

FINAL GLIDE

THE MAGAZINE OF THE OXFORD GLIDING CLUB

Issue 11: March 1994

Edited by Phil Hawkins

BGA ADOPTS NEW CIRCUIT PATTERN

Amongst a crop of procedural changes from the BGA is a new circuit pattern which will be taught by the Club with immediate effect.

The BGA believes that it has identified a collective uneasiness amongst instructors and other pilots concerning one part of the traditional "square circuit", namely the turn onto base leg.

The difficulty in teaching student pilots when to turn onto the base leg is that in most wind conditions the optimum point for the turn occurs when the intended landing area is obscured from view by the glider wing. In a mid-wing tandem two-seater such as the K-13 the view from the rear seat is even worse than from the front. Often the instructor must rely on experience and an acquired sense of timing to judge whether or not the pupil is making the turn at the right place.

The new circuit pattern now being taught attempts to alleviate this problem by replacing the 90° turn onto base leg with two 45° turns. The first "half-turn" should be made approximately abreast of the downwind boundary of the airfield, or when the landing area is about to disappear from view. The second 45° turn onto a shorter base leg is made when the pilot judges that he is the correct distance downwind for a good approach, according to the prevailing conditions.

The main objective of the change is for the pilot to keep the landing area continuously in view during the circuit, which was not always possible using the traditional pattern. The BGA's view is that the pilot can decide at any time during the circuit to make adjustments. With the old circuit, turning onto base leg in a virtually blind spot, we have all experienced

moments of worry when the landing area reappears, extreme corrective action sometimes being necessary if we find ourselves too far downwind at that point.

The main concern expressed by our instructors at a recent meeting was at the prospect of a much shorter base leg, possibly leading to a hurried final turn. However we will be teaching this method from now on, and existing solo pilots may like to try it and make their own comments.

Field landing checks

The BGA are also making it a "strong recommendation" to Clubs that the Bronze C syllabus should include field landing checks in a Motor Glider. This too may become a mandatory regulation, perhaps as early as next year. The Club will attempt to book groups of interested pilots on specific weekends either at Enstone or Edge Hill. If permission can be obtained this may even happen at Weston-on-the-Green, so keep your fingers crossed.

Pre-Bronze pilots should also be aware of the new Post-Solo Checklist, introduced by the Club about a year ago, which will be pursued more actively by our instructors this year. In fact, solo pilots of any vintage who are not instructors shouldn't be surprised in future if an instructor suggests an informal "check".

It has been suggested that a subtle change should be made to the way in which failed launches are taught. In future the instructor may demonstrate an intentional failed launch in the first instance, warning the pupil in advance that this will happen, and with the pupil merely observing the correct procedure. Only after this exercise would the pupil be given other practice breaks or power failures without warning.

NEWS NOTES

The Club telephone number has changed, and is now:

0869 343265

The launch point number is:

0836 773210

The Club will attempt to start a new tradition this season, whereby regular morning briefings are held at a specific time, probably 9.30am. The briefing will include an interpretation of the Dunstable Fax weather forecast, which should come to us automatically at 8.30am on every weekend day and Bank Holiday from now on. Tasks will be set at the briefing, and other issues of the day will be covered such as NOTAMS. It is also hoped that a regular early briefing will encourage earlier daily starts for the Club operation in general.

The last three F111 jets left Upper Heyford on 7th December and the UHMRA radio service closed down on 13th December. On the same day it was announced that Vladimir "Vlad the Impaler" Zhirinovsky had done unexpectedly well in the Russian elections. Amongst his known ambitions are the re-birth of the Soviet Union by force, the annexation of Finland, Poland and even Alaska, and the use of nuclear weapons against unfriendly neighbours. Let's hope the runways at Upper Heyford are chopped up quickly, before the Americans want to come back!

There was an apparent break-in attempt at the hangar recently. A section of the outer metal covering had been peeled back by the removal of bolts from the outside. Luckily for us, the would-be intruders found that they had picked an area of the hangar with timber and other rubbish stacked against the inside, so they couldn't get in!

We hear that the Brackley GC at Turweston airfield has closed down, and we extend a welcome to any of their former members who decide to join us.



