Other activities

Comments:

1. Four Flight Instructor Refresher Courses held. Two at Benalla and two at Bacchus Marsh with maximum six participants per weekend. They have been well received and the general feeling is that this event was overdue.

2. 54th Australian Multiclass Nationals/ Pre Worlds 4-15 January 2016

This competition had 80 entries, many from overseas.

The weather did not cooperate and Open Class had six scoring days while 18M and 15M Classes had seven.

Soar reports lodged during this competition were:

A pilot questioned the safety of the start line system, and then reported a near miss over Rennie.

A tow out incident where the wing tip ropes were not undone. Damage to both wingtips. The glider was derigged and taken away for repairs.

An outlanding incident where the right wing contacted the top wire of a boundary fence at the end of a ground loop at Corowa airfield.

3. VSA Cross Country Coaching Week 31 Jan–5 Feb 2016.

This event held at Horsham and was well attended although the weather was average. There were approx 6 coaches and twelve participants with discussion topics held each morning and flying in the afternoon.

One SOAR report lodged.

A glider was towed from its tie down area and a wingtip has not been completely untied. This resulted in damage to the wingtip.

4. Horsham Week/VSA State Gliding Championships 6 Feb–13 Feb 2016.

As a club could not be found to host the State Comps, they were combined with the Horsham Week Comp. 39 pilots flew in this event showing that support is still strong for this competition in Victoria.

Despite the average weather we flew five days out of the eight possible.

Three SOAR reports were input.

A pilot landed with the undercarriage retracted.

A pilot had his undercarriage collapse on ground roll after he had landed.

A runway incursion by a Cessna as several gliders were finishing.

5. VSA Alpine Coaching Week. 21-27 Feb 2016.

Held at Mt Beauty and organised by Ian Grant this event was attended by fifteen pilots and five coaches.

A successful week was held and no incidents were reported.

6. Annual Instructors Course 14-19 March 2016.

This year we had seven Level 1 participants and three Level 2 participants.

Five L1 ratings issued and two still in training.

One L2 rating was issued.and two are working with their CFI's to reach a suitable level. The CFI's should not have recommended these two for an upgrade as one was not current and the other needed more practice. Both CFI;s were informed accordingly.

RMO VIC/TAS REGION: NOELVAGG

Date: 7 JUNE 2016