

CFI's Newsletter

March 2011

Bronze Theory – Eight students successfully worked through the weekend 23rd Feb and gained the theory section of the Bronze Badge. Well done and a huge thanks to all instructors and others who helped me with this important training weekend.

DI's – I'm sure you're all aware but in case anyone has missed it, another reminder that only fully qualified Bronze pilots may carry out a DI on any glider.

Rigging faults / accidents – between 1974 and 2010, there were 119 rigging faults. Rigging accidents peak in April (from statistics). Rigging should always be carried out thoroughly. The person performing the rigging / DI should not be interrupted. Laws and Rules (for example RP14) covers this subject. Don't forget to carry out an independent rigging check (positive control check) every time you rig your glider. During 2010, 16 gliders were rigged incorrectly.

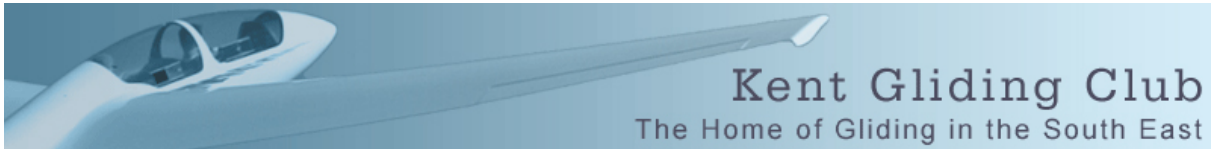
Olympic Airspace – Although still not finalized, the 2012 airspace could threaten our operation severely for around 2 months mid season. Please lookout for any lobbying to help us present our case to the CAA. At the moment we may be restricted to 2500' AMSL in the vicinity of the airfield with security airspace possibly lowering this.

Good News – the gliding movement has achieved the raising of the base of a small area of airspace (thin wedge near the South coast in the general area of Mayfield & Parham) from 3500' AMSL to 4500' AMSL. This is exciting news for us when flying South. Hopefully this should be active from April/May 2011.

BGA Safety drive – we still need to be vigilant when carrying out winch launches, in particular I will not tolerate over-rotation during the launch and continuing a launch when your wing has touched the ground (this includes wing down on aerotow).

Eventualities - Please ensure that for every flight, you need to state a full set of 'eventualities' appropriate for the conditions of the day and not shorten / miss out or abbreviate, e.g. " E's as before ". Every flight must include words similar to " I will be holding the release in case a wing is going down. If I think it will strike the ground, I will release immediately "

Instructors' late take-over – don't be annoyed / surprised if your instructor takes over control rather earlier than you expected. The BGA are also addressing safety through Instructors, who are being encouraged to take over earlier in order to prevent a poor situation becoming worse. This is particularly for simulated launch failures, landings after failures and when P2 mismanages a difficult circuit.



Field Landings accidents – are still increasing year on year. If we are to improve our future safety, this must be addressed NOW. I urge all solo pilots to refresh their field landing skills, with an instructor, before that first cross country flight of the 2011. Hopefully Dave Manser's little white runway will be re-marked again this year and may be very useful for this exercise.

Going for Solo – if we are fortunate enough to have any students for this scheme and as the purpose is to grow club membership, please have patience if we give some precedence and please be positive in offering help to these new members on their path to becoming solo pilots. They will help ensure the future success of our club.

7-day Operation – starting date 29th March. This is a great opportunity to refresh your skills prior to the season. Book a day with the course instructor via the office. If you wish to fly a syndicate or club glider during the week, please remember that there are opportunities but we do not have infinite resources and therefore require your help during the day. This will ensure a smooth operation, good launch rates and happy faces especially if you help pack the hangar. It is not nice to see pilots turning up at 10am, flying and then disappearing without assisting on the airfield.

Annual Checks - If you are on Annual Checks, it is your responsibility to ensure your skills are up to speed, you are current and your check flight(s) are completed on time. Best practise would be to record the check flight(s) in your logbook. Should you be involved in an incident, your insurance company are likely to request the last two pages from your logbook along with check flight details. . It is now a requirement for all pilots to keep an up to date logbook. For annual check flights, please ensure you fill in your check flight form and produce an up to date logbook for the instructor to check & sign. Your completed form must go to the office in order to update currency records.

R/T course – David Pye will shortly be organising another R/T course. This requires some prep and is a fun weekend with an external instructor. It will give you the ability to talk to airfields and the like with confidence when you hear that voice saying “pass your message”. Please contact him if you're interested.

Stalling and spinning –the statistics prove that experienced pilots have the majority of stall / spin and wing-drop during launch accidents. You are encouraged to undertake a stall / spin refresher. I am calling these flights refreshers and not check flights inline with BGA recommendations to make the flight less daunting. Please grab an instructor and refresh these skills.

