

Chairman's Report

Hi everyone and apologies for this rather late newsletter, I have just been far too busy enjoying the lovely UK weather!

Once again the committee have been productive in various projects and the club is in good shape. I am sure you will have all noticed the webcams taking various shots of the Airfield thanks to Mark and Rowan, its just lovely to check on those enjoying themselves from ones office, I hope we can have them reversed one day so that they can also enjoy the view!

The simulator is now up and running, I actually flew it last weekend and its very impressive, many thanks to Martin, Pawel, and the team for getting this working, I am sure it will be greatly appreciated on non flying days and a lot of fun.

We have two items for sale at present on Gliderpilot.net, CCY and the Supacat Winch. However, there has been little interest in either and at the moment CCY is loaned (for a fee) to Mendip GC. Its always good to help a neighbouring club especially as it might be us asking a favour one day.

The Supacat has had no interest at all so we are investigating once again quotes to convert it to a Skylaunch, more about that when we have some news.

CCY however might have another use and unless someone comes forward with a sensible offer the committee have agreed to convert it to a cabriolet! This will be a Winter project undertaken by Ian Mitchell and the aim is to make this the Trial Lesson Experience not to be missed – Goggles and all! (or white gloves for some!)

We have had the Clubhouse inspected and it will last for some time to come so

no desperate problems looming but we are mindful that we promised to present at the AGM various options considering the funds that we sit on. This will be a major agenda item at the AGM and there will be a few options for you all to consider so at the moment it is work in progress.

You may have been rather less smelly on going home this year due to the lack of sheep, again something the committee are looking at long term as the grazing rights are due for renewal next year. Is it a case of farmers cutting the grass or us putting out a tender to a rubber glove company! Thanks to Robert, Stirling and team for keeping the grass cut.

In May we had the Aim Higher course with Kevin Atkinson, I think everyone found it very informative and I hope that Kevin will do a follow up winter course over a couple of days. It was great to have this opportunity to secure the only course left and it gets the brain cells working with the theory behind flying cross country.

Unfortunately we didn't hold ICL this year, a great shame but it is a very demanding task for the person who is in charge. It would be great to see this resurrected next year but we need someone with the time and energy so if you are that person please contact the committee well in advance so that we can help with the necessary arrangements.

Once again we had a lovely members hog roast and something which is now a yearly event, its great to have a free fun social evening for everyone.

You may have heard whispers about Exeter looking at Class D Airspace, please do not panic, Having met with ATC I really

believe we can come up with a solution which will benefit all, they are not looking to restrict ours or Dunkeswell operations but merely to work together to make a safer Airspace for everyone.

Finally, we all rely on each other to keep the club operating as efficiently as possible, sometimes there is a lack of help later in the day and if everyone can be mindful that we still need volunteers to make sure everyone has flown and the kit put away that would be great!

Many thanks to all of the club members and committee for making this such a super club

That's all for now and I hope that you enjoy the rest of the summer weather!

Lisa Humphries

In This Issue

- Chairman's Report
- CFI Matters
- Group Days
- Congratulations
- Membership
- Finance
- DSGC Simulator
- Aircraft Maintainers Course
- Ka6cr DRE
- Expeditions
-and much more

Group Flying

Thank you to all the Instructors and Helpers who have run the Group Days and Evenings this summer. The weather has been a bit of a challenge, but at times so has getting volunteers, so a big thank you also to Martin Bennett for keeping on top of the organizing.

Just some of the Thanks we receive:

"All the Scouts really enjoyed the opportunity to go gliding. Could you please pass on my thanks to everyone at the Club that gave up their time to make this happen and for making us all feel welcome at your Club."

Andrew Bodenham
2nd Amersham Common Scout Group.

"Thank you for giving us a wonderful evening flying, everyone really enjoyed themselves."

I will try and book again next year.
Louise Pearce
Environment Agency



Aim Higher

CFI's Matters

There have been several launch related incidents at the club recently, a number of which had the potential for very serious consequences. A contributory factor in the majority of these incidents has been the failure to properly complete pre-flight checks.

A contributory factor in all the cases was distraction while completing checks or the felt need to hurry.

Pilots: Could you all please make sure you have completed your pre-flight checks before you launch, if you are unsure whether or not you have completed them or you are distracted, go through them again from start to finish. If for any reason you re-open the canopy following checks (for example a delay in the launch) complete a full CBSIFTCBE again.

Ground crew: We all enjoy a chat at the launch point while waiting for a launch but please ensure that the pilots have been given adequate time to focus and concentrate on the pre-flight checks, in fact, do not chat to a pilot preparing to launch if that launch is imminent.

It is the responsibility for all pilots to ensure that they are prepared and ready to accept a cable or tow-line at the front of the queue. However, If you are responsible for the launch DO NOT hurry or rush someone completing their pre-flight checks, give them time and in fact encourage them to complete their checks properly.

