



June 2004

**The  
Newsletter  
of the  
Welland  
Gliding  
Club**

**Edited by Strzeb**

**The Committee are:**

**Chairman**

Terry Kendal-Tory  
10933 681197  
07967 130862

**Company Secretary**

Jane Cooper  
01536 330217  
07747087967

**Treasurer**

Andy Lockwood  
01778 422622  
07802 202678

**Membership Secretary**

Michael Neal  
01733 266616  
07773 234305

**Technical Director  
(Aircraft)**

Alan Bushnell  
01536 373434

**Chief Flying Instructor**

Brian McDonnell  
01536 770802

07971 279723

**MEMBERSHIP**

By

Michael Neal

I've been Membership Secretary (Director?) for a year now so what has been happening.

Well the first job was to review the contents of the Membership Pack issued to new members. A few additions and amendments were made as a result of suggestions by new members and all packs now incorporate these. Each Committee member, plus the CFI, holds a pack and should have it with them every time they visit the field. As there is usually at least one Committee member on the field this should, in theory at least, enable any new member to be issued with a pack on the day they join, but see below about changes in membership status. So if you enlist somebody as a new member please try and ensure you get a pack for them on the day, if you cannot then let me know ASAP.

Membership cards were issued to most people last year. I know I slipped up on one or two of you and will try to do better this year. As I write this some have already been distributed for this year and more should be available by the time you read it. If you haven't received one, and are up to date on your subscription, then please hound me until I give you one. Talking of subscriptions if you haven't yet paid yours then you should not be flying as a member. Also don't forget that there is Social Membership available for spouses or others who do not wish to fly themselves.

As I am sure most of you know we now have more specific medical requirements than in the

past, all to do with the EEC. Anybody who was not solo on 1 March 2003 must obtain their Doctor's signature on a medical declaration before they fly solo. It does not matter if you were a member before that date, if you were not a solo pilot you must get your Doctor's endorsement. People already solo on 1 March 2003 do not need to get the Doctor endorsement until their 45<sup>th</sup>, 50<sup>th</sup>, 55<sup>th</sup>, 60<sup>th</sup> or 65<sup>th</sup> birthday, whichever occurs next, and then at 5 yearly intervals, but for anyone over 65 it is an annual requirement. The Club requires a copy of this medical declaration. This copy should be passed to me. We do not require the original and recommend that

**Read all about it next. How Mark Rushden Became a BI.**

you keep this, if you visit another club they may request to see your declaration, not many yet do but a number are thinking about it. If you are the exception and have not yet passed me a copy please do so as soon as possible. If you need a form please see me.

There has been a bit of confusion about Cadets. Cadetships are not open to any youngster that appears on the field. They are significantly subsidised and therefore restricted in number and we want to try and ensure that only youngsters who show real enthusiasm are given these opportunities. We also want to ensure that parents know what they are letting themselves in for. There is therefore a planned process for them to go through before joining. Last year one or two by-passed this procedure and whilst we have honoured the

Cadetships offered to these individuals please do not assume that any youngster will be taken on just because they arrive on the field and show some interest. You could always

**Mark Prickett is claiming his Diamond Goal/ Gold Distance**

join them up as a normal Junior Member if they want to part with their money there and then.

It is interesting to note that there has been a proportionally higher drop out rate of those who by-passed the normal procedure than among those who did not. At the present time we have a waiting list of youngsters interested in becoming a Cadet.

Finally on membership there has, this year, been a fundamental change in attitude towards temporary membership. The status of someone taking a trial lesson has always been a bit woolly, in theory they were temporary members for 28 days but it was never really defined what level of membership this incorporated though the inference was that this was some form of Social Membership. In the increasingly controlled environment in which we live it was considered that this was becoming unrealistic, if not of dubious legality, and we could be accused of running a commercial operation. The decision was therefore made to make it more obvious that someone having a trial lesson also has 28 days Flying Membership. This will entitle them subsequently to fly as a normal club member for this period at club rates and taking their due turn on the

flying list, no pushing them in early as we often do with trial lessons, and doing their share of work on the airfield. They will not be issued with a membership pack but a simple one sheet log book is available that can be incorporated in their permanent log book if they do carry on. These are in the red folder on the launch control trailer where we keep spare copies of other regularly used documents. We don't expect many people to take advantage of this but if a lot do we may have to review the situation. Anyone who takes advantage of this scheme and wishes to carry on flying after the 28 days will be expected to then become a full Flying Member.

