

# **Essex & Suffolk Gliding Club**

## **Flying Orders**

### **Version 4**

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## 1 INTRODUCTION

These Flying Orders supplement, but do not override the latest BGA 'Laws & rules for glider pilots', and should be read in conjunction with that document.

1. Gliding at Wormingford is always to be undertaken at the discretion of the Chief Flying Instructor. All Essex & Suffolk Gliding Club (E&SGC) flying activities are to be conducted in accordance with the British Gliding Association (BGA) Operational Regulations.
2. All pilots flying at E&SGC must make themselves familiar with the contents of the latest BGA 'Laws & Rules for glider pilots'.
3. In addition, members are to observe any Flying Orders posted on the E&SGC notice board by the CFI, or given verbally by the CFI, a Deputy CFI (DCFI) or the Duty Instructor.
4. Members are individually responsible for ensuring that they obey laws, rules, orders and recommendations, and must not expect the E&SGC, its officers or instructors, to remind or check the member's compliance.

## 2 FLYING DISCIPLINE

1. The CFI shall have full authority over flying of all aircraft at Wormingford. The E&SGC Duty Instructor, in the absence of the CFI, or DCFI shall be in charge of flying.
2. Members wishing to fly on any occasion may only do so with the authority of the Duty Instructor. Orders given by the Duty Instructor should be complied with promptly.
3. Each member is to keep an accurate, up to date record of their flights in a logbook, which should always be available for any instructor to examine on demand.
4. Any member infringing flying orders will be liable to suspension from flying activities by the CFI, DCFI or Duty Instructor.
5. Before flying solo, a member must make available to the E&SGC, a valid medical certificate (or an alternative as defined by BGA regulations) indicating his/her fitness for gliding, a copy of which is to be held by the E&SGC.
6. All members are expected to join in the day-to-day tasks of running the airfield such as maintenance of equipment in use, helping to handle gliders, signalling, acting as log keeper or Duty Launch Marshal as requested by the Duty Instructor and in accordance with the appropriate orders and regulations.
7. Smoking is prohibited in the clubhouse, hangar and workshop or near to E&SGC club aircraft or launch equipment.
8. Absolutely no alcohol is to be consumed during a flying day. Any alcohol consumed prior to flying automatically renders that pilot unfit to fly. Consuming alcohol "the night before" may also render a pilot unfit to fly; this is certainly true if the effects are still evident.
9. Every pre-silver or non-licensed pilot MUST get a briefing from the duty instructor before flying solo.
10. Obtaining a briefing from an instructor does not absolve any pilot from their responsibilities as "Pilot In Command".

## 3 AIRCRAFT

1. Approval of the CFI or DCFI must first be sought when bringing a new glider on site. Or when changing syndicate members or gliders.
2. No club aircraft may be taken out of the hangar, rigged or de-rigged except as approved by the CFI, DCFI, Duty Instructor or Technical officer.
3. Any aircraft that has been rigged must be signed off by the person completing the DI and a second independent inspection of controls and pins must be made, and also signed in the DI book.
4. Prior to their first flight on any one day, all aircraft are to be inspected and signed for in the aircraft daily inspection book by an approved person. Approved persons should have their logbooks signed as such. Aircraft are not to be flown unless in a serviceable condition and with a current CofA and A.R.C. (or equivalent where regulations permit).
5. Prior to the first take-off of the day, the cable release is to be tested under tension, back release and free fall for each aircraft.
6. No alteration or repair is to be undertaken on any E&SGC aircraft except on the instruction of the Technical Officer, Duty Instructor, DCFI or CFI. Where necessary engineering advice is to be obtained.
7. Before flying a type of glider for the first time, pilots must receive a briefing from an Instructor familiar with that type.
8. It is the responsibility of the pilot of any glider, before flight, to acquaint themselves with the operation of its controls and flight characteristics, and to comply with any limitations or restrictions imposed on that glider.
9. The pilot is responsible for ensuring that the glider is flown within its permissible centre of gravity range and that any extra ballast used is properly secured during flight and removed after flight.
10. The pilot is responsible for a club aircraft from the time he takes charge of it until the next pilot takes over or until the aircraft is returned to the hangar safely or to the launch point to the satisfaction of the Duty Instructor.

