

MIDLAND GLIDING CLUB NEWSLETTER

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Jaca Expedition 2007

Jan Outhwaite

Last year's expedition was successful both in terms of members' flying experience and income to the club. The Chairman has agreed that an expedition in February/March 2007 may go ahead with the DG505. Last year most members achieved around six hours flying in the DG and Jaca gliders are available for hire.

Instructors will be John Stuart, Simon Adlard and Paul Garnham.

If you are interested in joining, please email or phone the office as soon as possible. There is no commitment at this time. There is already a list on the members' notice board.

Dates have yet to be firmed up and will depend on numbers. I hope to have a preliminary meeting sometime in August when we can all decide on how we want the expedition to proceed.

Task Week

John Parry

Task Week is August 19-27, it will be run Competition Enterprise style by the same team as last year. Johnny Roberts will be flying various P2s in the DG505 but his list is already full. There are still some club aircraft available, see Martin for details. The entry list is now up in the clubhouse, please sign up and join in the fun.

<p>Please send Newsletter contributions to:</p> <p>John and Ann Parry Holly Cottage Wentnor Bishops Castle Shropshire SY9 5EE Telephone..01588 650379 Email.....John.Parry@Virgin.net</p>	<p>Club Details:</p> <p>The Midland Gliding Club The Long Mynd Church Stretton Shropshire SY6 6TA Office Telephone.....01588 650206 Office Fax.....01588 650532 Members Telephone..01588 650405 Email.....office@longmynd.com</p>
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Chairman's Concern

Charles Carter

The nature of accidents is such that events conspire to confound the ability of the person to overcome them. The accident to the K13 CRL was of such simple proportions that you may wonder how it happened at all. However, happen it did and we now find ourselves with a severe shortage of aircraft to run the courses and provide member training.

Not only does this impact on reducing flying activities but causes a great deal of work for accident investigation paperwork and ongoing insurance issues.

Recently I went down to Shirenewton to fetch Brian Spreckley's K21 GBB which we have hired for two months to attempt to keep the fleet in some sort of sensible proportion. On arrival at the club with the glider I was met by the news that the K23 had been pulled into the rudder of JGJ which was at the head of the launch line. Not towed by a Landrover but pulled by hand. There can be no excuse for such casual treatment of our aircraft and to those who say that it has happened before I will say bunkum. There is either a serious lack of instruction on the technique of ground handling of gliders or such a cavalier approach to the whole business that it is unacceptable. I will be expecting more senior members to advise those less well versed in the art on the correct procedures. By "less well versed", I do not necessarily mean beginners because some more experienced pilots have been known to be somewhat casual. I will be keeping a very close eye on what is happening on the ground and I trust that those of you who have the interests of our aircraft and equipment at heart will be helping me. If you see something which you consider to be wrong and do not wish to approach a more senior member or instructor, then speak to me and I will deal with the issue because I am determined to stamp out bad practice.

The damage to the rudder of JGJ has proved more serious than at first thought. The tip of the rudder is obviously double skinned but very thin and so repair is delicate with the added problem of not exceeding the original weight and causing mass balance difficulties. The glider will be out of action for several days. I will publish in the next newsletter the cost of the repair.

The club recently purchased two new handheld radios. One has been liberally doused with orange juice. Result, radio destroyed. The second has had its strap secured to the case with a screw which was too long. Result, radio destroyed. Cost to club, in excess of £400 and yet again no radios to assist the operation.

There would appear to be a feeling that because equipment belongs to the club it is not valuable and can therefore be treated with disdain. It is YOUR equipment and they are YOUR gliders and it is YOU who will be paying for their replacement and for the ever larger insurance premiums which will be demanded. I want to see a collective responsibility for all club kit and I want you all to be just as horrified to see club equipment being abused as you would be if it were your own personal item.

We are actively seeking a replacement for the K13 and to this end Roger Andrews will be looking at several in the near future. There are many rumours circulating about the viability of K13s but we believe that at the present time it is the correct choice. Discussion is ongoing about the correct way forward for the replacement of the K21 but we will endeavour to have a full fleet before too long.

