

## CFI message – March 13

04/03/13ml

### Safety First

We have all had a poor winter, with the weather just not playing ball. Most of us have done a limited amount of flying; some of you will not have flown for some time.

Therefore you have to consider your currency

### **Currency**

It is during the winter where your currency can be difficult to maintain.

Some of you might not be current enough to fly solo already.

The following is **minimum guidance only and not a target**.

Full club members

- Up to Bronze C – maximum of 4 weeks without flying
- Bronze to Silver – maximum of 6 weeks without flying
- Silver and beyond – 8 weeks or 3 landings in 90 days

Where ever possible you need to keep as current as you can.

Poor weather makes it more difficult to keep current, but it also can make the flying more challenging.

- Not just in flying the glider but your judgment and awareness will deteriorate with time
- You need to ask yourself the question. How rusty do I feel?
- How current am I for today's conditions in the glider I am about to fly in?
- Just because I flew a K6 in light conditions 6 weeks ago I might not be ok for flying today in my Cirrus in Easterly wave with strong rota!
- For instructors you also need to consider what type of flying you have done. If you have flown, but have not had to do any handling, you will get rusty.

The Duty Instructor will also ask the question at the daily briefing and expect an honest answer. If you need support then take a flight with an instructor first.

If you do so then consider using it as an opportunity to do your Annual Flight Review saving you doing it again later in the year.

Winter mid week flying has no instructor supervision. It is even more important that you are honest with yourself about your currency.

**Remember ask yourself the question: Am I current enough to fly in today's conditions in the type of glider I am about to fly? Any doubt don't fly solo or take a flight with an instructor first.**

### **Check wheel box – grass build up**

We had an incident last year where one of the K13 wheel boxes got so clogged with cut grass that the wheel would not rotate properly.

This was spotted on the daily inspection and an attempt was made to clear out the wheel box.

Unfortunately this only survived the first launch

Launching that day was marginal and on the second flight the combination only just got airborne because of the poorly rotating K13 wheel.

The K13 was grounded – it took the removal of the wheel to properly clear out the wheel box.

So be aware – try and regularly keep the wheel box clear and check carefully on the Daily Inspection.

It won't be too long before the airfield is cut for the first time – so be aware of the problem.

## **Aerotow upsets**

Please see the attached leaflet from the BGA.

There has been a very recent incident at another club – the glider got too high and pulled tugs tail up from only 400 or so feet.

The tug recovered at about 40' – seconds away from being something very serious. Very, very lucky to get away with it.

Don't let it be us – you must find and maintain the correct tow position as soon as is safe to do so.

Keep in mind we are a bit more unique than other clubs. Shorter than usual rope, usually towing towards rising ground (the combination can sometimes never be above 1000'AGL) and turbulence are all important factors to consider.

Therefore you must calibrate and then maintain the correct tow position.

If you are regularly looking down at the tug you are in the wrong position.

- The **only** correct method is the one in the Instructors manual. Down onto the slip stream, back up into the smooth air, and hold that position with the elevator. Note the tugs position in the canopy.
- Before getting airborne then an idea of the correct tow position can also be obtained by noting the position of the tug in the canopy just as the rope goes tight on 'all out'.
- If you get out of position to one side, raise the down wing so that your wings are parallel with the tugs, do not let the inboard wing go down. Allow the tension of the rope to drift you back to the centre line. Be ready to correct to prevent overshooting.
- I'd like you all to re-watch the aerotow and launch video briefings as a reminder.
  - [www.talgarthgc.co.uk/video\\_briefings/launching\\_northwest](http://www.talgarthgc.co.uk/video_briefings/launching_northwest)
  - [www.talgarthgc.co.uk/video\\_briefings/The\\_aerotow](http://www.talgarthgc.co.uk/video_briefings/The_aerotow)

I get feedback that some of you still sit too high on the tow. If this persists you may find yourself back in a two seater until you can demonstrate that you can find and maintain the correct tow position.

You have been warned.

## **Training and Development.**

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

### **Thermal Soaring Course**

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.

- Attend thermal soaring lecture; finding and using thermals (blue days, Cu, centring etc) on Saturday **23 March 13**
  - The lecture will be recorded and made available online; so if you can't make the actual lecture you can still watch it at a later date.
- 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: **£57.60** (2 x 2000' launches)
- Those not on the soaring scheme: **£108.36** (2 x 2000' launches + 2 x 1h in K21)

The sharp eyed amongst you will have noticed that the price has a 10% discount on our standard rates.

It is also fixed; there will be no additional to pay if for instance the launch fess increase because of rising fuel cost.

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 by the **20/03/13**.

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I already have Chris Kaminski and Phil Abbott on the list.

Once I have a final list, I'll get in contact – you will then have to cough up the money!

The course will only be available to those who have signed up and paid.

Details on how to book on the day and how the coaches' availability will be known will be published later.

### **Post solo to Bronze development card**

A while back I introduced the idea of having a second development card for solo to Bronze/XC endorsement. It would also include more BMGC specific training. I held off at the time until I knew more about EASA.

I now know a lot more, which I will brief you on at the AGM.

The concept has been run past and agreed with the instructors at our recent meeting.

The contents covers all aspects of development to become a BMGC Bronze C (in the future, Licenced) glider pilot. Dual training will be a mixture of K13 & K21, as well as solo which also gets you used to swapping between glider types.

So I will be rolling it out soon; watch this space.

### **Cross Country week**

Thanks again to Tony Bartlett who is looking at organising a cross country week, probably in May.

As in previous years he is working to see if we can get some cross country coaching with Mike, John or Martin in the K21.

To be introduced at the AGM, but there are also plans to have a season long cross country grand prix run by Geoff & Julie King. So the week could also be a great kick off for this idea. It would also be an opportunity to do some of the flying on your Thermal Soaring Course or gets bits of your Solo to Bronze development card signed off.

So hopefully it will be something for everyone.

But for it to work, it needs your support. Watch for the messages.

### **Aerobatics course**

Don Gosden is looking to run an aerobatics course using the K21.

I know several members have already expressed interest.

These courses have been very successful in the past – somehow Don even manages to attract good weather!

Aerobatics is a great way of improving your handling skills and is worth learning if you are interested in turning your world upside down.

It is also worth noting that in the future EASA licensed world, you will have to have an aerobatics endorsement on your EASA licence if you want to do even the simplest of aerobatic manoeuvres (I will say more at the AGM).

So if you like pulling the odd loop or more, attend the course.

### **Fly the K21 solo.**

Have you ever considered flying the K21 solo instead of say the Junior?

If not, why not? The performance is virtually the same and the K21 is a delight to fly.

The charge for the K21 has just been lowered to that of the Junior when flown solo.

Of course if you are already on the scheme then you can fly it as part of the fleet.

Before you do make sure you get the clearance of the duty instructor.

Also make sure the rear canopy is definitely closed and locked. Every year a K21 canopy has come open in flight at a club in the country.

Don't let it be us – if it does it is the quickest and most expensive airbrake you will ever experience at £1500 a go!

That's it – Safe flying, when the weather allows.

Cheers

Martin L

CFI

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