

June 2016



## Allie

Hi Everyone!

Sorry for the last newsletter, I have been really busy with school.

Anyway, I have just recently created a HB Gliding Page, and would love it if you could all either like the page or send me your username and I will invite you. Unfortunately, the last page that was made is still up (Jason is working to get it taken down) and so it may be a bit confusing for others. For it to be a tad easier, I have made a separate profile for this and if you would like to add anything to the page, you could either send it to me via email, ask me and I will add it on the page.

Gliding Hawke's Bay and Waipukurau is the Page name and if you can't find it, email me and I will invite you.

Thanks

Allie

## CFI Corner

At a recent committee meeting, someone asked what the medical requirements were for glider flying. All this sort of information is available in the MOAP (Manual of Approved Procedures) which everyone should have a copy of, or access to. There is a copy in the caravan. Basically, and the ones that mostly relate to our members would be, the GNZ Medical Certificate and Declaration (form OPS 1), a medical from either of the Sport Aviation Corp or the Microlight Group RAANZ, or a CAA Class 1 or 11 Medical Certificate.

The validity periods for GNZ medicals are, non-terminating for student pilots unless their medical status changes (i.e. some health problem crops up), and the same for qualified glider pilots unless they are exercising the privileges of a passenger rating or instructor rating, (wording from the MOAP). In this case the validity period is 5 years for pilots under 40 at the date the doctor signs the form or 2 years for us old farts over 40, again on the date the doctor signs the certificate.

I have read the MOAP from cover to cover on a number of occasions, but it is a very wordy document, and though I fully support systems and safety, I have a small concern that things get lost or forgotten in the volume of words. We got into trouble sending our very capable young fliers on their first solos. None of us remembered that for someone under 16, in addition to the normal clearance by at least a B cat instructor, the student is supposed to be assessed by the NOO, ROO, or an A Cat from another club. I understand we may have sort of satisfied the last specification, but GNZ also asks to be informed in order to manage any resultant publicity. I'm not sure I fully agree with that clause, but there you are, it is in the MOAP, but we instructors do need to remember that every solo flight of our under 16 pilots, must be individually authorised by an A or B cat instructor.

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Another concern voiced recently is the performance of duty pilots. As GNZ says about club officials, we are all volunteers, and no doubt, hopefully, doing our best, but we all need to make sure we are indeed doing our best. The Duty Pilot *duties* are documented, so if you are rostered on make sure you have checked the club rules and do all that is required of you. I guess some of the most important aspects would be clearing gliders from the active runway after landing, and accurate record keeping to make John's job easier.

Now we are in the grip of winter, soaring days may be few and far between, but conditions will often be excellent for training, make the most of them. Safe flying everyone.

Neil F

### Picture from Doug Honor.

He says "members mustn't get enthused on returning to winching here, as among other things, there no longer remains a suitable location.

It can be great in appropriate area. So for a good experience, Wairarapa, now Greytown Soaring Centre (aka Wellington Club), was and hopefully remains the best winching site in NZ!



H. B. G. C., 1980.

Double drum used at Roys Hill strip next to river, 4.5 air miles from Bridge Pa. Over one mile wire on each drum. Best launch height, 2.200 Ft for K6 CR.