This of course called into question the position of the old 1 month temporary membership. This is still available but has been extended to 3 months. People on this scheme will continue to pay for all their flights at normal club rates and receive the normal membership pack. MN.

### How to become an instructor in one easy decade

It had to happen in the end. After 11 years of flying, the drip-feed of friends and relatives asking "when are you going to take me up?" finally got to me. It's difficult to explain to someone that even with 300 hours up, and a splendid soaring season behind you, it's still impossible to take them up without "the rating". Yes' I'd moaned before about the stringent checks required before you can take your old man up, but I decided in the end it was better to get the training out of the way first, and then continue to whinge

from the moral high ground. So what's involved, then?

I first expressed an interest in doing the BI course over winter, and found it encouraging when Brian didn't immediately laugh his head off. So I filled in the paperwork, and got the course paperwork and syllabus from the BGA. Only then did I develop a better appreciation of what was involved. Basically, the following:-

### **Pre-requisites**

You need to have 75 hours P1, a silver badge, the medical form signed off, and the endorsement of your CFI as being up to the standard required to undertake the training. The medical form is very much open to interpretation by your GP as to the level of

**Charlie Greer flew his first three solo flights on the ab-initio course in April**

rigour applied. In my case, this was sadly at the expensive end of the scale, but I rationalised the thorough medical prodding and poking on the basis that being an over-worked, over-stressed 40-something, such a check was in any case overdue.

### **Pre-training**

Before the course proper, you need to have had a number of exercises signed off by your club full-cats. These exercises include winch launching (and failures), aerotow, circuit planning, stalling and spinning, and successful demonstration of "the

patter". The patter consists of the coordinated physical and verbal demonstration of the use of the controls. Not too hard if learned properly, but certainly it needs to be practiced at the home club before the course to ensure adequate coordination between the two. In my

**Mick Connelly  
has just flown  
solo**

case, I also practiced the patter on my own in the K8 when I managed to get away, and also on Flight Sim at home. The overall pre-course P2 flying in my case was three hours and 12 launches.

#### **The course, Husbands Bosworth**

My course was taught by a National Coach, Simon Adlard, and his side-kick, Mike Fox, who is a 28-year old former junior nationals pilot who is being trained as a coach. My two course colleagues were a 2-year hotshot pilot from Essex and Suffolk GC and a 30-year pilot from Sutton Bank, so a real cross-section of the movement between the three of us. The first day was taken with two very high aerotows each and an uncomfortably rapid descent involving some very oddly angled views of Terra Firma. No problems there, so huge disappointment the following day when the easy stuff went badly. Over-steep winch launches and poor round-outs were jumped on by Simon, so it wasn't until the morning of Day 3 that I got the winch launch failures signed off following a certain amount of "re-education". The afternoon of day 3 was

dedicated to the theory of instruction, before the morning of Day 4 saw us flying the BGA Falke demonstrating the patter. The guest instructor was none other than Andy Parish, for those of you who still remember our former instructor at Welland. The afternoon of Day 4 saw us undertake "trial lessons" off both winch and aerotow. Yours truly managed to talk himself down to an altitude below circuit height before Simon's "I have" brought us in to an abbreviated circuit which spared both my blushes and the glider. A salutary demonstration of the need for constant vigilance and re-appraisal of options when instructing. The aerotow, by contrast, went much better, although the inevitable over-compensation saw me truncate the lesson at a height at which it wasn't strictly necessary. After that it was back to the classroom where Simon picked up on learning points emerging from the "trial" trial lessons, and the course wrapped up with him reading the riot act regarding the limitations of our BI rating. The concluding curry in Lutterworth was enjoyed equally by the course coaches and their victims.

#### **So now the hard bit**

Sunday 16<sup>th</sup> May saw me undertake the final acceptance checks with Brian – yes, more launch failures! But then he issued me with the green card, and within an hour I was aerotowing with one of our cadets in the front seat, and doing it for real, attempting for the first time to diagnose faults in someone else's flying. It got even better when I took two cables very

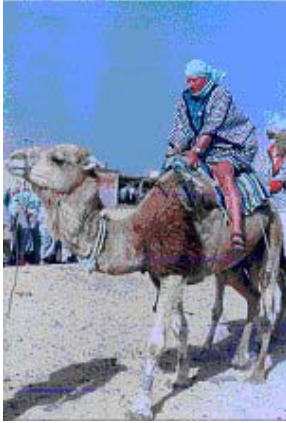
late in the day and flew my sons, Andrew (13) and Tom (8). Andrew had flown before, but we were able to use the last wisps of lift to get to 1500 feet and fly over to Brigstock to see Andrew's friend's house. For Tom it was a new experience, and one that he had always insisted he didn't want to do. But once over the shock of the winch launch he settled down very well, and chatted all the way round. I'm sure, though, that I enjoyed those flights more than my lads!

