

Chairman's Report

A busy start to the year for the club in preparation for hopefully a good soaring season.

Matt Wright submitted our Grant application for Flarm and Simulator funds which have now been received. Flarms have been fitted to all club Aircraft including the Pawnee (thanks to Pete Startup and William) and the Simulator is work in progress with a team led by Martin. Many thanks to Matt for getting the funding, not an easy application but now he has proved how good he is at such things what else can we find I wonder....!

Jill and Pete also spotted an opportunity to acquire a glider they used to own 'K2' which is being modified for the simulator project, how lucky we are to have members with such connections! We will have to add funds to see the building work through but the Committee have agreed it will prove its worth to everyone in training and of course great fun!

Our Ground Operations training needed some attention and we are very lucky to have the services of Aston who is doing a sterling job – thanks to him as it's what happens on the ground that helps us to have successful flights! The Committee have approved suggestions for revising the Ground Ops tasks and these are in the process of being published.

Hopefully you will all have seen the work which has taken place to start levelling our Airfield, Peter Smith has put an enormous amount of time into this, ever grateful to him and the patch which has

been done looks very good, we aim to continue with this every year with another patch this Autumn and 2 more next year. Our Airfield is our biggest asset and this is the most cost effective way to maintain our runways.

We have just had a couple of good days for our first Task Week, thanks to Pete and Ron for running this. Justin Wills has agreed to run another one later this year - week commencing 10th August. I will put a list on the club notice board for those interested to add their names to. As always we will need some helpers, tug pilots and ground crew so if you are able to add your name to that then great! I am also hoping that we will get some volunteer instructors to fly the DG505 for members to experience some cross country flying. Hopefully the weather will play ball and lots of flights can be put on the BGA ladder.

Pete Harmer handed over the reins to Martin Woolner in April, I am sure you will agree that we have been very fortunate to have Pete's services for the past 5 years – On behalf of all of us - Thanks Pete! - And also appreciative to Martin for becoming our new CFI.

Our ground hangar has had a good clear-out led by Mark and his gang, again one of the jobs which needed doing and was well overdue!

We have purchased a new Gator vehicle for towing our glider fleet around the Airfield, a great asset which will last us for many years and hopefully with little maintenance. Graham Hawker has put a

security device in the ground hangar for this so please make sure it is always secured.

I have said many times before that we are lucky to have so many members who volunteer their time with the day to day activities enabling us to keep our costs to a minimum and our flying safe and fun! To give a bit back we are providing a social evening on Saturday 20th June (longest Saturday) and there will be a free Hog Roast, some free Beer and Cider. There is a poster within this newsletter and I look forward to seeing many of you there.

As ever we have a superb and thriving club, I hope we all have a lovely summers flying, the next newsletter will be in the autumn.

Lisa Humphries
Chairman

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Saturday 20th June 2015
6:30pm



**DSGC Committee invite
Members (+1 guest) to
Longest Saturday
Hog Roast**

**In recognition for all the work that
members do for DSGC.**

**Some Beer / Cider available, BYO wine
BBQ available for BYO veggie options**

Please add names to list on Noticeboard



Ex-CFI Matters by Pete Harmer

In October last year I celebrated the fiftieth anniversary of my first training flight in a glider. Since then, except for a short while playing with vintage MG cars and my first foray into marriage, I have been flying gliders at every opportunity. It has given my great pleasure viewing the world from above, visiting different countries and meeting people from these countries all with the same aim - to enjoy ourselves in the air.

There are as many ways to enjoy gliding as there are people participating - local soaring, flying cross country, competitions, expeditions to hill or wave soaring sites, vintage gliding, foreign holidays, aerobatics, Club management, encouraging young people, instructing and socialising with friends everywhere. I have done, and enjoy doing, all of these in an attempt to help others get as much out of gliding as I have. All of these activities bring their own challenges, and perhaps the biggest challenge that I have had is

over the last five years, where I have had to keep all our Club members flying safely whilst allowing them to advance their gliding experiences. To achieve this I owe a great deal of thanks to the instructing team and to you - the members. There have been many ups, which is amazingly gratifying, and a few downs which I hope that we can all learn from. Thank you, every one of you.

I was hoping to see the completion of the EASA transition before handing over CFI post to Martin, but due to the vagaries of European lawmaking, for the next three years, we are in nomansland operating under both BGA and EASA regulations. This brings about much confusion and potential for operating outside the rules. I don't like rules, but many of the new ones are legal requirements and could bring financial consequences if broken, mainly due to this current fad for litigation.

The most obvious factor that affects all of us is the requirement to have valid and current licences, ratings and medical certificates, and it is your own personal responsibility to maintain this validity and recency (euro speak for currency).

Hopefully I will now have more time for my own flying, but I am not stopping instructing completely, nor will I stop encouraging everyone, particularly the younger members, to enjoy their gliding.