11. It is the responsibility of the pilot returning club aircraft to the hangar to switch off all electric instruments, put the battery on charge and remove ancillary items such as the parachute or barograph and return them to their storage. The pilot is also to remove, by washing with water, any accumulated insects and dirt from all leading edges and fit covers to canopies where available.

## **4 WEATHER MINIMA**

1. The following weather minima are to be observed when launching gliders flown by experienced pilots:
  - 1.1. Cloud Base: 1,000 ft above airfield level. Where special circumstances exist, the Duty Instructor may authorise flying with a lower cloud base.
  - 1.2. Wind Strength: Normal limits 25 knots. Where special circumstances exist the Duty Instructor may authorise flying in higher winds, providing adequate ground handling facilities exist. Launching gliders with any apparent tailwind element is strictly prohibited.
  - 1.3. Visibility minimum: 1 nm (2Km) for normal circuit flying, 2 nm (4Km) for aero tow or soaring.
  - 1.4. Precipitation: Gliders are not to be launched in rain because of the risks due to increased stalling speeds and also misting of the canopy.
  - 1.5. Separation from Cloud: Gliders must remain well clear of cloud when launched.
2. Duty Instructors are to use their own judgement to adjust these minima for less experienced pilots.

## **5 LOCAL SITE FLYING**

1. The airfield daily flying log is to be maintained, normally at the launch point, for all flights either winch or self-launched.
2. The most senior rated person on site must assume the responsibility of the site ensuring safe operation and the safe return of all gliders.
3. Dual flying may take place when P1 is first established and is either a Basic Instructor, an Introductory Flight Pilot or is Passenger rated. If not so qualified, the handling pilot for launch or landing may not occupy the rear seat.
4. Flying may be conducted in the absence of an instructor by self-briefing pilots (Licensed or Silver or above) when no instruction is required. On these occasions, type-conversion flights and winch-driver training are not permitted.

## **6 FLIGHTS AUTHORISATION**

1. When operating with a Duty Instructor: Every flight by an E&SGC glider or other gliders launched by the E&SGC is to be authorised by the Duty Instructors.
2. Authorisation for flights will normally be conveyed verbally.

## **7 GLIDER LAUNCHING**

### **GLIDER LAUNCHING REGULATIONS**

1. Pilots should satisfy themselves that their aircraft is fit to fly prior to flight.
2. Pre-flight Vital Actions are to be conducted immediately before each launch as stipulated by the BGA in "Laws and Rules". In addition, before getting in, "A.B.C.D." checks are advised.
3. The approved BGA launching procedure will be followed.
4. The pilot is to ensure the correct weak link is used prior to attaching the launch cable. The cable is to be attached to the glider only on instruction of the pilot and only when the pilot is fully prepared for the launch.
5. No glider, or motor glider, may commence a launch run from behind the launch point in use.
6. Slack cable is not to be permitted behind the leading edge of the wing of the glider being launched or behind the foremost part of the launch point. The cable is to be placed ahead of the glider in such a way that no person or object can be caught up by it when the slack is taken up.
7. If at any time it is observed or suspected that the glider has over-run its cable and that there is a danger that the cable or parachute may entangle with the skid, wheel, or other part of the glider, the launching is to be stopped IMMEDIATELY by any person suspecting that over-run.
8. When self-launching aircraft are operating, the winch cable runs must be positioned so as not to endanger departing aircraft. Every motor glider or Tug pilot must obtain a comprehensive briefing on the winching operations and ensure that their ground run and landing do not cross winch cables.
9. Any winch driver may decline to launch any glider or pilot if they believe an unsafe condition exists.

## FLYING THE LAUNCH AND RELEASE

1. No launch is to be continued into cloud, however any glider inadvertently entering cloud must release immediately with the cable under tension, to give maximum separation between glider and winch cable/parachute assembly.
2. The cable release should be held throughout the launch so that immediate action is possible if a problem occurs. This means that no other controls, ventilation or instrumentation should be adjusted with that hand for the duration of the launch.
3. The release control is to be used to ensure a definite release. Should the cable fail to release, or should the parachute foul the aircraft, the recommended recovery is to circle tightly around the winch until the landing can be carried out.
4. After release, the glider must be flown away from the top of the launch position. Turning as appropriate and flying well clear before commencing the next stage of the flight.
5. When a glider over-runs its launching cable there is a danger that the cable or parachute may become entangled with the skid, wheel or other parts of the aircraft. If the pilot of a glider suspects that this has happened, he/she is immediately to release the cable.
6. If a wing drops during the ground run, the pilot should release immediately the situation develops and before it touches the ground.
7. Witnesses to a wing tip touching the ground must inform the Duty Instructor as soon as possible afterwards.
8. Launches must not be continued above 3,000ft AGL.

