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## What a Power Pilot Can Do

Many old hands are increasingly expressing anxiety that manual flying skills are taking a back seat in the modern cockpit.

The safety officer for UK-based easyJet, is a former world gliding champion.

Sarah Kelman says gliding has helped her skills as an Airbus captain, particularly with situational awareness, and with her ability and confidence in recovering from non-normal situations.

To illustrate, she told a Royal Aeronautical Society conference in 2013, the 'unusual attitudes' about which a commercial pilot may be very anxious, are business-as-usual for the glider pilot.

She maintains that teaching gliding skills to airline pilots would go some way to arresting the erosion of manual flying skills.

Roger Shepherd agrees that powered pilots – at any level – could do worse than get some gliding experience.

He says the best value his powered brethren could get from a few hours gliding would be a few sorties of ridge soaring, or very low level thermalling.

"It's a chance to get the mind thinking about visualising where the horizon is when down below a ridgeline, judging about turn radius, the room to manoeuvre, and not being afraid of the angle of the bank. Gliding is all about rudder-aileron coordination."

Russell Richardson says gliding puts a different perspective on things.

"It's changed my view, for instance, on powered aircraft involved in a forced landing.

"It's shown me that a Cessna or Piper can be landed just as safely without an engine. If you know what you're doing."

## Ninety-One Seconds

That's how long it took a glider pilot to safely land his powered aircraft after "the engine went bang" during an Auckland to Raglan flight.

Read Jill McCaw's description of what happened in "Grateful for Gliding" on page 52 of *KiwiFlyer* (Issue 51, 2017 #2), downloadable from [www.kiwiflyer.co.nz](http://www.kiwiflyer.co.nz). ■

Modern gliders can have very sophisticated onboard computers, but a good glider pilot keeps using the Mark 1 Eyeball.

Image courtesy of Milan Kmetovics, Glide Omarama.



## Get it Right this Summer

Pilots like to blow away the cobwebs over the warmer months when aviation events really start humming, so it's more important than ever to follow the basics.

The sky is typically more congested over summer, and aerodromes can become a hive of activity.

You're more likely to fly further afield, venturing into unfamiliar territory.

So the message is simple: Check NOTAMs and AIP Supplements before you take off.

How else will you know about a big hole in the surface of a runway, or that a flying competition is in progress?

Supps are issued to advise pilots of temporary restricted areas associated with events such as airshows and competitions, including those featuring model aircraft. Temporary airspace associated with an emergency will be promulgated by NOTAM.

Yet there are often reports of incursions into temporary restricted areas, or of aerodrome operators having issues with pilots landing on runways that have work in progress.

The CAA's Aeronautical Services Officer, Paula Moore, says consulting NOTAMs and AIP Supps is an essential part of a preflight briefing.

In addition, Paula says pilots should update their knowledge en route. So check with FISCOM that a new NOTAM has not been issued since becoming airborne.

## School's in Session

Every summer a small number of aircraft bust right through the Matamata temporary control zone.

Aircraft come along unaware that the Walsh Memorial Flying School is in session, or that a control zone exists there.

There have been times when aircraft have joined the circuit on the wrong frequency or for a runway other than the one being used.

This can be avoided by consulting NOTAMs and AIP Supplements, see the information on "Summer Traffic Busy Spots" on the back of this issue of *Vector*.

Email [info@caa.govt.nz](mailto:info@caa.govt.nz) for a free copy of our NOTAMs and AIP Supps poster. It comes in both A4 and A2 sizes. ■