We have had luck on our side with the recent incidents but luck can be a very fickle beast. You may have completed CBSIFTCBE tens, hundreds or thousands of times but please could you refocus on this aspect of your flying and ensure that you complete the checks properly for every launch and not just through rote. It may save your life.

Martin Woolner



UK Navigators

Launches



Pete Harmer (10,000) John Street (20,000)

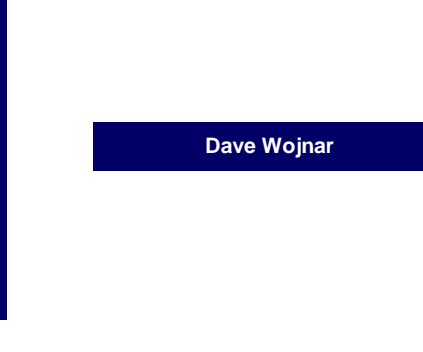
Congratulations

We have had a good run of First Solos this year.

- | | |
|-----------|--------------------|
| 31 March | John Borland |
| 18 June | Dave Herbert |
| 25 June | Lukasz Kieruczenko |
| 8 July | Hans Jenssen |
| 23 July | Dave Wojnar |
| 5 August | Charlie Stuckey |
| 6 August | Ben Summers |
| 11 August | Tim Petty |
| 18 August | Will Stainer |



Tim Petty



Dave Wojnar



Charlie Stuckey



John Borland



Will Stainer



Lukasz Kieruczenko and Dave Herbert



Hans Jenssen



Ben Summers

Membership

Our membership rose substantially during 2015, however the numbers took a small dip at the end when, as usual, we see some members electing not to renew. There are a variety of reasons, but having limited time to fit in gliding activities with the rest of their life was the key point. But we're also pleased to welcome over 30 new members since January and a warm welcome to all of you. **Tom Sides**

Treasurer's Finances

The club remains in good financial state with strong cash reserves. I've heard some say we have too much cash in the bank and should reduce our prices, but you'll be surprised how quickly that will go away when the big projects start.

We're now entering the third quarter of our fiscal year, and unfortunately I'm seeing a few clouds on the financial horizon. The more concerning one is that our flying income is lower than expected. This is predominately due to weather, but also we're seeing fewer members coming out to fly when the conditions are reasonably good.

Our Winter/Spring flying package ended up with only a handful of members taking advantage of the rebate for a combination of winch, aerotow and motor-glider training. If you've got ideas of what the club could do to motivate you to come out and fly when conditions are less than sunny, please have a word with any of the Committee members.

We completed two large infrastructure projects over the winter. The first was to double our site electrical capacity which gives the club site the flexibility it needs over the next 20 years. The second was to install 20 trailer power points so private glider owners can use dehumidifi-

ers over the damp winter months. In a similar vein, the work on the glider simulator has been completed.

Many members have commented about how improved the field seems as we've not had sheep grazing for several months. As a condition of our original purchase of the field in 1967, we are committed to allow the farmer the right to graze until July 2017, but are now evaluating whether to continue with a new farmer/grazing agreement which would give more income to the club, but at an obvious cost. Member's feedback is welcome.

Gliding, as we all know, isn't an inexpensive sport. Are you aware that the club has several means to provide financial support to members?

- The Ian Beckett fund can provide financial support to Juniors. This is overseen by John Burrow and the CFI, Martin Woolner.
- The use of the K6, HEB, for free soaring. A great way to gain experience, and again JB manages this program.
- We've been fortunate to recently receive the donation of a second

K6, DRE, from Ian King's family, which will be offered similar to the HEB programme. Pete Harmer is managing this glider

As well, there are many bursary and grant opportunities available via the BGA. Many of our Juniors have benefited by receiving scholarships from The Caroline Trust, and there are others available as well.

Tom Sides



Western Power upgrading the electricity

DSGC Simulator



The Simulator is now up and running, and has already been used for practising launch failures and spin training prior to doing the real thing. It has also been used for patten practising prior to flying Instructor checks.

There will be continual improvements but it is important that we use it.

Here you can see Aston Key flying along the "green cliffs" of the South coast.

It is important that the switching on and off procedures are followed correctly, and it is not left on after use.

Paul Kane is now managing the project.

Club Maintainer's Course

Last March, there was the intention to hold a Club Maintainers Course at DSGC. The event got called off because the BGA Chief Technical Officer Gordon MacDonald became ill.

As luck would have it, I was away on holiday at the time of the proposed meeting and as club Technical Officer I was anxious not to be the only one at DSGC who had not been on the course. I therefore booked to attend one a few weeks later at the Long Mynd. I now believe that I am the only one at North Hill who has obtained the necessary Certificate (see attached) to prove that I actually have been on one.

