



Chairman's Report

Having completed my first year as Chairman of DSGC I look forward to another productive flying season in 2014.

With the increasing demands of legislation and changes to the EASA regulation we are very lucky to be one of the largest Gliding Clubs in the UK being able to draw the knowledge of many experienced Aviation people from within our club. This means that we remain a non professional club without the expenses but with the expertise! Long may that continue!!

The bad weather conditions has had its toll on the flying activities to date but the Pawnee has proved invaluable to keeping currency, moral and funds on target!

We, the committee, are working towards achieving more summer courses and again promoting cross country expeditions with the forthcoming season.

I am now a member of the BGA Executive Committee which I hope will be beneficial to the club in gaining an insight and a

DSGC voice to the Gliding movement in the UK.

At the first meeting I was very impressed to see how the BGA are fighting our corner regarding Airspace restrictions. This is being led by John Williams who has an abundance of knowledge and his clear message to all Glider Pilots is **Put your flights on the BGA Ladder!!**

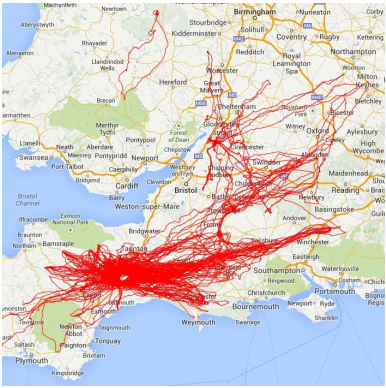
The BGA are also progressing with implementing a new Website which will benefit all pilots as the information available will be much easier to find.

As my meetings progress I will endeavour to keep DSGC members informed of any relevant news.

This is the first newsletter featuring important aspects of our operations and I hope you find the content informative and interesting.

Our next newsletter will be published in the summer and I welcome any input which will benefit the members.

Lisa Humphries



**Cross Country Flights
North Hill Pilots**



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CFI's Matters by Pete Harmer

I have attended four BGA sponsored gatherings of the wise and good over the winter and the two over-riding topics at all of them was EASA pilot licensing and pilot safety.

So let's try to summarise it all here:

EASA pilot licensing

"EASA world" starts on 8th April 2015.

Everyone who wishes to fly solo after that date must obtain an EASA medical certificate, details of how to do this are in a folder in the Clubroom or on BGA website.

The current GP countersigned self declaration will be fine until then, but completely worthless afterwards.

Everyone who wishes to fly solo "unrestricted" after that date must convert their BGA qualifications into an EASA license.

"EASA world" starts on 8th April 2015

The level of BGA qualification to be able to convert is Cross Country Endorsement (or pre-1996 Silver Distance).

Details of how to do this are in a folder in the Clubroom or on BGA website.

Those without this qualification will not be able to convert, and will therefore be unlicensed and will be treated as student pilots, which will require each and every flight to be authorised by an instructor.

I strongly recommend that everyone who can works very hard to complete

their Cross Country Endorsement by this time next year.

Our student pilots will just continue learning to fly properly, as now, and should quite seamlessly progress through the new EASA syllabus (which is virtually no different to the BGA syllabus) and come out at the end with an EASA licence.

The main difference between the two syllabi is that EASA does not ask for any proof of soaring or field landing skills.

I would hope that BGA and DSGC puts something in their own requirements to fill this ridiculous shortcoming.

Another change that has to be worked through is the way in which the Club and Instructing team manage the training scheme.

Details have not yet been finalised so I will not bore you with what is currently going on behind the scenes.

Safety news from BGA

Safe Winch Launching

There is some good news, over the last few years BGA has been instilling in instructors to teach safe winch launching.

This has worked and we (nationally) are no longer killing pilots in inappropriate launch failure procedures.

However one message has not got through, pilots are still not releasing (and again this is nationally) on an uncontrolled wing drop

However one message has not got through, pilots are still not releasing (and again this is nationally) on an uncontrolled wing drop during the ground run

during the ground run.

The resulting cartwheel, and use of the pilot's head as the undercarriage does not work very well.

Please read the "Safe Winch Launching" leaflet in the Club-

house, or view the section on the BGA website, or ask an instructor.

Towplane Upsets

There has been a dramatic increase in the number of towplane upsets in the last couple of years, after a total absence for a couple of decades.

If you do not understand the problems, again ask an instructor, read the "Safe Aerotowing" leaflet in the Clubhouse or view the BGA website.

Approach & Landing Phase

Analysis of accident statistics show that the highest risk to hurting pilot and glider is during the approach and landing phase of the flight.

