



301FLT CHIEF FLYING INSTRUCTOR BULLETIN 1/15

RAAF DG1001C REAR TRIM BOX – CORRECT FITTING AND DRESSING

The CofG of a sailplane can have a considerable influence on the flight characteristics and performance. As long as it is flown within the specified weight and CofG limits a sailplane is always safe to fly. But the CofG limits for optimal performance of a sailplane are quite small. Because the CofG of the sailplane changes with addition of weight (pilot/passenger) basically two things are necessary to change the situation by adding trim weight when adding water ballast or varying the cockpit load. The latter is especially important for two-seaters because a broad range of pilot/passenger weights has to be accommodated.

The Trim Box compartment in the tail fin has 6 slots and can take 6 exactly fitting brass weights. 4 blocks have 2.4 kg each and 2 blocks have 1.2 kg each - together it is 12 kg. The box has a transparent cover, so that the number of weights is immediately visible to the crew.



DG Trim Box – Open Position

Recent Occurrence. During the December Courses a Trim Box cover detached from an airframe at an unknown stage of flight. Luckily the weights remained housed for the duration of the sortie.

Contributing Factors:

- The Trim Box cover for the particular frame was difficult ('fiddly') to fit since new;
- The rear Trim Box system is new to the 301FLT operation;
- Aircrew were reusing tape when dressing the perimeter of the Trim Box cover as per the flight manual;
- Aircrew were using a thinner tape than that specified in the Flight Manual for the airframe.

Mitigation:

- 19mm tape, small scissors and spare trim box tool located in each aircraft (rear seat);
- Further training demonstrating correct fitment and dressing of the trim box required;
- Briefing on trim box operation during type endorsement requires more emphasis by QFIs conducting the type endorsement;
- Inclusion of trim box operation and fitment in future course Safety Bulletins; and
- Trim Box operation will be included in ground school briefing packs.

Lessons Learnt:

- Don't reuse tape at any stage during Trim Box fitment;
- Use correct size tape when dressing the Trim Box;
- If a cover is difficult to fit, write it up in the DI book as a defect and on the 'Snags' board in the lecture room, and follow up for repair or replacement;
- Use the provided tool to gently test the security of fitment via the small opening to ensure it is secure;
- Any doubt in correct fitment should be immediately directed to a Form 2 Inspector or the CFI or delegate (DI);
- In a dual sortie, get both members of the crew to check correct fitment;
- When correctly locked the tool should be at the top of the elongated entry slot. Don't force it!
- Also, be familiar with the flashing cockpit indicator, if this light is repeatedly flashing the trim box cover is not correctly secure.

NOISE COMPLAINTS

Albeit 301FLT have only had a very small amount of noteworthy noise complaints over the last 3 decades, we must keep in mind that the Kelso housing sprawl is creeping closer to the aerodrome each year. Future residential developments will extend further North out of Kelso which will eventually cover the Western side of the aerodrome. Noise complaints are only going to get worse, in turn, I will be designing an SI on how we manage these moving forward.

During the September and October Courses we utilised the Cessna 180 from RWGC. The reduced climb performance and fine pitch on climb created two fairly significant noise complaints, one at Kelso and at the other at Laffing Waters.

Laffing Waters: Location photo below, with a standard departure of RW35. I have personally liaised with this gentleman and importantly he is very supportive of AAFC operations and actually has business affiliation with an aerial survey business on the aerodrome. This particular noise complaint is very easy to manage operationally;

- a. No issues during weekdays as the occupants are at work;
- b. The location of Laffing Waters is easy to avoid;
- c. Complete avoidance on weekends is not required, however, towing operations in this area should be staggered – fly neighbourly;
- d. Termination of C180 towing operations; and
- e. Maintain constant liaison with complainant.



Kelso – McBriens Rd: Location photo below. This noise complaint is somewhat more significant as the complainant has escalated his complaint to Bathurst Regional Council, AAFC Commander, RAAF Air Command, Airservices Australia and the Australian Noise Complaints Council. The complaint got traction during the operation of the Cessna 180 and he has admitted that courses since the September and October have not bothered him so much. Please note the close proximity of McBriens Rd to Bathurst Aerodrome. It would appear that departures off RWY 26 would be the main contributors to this complainants anguish. Contact has been made by the RAAF and the complaint is currently a 'work in progress'. Operational requirements with immediate effects are;

- a. 'Fly neighbourly' around the location and avoid where possible without detracting from safety of effective operations;
- b. Termination of Cessna 180 operations at Bathurst for Towing;
- c. CFI to engage complainant during course conduct to map progress;
- d. Departures off RWY 26 are to take on small deviation to the north once safely established in climb.



OPERATIONS OFF RWY 08 AND RWY 26 – SEPERATION ON THE GROUND

As you would be aware we have had some operational issues with powered providers at Bathurst regarding separation on the ground. Simply, when the gliders are lined up on RWY 08 or RWY 26 technically that frame is occupying the runway, and in turn a powered aircraft should not land. I do appreciate that the separation is safe and it would take a considerable mistake for a stationary glider and landing powered aircraft to come into any conflict or even a near miss.