EDITORIAL

Do birds fly for fun?

A frivolous question but it has fascinated a lot of people. Most would agree that birds do fly from necessity most of the time, but is that *always* true?

Small birds face a lifelong struggle to find food and a mate (in that order) and probably have little time to spare. Their metabolism is such that food must be available often and in small amounts. The search for it must be a virtually continuous process.

But what of bigger birds? I ask the question because I have seen a number of examples of bird behaviour which seem to offer no other explanation, apart from the bird enjoying itself.

Take for example "Jan", one of my doves, a brownish female. Over the last few months she has developed the habit of turning back somersaults in flight. I have noted before (*Final Glide* issue 3) the apparent good fun which my flock have with aerobatics, but Jan appears to have "tumbler" ancestry and this has recently begun to develop.

To pigeon fanciers (or *columbo-philas* as we discovered at the Swerford village quiz recently) there are many well known tumbler breeds, but the phenomenon of tumbling is still something of a mystery. One theory states that it is a form of epilepsy, another that it is an inherited balance defect of the bird's inner ear. One particular breed from India (the Lotan) performs its tumbling on the ground, supporting the balance-defect theory. This breed came to the attention of Charles Darwin who wrote:

"These birds when gently shaken and placed on the ground immediately begin tumbling head over heels, and they continue....until taken up and soothed, the ceremony being generally to blow in their faces."

Going by that description, the Lotan has a specific problem, but I've watched Jan flying around my house with the rest of the 14-strong flock and it is a deliberate action on her part. She slows down, letting the others draw ahead a little, and pulls up into a gentle stall before flicking over backwards, sometimes up to

eight times in succession. She then recovers and cuts across the circuit to rejoin the others who are by now some distance ahead. On the ground she displays no hint of unsteadiness, being as nimble and alert as the others. I think she does it for fun. I'm just wondering now if any of the others will catch on.

My doves are fed two or three times a day and don't have to expend a lot of energy looking for their food. But what about wild birds?

Walking along the hilltop at Talgarth last September I was struck by the sight of about seven or eight buzzards playing in the buoyant air in front of the cliffs. The lift wasn't good enough for us (otherwise I would have been flying myself) but they were wheeling, ducking and diving, all the time squeaking to each other like kittens. This went on for some time. They weren't looking for food, and at that time of year they weren't displaying to potential mates. And surely they weren't all disputing the ownership of the same few cubic meters of space in front of that cliff. So what were they doing? Having fun, that's what.

On another occasion further into central Wales I looked up from a steep wooded gorge and saw a small group of cuckoos hill soaring the cliff directly above. That was a few years ago and the details are more sketchy in my mind, but I came away from that encounter feeling that I'd never seen wild birds blatantly enjoying themselves quite so much as the cuckoos did that day.

So I think the answer is probably "yes". If they are well fed and have time on their hands, birds do fly just for fun. It doesn't cost them launch fees, they don't have to go on a duty pilot rota or get plastered up to the elbows in oil and grease. They just do it. If I have to come back as something else, I think I'll be a bird.

Daisy, the bird which originally made me a *columbophile* is still with us after 4½ years, laying delicious eggs every few days (nearly all the year round) and is still followed everywhere by her faithful husband Sooty. So, Lynne and Caroline, you don't have to worry. She's OK.

OGC TROPHIES

The Club Ladder Trophy is recording barograph in a glass case, presented to the Club in 1971 by the late Professor Malcolm Laurie. It is awarded to the pilot who achieves the highest score from four flights in accordance with the rules of the National Ladder competition.

The Dennis Farmer Memorial Trophy: Dennis Farmer was a Bronze C pilot who died suddenly in 1980. His widow wished his memory to be perpetuated in a trophy, which is in the form of a glass Libelle made by former CFI Peter Brooks. It is awarded for the first Silver Duration flight of the year from Weston-on-the-Green.

The Malcolm Laurie Memorial Trophy: This is also a recording barograph, which was presented to the Club by Kitty Laurie after her husband's death. It is awarded annually for the best flight in a Club glider, not necessarily from Weston-on-the-Green.

