



## CFI Chat July 2014

Dear Club members,

I have been nominated to be the Chief Flying Instructor for the next 12 months. I will try my best to follow the high standards set those who have served before me. I would like to say a special thanks to Peter and Neil for their efforts over the last year.

You might have noticed that a few SOP's have been tightened up of late; this is primarily the result of increased oversight by the GFA, CASA and the Shire council. From my point of view there will be very little change in the way that we conduct our operations however it's my job to ensure that we meet the expectations of the regulators now and in the future. I will attempt to write to you as new procedures or issues come to hand so as to keep you all in the loop.



### Compulsory Pilot Briefings.



A pilot briefing will be conducted at **0930** (the handbook states 0900 and this will be amended in the future) by the duty instructor. **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.

### Independent operators and SAR

As KSC members we are bound by the Kingaroy Operations Handbook. It is very specific in that

- **Any pilot wishing to make a cross country flight will inform the Duty Instructor of the proposed course**

Good airmanship dictates that we should let the duty instructor know our plans. The easiest way to do that is to use the SAR board in the clubhouse. If you change your task mid-flight make sure you try to radio someone of your intentions, it might make all the difference if we are looking for you on the Bunya's when in actual fact you are on the Gallangowan oval. Don't forget that the Emergency Frequency on 121.5 is monitored 24hrs a day by many aircraft. If you feel that you need urgent help don't hesitate to use it.

If our more experienced pilots can keep an eye out for the club aircraft at the end of the day that would be greatly appreciated.



## Instructor training.

We have been short of instructors for the last two years, this has resulted in more independent operator days than is ideal. If the club wants a solid future then we need new people learning to fly. The only way we are going to promote more students is to have a reliable roster. As a result of this the training panel has authorised another six instructors to be upgraded from AEI to Level 1. This training has already started; because of the intricacies involved there may well be a few delays/frustrations in daily operations until training is completed.



These may include

- Increased time taken from sitting in the aircraft to the ok to launch signal.
- Higher releases, longer tows and simulated emergency's.
- Aborted take-offs and strange non-standard approaches with the resulting long roll out.
- Increased pushing in to facilitate launches.
- Increased time taken from landing to getting out of the aircraft.

I would ask that all members show their patience and help the trainees where they can. Becoming an instructor is hard work, a large degree of muscle and mouth memory needs to be learnt, all sequences need to be reviewed and critiqued and sometimes the cockpit is the best place for that to occur. Often those of us who have a 8 knot/300 km day forget that someone has sacrificed their own 300km task to be in the back seat of the ASK21 in low level heat imparting knowledge to the most important people in our club, **"those who are our future"**.

## World Championship Workup and setting an example

Over the next three years the pressure on competitive pilots will increase at an exponential rate. Many of you are world class pilots and are aiming to be on the Australian Team. You are representing your club and you will be showcasing your skills, manners and airmanship on the world stage. There are many pilots in the soaring community that look up to you and watch your every move. If the juniors see you do something that is less than professional then they subliminally think that's what they should do to. Let's make sure we continually polish our airmanship as well as our sailplanes.



## Kingaroy Soaring Club Inc. Operations Handbook.

All club and visiting pilots are to familiarise themselves with the handbook content. Many incidents that occur on or around the airfield would not happen if we were more familiar with the handbook. You can find it on the club website or here <http://www.kingaroysoaring.com.au/members/members.html>

Your Annual check flight is not the time to show your instructor that haven't read Pages 11 or 25 ☺





### Stress and Mental Health

We have some fabulous instructor's, coaches, mentors and health professionals in the club. If you ever feel that everyday life, learning to fly or the pressure of competition is **"getting too much"** please find someone to confide in. Stress has become an accepted part of modern life, all of our club members will gladly give up a day's flying to just sit and listen should you need it. There is nothing wrong with admitting you are feeling off your game. Good Airmanship dictates that the last place you should be is in a sailplane if your minds not on the job. We are a club and that means we all look out for one another.



### Blue Cards

Technically it is only coaches and instructors who need blue cards. I would actively encourage all members to get one, they are free and it's the right thing to do as an organisation to ensure we provide a safe as environment as possible for our members children.

You can download the form here <http://www.bluecard.qld.gov.au>

### CFI Contact

I have attached a cheat sheet that can be printed out on both sides, I hope some of our new pilots might find it useful for reference

Please email or phone with any issues, suggestions and or concerns that your might have. My everything will be treated in the strictest of greatest 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](mailto:jjsinclair@optusnet.com.au)

Fly smart, Fly Fast and Fly safe

Justin

**No one can realize how substantial the air is, until he feels its supporting power beneath him. It inspires confidence at once. — Otto Lilienthal**

