

Chairman's Report



Hi Everyone,

Normally this time of year is about coming out of winter and getting ready for the better weather and some soaring.

Alas COVID 19 has changed all that, but during these unprecedented times we can still look forward to the day we get the kit out and start flying again.

Gaining wisdom from hindsight is always easy but the extra flying days we managed during the winter were a real bonus, although at the time we didn't realise how valuable they would be.

The Clubhouse has been deep cleaned and is moth-balled to reduce running costs to a minimum. The gliders are all in the hanger ready to go.

I am starting the vehicles in the ground hanger once a week to recharge the batteries and generally make sure they remain serviceable. The mower has been serviced and the blades sharpened and is ready to go.

During the weekend before lockdown with the field still soft Peter and I, with the help of the digger, removed the increasingly large gorse bush on the northern fence opposite the Clubhouse.

Next job was to dig out a huge protruding flint west of the Beech tree that was damaging the rollers of the mower, it was enormous weighing a couple of hundred weight. With the help of Graham and Cheryl, we lit the bonfire in the paddock. We then readied the tractors and equipment to tackle the first field levelling area.

Last September, we rotavated an area using a stone buriar to investigate whether that would improve the bumpier parts of the field. The first attempt was not entirely successful and we were frustrated by the arrival of autumn rain which didn't stop until recently. The method showed great promise and we have now bought the rotavator and a tractor with front bucket able to drive it.

Prior to lockdown, we tentatively restarted the process on the same area and after some 'learning curve experimentation, trials and tribulations', we achieved very encouraging results.

The rotavator, leveller and tractor all worked well.



View from the tractor

In consultation with Stuart our CFI we made a plan on how best to enlarge the area so that it is usable. Good progress was made over two or three long days aided by a bitterly cold northerly wind drying the soil, we were able to create a fine stone-free, rolled seed bed area.

Analysis of the top soil is being carried out to determine its condition and a grass- seed specialist will then recommend a suitable mix of grasses. As soon as we have the right conditions, I will get a local farmer to sow the grass seed.

Out of interest, the area cultivated and rolled is about 6 acres and links the NE launch point to one of the better areas to the west, we have used 200 lts of red diesel thus far.

Then came the lock down.....

The BGA advised that trips to the club for essential maintenance and security checks were permissible.

Preventing the grass getting out of control is allowed under essential maintenance. We shall let the grass grow to 5 or 6 inches and cut with the mower.

Before we can restart flying we shall need to do a couple of cuts to get the grass back to a suitable length.

We did ask around the local farmers to see if they would take the grass but we had no takers, perhaps not surprising as the field has so much moss and weed.

I am making regular security checks to the club please let me know if you want me to do anything for you.

Stay safe and stay well.

Nick Jones, Chairman

Juniors

Early in March, Junior Team leader Charlie Stuckey organized a Trailer wash day to raise funds for the Ian Beckett Fund.

The Fund supports the Juniors Expedition to the Long Mynd which is planned for the half-term holiday in October.

Unfortunately the trailers were very dirty and took longer than expected, and then the sun came out and the Juniors were needed to run the airfield.....

It is hoped to organize another day when restrictions are lifted.



Juniors Trailer Washing



Wednesday 11th March 2020

CFI's Matters



The Club is already looking at how we can use our excellent resources, that we have at North Hill, to best effect once we are out of 'lockdown' - various ideas are under discussion including 7 day a week flying to make use of the current 'non standard' flying days of the week in and amongst re-aligning Course weeks to catch up on those weeks already 'lost' and likely to be lost from this year's schedule.

As we are not able to fly for the time being perhaps we can instead look forward to when we can, as part of which I know that many of you have 'dusted off' theory and practical knowledge books to remind, refresh and learn.

Also as you may be aware the BGA is running various webinars and of course the BGA website itself has a wide library of resources available to all.

In particular I can recommend the Radio Telephony Operator's Licence for Glider Pilots course which is available from the BGA.

And the Met Office's latest 'Learn about Weather' course is presently available - the course is now several weeks in but can be accessed and sessions 'caught up' easily.

Whilst the present situation is clearly frustrating for us glider pilots, particularly when the sun is shining, we can all play our part by 'staying at home unless travel is essential' and using that time to good effect in planning to be the best we can be when we do get back into the skies above and around North Hill

Stuart Procter
CFI

BGA Webinars

The BGA are running a series of webinars on various topics. You can register to see them live and take part, or watch the recording later.

