

Cotswold Gliding Club Newsletter – 10th April 2000

This is a start-of-season newsletter to keep members informed of the Club's arrangements for the season. HOWEVER, it has particular significance this year, in view of our change to winch launching. The newsletter gives important information on the new launching system, covering both the flying aspects (see CFI's contribution) and operational procedures (see Operational Manager's notes). Please read these carefully, and if in doubt, ask!

There is also a section on Health and Safety (See Mike Pirie's notes). This requires all members to be familiar with the Club Health and Safety policy, which is now an essential part of our operation. Please take note, and sign to show that you have read the policy.

ALSO:- Any members who are on e-mail (and are willing to use it for this purpose) please could you let Pat know, as we could save considerable postage in the future if even a small percentage of these newsletters could be distributed by e-mail.

Dates for your Diary:

- Seven day a week operation starts from the 17th April, as do the courses, so if you want to fly mid week you can.
- Larry Bleaken's Flying Circus (Friday evening flying) will start from Friday 21st April.
- The Spring Open Day will be held on Sunday May 28th.

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Attachment: - Winch Operations Procedure

The Chairman's View.

I have now been in post for two months and it's been quite hectic with the first 300km day of the season, one bent K13, and the commissioning of the new winch. Certainly no time to get bored!

Those of you who have experienced the winch will know how much better the launches are, 25% more height for no increase in cost. As for launch rate, this is constrained by the launch point organisation rather than the winch. The current launch point organisation can't cope with the cables, so the committee has agreed that if you are not ready to launch when the cable arrives you will be pulled off line. Be warned! We are also expecting all pilots to be checked out for flying on and in the winch. For check flights see the duty instructor and for winch driving contact one of the winch instructors listed on the notice board.

Shortly after Easter we will be starting evening flying on Tuesdays and Thursdays. This generates significant income for the club and keeps down your fees, so come along and help. It can be fun when combined with a few beers and a barbecue. If you can help, even on an occasional basis, then put your name on the list on the notice board. Better still arrange an evenings flying from your work or for your friends.

As from the 14th April, the Kemble ATZ comes into operation on weekends and Public Holidays. The ATZ is a 2Nm radius centred on Kemble up to 2000ft Agl which is 1836ft on the Aston Down QFE. If you don't know what this means see an instructor, or read the CFI's notice board, as you will need to know about it before you can fly solo or soar locally.

A change to the two seater booking system will be introduced after Easter, whereby all training will need to be booked prior to arriving at the airfield. You will need to book a basic, intermediate, or an advanced course. The intention is to give you a half day course, a dedicated instructor and aircraft, with a maximum of four on the course. You will be able to book by e-mail, post, phone, or via the notice board. Casual arrivals will only be able to fly if there is space on a course or if there is a spare instructor and aircraft. Full details and dates will follow shortly. Hopefully this will provide better quality training and make it more enjoyable

On the finance side you will have noticed that your accounts have been a bit of a mess. Don't blame me or Ken, this was a situation we inherited. By now your accounts should be up to date so I would appreciate you paying any outstanding balances. Remember no further flying if your account is more than fifty pounds in debit. Finally the old hoary subject of log keeping. We are still losing your money because the log keeper is launching without recording flights or collecting vouchers so please don't launch until you have the information or documentation no matter who tells you to.

Have a wonderful soaring season.

Roger Bagley

From The CFI

THE NEW WINCH has been in operation for 3 weeks now and it is providing us with excellent safe launches, to much greater heights than we could achieve with reverse pulley system under the same conditions. Please read the attached notice on Winch Operations which outlines some of the new procedures.

AS FAR AS THE LAUNCH ITSELF IS CONCERNED:

Start with the stick central, or a little forward of central, and rudder centralised. There is no need to compensate for cross wind effects on the ground run as the ground run will be very short and you will have effective flying controls almost immediately. Once the launch has started, allow the glider to take off, check the ASI and, if the speed is adequate and increasing (50Kts for the K13 – 45Kts for the K8) allow the nose to rise progressively and smoothly to the climb attitude – about 45 degrees. The process is essentially the same as with our old system. Things just happen rather more quickly.

Monitoring the ASI, keep the glider climbing at 45 degrees, compensating if necessary for any cross-wind. The glider should be kept in the normal climb attitude, assuming speed is ok, until, at the top of the launch, the winch driver will cut the power. At this time, lower the nose to normal flying attitude and release. The glider may have already back released as the power was cut. This is not a problem.

If a wing drops on the ground run – RELEASE IMMEDIATELY

10% of all glider accidents – wing drop and failure to release.