The Simpson Cup: was presented to the Club by Chris Simpson, a keen member in the 1950s, and goes to the pilot making the best flight from Weston-on-the-Green.

The Deep Breath Cup: a trophy awarded for the best height achieved from Weston-on-the-Green up to a limit of 12,500ft.

The Two-Up Trophy: this was presented by former CFI Steve Evans who awards it annually to the most deserving instructor. This trophy is similar to the Dennis Farmer trophy but depicts a K-13, and was also made by Peter Brooks.

The Flying Brick: a rubber brick sporting a clean pair of wings, mounted on an elegant wooden plinth, awarded either for a spectacular *faux pas* or for a nearly-made-it-but-not-quite type of flight.

SAILPLANE & GLIDING

Readership of this excellent magazine within the Club appears to be declining. There are only 18 paid-up subscriptions this year compared to a peak of 44 around 1985-86. Those of you subscribing privately are depriving the Club of 25% discount which would be used to maintain a better stock of gliding books and accessories behind the bar. The BGA only give 10% off book sales and these are barely self-supporting by themselves. See Phil Hawkins for sample copies and subscriptions.

HEY YOU!

OK, now that we've established that one of your skills is reading, what else are you good at? Please read on...

As most of you know, practically every job around the Club is carried out voluntarily for the good of the Club as a whole, ie **YOU**. These jobs vary in skill and aptitude for maintaining and repairing the Club fleet to the simplest maintenance chores such as painting and decorating. There is almost always a job which a member can do before we have to go to a professional.

One task of your elected Committee is to determine which jobs need doing and to initiate and co-ordinate these jobs. This is where **YOU** come in. For the Committee to be most effective it needs to know which jobs can be accomplished by voluntary effort and by whom.

We wish to compile a list of members who are willing to volunteer a little of their spare time identified with skills or knowledge which they are able to put to use for the Club. This doesn't necessarily imply that a massive chore might be unloaded your way and that the Committee will expect you to put in many hours of your valuable time. On the contrary, if we know that a number of people can be approached for a particular task then "many hands will make light work."

There is already a Tuesday evening group who primarily undertake the annual C of A inspection work under the guidance of workshop manager Graham Barrett. Feel free to turn up, you don't have to be an expert. As with most work carried out for the Club, remuneration is offered at the discretion of the Committee in the form of "free launch" tickets.

So, if you feel that you can support this appeal in any way just call Brian Payne or John Hanlon, or leave details in the Chairman's pigeonhole at the Clubroom.

Brian Payne

**OXFORD GLIDING CLUB
GENTLEMEN'S EVENING**
Friday April 15, in the hangar, 8pm.
Tickets £12 (including buffet)

SOARING SARAH
with your compère **STALLING SAM**

Contact **Chris Woodcock** without delay
77 College Crescent, Oakley, Bucks HP18 9QZ

SWEATSHIRTS

I am doing another batch of OGC Sweatshirts with the new 3-colour embroidered logo at £16 each. An order form will be posted in the Clubroom.

SEW-ON BADGES

These are now available, featuring the same logo, at £3 each.

Neil Turner

Tel: 0865 371459

No Gliding at Postcombe

Brian Spreckley has apparently withdrawn his appeal against the "no" decision on his proposed new club at Postcombe. This project therefore is presumably dead and buried.

Social Events

The Club managed two teams at the pub quiz organised by Aquila GC in November. We didn't win, but we weren't last.

Does anyone fancy joining a Tenpin Bowling trip? The editor would be interested, so would Donal and Haste. Anyone else?

Final Glide is produced using Word-Perfect 5.1 software and printed on a Canon LBP-4 laser printer. Photocopying facilities kindly provided by Norman Machin and his staff (Lyn and/or Trish).

Circulated free to members, ex-members and friends of the Oxford Gliding Club. Contributors to this issue were: Tony Boyce, Cris Emson, Steve Evans, John Hanlon, Phil Hawkins, Brian Payne, Chris Reynolds, John Shaw, Neil Turner, Chris Woodcock and "A. Pilot."

Contributions from members are always welcome on any subject, even if only loosely connected with the Club. "How I dun it" stories always wanted, otherwise the editor may carry out his threat to print his own.