Our Treasurer Keith Mansell has recently had a spell in hospital and I know that you will all join with me in wishing him a speedy recovery.

Also under church notices may I on your behalf wish Tony Adams a very happy 80th birthday.

I wish you successful and safe soaring and if you are being too casual with any aspect of the operation, expect a tap on the shoulder and some well meant advice.

That Tail Dolly Incident

Peter Groves

On Sunday 1 July a glider was launched with the tail dolly on. The following weekend I was told by an instructor that I was being blamed. Yes, I was the launching wing man and I did not, obviously, see that it was still attached. I offer my apologies to the pilot but the matter does not end there and there is much to debate. Here are a few of my observations:

1. The main duty of the wing holder is, surely, to see that all is “clear above and behind” and in concentrating on that scan it is not perhaps surprising that other things, as in this case, can sometimes be overlooked. Worth bearing in mind.
2. What about the person who attached the strop? He or she also did not see that the dolly was still attached.
3. What about those who pulled the glider up to the launching cone and walked away leaving the dolly still in place?
4. Did those who shouted “STOP” when the glider was rotating into a steep climb engage their brains before doing so and consider what might have happened at that early stage if the main winch driver had chopped the power with the glider in a steep attitude? Surely it is better to let the launch proceed, which is what happened because the winch driver had difficulty seeing the signal lamp. The pilot could then be advised by radio, as she was, and given time to consider the situation. In fact there was difficulty in making radio contact. Was the correct call sign given?
5. How conspicuous was the dolly? Did its colour contrast sufficiently with that of the glider?
6. Finally, what about the pilot’s responsibility in ensuring that the dolly is removed? I speak from experience - a few years ago I launched in FWM with the tail dolly still attached. No one on the ground had noticed, no one gave me a radio call, but from the unusual noise at the back I quickly deduced what was wrong. I decided not to pull off but to complete the launch to give me time after release to sort things out. I had no difficulty controlling FWM and landed safely blaming and cursing no one but myself for my oversight. I then did two things: I resolved never to get in the glider again with the tail dolly on, and repainted our tail dolly bright orange.

I now have a confession to make - there have been times subsequently when I have not kept my resolution, usually when there has been a launch queue curling behind the retrieve winch and pilots have been hassled to get in and be ready so that the launch rate is speeded up and tail dollies are usually left on for ease of manoeuvring to the launch cone. No doubt the CFI will have something to say about this.

Chairman’s Reply to That Tail Dolly Incident

Charles Carter

I do not believe that after an incident such as the launch of the glider with the tail dolly attached, that it is helpful to point fingers at specific people, in this instance Peter Groves.

Given his experience which he has shared with us in his article, I know that Peter himself would have been disappointed that he did not spot the problem as should have several people and in no particular order I will name them:

The pilot of the aircraft, the ground crew pulling the gliders forward, the retrieve winch driver, the launch director, the log keeper, the crew of the next glider on the launch line and last but by no means every single person who was at the launch point.

All or any one of the above could and should have spotted the potential problem and nipped it in the bud. We have a collective responsibility to ensure that our activities are conducted in a safe manner.

Rather than apportion blame let us all take this as a lesson learned and be vigilant and aware of what is happening at all times. It is part of good airmanship.

CFI's Bits

Neal Clements

As you may be aware we have written off yet another two seater aircraft, the K13. We cannot go on with this level of damage and it is up to all of us to stop it. Recently I witnessed a glider taking off with the tail dolly attached, the wing tip holder, the pilot, the people who helped push it on line and the retrieve winch driver were all at fault. We are ALL responsible for stopping things like this happening. Look around you and say, is this the way it should be done? If not then don't let it happen. Most clubs go through periods of incidents followed by no incidents and so on. The difference is in awareness and attitude. Please do your bit to help.

