

On Circuit!

The Newsletter of Essex & Suffolk Gliding Club

No.2 October 2011

In this edition of On Circuit!

- Dennis Heslop hands over as Chief Flying Instructor (CFI) to Jonathan Abbess (Main headline)
- Incidents with canopies – more care needed (Page 2 Column 1)
- Club member interview with Paul Foulger (Page 2 Column 2)
- New area for trailer parking in spring 2012. (Page 3 Column 1)
- Using the defibrillator may save a life (Page 3 Column 2)
- Sailplane & Gliding Special Offer (Page 5 Column 1)
- For sale and Wanted (Page 5 Column 1)

Dennis Heslop hands over as CFI to Jonathan Abbess

To the surprise of many, it has recently been announced that Dennis Heslop has handed over the mantle of CFI to Jonathan Abbess.

Many of us will have mixed feelings; with sadness at both losing Dennis' wise counsel and, the high standards of flying and instruction he has instilled; yet this is mingled with pleasure in knowing that Jonathan will be an able successor to maintain and build on the traditions of our venerable club. We all owe Dennis a huge debt of thanks for the support and steerage he has provided as CFI.

Dennis Heslop

Following this announcement Jonathan Abbess writes... "I must begin by saying that Dennis has made my job very difficult because he has set such an impressively good example. How am I supposed to follow that?"

Jonathan Abbess

"In a light-hearted exchange prior to the hand-over, when I asked Dennis what he thought I might write here he suggested "Just tell 'em to stop breaking canopies!". Undoubtedly, this is a good suggestion, but how can these things be prevented?"

"One thing I would like to emphasise is teamwork. We all belong to a club, and we all know that we cannot fly without the co-operation and assistance of others. Many individuals put in a huge amount of effort on our behalf, but there are still numerous tasks that require your participation. Assisting with the launch-point operation is one of them, and part of that is being alert to safety and accident prevention.

"My hope is that YOU will be a contributing member of the team and not just a member of the club. Do not leave it to someone else or assume that "they know better" (because they are an instructor?). If YOU see something that you believe could be done better, then do it. For example, put a weight on the K13 wing, close the canopy etc., or say what you think is wrong at the time, and suggest a better way. We all get things wrong and we all make mistakes, but with positive suggestions and contributions from other club members then perhaps we can improve."

"On Circuit" hopes that we will all lend Jonathan our support as the new CFI.

On Circuit!

The Newsletter of Essex & Suffolk Gliding Club

No.2 October 2011

Incidents with canopies

There has been a recent incident where a canopy was broken and which subsequently proved to be clearly attributable to poor ground handling. Much more awareness is needed by all members and Instructors to ensure that avoidable (and expensive and potentially dangerous) ground handling incidents are avoided. Dennis Heslop was going to introduce an additional pre-flight check on the lines of "Airbrakes Closed and Locked together with Canopy Closed and Locked and Checked". After some discussion it was suggested and subsequently recommended that a tab be affixed to all club glider canopies, where this is not currently the case, which will allow pilots to physically finally check that the canopy is indeed locked in position. Ground Handlers hooking on the cable to the glider will also be expected to ask if the "Airbrakes are closed and locked" and in addition, "Canopy closed, locked and Checked"

You'll remember too that Dennis reminded us in the last edition of "On Circuit" that we need to improve our ground handling if we are to avoid incidents.

Club Member Interview

In this column "On Circuit" interviews a club member to talk about their gliding experiences. This is going to be a regular feature so you are likely to be interviewed at some stage yourself. For this edition On Circuit has been speaking to Paul Foulger.

Paul Foulger

OC – "When did you start flying?"

PF – "It was May 1995. Penny and I did a

gliding course at Dunstable for a week but after the first flight we were both hooked."

"After the course at Dunstable we came the next weekend to Wormingford and joined. We met Andy Sanderson at Dunstable as he was doing some flying there too."

