

Out of the Blue

Waikerie Gliding Club Newsletter

February 2004

2004 National FAI Club Class Gliding Competitions

By John Hudson

Following many months of preparation, a very successful 2004 National FAI Club Class Gliding Competition was staged at Waikerie from 12th January to 23rd January 2004.

Those Club members and supporters who assisted in staging the competition can be proud of the outcome of the competition. With 40 gliders entered, the activity level was reminiscent of that experienced in the past.

Pilots from Victoria, New South Wales, Queensland, Western Australia and South Australia participated in the competition, together with two international pilots. It was great to see Don Woodward from Western Australia, who attended the comps with his Pik – 20.

The weather, which was unusually cool for Waikerie during January, provided the maximum number of 10 contest days without any “boomer” days. Tasks were therefore shorter than was desired.

The competition was set around a goal of “safe and friendly”. While there were a couple of minor landing incidents – in which there were no injuries – the goal was in the main met. There were lots favourable comments from the visitors, many of who have “booked” accommodation for the competition in 2005.

While all of the Club Members and supporters who assisted did an excellent job, there were some worthy of particular mention,

- Peter Page for his efforts as Launch Master, Scrutineer and looking after the bar together with a raft of other activities around the Club, including sprinklers, rubbish and sorting refundable containers. A great effort Pete.
- Greg Jackson for his efforts setting up around the airfield, on the flight line, looking after the rubbish, additional toilets and showers and generally helping where required. Another great effort, well done Greg.
- Rod Van Den Brink for his efforts providing great food to the large number of people present at the event. A super effort by Rod and Christina – no doubt your efforts were a considerable influence on the success of the competition. With the help of a fantastic “team” in the kitchen, including Marie Hudson, Jean Hudson, Christel and Bernard Eckey, Shirley Mudge, David and Linley Jones, Bron Blythe, “the sky is the limit”.
- Graham Francis for his efforts mowing lawns, on the flight line, in the pie cart (with Moss Potter – thanks Moss) and in the kitchen, well done Graham.
- Peter Siddal for his effort with the website and internet facilities. Greatly appreciated Pete.
- Christine Boyd for here efforts with scrutineering, marshalling and on the flight line.
- Terry Moore his efforts as Ops Director and Nigel Baker as Safety Officer.
- James Duvenjack for his efforts with the flight sheets.
- Betty Vinall, for her efforts “in the bar” each morning.

The efforts by “Associate and Social” members and “friends” of Waikerie Gliding Club were particularly

DIARY DATES

Next Committee Meeting	Friday 13 Feb 04, 7.30 PM
Member's Flying Day	Saturday 14 Feb 04
Team Waikerie Day	Sat 14 & Sun 15 Feb 04
Sports Class Nationals	January 2005

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noticeable during the competition, for which I express a special thankyou.

The Club had some great sponsorship support during the competition, which also was a major influence in the outcome of the competition and for which we express our sincere gratitude,

- Banrock Station Wines, who provided all prizes and bar stock at cost.
- Riverland Internet for internet services and facilities.
- Nippies Fruit Juices, for the provision of drinks at cost.
- Internode, for internet facilities.
- Ricoh, for photocopying facilities.

The major results of the competition "in the air" were,

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| First Place | - Phil Ritchie, with 922.9 points. |
| Second Place | - Tobi Geiger, with 908.7 points |
| Third Place | - Terry Cubley with 903.1 points. |

In summary, a very successful National Club-Class competition was staged at Waikerie, the result of the efforts of a team of willing and hard working members, supporters and friends.

We have the opportunity to stage this event again in 2005. Its my view we should again act as host for this event. The outcome is beneficial for the Club in many ways, not the least being the camaraderie developed among the wider gliding community. I therefore encourage all members to get behind and actively support and participate in the event.

To all those who helped make the 2004 event a success, a very big thankyou – well done.

John Hudson
President.

Team Waikerie

By Peter Robinson

A number of Waikerie pilots have indicated that they would like to compete in next years Nationals at Waikerie and would like to start training for them starting this summer. At this stage Alan Hudson and myself have volunteered to co-ordinate what we would like to call "Team Waikerie" - (any better suggestions for a name are more than welcome)

We are proposing to hold a weekend event every month coinciding with Committee meetings along the following format:

Friday night - Committee meeting
Saturday - 1hr lecture, set a challenging task with pilots pair flying (lead/follow), Debrief over drinks, Dinner and drinks by the Social club
Sunday- 1hr lecture, speed task close to the airfield to minimise the risk of a long retrieve if some-one outlands

Topics to be presented would be Assigned area tasking, Run Tasking, Pilot preparation, Team Flying, thermal selection, thermal wave, and what ever else pilots are interested in.

