

PORTSMOUTH NAVAL GLIDING CENTRE.

Minutes of the Instructors Meeting held on Saturday 28th. February 2008 at 18.00 in the Clubhouse.

Present: John Hale, Gerry Holden, Nigel Clark, Keith Morton, Paul Groves, Martin Heneghan, Chas Perry, Tony World, Andy Durston, Mike Wood, Neil Shaw, Ben Bennett, Bill Roebuck, Phil Moore, Chris Adams, Keith Walton, Peter Waugh, Kevin Hills.

Apologies: Nick Lambert, Barrie Elliott, Dave Ingledew, Steve Morgan, Paula & Francesca Aitken, Alan Clark, Geoff Clark, Henry Freeborn.

The CFI opened the meeting by thanking those attending and observing that a year had elapsed since the last meeting. Points cropping up since then and points considered by Instructors to be relevant need to be discussed. Additionally matters arising from the BGA, & any new procedures which we have introduced need to be reviewed.

In addition to Gerry Holden, two new DCFI's have been appointed: - Geoff Clark & Keith Walton. Geoff has been in the role for some time, and Keith Walton has also taken on the supervision of glider hire, (personal, competitions & expeds) and will also establish & review the PNGC policy on aerobatics.

COURSES.

5 Year Refresher Training is required this year for Ben Bennett, Alan Clark, Tom Edwards, Richard Croker, Martin Heneghan, Gerry Holden, Peter Waugh & Steve Morgan.

3 Year Checks are required for Bill Roebuck, Fran Aitken, and John Bradbury.

These are required to be completed before the BGA Instructor renewals at the end of September 2009.

Ab-initio Courses dates are as follows:- **Easter** April 11/18, June 13/14, July 11/12, **Summer** August 15/22, September 5/6.

The CFI stressed that these courses are most important events in the Clubs activities. It was also noted that instructors are the backbone of the Club's activities, and that they are maintained and insured by the Club, it is expected that they would wish to practise their instructing skills in addition to their rostered duties, and to assist and support the Club with these important courses.

Phil Moore has taken over the job of Course Administrator and Neil Shaw is coordinating the provision of instructors. Thanks to them both. Course CFI's for the Easter & Summer Courses this year are Richard Croker & Paula Aitken respectively.

More volunteers are needed however, so as an instructor please come forward and instruct. The CFI thanked all those who helped with last year's courses.

WEDNESDAYS.

The loss of Keith Morton and Roy Hewitt from Wednesday duties has resulted in problems with supervising Wednesday flying. Ben Bennett has recently stepped into the breach and is thanked accordingly. It is important that we continue to offer Wednesday flying to members, and it is proposed that we re-introduce rostering coordinated by Mike Jarman in conjunction with Fran so that instructors are not additionally rostered at weekends.

We need a minimum of one Full Category instructor and one LPC to operate with 2 seater instructing

capability. Identifiable candidates for Wednesdays are John Hale, Ben Bennett, Peter Waugh, Alan Clark, Keith Walton, Bill Roebuck and Tom Edwards

REGIONAL CFI'S CONFERENCE. 21st February 2009

Gerry Holden briefed the meeting of the conference details as follows:

- Notable accident statistics and conclusions (SE Regional figures)
- **12 landing accidents at home airfields.**
- 15 instructing accidents. One was trial lesson involving photography where the tug to rope damaged the glider. Two accidents involved unsecured canopies before flight.
- There were less winch launch accidents in 2008 but two near miss accidents which could have been fatal.
- **Statistics show that 'uncontrolled flight' from winch launches happen mainly to inexperienced pilots. Ground roll accidents (wing drop) happen to experienced pilots.** Statistics also show that whilst the former have significantly reduced, reflecting good teaching of spin/stall avoidance off the winch, the latter have not.
- **1/3 of winch accidents are due to Instructor error.** Instructors should be urged to take over sooner rather than later if a launch gets out of shape or if a pupil extends a recovery to land somewhere convenient. There is little margin on winch launches.
- Get the message across that if the wing starts to drop on winch ground run then release BEFORE the wing touches. (CFI note: You could be seconds from death otherwise)
- Instructors should also brief wing runners for the conditions and aircraft and know the risks. Viz.:-
 - Low wing type glider.
 - Cross wind (hold downwind wing)
 - Low wind/tail wind requiring more than two steps
 - Ensure run of cables is optimised to reduce yaw – train pilots to follow cables.
- General re-briefing at the launch point should be considered.
- Consider if we are training/supervising our own members in avoiding home landing accidents.

- **General points.** The gliding movement is under scrutiny due to changes in regulations brought about by increasing EASA involvement and we need to be as professional as possible to help the BGA to fight our corner. Moreover any gains in safety and how we are perceived by the wider aviation community should help to reduce insurance premiums.

- **Airspace infringements.** To maximise avoidance we should:-
- Get all Cross country pilots familiar with NOTAMS. (Do duty instructors check the NOTAMS on their duty day?)
- Teach local airspace awareness with reference to ground features.
- Teach use of altimeter pressure settings.
- All pilots to refer to www.ais.org.uk Also Airspace Safety: refer to www.airspacesafety.com.

- **Teaching improvements.** When new members join they should receive with the welcome pack a log book and training record card also a medical form. Pilots should be briefed and debriefed properly and manage pupils' expectations. It is noted that power pilots are taught spin/stall avoidance. Should solo pilots be encouraged to spin an aircraft solo? We spend considerable time teaching recovery but more emphasis must be placed on avoidance. Students should be able to demonstrate and describe a stall and get the aircraft to spin or spiral dive. There is also a need to improve teaching landings, in particular pay attention to lookout, approach control and fully held off landings. Deal strongly with shallowing approaches.

