

CFI message – July 14

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It has been a while since you have heard from me so I thought I'd give you an update.

Safety First

Now that we have been flying for a while, we also have had some incidents! Here are a couple of recent examples; any comments i have are in italics.

Control Vibration in flight.

I flew the club K6 the other week having done the daily inspection. I admit noticing the aileron tape looked a bit ropey but thought it would be ok.

Once airborne I could feel vibration through the aileron circuit. It was certainly noticeable but after a quick handling check on tow all seemed well, so i carried on.

On release i did more handling checks, decided i was happy and carried on having a nice soaring flight.

I then over flew the airfield to set myself up for the circuit at about 1000'at 60kts; the vibration could be heard from the ground.

The cause – the aileron tape which virtually fell off when inspected post flight. It was removed and there were no further issues.

The glider must have flown like this before, but no one reported the vibration in flight? So question why and report it if unsure.

Taxiing into the Trailer park – including area/corner next to BBQ.

During roll out especially when landing SE there have been a couple of occasions where the glider has been taxied into the trailer park area.

As we all know, as the glider slows down it becomes more difficult to control. That's fine in the middle of the airfield, not so good when approaching objects such as trailers, gliders, people....

This really isn't good practice (unless there is a safety related issue) and therefore I'd like it to stop.

Skylark 4 – nearly hits trees on the undershoot field landing East.

We got away with this one. P1 got out of position in the circuit following strong sink.

Flying in Easterly wave conditions his troubles probably started by not releasing in the right place. So he started to return to the airfield, planning to do a right hand circuit landing east. It all looked a little high so he edged out further. Unfortunately he then runs into strong sink which now put him way too low.

From then on he did a good job and kept flying the glider carrying enough energy to hop over the tree's and land neatly in the undershoot field. No harm done.

However luck was still very much on his side. Any sink on the approach and things could still have been very different.

It is important that pilots are sure they will be ok and understand the conditions they are about to launch into, in the glider type they are about to fly. Likewise the duty instructor must also be sure.

On an easterly wave day it is very likely that you will encounter strong sink; therefore start and then maintain your circuit with additional height to spare. Always assume that sink will be present. Don't be tempted to edge too far out on such days; use your airbrakes if you are getting too high.

There is also some reluctance for pilots to seek support from an instructor when in fact they could benefit. In this example the P1 not only would have seen how to have made contact with the wave (which he wasn't able to do) but also experience the circuit on a different day. Net result; an enjoyable and safe subsequent solo soaring flight!

There are also a number of pilots out there who fly nothing but right hand circuits starting at the hospital to land South West. So when they are faced with something different they find themselves outside their comfort zone and can get into difficulties. If you are one of these pilots, be honest with yourself and go and fly different circuits with an instructor.

The post solo to Bronze card was designed for just this sort of example.

Use the development for exactly that – your own development.

Ground Loop on launch

There have been a couple of incidences where gliders have ground looped on take-off. In both cases there was little headwind component although the gliders involved would not necessarily be types prone to ground loop, if the pilot reacts quickly.

It goes without saying that you have to be on the ball and react quickly. As soon as you detect a wing dropping put in aileron straight away.

If the wing tip touches despite corrective action (full aileron) – release.

Make sure you have a 45degree each side clear of obstruction before you start your launch.

Wing runners – be prepared to give as long a run as possible keeping the wings level.

Nationally - Daily Inspection and preparation for flight

Nationally we are not having a good year.

There have been several very serious incidents, where thankfully no one has been badly hurt, relating to missing something vital on rigging/DI (disconnected elevator and other such vital bits) or not preparing for flight as carefully as we should (poorly secured ballast). These are all under investigation. Don't let it be us so:

- *Make sure you rig the glider properly and know how to. If distracted start again.*
- *Positive control checks every time.*
- *If you are about to fly the glider as P1 and you didn't do the DI – have a walk round it first. I do.*
- *You are not qualified and therefore do not do a Daily Inspection unless you have watched the video's and been observed/signed off by BMGC instructor with the form completed.*
- *Need additional cockpit ballast? Make sure it is secured to the airframe securely – bolted to the airframe or in seat back back. No 'sit on' ballast.*

I think we are better than most with the above; so let's not become complacent.

