

Club Message
18/06/2010

Dear all

I have now decided not to run a second cross country weekend this year. It has been replaced with the following.

Dates for your diary

Task week (Sat 29th Aug – Sat 04th Sept)

You will have seen a recent reminder from Robbie on the forum.

Mike Tomlinson has kindly offered his time from the Tuesday onwards (31st Aug – 04 Sept) for anyone that wants to fly with him in the K21 for some cross country coaching whilst flying the task.

Please let me know if you would be interested in flying with Mike.

Aerobatic Courses at Black Mountains Gliding Club

Mon 13th – Fri 17th September

Don Gosden (assisted by John Clarke) is running his excellent 5-day aerobatics course, designed to take pilots using the "Arresti" style up to sports level aerobatics. The course consists of detailed classroom briefings, videos and discussion with debriefing and fault analysis after each flight. Flying itself will be in the club's ASK-21.

At the end of the course pilots should be competent in flying all the sports level figures without overstressing the aircraft and participate in sports level competitions under the rules of the British Aerobatic Association. At all times the course emphasis is on safety.

This is an excellent opportunity to experience a new and exciting avenue within gliding under the guidance of an experienced aerobatic pilot and BGA rated aerobatic instructor. The course will sharpen your handling skills and improve confidence. Furthermore the ridge and wave conditions often encountered at BMGC offer sustained flight in which to practice aerobatics at low cost. If you are not sure have a look at the aerobatics video on our website.

http://www.blackmountainsgliding.co.uk/vid_aerobatics.php

Soaring & Cross country training week

Sat 21st May to Sun 29 May 2011

Nothing like planning ahead! Pencil these dates into your diary

Following on from the successful cross country training weekend this year, we are planning to run a soaring & cross country training week last week in May next year 2011.

The format will grow with time but I can already confirm that Jamie Sage is pencilled in for the week with the DG1000T

Landing out

Please read the attached guidance and information from the BGA. Some very useful basic tips

<http://www.gliding.co.uk/bgainfo/competitions/fieldlanding.htm>

Work load

Be careful not to get distracted especially if the workload is building because of strong sink or poor fields. Make the decision early and select a good field in good time.

Don't leave it too late – just because you can soar away from a 1000' near the airfield don't assume this is the case when you are looking at a field landing where the pressure is much greater.

Use of glider wheel brake

Don't place yourself in the position where you have to use the wheel brake either due to overshooting or taxiing back to the launch point or trailer. Quite simply you run out of options very quickly if the wheel brake fails so don't put yourself in that position in the first place.

If you fly the K21 only use the wheel brake when necessary and not as a matter of course. We are getting excessive wear.

Which runway in a Northerly?

It sometimes can be difficult to decide between landing East or West in a light northerly, especially if your glider has high energy and/or weaker brakes.

You obviously have to decide at the time, taking into consideration the nominated preferred landing direction at briefing. However as a general guide landing East is preferable even if you have a small tail wind component, due to the lack of obstacles on the undershoot (no hedge, assuming the electric fence is not up) which allows for the reference point to be much closer to the threshold giving you more landing area and an uphill slope.

K21 canopy and strong sunlight (when we get any)

Report from John Clarke for consideration

There have been reports in the past about the K21 canopy focusing the sun on to the seats and causing burns. Today I saw this for myself when smoke started coming from behind the front panel. I thought we had an electrical fire and promptly switched off the electrics, but it turned out to be the sun focused on a piece of rubber insulation. The burn hasn't gone through to the wires, but how long would it have taken? The problem seemed to be when the canopy was open and the sun was behind the glider in 5 or 7 o'clock position.

Therefore keep the canopy cover in the glider and use it if the glider is to be left out in the sunshine.

Martin L

CFI

martin2zc@yahoo.co.uk