## CABLE BREAKS AND WINCH FAILURES

1. If at any stage of the launch the speed decays below or fails to achieve a safe minimum airspeed or a cable break occurs, the appropriate actions are to be taken immediately. The minimum launch speed is typically 1.5 Vs. The minimum recommended launch speeds for the club "wooden gliders" is 50 Knots and for the club "fibreglass gliders" it is 55 Knots; but in all cases refer to the glider Flight Manual which may specify a higher minimum speed.
2. During a cable break or winch failure, after recovering speed, pilots should land ahead whenever possible. If this action is not achievable, make an abbreviated circuit into any areas of the airfield or adjoining farm land where a safe landing can be made.

## 8 CIRCUIT REGULATIONS

1. Attempts at thermal soaring by novices below 700 feet are prohibited. Silver C or licensed pilots however may circle lower if they are not interfering with the circuit pattern of other gliders.
2. Pre-circuit vital actions must be performed to configure the glider for landing.
3. Target Approach Speeds should be modified to suit the conditions. Typical minimum approach speeds for "wooden gliders" is 50 Knots with zero head wind component; 55 knots with a moderate head wind and 60 to 65 knots in stronger winds. Typical minimum approach speeds for "fibreglass gliders" is 55, 60 and 65 to 70 in similar conditions. If higher landing speeds are required then the gliders should be returned to the hangar!
4. The final turn to land must be completed by 300 feet above ground level and a straight-in approach made.
5. The approach path should not be over any obstruction on the airfield unless there is no other safe alternative, in which case the pilot should maintain a vertical separation of at least 50 feet.
6. If persons (or vehicles or horses) are observed crossing the approach then a separation of more than 100 feet should be achieved, even if this requires landing in an area that temporarily obstructs launching.
7. When possible, the approach path should be chosen so that the approach and landing run maintain several "wing spans" of horizontal separation from any aircraft, vehicle, fixed object or person.
8. The landing run must not be towards any obstruction on the airfield, and must be planned so that use of wheel brakes or skids is unnecessary during the ground run.
9. Gliders are not normally to be taxied once they have landed but are to be slowed in a straight line after touch down.
10. Landings should not normally be made where they would prevent launching from taking place, except where good airmanship dictates otherwise.

## 9 SOARING

1. Mid-air collisions are a significant hazard in gliding. Pilots must keep a sharp lookout at all times.
2. All pilots must know and conform to the BGA soaring protocol when sharing thermals.
3. If not self-authorising; no pilot may fly out of the gliding range of the airfield unless they hold a Bronze "C" with cross-country endorsement or higher qualification and have been authorised for that cross-country flight by the Duty Instructor.
4. An Altitude of 4,500ft QNH defines the base of controlled airspace above Wormingford. However all pilots shall not climb above 4,000ft indicated when the altimeter is set at zero (QFE) before take-off. Similarly when flying to the West of the

airfield where the base is at Altitude 3,500ft, climbs must stop at 3,000ft QFE indicated. Immediately to the East of the airfield climbs should stop at 5000ft QFE, elsewhere refer to the current aeronautical chart.

## 10 CLOUD FLYING

1. No pilot is to fly in cloud unless they hold the BGA Cloud Flying Endorsement.

## 11 CROSS COUNTRY FLYING

1. It is the pilot's responsibility to acquaint themselves with any official notices, such as "NOTAMS", and meteorological data that may be relevant to their flight. They are also responsible for ensuring that their flight is legal and safe, and complies with all current BGA regulations.
2. At the start of the season, before going cross-country, pilots of retractable motor gliders/turbos, must (where manufacturers allow) complete two landings at Wormingford, with the engine extended but not running.
3. Cross Country flights are only to be authorised by the CFI, DCFI or Duty Instructor. Before the flight, the pilot is to state their intended destination, be properly briefed and possess the correct up-to-date air maps.
4. The safety of the aircraft is the pilots' responsibility until it is returned to the site.
5. The condition of the trailer must be verified as legally road worthy and capable of completing a retrieve from the furthest turn point on task.
6. Prior to launching, the pilot must arrange a "retrieve crew" to recover the glider in the event of an out-landing.
7. It is the responsibility of the pilot to rig and clean the aircraft after a cross-country flight ending in an out-landing and retrieval by trailer.
8. Where possible, radios are to be carried in all gliders attempting cross-country flights.
9. Before taking a glider cross-country the pilot
  - 9.1. Must have at least 5 hours on that type and
  - 9.2. Must have demonstrated good approach control and landing in type.

