

NEWSLETTER JUNE 2018



No prizes for guessing where this is!

MEMBERSHIP

Welcome to new members Sheridan Chaffey and Bob Pye. Sheridan started with a trial lesson in October and joined us as a full member in April. Bob is an experienced pilot and instructor, having flown at numerous civilian and military gliding clubs during his time in the



army. Bob has now bought a Pik 20B and brought it to Shobdon. Andreas Jelden has also joined the ranks of private owners, with the purchase of a Ventus b, pictured here. (And in case you're wondering, he did put the tailplane on before he flew!)

We are also pleased that several people who took trial lessons or bought a package for several flights with us are returning to fly regularly and we hope that they will join as full members in due course. Hello to Alan Procter, Ben Rutherford, Christopher Hely-Hutchinson, Allan Rollo and Rob Ewing!

FLYING ACTIVITIES

After a miserable long wet and cold winter we have at last started to see some good flying weather. The regular group from the Surrey Hills club at Kenley joined us for a week and flew enthusiastically as they always do, on every day but one. Their enthusiasm seems to have been infectious, as we have had several days since that week when we have had around twenty launches in the day, with lots of people getting their gliders out and enjoying the sunshine and soaring. There have been some particularly good conditions in central Wales on a number of days and Iain Evans, Andreas Jelden, Phil King and Tony Maitland have taken advantage of the exciting soaring over to the west.



Well done to Simon Turner on an immaculate first solo recently. (Photo Dewi Edwards)

Charity flight

Thank you to everyone that helped with getting Wendy Mills into the air recently. Wendy has motor neurone disease (MND), is a wheelchair user and has lost the use of many of her muscles, including the ability to speak. Wendy is raising money for the MND Association, which helps people affected by this horrible condition and is also researching the causes and possible cures. A collection at the launch point to add to Wendy's sponsorship fund raised £100 – thank you all for your generosity.

PLANS FOR THIS YEAR

Wednesday flying – Rose says: this started a couple of weeks ago and will continue until the end of August. The aim is to start around 1 pm, with an earlier start if it looks like a good cross country day and we have anyone keen to take advantage of that. As a minimum we need enough interest each week to be able to get the 2 seater out. Flying will carry on into the early evening for anyone that would like to join us after work. The day is intended particularly for pre-solo pilots and for solo pilots that still need an instructor's supervision (i.e. pre-Bronze and cross-country endorsement), but everyone is welcome. There will not normally be any trial lessons during Wednesdays.

Rockpolishers - This informal inter-club league started last month, when Iain Evans represented HGC at the Long Mynd event, came third in a class that included Andy Davis, former double world champion. Well done Iain! Please let Iain know if you are interested in flying in these events, on 01584 831933 or office@shirenewton.co.uk. The competition is informal and friendly and there will be plenty of help and advice if you need some guidance.

Courses – If you are in the early stages of your flying, either pre-solo or recently solo, a course is an excellent opportunity to make a lot of progress in a short time. Being immersed

in gliding, flying on every suitable day and talking about it and learning some of the theory on any poor days makes a real difference to your progress.

23 – 27 July: We unexpectedly have one space left for a pre-solo pilot, but can still welcome solo pilots who are looking to make some progress with their flying, with an instructor's supervision. Mike Dodd will be instructing.

6 – 10 August: We still have space for pre-solo pilots as well as solo pilots. Rose and Bob Pye will be instructing. If you've recently started flying with us, this course could be just what you need to make good progress. And if you've gone solo and want to make good progress in developing your flying to the next stage, a week flying some solo and some instructional flights could be ideal.

Experienced pilots are also welcome to come during course weeks; please be ready to help out on the ground a bit before and after your own soaring or cross-country flying!

Soaring and Cross Country Week – 14 – 22 July.

DSJ taking off with good cumulus!

(Picture Dave Kirkham)

This week is for everyone that is solo; if you are solo but not yet self-authorising, there will be enough instructors around to get you flying, but there probably won't



be any formal instruction. There will be help and advice available on the weather, NOTAMs and suitable tasks, but nothing very formal. Whether you're looking for your first Bronze duration flight, a Silver distance or breaking a UK record, this week is for you!

Club expedition – 11 to 12 August. This weekend expedition is planned for the weekend of the annual Air Races at Shobdon, when the airfield will be too busy for gliding to take place. Nick Robinson, who organised an excellent trip to Usk last year, is making plans for a repeat visit this year and we will tell you all the details very soon.

PARACHUTING

We are continuing to liaise with the parachute operation to make sure that the combination of different activities on the airfield is as safe as we can all make it. Phil is revising our procedures to take account of what we have learned so far and the new version will be published shortly. In the meantime please be vigilant and always make sure that you check the parachuting plans before flying, by looking at the board on the outside wall of the portacabin or the diagram at the launchpoint. If you have any doubt about what you are required to do, talk to an instructor so that you are confident about the rules.

If you are driving the buggy, you must keep clear of the Parachute Landing Area (PLA) while parachutists are in the air. For example when towing a glider to the west end you should

remain on the Bravo taxiway while passing the PLA. You can leave the Bravo taxiway and head further north towards the peri-track once you are 50 m west of the met station. This will avoid us needing to wash footprints off the upper surfaces of the glider.

PUBLICITY EVENTS

Food & Flying Festival 2018 – 30 June – 1 July. Nigel Snee will be leading our contribution to this event and has posted a notice on the board in the portacabin asking if you can help to promote our club to the many hundreds of people visiting during the weekend - please sign up to help if you can! We will have our publicity stand and a glider on display, as well as the videos of our club and British gliding in general that were made last year. It's good fun and an excellent opportunity to recruit more people to enjoy gliding with us.



