

Chairman's Report

Hi Everyone,

It's the end of the Summer already and time for the Newsletter. This year so far has been another busy one with the committee working on various projects.

We sold one of our K13 Aircraft in January to Mendip Gliding Club and as you all know we are currently working on the purchase of a replacement for the remaining Aircraft.

Following the AGM last year Guy Adams has taken on the Clubhouse project and is working in the background with a sub-committee so that we can have a presentation at the next AGM later this year.

We were very lucky to be able to purchase the new Discovery from Supacat, I think everyone will agree it is a lovely vehicle and perfect for our needs, many thanks to Nick Jones.

KEK is off to be refinished in November so we will be down a 2 seater Aircraft for a couple of months, but as we will still have 3 Aircraft left so this shouldn't impact the club and I'm sure she will look as good as new!

Many meetings have taken place with Exeter regarding our LOA and Class D, this is still ongoing and Peter Harmer has written an update later in this Newsletter. Thanks to Pete for his hard work on this and to Geoff Lawrence for putting together an excellent response on behalf of the club.

Competition Enterprise was another big success with around 40 competitors. It was great to see such an array of lovely gliders in all price brackets and those who organised the event did a superb job. It is a huge task which requires a lot of work both before, during and afterwards, many

thanks to Jill, Ron, Nick, Tom and many others for their time with this. We hope to be able to host this event again in a few years' time and the committee have agreed that in future reduced price Aero-tows will be offered to the members as it is not safe to utilise the winch when there are so many gliders on the field.

Open weekend was very well run by James Flory and 39 flights in all, we returned a profit of £1600 but it is a lot of work for 2 days, the committee are considering future options i.e. maybe one day only.

Interclub league flying is back in operation after a year's absence. Thanks to Pete Bennett and Matt Williamson for coordinating the club's participation in these regional contests.

An expedition to Long Mynd last October successfully allowed several of our Junior members to experience the excitement of ridge flying. This will be repeated once again this October.

We have just taken delivery of our new Avgas tank which looks superb and I am sure will serve us for many years. The decision to purchase this was made by the committee earlier in the year as we recognised our existing tank was very old and not insured for any spillage. This new installation is fully bunded and meets the requirements for any Avgas supplier to be able to deliver to us, again something we couldn't have previously so we were restricted to one company.

The members have started work in painting our ground hangar and a great job too, well done all, another job ticked off the list.

Finally, the entrance road has been resurfaced and another good job which will last

a long time, and also related to the site, the field levelling is still on going and will continue each year under the guidance of Peter Smith. This year marked the 50th anniversary of the purchase of the field. With that milestone, we no longer are obliged to allow sheep grazing and Peter Smith is organizing a team of volunteers to keep the grass cut.

We recently held our SGM whereby the members approved the replacement of our K13. The committee are now finalising the order of the Perkoz which we hope to have onsite by the end of the year.

So, all in all the club is in good shape and its down to all of the members giving their time and expertise in various ways, aren't we lucky!

Lisa Humphries

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.....and much more



AllStar PZL Perkoz

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:

"I am writing to say a massive Thank You to your pilots and staff for a memorable visit.

Everyone was so friendly and helpful and the cadets had a great time with you.

Particular thanks must go to the unsung and unseen winch operator.—Out of sight , but not out of mind. Thank You."

Barry Hawken Hon, Chaplain 2533 (Bodmin Squadron ATC

So enthusiastic with flying that Barry and 3 other members of his family visited in August for their own Trial lesson flights.



Torbay Grammer Explorers

CFI's Matters

Firstly I would like to say thanks to you all for your support this year and especially my instructor team for all there help.

Well what a start to the year starting with the sad loss of some good friends who will always be remembered Matt, Chris, Nick and Mike after 30 years at this club you build up some good friends and memories that will always stay with you.

The season started with some good club expeditions to the Mynd and Portmoak with a couple of Gold heights by Tom and myself and Diamond height by Pete Startup I knew I should not have landed for that cup of Tea (well done Pete). Flying at other clubs is a great learning curve and improves your flying and judgement, I would recommend you all to try it if you can!