Whether you are interested in flying in the Nationals next year or simply want to be able to fly faster and further then you are more then welcome to attend. Pilots at all levels should attend.

Pilots interested please email me at robinsonp@onesteel.com

The first Team Waikerie Weekend will be 14th and 15th Feb. The next few Team Waikerie/members flying days will be 20 March, 24 April and 22 May. Be sure to put them in your diary.

With only me representing Waikerie this year we are hoping to have at least 6 pilots representing the club next year and flying as a team. This year's comp proved that if you want to do well you need to be Team Flying. Whilst I managed to win on Day 3 flying by myself, the Team Flying skills of those pilots team flying greatly improved over the duration of the comp.

Membership renewal

A reminder that membership renewal will be due at the end of March. This month's account will include this year's membership fee. We urge members to pay the fee as soon as possible so that they remain financial for the AGM. Please ring the office if you have any questions about membership renewal.

Also, a reminder that applications for exemptions from commercial flying fees will need to be renewed by all members. This will include those members who hold the exemption for this financial year and those who wish to apply for the first time. An application form will be sent with the next newsletter or can be obtained from the office.

How to become an Instructor

by Mike Valentine

The following is an article reprinted from the November 1996 AG magazine. It seems appropriate to, given the ever present need for new instructors.

The decentralized training system has been running for nine years. In general terms there have been few problems. Maybe lack of understanding of the decentralized system has caused some of the problems that have arisen, and it is probably a good idea to lay out the entire instructor-training system for all to see.

This article outlines the minimum qualifications needed to be considered for instructor training, followed by the three tiers of preparation and training to gain a Level 1 instructor rating. It also answers a few commonly-asked questions.

Pilot requirements

The minimum requirements for training as an instructor are:-

- Minimum age 18 years.
- 75 hours total gliding with a minimum of a C Certificate. Power pilots and ultra light pilots may count 10% of their hours towards this total after 10 hours or 50 launches in gliders have been completed.
- Free of basic flying faults, especially airmanship.
- Be in possession of the latest versions of the following GFA publications:-

Instructor's Handbook, including Flight Reference Cards and Self-test Questionnaire. Basic Gliding Knowledge. Daily Inspector's Handbook. Airways and Radio Procedures for Glider Pilots.

Although not a requirement, an Air Experience Instructor (AEI) rating is a distinct advantage.

The first tier, club preparation

The first tier of instructor training consists of preparation by the pilot's club. This is probably where the biggest problem with misunderstanding the system occurs.

Firstly it is the responsibility of the club instructor panel to select candidates of suitable character to be a good instructor. There is no provision in our sport for the training of instructors without passing through this "vetting" stage.

A pilot who is a desirable role model and who has the empathy to be a good teacher and mentor may well be a better candidate than the club "hotshot" pilot who may, at this stage of his/her flying, be more interested in achieving outright performance than in assisting others.

If any doubts exist about a person's suitability to become an instructor, it is better that these be picked up before the potential candidate commences training. The GFA has always adhered to the principle that it is better to withhold a rating if in doubt, than to be faced with the difficult process of

removing a rating from a person later.

As well as carrying out an assessment of personal suitability, the club is responsible for ensuring that the candidate for instructor training is of the highest possible standard as a pilot.

The reference for the preparation work which needs to be carried out is the GFA Instructor Handbook, Part 1, pages 28 and 29. Without going through the detail of those pages here, the club accepts responsibility for ensuring that the pilot meets a good standard in defined exercises, and has been introduced to the world of in-flight communication by the process known as "getting the glider to go where you want it to go by talking alone".

In clarification of the latter point, this exercise should be carried out by the CFI or a suitably experienced delegate. The candidate should fly from the back seat (or right seat of a side-by-side trainer) and go through the exercise of telling the experienced instructor where to fly, at what speed, etc. The candidate is not required to tell the experienced instructor HOW to fly, but simply where and at what speed. Initially the experienced instructor will need to be "cooperative" but before this aspect of the preparation is completed, the experienced instructor should introduce the sort of delays in responding and inaccuracies in handling to be expected of a student pilot.