I must have been doing something right, you have all supported me brilliantly and thank you for voting me Instructor of the Year several times. I am confident that Martin can pick up the CFI's hat and keep DSGC at the forefront of gliding in the southwest. I hope that you will all give him the same support that you have given me over the last few years. |





Engineering News by Pete Startup

Well, the maintenance silly season is almost over although for Ian it's being extended by the enhanced inspection requirements on Schleicher wooden gliders. I believe CCY' inspection is progressing well but unfortunately one K6 on the field has had to be grounded.

Main focus on the club gliders this Winter in addition to the Annual maintenance, was the installation of new 8.33khz radios in the Juniors and Flarm across the fleet. In addition of course, HCX went away to a professional maintenance provider to replace the front canopy and carry out several other minor jobs.

Talking of canopies (and I do often), recently the rear canopy on KEK broke across the support strut where the hole is - 2nd occurrence in the last few months. The hole is a design weak point so that in the event that there is a requirement to jettison the canopy in flight it will break away. Allowing the canopy to bang around on windy days is what causes them to fracture at this point so when the conditions are gusty it would be prudent to have somebody hang on to it while the pilots are strapping in.



We also had an incident recently whereby the sun being magnified through the open front canopy almost set alight the rear cockpit headrest! We've also had to replace instruments in the front cockpit when the (mainly) lcd screens have been burnt when the glider has been parked the other way round and the open rear canopy has had the same effect. This is a well documented problem with the K21 so think about how you park up those gliders on a nice sunny day.

Flarm has been operating in the club fleet now for a couple of months and as we suspected opinion is divided as to whether it's a good thing or not. I think the 'nots' are largely driven by lack of understanding of how it works and one of the main reasons seems to be that if you aren't seeing a yellow light when a glider is close (in 'near mode'), then the Flarm isn't working.

This is NOT the case. Unfortunately it is quite easy to switch between the 'near' and 'collision only' modes and when I looked at the 4 LED displays in the K21's recently, 3 of them were set to 'collision only' mode after previously being set to 'near' mode, therefore no yellow light!

Whatever is set is stored in the memory. So let me clear up a couple of things - Flarm will ALWAYS give you a visual (red led's and audio) warnings when a collision scenario is detected, regardless of the mode that's set. When switched on Flarm carries out a comprehensive self test sequence which can identify any one of 25 system faults, so if it passes this and goes into GPS/TX mode, it's working. This is indicated by the bottom green GPS led and TX led's flashing once per second. The green RX led only flashes when a contact is received.



Wheels. Tailwheels are the bane of my life. How on Earth we go through so many tyres/tubes etc is beyond me. Any way, we have now purchased a spare tailwheel for the 505 and a complete mainwheel for the K21 so we should have enough wheels, tyres and tubes to cover most eventualities.

The idea is that in the event of a flat tyre the wheel is exchanged and the repair carried out in slow time. That way we minimise the downtime which is important when we're talking about course weeks or open days. |



Club Shop

Polo Shirts
£14

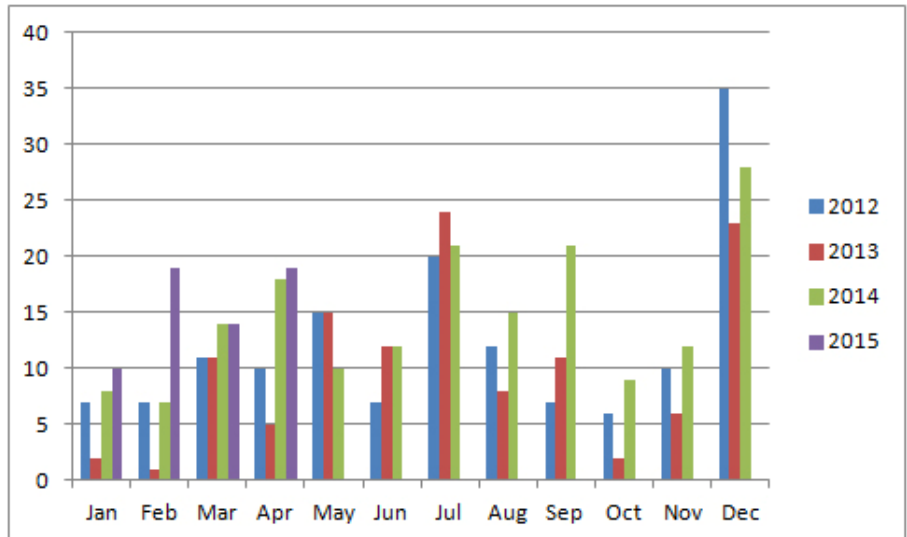
Soaring Hats
£10

White Tape
£1.50

Fleeces
£15

Jackets to
order

Please
contact
Jill



Trial Lesson Voucher Flights

Since we introduced the online purchase and booking system at the beginning of August 2014, we have sold 159 vouchers, the vast majority of these have been gifts for birthdays, anniversaries, and 26 for Christmas presents.