We have had some good courses this year and Competition Enterprise at NH. Once again they all left with admiration for our club and how it was organised, so well done to those of you who put in a lot of time and effort to make it happen.

As you all know we have had a couple of demonstrators here for you to try out looking for a replacement for our K13, the Perkoz seemed to go down well with the instructors and those of you who managed to fly it, thanks for everyone's time and making them welcome and thanks to Ron and Guy for bringing the DG 1001 down for some of us to try.

We have decided to clip the wings of our DG 505 for a bit to encourage you all to try flying it without the tips. It is a lovely glider and very under-utilised, so could you all please make the effort and give it a go in the hope that we can remove the stigma about it being just out of reach and difficult, the more you fly it the more you will all love it, ask Roly.

Stay safe keep looking out and enjoy what's left of the year and I will be looking for that Wiley old Bird.

Stuart Procter

Diamond and Gold



Congratulations to Pete, Stu and Tom

Congratulations

We have had a good run of First Solos and resolos.

- 20 November Karen King
- 28 November Ellie Carter
- 5 January Glenn Turpin
- 16 February Reuben Buss
- 7 April James Smart
- 18 May Peter March
- 13 July Andy Williams
- 26 August James Price



Karen King



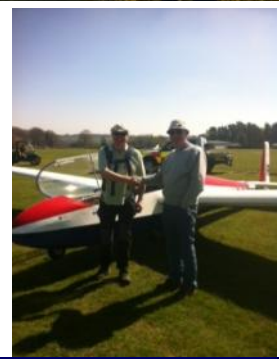
Ellie Carter



Glenn Turpin



Reuben Buss



James Smart



Peter March



Andy Williams



James Price

Membership

Flying membership continues to be stable after a small decline in 2016. Social membership has significantly increased; Junior membership is about the same as previous years, but the number of Juniors under 16 has dropped slightly. And though we do get many members after courses and trial flights, the best method of recruiting continues to be word of mouth from our own members. Talk it up!! **Tom Sides**

Treasurer's Finances

Your club finances remain in good condition. We have a strong current account balance to handle our day to day costs and reserve funds are there to handle the big projects which are on the horizon. Listening to many other BGA clubs (both small and large) talk about "just hanging on" or having to significantly increase member subs, launch fees and other costs never fails to make me feel glad we're not facing those pressures.

We've got some large costs coming up, but we're in good shape to handle them. We've just purchased a new 7,500 litre above ground avgas tank to replace the 30 year old underground steel tank and dispensing system. It'll soon be in operation. The refurbishment of KEK's gel coat is set for late this autumn and you'll be aware that, following the sale of CCY this past January, we held a Special General Meeting to seek member authorisation to purchase a new primary training glider, and upon receipt, sell the club's last K13 glider. The entry lane was resurfaced in August and of course we have our never-ending field levelling. In addition, efforts are underway to develop a project to

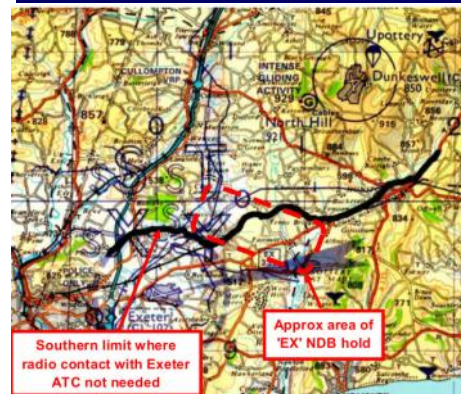
improve and expand our clubhouse. I believe the club will be well positioned for the next few years, but we'll need to start saving again for more projects.

This year saw us host Competition Enterprise, and aside from the many reasons it was successful with the competitors, it also was profitable for DSGC. The club also continues hosting many day and evening trial flight groups. Even more important than being a good money maker for the club, these support scouts, schools and particularly the air cadets. Our trial flight voucher scheme is very successful and profitable to the club. Both of these last two depend heavily on member support as volunteers, so when you see a request for help, please pitch in.

