

Dear all

Annual Flight Review

Polite reminder that quite a few of you need to get one done as soon as you can please.

v1/17Jul11	ANNUAL FLIGHT REVIEW TRACKER			Last		Date		AFR
Surname	Forenam	Members	Status	done	DUE BY	Comple	Instruct	Com
Taberham	Jeff	CTRY	date required	23/06/2010	Apr-10			
Richards	Keith	FULL	required		Jun-10			
Thompson	Stephen	CTRY	date required	11/03/2010	Mar-11			
Langlands	Patricia	JC	date required	04/04/2010	Apr-11			
Saundby	Peter	HONL	required	18/05/2010	May-11			
Davies	David	FULL	required	21/05/2010	May-11			
King	Geoff	FULL	Friends/Family	26/05/2010	May-11			
Jenkins	Alexander	FULL	required	07/03/2010	May-11			
Williams	Michael	FULL	required	16/06/2010	Jun-11			
Abbott	Philip	CTRY	date required	27/06/2010	Jun-11			
Ashton	Mike	CTRY	date required	08/09/2010	Jul-11			
Pingel	Martin	FULL	Friends/Family	25/11/2010	Jul-11			
Hutchins	Brian	CTRY	date required	05/10/2010	Jul-11			
Jackson	Mike	FULL	required	03/08/2010	Aug-11			
Galloway	Peter	FULL	required	05/08/2010	Aug-11			
Renfrew	Stuart	FULL	required	16/08/2010	Aug-11			
Crowden	Anne	FAM	Friends/Family	24/08/2010	Aug-11			
Banks	Jill	FULL	required	28/08/2010	Aug-11			
Carter	Paul	FULL	required		asap			
Challinor	Keith	FULL	required		asap			
Daniels	Dewi	CTRY	date required		asap			
Jeffries	David	FULL	required		asap			
Langer	Joseph	STUD	required		asap			
Maguire	Gerard	CTRY	date required		asap			
Mckenna	Paul	FULL	required		asap			
Micklewright	Clive	HONL	required		asap			
Murphy	Antony	CTRY	date required		asap			
Robins	Gareth	CTRY	date required		asap			
Sniadowski	John	FAM	required		asap			
Thomas	Adrian	HONL	required		asap			
Thould	Steffan	FULL	required		asap			
Davies	David	FULL	required		asap			
Simms	Mike	FULL	required		asap			

Incidents

You may recall in my spring message the incident involving a glider striking a trailer parked on the end of the picnic area.

As it turns out no one had the courtesy to speak to the owner of the trailer (which was left with a dark scuff mark).

Come on guys – if you hit something, have an incident etc please report it to at least the duty instructor or another instructor and if it involves someone else’s kit make sure you speak to them.

The worse thing to do is do nothing hoping no one will notice. It is just not good enough.

Aircraft rigging

We have had two further incidents despite my spring message and messages from the BGA. We all have to be on guard and prevent these sorts of avoidable incidents from creeping through. Don't allow yourself to get distracted when DI. If you have been interrupted be very careful about where you re-start the DI or if you are not sure then start again.

- If you are not sure how to DI a glider then don't do it!
 - If you are not sure whether something is right or not then ask.
 - Make sure the correct paperwork is up to date and in date (has the ARC expired for instance?)
1. K13 got airborne with the trim tab connector bush missing (we think) following it's rigging. Tony Bartlett did a very good job in dealing with the control disconnect with flutter and safely got the glider and P2 back on the ground again. A really good piece of airmanship
 - The trim connection had been checked by some quite senior pilots and yet it was still missed. Be careful.
 2. Private K6CR flew for over 4 hours without the main pin safety pins in place!! – do i need to say any more!

Club Logger and GPS

John Poland has very kindly organised the kit in an effort to 1. help stop it disappearing and 2. Then having to find out where it has gone!

Valuable and useful electric items kept in the office in the pigeon-holes now have a LOG so that we may find missing items more easily and know what use BMGC 'stuff' is getting.