The editor has lots of ideas for new features in *Final Glide* but cannot do everything himself. We need someone to write a "gossip column" of news about members, their flying progress, their jobs, their other hobbies and their families. We only produce two or three issues a year - could you do this?

Contacts with editors of other club magazines are also desired, for exchange of information and articles.

If you like reading *Final Glide*, think about how you could contribute. This is your magazine. Don't let other people run it (or ruin it) for you !!

NOTES FROM COMMITTEE MEETINGS

1994 Committee

John Hanlon (Chairman)
 Brian Payne (Vice Chairman)
 Tony Boyce (Secretary)
 Howard Stone (Treasurer)
 Norman Machin
 Chris Buck
 Peter Awcock

Club officers

CFI	Cris Emson
Technical Officer	John Gibbons
Safety Officer	Graham Barrett
Workshop Manager	Graham Barrett
Ground Equipment	Neil Turner
Parachutes	John Hanlon
Radios/instruments	Brian Payne
Instructor rota	Martin Oldfield
Duty Pilot rota	Andy Barnes
Entertainment	Chris Woodcock
Inter Club League	Chris Reynolds
Publications	Phil Hawkins
Club News in S & G	Tony Boyce
Friday bookings	Peter Awcock

Concern had been expressed last season over the safety of children on the airfield. The subject had been raised at the AGM and the CFI has undertaken to prepare a suitably

worded notice for posting at the launch point.

A recruitment sub-committee consisting of Chris Woodcock, Steve McGurdy and Peter Turner has been set up under the chairmanship of Peter Awcock to look specifically into ways of recruiting new members.

The old two-seater trailer at the side of the hangar (currently used as a bottle store) is to be scrapped. A replacement enclosure with access from outside is to be constructed within the hangar.

Chairman John Hanlon is to give a lecture on operational procedures at the beginning of the soaring season. This will include an outline of arrangements agreed with RAFSPA.

Treasurer Howard Stone was concerned at the length of the arrears list. In future a 50% surcharge would be imposed for every four weeks the fees remained unpaid. Members whose subscriptions had not been paid were reminded that failure to pay within 28 days of the due date was in breach of the Club Constitution, and they could no longer fly as they were not members or insured as such.

Compiled by Tony

CFI Cris Emson is proposing to introduce a 9.30am briefing on every flying day. This will take place in the briefing room and will include task setting based on a fax weather service from Dunstable. To be successful this will require pilots to arrive for early set-up and rigging.

During the May Bank Holiday weekend a number of caravanners have been granted permission to stay on the site and take advantage of the opportunity to have air experience flights.

The Acro and the Astir are being taken on an expedition to the French Alps for two weeks from 25th June.

The Committee have expressed serious concern about the deterioration of equipment and the lack of available skills to carry out repairs. If jobs have to be done professionally, fees might have to be increased to pay for them.

The authorities have been notified of an instance of trespassers indulging in hare coursing on the airfield while gliding was in progress.

The next Committee Meeting will be held on 21st April.

AGM REPORT

The Club's 43rd AGM was held in the briefing room above the Clubroom on 20th November 1993. Chairman John Hanlon reported on a below-average season, although more 500km flights were made. Hours flown were up 2%, but launches were down by 9% - he felt that this reduction would have been more marked without the improved relations with RAFSPA which we have enjoyed this year.

There had been a good crop of first solos, our pilots had done well in competitions and the Inter Club League had been a big success including a meeting at Weston-on-the-Green with RAFSPA support.

John also commented at length on Club expenditure during the year including the purchase of the Acro, high-tech equipment for the winch and a new Land Rover.

Outgoing Treasurer Neil Swinton reported that he had taken some stick over the increases in subscriptions and flying fees which had occurred very close together. The meeting passed a modest increase in subscriptions from £120 to £125, and

Neil commented that the outgoing Committee were not recommending any impending increase in flying fees.

There was a discussion concerning whether or not the £3 launch fee deters ab initio members from launching in mediocre weather. More effort in locating new members was indicated for 1994.

After the formal election of trustees, honorary officers and members, Steve Evans presented the trophies. He noted that some of them need repair, and asked recipients to look after them, as they aren't insured.