Anyhow, that's an ambition fulfilled. Ten years ago I made only slow progress to solo standard and then to Bronze, so hopefully this serves as a demonstration to

**Jane Cooper  
has her Bronze  
C and Xcountry  
endorsement.**

the current crop of ab-initios and early solo pilots experiencing the same frustrations that it can and does come together in the As for cost, I reckon that overall, including course fees, medical, course and pre-course flying and acceptance checks, there'll be no change from £700, although the club has undertaken to reimburse the course fee of £170. But, on balance, worth it for the huge grin on Tom's face last weekend alone!  
Cheers all, Mark

**Have you  
read and  
signed that  
you have  
read the NEW  
Airfield  
Guidelines**



**Caption  
Competition**

## Style Section

### Airfield Dress Code

It has been noted that the standard of dress amongst certain members of our community leaves something to be desired. Before we enter the summer silly season I felt some guidelines should be issued to ensure that sartorial elegance is observed.

1. Shorts:- over the age of 40, permission must be obtained, in writing, with three days' notice, for members to wear shorts. This is to allow time for the purchase of dark glasses and other protective eyewear for the remaining club members.
2. Shirts:- a) no male member of the club shall be permitted to go topless unless he has been approved by a meeting of the female members as being in possession of a 'six

pack' (and no, that it is not a reference to containers of Smith's).

b) No female member of the club shall be permitted to go topless, on the grounds of health and safety: male members of the club cannot be expected to fly or drive safely in the face of such distractions. For the same reason, female members may not drive the tractor in anything less loose fitting and attention drawing than a hessian sack.

3. Overalls:- the wearing of overalls is permitted provided said overalls meet the following standards:

- i) No offensively garish colours – the use of orange is particularly ill-advised as the wearer could be mistaken for a windsock and be hoist by his own petard.
- ii) The amount of patching on the overalls is not to exceed the amount of original fabric still in place. Only rock stars can carry off such a look (and you aren't one, Bob).

4. Hats:- hats may be worn, subject to the following conditions:

- i) during the winter months, members should aim to wear the silliest hat possible in order to provide entertainment during those dull, wet months (which seem to include May this year).

ii) During the summer months, beanie style hats rather than peaked caps should be worn.

This is not merely to aid visibility when flying but also because the sight of grown men wearing peaked caps backwards like Kevin the teenager is simply pitiful.

5. N.B. Short skirts and high heels are not permitted on the airfield – male members should save dressing up in ladies' clothing for the privacy of their own home.

I do hope these guidelines will encourage a better standard of dress amongst our members in the months to come.

The Winch Witch

**Friday  
Evening  
Flying  
Slots  
Have  
Some  
Spaces.**

**See  
Micheal  
Neal**

## **SAFETY MATTERS**

By  
Michael Neal

It is a long time since one of these columns appeared so I'm afraid that this is a rather lengthy missive. My apologies for this but try not to be put off and do read and take note of the contents.

A number of you will have heard me talking of a "Black Book" in which to write safety comments. Most of you will also know that it has transformed into a silver book and now resides in the launch control trailer.

For those of you who don't know about this it is a book in which a club member, of any category, can put down concerns they may have about the safety of our operations. There doesn't have to have been an accident of incident, though this may trigger off your concerns, but any part of our operation that you think could lead to one should be noted. This might be a general characteristic of our operation which you think could be improved to reduce risk or a specific incident which we "got away with" this time but could have led to an accident. All I would ask is that we don't get multiple reports of the same incident if there is nothing new to add but do please duplicate an entry if you consider details have been left out or you have a different perspective of the incident. I would ask that you date your entry but you needn't sign it if you don't want to, an anonymous contribution is just as valuable as one we know the source of as this is not an exercise in apportioning blame, it is to try and reduce the possibilities of future potential accidents.

Closely linked to Safety is our Duty Marshal scheme.

Those of you on the rota will know that you are expected to act as Duty Marshal approximately ½ day per month. Most solo pilots who are not instructors are on it. It is important that you attend when you are on duty or make arrangements to swap with someone. The lists have been up in the clubhouse and the caravan and have also been circulated via the Internet on the Yahoo chat line but it has become obvious that some people have still missed seeing when they are on duty. We are reviewing the method of circulation but meantime check the list.