This is quite obvious really as it is when you reach the hard stuff.

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We should all ensure that we have a controlled and stable approach, that is correct and controlled speed and rate of descent to enable us to flare and touch down in our pre-selected area of the field.

Thoughts about happenings at North Hill

Aerotows

Because of the dreadful state of the field after all this rain, we have been doing a lot more aerotows than normal, which has shown some shortcomings in our training and operations. Things that come to mind:

Glider pilot:

- a. Do not accept the cable until you are completely ready to launch

- b. if anything happens that you do not like, release the cable
- c. On the ground run, get the glider running on the main wheel as soon as possible. Bouncing along on the nose wheel (or the nose) makes for an exciting lift off, normally several of them.

Tug pilot:

- a. Do not start 'taking up slack' until clearly asked to do so
- b. Do not go to 'all out' until clearly asked to do so

Bat Signals:

- a. Always use a bat, or something else bright. It is quite difficult for the tug pilot to see something dark 60 metres away in a vibrating mirror
- b. Stand where the tug pilot is able to see you in the mirror, this is about one or two metres to the right of the rudder. As a guide, if you can

see the cockpit or strobe light in the mirror, the pilot can see you.

- c. Shout loudly so that the glider pilot knows what is happening

Radio signals:

Glider pilot should ensure "all clear above and behind". Best if 'hooker on' does this, but wing runner is OK.

I am not going to advocate which method of signaling we do, or do not do, but personally I prefer using the radio.

Wing runner:

- a. RUN
- b. if crosswind, hold downwind wing
- c. RUN
- d. if you have to work to hold the wings level, inform the pilot
- e. RUN
- f. if you cannot run, get someone else to do it |





Engineering News by Pete Startup

Canopy care

We're shortly going to be in those blustery Spring North Westerlies that herald the real start of the soaring season.

It also means that extra care is needed with canopies in the wind.

CCY's new canopy cost around £3000 to replace, so please take care and don't leave unlocked or unattended at the launch point.

My own canopy had the 2 fibreglass hinges cracked a few years ago and that was £500 to get fixed - ouch!

Stow loose equipment securely

I recently did the Annual on a privately

owned glider and when the trailer was opened to get the fuselage out, I discovered a vertical split in the rudder about 3" from the trailing edge and about 4-5" long.

Please ensure that all loose equipment is stowed securely or take it out and put it in the tow car for the journey

A significant repair was required, not possible at Club Inspector level, this cost the hapless syndicate members £xxx.

While it couldn't be established EXACTLY what caused the damage in the trailer as it had been moved about quite a bit, it was definitely caused by something that wasn't secured correctly.

So private owners and anybody retrieving a club glider please ensure that all loose equipment is stowed securely or take it out and put it in the tow car for the journey.

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Trial Lesson Visitor

Recently I was asked to fly a Trial Lesson visitor, he looked quite big but not overly so. I was told that the sums had been done and that he would be OK to fly in the back of the DG505.

I wondered what was so special about the rear seat of the 505, as most of the seat limits are a standard 242lbs (except K13).

The visitor claimed to be just over 16 stone, so plus parachute would be about 17 stone or 238lb, just about OK but we decided to weigh him.

He was 258lb including parachute!

Never take a visitor's word for their weight, it was probably measured starkers and before breakfast.

If it looks close weigh them.

Pete Harmer

General News

The clubs gliders were found to be in generally good condition during their Annual inspections. Junior KHA was the exception having to go away for some structural repairs to the forward fuselage area, and the previously mentioned canopy replacement on K13 CCY.

Ian M did a 3000 hour inspection on HCX, its second one. This falls about every 10 years and is quite a significant maintenance event and there were no real problems found other than those that you would find on any Annual, so that's very pleasing.

Still quite disappointing is that we don't utilise non-flying days to do general husbandry jobs on our gliders, i.e hoovering the mud and grass from the cockpits and cleaning canopies. Lets see if we can't do a little more of this and always have presentable gliders at the start of every flying day.



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Microphones



Radio microphones in club gliders. I hate them! - mainly because quite a percentage of club glider radio defects are attributable to these. It's usually the swan neck that breaks and it's not necessary to flex the mic backwards and forwards so that it sits right in front of your mouth. The dynamic mics we have fitted to our gliders pick up ambient normal voice levels from quite distance so there is no need. These cost about £80, are a pain to replace so can't be done 'at the launch point', although we are taking steps to make them easier to replace by putting a plug/socket connector close to the mic.

Top Tip - Grease up!

