

Dear all

Junior

We are running out of hours on the Junior before it will need to go to Poland to be opened up and inspected.

Can we start parking the Junior at the back of hangar, and leaving Pirat/K6 at the front.

Encourage pilots to fly them more keeping the load off the Junior

This is especially the case once the K6 and Pirat have had their new radios fitted.

Instrument re-fit is under way starting with the K21 and should be on line soon.

New Instructor update

Congratulations to Tony Bartlett who has now come on line as an Ass Cat.

- As you have done with Chris/Mike/Rhona please work with him to get exposure to the right P2's.
- For the moment he can't fly with any P2's who are practicing t/o or landing, or any early solo pilots with 10 solo's or less
- AFR,s, site checks, Currency checks, abinitio training (including launch and/or approach control/landing demonstrations) are good

Good luck to Mike Entwisle who will be doing his FC test very soon

Alan Thomas and Andrew Richards have started/continuing with their training towards BI.

Bo is back with us – starting Tue 06th April

Supervision

On a couple of occasions i witnessed some dodgy flying either by club pilots or visitors. At the time there was muttering from instructors but no one did anything about it.

At that point i stepped in and had a word with the pilot.

So – if you see anything that is not right then please just deal with it and speak to the pilot and not leave it necessarily for the Duty Instructor (but do keep him/her informed)

It is better the pilot is concerned is spoken to twice than not at all

Accident / Incidents

Peter will provide a lot more advise on his lecture but I thought it worthwhile having his basic guidance:

Peter's basic advice:

Essentially there are three critical steps following every accident:

1. Call for help – emergency local numbers willing to be called out pinned up office 'hatch'
 - As help arrives start to allocate tasks – do not take it all on yourself
 - Call out mountain rescue / Fire & Rescue service as required
2. As help arrives start to allocate tasks – do not take it all on yourself
 - Manage current operations
 - Stop further launches?
 - If airfield has to be closed – consider gliders airborne
 - Effect on those that witnessed the accident. Both on the ground and in the air
 - Prevent further harm
3. Secure the evidence.
 - Photo's, video, weather, notams briefing slides
 - Do not move wreckage until AAIB allow, unless it endangers the operation or individual?

Please read the attached guidance from the BGA – all of this will be in the accident folder
The accident/incident paperwork etc are kept in the metal cabinet in the office. There are enough members around who know the combination to gain access

Aerotow upsets

Please read the attached incident report and subsequent investigation.

- I agree with the recommendation – we should guard the controls which for us could be the whole launch when we tow towards the rising ground of the mountain
- Get P2 to calibrate the correct tow position each time
- Also make sure they have re-trimmed.

Updated approved inst list – do check against it

We have had a limit of 2 years for a while – if a visiting instructor has not flown at Talgarth within 2 years then he needs re-approval

I have also changed the wording slightly.

- Those approved for supervision, instruction and site checks and those not.
- Note some on the list are Inst 2 only

Trial Lesson weather limits

As a reminder we must not fly trial lessons outside the BGA recommended limitations

If we do and there is an incident we may be very exposed

As always, any doubt no doubt and they don't fly

The following conditions are considered **inappropriate** for "Trial Lessons".

DO NOT LAUNCH IF:

- Launching into cloud
- Launching in rain, or if the flight is likely to be in flown in rain.
- Launching with rain/snow/ice on the glider.
- Launching with misted canopy.
-

SEEK ADVICE FROM THE INSTRUCTOR IN-CHARGE BEFORE LAUNCHING IF:

- The wind is turbulent.(Varying by more than 10 kts).
- The wind is strong (< 20 kts)
- Cloud base is less than 1200'
- Flight visibility is less than 5km
- Launching above more than 4/8th cloud

NOTE: All flights must be completed by time of official night.

Trial Lesson numbers

As we have all noticed we are getting much busier with our own club members

Therefore for this Summer the number of trail lessons booked each Saturday/Sunday has been reduced from 6 to 3-4.