Mid- air collision – Gransden

You may have seen a couple of weeks ago there was a mid-air. One pilot had to bail out.

The other managed to get back down ok although the glider was damaged.

Just don't let that happen to us.

Lookout – look, look and then look again. All of the time but especially, in and out of turn, while in the circuit etc etc.

Some of you are better than others – it such an important part of airmanship you must do.

Likewise make sure you follow the rules of the air; if everyone follows them then the risk of collision is reduced. If you are not sure look at BGA Laws and Rules (RP 21 – 25).

<http://www.glidering.co.uk/bgainfo/Lawsandrules/LR2012Part1General.pdf>

Training and Development.

Cross Country Training week

Which was held back in May was a great success inspiring pilots onto greater things.

Based on that, what do you want for next season? I am open to suggestions.

Andrew Richards and Phil Swallow

Andrew and Phil are well into their training. They have their Module C with the BGA national coach weekend of 12 July. After that, there is further training before a 5 day course at Dunstable next month. Good luck to them both.

Post solo development card

Anyone who is post solo but pre-Silver should have a development card.

There are some exceptions. You know who you are because we have had an exchange of emails.

Each time you fly with an instructor think about what training you could complete and what might be signed off.

For next winter onwards a pilot that is Bronze and completed the relevant parts (for the expected conditions on the day) of part C of the syllabus will not need a Silver C to be un-supervised.

Any pilot that is working towards their Bronze C needs to have their Pre & post Solo cards complete. As we get closer to Transition it will become their only evidence of completed training that will need to be submitted for a licence if they do not complete a Bronze before April 15.

Annual Flight Review

If you have not done an AFR yet, then please do so. Remember it is your opportunity to fly with an instructor so try something different. Perhaps a circuit you have not done before or further spinning exercise

When you do have an AFR make sure the log sheet is annotated (or you will be charged the soaring fee) and that the paper work has been completed.

General stuff.

EASA Licencing

Keep applying for your licence and don't leave it too late; this is especially the case if you think you might have a medical condition that will be of interest. I know I sound like a stuck record but I'll keep saying it until everyone has transitioned!

Need guidance? We have published some on our website and the BGA website has lots of good advice.

Once you have a LAPL(s) or SPL, You are now in the new EASA world. Therefore make sure you are compliant before flying as P1.

New Instructor

Congratulations to Mike Stringer who successfully jumped through the hoops with Simon Minson (our local Regional Examiner) today and re-validated his instructors rating. Once the paperwork has been completed he will be available to instruct.

For those that don't know, Mike used to be on our rota as a BMGC instructor whilst flying at London Gliding Club instructor until 2010 before stopping instructing at the time. Mike has now joined BMGC full time and revalidated his rating. Welcome back!

Launch Point Trailer and radio

Please do use the trailer each time we fly. It now has a wipe board, box full of useful stuff (pens, canopy cleaning kit etc) and is already becoming somewhere to keep seat backs, ballast weights etc at the launch point.

Likewise we now have a radio which broadcasts to the launch point. I am pleased to see that it has been used but do remember to put it back on charge (same place as the glider batteries) and switch it off!

Flying K21 solo

As we all know the treasurer has reduced the cost of flying the K21. I'd encourage you to fly it solo instead of the Junior if you want something glass. So I thought I'd lay out the basic requirements:

- Same as Junior; not new to site and type
- Authorised by Duty Instructor
- Make sure rear cockpit is secure, no loose articles (cushions, parachute, seat back etc) and the straps are locked and tight.
- Rear canopy has to be closed and locked before the front. Do not over-ride the mechanism that prevents the opposite.
- **Rear canopy; short lived, very expensive airbrake if not locked! Make sure it is.**

Log sheets again and again and again....

Please make sure they are maintained properly.

It can be a real struggle for Liz and costs the club money.

That's it.

Safe flying

Cheers

Martin L

CFI