Simpson Cup to Phil Hawkins.

Dennis Farmer Trophy to Roger Pitman (first 5hr flight).

Malcolm Laurie Trophy jointly to Cris Emson and Howard Stone.

Ladder Trophy to Martin Hastings.

Deep Breath Cup also to "Haste".

The **Two-Up Trophy** this year went to John Gibbons, and Steve (somewhat tongue-in-cheek) presented the **Flying Brick** to himself for getting his 500km photos wrong.

The AGM buffet was organised by Barry and Rosalie Taylor, and Lynne Jones.

Letters



"Whilst not wishing to criticise in any way the skills and judgement of our Inter Club League captain who has done a magnificent job in guiding us to national final yet again, I fear the same accolade cannot be vouchsafed with respect to his visual acuity.

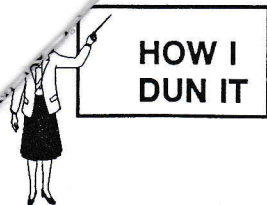
"Being devoid of aquilinity, not only was his report of my finishing height in Issue 10 grossly exaggerated (I was in fact as daringly low as 1000ft) but he failed to mention that I was doing 130 knots. Furthermore, your avid readers should surely not be denied the revelation that at one time that afternoon I had been in front of the World Champion.

"Okay, okay! I know it was on the grid but look at all the fuss they make when Damon Hill gets the front row ahead of Alain Prost."

Tony Boyce

"I have at last lost the desire to be up in the air, and walking is my main hobby now (managed half the coast-to-coast walk last June), but I very much enjoy reading your excellent magazine."

John Shaw



HOW I DUN IT

We got out of briefing quite late. The cu looked that perfect bluish colour (like those classic days back in the 1970s). About then my mood changed from highly skeptical to really rather excited.

I had been involved with the 1992 Joint Services competition training week at Bicester, but I just sat in on the briefings and attempted their daily tasks. Today's was 301.9km to Nympsfield, Membury and Henlow. Having spent the week getting into the swing of preparing the glider, maps and myself, I was feeling professionally relaxed about it.

After releasing from aerotow I noticed the clouds a couple of miles to the east were hanging down, sloping and ragged, but I started to the west at the top of the second climb.

Characteristically, in my haste, I forgot about following lines of energy, but I was still over 3000ft so I kept going, past other gliders at my height, circling! I squabbled with an ASW 19 near Blenheim. He went away; I found the 5kt core. At Little Rissington the blue hole started. The cu stretched for miles in every direction except west. I had enough problems competing with the boys in their Discii without flying miles off track as well.

Then I spotted a haze cap in the blue. I decided to follow track as there's no haze cap without lift. Sure enough, there was less sink in the blue and the lift was good, strong and reliable.

For a while I was a bit unsure of my precise location, then I spotted Cirencester and Kemble (black hangars). I finally saw Aston Down (camouflaged red hangars), flew past it and on to Nympsfield.

Downwind TP, bad news. The trick, I am told, is to get enough height going in to take the picture, leave, and get back up track before finding lift so as not to depress oneself whilst scratching in the sector trying to leave the place behind. I wasn't that bad. I just went miles past it to take the picture. I spent too long stationary, although I did get my act together once I had been out-soared by a Peregrine Falcon.

I left via Cirencester as I didn't want to be downwind of the Cerney lakes. There was another hole from South Cerney to Swindon. The Astir doesn't seem to glide too well into wind so I topped up at the upwind side of the lakes. I followed the road to the M4,

*When I first knew Alison Randle and her sister Barbara, their combined ages were probably equivalent to about one-third of mine. Now here she is doing a 300km in style against some high-powered opposition. For those Astir pilots who are content to wallow in the last 0.001kt of lift at cloudbase, please note Alison's tactics. She doesn't follow, she leads. This is how Astirs **should** be flown....*

turned left and fair romped to Membury. It was at this point that I relaxed and noted what a wonderful day it was, how gorgeous England is from the air and how good it was to be alive!

A Discus appeared at my side. It was Ed Weaver. In the bar that night he was heard to comment on how sick he was at the sight of my chequered tail! We had started at the same time, so perhaps I hadn't messed things up after all.

