



MEMBERS' HANDBOOK

BOWLAND FOREST GLIDING CLUB

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Welcome to the Bowland Forest Gliding Club

The aim of this introductory handbook is to give new members an insight into the Bowland Forest Gliding Club (BFGC).

You will gain an insight into what gliding is about, an initial brief on safety matters and some awareness of what is required from members to make our self-help gliding club work.

The handbook also describes how pilots progress through both BFGC and British Gliding Association (BGA) awards. Some of these awards may seem a long way off at the moment; it does take time. It is important to remember however that all stages of gliding are fun. In fact one of the main attractions of the sport is that there is always something new to learn or achieve.

By far the best way to be introduced and meet people is for you to get involved in club operations or an ongoing project. Your enthusiasm will be rewarded by friendship, assistance and as many gliding stories as you can cope with.

Don't be shy. Introduce yourself and ask lots of questions. It is a friendly club whose members like nothing more than to talk about their sport.

There may be a lot to learn, but please don't be put off, as most things are picked up easily and you'll feel like an old hand after a few days on site.

All you need to do is ask!

Happy Gliding!

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A VERY BRIEF HISTORY

The Blackpool and Fylde Gliding Club was formed by Jack Aked in 1950, at Blackpool Airport (Squires Gate). The club remained there until 1965 when gliding became incompatible with the increasing level of power flying.

Luckily British Aerospace provided a solution and the club moved to Samlesbury. The gliders were kept on site in trailers and had to be de-rigged at the end of each day, unless permission was given to keep the gliders in a hangar (usually alongside a Canberra bomber) over Saturday night.

The arrangement at Samlesbury was always subject to continued permission from BAe and to guarantee security and continued development of the club, it was important that we owned a site.

It was well known by the club's officials that the Bowland hills would provide good soaring and a site within gliding range of the hills was sought. Eventually a retiring farmer was found whose farm was in a location that gave gliding access to South, East and Westerly hill faces - a rare opportunity

Trial flights were made using a portable winch and scaffolding poles to guide the winch cable over hedges, Keith Emslie who was one of the founding members had the honour of being the first to soar the hill on October 1st 1967.

Planning Permission was eventually obtained and in 1971 the site was purchased with the help of a grant and interest free loans from members. Work then started. The depressions that can still be seen on the field used to be hedges which were removed and the ditches drained and filled by members who travelled over from Samlesbury as working parties.

The club has progressed immeasurably since that day. We all owe a lot to the elder members of the club who gave us the foundations on which to build a first rate gliding club.

In 1993, having recently lost planning permission for aerotow, we decided to reinforce our link with the area by changing the club name to reflect our geographic location -hence the present name, Bowland Forest.

The club has a great future. We are seen as being an important asset both by the British Gliding Association and the Sports Council who have assisted with our development over the years.

Development efforts continue with improvements to winches, aircraft and buildings. All this is possible through the effort of members. The progress is tremendously exciting - you are invited to be a part of it.

AIRFIELD LAYOUT

The field lies at the southern slopes of the Bowland Fells, which you can see on the northern horizon and extending away to the east.

These hills provide us with the lift for extended flights when the wind blows onto their faces,

So let's take a walk outside and look around.

From the apron area in front of the hangar, you can see most of the Airfield. (A look at the following site plan will help here).



Towards the south-east you will see the gentle swell of the Airfield and at the far end, probably out of your sight, are the D.P. Van (Despatch Point Van), a prominent red and white chequered vehicle, and any gliders waiting to be launched from runway 30 (so called because of the first two numbers of its magnetic heading).

The winch may be visible to the north-west, at the top of the long rise beyond the hangar. This situation covers northerly and westerly winds, and the launch point and winch change ends if the wind is easterly or southerly.

You will probably want to visit the launch point and it is best if you do so in the company of an experienced member. If you cannot find anyone to walk out with you, please exercise care and follow the eastern boundary of the field to reach either end, up the pathway to the north (12) or across the front of the trailer park, up the road and down the hedge to the south (30).

This will keep you safe from three things; gliders landing or taking off, the stranded steel wires we use to tow them up with, which are quite invisible in the grass and can do fearful injury, and the ire of Club Members who have to sweep you up afterwards!

In any event, keep a good lookout, especially to the sky downwind of you - that's where all the problems come from! (In the form of any gliders landing or taking off).

At the launch point, seek out the Duty Instructor and make yourself known to him or her. Sign the flying list (the club operates a first come first fly system).

GLIDING FROM THE SITE

To maintain forward speed in still air a glider must gradually lose height. When a glider is flying in air that is rising faster than the rate at which it is losing height, then it will gain height. This is called lift.

Lift from rising air is produced in a number of ways, the main one's being:

Ridge Lift

Thermals

Wave Lift

Ridge Lift

When the wind strength exceeds 10 knots, lift can usually be found in front of a ridge. B.F.G.C. benefits greatly from the adjacent ridges/hills.

The position of lift varies with the wind direction and shape of the ridge. Lift is found in front of the ridge, where it is at right angles to the wind direction. Small changes in the wind direction may cause the region of lift to change. The airfield wind sock and cloud drift should be watched to detect these changes in direction.

