

CFI's Newsletter

June 2008

Pilot Progress

Solo – Shawn Crighton, Colin Mc Ginn, Ken Murray.
Bronze – Juergen Schaper, Cliff Wilson, Paul Grant.

Well done to all the above!!!

Tractors

- Tractors are not to be reversed towards club gliders – instead, tractor drivers should take care to position their tractor correctly. If you fail on the first attempt, go around again
- When retrieving a glider from the airfield, it is not always necessary to stop the combination for an aircraft flying on approach. Judgement & common sense should be used when coming to a decision. It may be more prudent to continue and clear the field in order to provide more room for the approaching aircraft than to block an area of the field.

Landing Approaches

During the week, it is sometimes necessary to land across the South end of the airfield, approaching from the West or the East, having launched from South to North, this practice should not be the norm on club days due to the increased risk of aircraft on converging paths during approach and landing.



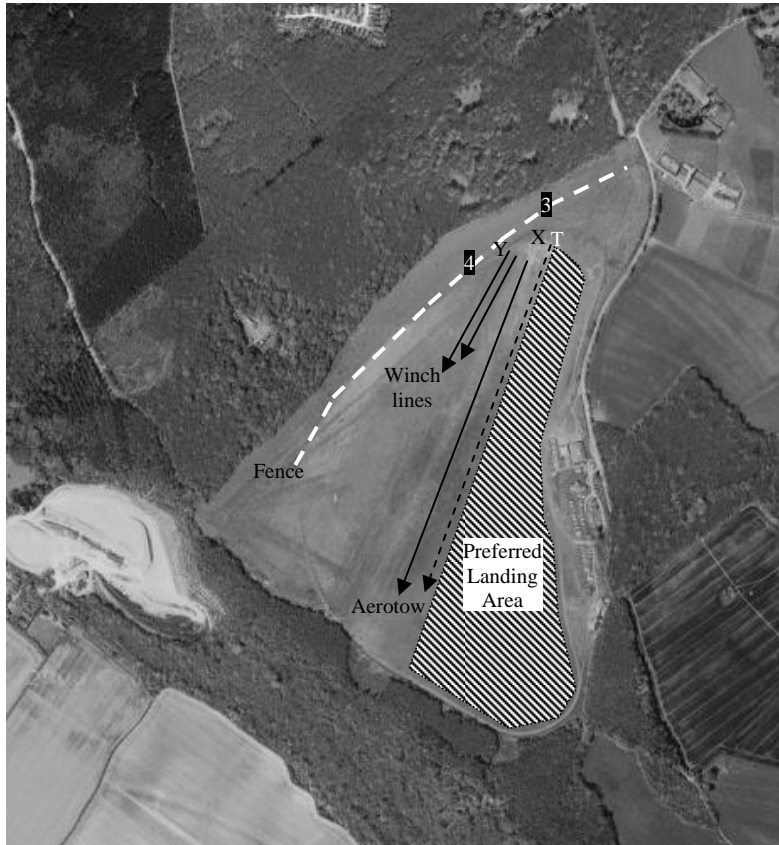
This practice is only acceptable if, a specific exercise is required (e.g. field landing practise, turning in early, etc) and briefed by an instructor.

OR

All take-offs and landings follow the same pattern as dictated by the IC Instructor.

New Launch-point Trial

Would all instructors note that when setting up the airfield taking off from the North end, that the following layout should be used.



Key

- | | |
|---|---------------------------------------|
| X | Old launch point log hut location |
| Y | New launch point log hut location |
| 3 | Old connection point |
| 4 | New connection point |
| T | Heavy glider aerotow – 2 seaters, etc |

Notes:

- New hut position - alongside fence and north of connection point 4
- Run the cable Northwards from connection point 4 approx 30m to log hut
- Aerotow run towards the gap in trees at South end of the airfield
- Single seat aerotows should start next to winch launch grid
- Heavy gliders aerotowing should start at the far North end in the centre of the field.
- Connection point 5 (the chalk pit) should NOT be used for the winch in this configuration due to safety concerns & the proximity of the sheep-pen fence.



Placard Data

It's been noticed that some pilots have been ignoring the maximum placard weight in 2-seaters. It's important that we adhere to these limits for safety & it would nullify any insurance claim.

Airspace

Gliders have again been seen infringing airspace, namely the London TMA just West of the airfield. This is particularly important with Mode S on the horizon. We must be seen to be adhering to all airspace. Your infringement may be noted by ATC and awkward questions asked, which could result in a criminal record. You have been warned!

The airspace just West of the airfield, starts at 3500' above mean sea level (QNH) and extends upwards. This is only 2900' above the airfield (QFE). If you are in any doubt, ask for a briefing from an instructor.

Cross Country (XC)

If you are not cleared by a flying committee member from cross country briefings, you **must** complete a XC briefing form before attempting any XC flight. Forms are available in the boot room and the flight should be authorised by an instructor.

- Crops – the crop situation is not improving and this will continue to be a problem increasing the risk of out landings, until the hay fields have been cut. This will not begin to happen until we experience a long dry period.
- Club aircraft – you **must** discuss this crop related risk with an instructor before flying any club aircraft XC.

Interclub League 2008

We should offer our thanks to David Pye for organising this event.

The club has made a successful start and is leading the Interclub League. However, it is still proving difficult to get a team together. All those interested in participating or assisting, either in the team, just flying the tasks for their own enjoyment & education or supporting as ground/launch crew, please contact David Pye asap. Whatever your level of skill, you will be welcomed.



Kent Gliding Club
The Home of Gliding in the South East

Dates to Remember

- 27/28 Jun Interclub League @ Parham
- Sun 27 Jul Open Day
- 16/17 Aug 23 Aug - 31 Aug Task Week

Your help is urgently required for Open Day. Please add your name to the list in the club house or leave it in the office if you can help make this a successful day for Kent Gliding Club. Details will follow shortly.

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Ground Controller & Duty Pilot Meeting

We will be having a meeting for all the above people shortly. Please watch for notice of this important meeting, which will come from Steve Godleman and do your best to attend.

Peter Carpenter
CFI