Fault recording process

Roger Andrews has asked me to reinforce the fault recording process used for the club fleet and here it is:

If you find a problem at DI or during the day then you need to write it on the serviceability board in the hangar. Write a summary of the problem, your name and the date. If the glider is unserviceable then put U/S in big letters and ensure that a large note is put in the cockpit, and the office is told.

Roger examines the board every working day and will attend to the repair immediately if it is U/S or schedule a repair otherwise. He will update the board to reflect the action taken so that we always know what is going on regarding a fault. I am often asked "should I put the fault in the DI book" and the answer is that you can if you wish but Roger cannot be expected to crawl over the hangar and read DI books.

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Welcome to the Midland Gliding Club

Jon Hall

For the 18 years or so that I have been a member of this club I have always thought that we are pretty friendly bunch. Ask any of the members and they will probably say the same. However just occasionally someone will say that we are cliquey and not very welcoming to strangers. Thinking back I remember being a bit daunted when first arriving in the club house to find groups of people obviously enjoying seriously good banter but remaining on the edges of it all. It didn't last very long; you know the saying, you make one mistake and eighteen years later they still remind you of it, at every opportunity.

My point is that we all think of ourselves as being friendly but it easy to just not notice that we have visitors so I am asking that we all make an effort to speak to anyone in the club whom we haven't seen before. Just a few words might make all the difference between recruiting a new member and never seeing them again.

Membership numbers are improving slightly every year now but we still have a long way to go to get back to the same numbers that we enjoyed before the foot and mouth year. More members means more people to help you rig, more people to get you launched, more instructors, tug pilots and launch directors, a wider choice for your committee and of course more revenue so we can continue to improve the fleet, equipment and buildings.

It won't happen by itself so let's all make a bit of an effort.

From the Flying Field

David d'Arcy

“Hurrah” for a new glider has arrived at the Mynd, and it’s another LS4 (call sign 854) owned by Richard Bennett. I make that six LS4s in total now. And Steve Gunn-Russell has a share of DG300 FWM, so I wish both pilots lots of happy solo hours. Helen Johnson has also been knocking up the K8 hours again, with a two and a half hour flight and 6,600 feet on Friday 5th May, sadly with no barograph on board to claim her Silver height with. On Saturday morning William Brewis went to Talgarth and Seighford in 154 for 237.4 km arriving back in time to claim a lunch before the hatch closed! And I think CliveO (Jones) had a nice flight out to Newtown in the K8. Don’t forget the Plate trophy is still up for grabs from Camp Hill, if anyone fancies a trip up there. The rest of May I believe was wet! Either that or you have been keeping your merits quiet. The weather finally broke at the end of May just in time for round 2 of Rockpolishers at Talgarth, and perked up enough to allow some soaring again, and farmers to cut their silage.

Wednesday 31st of May was a big day for me an eight hour retrieve to Hungerford and back, still Mikee (Witton) got to visit his dad who was also able to help with the de-rig, meanwhile Rod Hawley and the other Richard Bennett got back on the same task (308.5k O/R) in 494. Simon Adlard had another attempt at 750 km with his Nimbus managing 620 km turning back on his second leg to the south due to poor weather. (BTW, the reason I went on the retrieve was because I was narked off cos couldn’t soar.) However, later on in the week I did manage to unwittingly catch a sea breeze front late on Sunday afternoon of the 4th June. It wasn’t till the Shuttleworth 21 passed me and disappeared into Wales that I finally realised something was up. Anyway, it was all very magical. The following week saw more good soaring weather and Helen achieved 5 hours duration on 8th June in the K8, but missed out on Silver height again as she thought she would save on my logger battery by turning it on sometime after launch, then off again before finally landing. Oh dear, but still a great achievement and pictures of her flight are on the second PC in the TV room. [Incidentally, if you only have a barograph trace on an EW logger, then you need to use the DOS version of EWView to upload it and view it, as for some reason the SeeYou software will not display the barograph only trace information.] The JF Duo (Julian Fack) was also out these weeks getting regular practice in for its first Euroglide, and at the same time a number of Mynd members were visiting Ontur in Spain for their regular sun tan and 12,000 foot thermals. Which all left captain Sarah Platt in a real tiz as she struggled for a Rockpolishers team for round 3 at Aston Down.