I do not think there will be any further dates made available until the end of the season.

Is it worth attending? Definitely yes. There is a lot of interesting general information. If you want to know what the main subject matter is, then use the BGA AMP 2-1 document (from their web site) which details the Pilot Owner Maintenance that could now officially be accomplished, which is actually quite a lot. But as regards gliders, only if you have been on the course and now know how to do it properly. This is now allowed because of changes to the ANO and (bless them) what EASA allows you to do.

As usual, there is a down side. Along with the freedom, there comes responsibilities (whether you go on the course or not) The principle is that the onus of maintaining your glider in a safe and serviceable condition is now much more on the owner. You cannot just say 'Oh – I leave all that up to my inspector/ maintenance company – not my problem'

The BGA have become alarmed at how many gliders do not have a valid Airworthiness Review Certificate (ARC) If you do not understand what that is then think of it as the aircraft's 'MOT' (I know Ian

Mitchell will take issue with this thought, as it is not strictly true, but is a good illustration) And that is where the insurance companies come in. If you crash your car without a valid MOT and bald tyres they will 'walk away' from any claim and this is the same for aircraft. A favourite of theirs at the moment is with those home built microlights. If one crashes it is weighed and the insurance claim gets rejected because they are almost always over weight to the manufacturers data. I don't trust insurance companies and will say this again - The onus is on the owner of the aircraft.

My worry is those owners who have made various instrument/avionics changes to their gliders. The manufacturers have in the past issued helpful technical paperwork which avoids all the expensive certification tasks, but this must not be interpreted as giving anyone authority to do the work themselves and not getting it properly recorded. The AMP document covers this and going on a maintainer's course will help. Something also to think about when negotiating to buy a glider.

Yes – it is worth attending.

Andrew Logan

**STOP PRESS Saturday 22nd October
— see GG for details**



Defibrillator



Following the club's successful application for a partial grant from British Heart Foundation, we have now purchased and installed a heart defibrillator (AED) unit just outside the main entrance of the clubhouse.

It's located in a special box which is thermostatically heated to protect the batteries, and not locked but only sealed with a cable tie. And while the club will primarily benefit from it, the unit is also accessible and for use by the general public who may be using the bridle path.

About 15 members had some training in using AED and CPR, but in case you missed it, here is a brief resume:

The unit is designed to operate without training. It's software speaks to the operator, guiding you through the steps, and will not operate if applied incorrectly.

When you take the cover off it has a series of visual aids which light up as you use it. The 'on' button is bottom right. The defibrillation pads are in one piece which is already attached to the unit. After the pad is attached to the patient (following the instructions given by the machine), the AED will carry out its analysis of the patient. If the AED advises compressions, you compress in the middle of the attached pads on the red cross. There is a metronome which gives you the rate at which you need to compress. The AED will tell you if you are doing good compressions or if you need to compress harder.

DutyMan

DutyMan is the method that DSGC use to schedule rosters and send email reminders to members, you can request and arrange swaps for duties. Just click on the links at the bottom of the emails that it sends you.

Ka6cr "DRE"



A lot of members will remember Ian King, Ian was a long time member of DSGC (and both Yorkshire and Vintage Glider Clubs), and owned Ka6cr "DRE". Over the years he flew many epic cross country flights and many hours just local soaring. Sadly Ian died earlier this year but his family wanted "DRE" to continue

flying at North Hill. A few of us had discussions with Doug King (Ian's son) and we decided to provide a second Ka6 for the DSGC Junior members to fly at much subsidised rates, much the same as "HEB".

It has taken time to reach ownership of "DRE" within the Club, but we are nearly there. We have permission from the executors of Ian's will to fly "DRE", it is now insured and airworthiness paperwork is complete. When the executors release the glider it will be owned by a syndicate of Doug King, Pete Warren and Pete Harmer. The two Petes will be able to give permission for any suitable DSGC member to fly "DRE".

That is all very nice but we need to finance the project, there is some money in the kitty, but that will likely be used up on the insurance premium due in November. My idea is that the supporters of the "DRE Project" put £5 per month into the account - that is less than a winch launch or about 12 minutes flying time per month. For this they will be able to fly "DRE" anytime, but Junior supporters will get priority.

The kit includes a beautiful looking new trailer, but there are problems with its fittings which could cause significant damage to the glider when moving in and out of the trailer. These are slowly being rectified, but at present I would suggest that someone who knows these problems supervises any rig/derig from the trailer.

I hope to fly "DRE" sometime in early September, then it will be available to authorised supporters. If you would like to be a "DRE supporter" please let me know, and we will arrange putting the money into the account. **Pete Harmer**

Team Eagle—Best Wood at Pocklington



Congratulations to Team Eagle for winning the Best Wood class at Pocklington for the second year running. Read about the epic write-up on the [DSGC blog](#).

