

NEWSLETTER FEBRUARY 2019



The winter has been very poor for flying, but we have had a few nice days. This picture was taken on one of them in November – William Brewis in his newly acquired JSI, with Graham Bowser behind in the Shark. Spring is now springing very fast, so it's time to come out and play!

HANGAR PROJECT UPDATE – HOW YOU CAN HELP.....

Last year seems ages away but we had a fantastic summer and a record year for the club in recent times in terms of the amount of flying done. We capped the summer off by the club voting overwhelmingly in favour of going ahead with the new hangar project at the AGM.

Therefore, this year promises to be even more exciting with the hangar project now firmly underway.

We had a recent site meeting with the contractors and work is due to start around the second week in March. The area will be cleared and stoned first and then, hopefully, the building will start to go up in the third week in March (allowing of course for the vagaries of the British spring weather). All being well, the building should be fully erected by early May.

Of course, there are always a few hitches along the way, not the least of which is that sadly we were not successful in getting either of the two major grants we had hoped for, although the votes we secured for the Aviva grant meant we did at least get a £500 consolation prize. I would like to offer my personal thanks to Diana for the hard work in putting in an excellent submission for each grant but clearly we were up against tough opposition.

So financially, we are now dependent on a loan from the Philip Wills Memorial Fund to underpin the project but of course we have to pay interest on the loan and pay back the capital. Therefore anything we can do to raise funds makes the club less financially vulnerable.

Here's where you come in....

We have already had the first donations to the hangar fund, and a couple of members have kindly offered the club interest free loans as part of the funding scheme. We are asking all club members to consider whether you feel able to make a contribution. If you are a UK tax payer, we effectively get an extra 25% on your donation (provided you complete the gift aid form available on the website) and if you are lucky enough to be a higher rate tax payer you can claim tax relief on the higher amount. Please send all donations to Les or pay them in directly to the club account but notify Les that they are donations to the hangar project and that they qualify for gift aid if appropriate.

If you are not in the fortunate position of being able to make a donation, then you can still help. First and most importantly, by encouraging people to fly, working hard to encourage new members and selling trial lessons. As nearly all of our costs are fixed costs, any extra flying we do contributes to funding the hangar. When the weather is flyable, please come early and get organised, make visitors very welcome and work on the field to get the gliders "turned around" quickly and get our launch rate up.

The other way you may be able to help is to think whether the company you work for or anyone else might be interested in sponsoring or donating to our project. Just to distinguish between sponsorship and donations – a sponsor would expect some sort of response from HGC to benefit their company – examples include an acknowledgement on the building, opportunities to visit and fly with us and acknowledgements on our publications. A donation would be free of such requirements, but we would be interested in either possibility. So, on the basis that 'it's not what you know, but who you know', please think if you know anyone that might help in this way.

Lastly, once the building is up, there will still be a lot of work to do to, getting the electrics in and to kit out the workshop area. When the weather isn't flyable there will be working parties at weekends to get the work done. If you have good practical skills let me (Rose - drrosejohnson60@gmail.com or 01584 831933) know that you are prepared to help and we will include you in the email and Whatsapp circulation to let you know when the working parties need your help. Even if you are no good with a "Black and Decker" then moral support with cups of tea will be good.

Lastly, we hope to have an opening ceremony to cap off the work. Here's looking forward to celebrating a successful project.

SOCIAL ACTIVITIES

We are planning a Spring Social for all members (and partners) with a proposed date of Saturday 30 March. This will be at the airfield after flying (probably starting about 6 p.m.). There will be food available and the bar will be open. We plan to bring you up to date on the hangar project (the work is due to start in about 2 weeks) and also to discuss plans for the coming season and invite any comments and questions from you all.

So that we can decide whether to go ahead with the idea and can give Meg an idea of numbers for food, please can you let me know whether you would come to such an event? Phone Diana on 01544 260740 or email diana@king618.co.uk

FLYING ACTIVITIES FOR 2019

We have some plans for this year and will be looking for more flying opportunities when we can.

Wednesday flying

Starting at the beginning of May, we will again fly regularly on Wednesday afternoons and early evening, starting at 1 p.m. Instruction will be available for those that need it and of course launching for anyone else.

Pre-solo and early solo courses:

Monday 27 – Friday 31 May

August – exact dates to be confirmed.

If you are interested in either of these courses, please let me know (diana@king618.co.uk or 01544 260740). Nearer the time we will be asking for a deposit to secure your place, which will be equivalent to five 2,000 ft. aerotows (or a daily equivalent if you can't do all five days).

During these weeks, there will of course be launching available, so all members are welcome to turn up and fly (but don't forget to help out when you're not flying!)

Soaring and cross country week: Saturday 22 – Sunday 30 June.

This will be 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 around on the weather, NOTAMs and suitable tasks, but nothing very formal.

Midland GC Cross Country Development Week: Tuesday 7 – Sunday 12 May.