## 12 AWAY LANDINGS

1. After landing, the pilot is not to leave the aircraft until it is properly guarded and secured against damage by weather, animals and the public. Detachable valuable items such as GPS and logger should be removed and looked after personally. The pilot should telephone base with the following particulars:
  - 1.1. Exact location, including distance and direction from nearest obvious town, and if GPS is carried the Latitude and Longitude coordinates.
  - 1.2. Meeting place for retrieve crew with telephone number if possible.
  - 1.3. Whether or not the glider is damaged.
2. If the cross-country is to count towards a certificate or award, two responsible persons, or an official observer, are to witness the landing certificate.

## 13 OPERATIONS AWAY FROM WORMINGFORD

1. When operating away from Wormingford with club aircraft, the pilot is to ensure that all ANO affecting each flight and all aspects of flight planning, weather information, NOTAMS, royal flights, controlled airspace and suitability of the airfield are considered and are complied with.
2. The pilot is responsible for arranging the safe return of the aircraft to Wormingford.

## 14 AEROBATICS

1. Instructors may only instruct aerobatics after appropriate training.
2. Aerobatics will only be flown by those who have an endorsement in their logbook for that year. Endorsements can be signed with annual checks.
3. Aerobatics must not be performed in rough air.
4. Under no circumstances are prolonged inverted manoeuvres to be performed without prior instruction and clearance from a BGA rated Aerobatics Instructor.
5. Manoeuvres involving significant negative 'g' (for example inverted flight or slow rolls) must be completed above 1500 feet.
6. Aerobatics, except for spinning instruction, must be completed by 1000 feet.
7. Local aerobatics may only be authorised by the CFI, DCFI, or the Duty Instructor.

8. Pilots flying aerobatics must have a good knowledge of the flight envelope of the glider they are flying; a reasonable understanding of how the limits are defined and the implications of exceeding them.
9. Pilots should never exceed limits defined in the flight manual and should aim to keep aerobatic loads to between the limits of +3g and -2g, even when the aircraft flight manual states a wider range.
10. All pilots must log aerobatic time separately and inform the technical officer of these times in club-owned aircraft when requested, in order for the aircraft log to be completed correctly.

## 15 FINISHES AND COMPETITION (GO-AROUND) RACING FINISHES

1. Racing finishes and practice racing finishes may only be flown by pilots with at least a Bronze Cross Country qualification who have an appropriate endorsement in their logbook. This "one off" endorsement can be obtained by way of check flights and approval by the CFI, DCFI or a Full Rated Instructor. Currency is maintained automatically by those Pilots flying regular cross country tasks and competitions. It is the Pilot's responsibility to re-validate the endorsement if they, or any Instructor, consider this currency has lapsed. Grandfather rights for this category of pilot and subsequent endorsement may be obtained by presenting your logbook to the CFI, DCFI or a Full Rated Instructor.
2. Regardless of the position of any finish line, glider approaches towards the airfield should follow a descending flight profile (other than to go-around where necessary). Whenever possible, the landing area should remain in the pilots sight at all times. The approach should be flown no lower than 100 feet AGL at any point, before or after the finish, except when on final approach to land and in a manner that cannot endanger persons (seen or unseen), vehicles or structures.
3. A go-around may only be performed if the kinetic energy in the glider can be readily converted to an increase in height allowing the pilot to fly a safe abbreviated circuit resulting in a final turn in excess of 300 feet AGL. A straight in approach to land should always be carried out if there is any doubt regarding the ability to fly a safe go-around.
4. No finish shall cross the full extent of the cables on the ground between the launch point and winch, unless clear radio confirmation has been received by the pilot that no launching will take place. Notwithstanding this, Wormingford Ground Station does not have the authority to clear a pilot to cross the runway, so any confirmation that launching will not occur is to be taken as advisory only, the manoeuvre being undertaken at the sole discretion of the pilot.
5. To avoid conflict with unseen traffic in the final stages of the circuit, it is strongly recommended that any runway crossings are behind the winch, followed by a reasonably normal circuit.
6. Whenever possible, the Pilots intention to finish a task should be relayed to Wormingford by way of radio call(s) giving the estimated time(s) of arrival – ideally these calls should be made at 10 minutes (or 5 minutes) and 1 minute out.
7. Practice racing finishes must follow the above rules and may only be authorised by the CFI or DCFI or Duty Instructor(s). Immediately prior to the practice, confirmation of the manoeuvre should be relayed via a radio call and the Pilot must be certain that the circuit is clear and that no launching is about to take place.
8. In all cases it is the Pilot's responsibility to ensure that the manoeuvre is flown safely by conducting a complete and thorough look out throughout the exercise.
9. Pilots should ensure that they comply with the requirements of CAP393 ANO Rules of the Air Section 2 Article 5 (low flying rule) and Section 1 Article 74 (reckless or negligent endangerment of any person or property).
10. Passenger carriers may not perform racing finishes with passengers.
11. Only members of E&SGC may be passengers during a racing finish.
12. Only one racing finish may be performed within the same manoeuvre.
13. In certain circumstances, during a controlled competition environment for example, the CFI or DCFI may temporarily relax or change some of the above rules.