The idea is not to overload the candidate, but to give some insight into the world of in-flight instruction. The candidate should demonstrate satisfactory priorities in flight management, such as speed control in the circuit, etc.

It is also very important that the candidate should be familiar with the Instructor's Handbook before actual instructor training begins. It is difficult enough to cope with learning how to instruct without having doubts about "what to say".

When the club has completed this work to the CFI's, or Chairman of the Instructor Panel's satisfaction, an application form is completed and signed by the CFI/CIP. This form is sent to the Regional Technical Officer/Operations (RTO/Ops). If the club does not have any forms, there is a sample on page 30 of Part 1 of the Instructor Handbook, which may be copied and used.

This completes the club's preparation of the candidate. No instructor training has actually started yet - only the initial assessment and preparation work has been completed. The club should not go any further until the form has been dispatched, the RTO/Ops has approved the commencement of training, and has allocated a Level 3 Instructor to the candidate to commence the necessary work.

At the same time as the RTO/Ops allocates a Level 3 instructor to commence the training, the option is available to allocate at the same time a different Level 3 instructor to carry out the rating test when the training is complete. In this way the candidate and the club CFI know who both the

"trainer" and the "examiner" are.

The GFA National Gliding School

Instructor-training may only be carried out by Level 3 Instructors. The Level 3 rating is specific to the role of instructor training. Pilots holding this rating have a number of years experience as Level 2 instructors, and undergo targeted training under the auspices of the National Gliding School with the task of instructor training in mind.

Level 3 Instructors are instructor trainers, nothing more, and nothing less. They are not, as some people might imagine, "senior" members of the instructor fraternity, and their ratings are not intended as badges of rank.

The second tier, the instructor training process

The actual training is carried out in accordance with the flying program on pages 31 and 32 of Part 1 of the Handbook. In addition, specific documentation produced by the National Gliding School and consisting of a training record and associated guidelines is used in the field by Level 3 instructors.

The accent is on quality assurance. Based on the law of primacy, the standards that people get used to at the start will remain for all time. The club's job is to ensure that the basic quality is good. The Level 3 instructor's job is to translate that good basic quality into good instructional quality.

Most instructor training is one-on-one, that is one Level 3 instructor working with one candidate. This may be varied, for example one Level 3 instructor may work with two candidates. This is about the maximum that one person can give satisfactory service to, as the pace at which candidates work varies from person to person and the big advantage of decentralized training is that the training can be tailored to individual needs.

Regional courses of several people may be organized if enough people (candidates and Level 3 instructors) can be brought together for long enough to make such an event a workable proposition.

In terms of organization, effort and cost, the Level 3 instructor and the candidates with whom he/she is destined to work will arrange between them the appropriate locations and times. The system is entirely flexible, to suit the needs of those involved. The only thing that should never vary is the quality.

Effort and cost

As a general principle the "leg-work" and costs should be borne by the candidate requiring the training, not the Level 3 instructor. As the candidate will be working in the service of his/her club after gaining the rating, it seems entirely reasonable that the club and/or state association could be asked to contribute to the costs of becoming an instructor. The GFA does not subsidize NGS activities at all.

Theory knowledge

The candidate has additional work to do between sessions

with the Level 3 instructor. Part of the Instructor Handbook package is a self-test questionnaire, which is part of the GFA's system of "open book" examinations starting with the A, B and C Certificates.

Between weekend flying sessions with the Level 3 instructor, the candidate is asked to work through the questionnaire, with the relevant books on hand to refer to if necessary. There are questions on basic theory, flight rules and procedures, airworthiness, sporting, etc, but the bulk of the questions (96 in all) relate to the theory and practice of flight instruction.

The instructor training package is available from the GFA Secretariat. Refer to the blue insert in the AG Yearbook for price details or phone 03 9379 7411.

How long should instructor training take?

The last seven years have shown some wide variations here. Instructors have been offered for rating tests after as little as two weekends of training, which is nowhere near enough time to complete the syllabus, let alone start the quality assurance process.

Skimping the training in this fashion forms no part of the National Gliding School's intentions. It puts the person carrying out the final rating test in a very difficult position. There is no excuse for skimping training in this manner.

