

Winter CFI message

19/11/11ml

Safety

Annual Flight Review

Thank you to those that have already completed an AFR. To those that haven't time is running out.

As a reminder you need to have completed an AFR each year so I really don't want to stop anyone from flying solo at the beginning of 2012.

If you fly at another club then please provide a date that your last review/check was completed.

v1/08/11/11	ANNUAL FLIGHT REVIEW TRACKER			Last	
Surname	Forenames	Membership	Status	done	DUE BY
Richards	Keith	FULL	required		Jun-10
Langlands	Patricia	JC	date required	04/04/2010	Apr-11
Davies	David	FULL	required	21/05/2010	May-11
King	Geoff	FULL	Friends/Family	26/05/2010	May-11
Williams	Michael	FULL	required	16/06/2010	Jun-11
Abbott	Philip	CTRY	date required	27/06/2010	Jun-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
Renfrew	Stuart	FULL	required	16/08/2010	Aug-11
Crowden	Anne	FAM	Friends/Family	24/08/2010	Aug-11
Giedziun	Steve	FULL	required	22/10/2010	Oct-11
Earle	Greville	FULL	required	03/11/2010	Nov-11
Hey	Les	CTRY	date required	24/11/2010	Nov-11
Carter	Paul	FULL	required		asap
Challinor	Keith	FULL	required		asap
Davies	David	FULL	required		asap
Herman	John	CTRY	date required	inst	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
Robins	Gareth	CTRY	date required		asap
Simms	Mike	FULL	required		asap
Taberham	Jeff	CTRY	date required	23/06/2010	asap

Use the correct take off technique.

Since the new engine was fitted, GAZPA has been developing slightly less power. There is nothing wrong with the engine, by design it just develops less power than we have been used to in recent years. In the meantime the gliders and pilots have been getting heavier!

So it is even more important that the correct take off technique for your glider is used.

This is especially the case with bigger/heavier gliders and all those that sit on the nose.

The latter especially needs to have the correct technique used.

Start the take off roll with the stick on the back stop to get the nose pitched to up to and maintain a slightly nose high attitude getting the wing taking the weight off the main wheel as soon as possible.

Attached message from the BGA – mid air collision

Please read – it is the report following a nasty mid air collision over Lasham in August this year.

Both gliders got back ok and most importantly no one was hurt.

But it speaks volumes about lookout.

Although we would not be as busy we can have a lot of gliders milling around in small amounts of airspace – so keep your eyes out of the cockpit!

It is also at this time of the year we have low setting sun with ridges in shadow which make gliders even more difficult to spot.

An un-clean canopy just makes it even worse – make sure it is cleaned on every DI.

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BMGC recent incidents

The following are excerpts from the CFI incident/accident log.

As you may know I record any incident however minor it may seem at the time.

It is really important to keep the feedback coming. It is dealt with in a confidential manner and is a really important tool in accident prevention.

The main purpose is to try and head off anything that might become a regular occurrence and /or may be useful feedback to you in the hope that you will not make the same mistakes or misjudgement.

In each case the last lines of defence in accident prevention are starting to unravel. Once the defences have been breached the incident can rapidly turn into something nastier.

Here is a selection from the last 6 months.

Landing SE – conflict with gliders landing SW

A very experienced and respected BMGC pilot was landing SE. Two visiting gliders (on exped) landing SW, at the same time.

Briefed landing direction was SW.

The two got way too close at the intersection.

If it can happen to this pilot – can it happen to you?

Luck saved the day.

Reminder:

- Keep the awareness going in the circuit – don't just focus on the landing area.
- Who is ahead of you or behind you? Is there any traffic doing an opposite handed circuit?
- Don't rely on a radio call – one should be made where ever possible but our separation in the circuit is purely visual. See and be seen.
- If you are landing on the runway that was not briefed or not predominantly being used that day, be even more aware of other traffic in the circuit and their intentions.
- If you are not sure of other landing traffic when landing SE especially, consider landing short (assuming no one is behind you) so that you do not cross the intersection.

Landing SE in strong southerly wave conditions

Again a very experienced and respected BMGC pilot got caught out and only just made it onto the SE runway and had to 'hop' over boundary fence. Needless to say he was a little pale when he got out!

There was a lot of strong sink in the circuit. Landing SE also gives the impression that you are too high when you are not.

If it can happen to this pilot could it happen to you?

Superior pilot handling skills at the last moment and luck saved the day.

Reminder:

- When you suspect wave interference is in the circuit keep it tighter than normal with height to spare allowing for any strong sink – you can use airbrake if you are still too high.
- Be aware that the SE run looks like you are overshooting when you may not be
 - If you are not sure take a training circuit with an instructor

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Launching NW – glider landing west

The glider/tug combination was just about to go 'all out' launching NW.

There was our Junior landing west at the same time.

The Juniors radio transmit was u/s – the club pilot could not transmit his intentions.

The 'all clear above and behind' missed the landing glider.

The landing glider could see it all develop but was committed to land.

The observant tug pilot 'last look' intervention saved the day and he stopped the launch.