The online system has made this busy period much easier to manage.

During the transition period, all vouchers that had been purchased since August 2013 were enabled for an extension until August 2015.

When I counted up at the end of April there were 155 vouchers that had either been purchased or transitioned and had not yet taken their flight.

It has to be said that we do have a lot of cancellations - mainly due to the weather, and a quick summary from 1st Au-

gust to 30 April (our quieter period) shows 78 Trial lessons vouchers flown and 54 cancelled.

We nominally have 12 slots available per week, (although some do get removed for known conflicts) so there should be plenty of capacity.

We do of course need your support to make these flights happen - but you never know which visitor will decide to take up gliding and become the next new member.

Please continue to give a warm welcome to enhance DSGC's reputation as a friendly Club.

Jill Harmer



CLUB SHOP



READY FOR SUMMER?



Polo shirts

£14

Soaring Hats

£10



White tape

£1.50



Fleeces

£15

**and Jackets to order -
please contact Jill**



DSGC Members Survey 2015 by Jill Harmer

Thank you to all the members who responded to the Survey that we ran earlier in the year.

It has provided the Management Committee with some very useful feedback on the way forward for the Club.

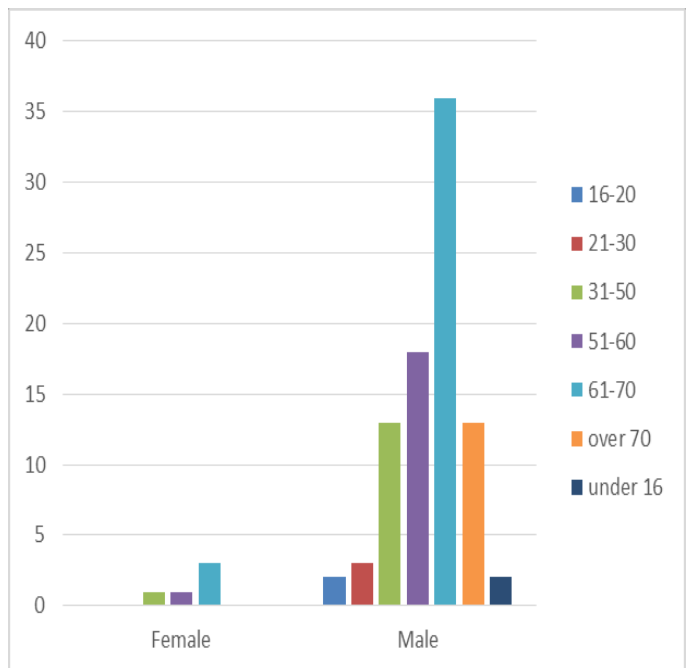
Some of the statistics and comments have already generated actions, and others will be put into updating the Strategic Capital Plan.

1. Some basic headlines

- 92 total responses (6 on paper)
- 47 Private owners
- 18 Instructors
- 15 pre-solo, 24 solo-bronze, 37 X-country pilots
- 50% / 50% want to devote more / less time to the Club
- 70% fly once per week
- 58% think the balance of the fleet is about right
- 23% want a higher performance single-seater

2. Respondents by age and gender

It was a little disappointing that there were so few responses from our younger members, as we don't have views based on our member demographics.



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3. Use of Club Funds

Top Priorities (3 votes each):

- Level the field (67)
- Replace (40) or Repair (31) Clubhouse
- Enlarge / Change Club fleet (31)
- Improve ground vehicles (30)
- Build Private hangar (20)
- Buy Land (5)

4. Ambitions were largely as expected:

- Ab-initios want to get solo
- Solo, pre-Bronze want to get Silver
- XC-endorsed want to get Silver and fly regular Cross-country
- Regular Cross-country want to do Competitions

5. Communication

Most respondents see Google Groups as a good communication method for Committee to member information, although they also want email and noticeboards to be used.

6. Helpers

Nearly all respondents have helped on Courses / Evenings / Open Weekend.

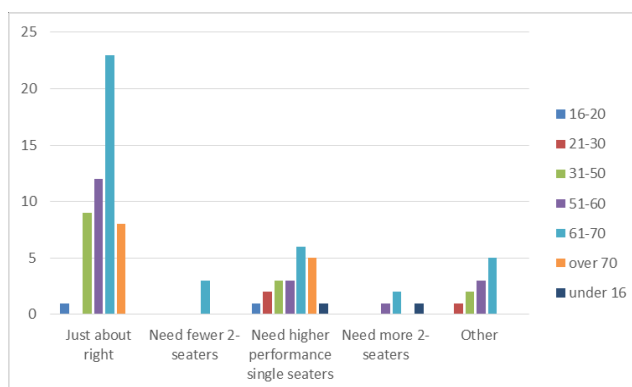
7. Volunteers vs Hired Staff

The Club runs with volunteer effort only, if we were to pay people, what increase in fees would

you be willing to see to reduce the need for volunteer effort?

