



CFI Newsletter Jan 2008

A very happy new year to you all.

It's that time again, on the 1st of January, Tudur Williams stood down as CFI and handed over to myself. We are indebted to Tudur, in particular for having overseen and improved many aspects of our flying at Kent Gliding Club, including Highflight and recent Association safety initiatives. He has consistently set high standards and achieved a real improvement in our safety record. This is a major consideration when it comes to renewing the club fleet insurance. I look forward to my new challenge as CFI and will strive to continue the trend set by Tudur.

As many of you know, I retired in April 2007 and started a proper job as a club midweek instructor alongside Dave Shearer. Between the bad weather, the season was in fact extremely busy. Dave & I had to run a tight schedule and at the same time fit into our new roles. A number of club members gave us considerable help for which we are very grateful. As the old anthem goes, "Come and join us" however there is no place on the modern airfield for tambourines!

Seriously, the club is only successful due to the continued hard work of volunteers. Please don't hesitate to come along and help out if you're able to and enjoy the rewards of helping those supported by the various charities. We will do our best to ensure you have the opportunity to enjoy some personal flying and of course you'll be helping to earn some income for your club.

In November I organised a Bronze Theory weekend including the exams. I'm pleased to report that we had nine successful candidates and I know that all of them look forward to answering any of your tricky questions on the eight exam subjects. The weekend consisted of a series of presentations given by a small team of volunteer instructors including myself. They made a superb job of it and I'm very grateful to them and from the feedback received, so are the candidates.

A few important safety reminders

- Tractors and other vehicles – due to the slopes on the airfield, when parking, the steering should always be left on full lock. If in any doubt chock a rear wheel with a spare tyre.



- Grabbing hand / curl-over not only occurs at the ridge but can also occur at the North end of the airfield due to the dip at the stables which extends out to the East. This is particularly hazardous during approaches in strong southerly winds. I have seen a few recent examples of pilots not planning their circuits to take into account the need for a higher approach in these conditions. Ensure you do!
- Misting canopies, low sun & ice on the wings will continue to be a problem over the next few months. Any combination of these and a launch failure could be disastrous! If in doubt, don't accept the launch.
- Set yourself some safety related objectives during the winter and early spring.
- Field landing practice is useful at any time of the year so why not ask now before the season starts.
- Practice some 'turning in early' exercises in order prevent those low final turns.
- Don't forget, simulated winch launch failures are free.

There is a long list of possible exercises that could help to improve your flying and safety.

1. Analyse your flying
2. Establish your training requirements
3. Talk to an instructor

If you feel a little extra training would help to set you up for the year, why not consider a member's week day course.

Lastly, the area around the hangar and trailer side of the airfield is still very soft. Take a wide berth with vehicles and drive smoothly.

May I be the first to wish you all a happy EASA!

Peter Carpenter
CFI