

Chairman's Report

Hello everyone and welcome to the latest Newsletter - a bit later than I had anticipated but time just flies!!

Unfortunately it's not been the happiest of summers for us with the loss of Ernie and his tragic accident and I know it has affected quite a few members including myself. However, we should all remember that accidents occur in daily life and statistically Gliding is a safe sport, let's all keep working to maintain high standards and eliminate errors.

Several months ago we were approached by a neighbouring farmer to see if we were interested in purchasing the field adjacent to our North East Boundary. I called an EGM which was very well supported and the votes which were placed showed a strong will from the members present to proceed with negotiations. Unfortunately several months later and after many discussions with Estate Agents the farmer elected to

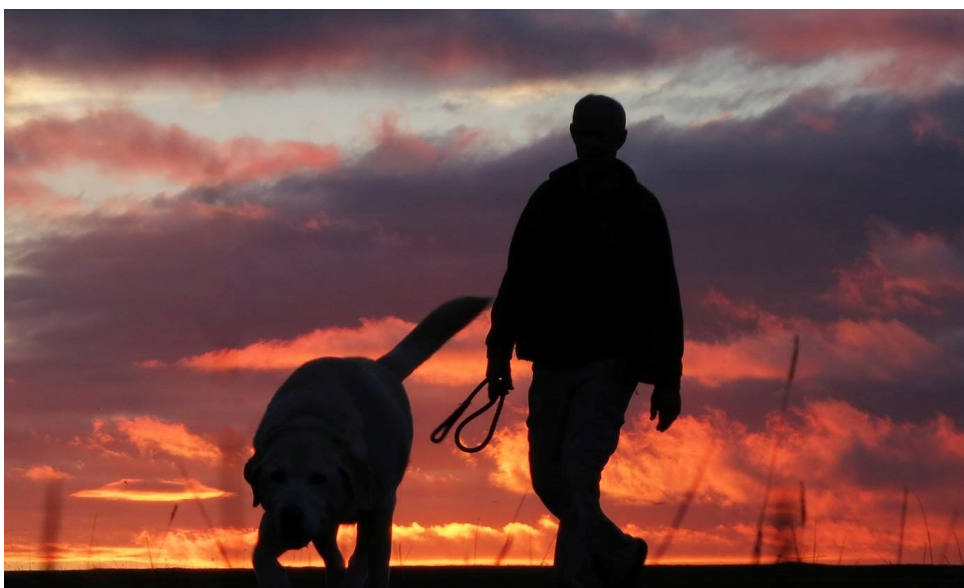
wait until the Spring 2015 and try to sell the land as a complete package with the farm. If he is unsuccessful in achieving this then we may well be approached again and should that happen this will be investigated as to the club means and willingness to pursue further, lets wait and see!. In the meantime the committee will be revisiting the strategic plan for the next few years which of course include replacing the existing clubhouse. I do not see this as an urgent requirement but we will need to start planning and looking into possible funding options which may be available to us.

I arranged a recent meeting with Alison Randle the BGA development officer, Tom our treasurer and Matt Wright to explore funding opportunities. Whilst the Club house is in our minds we have a desire to fit Flarm to all of the club gliders and the Pawnee, other clubs have managed to secure funding for this and Matt is working on the proposal with guidance from Alison.

At a recent BGA Exec Committee meeting the view was that that **Flarm** is very useful as an anti - collision avoidance system, however, it was also strongly discussed and agreed that this should **not be instead of Look Out** which is paramount of course! There are funding options every year and this is something the committee will investigate to try and enhance our facilities / equipment with the least financial impact.

As the AGM is not very far away I would like to advise that unfortunately 2 committee members (post-holders) are standing down. Andrew has fallen in love and moving to Bicester, and Jonathan is too busy with his day job. So we need a vice Chairman and a Secretary! If you are interested and want to know what these posts entail please feel free to contact one of us.

Lisa Humphries



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CFI Report by Pete Harmer



EASA news

EASA/CAA/BGA have got themselves in a real mess. At a recent meeting of the main EASA Committee they agreed to delay, by three years, the date by which all pilots, glider and power, must abide by EASA rulings. However before this delay is approved there are EU political processes that need to take place.

Two of the effects of this are:

- 1) that the requirement for you to convert your BGA qualifications and ratings to an EASA SPL or LAPL(S) glider pilots licence is delayed until April 2018, and
- 2) there are factors involved in the management of our training procedures which would have been encompassed in the BGA becoming an "Approved Training Organisation" (ATO).