The MGC CFI says that our members would be welcome to come along; in particular motor glider training is available for cross country navigation and field landing training and refreshers. HGC members have free reciprocal membership so you will only need to pay for your flying, but you will need to book on to the course - call Martin in the office on 01588 650206 or E Mail office@midlandgliding.com

See <https://www.midlandgliding.club/cross-country-development-week/> for more details.

Rockpolishers

Rock Polishers is one of seven Inter Club cross country leagues around the country. At the end of the season, the winners of each league compete in a National Final. There are six clubs in the Rock Polishers League: Cotswold (Aston Down), Midland (Long Mynd), Bristol & Gloucestershire (Nympsfield) (pictured here), Herefordshire (Shobdon), Black Mountains (Talgarth) and South Wales (Usk).



Competition gliders ready to launch at Nympsfield

Each event comprises three separate competitions within these classes:

Novice: Pilots with at least a cross-country endorsement, but never completed a 300k XC flight, or competed at Regional level

Intermediate: Pilots who have not flown a 500k flight in the last eight years, or finished in the top 50% at a National championship in the last eight years

Pundit: Open to all

You can see the full set of rules and requirements here:

<https://members.gliding.co.uk/library/competitions/inter-club-league-rules/>

HGC is aiming to field teams this year. Each team comprises one Pundit, one Intermediate and one Novice Pilot.

There will be three rounds:

Round 1: Nympsfield – 27/28 April

Round 2: Long Mynd – 8/9 June

Round 3: Talgarth – 13/14 July

Fall back: Aston Down – 27/28 July

If any of these weekends are deemed very likely to be unviable shortly before an event, the round will be postponed to a fall-back date.

We shall need **novice**, **intermediate** and **pundit** pilots for each round. Anyone willing to help out with **crewing** is also welcome, so if you'd like to get involved, please let Bob Pye know – talk to him when you see him or contact him at bob_pye@hotmail.com or 07814 670370. It's always good fun and is an opportunity to learn about competitions in a relaxed way, visit other sites and meet other pilots.

MEMBERSHIP

Welcome to new members Ian Orpe, Max Griffiths, Owen Elias and Ian Reynolds. Max is one of our youngest members and Owen and Ian Reynolds are nearly our oldest members. Owen has previously been flying at the Mynd and Ian is one of the few people around in gliding who was initially trained as a glider pilot in Germany in single seat Primary gliders. Ian Orpe also has previous experience as a paraglider pilot, so all our newcomers bring something special to the club!



*A German Zögling
Primary glider*

Subscriptions and trailer parking fees ... no increase in fees! ... but they are due on 1st March. The Committee has held the subscriptions and most other fees at the same level again, so our subscriptions are still the same as they were in 2014! Please check the attached form and make sure that you pay your subscription and trailer fees (if appropriate) promptly, either by bank transfer or cheque.

When you have done so, **please** help to reduce our workload by completing and giving or sending the attached form to diana@king618.co.uk, so that I can update our membership lists and don't have to chase you for a subscription that you have already paid. The form is especially important this year, as we have to ask you to confirm that you are happy to be contacted by us, in order to comply with the GDPR (General Data Protection Regulations),

SAFETY

Incident reporting – Phil King says:

I announced the HGC incident reporting scheme in the newsletter last October. Since then I have received 3 incident reports. This is what happened and what we can learn from those incident reports:

Number 1

Incident: In November as Nick Robinson was taking off in the Acro both rudder pedals came unclipped and moved forwards. He immediately passed control to Dewi who was sitting in the rear seat.

Response: After adjusting the rudder pedal length in the front seat of the Acro it is vital to push firmly with both feet together to check that the peg that secures the pedals has engaged securely into the rack. Repeat this check as part of your pre-flight control check (the first "C" of CBSIFTBEC). If the rack gets dirty or becomes clogged the peg will not engage fully in the rack so always check the cleanliness of the rack as part of the DI. If the cockpit floor is dirty clean it out before flight.