Other notable mentions are that Jim List has converted to the Discus, the 09:15 morning briefings are being successfully undertaken by duty instructors and so allowing discounted pre-10:00hrs soaring, and our chairman has had a valiant attempt at filling pot-holes. Richard Bennett in 494 managed one last flight before heading back out to the North Sea, a 11,000 foot wave flight no less! **N.B.** Please enter all wave flights on the BGA ladder, otherwise we will lose our sky to commercial airways = bad.

On a more serious note the club has just lost two hand-held radios due to wilful neglect. The first, a brand new ICOM, was discovered to be full of orange juice by the service engineer and thus default of warrantee. The second hand-held, donated by Chris Harris, had a lap strap attached to it, what the member forgot to figure was that the fixing screw would foul the motherboard and break it in two! The treasurer only recently pointed out that the club can’t afford these very needless expenses. Also, please note that although it is usually okay to launch when other gliders are in circuit on a downwind leg, it should not be done when gliders are on short approach, and especially should not be done when the landing area is full. Always be mindful, and stop a launch if you think it is unsafe.

P.S. If there are any spare old EW-B loggers out there not being used, could the club office please have them? As no-one seems to know or have time to smoke the old club barographs nowadays!

Nailpolishing (Rounds 2 and 3)

David d'Arcy

Round 2 - Talgarth (27th - 28th May)

The Mynd team for this event were, John Roberts (Pundit), Mike Witton (Intermediate), Allan Reynolds (Novice). Support crew were a little thin on the ground as they were more interested in flying their own gliders but at least we had some. On the back of one of the wettest Mays I can remember flying prospects didn't seem wonderful, however there is always an eagerness to fly at Talgarth and when the Talgarth comp director set a 'Spot Landing' task for Saturday and a window of opportunity appeared mid afternoon the field buzzed into activity. JonnyBoy won the day by circling down on to the marker, in principle not a bad idea in practice you look like a hooligan and could end up with white matchsticks to pack into your trailer later. Interestingly, since I have been going to Talgarth with Rockpolishers I have been very impressed with the task setting/directing by Robbie Robinson. It is always either a flying day, tasking day or activity day. You may laugh, as in my mind these are the only three options anyway, but he gives clear indication which one it is going to be each day at briefing and hence saves you some bother deciding what you are going to be doing that day. As with previous years the evening cleared nicely for the hangar BBQ and band, however, the Mynd decided at the last minute to eat out then chase bookworms around the streets of Hay in a blue Astra.

Sunday dawned as an altogether better day and tasks were set for Pundits: Ironbridge O/R (173 km), Intermediates: Knighton - Bromyard (136 km) and Novices: Shobdon - Hereford Cathedral (95 km). I launched and had a cracking time on the ridge and local area, while team captain had to drag her pilots by the ear to the launch point! With one member being her little brother it was understandable really. A few hours later crews were reporting to control for their landout maps, while some of the competitors were coming home. Unfortunately, all the Mynd trailers had to be sent out except Jonny's as he had landed back at the Mynd a little confused! Soaring was actually a little tricky as the thermals were wave influenced but out of sync with the wave, and hence suppressed. On return to Talgarth we found team Mynd were provisionally in last place (okay 3rd) having been thrashed by Nympsfield, who had won all three classes and needed no trailers. Thankfully, Alan restored some respect and gained a credible 2nd place after landing out just round the corner from Hay Bluff on the way home in a near perfect field. Well it didn't have mobile reception.

Round 3 - Aston Down (17th - 18th June)

When I said I could do the Aston Down Rockpolishers there was an audio-able sigh of relief from the team captain, "anyway you'll have to do it, as all the others are in Spain or don't have gliders available to them!" (Slam went the phone). So when Sarah had also managed to secure Ian MacArthur for Saturday's Pundit with the plan of flying herself Sunday and Mark Saunders for Novice, with a support crew of Steve Gunn-Russell, Rod and Lenny it all looked positively rosy. Sadly it didn't last long as Lenny had to be whisked away to hospital suffering from painful kidneys early Saturday morning.

