

# In the Air

Lasham

Fast Communication for Lasham Members

October 2001

## The Safety Scene

*S & G Aug/Sep 2001, pages 41 and 60; GASCO Flight Safety Bulletin Autumn edition pages 7, 14-16, 21-22 and 43-46; GA Feedback page 3; Tug Operations Notice Board*

Any of these ring any bells? Well they should do, because they all deal with airmiss, airprox, mid-air and collision avoidance. In fact any term by which an aircraft can be returned to terra firma by means of its individual parts rather than the sum of its total. In the past 3 years, there appears to have been a proliferation of this kind of event, quite often with fatal consequences. Furthermore, not just content with hitting each other; bigger, heavier and faster targets, specifically in the form of tugs, want a piece of the action too!! The net result is a dangerous operational environment. It needs to be made safer. This will require action from two angles. Individually, we must all attempt to scan more effectively and maintain a high degree of 'situational awareness'.

Same old sermon rammed down the throat at regular intervals you say. Well, either the lesson must be better taught, or it needs to be better understood. From a collective viewpoint, we need to understand how these situations develop and what can be done to 'break the chain' in order to improve matters. This is being investigated at both Club and BGA levels and results will be notified in the form of recommendations, best operating practices, or changes to Laws and Rules. So folks, there you have it. See and be seen.

Similarly, and a bit closer to home too, poorly handled winch launches are claiming too many victims. Both pilot and glider could be operating close to the limits on any winch launch. Know what the limits are and how to respect them; how to recognize that they are being approached and have an escape plan if it all goes pear shaped. Improvisation at low altitude with little speed does not come naturally.

*Andy Aveling*

## Diary Dates

### Plane Speaking Saturday 10<sup>th</sup> November 5.30pm

Bill Gunson, Flight International Technical Editor and RAF pilot. This famous aviation journalist gives an illustrated talk about post war British aviation development.

### Farmers' Cheese & Wine Saturday 17<sup>th</sup> November 7.30pm

Come and host your farmer and do some PR for the gliding movement. A short talk will be followed by food and drink.

### Aircraft Accident Investigation Saturday 1<sup>st</sup> December 5.00pm

Mr Ken Smart, Chief Inspector of Air Accidents from AAIB Farnborough talks about his experiences.

### Christmas Party Saturday 15<sup>th</sup> December 7.00pm for 7.30pm

Lasham's annual Christmas do, with cabaret, traditional Christmas dinner, raffle and disco. Tickets available from the canteen from the 1<sup>st</sup> November.

## Lasham Regionals

Yes I know we said we would not be holding one. But that caused enough of a reaction from people that wanted to run one, that we now have enough volunteers and offers of help to be in a position to go ahead and organise a Regional Competition in 2002. The dates are set as 6<sup>th</sup> to 14<sup>th</sup> July 2002 inclusive, which fits in nicely before the major airspace disruption during the Farnborough and the Fairford airshows. Entry will be as last year, with an open list and places will be allocated by ballot on a date to be agreed.

This is in addition to the National event during August when we are hosting the 18m and Club Class Nationals from the 10<sup>th</sup> to the 18<sup>th</sup> August inclusive.

*GMcA*

## Rotax Falke

By the time you read this the Faulkes Flying Foundation's new Rotax Falke should have arrived at Lasham. This excellent aircraft has been purchased by the Foundation and will be operated by the Society for the benefit of both organisations. In addition to its prime function of providing glider pilot training the new machine has an aerotowing capability and will be used in this role when appropriate.

The Rotax Falke has been allocated space in the main hangar. Please ensure that it is carefully returned to the hangar after use and when it is not required. It is a large glider and could easily be damaged by careless hangar packing.

It is anticipated that the introduction of the Rotax Falke will stimulate a high demand for advanced training, including cross country navigation and field selection sessions. These sessions can be booked via the office in the normal way. If you would simply like a familiarisation flight in this delightful new machine, or you require a type conversion, please let the office know and they will book you in.

## Special General Meeting

A Special General Meeting of Members will be held in the Clubhouse on Saturday 8th December 2001 at 16:00 hours. The meeting will consider resolutions put forward by the Committee of Management, including entrance fees and rates of subscription payable from 1st January 2002.

# FLYING BULLETIN

## Contrary to popular belief...

A hangar landing when operating from runways 23 or 16 is an approach and landing parallel to runways 23 or 16. A turn low on the approach in an attempt to land along 27 or 09 or, an approach that involves flying across an active approach is inviting conflict. The only way to be sure there is no risk of convergence is to land in the direction of the active runway and push or tow your aircraft to the trailer or hangar.