We've experimented with a number of promotions over the past years to encourage more flying during the colder months, including discounts in flight time and launches. We'll continue with this, but we welcome fresh ideas of what would encourage YOU to brave the elements in January and come fly with your fellow members.

Tom Sides

Exeter LoA



Exeter Letter of Agreement

The Letter of Agreement, puts on paper the long standing unwritten arrangement that the Club has with Exeter Air Traffic Services concerning radio use south of the A30.

The LoA can be viewed on [DSGC website](#) and in the Clubhouse.

This document **changes nothing** that the Club has been doing for years but we feel that its existence could help a little in future discussions we might have with the airport.

Pete Harmer

Exeter Airspace ACP

The Club airspace group has been busy this year on two fronts, both with the aim of easing our relationship with Exeter airport. The first has been the Letter of Agreement, see above.

The second is the airspace change proposal by Exeter and Devon Airports Limited (EDAL), where they are proposing to ask CAA for a large volume of currently Class G airspace to be changed to Class D, thereby altering the way that DSGC will be forced to operate. The EDAL Consultation Document and the DSGC response are available to read on the [Club's website](#). There were many other responses, over 400, which have been studied and summarised in the Consultation Report, also on [DSGC website](#). What has been written in this Report appears quite fair, but a lot has not been written. A brief summary is that 3.5% of consultees supported the proposal, whilst 94% objected to it. That result does not seem to have changed EDAL's plans, a revised chart of the airspace change has been passed to a selected few. This revision is just a lifting of some of the airspace bases in the northern sector of the original plan – this had been suggested to us during the first round of discussions

and is not a result of the Consultation Report. DSGC has responded to EDAL on this revision. Both the revision and the response are available on the [DSGC website](#).

What happens now? EDAL may offer some more discussions – they may not. In the next few weeks EDAL are due to produce their final Airspace Change Proposal and deliver it to CAA. CAA then has up to sixteen weeks to accept or refuse the proposal. During that period CAA can discuss the proposal with any of the consultees. CAA decision is final, unless DSGC wishes to spend enormous amounts of money on legal assistance to try to fight an adverse decision.

Whatever the end result DSGC will survive, we will just have to operate differently.

We owe a great debt of thanks to Geoff Lawrence for the time and effort that he put into the two responses that have been sent to EDAL. His way with words is just magnificent.

Pete Harmer

Reflections on training to be an Instructor

Ode by Phil and Gill Morrison



Lisa has asked me if I would share a few thoughts on my experiences of training to become an Ass. Cat. instructor via the new BGA's modular instructor-training scheme. A few thoughts initially came to mind but I've edited those out!

It's probably worth starting with why I wanted to do it in the first place; the cry of you must be mad was often heard around the clubhouse! As many of you know I came to DSGC from the world of Air Cadet motor-gliding where I was an instructor for many years. The experience of doing this made a big impression on me; namely just how rewarding instructing can be and how much I enjoyed it. Now I've been around the block enough times to know it's not always milk and honey, but overall it's an experience I thoroughly enjoyed and was very keen to continue. Having been a basic Instructor for the last 18 months becoming an Ass Cat was the next logical step.

Once you've made your mind up and received the support of the instructors committee the first step is a pre-entry flight test, which needs to be signed off by Stuart as CFI. This is all about demonstrating that you can fly to a good standard and have the spare capacity to be able to instruct. The training then consists of completing four modules; A, B, C and D and a final competency test. The A, C and D modules are all done at another BGA club with the A and C modules running over a whole weekend and the D module over 7 days. I went to London Gliding Club at Dunstable to do all three, a club I would highly recommend. The A and C modules cover

things like how to teach, theoretical knowledge, sortie management, conversation to different gliders types and ground briefings. You also have to re-sit your Bronze exam again, but with an increased pass mark of 80%! The D module is the final part and covers winch launching, spinning, stalling, some more spinning, giving check flights, teaching approaches and landings plus a lot more theory. That just leaves the B module, which is actually the biggest part of the course. This is done back at your home club with an instructor coach. Martin Woolner was my lead coach and did an excellent job, thank you Martin, but I also had help from virtually all of the instructor coaches at DSGC. The B module is where you learn the nuts and bolts of how to instruct. Once that's all done and signed off you have a final assessment flight, which I did with Simon Minson and then an acceptance flight with Stuart as CFI; Stuart has the final word on whether he will allow you to instruct.