The first point is that the licence is not going away, its requirement is just delayed. The second may be a blessing as it was looking as if it would require a lot of effort for no benefit.

Here is the mess, what happens to those that have already converted to an EASA licence? Will they be disadvantaged by flying to EASA rules? Can they revert to "old style" BGA rules? No one knows, or at least they are not telling anyone. I expect the BGA, and probably CAA, are just as frustrated with it all as we are. This EASA change of mind came somewhat out of the blue, although many were hoping that there would be some relaxation of European bureaucracy.

Any more than that I do not know. I would think that at present many BGA staff and volunteers are very busy trying to work something out, and will let us know as soon as it is sorted. I will pass on anything that I get notified of on the Club Google Group and Clubroom notices.

Incidents and accidents

As you will all be aware the Club has had several serious accidents this summer, and quite a few incidents and examples of bad flying which were not very far from becoming accidents. The instructor team reviewed all of these recently, and although there appeared to be no common theme, a lack of currency or a lack of knowledge played some part. We do hope that the DSGC card rating system should keep pilots in good, current flying practise. I expect that it is some time since most of you have read the Club Operations Manual so I will copy a couple of paragraphs here:

DSGC Operations Manual Annex C

Coloured Card Rating System Explanatory Notes

"1. **Renewal checks.** The stated intervals must be complied with and each member is personally responsible for arranging dual checks for revalidating his rating. The minimum flying experience requirements for Yellow and Blue Rating renewals are 10 hours and 10 launches, or 50 launches, in addition to the launch failure requirements defined in 5 below."

(CFI note, if a member does not have the required hours and launches to maintain a yellow or blue card they are automatically downgraded to red card.)

"2. **Limitations.** these are designed primarily to limit the risk of pilots (particularly those with little solo time) flying in conditions beyond their experience, Any pilot exceeding the particular limitations or renewal check periods will be automatically downgraded one Rating."

"5. **Launch Failures.** Accidents and incidents associated with launch failures continue to cause grave concern throughout the BGA. In these days of highly reliable launching equipment, some pilots may not experience a launch failure in months, if not years, of flying.

I expect it is some time since most of you have read the Club Operations Manual so I will copy a couple of paragraphs here

It has been found necessary to actively raise pilots' awareness of the potential risk of launch failures by introducing a system of periodic checks. To this end, when revalidating their rating, all pilots will be expected to provide evidence of having experienced a minimum of 2 launch failures (real or simulated) in the 12 months preceding the renewal date. Instructors will ask to see this evidence when carrying out Rating Card checks, which

will almost certainly include simulated launch failures. Pilots can either produce their log book or show the appropriate launch failures as listed on their flying account. A separate list of such launches can also be produced from the computerised flight records. Verbal evidence by the pilot at the time of Rating Card checks will not be acceptable."

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Pre-flight rituals

We all have various pre-flight rituals - soaring hat, sunglasses, drinking water, food, maps, set the Oudie, check No-tams and weather, lucky underpants, but have we all done everything we can.

Recently a pilot, not at NHL, went soaring in his Jantar with a little bit of aerobatics on the way down only to have both wings fall off on the landing ground run. He had forgotten to put the main pin in! What sort of rigging procedure did he have? What sort of DI did he carry out?

Every year in UK several gliders take to the air in an unfit state - wings not connected, controls not connected, canopy not locked, brakes not locked, tail dolly on, the list is almost endless!

We can all do something about this by rigging the glider without distraction or interruption, carry out a DI without distraction or interruption, and a complete pre launch cockpit check without distraction or interruption. If any of these procedures do get interrupted, go back to the beginning and start again. If you

are a bystander or need to talk with the pilot, wait until he has finished.

The Club now has a DI training presentation on the website at Members Area, Bronze Exam preparation (but you will need to be logged in as a member), if you are already cleared to carry out DIs read it as a refresher, if you are solo heading for Bronze read through it, walk around a K21 with an instructor a few times and get cleared to DI.

Winch Drivers

There have been several times recently, and it seems to be becoming more frequent, that there is no winch driver (or nobody wishing to admit to it) to do what is one of the most necessary jobs on the field to keep us flying.

Most solo pilots should be winch drivers, after all it is one of the requirements to progress from a White Card to Red. Please try to do your bit, get trained and then do an hour of driving every time you come to the Club.

Summer courses

Another plea for help. The Club is planning to run up to seven courses again

next year, and is starting planning so that dates can be published in January. As well as two instructors we do need three volunteers per course to help with winch driving, launch point control and cable retrieves.