Number 2

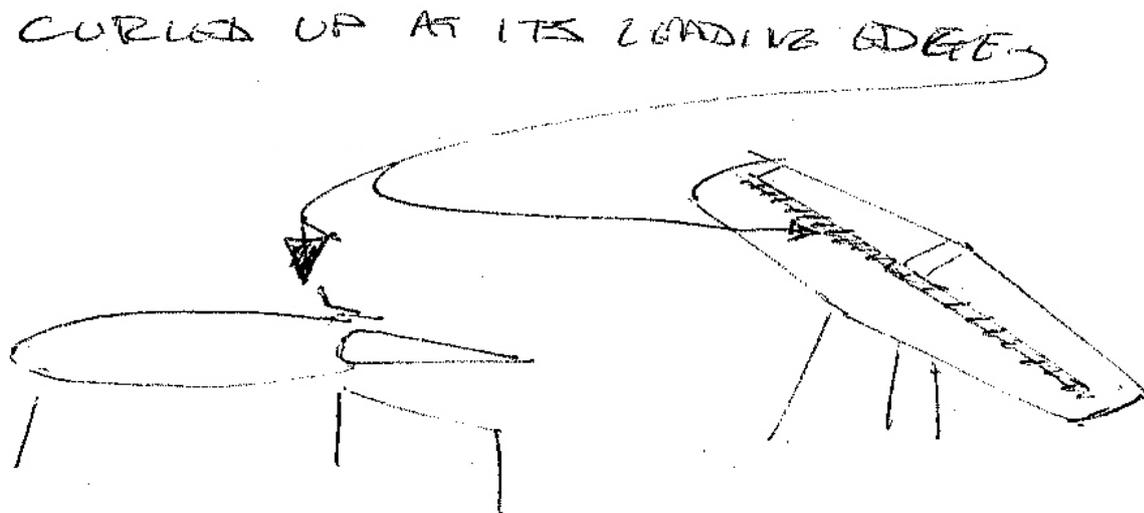
Incident: In early February as Matt Cook was locking the air-brakes as part of the pre-flight check in the Acro, he and I heard a rattle or tinkle from the rear fuselage. We decided that we would not launch until the cause of the noise was determined. A search with a torch revealed an obsolete thin metal aircraft identify plate measuring approximately 40mm x 20mm lying on the bottom of the fuselage shell. Reportedly this item had been noticed previously and placed in one of the two battery trays for "safe" keeping! Somehow it had then migrated through a hatch down into the void through which the airbrake control pushrods operate. It had then migrated further down through an opening into the bottom of the fuselage. Presumably the jerk of locking the airbrakes had precipitated this further migration and the fall had caused the noise that we both heard. The aircraft's current identity plates are securely riveted to the cockpit side.

Response: This demonstrates the importance of not leaving any loose articles in the glider. Loose articles have the potential to move during flight (particularly if subjected to negative G loading) and may end up jamming one of the controls. If you hear anything rattling around

then it is vital to find it and deal with it. Look carefully for loose articles as part of the DI and either remove them or make them secure. Determine the origin of the loose article. It may be part of the aircraft in which case its loss may render the glider un-airworthy.

Number 3

Incident: In late February Nick Robinson flew the Acro solo. He noticed that whenever he needed a higher speed than normal (e.g. for the aerotow and for the approach) he needed full forward trim. Other pilots (including me) had also noticed that they needed more forward trim than usual. On inspection the sealing tape along the line of the hinge between the elevator and the tailplane was found to have come unstuck on its leading edge so that it bent up in the airflow and acted like a small airbrake destroying the lift on the tailplane. See Nick's sketch below:



Response: Make sure that you check the adhesion of sealing tapes as part of the DI. Where sealing tapes are part of the design their total loss or partial loss may reduce the control effectiveness sufficiently to make it difficult to control the aircraft. If you notice a change in the flight characteristics of a glider don't assume everything is OK – it may be a significant fault which is only going to get worse until it becomes critical. In this case several pilots had noticed something before Nick did but not thought to check out what the cause was.

Summary

It's early days for the HGC incident reporting scheme. I feel that it is already proving useful as a means of alerting us all to potential problems before they become critical. I doubt whether Nick, Matt and I are the only members with something to report. I do wonder how many incidents have gone unreported between October and now? I look forward to receiving lots more reports as we get into the thermal soaring season. You can report anonymously if you wish.

Who should report it? Anyone can report an incident. I don't mind getting multiple reports of the same incident. It is best if one of the people involved reports as they will probably know most about it.

What happens after that? I will look at your report and decide whether to pass it on to someone else (for example the CFI, Technical Officer or Airfield management) or I will deal with it myself. If appropriate the responsible person will act to reduce the risk of recurrence.

How do you report an incident? You can do it online here:

<https://goo.gl/forms/exdFjfSR8Sjdmk1h2> Save this URL in your favourites folder or bookmark it now so you can easily find it when you need it. You can get to this from the club web site here: <http://shobdongliding.co.uk/clubdocs.html>

Alternatively fill in a paper form – they should be available in the launch point log box and in the Portakabin.

Canopy Closed and Locked...

The BGA Executive Committee has recently accepted a recommendation from the Instructors Committee to modify the BGA pre-flight check list to move 'canopy – closed, locked and doesn't open with applied pressure' to the end of the checklist. As a result, CBSIFTCBE has changed to CBSIFTBEC.

The change follows an analysis of incidents and accidents related to inadequate pre-flight preparation and recognises the widespread practice of closing and locking the canopy just before launching, e.g. in warm weather and during the winter where there is a risk of canopy misting ahead of launching.

The BGA pre-flight checklist taught by BGA instructors from 3 Jan 2019 is CB SIFT BEC. Of course it is appreciated that it will take a while us all to become used to the change. BGA publications will be updated in due course.

ADMIN

We are still having trouble scanning the logs, so you should not expect to be able to check from home on your flights and the fees due. A reminder that you should pay for your flying on the day that you have it unless you are flying for a period of several days, in which case please pay for everything at the end of the period. Please remember to check the details before you leave the airfield. You can pay in the portacabin by cash or cheque – if you are new to the club, ask someone to show you where the payment forms and the safe box are. Or pay by bank transfer: account number 00399299; sort code 20-39-64.