<https://members.gliding.co.uk/2020-online-learning/>

Treasurer's Finances



Very soon after the UK government issued social distancing

guidelines, most gliding clubs restricted their flying activities or shut down. All have now closed and many of the Treasurers have been voicing worries about their club's financial survival. Small clubs depend heavily on trial lessons and courses, many clubs pay rent for their field or have employees that they must continue paying. One club even said they were facing a serious cash flow problem having just purchased a new aircraft. All clubs, including DSGC, are concerned how the pandemic will affect UK gliding as restrictions start being removed.

Our club finances were in good shape when we shut down, so we're not facing an immediate problem. We own our property, we have no significant debt nor ongoing employee costs and we've taken steps to cut our overhead expenses to the minimum. But we are looking at a big revenue shortfall this year from reduced flying fees, reduced individual and group trial lesson sales and courses that we're having to cancel.

Some members have already questioned if the club will rebate membership subs, or discount subs next year, reflecting the time no one is allowed to fly. I can only say that the Committee has not discussed this, but as Treasurer I don't feel this would be a prudent move. Our membership subs almost, but don't quite, cover our overhead costs (minimum insurance premiums, BGA fees, professional fees, various licenses and other

fixed charges). Once flying resumes, we need that income to cover ongoing maintenance, fuel costs and field/premises repairs.

I encourage all our members to keep their accounts in credit. Many of you will be seeing some big charges for membership subs, trailer parking fees and electricity use over the past six months. And with travel restrictions in place, we're asking you to use bank transfers: The club's Sort Code is 30-94-36 and the Account Number is 01906348.

All of us miss participating in this sport we love. We hope the shutdown will be as short as possible and we'll be back flying as soon as possible.

Tom Sides
Treasurer

Safety Corner



Fortunately the Club has been operating

fairly safely lately, but we should not become complacent when we return to flying. That will be the time when the brain has not awoken and something unexpected occurs and then it all starts going wrong - beware lack of recency. It will occur similarly after HMG allows us out on the roads again.

Most of the Club's incidents occur during the touchdown stage of the flight, rounding out too high, too low, too fast, too slow. This starts from not getting the circuit and approach correct. If you feel that you are not getting this correct ask an instructor to go through the ground brief again and go and practice with your instructor. Don't feel embarrassed, it's better to get it right.

Nationally we are not doing too bad, but it is interesting to see what mistakes others are making and learn from it. S&G has a list of the latest accidents near the back - always a good read. BGA publishes an Annual Review, the 2019 edition can be found at:

<https://members.gliding.co.uk/library/safety/2019-accident-review/>

The current trend is aerotow upsets, there seems to be an endless number of

reasons for these but it all ends up with the glider not being behind the tug, and this usually tips the tug nose down, which requires several hundred feet to recover from. If early in the tow, recovery is impossible for the tug pilot, the glider pilot normally gets away with it. Please look after your Tuggie.

Pete Harmer
Safety



Glider Maintenance SDMP, ARCS and all that....



As you can imagine, being a BGA inspector, I have become somewhat intimately involved with all of this. This brief article is intended to let you all know what owners are supposed to be aware of with regard to the paperwork that has

to be in place before you can even fly your glider. As a disclaimer, this is my own interpretation of the rules and is correct as at time of publication. The definitive source is the BGA. There is a lot of info on the BGA web site—please see links. Most of it is, I am afraid, a cure for insomnia but do try and battle through and read it.

Let's get one thing straight first. You as an owner are responsible for the paperwork, no one else. I'll repeat that. **YOU AS THE OWNER ARE RESPONSIBLE, NO ONE ELSE.** If you are in a syndicate then get together and elect, press gang or otherwise get one member to be responsible for the paperwork and its upkeep. A BGA inspector is NOT responsible for your paperwork. He can guide and advise but that's all.

Recently all UK gliders have had to swop to having an SDMP, a self-declared maintenance programme which as owners you have all had to do and as a part of that also had to transfer all data to the new style BGA log book. Again you can ask an inspector for advice and he may well have to insist items are included/deleted for the SDMP to be acceptable. This has been done by EASA as an initiative to decrease the amount of bureaucracy for general aviation. We'll see. The old joke about if the weight of the paperwork exceeds or is the same as the weight of the aircraft, then it's ready to fly is not quite with us yet.