OC – "Where else have you flown from?"

PF – "I've flown from Sutton Bank, Aboyne, Port Moak, Talgarth, Gransden Lodge and Husbands Bosworth."

OC – "What special flying memories do you have?"

PF – "Aboyne, when I did my first solo Aerotow with Tom on the tug. I also remember being at Husbands Bosworth when there was a solar eclipse. It was very eerie while everything went silent."

OC – "What has been your best gliding moment?"

PF – "I flew my first 50k to Tibbenham to find I didn't have the barograph on for which I got the "Sod it!" Trophy. About a year after joining I became the membership secretary which I did for four years. Following that I was Chairman for four years during which time I had bowel cancer. I had a rest and am now Club Secretary."

OC – "What's been your worst gliding moment?"

PF – "I've enjoyed it all and I don't think I've really had a worst moment. I just really enjoy being part of the club."

New area for trailer parking in spring 2012

On Circuit!

The Newsletter of Essex & Suffolk Gliding Club

No.2 October 2011

The trailer parking area is changing. EGSC is taking over the triangular field area on the opposite side of the concrete road to the club house, i.e. immediately to the west of the club house. The ground has been rolled and seeded and should start to show a green hue shortly.

The area currently used by the club on the south side of the airfield, where the T-Hangar sits, is being mostly taken over by the farm. If you have been to the club in recent weeks you'll have seen that the farmer has already moved a lot of irrigation and other agricultural equipment on to the grass there.

In spring 2012 it is hoped that the current grass area at the back of the main club hangar and the grass area surrounding the MT shed will be able to be used for more car parking space. It will also allow greater spacing between members' caravans (for fire safety precautions) when the trailers currently parked there are moved to the new triangular area to the west of the clubhouse. For more details speak to any Committee member.

Using the defibrillator may save a life – by Vernon Bettle

We followed up on a suggestion by Kaz [Fuks] that the club ought to buy a defibrillator, and as you hopefully know, we now have a bright yellow one in a black bag. It lives either in the launch point vehicle, or when not flying below the slot for posting payments (nothing implied...). It is intended for use by untrained bystanders and has an idiots guide inside the lid – it even tells you what to do via a voice module. I hope none of us ever have to use it, but if someone keels over, do

have a go; you can do no harm with it. My back of an envelope calculations suggest that we might have a cardiac arrest at the club once every 25 years or so – not that remote a possibility. This is what I wrote for the committee when we were considering the purchase.

Sudden Cardiac Arrest (SCA) accounts for 100-120,000 deaths in the UK each year, the majority occurring in hospital, often as the terminal event in severe illness. Approximately 30 000 SCAs happen outside hospital each year in the UK, predominantly in the 35 years plus age group, often in the context of coronary artery disease (narrowed arteries feeding blood and oxygen to heart muscle). However, people suffering such an event are not necessarily aware of having a heart problem as the cardiac arrest may be the first manifestation of their problems. Similarly, suffering a cardiac arrest does not imply that severe (or indeed, any) cardiac damage has taken place. A minor coronary event or congenital problem may cause the heart to move from normal stable rhythm to the electrical chaos of SCA.

The prognosis of SCA is poor: figures vary from study to study, but untreated, it is almost always fatal. The survival rate to hospital discharge is low despite the popular image fostered by TV dramas, and is generally estimated as 5-7%. There is only one effective treatment: electrical defibrillation. In this, an electric discharge applied via external electrodes on the chest wall resynchronises the cardiac muscle leading to synchronised, effective contractions and the restoration of circulation.

Roughly half of all SCAs are potentially salvageable and have a shockable rhythm: the rest are essentially untreatable. The success rate of defibrillation is dependent

On Circuit!