All in all quite an in-depth process! It took me 7 months, but you can take a lot longer if you want. It takes a lot of commitment and self-motivation to get it all done. It's also a very quick way of spending quite a lot of money, although the club can help to support some of the costs. Did I enjoy? Yes, absolutely. Although there were times when I thought why am I doing this; balancing family life, work and the course is a juggling act. However, it is definitely worth it. You come out feeling well prepared and a much better pilot. The other key factor is the help and support you get from the instructor team at DSGC and all the instructor coaches on the A, C and D modules. They were all excellent and without their time and commitment it would never have happen.

I am now just looking forward to instructing.

James Flory



The flights of t'Eagle and d'Discus

At the briefing they said, "twould be thermic",
with clouds all puffy and white.
Hot ships would have to go later
but t'Eagle should take the first flight.

Now 'Eagle has seen many summers
and has soared in many a sky
Her beauty and grace are a legend
and her pilots both eager to fly.

Alas, age has sapped her performance,
compared to more modern machines,
but her pilots were emboldened and daring
and fixated on winning it seems.

Then launching by 'tuggies was started,
as soon as the sky looked just right,
all those who were waiting and gridded
were eager to start on their flight.

The 'Eagle, in Mustard White livery
had only just vanished from view,
whilst the others in rapid succession
were all being launched, two by two.

Her "groundies", still flustered and sweaty
from just having rigged the damn thing,
watched 'launches, then went for a shower.....

.. 'Twas then the phone started to ring.
The task 'twas six places to visit.
Scattered all over the weald
but 'Eagle made barely a couple
before she were down in a field.

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.

Winter's coming



As we all know "Winter's Coming", so the flying days will be shorter and the thermals (very) rare. But similarly the coming months will provide many opportunities for everyone to learn new skills and refresh existing skills.

If you are not yet solo on aerotow now is the time to start thinking about continuing your aerotow training. Whilst our Treasurer will not be thrilled by the likelihood of reduced price 'aerotow only' days due to rainy weather affecting the airfield, as is said 'every (rain) cloud has a silver lining' and being able to take a glider off on aerotow by yourself, on suitable days, has got to be more fun than having to do so 'with company in the back seat'!

If you are not signed off on winch driving (which you should be if you are solo) why not take the opportunity to complete some training sessions, with an authorised winch trainer, during the winter months.

The coming months will no doubt see the wind strength increase on certain days and being able to make the most of the lift that may be available on either of our two ridges could be the difference between a simple circuit and the 'longest flight of a particular day'.

Similarly we can expect some wave lift in and around the airfield when the wind direction and strength is sufficient to create some - do you know how to recognise and then fly in wave lift?

Whether making the most of ridge or wave lift any instructor will be pleased to help you develop your skills in doing so over the coming months, as and when the wind plays fair!

Why not take the opportunity to fly different gliders? If you are not yet solo in the K13, why not ask to be cleared to do so, following suitable check flights re same.

And as you will be aware it has been decided that the DG505 will now be used much more than it has been in recent times, for advanced training with Club members from now on and with other Club two seaters being used for Trial Lesson flying, as and when needed, alongside the DG505.

If you are a solo pilot but not yet 'signed off' as Duty Launch Marshal any existing DLMs will be happy to provide guidance and advice to 'provisional' DLMs to help and support their training and future 'official authorisation' for this important role on flying days.

And the most important objective for the coming months has to be for everyone to maintain flying currency - as a Club we see some members 'hibernate' until Spring and then wonder why they take a number of flights to regain solo status or to renew their Card rating, rather than simply 'picking up where they left off'. With the shorter days of the coming months "making the most" of the potential flying time available on Club days will, as ever, centre on members working together (assuming the Duty Instructor has agreed!) to get the launch point and winch set up, and gliders taken out of the hangar - so a prompt start to the flying day in the autumn and winter months will be essential if we are, all being well, to ensure that flying lists are worked through on any one day

Mike Sloggett

Team Eagle—Best Wood at Pocklington



Congratulations to Team Eagle led by Lord Jones of Hemyock for winning the Best Wood class at Pocklington for the third year running. Read about the epic write-up on the [DSGC blog](#).