When it comes to the annual inspection and ARC (airworthiness review certificate) re-issue, this is two separate exercises. This procedure was foisted on us at the time of the transition to EASA regulations in 2007-2008. It seems rather complex but we have to live with it.

The annual inspection remains much the same as it was except now we have a specific SDMP to follow rather than a general one. The glider is inspected mechanically and electrically for faults, wear etc. and noted/repaired/replaced/corrected as necessary. Once this has all been done to the inspector's satisfaction, the SDMP can be signed and another inspection listed as due in twelve month's time. Recently there has been another change. You can anticipate the issue of the ARC by three months BUT the annual inspection can no longer be anticipated. So if you do it earlier than it was last year, the annual inspection date is this earlier date. So whatever date you do it on, it's due in twelve months from then.

Now step forward an ARC signatory inspector (all us inspectors at DSGC are ARC signatories) He then does a physical survey of the glider (a check of marking and placards etc) and then

examines the paperwork to make sure all of it is up to date and correct and actually describes the glider and its present state. This can easily take a day so it's helpful if all your paperwork is neatly filed and in good order. Try not to present yours a heap not looked at since last year's inspection (go on admit it). It's really annoying for this to happen. I have rejected paperwork before because it has been in such a state. Once he is happy that the paperwork is all correct he can re-issue the ARC, notifies the BGA and yer pays yer fee (currently in 2020, £ 122) Now you are all legal to fly.

If your ARC is current and the annual inspection date has not been passed then the glider is legal to fly. If either are not current then you CANNOT fly the glider.

All BGA gliders now have to be on an SDMP and use the new log book. No exceptions. You can also throw away/keep for reference the BGA AMP booklet as it can no longer be used.

That's enough for now. I hope you all managed to stay awake. Wait until you get to the BGA web site.

References: - BGA website: -

General info on SDMP.

<https://members.gliding.co.uk/airworthiness-2/annual-maintenance-and-arc/>

Sample SDMPs

<https://members.gliding.co.uk/library/example-sdmps/>

If you are lucky(!) enough to have an older glider which is annex II then your life is easier. See: -

<https://members.gliding.co.uk/airworthiness-2/annual-maintenance-and-arc/>

again and look at the section on "Non EASA gliders"

As a final bit of info. It's worth subscribing to the BGA about airworthiness news. Also subscribe to the CAA and EASA websites. The owners as shown on the G-INFO website should automatically receive important airworthiness directives about their glider.

If we leave EASA at the end of this year as the present government seems hell-bent on, goodness knows what will happen. All the above may be completely different. Still mustn't grumble and look on the bright side of life.—Enjoy!

George Sanderson
BGA Inspector



Glider Workshop

Exeter Airspace ACP



We have not heard from Exeter Airport recently,

and certainly since the demise of FlyBe, and potentially more airlines to come. However a quick story of what had happened prior to that.

Exeter & Devon Airport Ltd (EDAL) and their consultants (Osprey) submitted an Airspace Change Proposal (ACP) under the CAP725 consultation process to the CAA through 2017. In May 2018 after some submissions from DSGC and others the CAA decided not to approve this ACP. Relevant documents for this process can be found on the DSGC website - Members Area - Latest News - Exeter ACP.

EDAL did not stop, and in June 2018 they submitted a Statement of Need to CAA for an Intended Change to Notified Airspace. This was just a marker and nothing more happened for some time.

In December 2017 CAA issued a new

consultation process, CAP1616, which would involve EDAL and probably DSGC in a lot more work.

In March 2019 Stage 1 of CAP1616 started. This involved meetings between EDAL, Osprey, CAA, DSGC and many other local airspace stakeholders to discuss what the design principles for the new ACP should be. Questionnaires were issued, responses returned, and all seemed to going well, but nothing further was heard from EDAL. Then on a random search on CAA website, in late November, it was found that EDAL had unilaterally finalised the Proposed Design Principles Report without any further discussion with the stakeholders, against the rules of CAP1616. And on 6 November the CAA stated *"The CAA has completed the Define Gateway Assessment and is satisfied that the change sponsor has met the requirements of the Process up to this point. The CAA approves progress to the next Step"*

BGA and DSGC did not agree that the change sponsor had met the requirements of the process, and both wrote strong letters to EDAL and CAA. Both replied with polite letters saying the deci-

sion has been made and nothing can be changed. Part of EDAL's letter, of 28 February 2020, states *"Since the gateway in October, there has been no further activity on our ACP while we waited for our board of directors to approve the next step. We are going to kick off Stage 2 towards the end of March and will write to all of our stakeholders in due course explaining where we are at and how we would like to engage with you during the design process."* Relevant documents for this process can be found on the DSGC website - Members Area - Latest News - Exeter ACP.