The Newsletter of Essex & Suffolk Gliding Club

No.2 October 2011

on how rapidly it can be administered. If it can be delivered very close to the time of onset, life threatening fibrillation can very often be converted back to normal cardiac rhythm. However, the conversion rate drops by 7-10% with each minute that passes, so that while defibrillation within 4 minutes of a cardiac arrest is associated with a high rate of success, defibrillation past 13 minutes is not associated with good outcomes. Bystander administered CPR (cardio-pulmonary resuscitation) is well worthwhile and leads to better outcomes, but defibrillation is the definitive, lifesaving treatment.

Recently, a generation of small automated or semi-automated devices have been developed which require little or no knowledge to use. These devices instruct the rescuer by voice commands once switched on and are capable of detecting the heart's electrical rhythm via self-adhesive pad or pads applied to the collapsed person's chest. If appropriate they advise the rescuer to deliver an electric defibrillation shock: there is no decision making for the rescuer and a shock cannot be administered if it is not required. The latest generation can even monitor the effectiveness of CPR. They are designed for long stand by life and are often situated in public places, sports clubs etc.

A large study in Nevada looked at delivering defibrillation to the collapsed clients of a series of casinos. The security guards were given basic training on how to use automated external defibrillators (AED) on visitors who were witnessed collapsing in the casino. The results were impressive: 90 of 148 witnessed arrests were in initial VF, the time from collapse to initial defibrillation was 4.4 minutes, the time to paramedic arrival was 9.8 minutes and the survival to hospital discharge rate

was 53/90, 59%. A second study confirmed the survival benefits of CPR + AED over bystander CPR only and furthermore confirmed that the neurological performance of survivors was acceptable: 73% were considered normal and only 10% moderately impaired. (No studies are available on the pre-morbid level of function of glider pilots.)

So, it seems that although SCA is an uncommon event, it is not very rare, and that rapidly administered defibrillation by bystanders can improve outcomes compared with relying on the ambulance service with acceptable neurological outcomes in the survivors. You might therefore ask why aren't there public access defibrillators in all public places? The answer is of course economics. Several studies have shown that the cost per life saved is high, and for publically funded health services, expenditure elsewhere in the health system gives better returns. This does not of course apply to gliding clubs, where any successful resuscitation would be very worthwhile (you may think of some exceptions...).♥

Sailplane & Gliding Magazine (S&G)

S&G currently has a special offer on direct debit subscriptions.

You can check out the offer at:

<http://www.gliding.co.uk/sailplaneandgliding/subscriptions.htm> but essentially the offer is

“Sign up for a new subscription for S&G, pay by Direct Debit and take your pick of either 50% off your first year's subscription or a limited-edition Sailplane & Gliding Polo Shirt, personalised with your glider's identification markings”.

It's only £22.75 for 12 months subscription (6 editions) to keep you up to date with all

On Circuit!

The Newsletter of Essex & Suffolk Gliding Club

No.2 October 2011

that's going on gliding wise nationally, internationally and with information to help you maintain up to date knowledge of the latest safety and performance issues. Quite a bargain really.

Safe flying everybody!

For sale / wanted

On Circuit has not received any requests to advertise for sale or wanted items. This is a free advertising space which you may want to bear in mind for future editions of On Circuit...?

And Finally...

A small moan about the club house kitchen. There is a perfectly useful operating dishwasher there so please don't leave your used coffee/tea mug unwashed in the kitchen sink. It takes 3 to 5 seconds to rinse it and pop it in the dishwasher but if a load of mugs are left in the sink it takes someone unlucky a good few minutes to sort it out – we don't want to be that sort of club do we? ☠

Contributing articles, pictures and copy to On Circuit!

Contributions of articles, pictures and copy for publication are welcome and should be sent to Adrian Tills at:

adrian.tills@googlemail.com

Or, alternatively, if you have a suggestion for an article or story please drop Adrian a line or speak to him at the club.

Publication deadlines for “On Circuit” for the next year are:

- 20 December 2011 for Winter
- 20 March 2012 for Spring
- 19 June 2012 for Summer
- 18 September for Autumn