On the way out of the turn I found sink. I had now caught up Ken Hartley (ex-Open Nats Champ) who kindly told me where the lift was. I kindly told him that I was already in it. On this leg I employed the same tactic as on the first – *if you've got enough height to get to the next bit, do it*. So I kept leaving thermals before a Janus, Discus and ASW 20. It could be argued that I was marking the lift for them, but it did mean that I was effectively running with them. I was more than happy!

I got a good climb at Didcot, although in future I must be more decisive about which way I go round Culham. I was at 5500ft and cloudbase seemed to be miles above. I wanted to have nothing to do with Aylesbury so I went north, almost up to the last leg. Looking ahead, the cloudbase was lower than me. Not good. I wanted to avoid the airspace *and* stay in the weather for as long as possible. I don't think I was being greedy.

By Leighton Buzzard the lift had really dropped off. A gear change was necessary. I had been prepared for this ever since someone had mentioned the peculiar fog by the chimneys at 9.30am. At this point I lost sight of the others and waved goodbye to the thought of 300km in 4½ hours. There was a large cu up north, by Bedford. I could see gliders under it, but I knew that I would be too low to work it by the time I got there.

Needless to say there was a blue hole stretching from Leighton Buzzard to way past Henlow – probably to Sweden! After much hand-bagging I eventually told myself to go for it, there's only one way to find out, etc. Just like every other blue hole that day, it was working. Not a lot, but enough.

On the run into the turn, Ed reappeared on my right. We watched with glee as another Discus was aerotowed off Henlow airfield heading west towards Bicester. Addressing more serious matters, the control tower was

not easy to find and we didn't have much time or height to play with. We found the tower next to what looked like a cross between a carpark and a sandpit. Predictably enough, on the way back out of the turn, the 2kt thermal we had previously used, had gone. Laugh? We didn't.

We wasted time trying to find more than 1kt. We discussed finding a good pub – but it was Milton Keynes! Ed went north to join another Discus at the brick works. I went south a bit in search of something friendly – like 1kt. I promptly heard Ed and the other Discus pilot discussing 2kt so I turned off the radio and started picking fields. I tried not to be distracted into reading the motorway signs!

Sitting in ½kt over a field with a pub, I played the waiting game. I pretended I was in a K8 trying to eke out a winch launch for as long as possible. It was a lovely evening. I worked out how far I was below the glide slope and how far I had to be drifted downwind to get onto it.

Jed Edyvean joined me in the big Nimbus. My initial thought was "at least I'm in the right bit of sky if Jed's joined me." Then I remembered the engine. *If that ***** fires up his engine and goes home I'll kill him when I get back*. But he didn't. The lift had built to a steady 2kt by this time and being in a better performance glider he reached his glide slope before I reached mine.

As he parted, he left explicit instructions to stay put. I asked what he thought about the haze caps building to the west, but he didn't sound impressed. Eventually they looked too good to ignore, so I ignored Jed instead. It was a good move.

3kt lift, near the Mursley water tower. I heard the two Discus boys landing out! I took the thermal until I had 2000ft over the odds and roared home at 100kt. Yes, I did have a good shouting and whooping session to myself. Jed and his P2 were just getting out of the Nimbus as I crossed the line.

It had taken 5hr 14min. I was absolutely shattered, busting for a pee (had been since Swindon) and definitely on a high. The only other finishers were two Discus boys and a Janus. Of the pilots I had been with at Didcot, the Janus went home and the other two landed out. The lads roared and hooted when I got into the bar. I also won a bottle of bubbly (private bet). Very satisfying.

Alison Randle

CFI's TURN...



Summer is almost upon us and the thermals are getting ripe!

Can I start by reminding people that have been hibernating, that at least two check flights on different days are required before you can be counted as current. Please ask for them and don't wait to be approached. It's no shame and you might learn something.