Expeditions



DG505 and ENW at the Long Mynd

DSGC members have visited many different sites this year, with as usual varying degrees of success with the weather.

In April, Jess Summers and Lizzie Westcott enjoyed their first experience away from North Hill when they visited the 3rd Round Winter Series at Nympsfield, meeting up with Juniors from all over the country.

On the Portmoak trip in April, Ron managed one decent cross-country in Scotland, but it was a struggle with the weather for all.

The Long Mynd trip in April saw a massive exodus from North Hill, but after snow showers and the wrong sort of wind at the Mynd, they decamped for a day trip to Shobdon. The weather perked up for the rest of the week, with (amongst others) the DG100 syndicate of Gordon Bonny, Chris Mew and Ray Buzza enjoying their first trip away.

The Denbigh expedition in April turned into a North / South Wales dilemma with most choosing to decamp south to Talgarth for the better weather.

Friday 13th May was not unlucky at Parham, with Matt Wright M5, Pete Startup 230 and Phil Morrison 611 all completing 5 laps of Lewes to Butser Hill for 340Kms. Rowan Smith in CLM joined in the fun also with a couple of laps.

June saw the annual trip to France for Matt Wright, JB and Phil Morrison, joined by Matt Williamson for some two-seat training with Christian. Alongside the normal ridge running in the Alps, JB and Matt enjoyed the delights of the Mistral wind taking them up to 19,000ft with oxygen.

Also in June, Jill and Pete Harmer took OL to Spain, to a newly setup site at Sotos 100km east of Madrid. The hoped-for convergences were missing, but there were high thermals and wave instead.

July saw Competition Enterprise, with Team Eagle BBB and Matt Wright M5 competing, Matt finished 9th after a good start, and Team Eagle finished 21st (not making the most of the handicap in the scoring system).

In August, Team Eagle also competed in the two-seat competition at Pocklington, and the writeup is worth a good read. (see page 6)

September sees a return to Long Mynd, and a further Club Expedition just for Junior members is planned for half-term in October.

Expeditions are a great way to experience flying at other sites and socialising with other pilots etc.

Trial lesson guidance

DSGC uses an on-line purchase and booking system on the website www.dsgc.co.uk DSGC Vouchers are valid for 12 months from Date of Purchase.

Purchases Requests for Trial lessons purchases - please ask them to use the purchase system on the website.

Bookings Requests for booking a Trial lesson - if they have a DSGC voucher that has been purchased within the last 12 months, - please ask them to use the booking system on the website.

Old expired vouchers - if their DSGC voucher is more that 12 months old, they will not be able to book online, please ask them to email Jill at vouchers@dsgc.co.uk who will check if it is possible to extend the voucher or if it is too old to extend.

BGA Discover Gliding voucher for a single flight are accepted (but not the Go for Gliding one day courses). However, they cannot book online with the BGA voucher number, please ask them to email Jill at vouchers@dsgc.co.uk with the BGA voucher number, to arrange the exchange DSGC voucher.

Cancellations If a booked trial lesson has been cancelled by DSGC due to the weather, Jill will revalidate the voucher and email them within 24 hours, then they can rebook on-line. All trial lesson visitors are asked to phone the Club on the Day before they leave home. If you take a call and the flight is cancelled, please tell Graham Barden who will let me know, or email Jill at vouchers@dsgc.co.uk

No Internet? If they can't use the on-line system or do not use the internet, - please ask them to call 07849 831852 and leave a message on the answerphone, and Jill will get back to them. Voicemail is checked daily.

Jill Harmer

Air Cadets



Air Cadets from Torquay and Taunton were the last group this year to enjoy a fantastic evenings' gliding at Devon and Somerset Gliding Club. In total this summer, we have flown more than 50 Air Cadets. This year they are celebrating their 75th anniversary and to mark the occasion a anniversary torch has been touring the

country. The torch paid a visit to North Hill as the cadets were finishing their evenings gliding in August. James Flory (an instructor with DSGC and a flying instructor with the Air Cadets) said it was a fantastic opportunity to mark the Air Cadets 75th anniversary with a flight over the mid Devon countryside. He was joined by a number of staff from across the Devon and Somerset Wing of the Air Training Corps who had come to North Hill to help mark the occasion.

James Flory

Out of touch?

If you are missing out on vital Club information, and messages, make sure you are setup to receive information from the DSGC Google group.

Email:
jill.harmer@btinternet.com

for help in getting set up.

Access to the DSGC website members area is different to Google groups and you need to to register separately for this, - Just create an account on a DSGC members-only page.

Keep up to date with everything on the DSGC Blog, or Follow us on DSGC Facebook or Twitter

Stop Press



Congrats to Dave Cowley—first solo

Published by
Devon & Somerset Gliding Club Ltd
North Hill Airfield
Sheldon
Honiton
Devon
EX14 4QW