There have been concerns about how people perform the duty. Last year the guidelines were reviewed and re-issued and a copy for everyone who was on the rota left in the clubhouse. We also arranged a meeting to try to clarify some aspects of performing the duties and it was disappointing that so few people attended. Perhaps this was due to inadequate advertising but for those who weren't there the following are the main points discussed.

- 1) The Duty Marshal is responsible for running the field, on behalf of the Duty Instructor who is likely to be flying and instructing, in a safe and efficient manner. This can only be done effectively by being out and about at the launch point; it cannot be done by, for example, sitting in the control van keeping the log, or even worse, drinking tea in the caravan.
- 2) Members should be delegated to carry out the various functions, such as winch driving, log keeping and tractor driving. These people should be rotated at regular intervals and the

person asked to perform one of these duties should continue doing it until relieved. Whilst everyone has their own idea of how long a person should perform a duty before being relieved my opinion is that winch drivers should be relieved after about 2 hours, tractor drivers after 4 – 5 return trips and log keepers after 2 – 3 hours. Obviously sooner in all cases if they are due to fly.

- 3) Ensure visitors are not endangered and they complete all the necessary paperwork before flying. This applies to all visitors, both members of the public and people from other clubs, whether arriving by air or by road and whatever their status within the gliding movement.
- 4) Whilst ensuring a safe operation is your number one priority it is also important to ensure our operation is as efficient as possible. To this end ensure that the launch queue is managed efficiently by getting gliders moved forward on the grid as launching occurs. Pilots should be in gliders with all checks done by the time their cables arrive at the launch point. We normally run 2 cables so this applies to both gliders at the front of the grid. If a pilot is not ready his glider should be offered to someone else, if a club aircraft, or otherwise moved off the grid and parked up. This may make you unpopular but it probably won't happen again.
- 5) As a club we are very poor at cleaning our aircraft. Ideally every glider should be washed

6) Every day it is used but if we could get into the habit of washing at least one every flying day it would be a start. If you are on the morning shift then delegate one of those people standing around nattering to do it or don't let it fly until it is done.

7) Finally ensure the windsock is put up before flying starts and taken down when it finishes, that is after the last aircraft has landed.

Last year we concentrated our minds on how to safely operate powered aircraft when winch launching on our relatively restricted site and came up with two solutions:

Firstly we can lay the cables to the North of the direct line from winch to grid. This involves the tractor driver, on leaving the winch, heading towards the northern edge of the field and then very gradually curving round to run parallel with the edge, about  $\frac{1}{2}$  to 1 glider wingspan from the edge, aiming to be running parallel to the edge by the time the track across the field is reached. There is a risk of the cables crossing but this is minimised if the direction change is gradual and the South cable is launched first whatever the wind is doing.

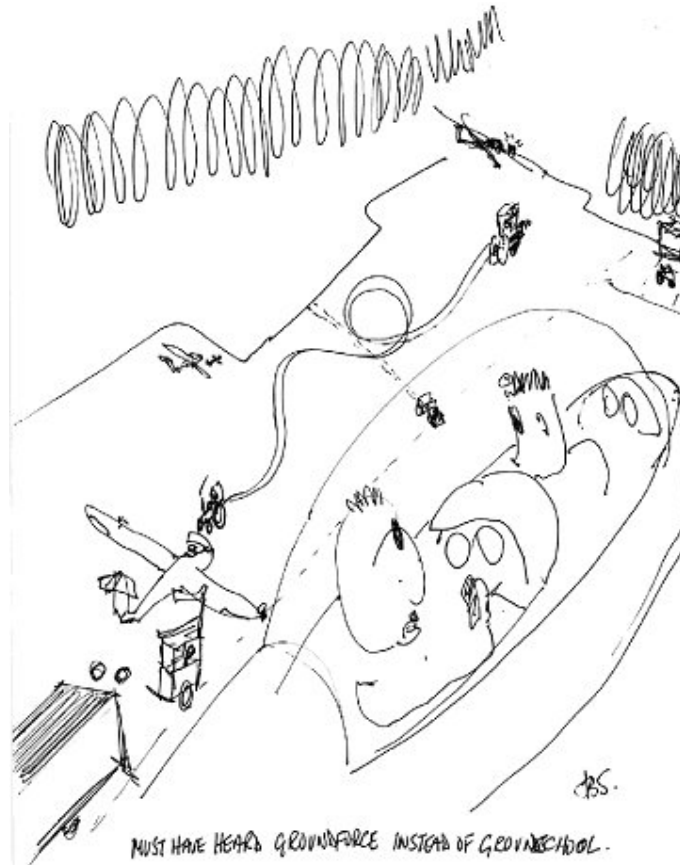
Secondly we can only permit a powered aircraft to depart when both cables have been wound into the winch.