Saturday's weather started blue and hot as expected and I had packed no shorts! The team enjoyed a nice Waitrose breakfast in Cirencester after rigging, arriving back in time for briefing where tasks were all set north due to Kemble's air display on Sunday (with Red Arrows) and hence avoiding any practice displays. All the same there was talk on 130.1 MHz of some jets in close vicinity to a pair of gliders. Tasks were Pundit: Southam - Enstone - Gaydon (214.6 km), Intermediate: Gaydon - Enstone - Broadway (173 km), and Novice: Enstone - Broadway (127 km). By 11:30 small puffs of cumulus were forming and club gliders were soaring so it was all systems go. Fortunately we managed to get our gliders well up the launch queue. Aston Down have two Skylaunch winches which they take out to the winch point each day and use an American pickup to pull the wire out down the 1500 m tarmac runway. However, I found the launch rate a little slow at about 10 minutes between launching of the second cable and that of the first cable again (maybe I'm too accustomed to the Mynd). But my launch was good to about 1400 feet with a little water on and not much wind, thermal strength seemed good with 3-5 knots available, so when at cloudbase decided to try a few local good looking clouds to get a better feel of it all and thus was a little k'fuddled when I couldn't find anything decent after visiting the second cloud (hmmm). Start height at briefing was given as 3000 feet above site whereas cloudbase was at

least 4000 feet above site and with reduced visibility I decided to start by climbing through the start sector having connected with a good thermal just behind the start line. Progress down the first leg was good, although I had a minor heart flutter when in a thermal half way down it when I noticed what looked like two parachute wings below and a few fields over from me and more on the ground! What to do? Well I hadn't noticed any drop zones on route, so I verified my position, then realised the closest wing seemed to be circling and if he tried a little harder would be in my thermal. Finally it dawned on me that the large white double cross did indeed mean winch launching and these guys were in fact paragliders! Gaydon was a new turn point for me although had a 4500 foot airspace ceiling, but then came my 'Errr' moment or should I say half hour after a glide to Shenington. I normally get one of these in a flight of two hours or more where normally lady luck comes along and all is right with the world again if a little later. Anyway, as mentioned lady luck didn't turn up and I fuffed back and forth and round and round and basically was very crap. After the flight I wrote a couple of pages about how crap I was and why but I think I'll keep these to myself. The main point being if I'd have just pressed on a little further past the clouds that didn't want to help me, I'd have got some better air and so could have raced on (yer right). Anyway, back on the ground after a fairly blue run to Cheltenham and final glide in, the other two pilots and team were feeling chuffed and so I told myself there would be tomorrow to make amends. Food was taken at the club in nice facilities. CliveO and Alison joined us and much talk and beer was had, while we waited and waited some more for the provisional results, hence the 'Nailpolishing' title. By 23:00 I gave up and went to bed. So imagine my surprise to be told I'd come second, Ian Mac first and Mark first the next morning. What a result! By 10:30 it seemed unlikely it was going to be a soaring day and briefing was put back to 11:30 at which the comp director explained a few funnies that had occurred with yesterday's task sheets regarding start heights and the reasons for the lengthy scoring delay. In short, it was a bit of a cockup, but agreement was reached by the team captains and so a re-scoring took place which meant we only received one bottle of wine, a 2nd and a 4th! I'll let you guess who that was.