## Contrary to popular belief...

The winch-driver is not psychic; he does require some feedback from the pilot. If you are going too fast you should signal to let him know, allow the speed to slow and then gradually steepen the climb again. Pulling back harder will not slow the winch down. If the launch is too slow then lowering the nose will signal to the winch driver to speed-up.

It is worth considering just what is too fast or too slow on a winch-launch. I would consider any launch with less than 50 kts to be too slow for the full climb to continue and the nose should be lowered (ie lower than the full climb angle, but not below the horizon) to signal an increase in speed is required, be prepared to abandon the launch if it is not forthcoming.

The placarded maximum winch launch speed is there to protect the glider's structure from overstressing on the launch. Remember, there is very little sensation on the pilot by which he can accurately judge the loads being applied. This risk is nominal in the early stages. What is required is energy and if there is insufficient energy due to height then energy due to speed is not a bad thing, even when it is a little high.

Toward the top of the launch, excessive speed is not acceptable, as large loads are capable of being applied, particularly to the tail-plane if the stick is held hard back. In this case, relax the back-pressure to relieve some of the stress in the glider and signal clearly to the winch driver, wait for the speed to reduce then gently apply the back-pressure again to continue the climb.

## Winter flying - precautions

Operations in the winter months require a little extra care and forethought and, exercising a modicum of imagination, should ensure you continue to enjoy your flying right through to next season. Without that winter activity you will find yourself ill-prepared to start where you left off so don't be a stranger to the flying list.

## Low sun:

Can be a real problem when landing towards the west late in the day. A dirty or misting canopy, when combined with this effect can produce a total whiteout, the effect is not subtle. Clean your canopy before you fly, keep the ventilation open in the later part of the circuit but be prepared to pack-up early if the conditions become unacceptable.

## Misting canopies:

Can be lethal. Not only will it be difficult to see other aircraft but also the landing phase can be extremely hazardous if you cannot successfully clear your view. Misting is a greater problem first thing in the morning or late in the afternoon but can also occur if a change in air mass brings more moist air into the lower levels. You may want to leave closing and locking your canopy to the last moment before take-off, a cable-break in the lower levels with a misted canopy is not conducive to an easy life.

## Soft Ground:

It is very much easier to wash fresh mud off a wet glider or tug than it is to try and shift the stuff after it has dried. Please, at the end of flying, clean off the underside and hose-out the wheel-bay.

## Strong wind:

A problem at any time of the year but more prevalent in the winter months. Watch those canopies, park your aircraft properly and make sure your trailer is properly secured.

## New Runway surface

The re-surfacing work went without a hitch. Only minor inconvenience was experienced during the period and things went pretty much according to plan. The new surface is magnificent and all finished except for a final coat of paint on the white bits. This should happen in a week or two. For the time being until the earth consolidates, the edges are very soft and vulnerable to damage. Please avoid rolling along the edge of the runway in anything really but in particular the tow-car whilst booming, gliders and tugs when landing or whilst towing to the launch-points.

All edges are easily damaged at this time of the year. Inevitably the ground adjacent to tarmac is soft when wet and towing a glider along the grass on the edge of the peri-track will cause deep ruts. It is better to move further into the field and tow out on the grass where it is more firm underfoot.

*Graham McAndrew*

## In Brief

### Winter Talks

These talks are proving to be very popular this year and are well worth attending. The 'big one' on Monday 19<sup>th</sup> November, with Astronaut John Young, is now fully booked, but all others can be attended without prior booking.

### Farmers' Party

Those of you that have enjoyed the benefit of landing in a farmer's field this year are reminded that the traditional Farmers' Cheese and Wine Party will be held on the 17<sup>th</sup> November. Please come along to host your farmer and show your appreciation to the farming community.

### Site Security

Regrettably we have suffered yet another break in. This time it was the Lasham Trust bottle in the canteen that went missing. Hopefully our policy of emptying it fairly frequently and leaving only foreign and copper coins behind will have taken the smile off the culprit's face! Other recent incidents have included the theft of the (hired) television and the (on loan) cigarette machine.

Please help us to deal with these incidents by being vigilant and reporting any suspicious activity on site to the office during daytime, or to the Police out of office hours. We have a good relationship with the local Police and they are keen to help us with this problem.

### New Buggy

The quad bike has been removed from service and has been replaced by a new Kawasaki Mule, which is now in daily use. This machine is very user friendly and has all the advantages of the golf buggy, plus the luxury of reverse gear and a differential lock for better traction in extreme conditions. Please ensure that you obtain a briefing before driving the Mule for the first time.

### Dogs

In the interests of hygiene members are kindly asked not to allow their dogs to enter areas of the club where food is served or consumed. This will principally be the canteen, but may include other areas when special functions are taking place.

*John Gilbert*