Which of these options we adopt on any day will be decided by the Duty Instructor but it is always open to the power pilot to refuse to depart whilst cables are laid out. In this case the cable retrieve should be delayed until the powered aircraft has taken off and/or the powered

aircraft should wait until both cables have been used.

In an extreme case it may be necessary to wind an unused cable to the winch to allow a powered aircraft to depart but this should be rare if properly managed.

An area where I think we have improved over the past year but must remain vigilant is the routine "All Clear Above and Behind" before launching.



Firstly the form of words suggests that we look behind the glider being launched for other aircraft on the approach. Whilst this is obviously important we should also be checking the air all round the airfield for other aircraft that may conflict with the launch. Bear in mind that a glider low in the circuit may have to turn in early. I've mentioned this business of checking all round before in this column but it is something that is vitally important so make no apology for repeating it.

The second point is to ensure that the "All Clear Above and Behind" is called out loud and clear, so often it is a quiet mumble. A good loud call will usually trigger other people to look skywards so increasing the pairs of eyes looking for danger. This can only be good. It also ensures that the pilot also hears it and is hopefully reassured.

So encourage the person initiating the signalling to make a thorough look all round and also for them to shout out the words so others can clearly hear it.

One innovation this year is to introduce a new procedure into our winch operation. The winch driver will advise the launch point

when the first cable being used has been pulled into the winch and the winch engine stopped. This will be the signal that it is safe to handle the second cable at the launch point. We have not specified an exact form of words but I've been using the expression "First cable clear". Suggestions of a better wording would be appreciated.

A final thing. Most of you will be aware of the happenings at Upwood this past winter. For those who don't a member started a tractor in the hangar, the member was not seated on the tractor but was standing alongside. The tractor was in gear, the engine started, tractor moved forward and most of their fleet was wiped out, luckily no people were. Could it happen to us? Unlikely with the MF65 tractor (that's the red one) as there is an interlock so it will only start in neutral gear. Highly possible with the Dexta (the yellow one). This does not have a parking brake so it is common, indeed recommended, practise to park it with the engine off and in gear. Already this year it is reported that a long standing member started the Dexta when standing alongside with it in gear! Luckily no damage, other than, perhaps, to his pride, but please don't do it. With both tractors ensure that you are sitting properly on the seat, in a position to control the tractor if the unexpected happens, before trying to start it. Also make sure the gears are in neutral. MN.

**The Editor (unless he gets the sack) will endeavour to publish regularly. Contributions in Word if possible please.**

**Welland Gliding Club Ladder 2004**

For latest log on to [www.aircross.co.uk/bgalladder](http://www.aircross.co.uk/bgalladder)

Pilot	Points	Flights
Werner Leutfeld	922	2
Michael Neal	1440	2
Mark Prickett	1399	1
Bill Burgess	666	1
Strzeb	590	1
Jane Cooper	500	1
Ken Wells	316	1
Mike Taylor	200	1

## **The Winch Witch Advice Column**

**Send your gliding worries to the Winch Witch for helpful constructive advice.** (The Winch Witch regrets that she cannot enter into personal correspondence – unless a bottle of Pimm's is provided.)

### **Dear Winch Witch**

I like nothing better on a sunny Sunday afternoon after my roast lunch has settled than to drop in to the club for a good soaring flight before I go home to put my feet up with the paper. I have noticed, however, that other club members have been a little cool towards me recently and do not understand why this might be. Can you help?

Yours worriedly  
L. Muck

### **The Winch Witch replies...**

Dear L. Muck

I can only assume that the other club members may be jealous of your obvious ability to pick the right time to fly when they have spent the day unpacking the hangar, DI-ing the gliders, setting up the field, tractor driving, winch driving and ground handling. May I suggest in future that you send your butler along first thing in the morning to prepare everything for your arrival and to help on the field in your place.

### **Dear Winch Witch**

*I have been a solo pilot for some time now and am enjoying building up my hours. I am not always happy with the quality of winch launch I receive, however. What is wrong with these people – how difficult can driving a winch be?*

*Yours frustratedly*  
Cel Fish

Dear Cel

I gather from your question that you have not been fortunate enough to have been trained in the noble art of winch driving, spending long hours in 100 degree heat listening to the wise words spoken by those at launch point who forget there is an open mike. May I respectfully suggest that you learn to drive the winch and then you can wreak revenge on those who have failed to provide the service you require.