## 16 INSTRUCTORS

### REGULATIONS

1. Instruction in basic aerobatics is only to be given by instructors approved by the CFI or DCFI. Instruction in advanced aerobatics is only to be given by a BGA approved aerobatic instructor.
2. Air tests on aircraft are only to be undertaken by pilots approved by the CFI.

### DUTY INSTRUCTOR RESPONSIBILITIES

1. The Duty Instructor will complete a Daily Briefing Sheet before flying, and ensuring that:
  - 1.1. The site for launching is carefully selected with respect to wind direction and other relevant conditions.
  - 1.2. All flights are properly authorised and recorded on the log sheets.
  - 1.3. No member is allowed to fly solo unless they meet the required medical standards. Failing satisfactory evidence of this, the member is to fly dual only.

- 1.4. Student and qualified pilots are correctly briefed for all flights and that they are fully paid up members who have read and understood Flying Orders.
- 1.5. The highest possible standards of flying and air discipline are maintained.
- 1.6. Pilots must not be sent on their first winch solo if the winch driver is under training.
- 1.7. In the case of an accident, the detailed BGA guidelines must be followed. Further guidance is provided in the E&SGC "Accident and Incident Procedures Manual"
2. At the end of flying, the duty instructor is to ensure that:
  - 2.1. All club gliding equipment is cleared from the airfield and that E&SGC property is stowed in the hangar or returned to the clubroom.
  - 2.2. Parachutes and batteries are removed from all aircraft and stored in their appropriate places or recharged as necessary.
  - 2.3. Any covers are fitted when available after the gliders are washed if necessary.
  - 2.4. The flying log is properly compiled and saved.
  - 2.5. The entire site is secured.

## 17 CURRENCY and CHECK FLIGHTS

### CURRENCY (or RECENCY)

1. Non-current pilots must notify the duty instructor and seek a currency check-flight.
2. Currency lapses for:
  - 2.1. A solo pilot when they have not flown for 2 weeks.
  - 2.2. A Bronze pilot when they have not flown for 3 weeks.
  - 2.3. A passenger carrier, Silver or License holder when they have not flown for 4 weeks
  - 2.4. A Basic Instructor or IFP when they have not flown for 4 weeks.
  - 2.5. An Instructor when they have not flown for 6 weeks.

E&SGC Currency	
Qualification	Weeks Current
Solo	<b>2</b>
Bronze	<b>3</b>
Silver, License, Passenger carrier, Basic Instructor	<b>4</b>
Instructor	<b>6</b>

### FLYING INSTRUCTION

1. To ensure safety and maintain standards, all pilots will have annual check flights. Solo pilots are recommended to have a dual check each day until they have flown a minimum of 12 solos and thereafter as required. Pilots are to maintain a record card and an up-to-date logbook, which they will present to their Instructor before flying.
2. Pilots are only to be converted to fly a different type of glider with an Instructor's approval.
  - 2.1. Once type conversion has successfully been achieved a logbook entry must be made by the checking instructor.