DOMESTIC ISSUES.

Start times have been slipping. Duty Instructors to be at the airfield by 0830hrs please. Now that spring is here this makes sense, and pupils will follow. We should also always get out 2 two seaters and 2 single seaters as a minimum, particularly now that spring is here.

Winch Launches. In order to minimise training effort with winch launches the norm for student training on the winch should be **three consecutive launches** and not 2. This will bring us into line with other clubs and lessens the 'one step back' effect in training progress.

Please remember to use Progress record card and log books.

Safety issue: The 'Dead End' sign at the intersection of runway 05 and 10 had been identified as a hazard and we are in negotiations with the MCA regarding this. Instructors are to ensure pilots are briefed about this sign

Downwind Calls: All pilots should be briefed to make downwind calls but to avoid giving the selected landing area as this may change. (E.g. N3 downwind left hand 23) If crossing the centre line then the aircraft should be lined up with the hard and a call made to indicate the landing area.

GENERAL AVIATION WITH GLIDING. Thanks were given to Keith Morton, Geoff Prout and Steve Thoroughgood for their work in running the A/G Courses. 15 Instructors have qualified and 6 LPCS now exist.

The unfair workload which fell on those who first qualified has now largely disappeared, but there are still some instructors who have not done the course which means that they are imposing an unfair load on those who have. **Remember that it is a requirement to have an A/G certificate in order for us to fly at Lee.** It remains a conscience issue for an instructor to fly without having an A/G cert, while another instructor does that job for him/her, and is unable to fly as a result!

Keith also made the valid point that there was an element of poor attendance on his courses.

General Aviation and gliding seem to be working well together.

On Air. As a rule we should go 'on air' just before moving to the launch point, and go 'off air' at the end of the day when there is no kit left out on the field. (All back on the apron or in the hangar.)

CONES: The white cones are for safety and do not represent a displaced threshold.

- They should be placed in front of our operating area, but no more than 150 metres from the piano keys.
- The runway must be vacated for all G/A landings on it, and this means that no gliders may be on the runway even behind the cones. It follows that we should not have a queue of gliders waiting on the runway.
- G/A is expected not to land short of the cones.
- G/A (including our Motor Gliders) are expected to taxi to the cones before departure.
- Departing traffic does not need the runway to be vacated behind the cones.

The occurrence Book should be used to record A/G duties and log any potential or actual issues.

Attendees were reminded that the boundary up to which we may enter the new Fleetlands ATZ is the old Gosport/Fareham railway line track.

AIRSPACE SAFETY (This is a BGA plea) Every year there are reports of infringements of airspace by gliders and sport aircraft. The consequences of a mid-air collision during such infringement could be

catastrophic for our sport. Failure to navigate accurately in relation to airspace is a hazard to other flyers and demonstrates poor airmanship. There have been two incidents involving PNGC last year. Clearly the supervisory aspect is vital. Cross-Country pilots, and Instructors supervising a cross country must take responsibility for checking NOTAMS and reviewing airspace. Providing information is one thing, but getting pilots to use it is another. Remember if you are DI you are supervising, and it is your responsibility. The subject of NOTAMS, Airspace and Altimetry should be introduced during Bronze and Cross country theory and tests.

SUPERVISION AND CARE OF PILOTS. The BGA have published a document titled: - Guidance on the Supervision and Care of Pilots available at www.glidering.co.uk/bgainfo/clubmanagement/documents.htm

It covers Trial Lessons, Pilots below GPL, Early Cross Country flights, Pilots 'out of recency' and other topics. **All Instructors are strongly urged to obtain a copy and study it.**

From observations on the field the following points emerge:-

Flying Supervision is only done by Full Cat instructors. Ass Cat instructors may not supervise unless they have had the specific authority from the CFI.

Basis Instructors and LPC's must be supervised by a Full Cat Instructor. Trial lessons are thus supervised entirely by a Full Cat Instructor, please be aware of this.

LPC's All LPC's hold an A/G certificate and have had a CFI brief. They must of course be supervised by a Full Cat Instructor, and they must not operate in any supervisory role .There must be a Full Cat Instructor on the field who may be flying but for solo pilots to fly at the same time, they must have been briefed by the Full Cat, and a list of those briefed provided to the LPC in order to launch them.

Trial Lessons: Members of the public on trial lessons naturally expect them to be very safe. They do not understand the risks unlike a Club member who understands and expects a level of risk. Thus the level of supervision of trial lessons needs to be high.

Some supervisory considerations are: Hazards such as poor weather, cross winds etc. Aerobatics must not be performed by BI's and be carefully considered by others.

Third party insurance claims are potentially astronomic compared with a £50k glider write off!!.

ANY OTHER BUSINESS Comments from the floor on a variety of issues:-

- The Marie Curie event will take place on the 19th.June. Tug pilots and Instructors will be required.
- The Motor Glider DA is at Halton undergoing its annual but we now understand that it is likely to be sold.
- The importance of look-out training was re-emphasised.
- Unauthorised landings were considered and these should be permitted. (it is not upto PNGC to stop any A/C from landing! CFI note)
- On Bank holiday weekend 25th.May there may be a Microlight Fly-in. It was felt that it would be a good idea to invite the microlight pilots to visit us, preferably on a social evening to talk about their activities.
- It was emphasised that trial flight guests should not be left waiting at the main gate.
- A query was raised regarding the whereabouts of the weight cushions.
- The wearing of the Club T shirts (Fly Navy) is encouraged when the weather permits.
- The question was raised as to whether the CAA chart covering Lee on Solent should be annotated as one of intense gliding activity.

End.