With effect immediately I would ask that when powered aircraft are conducting circuit training that our gliders be pushed off clear. Likewise, if there are no powered circuits taking place, but an aircraft has called to join circuit, contact should be made by the DI to ascertain whether that powered aircraft's PIC is happy to land with gliders on grass left or right.

If the Duty Instructor makes formal contact with both local flying schools before the days operations and it is agreed that the gliders can be lined up on the grass without conflict and operations are **safe** in all aspects I am happy with this arrangement. This agreement should be noted in the course Duty Log. I will not endorse partial agreement i.e. one flying school agrees but the other doesn't. This situation is not acceptable or professional.

Furthermore, if a glider is crewed and preparing for a sortie on RWY 08/RWY 26, that glider is occupying the RW and other powered traffic will have to accommodate the situation. It works both ways. Should that aircraft be happy to land with the specified glider occupying grass left or right radio communications should be made confirming movements, with both parties having complete situation awareness and complete absence of conflict or reduced safety margins.

Lastly on this topic, I have been liaising with Bathurst Council (Chris Smith) on a permanent solution to this issue. There is a possibility for the gables to be moved inwards over a specified NOTAM period, or possibly permanently due to the absence of RPT on this particular strip.

REDBACKS

Please note that the BATAAC hangar has recently been infested by Redback Spiders. The hangar has been sprayed by professionals, however, please be mindful when picking up items that have not been moved for some time or when working in close proximity to the internal perimeter of the hangar.

The spiders also have taken a liking to the gliders, so please ensure a thorough inspection of the cockpit and air vents during the morning Daily Inspections. My personal nightmare is starting to roll and Redbacks start shooting out of the air vents!!!

Treatment if bitten is **ICE** and a trip to the hospital!

IREGULAR TRAINING PRACTICES

Some QFIs may have some training techniques that are a little 'left-field' of standard GFA practices. In a training environment I fully appreciate that certain methods, non-standard practices, different sequences or initiatives can be of benefit to certain student's learning curve or advancement. I do ask that before employing such training practices that the sequence is discussed with the undersigned (CFI) or delegated DI and SFI in my absence. Please keep in mind, what might be suitable at your home club might not be suitable or accepted at 301FLT.

GFA CHECKS

On a few occasions I have witnessed a small number of QFIs not enforcing the correct GFA pre-take off checks. I refer you all to the pre-learning package at <http://www.aviation.3wg.aafc.org.au/wp-content/uploads/Pre-Course-Learning-Package-New-CFI-2014.pdf> where I have, after wide consultation, created a 'do and say' checklist for the cadets. It is important for continuity and transparency that all QFIs make themselves VERY FAMILIAR with this check list. The 'do and say' style is proven to work and from an educational point of view and expedites the learning process. At 301FLT this method of delivering the GFA checklist is mandated as it provides standardisation of GFA checks that can easily be personalised by individuals.

STANDING INSTRUCTIONS – RAAF GLIDERS

As we now have ASK21Mis within the fleet it is a timely situation for all QFIs to refresh themselves with the SIs which are located at <http://www.aviation.3wg.aafc.org.au/wp-content/uploads/CB-AF-SIOPS-1-1-Glider-Operations.pdf>. Once re-read I would ask that you endorse the SI page located on your personal file in my office. If I am not on site please see FLTLT Pike, WGCDR Barfield or GPCAPT Lee as these gents are familiar with the personnel files. Likewise, please take the time to ensure you documents within the file are up to date and current.

NEW 301FLT BASIC STAGE TRAINING PACKAGE

I have spent some time with FLTLT Pike in putting together a ground training package for Basic Stage. The training structure will be trialled over the April Courses and is a DRAFT document. This package was sent to all QFIs for review in February. This package is not to be modified during initial implementation unless approved by the undersigned. Lesson plans are not developed to support the package as yet, as the priority for the April courses is to ascertain;

- Better organisation of ground school;
- Updated Flight Training Card for Basic Stage;
- All required aspects for Basic Stage are covered;
- Transparency of the Ground Training program;
- Training program provides a more logical process; and
- Training program is better suited to the holistic structure of the camp.

The package consists of;

- ***New Basic Stage Flight Record*** - <http://www.aviation.3wg.aafc.org.au/wp-content/uploads/Flight-Record-Basic-FTC1-V3-Dated-28JAN15-CFI.pdf>
- ***Basic Stage Training Matrix*** (overview of course) - <http://www.aviation.3wg.aafc.org.au/wp-content/uploads/Basic-Stage-Matrix-V1-28JAN15-CFI.pdf>
- ***Basic Stage Ground Training Program*** - <http://www.aviation.3wg.aafc.org.au/wp-content/uploads/Flight-Record-Basic-FTC1-V3-Dated-28JAN15-CFI.pdf>

Feedback on the Basic Stage Training Package is to be directed to the undersigned.