Almost every glider I have had in for the Annual inspection in the last few months has come in with rusty wing pins, spigots etc, some quite significant. Top tip - instead of greasing the pins (you do don't you?), when you get the glider out to rig, grease them when you put it away instead. That way corrosion doesn't happen even after extended wet Winter storage. Added advantage is you don't have to get your hands greasy before rigging and flying! |





Club Safety Matters by Ernie Perrin

Oh No! Another ALF'n'SAFETY requirement, now they want us to maintain a record of incidents at club level! Hang-on, though, we already do that- so no problem then, it's just for the other clubs to catch-up.

Many thanks to all those that have taken the trouble to contribute by submitting reports especially the Occurrence reports, which hopefully everyone realises, are designed to make things safer for all as well as placing DSGC in a good light.

The object is, of course, to capture all those events which although not fatal could lead to something nasty if we allow them to continue and accumulate. In particular they are not for attributing blame. Page 2 gives a list of the Accidents/Incidents/Occurrences for last year.

The reports are:

ACCIDENT. Meaning fatal or significant injury or damage to a glider requiring workshop repair. These

have to be reported to the BGA and probably the AAIB. There is a check list of requirements and telephone numbers located by the Telephone in the entrance, In the Office, and in the Launch vehicle.

INCIDENT Reports of a serious nature, but not an accident, that also have to be reported to the BGA for evaluating their impact upon the whole gliding fraternity. These could include the broken finger or mis-rigging where there was no serious outcome.

OCCURANCE Reports that are held at club level. These are generally site specific perhaps relating to incursion by horse or hound, bridle path, winch failures, vehicle mishaps, poor comms or damage to club equipment.



They are reviewed by the Instructor committee with a view to correcting

short comings. They are reviewed periodically by the Regional safety Officer and maybe taken to national level if deemed appropriate.

The Club's safety status is periodically audited by the BGA. This usually involves the Regional Safety Officer, the Club Safety Officer and the Chairman.

A question for you, if a less experienced pilot sought your advise whilst at the launch point, can you answer?

It is a lengthy and exacting procedure, (ask Pete Smith), and involves checking and ticking some 80 items on a check list that includes things like club management, availability of pilot information, aircraft maintenance, availability of energy absorbing cushions, parachutes, the length of the tow rope on the tug, training procedures, airfield signs, winch usage and earthing, launch point control. emergency procedures.

In addition there is an in-depth look at one particular aspect. One occasion this was ballast weights. Did the instructors

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know the weight and CofG effect of the various lead weights.

A question for you, if a less experienced pilot sought your advice whilst at the launch point, can you answer?

On another occasion the in depth topic was voucher flights, from the content of the documents sent out to the recipient until their arrival at North Hill.

How were they met? How did they progress to the launch point, were they issued with high viz jackets so that everyone was aware of their status, what happens after their flight and before they left the site.

Incident Examples

The photograph shows the strange extended nodule with the top cover removed that caused the airbrake failure to operate

at a critical time on the approach.



The glider was mis-rigged. The Aileron pin had not gone fully slotted into its home so only friction was making the connection; the pilot established that the controls were working correctly. He had done the required control checks with a second

person on each aerofoil location.

Unfortunately his helper was inexperienced and allowed free movement. Had he held the aerofoil firmly resisting the deflection the control run would have disconnected.

A similar thing happened on another glider but this time with a hotelier connector that had not fully locked home even though all the checks had seemingly been carried out. |

Treasurer's Report by Tom Sides



park the trailers, and during the soaring season, rigged gliders. If they haven't already done so, private owners/syndicates should turn in their trailer storage agreement before 1 April.

Parachutes Three new parachutes have been purchased and we can now ensure a chute for every club glider seat.

The impact of the weather The terrible January and February weather have pretty much made winch launching something we only vaguely remember. The financial upside is that the increased number of aerotows are driving down the fixed costs (insurance, annual cost) for the Pawnee and thus the cost to the club for an aerotow has dropped. The downside is that the price for a reduced aerotow is still less than the cost, so we've been operating at a loss during this time. More critically, the poor weather has stopped many members from coming out to the club, so the "typical" winter flying volume is down. Come on out and enjoy the ridge flying during these months. Get some aerotow experience at a discount price while it lasts! |

Club Charges Many of the members have rightly voiced concern about keeping the club charges as low as possible, and we're seeing much higher glider repair costs this winter than we've seen for several years.

Private glider trailer storage You'd be surprised to know that we have 45 private gliders kept at North Hill, and this number has been slowly increasing each year. That's good news to see more members moving up the skill ladder, but we can see we're going to have to be more careful about using the space available to