Provisionally 2015 course weeks will be: 13-17 April, 11-15 May, 1-5 June, 6-10 July, 3-7 August, 17-21 August, and 7-11 September). Please look in your diaries and see if you can find the time to help the Club with this enjoyable and rewarding activity.

Winter refresher training

Now that the weather has changed, and the amount of soaring available is reducing, don't stop flying, don't get out of practise.

Use the winter months to top up your experience, get some refresher training - launch failure procedures, spin/stall awareness, proper approach control, field landings, navigation, whatever you want - just ask and we will see what can be done. |





Engineering Matters by Andrew Logan

Glider Annual Maintenance Programme

It is unfortunate that Carl Tharme cannot commit to all the work he has have previously done on the Club gliders. He is currently using his particular engineering skills on a special aeronautical project, and simply cannot find the time. Including dealing with the certification paperwork and BGA liaison. This takes a further 3 hours per glider - when he gets home.

There is a problem throughout the gliding movement, with DSGC being particularly badly affected by the shortage of qualified people. Having the work done by the few separate commercial organisations that now exist, is expensive and (as particularly happened last year) not without its own difficulties.

We have previously been seeking club members who may be interested in undertaking the training to become inspectors.

The club therefore is now not in a position to guarantee the availability of the two juniors and DG505 come the spring.

There is a way that this difficulty could possibly be partially overcome. If we could count on the full support from one or two competent members to assist with the more routine jobs like, moving big parts around, gaining fuselage access, removing, cleaning and servicing undercarriage, wheels and wells, general airframe cleaning, restoring surface finishes, minor repairs, cosmetics/painting and other routine jobs, thus freeing up Carls time just to do the main inspections, critical maintenance and paperwork, then this would be a big help and those involved would learn a considerable amount towards becoming competent.

The dates are in weeks commencing:

KHA. 19th January

FZF. 26th January

JZK. 16th February

Are there any members willing to commit their assistance? We really must work to avoid having few club aircraft to actually fly next year.

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Wheels, Tyres & Tubes

The club has spent about £1,000 this year replacing assorted wheels, tyres and tubes.

I know various aircraft have some specific problems and it is not possible to fit different wheels/tyres but please always lift the tail of the Juniors by the handle - don't drag the tail around.

Sitting on the front of the fuselage is often not enough to lift the tail enough.

Do not also drag the tails of the K21's and especially the DG505 when turning 90 degrees.

When launching a glider try to avoid the tail slamming down right at the beginning of a launch The DG505 is especially difficult here

If you take any club glider on an expedition take some spare wheel's and tyres with you. Not much use them being back in Devon. |

A Reminder!

One other situation that private owners have already been told about but it seems they needed to be reminded of. The BGA recently republished the complete GMP (Glider Maintenance Programme) - The little blue book in your document box.

www.gliding.co.uk/bgainfo/technical/gms.htm

I now quote the BGA: 'The owner/operators is responsible for ensuring that the maintenance personnel have all the necessary information to complete the required maintenance. This will include flying hours, Log Book, Technical Log, DI Book. Flight maintenance and repair manuals, service/technical notes as applicable and details of any maintenance or incidents since the last routine inspection.'

It is up to the owner of the glider (not your designated - or proposed- maintenance provider) to obtain/produce this document. He/she must amend/delete any of the 89 tasks as described in the maintenance schedule in section 4 to suit the particular glider, and add any manufacturers or BGA instructions, or repetitive SB's that may be applicable in tasks 90 to 100. The use of BGA form 273 is also included in the GMP and owners are encouraged to use it as part of the maintenance procedure. |



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Workshop Slots

All private owners are requested to remember to arrange their workshop slots this winter. They are filling up quickly (as can be seen when viewing the programme through the DSGC Website (members pages) It is good to see many machines are being put through the workshop in shorter timescales than before but this means you must keep to the schedule. There is always the option of having the annual accomplished in November and December, when space is more easily available.

Winter Maintenance

It is now that time of year when all private owners should be thinking of protecting their gliders and trailers over the winter. In addition to making sure the trailer is well secured to resist the onslaught of the winter gales, it is important to consider its precious contents.

The cold in itself is not a problem. After the very wet conditions of last winter I hope you have become aware of the dangers of damp. It goes without saying

wooden gliders are particularly vulnerable, but all gliders can also be protected.