At the other extreme, training has sometimes dragged on for months. In a couple of regrettable cases, it dragged on for so long that the candidate gave up and the sport lost the services of a useful instructor. This is not part of the National Gliding School's message either.

The only defence for this kind of thing is that people are human beings, with strengths and weaknesses, and with time commitments, which may vary without warning. We can only implore people to keep any commitment they make, and if in any doubt, don't make the commitment.

Having said all that, such extreme cases are in the minority and there is plenty of successful instructor training going on week in, week out, all over the country.

Instructing being a serious task, the amount of time taken to train a properly-prepared candidate to Level 1 standard cannot reasonably be done in under eight to ten days, that is four or five weekends, including the rating test. More time than this is fairly common.

This gives some idea of the level of commitment to the training that a candidate needs to know about, before considering becoming an instructor. It also gives a Level 3 instructor the message about the commitment needed on his/her part when the phone rings and the RTO/Ops says "I've got a person for you to train as an instructor".

Both candidate and Level 3 instructor need to clearly understand the commitment involved in instructor training. An agreement should not be entered into if there is any doubt about being able to follow it through. Broken promises are not the way to keep our voluntary system working.

What if the candidate has a change of heart?

It is not unknown for a candidate to discover during the training process that becoming an instructor doesn't quite live up to expectations originally held. If this is the case, the candidate may simply terminate the training and that is the end of it. The same applies if the Level 3 instructor feels that the candidate is not shaping up as expected. There is none of the embarrassment of "failing the course" which used to be the case years ago.

The third tier, the rating test

When training is complete, a new Level 3 instructor acting in the capacity of examiner carries out an independent rating test. The rating test is carried out in accordance with pages 33 and 34 of Part 1 of the Handbook.

In practice the test is just a "rounding off" of the candidate's training, with the examiner taking an independent look at the pilot's overall standard, targeting a few specific areas for briefing, airborne work and debriefing, and checking a number of abnormal or emergency situations. The entire rating test usually lasts for somewhere between half a day and a full day, depending on site, launch type, etc.

The opportunity will be taken to ask the candidate a number of questions about the material in the self-test questionnaire, thus checking that this aspect of the instructor-training process has not been neglected.

If the candidate is successful in the rating test, the examiner endorses the logbook to the effect that a Level 1 rating has been issued. This allows the new instructor to start instructing immediately, without having to wait until the "official" logbook sticker arrives from the RTO/Ops. This capitalizes on the recency of the training and has a beneficial effect on the morale of all concerned in the training process.

What if the candidate is not successful?

Most situations in this category are not outright failures, although there are some sure-fire failure points like persistently poor airmanship. In most unsuccessful rating tests, specific points are identified for further training and the candidate is recommended to take another rating test in, say, a month's time. That usually takes care of the problem.

The outright failure rate is very low, under 1%.

After a successful rating test

Following the successful completion of the rating test, the examiner completes a triplicate form, the "Rating Test Report" form. All three copies of this form are sent to the RTO/Ops who issues a logbook sticker and endorses the form to that effect. The logbook sticker is sent to the candidate, the RTO/Ops retains one copy of the form, the remaining copies going to the candidate's CFI and the GFA Director of Operations.

The audit trail

In accordance with modern practice, all stages of preparation, training, examining and notification of rating

are documented. In the event of a problem developing and someone asking questions about an instructor's background, preparation or training, the answer can be found. This matter of accountability is of considerable importance in our society nowadays and there is no room for a casual approach to these things.

For this reason, if the correct sequence of instructor training is not followed and the paperwork completed and submitted, nobody should be surprised if nothing happens. For example, there have been some problems in the past where candidates did not get trained because the club did not submit the application form to the RTO/Ops. The RTO therefore did not allocate a Level 3 instructor to the candidate and the whole thing stopped in its tracks. In some of these cases, tempers got a bit frayed because CFIs claimed that they thought they had RTO approval over the phone.

It is recognized that paperwork is not popular with anyone and volunteers probably see enough of it in their day-to-day work without being snowed under by the stuff in their sport. Nevertheless, in today's society it is necessary and we all have to grin and bear it. The amount of paperwork in the flying operations segment of the GFA is really very small.

