

CFI's Annual Report 14 March 2015

The past year

The last year has been unusual in several ways. Firstly, we have seen a postponement of the EASA licensing and ATO implementation to 2018. This alone has caused a great deal of confusion, with some pilots having obtained their license and others not knowing whether to do so or not. The BGA has delayed submitting their application to become an ATO (**A**pproved **T**raining **O**rganisation) whilst discussions with the CAA continue, but this has continued the uncertainty about how we will all operate within the ATO because its details are not known. Secondly, we have had no new solo pilots this year, this compares with three last year and eight the previous year.

Congratulations to those who pilots who have completed their Bronze cross-country endorsements; they are Colin Woolf, Ken Ward, Jim Davis, Leon Green, Richard Hayhoe, and Bradley Soanes, and many thanks to Dennis for his efforts in getting them all through!

I must congratulate Simon Barnes who regained his assistant instructor rating in May, and David Betts who became a Basic Instructor in September

Evolution towards Europe

As I mentioned previously, EASA licensing has been postponed, not abandoned, so we will all need to get a license soon. To repeat my comments from last year, there is an application form and guidance available on the BGA web site, and the advice (from Pete' Stratton) is to read the notes for section 1, then fill in section 1, read the notes for section 2, fill in section 2 etc. The other piece of advice is that you should include as many endorsements (aerobatics, aerotow etc.) as you need with the initial application, because they will be included in a flat fee, but adding endorsements later will cost extra. The BGA have obtained an agreement with the CAA that gliding licenses may be held in a semi-suspended state until 2018, so if you have one, you may continue to operate under the old BGA rules and then swap over to the new system when that date arrives, or you may choose to fly as a LAPL(S) or SPL pilot under the new rules, but you cannot just chose the "best bits" from both!

One big difference under EASA is that licenses and endorsements are obtained by examination, and (I am sorry to say that) the examination procedure is very formal. This will be a bit of a culture shock to glider pilots who are used to a system of continuous assessment, with improvement and re-trying until the necessary forms can be signed. In anticipation of this change happening this year, we started to introduce the new system last year, but we are still in the transition phase so we all have a bit more time to get used to the concept of having a test to gain a license.

Looking forward

At the last AGM, several committee members asked for a greater participation from all club members, so that we could get more flying done and improve the financial state of the club. We need to continue this effort to enable us all to do more flying, not just for financial reasons. This is an appeal to everyone on behalf of the instructors: Please do the day-to-day tasks around the airfield without waiting to be asked. Instructors are trained to teach people to fly, and that is their primary role (in my opinion) but instructors are expected to set up in the morning and organise the airfield, prompt pilots to fly to "keep the list going", prompt for cables to be retrieved, find a replacement winch driver when necessary, and so on until the hangar packing, logging computer close down and site security. The instructors' days can be very tiring and it is sometime not possible to "keep all of the plates spinning" which results in delays and missed opportunities for someone to fly. If everyone could be a bit more proactive, fetching gliders that have landed, getting the cables ready to "hook on", making sure that the next pilot is prepared to fly etc. then we will get more launches done!

The motor glider has been used for a variety of training in the previous year, and I believe that it is proving to be a very worthwhile asset and very much appreciated by those that have flown in it. If we gain the necessary planning permission, we will be able to make greater use of this facility in all phases of instruction.

Safety

I would like to thank Eddie for his assistance on this topic. Safety is something that concerns and involves us all, and last year we asked for the informal incident report forms to be completed for concerns or potential problems that you witness. We are not receiving reports! The forms are available in the clubhouse or the web site (<http://esgc.co.uk/wp-content/uploads/2014/01/ESGC-Informal-Incident-Report.pdf>).

I introduced the "ABCD" checks last year. I believe that the majority of pilots find these checks helpful and no additional burden, so please remember to do them and they may prevent an accident.

Thanks to the instructors.

I can only repeat what I said last year: I am really just the "figurehead" here. The instructor team do most of the hard work; many of them are at the airfield doing so many days of the week, so "thank you" to all of our instructors, particularly Dennis and Eddie who keep us all up to standard.

additional burden, so please remember to do them and they may prevent an accident.

Thanks to the instructors.

I can only repeat what I said last year: I am really just the "figurehead" here. The instructor team do most of the hard work; many of them are at the airfield doing so many days of the week, so "thank you" to all of our instructors, particularly Dennis and Eddie who keep us all up to standard.

Jonathan Abbess

08/02/2015