

**Winter CFI message – Dec14**  
301214ml

It has been a while since you have heard from me so I thought I'd give you an update.

**Safety First**

As usual the following are some examples from our SMS (Safety Management System). But before I do I have included a couple of incidents that happened this year nationally that really caught my attention. The following are straight from the latest S&G. Please be on your guard at all times and don't let it be us!

**1. K7/13 conversion flown solo by a 15 year old – spiral dives into ground.**

## BGA accident/incident summaries

AIRCRAFT		Damage	Date, time	Place	PILOT		P1 hours
Ref	Type				Age	Injury	
43	K-7	destroyed	13/04/14, 15:00	Dartmoor GC	14	minor	not reported

Glider crashed and inverted after failing to roll out of a low-level turn from downwind leg onto final approach. After a relatively flat winch launch, the pilot attempted to soar before starting the circuit lower and closer to the airfield than usual. The turn onto final was low, at a steep bank angle and nose down. The glider turned through the runway heading at low level in a descending turn and hit the ground wingtip first before cartwheeling.

The pilot had not flown this glider for several months and this was his first solo flight in it. He recalls the glider being quick to roll to the right, but slow to roll left.

Ballast weights for this glider were fitted on top of the pilot's seat and secured to the steel tube frame and strap anchors. The pilot had checked that the weights were secure and well clear of the controls before putting a cushion on top and getting into the glider. After the crash it was noticed that the securing rope for one of the weights had severed. If the rope had broken early in the flight and the weight slid forward, it may have impeded the controls. The club intend to ensure that ballast weights will be securely bolted to the glider.

What's not said here is that the P1 did very well in keeping his cool and trying to fly the glider; he was in my opinion taught well.

However it goes without saying, anything in the cockpit must be secure, attached to the airframe and not a bodge. In the case of ballast weights, only use those that are specifically designed for the glider. In the case of our K13's the ballasted seat backs are perfectly satisfactory.

**2. Jantar - as it rolled to a halt after landing the wing dropped off!**

50	Jantar	substantial	30/04/14, --	Essex GC	54	none	81
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Wings fell off during landing ground run. The pilot was distracted during rigging and failed to insert the spar pin, an omission which went unnoticed during the DI. After 40 minutes of soaring and aerobatics the pilot heard the wind noise increase and saw a gap between the wing root and fuselage. Realising what had happened he opened the airbrakes, flew at approach speed and, seeing that the wings had not moved, elected to fly the glider to a landing. After touching down, the wings moved enough for the wingtips to fall to the ground and the spar roots damaged the fuselage behind the canopy.

No main pin fitted. A very lucky escape indeed. Do not allow yourself to get distracted during rigging, make sure you know what to do and do a thorough Daily Inspection. Do not distract anyone who is doing a rig and/or DI.

Daily Inspections at BMGC - reminder

- No visiting pilot to DI any BMGC gliders
- A BMGC pilot can only DI any glider once they have watched the briefing video's and been signed off (using the DI syllabus form) as being competent by an instructor

### 3. Look out! Unfortunately these guys missed each other and then literally didn't.

62	Discus	destroyed	18/05/14, 13:30	Cambridge GC	-	minor	88
	Arcus	substantial			66/-	none/none	1234

Mid-air collision. The Discus pilot baled out, suffering cuts and grazes and a twisted ankle; the Arcus was carefully flown to a landing back at the club. The Arcus joined the Discus in a thermal and the two gliders circled together for several turns. The Discus pilot reports losing sight of the Arcus before the collision, the Arcus pilot reports being aware of one other, higher, glider in the thermal. Both gliders were equipped with FLARM; neither pilot reports any warning immediately before the collision.

I cannot emphasise enough the need for good look out. Unfortunately some are better than others so don't rely on others!

Make sure you follow the etiquette and rules of the air; soaring close together is perfectly safe so long as you maintain full awareness on where the other glider(s) are and you all follow the same rules.

#### The following are examples from our own incident log.

**K6CR** – landing NE run very close to the BBQ area with its wing overlapping a glider that was being rigged. Seconds earlier there was someone on that wingtip who would have been hit. The rollout had a distinct curve to it. The pilot was de-briefed.

Many pilots (including the very experienced) have tendencies to either steer round to the trailer park or taxi the glider back to the NW launch point. Either option is not good and should be avoided. As the glider slows down you rapidly start to lose control of the glider – aim to keep it tracking straight and keep well clear of obstacles where possible.

**Club K21** – damage to the underside was discovered by Keith when checking after a heavy no damage landing. Unrelated damage was found underneath with crushing of the fibreglass skin. Nothing was ever reported or found on the DI. The glider was filthy and had not been washed for some time.