TECHNICAL and MAINTENANCE

Radios

Two points from Phil:

- 1) The volume control knobs on the radios in the Twin and in the Acro now have blue caps. If you are sitting in the back seat and want the front seat occupant to adjust the radio volume you can help them to find the appropriate knob to turn by telling them to look for the blue knob.
- 2) We've had a couple of radio problems recently on the Twin (DSJ) and on the Junior. I think they were both caused by a duff battery. It's good practice to do a radio check before the first flight of the day – maybe as part of the DI. When you transmit have a look at the bottom right-hand corner of the radio display and if it flashes “BAT” it means that the battery voltage is low. The most likely reason for this is that the battery hasn't been properly charged; however it could be that the battery is failing. The batteries that we use should last several years. As they age their capacity reduces until eventually they have insufficient capacity to last all day. If you suspect that a battery is failing in any way please mark it clearly for my attention and I will check it out and replace it if necessary. I can buy them for about £15 and they are delivered in a couple of days. Always remove the battery after flying and make sure it is recharged before being used again.

ADMIN

Trial Lesson management – Les Kaye has managed the trial lesson sales and bookings for many years and has done a tremendous job of enabling people to try gliding at Shobdon. He'd like to hand over the role and we're looking for volunteers. The main tasks involved are to respond to someone buying a trial lesson voucher both online or by phone, sending

out the voucher and other details, and then subsequently dealing with phone calls from voucher holders wanting to book their flights. It's an important job, communicating with people who are about to take what may be their first glider flight of a lifetime of flying! If you think you could help and be reliably available by internet, email and phone, please get in touch with our chairman Mike Hayes, at Mike.Hayes@flaktgroup.com or 07831 409622.

Log scanning - Simon Hodges has found three separate problems with the club internet connection and fixed them all. Thanks Simon! Unfortunately there are still problems, but if possible please make sure that the logs are scanned by someone after the last glider has landed. If you do suspect an internet problem please let Simon know so that he can fix it. It may not always be possible to scan the logs, so please remember to make a note of your flight details before you leave the club

Printer – The printer in the portacabin is not working and we are not sure if it is a printer problem or simply that it has run out of ink! We are reluctant to buy ink as it would be wasted if the printer is not working. Please does anyone either know how to diagnose printer problems, or do you have a compact printer that you no longer need that you'd be happy to pass on to the club? A laser would be best as the toner refills are much less expensive than ink cartridges.

FOR TUG PILOTS

New licence exemption announced for GA pilots – The CAA has announced that GA pilots can continue flying EASA GA aircraft under existing national pilot licensing and medical arrangements until 7 April 2019. The exemption restricts pilots to LAPL privileges only. If a pilot wishes to fly an EASA aircraft with PPL privileges then they will need to hold a valid EASA PPL. Pilots towing or flying aerobatics within LAPL privileges may continue to do so.

LAPL privileges are restricted to acting as Pilot in Command on single-engine piston aeroplanes or Touring Motor Gliders with a maximum certificated take-off mass of 2 000 kg or less, carrying a maximum of 3 passengers.

The new exemption follows a delay to the EASA amendment to the Aircrew Regulation, which is now expected to include an option for Member States to continue with this latest exemption arrangements for general aviation until 2020 by a derogation. This latest exemption will 'bridge the gap' until the delayed regulation comes into force and the derogation adopted. The CAA has published the UK exemption on its website as an official record and pilots are strongly recommended to read the exemption [here](#).

GA pilots already holding EASA PPL and LAPL pilot licences are reminded of the recent exemption arrangements allowing them to operate certain EASA aeroplanes, helicopters and TMGs up to LAPL privileges in the UK with a medical declaration. Details are [here](#). This exemption has been updated to allow UK National licence conversions to Part-FCL using a medical declaration and medical declarations to be used with Part-FCL PPL and LAPL pilot licences issued before 8 April 2018.

EVER WANTED TO FIND OUT WHAT GOES ON IN 'THE TOWER'?



(Picture by David Corbett)

Have you ever thought that it could be useful for a glider pilot to train as a FISO (Flight Information Service Officer) and be able to help the people in the Tower understand better what we need as glider pilots? Well, now you have the chance! We have received this advertisement from the Aero Club:

We have an exciting opportunity for a dedicated and enthusiastic individual to join a small ATS team in the Visual Control Room. Ideally, the interested candidate will be an experienced FISO, with a licence previously validated at a similar Unit, and a current medical. However, consideration will be given to a suitable person who wishes to pursue a career in aviation by training for a FISO licence, and can demonstrate the attributes, commitment and ability to be flexible, in return for training to the required standards.

Shobdon airfield is located in glorious Herefordshire countryside, seven miles west of Leominster, and attracts a very diverse range of visiting aircraft types and aviation activities, including resident fixed wing, helicopter and microlight schools, gliding and parachutists, along with occasional military aircraft fly-through's by heavy transport, helicopters and fast jets, and 50 based privately owned aircraft.

We are hoping to fill 2 part-time vacancies by the right persons which will involve working 3 to 4 weekend days per month, and occasional weekday cover, 7.5 hours per shift, so flexibility is essential.

A person with an aviation background would be ideal, but candidates with little or no experience will be considered. The vacancy could suit a retired or operational aviation experienced personnel who wishes to contribute to the provision, development and professionalism of a dedicated ATSU at a small, vibrant and busy GA airfield.

If you feel that this is of interest, we would be pleased to hear from you, by contacting Emma Lloyd, Business Manager on 01568 708369 for an application and JD. Expressions of interest must be received by no later than Friday 15th June, with completed applications by no later than Friday 29th June 2018.