### CLUB FLEET FLYING REQUIREMENTS

1. Pilots must meet currency requirements (see "CURRENCY (or RECENCY)" section above)
2. Solo pilots:
  - 2.1. May fly the K13 when approved by the duty instructor.
  - 2.2. After several solo flights, and a type briefing and approval of the duty instructor: May fly the "wooden" gliders (currently the SF27 and K6).
  - 2.3. After type conversion check rides to the appropriate standards, may fly the "glass" gliders (currently K21, Grob 103 III and Astirs)
3. To carry passengers, pilots must meet the requirements in the BGA "Laws and Rules" and as a minimum a Bronze badge plus cross-country endorsement or license is required, but preferably a Silver badge.

## 18 GROUND HANDLING OF GLIDERS

Inadequate precautions whilst handling causes damage to gliders every year. Careless parking or disorganised towing of gliders can result in expensive repairs. In strong winds correct handling is vital and the aircraft must be adequately manned at all times; a careless moment can result in serious glider damage. Notwithstanding the following items, club members are required to read and revise the E&SGC Ground Operations Manual on an annual basis and familiarise themselves with any changes in operation.

1. Sufficient weights are to be taken out on to the airfield so that all gliders can be safely parked at the launch point for the conditions of the day.
2. The most experienced person present is to take charge of each handling team and must ensure that:



- 2.1. The distance between the rear end of the towing vehicle and the nose of the glider is in excess of half the wingspan of the glider.
- 2.2. The wing facing into wind is manned and wingmen change over when necessary.
- 2.3. The nose is manned at all times and the person on the nose understands how to release from the towing vehicle in an emergency; and that it is his responsibility to prevent the glider running forward into the towing vehicle.
- 2.4. The aircraft is parked out of wind when the launch point is reached and the windward wing is manned or weighted with weights (not tyres). In light to moderate winds GRP gliders may be parked with the windward wing raised.
3. Caution must be exercised when pushing down on the nose of a glider. Cockpit distortion or damage may occur.
4. Canopies are fragile and expensive. No canopy is to be left open or unlocked when the glider is unattended. Canopies are to be held open by another person when the pilot is entering or leaving the cockpit in windy conditions.
5. Pilots are not to leave the nose of the aircraft when it is facing into a wind of more than 15 knots.
6. The wing is to be manned unless the aircraft is properly parked.
7. If the wind is more than 20 knots, after landing the pilot is to remain strapped in the glider until assistance arrives.
8. Care must be taken to prevent harness fittings from banging into the side of the aircraft, particularly so in glass fibre aircraft.

## 19 RADIO USAGE

1. Where practical, all aircraft operating from E&SCG should be equipped with a serviceable radio capable of transmitting and receiving on 129.975MHz. Aircraft at E&SGC will make a downwind "blind" radio call if possible and safe to do so.
2. The call will conform to CAA standards (as defined in CAP 413: Radiotelephony Manual) and will contain the destination station, the aircraft call sign, the words "Downwind" or "Late Downwind", "Left hand" or "Right hand" and the runway designation such as "09" or "27".
3. The call should be made when starting the downwind leg. If it cannot be made at the start, make the call later as "Late downwind". If for any reason you cannot make the radio call, fly the circuit pattern as normal in a safe manner.

## 20 OVERDUE ACTION

1. Overdue action is to be taken on a glider at twilight or if there is good cause to believe that the aircraft is missing.

## 21 CAMERAS

1. Cameras may not be carried in club-owned aircraft unless they are firmly fixed to the aircraft structure (by clamps, bolts or screws etc.). Suction-cup mounts are not sufficient.
2. Any camera and mount on a club-owned aircraft must not interfere with normal airflow around the aircraft, use of controls, or obstruct visibility.
3. Any installation must be approved, and the D.I. book endorsed, by the Technical Officer or a BGA inspector.

## 22 SAFETY HARNESSES / DYNAFOAM CUSHIONS

1. Each seat in every club glider is fitted with a serviceable safety harness. This harness is to be correctly adjusted and fastened and must remain fastened during flight.
2. Each seat is fitted with an energy-absorbent seat cushion and pilots should ensure that these are in position before flying. No other types of seat cushion are permitted for use in club gliders.

