



Black Mountains Gliding Club

CFI message – Sept 2015

August was a very wet month and this affected the amount of flying done at BMGC, hopefully the autumn will prove better for us.

Safety

There have also been some incidents.
Here are some examples; any comments I have are in italics.

BMGC

3 Single seat private gliders had to abort take offs due to wing drops

This occurred to a range of pilots in different gliders during consecutive launches on the West take off run into South Westerly winds.

This all seemed to be due to rotor coming in across the airfield during a short time period, so a timely reminder why we should have our hand on or near the release in case you cannot pick the wing up.

Nationally

Daily Inspection and preparation for flight

August BGA reported they have had a second accident where the pilot has tried to lower the undercarriage whilst on approach and ended up stalling in which resulted in severe damage to the glider. BGA advice is not to have undercarriage warning alarms fitted for this very reason

In most cases a wheels up landing does no serious damage to the glider and no injury to the pilot, so never try to lower the undercarriage below 100ft. Yes you'll have some grass marks on the underside of the glider and some embarrassment, but nothing major.

Post solo development card

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

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. 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.



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General items

Booking flights during the week

Please note that you can book time slots during the mid week flying, which will continue with Gerry Martin as the mid week instructor. Please call Liz to organise a timeslot.

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, time and other aircraft type.

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