Please enter very simply the LITTLE RED BOOKS; one in each pigeon-hole for:

- The EW logger
- The Garmin 89 GPS
- The Garmin 12XL GPS's No.1 and 2

Please do return the kit. It is one of the most frustrating things you will ever experience in gliding; it's a badge claim day and the kit is missing

Packing away the gliders!

Recently 'K13' was put away with batteries in and power still on, parachutes still in the glider (one of which was not a club chute but the CFI's) and no canopy cover on. Glider not washed.

Come on guys – look after the kit!

How many more times do we have to ask?

Washing the Club gliders & Tug

Another reminder – we must look after the kit. Wash it, even if it's just a wipe over. There is usually no reason why this cannot happen.

- Don't just leave it to the duty instructor to organise or nag.
- Don't leave the tug pilot to clean the tug when they are probably tired from launching you all day.
- Don't just leave it to the same faces each time

Hiding at the far end of the glider park / chatting avidly in the hope someone else will do it is not an option.....YOU KNOW WHO YOU ARE, get involved!

Task week

Just a quick update on task week.

On the first weekend Alan Cridge and Phil Swallow will have BI training taking place with our local Regional Examiner. This completes their BMGC sponsored training to become instructors and is therefore to be treated as a high priority. However they will also fit round the launching of the grid if it comes to it. Flexibility is the key so i'd appreciate it if you could let them slip into the queue when required. It will be just the one K13.

Two seater on Task week – anyone?

In years gone by we have arranged for two seaters to become available for you to experience some cross country.

Bo will be available mid week as usual but before i ask any other instructors or Mike Tomlinson to help i need to know the level of interest.

Please let me know if you would like to take the opportunity.

Latest Messages for the BGA – take note!

Incorrect Preparation of Aircraft. Since October 2010 there have been 11 cases of gliders being flown in an unsafe condition due to incorrect or incomplete rigging, the presence of loose articles, unlocked airbrakes that sucked open during the launch, or unlocked canopies that detached in flight. It is fortunate that no-one has been killed or seriously injured. Accidents of this kind can be avoided. Rigging should be directed by a person experienced on the type, in accordance with the flight manual, and without interruption or distraction; general advice on rigging can be found in the BGA Instructor Manual. The DI should be conducted by a person experienced on the type, without interruption or distraction. Pilots should carry out proper pre-flight checks, again without interruption or distraction. Please do whatever you can individually and in your club to stop the current spate of these potentially lethal, but completely avoidable, incidents and accidents.

Dear CFI

We have been advised that in a recent Airprox Board meeting, the subject of an airprox involving a glider v other traffic flying an IFR approach in class G was discussed in detail. The CAT/military people note that manouverability on approach can be very limited.

Notwithstanding the need for IFR traffic to maintain a lookout in class G, it is clear from this and other airprox incidents that there is an ongoing need to ensure that our pilots are aware of good airmanship principles when operating in class G .

This includes where possible avoiding extended approach paths to airfields and ILS approaches. It also involves complying with the ANO prior to entering an ATZ.

We have also been politely reminded of the need to consider the space that fast jet traffic needs around its training bases, and therefore to consider the MATZ. A recent incident involving a glider v Typhoon close to Coningsby prompted that request.

Having passed this important airspace safety message to you, I would be very grateful if you could pass the sentiments on to your club pilots and instructors.

Best regards

*Pete Stratten
BGA*

To BGA Club CFIs and Safety Officers

Since October 2010 there have been 11 cases of gliders being flown in an unsafe condition arising from incorrect or incomplete rigging, the presence of loose articles, unlocked airbrakes that sucked open during the launch, or unlocked canopies that detached in flight. It is fortunate that no-one has been killed or seriously injured.

Accidents of this kind can be avoided if:

- 1) rigging is directed by a person experienced on the type, in accordance with the flight manual, and without interruption or distraction; general advice on rigging can be found in the BGA instructors' manual*
- 2) DIs are conducted by a person experienced on the type, without interruption or distraction*
- 3) the pilot carries out proper pre-flight checks, again without interruption or distraction*

Please do whatever you can individually and in your club to stop the current spate of these completely avoidable and potentially lethal incidents and accidents.

Best regards

*Peter Claiden
Chairman, BGA Safety Committee*

Cheers
Martin
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