## 23 PARACHUTES

1. Parachutes are provided for all club gliders and are to be worn in all single seat gliders at all times and in all dual seat gliders wherever possible.
2. Parachutes are emergency equipment and are to be treated as such. They are to be examined each day before use and care is to be taken in their handling to prevent damage or contamination of any kind. Pilots are to ensure that their flying clothing and hands are clean before handling them.
3. Parachutes should not be used as wing tip weights.
4. If a parachute is damaged or contaminated the Duty Instructor is to be informed.
5. If parachutes are removed from a glider they must be stored in the launch point vehicle on the shelf provided for the storage of parachutes and seatback cushions only.
6. Any form of negligence in the handling of parachutes will result in any costs being borne by that negligent party.
7. Parachutes are NEVER to be placed on the ground.

## 24 FIRE AND SAFETY PRECAUTIONS

1. The flying safety equipment is to be available on the airfield at all times when flying is taking place. It must be located at the launch point or in a serviceable vehicle nearby.
2. Winch safety items will be located with the winches.

## 25 MOTOR GLIDERS

### ALL CLUB MEMBERS

1. All Club members should be aware that aircraft ignition systems are designed to fail “live” and that the impulse mechanism within the magneto can cause the engine to fire with the slightest propeller rotation. These facts mean that it should be assumed that the engine might run at any time and so standing in front of the aircraft or even worse, within the arc of the propeller, is a very bad place to be. Do not handle the propeller when moving a motor-glider.
2. Prior to engine start, the pilot calls “Clear Prop” or similar. Anyone hearing this should be aware of the imminent engine start and the possibility that the motor-glider might move unexpectedly.
3. Anyone may stop any launch by calling “Stop” and raising a hand. This applies to self-launch launches too. On becoming aware of a “Stop” signal, relay that call to the pilot(s) by standing just ahead of the wingtip and signalling “Stop” and/or calling “Stop” to the motor-glider on the air band radio.
4. Visibility from the motor-glider is limited, particularly to the rear, so a motor-glider pilot preparing to take-off may not be aware of a glider in the circuit or “landing long”. Attract the pilot’s attention and point clearly to the landing glider if you believe that they may be unaware of it.

### MOTOR-GLIDER PILOTS

5. Glider pilots and other people on the airfield may not be aware of the normal operating procedures associated with powered aircraft so pilots of self-launching gliders must be prepared to make allowances for their lack of understanding.
6. Power pilots should observe normal good practice. Do not allow prop-wash to disturb parked gliders and avoid the use of high rpm near any loose gravel or grit which could damage the propeller and cause projectile damage elsewhere.
7. Power pilots must ensure that they are well clear of the winch cable when taxiing, taking off or landing. The cable could be “picked up” and entangled by the propeller if the engine is running.
8. Self-launches will commence from adjacent to or ahead of the current glider launch point.
9. The motor-glider pilot must make every effort to fit in with the normal gliding operations and must communicate with the launch point and/or winch as appropriate; preferably announcing intentions clearly using the radio, so that other airfield users may anticipate movements of the motor glider and alert the motor-glider pilot to potential conflicts.
10. Do not taxi towards people or gliders. Stop taxiing and shut down the engine when within a couple of wing-spans of any obstruction ahead. Manhandle or tow the motor-glider into position rather than trying to do so with the aircraft engine.
11. Be aware of planning regulations which limit the operations of the motor-glider. In general, avoid over-flying any houses when under power at low level, and try to keep well clear of any clusters of houses and local villages.
12. When flying under power within gliding range of the airfield, avoid remaining over any one location for any length of time, so steep or “thermallings” turns should be avoided.
13. When self-launching, climb over the runway and then an into-wind change of heading should allow maximum height to be gained with minimum separation from the airfield. Upon reaching a safe height, fly away from the airfield on a reasonably straight track. If you feel unsafe during the climb-out then a slow turn on to the equivalent of a wide down-wind leg should keep you within range of the airfield until a safe height is reached, but be aware that the motor-glider may be climbing where gliders are descending. This pattern should ensure that any engine noise at any one point on the ground will be transient rather than persistent.
14. Power-off landings are preferred.
15. If, during a non-powered circuit, it becomes necessary to use the engine, then do so sooner rather than later. Attempt to fly away and then start your circuit again rather than “holding” for a landing. This should minimise the engine-on time over any one ground location.

## 26 MISCELLANEOUS

12. Gliding is recognised as a hazardous sport by most financial services providers. Products upon which you currently rely may be invalid or be subject to special terms and conditions. Please approach your Financial Advisor / Building Society / Insurance broker for further advice.