For those who have not noticed, we have started a new launching procedure whereby the pilot of the glider does not give launch commands. Instead we now have a 'Duty Pilot' who is in charge of the launch point and gives all launch signals. This is a very responsible job, and as such, will only be given to chosen individuals. A Duty Pilot rota will shortly be circulated. The successful operation of the club and the progress of the individuals concerned will depend on this system working. The club expects members to support the Duty Pilot in his duties and the Duty Pilot to act responsibly. *The club will not fly without a Duty Pilot.* If you are one of those chosen, read the duties sheet carefully and if in doubt ask an instructor.

May I remind private owners, particularly those with glass gliders, of the dangers of long grass at Weston. Last year, on one occasion, I came close to stopping the operation on a day with no wind but two foot long grass. I feel that a small cut grass area for landing and take off is insufficient with a large number of gliders and if the occasion arises again I will limit the number of gliders flying. So to avoid being disappointed, it might be sensible under these circumstances to relocate to another airfield for the day, as some people did last year.

We now have a new club glass two seater which is intended for advanced training and dual cross-country flying. Although this theoretically can be flown solo by any Astir pilot, in practice it will be almost always be flown dual and anyone wishing to do a dual cross-country should approach any Full Category instructor first thing in the morning, who will discuss it with the duty instructor.

Steve Evans

DUTY PILOT

The Oxford Gliding Club intends to instigate a Duty Pilot scheme. This is associated with the change to a new system of launching procedures. The position of Duty Pilot carries great responsibility and, as such, will only be undertaken by selected pilots. While in charge of the launch point, the Duty Pilot will have authority on all non flying matters, subject to the direction of the Duty Instructor. No gliders will be launched unless a Duty Pilot is available.

The launching procedure in future will be as follows:-

1. When an aircraft is ready to launch, with preflight checks completed, wings level and canopy closed, the Duty Pilot will instruct a cable to be taken to the glider. If the commander of the glider accepts the cable he or she must expect to be launched without further command. At this point the pilot must be ready to fly with his or her left hand close to, but not on, the release. If the pilot wishes to abandon the launch at this stage he or she must release the cable and shout STOP.

2. Once a glider has been attached to a cable the Duty Pilot will normally call for launch clearance and once received will ensure that it is clear above and behind and safe to launch.

3. The Duty Pilot will then watch the glider to be launched and give the *take up slack* and *all out* signals ensuring that the *all out* is not given too early or too late. 'Too early' means when there is still noticeable slack in the cable and 'too late' is when the glider has started to move.

4. The Duty Pilot will continue to monitor the launch until completion. The launching process will only be stopped at the command of the pilot of the glider or if the Duty Pilot believes a serious safety consideration has arisen or if anyone shouts STOP.

A rota system will advise Duty Pilots as to when they are on duty and they must ensure that if they cannot attend, they swap their duty with another Duty Pilot.

This scheme will become effective when the first Duty Pilot rota has been issued.

SPECIFICATIONS AND ROLE OF DUTY PILOT

1. All non instructing pilots at Bronze C level and above, are eligible to be Duty Pilot.

2. The Duty Pilot will control the launch point and aircraft launching at all times, at the discretion of the Duty Instructor.

3. The Duty Pilot may delegate tasks to other club members, but still retains overall responsibility.

4. When a cable is taken to launch a glider, the Duty Pilot must ensure that the aircraft is ready to launch, must perform the lookout, above and behind, and must signal this fact to the pilot of the aircraft. The Duty Pilot will then issue the *take up slack* and *all out* after obtaining launch clearance. No signals or commands except STOP will be given by the pilot of the aircraft.

5. The Duty Pilot will also supervise the running of the flying list, arbitrating as necessary.

6. It is not the Duty Pilots responsibility to judge on instructing matters (such as who may fly in adverse conditions), but must voice any concern to the Duty Instructor.

7. The Duty Pilot may not fly or leave the airfield whilst launching is being undertaken unless he or she has passed on the duty to someone else suitably qualified.

8. The Duty Pilots period of duty will be not more than one half of a normal summer flying day. There will be two Duty Pilots allocated per day, with the morning Duty Pilot handing over responsibility at 2pm to the afternoon Duty Pilot. The afternoon Duty Pilot will have priority to fly when his or her duty is finished.

9. The Duty Pilot will wear the Duty Pilot armband throughout the period of duty.