To try & avoid problems please consider:

- Are there any leaks into the trailer
- Is the trailer well ventilated
- Is the rear of the trailer lifted clear of the ground and not stuck in the mud
- Don't keep the trailer brake on
- Consider using desiccant where appropriate
- Are the wing/control connections well lubricated/oiled
- Have you removed mud from the under surface of the glider fuselage.
- Place old bed sheets over the glider and wings and consider attaching insulation to the inner skin of metal trailers.
- Place a sheet or old eiderdown over the instrument panel
- Be especially aware that flat screen and CRT instruments can be especially affected/even wrecked by damp. |



Safety Officer's Report by James Hood

I think everyone will appreciate how difficult it is going to be to talk about safety after the season we have all had to experience. Many things may not make sense, and there are surely answers we would all like to have, as how some of this summer's events unfolded.

It is never easy to lose a colleague and friend but what is most important are the lessons we can all learn and how our attitudes and outlook can often be changed, resulting in a greater awareness and understanding of the potential threats the sport we all love, can present us with.

With this in mind, I do not wish to dwell on the events of the summer, but look forward to all of our membership embracing the safe working practices that will ensure that our winter season can be enjoyed to the maximum.

One important aspect that is too easy to overlook is currency, particularly in the Spring, when many members re-emerge after hibernating for the winter. Weather and other commitments often affect our ability to stay current, but to those of you who choose to "stay away" for the winter months, you are missing the opportunity to experience some excellent conditions that will improve your

skills as a pilot whether or not you fly solo is or not. The winter is also an excellent time to refresh aspects of flying training that maximises the use of the conditions which will leave you free to explore the skies once the thermals return.

Safety is the responsibility of each and every member

This winter why not push your instructor team to provide you with training in spinning, launch failures, perhaps field landing practice - we have a wide range of knowledge and experience within the club; if you start turning up when the forecast is maybe a little less than perfect there is a great opportunity for classroom lectures and discussions to help your understanding and therefore increase your performance and ability as a soaring pilot.

It is hoped that the ground training programmes will be reinvigorated in the new year, so trainees need to ensure they have their cards, and are getting them signed off for the various activities. We are frequently short of winch drivers which mean the small team are often stretched and miss out on their own flying. Get trained and you will also develop a greater understanding of the launch process and then give and get better launches.

Safety is the responsibility of each and every member, and whilst common sense will suffice in most situations, it is surprising how many of our reported incidents are most often explained by a complete lack of common sense and logical thinking. If you have any ideas or thoughts on how we can collectively improve safety, talk to me or any other instructor, we will always take the time to listen.

Please keep the incident reports coming in, even the most trivial can be learned from and the more serious ones might just help us avoid injury or loss of life.

Please try and get the most out of the coming winter season and maintain currency and remember, cold weather precautions, keep warm and stay safe.



One final word on misting canopies - if you are about to launch and canopy misting is becoming an issue please just take a moment to consider

what the outcome of a low level launch failure would be..... without the airflow having had time to provide a clear view ahead, I think you are all aware of what you need to do!

Here's to happy, if somewhat cooler, flying! |



Treasurer & Membership Report by Tom Sides

2013-2014 Year Results

We're still totalling up all the last minute expenses, but the books have gone off to the accountants for review. The outlook at this point is that we had a pretty good year financially speaking.

Despite bad weather in January and February plus more poor flying weather in the late summer and autumn, most of the flying income categories are OK. Both of our planned Task Weeks were rained out this year and Trial Flight income was below normal as quite a few evening groups cancelled this year.

So the summary is that income was not as high as we expected. Fortunately, expenses were somewhat lower than expected, but this was primarily due to putting off the AD work on the Pawnee till next year and the timing of our last Avgas purchase.

The net result is that our results this year look better than they truly were.

2014-2015 Budget

We've prepared the budget to reflect the purchase of the adjoining field, but have now revised it following the decision by Mr. Hawkins to not sell.

This leaves us with reasonably healthy reserves, however, there are some major expenses coming up.

Thanks to everyone for welcoming strangers into the club

The entry road needs more repair, and as mentioned above, the Pawnee will be out of service for a time for an expensive inspection and repair. Inflation is predicted to be between 2.0% (CPI) and 3.3% (RPI) in 2015, so you can be sure we'll see higher costs for the services and materials we purchase. We're currently in the process of looking at next year's fees

and will try to keep any increases as low as possible.

Membership

The club ended up the year with an increased number of members in almost every category. In particular, we currently have over 25 Junior members, a big increase over the past few years.



We've received about 80% renewal for the 2014-2015 year, so can all those who haven't yet either returned their membership

renewal letter or emailed me please do so as soon as possible!!

And thanks to everyone for welcoming strangers into the club.

We've had a number of positive remarks from new members about the friendliness and inclusiveness of the established members, and that's the best recruiting tool. |