On 5 March 2020, FlyBe called in the Administrators and a couple of weeks later we are deep in CV-19 lockdown, so who knows what the future brings??????

PS. We have just seen on the CAA Airspace portal that on 2nd April 2020, EDAL have changed their timetable, delaying the next stage of consultation by 6 months and delaying any potential implementation for new airspace for 12 months to May 2023.

Pete Harmer
Airspace

Membership



Being asked to write a report on club membership at a time

when just about all club activities are suspended wasn't immediately welcome. However, after looking again at our current position, there is some good news: with its stable, even-expanding membership, our Club should be better-placed to weather the Covid19 crisis than many or even most other clubs. Despite often-atrocious weather since the membership was last reported at the AGM, we've added new members every month, par-

ticularly full-flying. In fact, this gently-increasing membership trend has continued for well over a year.

Clearly it will be a while before we can resume the flow of prospective new members from trial lessons and group flying days or evenings. So, now could be a good time for members to think about people they know who would like to try gliding when we resume operations. Therefore, this is a reminder about the member recruitment initiative whereby you can benefit from introducing new members. If you don't know how the scheme works, or what to do, details are in the members' area of the web-site, or you can just ask.

Obviously I don't know when and how we'll resume flying but, when we do, the airfield should be in excellent shape thanks to our fellow members who deserve our thanks for keeping up the essential maintenance work.

So, like me, do take this unexpected opportunity while 'locked down' and in isolation to do all the things that were left undone at home while we've been flying over the past year. Keep in touch via the Google group and social media and start planning for future extensive flying at North Hill, which I hope will get going again very soon.

Tim Petty
Membership

Vintage Photos

I have added some Vintage photos to the website under Gallery | Vintage

<https://www.dsgc.co.uk/gallery/vintage-photos>

I'd like to get the photos in date order, I have already quizzed some of our long-standing members but If you can help with identifying the date of any of the remaining photos or names of people, please email me direct
jill.harmer@btinternet.com

Thanks
Jill Harmer

Condor Simulator

A good number of members have taken advantage of the 20% discount for purchasing Condor.

Here are is some further help for you from Matt Howard:

Online servers are joined through this link:

https://www.condorsoaring.com/serverlist/?wdt_search=cndr2

To join a server a person must have the scenery (on the middle of the scene) and open condor through the join button on the left side of the web page.

To install scenery use this link <https://www.condor-club.eu/home/1/> and follow any instructions on the screen. I also recommend spending £10 to get the premium account to be able to install scenery with unlimited internet speed else it could take days (speaking from experience).

We are currently looking at setting up a server to start some North Hill based on-line racing. It will probably be useful to set up a WhatsApp group for DSGC Condor racing, so watch out for this.

Jill Harmer

Bronze Exams

The BGA are currently thinking about ways to conduct remote Bronze exams, so those of you who have been meaning to swot up for the exam - it's a great opportunity now, and I'll let you know how we can do the exams soon.

Stu Procter
CFI

DutyMan

DutyMan is the method that DSGC use to schedule rosters and send email reminders to members, you can request and arrange swops for duties. Just click on the links at the bottom of the emails that it sends you.

Out of touch?

If you are missing out on vital Club information, and messages, make sure you are setup to receive information from the DSGC Google group.

Email:
jill.harmer@btinternet.com

for help in getting set up.

Access to the DSGC website members area is different to Google groups and you need to register separately for this, - Just create an account on a DSGC members-only page.

Keep up to date with everything on the DSGC Blog, or Follow us on DSGC Facebook or Twitter

Stop Press

New BGA Webinar dates have been announced for

- **Wave flying in Scotland**
Sunday 12 April,
Sunday 19 April
Saturday 25 April
- **Weather Forecasting for Glider pilots**
Thursday 23 April
- **Reminder to register for the Flight Radio Operators Licence(FRTOL) for glider pilots—James Smart has volunteered to be a coach/mentor.**

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