Scores Round 2 - Talgarth

Club	Class	Pilot	Glider Type	Tail ID	Handicap	Handicap Speed	Handicap Distance	Sunday Points	Sunday Position	Rock Points	Talgarth Points
Aston Down	Pundit	Paul Gentil	SHK	422	89	49.19		861	2nd	4	11
	Inter	Robin Birch	Kestrel 19	229	102	46.44		811	2nd	4	
	Novice	Simon Lucas	Std Cirrus	FZK	90		42.22	354	3rd	3	
Long Mynd	Pundit	John Roberts	ASW 19	HUA	93		125.47	528	3rd	3	10
	Inter	Mike Witton	Jantar	FHV	92		93.84	477	3rd	3	
	Novice	Allan Reynolds	ASW28 (15m)	KGV	100		75.71	635	2nd	4	
Nympsfield	Pundit	Rob Hanks	Discus 2B	722	100	57.16		1000	1st	5	15
	Inter	Dave Zarb	Ventus 2	CZ	110	57.23		1000	1st	5	
	Novice	Martin Talbot	Astir Club II	KGH	89	38.91		1000	1st	5	
Talgarth	Pundit	Ralph Johnson	Dart 17	17R	83		23.19	98	5th	1	4
	Inter	Geoff King	Std Jantar	HBS	92		16.41	83	5th	1	
	Novice	Mike Codd	Pirat	CPX	78		29.79	250	4th	2	
Usk	Pundit	Dave Jeffries	Grob 103	609	89		42.70	180	4th	2	5
	Inter	Maureen Weaver	Discus (w)	860	99		19.44	99	4th	2	
	Novice	George Robertson	Pirat	DBV	78		26.92	226	5th	1	

Scores Round 3 - Aston Down

Club	Class	Pilot	Glider Type	Tail ID	Handicap	Handicap Speed	Handicap Distance	Saturday Points	Saturday Position	Rock Points	Aston Down Points
Aston Down	Pundit	Andy Smith	ASW 28	A28	100	85.1	212.7	999	1st	5	13
	Inter	Stephen Cook	LS6b	79	101	60.9	169.7	529	2nd	4	
	Novice	Robin Birch	Astir CS	HJV	89	59.7	140.7	675	2nd	4	
Long Mynd	Pundit	Ian McArthur	LS4	DZ	96	84.9	221.5	996	2nd	4	11
	Inter	David d'Arcy	LS4	288	96	58.2	178.5	464	4th	2	
	Novice	Mark Sanders	Discus	493	98	64.5	127.8	793	1st	5	
Nympsfield	Pundit	Trevor Stuart	ASW 27	621	104	77.1	204.5	858	3rd	3	9
	Inter	Kevin Tarrant	Mini Nimbus	270	98	61.2	174.9	487*	3rd	3	
	Novice	Alan Moorcroft	LS4	MY	96	58.8	130.5	651	3rd	3	
Talgarth	Pundit										3
	Inter	Gordon Dennis	Std Jantar	DJM	92	0	0.00	0	5th	1	
	Novice	Mike Codd	Pirat	CPX	78	58.7	160.6	650	4th	2	
Usk	Pundit	Dave Jeffries	Grob 103	609	85	55.9	250.2	450	4th	2	8
	Inter	Richard Slater	Astir CS	214	89	78.6	192.6	727*	1st	5	
	Novice	George Robertson	Pirat	DBV	78			0	5th	1	

*penalty

Summary Points (Positions)

Club	Mynd Points	Talgarth Points	Total after Talgarth	Aston Down Points	Total after Aston Down
Aston Down	11 (2)	11 (2)	22 (3)	13 (1)	35 (1=)
Long Mynd	14 (1)	10 (3)	24 (1=)	11 (2)	35 (1=)
Nympsfield	9 (3)	15 (1)	24 (1=)	9 (3)	33 (3)
Talgarth	6 (4)	4 (5)	10 (5)	3 (5)	13 (5)
Usk	5 (5)	5 (4)	11 (4)	8 (4)	18 (4)

Foxtrot Whisky Quebec

Ann Parry

*Her wings were brilliant, lifted to the sun
in loops and chandelles; with joy in flight to thread
the double rainbow through with light on dark,
her cross-stitching white on grey. The vast sky,
and hill, a frame for this moment I was
privileged to see, captured by delight,
theirs and mine. I heard no bell, could not tell
this was her swan song, two days left to go.
Her wings so brilliant, lifted to the sun.*