If the launch fails, lower the nose smoothly and positively, but do not dive the glider violently to recover. You may fly into the cable parachute. This is a real possibility in the early part of the launch.

If you are not current on powerful winches, get a check flight first. Your instructor will be able to show you how to get the best launches from the winch – SAFELY.

LOG KEEPING. The log keeper is now responsible for using Airband and Short wave radios as well as accurate log keeping. These are vital for the winching operation. If you do not know what is required, please ask to be trained. Incorrect use of the radio could be extremely dangerous.

SHORT WAVE RADIOS. We have 4 Radios. These will be kept in the locked Instructors cupboard. If any instructors do not have a key, please see Pat.

KEMBLE. A letter of agreement with Kemble Airfield Management is pending. In the meantime we should phone Kemble tower on 01285 771177 every flying day to let them know we are operating and which runways we are likely to use.

TOWING TO THE SOUTH END. We now have the use of a strip of land at least 30m wide all along the west side of the airfield. This is suitable for towing gliders from the hanger to the south end of runway 03 without danger and without disrupting launching. All gliders being towed to 03 MUST be taken down this route if flying has commenced.

WHEEL BRAKES. Any glider fitted with a wheel brake and without a skid is unserviceable if the wheel brake does not work.

TASK WEEK. July 31st to 5 August 4th 2000. If you would like to enter our task week, please contact Pat at the office. All the club gliders will be available to use. 2 seaters will come complete with an experienced cross country pilot for anyone who would like to try competitive flying but is not yet ready for solo cross country. There will be a small entry fee to pay for some prizes etc.

BGA GLIDER USE: 75% discount if a pilot is under 25 yrs old. Ask me for details

WEB SITE. If you have not visited the Clubs excellent new web site, do it now! There is a large amount of useful information and many links to other sites. Keep up to date by checking out the News section.

Tony Parker.

Deputy CFI's News

Evening Flying.

Evening Flying proper will start after Easter, with Tuesday and Thursday evenings devoted to trial lessons. Crews are wanted - Pilots, winch drivers and helpers. Please contact Mike Oliver (for Tuesdays) and Mike Pirie or Tony Parker (for Thursdays). The default is that there will be flying on these evenings so helpers should turn up regardless - only bad weather will cancel the evening. In the event that trial lessons are thin on the ground club flying will take place. If sufficient people are interested flying on these evenings will start now.

Health and Safety

A Safety Policy has been written and will be placed in the folder with the Operations manual. All club members must sign that they have read it please do this as soon as possible. It is also necessary to record who has been trained for the various tasks that are necessary to operate the club (Winch drivers, Tractor and JCB operators etc.) so please get this done as well

Mike Pirie.

From the Operations Manager

Winching at Aston Down.

Winching is now the primary method of launching at Aston down, The new winch will provide good quality reliable and safe launches provided certain operating procedures are followed.

Winch Driving:

All operating & safety procedures are contained in the winch-operating manual, a copy of which is located in the main room of the clubhouse. Everyone is required to read **and sign** it from ab initio to seasoned instructor.

The winch can only be operated by those authorised to do so and their names are listed in the front of the operating manual main copy along with winch driver instructors.

Anyone wishing to be checked out as a driver should first study the manual then approach one of the driving instructors for training. Once trained their name will be added to the list of qualified drivers.

We need as many drivers as possible to spread the load during the busy periods.

Winch Operations:

The winch can be set up very quickly; it takes approximately 30 minutes from the workshop to dropping the cables at the launch point.

Launch Point Procedure:

1. Once at the launch point, the cable ends should be left flaked or coiled, not pulled straight on the ground. This gives better visibility on the grass, and gives a few extra seconds for anyone in the wrong place to move away should the cable be pulled unintentionally
2. The cables should not be handled unless hooking onto the glider about to be launched.
3. When the "LIVE" cable is launching a glider the other "DEAD" cable **MUST UNDER NO CIRCUMSTANCES BE HANDLED OR STOOD NEAR** until the "LIVE" cable has reached the winch.
4. The reason for this is the two cables running the length of the airfield, are only 1 metre apart. It is possible for the cables to cross, so that the "DEAD" cable becomes "LIVE". If this happens, it may **MOVE AWAY FROM THE LAUNCHPOINT AT LAUNCH SPEED**, and anyone near the cable could suffer **SERIOUS INJURY** if not **DEATH**. So please be alert at the launch point. We now have **TWO** launch cables not **ONE**.
5. Anyone operating the lights over the last month will know the procedure for the winch is slightly different and the signaller now has added responsibilities. There is a laminated card on the signal desk to be used as a memory jogger. Please keep it visible.

