

CFI message – Aug 2015

It has been a while since you've heard from me so it's time for an update. As Peter Saundby has highlighted this year we are approaching our 10 year average for total glider launches and ahead of last year which is excellent news despite the unseasonable weather we've had.

Safety

With this increased flying there have also been some incidents!
Here are a couple of recent examples; any comments I have are in italics.

BMGC

Single seat private glider undercarriage collapse on take off run

Glider had been rigged and properly D.I'd had one flight and on the next flight the undercarriage collapsed during the take off run, causing minor damage to the doors.

Pilot thinks that he had caught the undercarriage lever on exiting the glider, which had partially knocked it out of the locked position and when it went over a bump on take off it then collapsed.

The pilot has a lot of experience of this glider but was caught out by this unusual problem, make sure you know of any particular features that your glider has that may cause a problem either when rigging/D.I.ing or flying

Private glider had string attached to rudder pedals by an outside glider repair facility

The glider had gone away for a repair to the canopy retaining mechanism and they had centralised the rudder by use of string attached to each pedal.

This was found during a positive control check when some resistance was felt during the check, closer inspection identified the cause. Always double check your glider when it goes away for any work or repairs, as people will on occasion make mistakes.

Nationally

Daily Inspection and preparation for flight

Last year 2014 had a number of rigging errors that caused incidents, including the following

- 3 elevators not connected
- 1 missing main wing pin
- 1 airbrake unconnected
- 1 miss-rigged trim

This has been an increasing problem in gliding across the UK, the way to avoid it is -:

- *Make sure you rig the glider properly and know how to. If distracted start again.*
- *Positive control checks every time.*
- *If you are about to fly the glider as P1 and you didn't do the DI – have a walk round it first.*
- *You are not qualified and therefore do not do a Daily Inspection unless you have watched the video's and been observed/signed off by BMGC instructor with the form completed.*
- *Need additional cockpit ballast? Make sure it is secured to the airframe securely – bolted to the airframe or in seat back back. No 'sit on' ballast.*

BMGC has been better than most clubs in this area; but don't get complacent.

Low Level Military Flying

We have had an increase in the amount of low level military jets flying recently, on one occasion an F15 coming out of Gospel Pass came close to 1 private and a club glider. As a reminder we will re-instate the advice that for mid week flying if you're going to cross Gospel Pass to get to Hay Bluff then try to do so at a minimum of 3,000ft QNH or 2,000ft QFE this will allow reasonable separation to any low level fast jets.

Post solo development card

Anyone who is post solo but pre-Silver should have a development card.

There are some exceptions. You know who you are because we have had an exchange of emails.

Each time you fly with an instructor think about what training you could complete and what might be signed off.

Any pilot that is working towards their Bronze C needs to have their Pre & post Solo cards complete. As we get closer to Transition it will become their only evidence of completed training that will need to be submitted for a licence if they do not complete a Bronze before 2018.

Annual Flight Review

If you have not done an AFR yet, then please do so. Remember it is your opportunity to fly with an instructor so try something different. Perhaps a circuit you have not done before or further spinning exercise

When you do have an AFR make sure the log sheet is annotated (or you will be charged the soaring fee) and that the paper work has been completed.

General items

New Deputy CFI

I would like to congratulate Mike Codd on completing his Full Cat instructor's course, Mike has kindly agreed to take on the role of DCFI, this really helps spread the load from the CFI's point of view, so many thanks Mike.

An Air Proximity hazard (Airprox)

This is where you have another aircraft that comes close to you, otherwise known as a "near miss". If you think that you've had an airprox with a civilian or military aircraft please let both Peter Saundby and me know as soon as possible, giving full details of height, location and time.

Log sheets again and again....

Please make sure they are filled in with full name and both launch and landing times.

Failure to do this causes regular problems for Liz to solve, wastes her time and costs the club money.

Please help by checking the log at the end of the day and make sure that all flights have been logged correctly.

Safe flying

Mike Entwisle

CFI

Black Mountain's Gliding Club