Friends / Family also now listed on wall

Note that I have added AFR renewal date, medical and hours requirement for renewal to the approved list

- Renewal requirement includes 20 flights and 20 hours as P1
- The current list is pinned up on the wall opposite Liz office
- Only me or John Clarke can authorise the initial clearance.
- Once we are happy then subject to a higher than standard AFR and at least the minimum yearly flying requirements they can fly friends/family
- When they do they must have clearance from the Duty Instructor
- Unless specifically cleared they are Front seat only/K13
- Conditions are the same as they are for trial lessons - see above

Annual Flight Review

I have updated the list and put it in order of those who will be due first (see attached)

- The list is on the wall opposite the office, in the DI book and eventually on the daily briefing slides
- Any pilot that goes beyond the end of the month they are due cannot fly solo until having completed an AFR first
- If you are doing a currency flight please try and take it one step further turn it into an AFR. It doesn't matter if it is early
- Please complete the form as you did last year. I may get a simpler version out in the next few weeks but until then continue using the same form.
- Do make sure as much stall/spin symptoms, prevention and recovery are covered. The AFR is likely to be the one opportunity most pilots will get (see below)
 - Therefore wherever possible the AFR has to be in a K13 unless you have been cleared to fly the K21 with spin mod.
- To try and catch the country members, this year's membership forms will require last Annual Check date filled in, so that i can get an idea on who to look out for.

Stall/Spin training

Feedback on national accidents shows the stall/spin related accident rate increasing. Most will result in serious injury or death.

- Please take every opportunity you can with any P2 to reinforce the message – it is very important.
- Encourage pilots to practice in their own/club glider if cleared to do so. As we know the vast majority of single seaters will stall/spin far more readily than our K13's or K21.
- Our solo pilots need to fully understand the symptoms, prevention and recovery of the glider they fly solo
 - Just think about the difference between the K13 and the Junior for instance.....

Lookout

Having flown with many club pilots and visitors over the years the quality of the P2 lookout can vary considerably.

Whenever you fly with any P2 keep reinforcing the point.

- They must be maintaining a regular scan both above and below the horizon as well as on it pausing from time to time.
- Most look before they turn, far less look before they level the wings
- Most look into the circuit far less look out

If you are doing any form of check, be it solo, currency, AFR etc and the lookout was inadequate, then P2 fails the check

As a basic rule of thumb to teach.

- If an object does not seem to move across your field of view it is on a collision course
- Constant bearing = constant danger
- Aircraft / glider heading straight towards you

The scan cycle exercise now taught on Ass Cat courses consist of the following:

5a. Scan Cycle

- *Look out*
- *Attitude*
- *Instruments*

I will now show you how to maintain the straight glide and carry out the scan cycle. The sequence of events is Lookout, Attitude, and then instruments. Begin by looking directly ahead. Focus on the horizon looking above and below it. Move your head to approximately the 2 o'clock position. Focus on the horizon and the loo above and below it. Move your head to the 3 o'clock position. Focus on the horizon and then look above and below it. Now look as far back as possible, and then upwards above the glider.

Look forwards again, check the attitude. If it is not correct, level the wings with coordinated aileron and rudder and use the elevator to return to the normal attitude. Check the trim and adjust if necessary.

Instruments. Check the yaw string is central, Vario, check the gliders rate of ascent/descent, Altimeter, do we have enough height to maintain the course or should we return to the airfield?

And now back to lookout.

The sequence is lookout, Attitude, Instruments

Now you try that, you have control

Log sheets

Message from the admin team – please ensure the log sheets are kept up to date.

In particular all aircraft must be recorded as having landed which is regularly missed.

It is a minor problem to invent the flight times, it is a more serious problem when wreckage and a body is discovered by a hill walker.

Briefing Room

- It is great that the briefing room is up and running but please ensure that it is always set up and left open so that pilots can self brief.
- As a minimum the weather, any NOTAM's, airfield layout and the general info board (Inst 1, Inst 2, Tug pilot and basic weather) should be on display/updated for that days flying

Annual Instructor Meeting

As a reminder this is on Sunday 04th April, day after the AGM. Either 1400 or after flying

It will also be on line so if you cannot make it to the club then please log on from home

Agenda and details to follow but it will follow the usual format

- Feedback from recent regional CFI meeting
- Review the last year
- Review of our Incidents/Accidents
- Review of Annual Flight Review
- Update on patten, syllabus etc
- Ground school idea's, Bronze C development
- Plans for 2010

I'll supply the cake & biscuits

Cheers

Martin L
CFI