The radio issues are already in hand with the committee

Reminder:

- All clear above and behind is not just a quick look as I all too often observe. It is a really good look for any other traffic on any part of the circuit(s) that may be a conflict with the launch.
- If you are at the launch point, maintain your awareness. What gliders are in the circuit or about to land? We are all responsible – not just the wing tip holder.
- Maintain good awareness as P1 in the glider to be launched – you also look.
 - If you are not happy – release.
- As landing traffic – never assume the launch point has seen you. Have a plan just in case

High in wave – holes in cloud close in

An experienced visiting pilot in a glider with good performance was high in Southerly wave.

The cloud base started to fill in below him and everyone else. He probably left the decision a bit too late (all other pilots got back ok) and 'his' hole filled in.

So the P1 decided to simply fly to Nympsfield and land out! (Usk was not an option).

The pilot's experience and glider performance enabled a decision that did not require a possible decent through cloud.

What would you have done?

Reminder:

- Be aware of the local weather conditions before getting airborne to climb in the wave. Is there an approaching front that will increase the amount of cloud for instance?
- Keep a real close eye on cloud cover – any sign of it closing in descend immediately.
- If you are up at 10000' it could still take you well over five minutes plus to get to the hole, so react positively.
- For the rapid decent switch on your turn and slip, select full airbrake and around 70-80kts depending on your glider. Use the sink if you can.
- If descending through a 'hole', make sure you know where you are first by location a suitable landmark (i.e. Llangorse Lake) and then make a spiralling decent keeping the landmark in view.
- Be aware that the cloud base may have lowered, so that when you pop out of the bottom into clear air it might be a lot lower than when you started. It might even be raining....
- Before you descend through your 'hole' are there others visible – just because it is/has closed below doesn't mean there are no better alternatives.

If you do ever get stuck above cloud

- Do not be tempted to make a local decent through cloud on instruments using GPS unless you have been specifically trained and are in current practice – so that just about counts all of us out.
- If you are forced to have to make a decent through cloud try and clear the mountains first by heading east.

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Landing SW in light northerly

We have had a couple of examples this year where pilots have landed SW with a light Northerly and then found themselves running out of room.

Unfortunately this is not the first time.

In these cases luck and some last minute intervention by the pilot saved the day.

Reminder:

- To decide on your landing area and plan your circuit you have to know the wind direction and strength first. So check the windsock and select the landing area which has the closest into wind component.
- This might be different from the one briefed, so don't just land in the direction that you were 'told at briefing' or because 'that's the direction you always land'!
- Learn to side slip properly just in case you do get it wrong one day. A well flown airbrake and sideslip approach may help dig you out of a hole.

Visitor undershot on landing SW.

The visitor extended his circuit to give himself more room between him and the traffic ahead of him.

Unfortunately he extended it a bit too far, only just making it back to the runway, flopping back onto the steep part of the SW run with a resultant heavy landing. The SE runway was available. He and the glider came away unhurt.

Luck saved the day again. Any sink on the approach and he would have been in the trees.

Reminder:

- Think ahead; know what is ahead and behind you in the circuit. What is the traffic ahead doing? Will there be enough room for you? Could I land short?
- Consider alternative landing runs – in this case abandoning the SW to land SE. Make the decision early enough to have plenty of room to manoeuvre. Make a radio call with your intentions.
 - Set up the approach so that you don't run into the intersection (see previous incident!)
 - You are now manoeuvring in the circuit so maintain nominated approach speed and keep the string in the middle; do not over rudder. Keep the airfield in site.
- If I am 'number 1' in the circuit be aware of any gliders behind you – can I land long to create the room behind me? Make a radio call to declare your intentions.

Rig and DI incidents increase

Rig/DI lecture

Sat 10th Dec

The number of Rig/DI incidents has increased significantly this year at BMGC and nationally. This lecture will review some of these and hopefully help you think about how you DI your glider.

To make the evening more interesting there will also be a practical 'quiz' as part of the lecture with a small prize. All I'll say at the moment is that there will be one or two gliders that you will be asked to DI.

Try and attend!

If you have any portable lighting available please let me know – I'll need to light the inside of the hangar up as much as possible; oh and bring a torch!

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General

Friends and Family clearance (F/F) - renewal

For those of you with a Friends and Family clearance you may recall from previous emails that for the annual renewal of the F/F clearance you needed the following:

To maintain your clearance you need to meet the following criteria by the *30th September* each year:

- Minimum of 20 hours and 20 launches as P1 (solo and dual)
- An Annual check flight (with any instructor) in the seat and glider that you are cleared in

I know when you have done an Annual Flight Review but what I need are your total hours and launches as P1 for the period 01 Oct10 – 30 Sept 11

I'd appreciate receiving these by the end of December after which I'll assume you no longer want the clearance.

Wash the kit!

Thanks to Robbie we now have a new tap with hose and brush.

There is now no excuse for not washing the gliders and tug!

And finally....

Well done to Mike Entwisle who was successful last weekend in getting to the dizzy heights of Full Cat instructor rating.

Cheers
Martin L
CFI