GLIDING FIRST SOLO CHECK CARD

With immediate effect the above mentioned card is to be utilised by all QFIs before sending any student on their first solo. Whilst I appreciate we don't need any further on-field paperwork this card is simple, quick, deliberately to the point, and more importantly it is implemented as a great safety net to be employed within a busy training environment with a large amount of ab-initio students.

As said, the card is to be completed by the QFI **before** sending the student on their first solo and is required to be authorised by the DI, and then filed in the students Flight Record when complete.

The specified card is located for viewing at <http://www.aviation.3wg.aafc.org.au/wp-content/uploads/301-FLIGHT-SOLO-CHECK-SHEET-V1.pdf>

WEBSITE UPDATES

Numerous aspects of the website www.aviation.3wg.aafc.org.au have been updated, have a look around! Some items of interest are;

- **ASK21Mi Flight Manual** <http://www.aviation.3wg.aafc.org.au/resources-and-links/3wg-documents-and-manuals>
- **301FLT Updated Aero-Towing Operations Manual – Bathurst OPS**
<http://www.aviation.3wg.aafc.org.au/wp-content/uploads/Aerotowing-ops-manual-DEC-2014.pdf>
- **3WG Draft Aviation Schedule for FY 2015/2016** <http://www.aviation.3wg.aafc.org.au/wp-content/uploads/DRAFT-AVSCHED-2015-16.pdf>

FOD

Please ensure that both instructors and students check your person for potential loose articles prior to getting into an aircraft. Only take into the cockpit those items necessary for the sortie. Ensure that pens do not have bits that can fall off like tops, clips etc. If you're wearing outdoor clothing under your flying suit, ensure that the pockets are empty. Remember.....it's so easy for something small to become jammed between the various moving parts inside the cockpit and if your airborne what do you do then!

FOD awareness in the cockpit is also very pertinent to Aero-Tow Pilots flying the Pawnee. The Pawnee is notorious for loose articles to fall through the cockpit due to the fact there is no floor. Aerotow pilots are reminded to be vigilant with this aspect and remove any items once dropped or when noticed.

CARE OF PAWNEE AIRCRAFT

You will notice during the April courses that some cosmetic work has been completed on VH-KLZ. Apart from normal scheduled maintenance 301FLT will be making efforts to ensure this old work-horse kept to nice standard inside and out. To do this the Tug Master and I require that all pilots help out in the following areas;

- At the end of each day KLZ is washed down with all accumulated grime removed;
- At the beginning of each day the Tail Wheel is to be greased as part of the DI;
- Canopy and windows are to be cleaned regularly, and at the beginning of each day Vuplex is used with a soft cloth;
- At the end of each course the aircraft is to be polished with the **supplied spray-on polish**. The aircraft should be thoroughly cleaned before polishing; and
- Every second or third day the cockpit should be vacuumed and any non-essential items be removed from pocked or storage areas.

PILOT APPROVED MAINTENANCE TRAINING

As you would be aware our maintenance controller SGT Andrew Brumby has been off the radar with new employment and a relocation to Albion Park as a Chief Engineer. SGT Brumby is back on deck and will be arranging some training for all tug pilots over the next 6 months. This basic training course will cover off approved pilot maintenance aspects that can be carried out locally. Items will include, but not limited to;

- Oil change;
- Oil Filter change;
- Wheel Change;
- Greasing;
- Brake Pad change; and
- Other related aspect to PA25 maintenance.

3WG AVIATION CONFERENCE

As you should all be aware we have the annual 3WG Aviation Conference at BATAC over the period 21-22MAR15 inclusive. All staff, civilians and aircrew are encouraged to attend. If you wish to attend and you haven't contacted the undersigned as yet, please do ASAP.

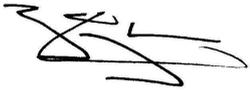
301FLT INSTRUCTING STANDARDISATION

I will be very brief on this topic as it will be covered under separate cover shortly. This year 301FLT will be hosting a 3 day course with the emphasis on standardising certain aspects of flight training e.g. circuits. As you all know we have a fairly collective bunch of QFIs from nearly every GFA Club in NSW. It is important that our students are getting 'one story' on significant training sequences to lessen confusion and enhance the training environment. I fully appreciate that this will be a significant task but I'm sure as a team we can tackle this. I will be opening this course to other AAFC Gliding Training outfits around Australia. The course will be both ground and airwork. I have not decided on a date as yet, as the lead-in planning and course construct will take some time to complete – this will not be a once off course but hopefully an annual event.

CONCLUSION

Lastly, I'd just like to thank everyone involved within the 301FLT gliding operation for their continued efforts and professionalism last year, and at the recent LKSC X-Country Course in January. I'm very pleased with our output and more importantly the quality of our students. 2015 I'm sure will be a great year and I look forward to working with you all in continuing our exciting training platform to young adults, and also improving the way we do business with safety as our number one priority.

Cheers BGB



B.A. Gleeson-Barker
Squadron Leader, AAFC
Chief Flying Instructor



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