

CFI message – Feb 14

040214ml

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

Safety First

I'll provide a summary of the 2013 incident trends at the AGM. However it is similar to last year, with a slight increase of incidents per 1000 launches. So please do keep the reports coming in.

Attached is my winter Ops briefing. Please take the time to read this, especially regarding currency. With the poor weather/airfield state we will all be getting a little rusty.

Here are a couple of recent incident examples; my comments are in italics.

- **'K13' was in wave with varying amounts of cloud.** The very experienced P1 was maintaining awareness of the varying conditions by popping down through the wave slot. The conditions suddenly started to change rapidly with increasing amounts of cloud. The tug pilot tried to call P1 to advise but nothing was heard. In the end no harm done as 'K13' P1 had spotted the rapidly developing conditions and did an excellent job and got the glider back on the ground just in time. The radio was checked again and was found to work but was weak in receiving (strength 3). This situation could have been a lot worse.
 - *A very good example how conditions can change very quickly which could make life very interesting for you. Make sure you are fully briefed and switched on to the conditions; should I launch at all if I think there is risk that things could change quickly beyond my capabilities?*
 - *Would you have spotted the change and made the decision to land back at the airfield?*
 - *The committee are on the case with glider radio's and I know Mike Rossiter has a solution. In the meantime there is an ICOM handheld that can also be used.*
- **Pirat was rigged by visitors.** They didn't connect the (auto-connect) elevator trimmer correctly. It subsequently flew with it disconnected.
 - *Visiting pilots should not rig club gliders without supervision from a BMGC member who knows what they are doing – we have no idea if they know what is required and have not received our Daily Inspection training.*
- **K6 landing west with inexperienced pilot.** Another glider landed ahead but was clear of the landing area. Late manoeuvring of K6 resulted in heavy landing with the wing tip very close to touching at the same time. Glider needed inspection. Canopy not cleaned beforehand, which with the winter low sun would have been a factor.
 - *Late changes in the approach was probably sufficient a distraction for the inexperienced P1 to not flair. If the wingtip had touched at the same time we could have had something nasty.*
 - *So keep the awareness going and think ahead for other gliders that might be heading back to the airfield ahead of you. Do I need to land now? Can I hang on another 5 minutes (assuming soaring conditions, weather, daylight allow) and give me a clear airfield*
 - *If not what are my plans if the glider ahead of me restricts my landing area.*
 - *If I am landing into a low winter sun, would a different landing run be better (assuming wind direction/strength allows and the landing area is clear)*

- *Keep the approach stable; avoid last minute directional changes wherever possible*
- *Clean the canopy every Daily Inspection – how many times do I need to say this!*
- **Hangar rash – yes it is still happening.** K6 Brunswick tube bent, K13 underside wing fabric punctured by (we think) the Europa prop and a K13 with only 12 PSI in the main wheel (it had flown before).
 - *None of this was reported i believe*
 - *So it goes without saying – just be careful when moving the kit around and if you think you have dinged something then tell the duty instructor and put a note in the DI book.*
 - *If the glider tyre looks soft, then it probably is – check.*

Stall/Spin training

- Feedback on national accidents shows the stall/spin related accident rate increasing. Most will result in serious injury or death.
- Most of these accidents are due to the pilot getting distracted (late field selection, low pull up off competition finish, low final turn onto approach etc) and missing or not recognising the symptoms of the approaching stall or spin
- Please take every opportunity you can to practice and give yourself exposure to this very important but rarely practiced area of your flying..
- I also encourage you to practice in your own glider if cleared to do solo (check with the duty instructor first if you have not spun your glider solo before).
- You may know that the vast majority of single seaters will stall/spin far more readily than our K13's or K21. You must fully understand and appreciate the symptoms, prevention and recovery of the glider you fly solo so that you can take appropriate action when it is needed through the 'fog of distraction'

Training and Development.

I am now in a position to introduce training and development opportunities for the coming season.

Cross Country/ Soaring coaching week.

As per my message on the forum the other weekend, I have been exploring the idea of bringing in a national coach for a week in May. Run a cross country/soaring week for us. Help with your development.

Thanks for the responses I have had; based on these i have confirmed the week with Kevin. Kevin Atkinson is the leader of the BGA's Aim Higher initiative.

Take a look at page 12 of the last S&G plus <http://www.glidering.co.uk/bgainfo/aimhigher.htm>.

I have now made further enquiries and have spoken to Kevin. He would plan to come over on the Friday night to start **Sat 10th May to finish Fri 16th May.**

I can now update a bit further:

He will bring his ASH25 which he uses to coach pilots round tasks and also heard any gaggles along. There is no soaring charge to fly in the ASH.

He will run the following:

- Task week with task set based on pilot experience; fully briefed.
- There will be ground school programme if the weather is duff. All soaring/cross country related

What you would need to do?

- Commit to the week 10-16 May
- Pay a none-refundable deposit. There will be TBA cost to bring him in
- Possibly take it in turns to crew for the ASH
- Have a glider available to go cross country in. If you need to use club kit i'd think about booking it now. As it's cross country, think about who will crew for whom.
- Pre-read on soaring, weather etc. He will quiz you on this at the beginning of the week and use this base line for any class room stuff
- One or several of you to help organise the week (I'll be available to help and provide guidance, but not organise it)

So this has the potential for a full on serious Soaring/Cross country training week. To really expand your horizons, but it will need commitment from you. No casual pop in one day and not the next.