If the correct instructor preparation, training and examining sequence is not followed and the required paperwork not submitted at the time, no instructor training will take place. Furthermore, any attempt to bypass the system and present the RTO/Ops with a fait accompli of a fully trained instructor, without any of the stages being previously arranged with him, will not succeed. The RTO will not issue ratings to pilots trained in such circumstances.

This is infuriating for the pilots concerned, as they haven't done anything wrong. They have been badly let down by their more senior club instructors, who did not comply with the very simple demands of a system which is quite adequately described in the instructor's "Bible", the Handbook.

Common questions

1: If the club has one or more Level 3 instructors in its ranks, is it permissible to use one of them to train an instructor or must the "trainer" be an outsider?

It is permissible to use one of the club's own Level 3's, because to do otherwise would be admitting that they were inferior to outsiders, which of course is not the case. However, there is considerable advantage in exposing a candidate to different clubs' and individual's operations and ideas, so "external" Level 3's can be very beneficial in their effect and are recommended to be used if practical. Keep in mind also that use of the club's own internal Level 3 instructors does not exempt the club from complying with all the preparation and paperwork requirements. Formal RTO/Ops approval is still required before instructor training can commence.

2: What about the independent rating test?

The same principle applies. It cannot be said that an

outsider is any better than a local Level 3, for the reason given in answer No 1. However, the whole point is that the rating test should be independent and it may be difficult to apply this with sufficient effect if a local is used. It is recommended that CFIs discuss each individual case with the RTO/Ops and reach a mutual agreement after discussion.

3: What if we reach stalemate, with a candidate patiently waiting and nothing happening?

There are very few problems which don't have a solution. In some cases, one of the parties concerned in resolving the problem has not communicated with the other. The solution to this is obvious.

In other cases, promises may have been made and not kept. The solution to this is not so easy, but should be able to be resolved by reasoning with the non-performing person and persuading him/her to hand over to someone else. The RTO can often assist here by persuading that person to hand over to someone who can do the job.

4: If a pilot asks about becoming an instructor, should that person automatically be rejected as "too pushy"?

No, of course not; this is a very old-fashioned idea. We are interested in the best possible candidates for instructing, not necessarily those who happen to fit into the image of the existing panel and who may be seen as a threat to the "old guard". Showing an interest in instructing is a jolly good start.

Having said that, any person showing an interest in becoming an instructor should expect that the club's instructor panel and committee would jointly assess that person's suitability for the job.

5: What has been the most common problem directly related to instructor preparation which is encountered by Level 3 instructors when instructor training gets under way?

No doubt about this one - lack of knowledge of the Instructor Handbook. This is firmly in the hands of the candidate and is the primary reason for the introduction of the self-test questionnaire.

Summary

Club selects and prepares candidate for training in accordance with Instructor Handbook.

Club CFI completes application form and sends to RTO/Ops. RTO/Ops allocates Level 3 Instructor for training, and may also allocate a different Level 3 for examining at the same time. Training takes place and rating test is carried out. Level 3 examiner completes NGS paperwork and forwards to RTO/Ops. If rating test successful. Level 3 examiner endorses candidate's logbook to enable immediate use of the candidate as a Level 1 instructor. RTO/Ops forwards logbook sticker in due course. If rating test unsuccessful, negotiations take place between the Level 3 trainer, the candidate, the club CFI and the RTO/Ops to determine future course of action.

For sale.

LS4a – VH-IJY. Rudi Gaissimaier. 8524 4595
rudiandanna@camtech.net.au

Diamant 17 – VH-GUV. Nigel Baker 0418 841 631
nigelbaker30@hotmail.com

201 Lebelle – VH-GBV. Ron Brock 8541 2809,
 fax 8541 4434

Articles for the Newsletter

Do you have any interesting news or views? If you do, then please consider writing something for our newsletter. It would be great to have some news from our overseas members about this year at Waikerie.

Please send any material to Craig@madderns.com.au.

Flying Roster

The most up to date roster can be found at www.waikerieglidingclub.com.au/roster/.

Day	Date	Instructor	Phone	Tuggie	Phone
Sat	Feb 14	John Hudson		Darren Martin	
Sun	Feb 15	John Hudson			
Sat	Feb 21	Bill Mudge	8541 3570	Darren Martin	
Sun	Feb 22				
Sat	Feb 28			Darren Martin	
Sun	Feb 29				
Sat	Mar 6	Bill Mudge	8541 3570	Darren Martin	
Sun	Mar 7				