Sir JP and Sir JB –The Knights return

Competition Enterprise — North Hill 2017



Competition Enterprise Grid

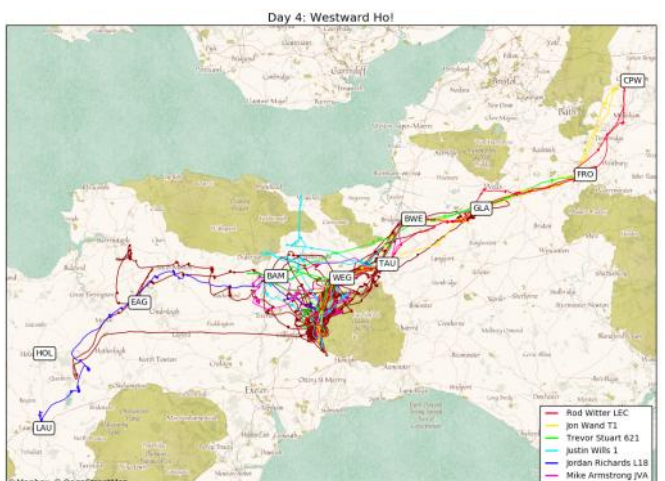
It's been four years since Competition Enterprise last visited North Hill, and with poor soaring weather for the early part of the season in the West Country, there was hope and expectation for a change in the weather for the first week of July.

With 37 competitors entered, North Hill was going to be a busy airfield. The Ground vehicle hangar was transformed into a large Briefing Room complete with stage, the Glider Workshop became Control, and the adjoining field was rented from the neighbour for glider / trailer parking and camping.

It was probably one of the best competitions in the country in 2017 with 7 flying days out of 8, and over 20,000 kilometres flown. Congratulations to the Winner -Trevor Stuart for his consistent performance -on the podium every day.

And a big thank you to all the competition sponsors and the Air Cadets from Devon and Somerset Wing for help in running the field.

A summary of Tasks, Scores and Flight traces is available at <http://www.dsgc.co.uk/what-is-happening-now/competition-enterprise-2017-north-hill>



CE tasking enables imaginative flights



Transformation of the ground hangar for briefings

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.

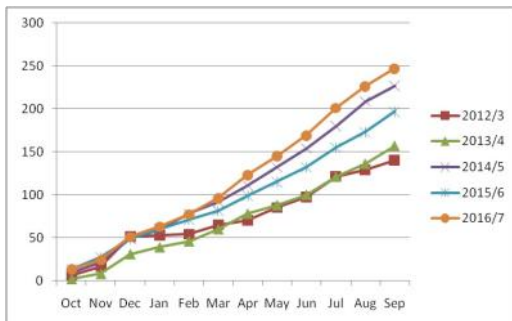
BGA Discover Gliding voucher for a single flight are accepted (but not the Go for Gliding one day courses). However, they cannot book online with the BGA voucher number, please ask them to email Jill at vouchers@dsgc.co.uk with the BGA voucher number, to arrange the exchange DSGC voucher.

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

Trial Lessons



This year we have seen the best ever sales of Trial lesson vouchers. We have also see the shift from purchasing 2000ft aerotows to Mile High flights from 17% of the total purchased last year to 35% of the total this year.

Just to put some perspective on the funding that Trial Lessons offers the Club is just over £24K.

However the number of flights that have had to be cancelled this year due to the weather has again been high, Fortunately the 3 Trial lesson days in August / September were blessed with flying weather and 29 flights were completed over the 3 days.

Thanks to all the members who make our Visitors so welcome, and hopefully some will join the Club.

Jill Harmer

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



ADVANCE NOTICE

Annual General Meeting

and
Presentation of Trophies

6:00pm

Saturday

**25th November
2017**

Dinner from 7:30pm

ADVANCE NOTICE

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