Kevin is doing this as part of the BGA's Aim Higher programme. He does it because he has a passion to try and help pilots improve their soaring skills. So it needs your commitment if you wish to participate.

The names i have so far are:

John Clarke
Gordon Dennis
Chris Mann
Alan Cridge
Dave Hope??
Dewi Daniels
Martin Pingle
Mike Stringer
Peter Galloway
Mike Entwisle

So let me know asap if your name is not on the list or you want it added. Nearer the time we will have to sort out who gets a seat in the ASH.

Kevin has already committed that week; I have already firmed it up with him now that i have a list of names and committed that week. Martin P has already blocked the dates so that there are no Expeds etc.

It is a great development opportunity for cross country.

Thermal Soaring Course

We run the course last year with limited uptake.

Is anyone interested again this year? If so please do commit as the coaches will put themselves out assuming they are willing to do so. As a reminder this is what was proposed last year:

I know there are some of you out there that struggle with the mysteries of thermal soaring. If you do not have the confidence to find and use thermals, then cross country will be even more challenging!

So I'd like to help you unlock these skills by offering a BMGC Thermal Soaring Course.

It is available to any BMGC full or country member. The course is aimed at any BMGC pilot that wants to develop his or her thermal soaring skills.

This is especially applicable to those of you progressing to Bronze and/or is now ready to go and do their silver distance or more.

The Syllabus.

It is of course up to you, but I would recommend you follow this sequence to get the most out of the course.

- Watch the thermal soaring lecture video available on our website
- First coaching flight – hour long in the K21 with an instructor or coach
- 1-2 hours solo thermal soaring to consolidate what you have learnt
- Second coaching flight – hour long in the K21; consolidate on the above
 - There is no rush – the aim is to complete the syllabus within the season
 - Coaching with approved BMGC instructors and coaches (Mike Tomlinson, John Clarke and Martin Brockington).

The cost of the course is paid in advance:

- Those already on the soaring scheme: TBA (2 x 2000' launches)
- Those not on the soaring scheme: TBA (2 x 2000' launches + 2 x 1h in K21)

Any discount is yet to be negotiated with the treasurer.

Why the K21? The glider is closer in performance to the types that the majority of you fly solo.

Its increased performance over a K13 also gives the Instructor/Coach greater scope to push away from the ridge and cover greater ground between thermals.

When it comes to do the flying; don't wait for a booming day to do the training. Any day where the glider can remain airborne on thermals will be good enough.

Next steps:

I need to get a feel for how many would be interested. I may have to restrict numbers if the demand is too strong

So please let me know asap.

Andrew Richards and Phil Swallow

Andrew and Phil are both into their training for Flight Instructor. They had their first BGA 'module A' last weekend.

You will see them flying with the senior instructors as they train for the rating. We have to make sure this training takes place as they will have fixed dates for the BGA Instructor courses that they have to be ready for. So when they are doing their training they will take priority.

It shouldn't affect the run of the mill training too much as the instructor cover required for their training is already taken into account. Where possible we will use the third two-seater. Only on days where we are down on two-seater cover or we can't launch the K21 may create a pinch point.

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.

Thanks to Julie King we have some very professional looking cards so please now start to ask for them. Each time you fly with an instructor think about what training you could complete and what might be signed off.

For next 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.

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 April 15.

Simulator

Quick update. The fuselage has been painted (thanks to Keith) and shoe horned into the simulator room. It has already been used on several occasions for instructor training. We have already been aerotowing, turning, spinning, landing out and landing back at Talgarth!

Next step is for Robbie and Mike to fit permanent projector screens and projector mounts.

Field Landing Lecture cancelled / EASA Licence & TEM briefings

I am sorry to say that I'll have to cancel the field landing lecture this year. I am simply running out of time. However Gordon is on the case and has already replaced it with one on EASA licensing and what to do. By popular request we also hope to repeat the Threat and Error Management lecture that Chris Mann presented earlier this year.

Watch out for further details.

Pilot & Development section on our website

You might not be aware that we have a dedicated development section on our website. Lots of interesting stuff from post solo development to EASA. Go and have a look.

<http://www.blackmountainsgliding.co.uk/pilotdev.php>

EASA Licencing

A good proportion of you can already transition to a LAPL(S). My advice to you is just get on with it. It is already taking up to 8 weeks to process with the couple of hundred pilots that have transitioned nationally. That still leaves 6-7000 more to go!

Once we transition in April 15 you cannot fly as P1 without a licence.

I am attending an Approved Training Organisation (ATO) seminar this Saturday. I have a bunch of questions and will publish a Q&A once I have some answers. We also have a briefing set up in the next couple of weeks.

However all of this is to help you, not do it for you. Make sure you read the documentation very carefully. Any mistakes and the application will get rejected.

AFR – 2014

Please see attached – now updated with a tweak to the syllabus. Main change is in the circuit or approach as a follow up from last year's K13 accident.

Aerotow

- Removed descending tow and added 'glider can't release exercise' and/or tug 'wave off'

Stalling

- Minimum of 4 symptoms to include ineffective elevator

Further stalling exercise

- Different one: Stall speed increase in turn, as it is also a good handling exercise.

Circuit Planning

- Changed following on from the K13 accident last year
- Sink in circuit – introduced by the instructor. .

OR

- Approach – instructor gets glider undershooting or shallowing.

Cheers

Martin L

CFI

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