Lights Procedure:

The following procedures must be observed when operating the lights.

1. Use the radio inform the winch driver of the glider type and cable to be launched.
2. Ensure take off path is clear.
3. Ensure "DEAD" cable is clear of personnel and aircraft

Only then should you start signalling (if in doubt DO NOT SIGNAL)

4. Once the signals start it can take as little as 10 to 20 seconds for the cable to move.
5. If a motor glider or tug is taking- off from the runway between cable launches, switch on the STOP signal to warn anyone to clear the runway immediately.
6. If you see an obstruction STOP the launch

Identifying Cables:

The winch driver must be notified of which cable is to be use for the launch

The method used at present to identify the cables is:

- Cable nearest the grass "GRASS CABLE"
- Cable nearest the runway "RUNWAY CABLE"

When only one cable is left the term "REMAINING CABLE" can be used irrespective of whether it is on the grass or runway.

We hope to have different coloured parachutes for identification as soon as practical. The winch driver will determine which cable is to be used first depending on the wind conditions, as he is best placed to judge whether any cross wind is likely to cause cable conflicts. If you arrive later in the day (or even if you leave the launch point and return later) ask which cable goes first, as the conditions may have changed. Under normal circumstances if there is a significant cross wind then the down wind cable will be launched first, but don't assume this is always the case.

Runway Use:

The only vehicle permitted on the runway during flying is the retrieve truck, It is not permitted to follow the truck down the runway as a means of getting from one end to the other.

USE THE PERI TRACK for access. Now there will be no cable on the runway you may be faced with a motor glider or tug landing or taking off..

The priority for all aircraft that fly low over the runway (i.e. hanger flying) has changed. WHILE RETRIEVING CABLES THE TRUCK HAS PRIORITY. It will continue to move unless it is obviously dangerous to do so. IT WILL NOT AVOID YOU, YOU MUST AVOID IT.

These procedures are mandatory to ensure the safe launch operation at Aston down and are extracts from the main manual please read it in full then get involved in driving or retrieving it's fun honest:

Simon Lucas 12/04/00

Internet News

Over the last few months the club Internet web site has been revamped to tailor it more specifically to our needs. It has two main purposes. The first is to act as a marketing tool for club membership, holiday courses and trial lessons. The second is as a means of communicating with members. Those of you who haven't seen it recently should take a look. The club news section is updated about once a week with what's going on.

At the moment I gather most of the news by keeping my ear to the ground. I'm sure I'm missing some newsworthy information so if anyone has anything interesting let me know. Email is of course the preferred method of communication, but I can even accept old-fashioned hand written notes or telephone calls for those of you not yet on-line. If anyone wants to let the world know about their first solo, badge award, new rating, etc. etc. then just let me know. Pictures of the said event / person are also welcome.

When I say the world I mean it. Most of our web site visitors are from the UK but a significant number are from the USA (where else) and there is a scattering from all over the place: Australia, Austria, Brazil, Canada, Finland, France, Germany, Ireland, Italy, Netherlands, New Zealand, Poland, Singapore and South Africa. We get about 100 visits a week. All of this information is provided by a tracking service that provides a huge amount of statistics free of charge. Those of you who are interested in the details of our visitors can look by clicking on the small square image at the bottom of our home page.

I am building up a collection on the site of information useful to club members and visitors. At the moment I have information for visitors by air, directions for those travelling by road, the new winch operating manual and the Bronze C mock questions and answers. Soon I should have a site briefing, the letter of agreement with Kemble, the club operations manual, the health and safety policy document and details of the recommended aerotow routes. If you think there is anything else that could usefully be included then let me know.

Another thing of note is a new web site specifically for the Open class Nationals and 18m Championships to be held at Aston Down this summer. This site is being looked after by Douglas Ellison, a club member who will be helping with the scoring. By the time you read this, the site should have information about and for the entrants. When the competition is running Douglas hopes to have up-to-date results, pictures and news from the competitions. To find the site, follow the link from the Cotswold home page or go direct to www.openclassnationals2000.co.uk.

Finally, the University of the West of England Gliding Club have their own web site which is regularly updated with news. There is a link to this site from the Cotswold links page. (www.uwe.ac.uk/union/gliding/)

Cotswold web site is at www.cotswoldgliding.co.uk
Email: webmaster@cotswoldgliding.co.uk

Stephen Cook