Unfortunately no one admitted to or realised and no one knows how it happened. Keith suspects it's related to the hangar dolly. So damage not reported and not picked up on DI which is the worst combination.....

The K21 will have to go away for repair which won't be cheap.

#### **Club K6CR – tailplane not correctly rigged and missed on DI..**

Keith found that the leading edge of the tailplane had too much slop. This was fixed by doing up the tailplane bolt!

1. It was not rigged properly. The bolt was not done up tight
2. Quite a few pilots missed it on subsequent daily inspection.

Make sure the glider is rigged correctly. There is a spanner to use for the tailplane bolt – make sure you use it. If you don't know what to do then ask!

The DI is not a quick walk round. Do it properly and have a close look. You and others will be flying that glider. Surely you want to make sure it is safe to fly!

**K6CR – landed out having drifted bit too far down wind on breezy day.** The pilot had been briefed not to allow himself to drift too far down wind on what was quite a breezy South Westerly day with quite good convection. Unfortunately that didn't quite go to plan and in trying to get back he landed out safely on the up slope on the ridge line just north of the airfield; although the P1 only had enough height to make a straight in approach.

So it is a good lesson. Be careful in a strong breeze and make a positive, early decision if you have to land out. Don't leave it too late and be aware of the conditions.

**Club K13 – control safety pin found attached to microphone arm.** Ok great that someone found it and that there was nothing missing. But no one said anything or even put a comment in the DI book.

If you find anything that appears wrong or not expected then report it and note the DI book. Attaching a safety pin to the microphone achieves nothing but confusion.

**Club K6 – long flat approach in fresh NW wind.** P1 was landing West but miss judged his approach and got too far out. What followed was a long flat approach with decreasing speed, probably because P1 was inadvertently raising the nose to keep the picture right as he was undershooting.

Having made it across the boundary he then opens the airbrakes and the K6 flopped onto the ground with no damage. All too exciting.

So make sure you position yourself correctly in the circuit for the prevailing conditions and glider. If undershooting close the airbrakes immediately and maintain nominated approach speed until you have the correct approach angle for ½ to 2/3 airbrake.

Make sure you understand the conditions you are about to fly in and that you are current. Any doubt, speak to the duty instructor.

### Operational

**Helping out on the ground:** There are a few that run around and run the day. There are quite a few that don't. The only way the airfield can operate is if we all muck in so please do so.

I have seen on too many occasions pilots standing around chatting with a glider stuck in the landing area and no one going to pick it up – we all have to help out.

### Training and Development.

#### **Cross Country Training week**

There is talk of another Cross Country/task week next year. Geoff King is setting it up. As the last one held back in May was a great success inspiring pilots onto greater things we can assume more fun can be had with this one.

#### **Winter Lectures**

Gordon is finalising the details but we are looking at the following:

- Annual Instructor/Tug pilot meeting – February 15
- Safety evening with hopefully the local Fire-fighters – Feb/March
- Andy Davis – ex world Champion and runner up at this year's world Open class. Hopefully he will reveal how he does it with the top tips!
- He might bring his JS1 with him for us to ogle at as well!
  - Date for your diary – Sat 21<sup>st</sup> March 15

#### **Andrew Richards and Phil Swallow**

As you all know by now Andrew and Phil have completed their training. Well done to both of them.

#### **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.

For this winter onwards a pilot that is Bronze and completed the relevant parts (for the expected conditions on the day) of part C of the syllabus will not need a Silver C to be un-supervised mid week flying.

### **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 stuff.**

#### **EASA Licencing**

As you probably know by now everything has been delayed until April 2018. So no change to anything we currently do which is good news to say the least.

If you have your licence already there will be the facility next year (wait for news from the BGA) for you to 'park your licence' and revert back to the current BGA system including the medical requirements. That does mean you will not be able to use your LAPL or SPL at all which is something to consider if you plan to fly in Europe.

#### **Pre-solo progress cards**

Thanks to Julie for printing off some new cards for us; the BGA have stopped doing so.

#### **Flying K21 solo**

As we all know the treasurer has reduced the cost of flying the K21. I'd encourage you to fly it solo instead of the Junior if you want something glass. Basic requirements:

- Same as Junior; not new to site and type
- Authorised by Duty Instructor
- Make sure rear cockpit is secure, no loose articles (cushions, parachute, seat back etc) and the straps are locked and tight.
- Rear canopy has to be closed and locked before the front. Do not over-ride the mechanism that prevents the opposite.
- **Rear canopy; short lived, very expensive airbrake if not locked! Make sure it is.**

#### **Log sheets again and again and again....**

Please make sure they are maintained properly.

It can be a real struggle for Liz and costs the club money.

That's it.

Safe flying and a happy New Year to you all.

Cheers

Martin L

CFI