- No increase (39%)
- 5% increase (25%)
- 10% increase (17%)
- 15% increase (10%)
- 20% increase (2%)
- 25% increase (6%)

8. Is the balance of the fleet right by age group?



9. Skills

A good number of members have skills that would be useful to the Club in keeping our costs down – please be ready to volunteer when asked!

- Agricultural (10)
- Carpentry (18)
- Electrical (15)
- IT (19)
- Mechanical (32)
- Painting and Decorating (24)
- Plumbing (13)
- Radio & Comms (8)



DSGC members receive scholarship

Devon and Somerset Gliding Club members have been awarded Philip Wills Memorial Fund (PWMF) Scholarships.

Congratulations to Peter Bennett (16) from Yeovil, Liam Vile (19) from Exeter and Matthew Williamson (28) from Plymouth who have all been awarded PWMF Scholarships in 2015 to help with their training for Basic Instructor Ratings.

James Hood (22) from Plymouth who is already an Assistant Cat Instructor received a PWMF Scholarship in 2014 and has recently completed his NPPL.

PWMF Trustee, Dick Dixon, presented all their awards at Devon & Somerset Gliding Club. |

Jill Harmer

VGS Training by Jill Harmer

DSGC provide airtime for Volunteer Gliding Squadrons

Devon and Somerset Gliding Club had been selected by the British Gliding Association to provide continuation training in the South west region as part of a nationwide grant scheme provided by Royal Air Force Charitable Trust.

Six Instructors from 624 Volunteer Gliding Squadron (VGS) Chivenor and 626 VGS Predannick enjoyed four high aerotows each. They had training in spinning and aerobatics, and even the formation flying of aerotowing was a new experience for

most of them.

With clear blue skies and light easterly winds, the weather was perfect for the planned sorties. In all the DSGC Towplane



Pilots climbed 87,000ft throughout the day.

Sqn Ldr James Flo-

ry, Officer Commanding, 624 VGS Chivenor said 'It was really good to see our Instructors experiencing new elements of gliding using the great facilities at Devon and Somerset Gliding Club'. |



Treasurer & Membership Report by Tom Sides

Club Finances

Hardly anyone wants to hear about boring financial stuff, particularly if things are running OK, so I'll keep this short. The headline is that the club is in good shape so far this year.

Why? One big reason was Ian Mitchell's work getting the Pawnee through an Airworthiness Directive and Annual inspection for much less than even he predicted. A big thanks to Ian!

But we've also had better than normal winter weather this year which kept us flying through the normally wet January and February despite not having the tug, plus we've already had a couple of ad hoc flying days and the weather in April really brought out the members in force.

(Thanks to all of you who took advantage of the half-price soaring offer from December to March) Trial voucher sales are up and we've almost filled all the courses.

Plus, in case anyone hasn't heard the news: **WE RECEIVED NEARLY £10,000 IN GRANT FUNDS** from Sport England to (1) install Flarm in the club fleet and (2) construct a glider simulator.

So what is the club doing with your money?

We received nearly £10,000 in Grant Funds from Sports England

Well, you might have already seen some work cleaning the verge along the entry lane and trimming trees; not sexy but necessary. We're studying if we can increase the electrical capacity to the site for several future projects. A sizable field repair has been completed under the guidance of Peter Smith, and we'll likely continue after we have grass on the first area.

We've purchased a John Deere Gator to replace the Kubota and all the flying fleet is now Flarm equipped. We've also replaced four club glider radios to the new 8.33khz version, an EASA requirement due not later than the beginning of 2018.

We're in the process of having the old K13 trailer rebuilt. We're upgrading the projectors in the clubroom and briefing room in order to better see presentations. We'll be patching the potholes and ruts in the lane and parking area before the Open Weekend. Whew!!

Oh, let me also emphasize one of the other key reasons we have the funds to do these projects. We're fortunate enough to have a large number of talented and committed members who give their time and support to the club. By depending solely on volunteers and not having hired staff, we're in significantly better financial shape than other similarly sized clubs. But there's always room for more help.

Membership

We always have some members dropping out every year. But as we're now past the half-way point of our fiscal year, I'm impressed that we're almost already equal to last year's final membership levels. And we keep hearing that one of the reasons for people joining is the club's friendly atmosphere.

So if you see a stranger around the field, even a rambler walking by, strike up a conversation and share your flying experiences with them. You never know if that person might become a member. |

