

# CFI Spring Message 2009

[Dear all](#)

## **Annual Flight Review**

[You will have seen from the AGM minutes that we are introducing the compulsory Annual Flight review \(AFR\) – see the AGM slides attached to the email.](#)

- [This will start with immediate effect and will continue until Sunday 12 July giving you three months after which you cannot fly solo until the AFR has been completed.](#)
- [Please review the two on-line briefings available on our website and the attached stall/spin document \(thanks to Rhona for preparing\). Together with the on line training videos these should all take you no longer than about 30 minutes of your time.](#)
- View the on line briefings:
- <http://www.blackmountainsgliding.co.uk/vidmenu.php?PHPSESSID=1245158442539206bb922a0b3415db43>

[Please also take the time to review the attached AFR syllabus which also doubles up as the completion form.](#)

[The AFR consist of one soaring flight minimum.](#)

- [Launch fee only – make sure log sheet is annotated otherwise you will have to pay soaring](#)
- [Friends/Family clearance will need an additional training circuit \(charged at the standard rate\)](#)

[The AFR is applicable to all solo pilots \(excluding Instructors\) for full and country members.](#)

[Any Bronze C test, currency check, Friends/Family check, coach check etc all count as an AFR so long as the minimum syllabus requirements are met and the form has been completed.](#)

## **Country members**

[For all country members we will obviously accept any annual review/check you do at your home club, however I will need you to provide a date of your last check or when it is due, for our records.](#)

[We will need the information before the end of July, after which you will not be able to fly solo at Talgarth unless a date is supplied or you do your AFR at BMGC.](#)

[If you have not completed a review/check within the last 12 months one will be required by the end of July.](#)

[Please help with this small piece of admin by either sending me or Liz in the office your last review/check date](#)

## No soaring Fee

- If there is to be no soaring fee (Instructor training, AFR etc) please make sure the log sheet is annotated correctly. Likewise if the flight is a training circuit make sure the log sheet reflects the fact.
- The training circuit is just that – please don't turn it into a soaring flight

## Mutual flying and Friends/Family clearance

This message was put out September last year so I thought I would remind you of the renewal and weather requirements:

### Mutual flying

To fly as P1 with other solo members either in the K13 or K21:

- The P1 is initially authorised by myself or John Clarke
- An Annual check flight in the seat and glider that you are cleared in
- The P1 is current in accordance with the BGA Barometer (including 3 flights on type in last 90 days).
- The P1 is handling pilot below 1000' and does the take off and landing.
- The P1 does not carry out any instruction (unless specifically cleared).
- If the P2 is not able to land the glider the P1 must have a medical suitable for instructing.

### Friends and Family clearance

To maintain your clearance you need to meet the following criteria by the 30<sup>th</sup> September each year:

Minimum of 20 hours and 20 launches as P1 (inc. solo)

- An Annual Flight Review (with any approved BMGC instructor) in the seat and glider that you are cleared in – see above

There is no automatic renewal – the friends and family clearance has to be confirmed by me or John Clark once confirmation of the above requirements have been met

### When can you mutual fly or fly Friends and Family?

Only in the glider and seat you are cleared for (most of you are K13/front seat)

Only on the clearance of the Duty Instructor

Only if the minimum weather conditions apply

- Wind less than 15 kts with minimal gusting or crosswind component
- Visibility greater than 10 km.
- No landings into sun.
- Cloudbase greater than 1,500 ft above airfield level.
- No towing or soaring above more than 4/8s cloud.
- No launching with imminent precipitation.

## Thermalling Etiquette

As the season has got started I thought I would remind you about thermal soaring 'etiquette' and rules. These are available on page 58 of 'Laws and Rules'.

We are all used to the rules regarding ridge soaring but those listed below are as equally important for Thermal soaring.

### **Joining**

- Glider already established in thermal has right of way
- All to circle in same direction as any glider already established in same area of lift
- If gliders are thermalling in opposite direction – joining glider shall turn same direction as nearest (vertically)
- Entry to the turn done so that you can keep visual contact with all of the other gliders at or near your planned entry height
- Enter at a tangent to the circle so that other gliders already established do not have to manoeuvre out of the way

### **Sharing**

- Pilots should adhere to see and be seen. Don't position yourself in the thermal in such a way that other pilots sharing the thermal cannot see you
- When at a similar level never turn inside, point at or ahead of another glider unless you intend to overtake and can guarantee safe separation
- Leave thermal if you think you can't keep safe separation
- Look out – inside but also outside of thermal for other gliders that might join

### **Leaving a thermal**

- Look outside the turn and behind before straightening
- Do not manoeuvre sharply unless clear of other gliders

### **New club single seater – Pirat**

You might not be aware but we have just brought a Pirat to add to the fleet. I believe it needs to be EASA'd first but I suspect it won't be long before it is ready to fly.

For those that have not flown one, they are nice to fly with performance somewhere between the K6 and Junior and nothing to worry about.

- The cockpit is roomy and comfortable. Both, rudder pedals and seat back adjust
- The release opens with the standard release knob but closes by pulling an external cable
- Use the same speeds as the Junior
- She is a bit under rudder'd
- Airbrakes are powerful and tend to suck open especially above 60+kts. They can be (for pilots with weak arms) difficult to shut again so don't be surprised to see a bungee attached to the airbrake handle to help shut them (approved mod – honest)
- She will spin quite happily

Unless you have flown one before please get a briefing off a club instructor first before you fly her

Cheers

Martin  
CFI