Thermal Lift

The sun produces a differential heating effect at ground level dependent on the surface, ie. a tarmac car park will get hotter than marsh land. This causes the air in contact with the hot ground to heat up and bubbles of warm air to break away and rise. As the bubble rises, the air cools and water vapour contained in the air eventually condenses out, resulting in cumulus cloud formation with flat bottoms and 'cauliflower' appearance

Beneath a cumulus cloud, it is possible to enter these rising bubbles of air (thermals), which are generally up-wind of the cloud itself. When a glider enters the thermal it will gain height, but to take advantage of the lift available, it is essential to stay in it.

This is achieved by circling.

Wave Lift

Wave lift is generally found downwind of hills or mountains on reasonably strong wind days.

It is important that the weather conditions are stable so that the hill 'bounces' the stable layers of air above and downwind of the hills causing standing waves similar to those that form downstream of rocks in a fast flowing river.

Wave lift can be very smooth and can go to great heights where additional oxygen is required by the pilot.

The glider height record in the UK achieved in wave is 38,600ft; at Chipping the record is 15,700ft.

Airways

Directly above the airfield is Airway L612 and it starts at FL65 (Approx 6,500 ft above sea level). Perhaps it would be wise to explain that an Airway is a roadway in the sky for powered aircraft.

Gliders are not permitted to enter the Airway. However, B.F.G.C. can get dispensation to enter certain areas of the Airway with the permission of the relevant Air Traffic Control Department. This is known as the Chipping Box. Full details of the operating procedures are available from our website and in written form in the D.P. Van.

Even when the Airway is open to us (indicated by a suitable sign in the D.P. Van) gliders may not soar above FL 140 (14,000 ft). Higher flights can only be made away from the airway.

Cross Country flying

Pilots who do not have the Cross-Country Endorsement to their Bronze Badge are restricted to local soaring.. Once these qualifications have been reached the prospect of cross country flying becomes a reality, and the satisfaction of completing a flight in difficult conditions is available.

Not everyone flies Cross Country but to an increasing number of B.F.G.C. pilots it is the icing on the cake of gliding. The Club maintains all the necessary up-to-date information required to enable the planning of such flights to be carried out.

SAFETY NOTES

Whilst Gliding is not a dangerous sport, operating procedures are paramount to maintain high safety standards.

Safety associated with piloting gliders will be passed on during flying training by your Instructors, who will ensure that you are capable of handling unusual situations before you are allowed to fly solo.

These safety notes are not intended to be a substitute for training or briefings from instructors and experienced members, but as a supplement to them to give you a flavour of what to expect.

Safety is everyone's responsibility. Whether you are on site for the first time or have years of experience, it applies not only to the flying side of the operation but to everything you do the moment you step on site.

Before you join the club you will be asked to make a declaration regarding your medical fitness to fly. This is a demonstration of the fact that the gliding movement expects you to take responsibility for your own fitness to fly. If you are temporarily unfit to fly for whatever reason, including alcohol or medication, it is up to you to turn down the flight.

A common theme throughout gliding is that of lookout. This applies equally on the ground and certainly in the air. It is essential to develop an awareness of what goes on and most importantly stay alert when on an active airfield..

Additional information on safety matters can be found on the appropriate section of the notice board in the club house, within the club's website (see below) and are emailed to members as and when it is thought to be appropriate.

All members should familiarise themselves with the club's fire safety precautions and procedures. A copy of these are supplied to new members and can be found in the entrance hall of the clubhouse and on the club website.

WALKING ON THE AIRFIELD

Firstly, unless you are experienced in airfield procedures you are strongly advised to leave your car in the car park. Cars can cause chaos on any airfield and there is not enough room at the launch point for lots of cars. It is also worth noting that most car insurance does not provide cover on airfields.

The same principle applies to dogs. They are welcome on the site but must be kept on a short leash at all times. Children also must be kept under very close control for their own safety.

When on the airfield be aware of the launch cables. During a launch they rise sharply into the air and must be kept well clear of. They are less than 5mm in diameter and not easily seen in the grass.

If walking to the launch point for the first time it is better to go with a club member. In any case keep to the fence line, as this means that you will be clear of the cables and landing gliders.

Whenever you are on an airfield it is important to keep a good lookout for aircraft landing and taking off. Gliders may land anywhere on the field, but concentrate especially downwind, as this is the direction from which aircraft will normally be approaching to land.

WHEN AT THE LAUNCH POINT

Again, it is important to stay alert when at the launch point. Keep well clear of gliders launching and landing.

Do not stand in front of any part of the glider at the front of the launch line if the crew are in and the wings are raised level, this is a sign that the glider is about to launch. Stand well to one side since gliders sometimes swing on take off.

Two cables are towed out from the winch and they can become tangled together, then, as the launch is started, they both move rapidly down the field. For this reason, it is important not to touch or stand near to the second cable as a glider is launched on the first, or you may get an unexpected trip down the field!

Use your time at the launch point wisely. Observe and learn, feel free to get involved but if in the slightest doubt ask an experienced member. They will be only too happy to reward your enthusiasm with a full explanation.

Occasionally it is necessary to stop a launch. This can be done by shouting STOP and raising both hands above your head. Anyone can stop a launch if they think something is wrong.

The Signaller and Log Keeper, performing their duties in the D.P. Van, have a particularly onerous job in terms of safety. It is essential that they have an unobstructed view of operations, as well as being able to hear the Launch Marshall and winch and aircraft radios. It is important therefore, that all Club Members assist the Signaller/Log Keeper by not using the D.P. Van as a social meeting point.

Before you take responsibility for attaching a cable, holding the wing on take off or launching a glider, you must be properly briefed and receive instruction. Once again all you have to do is ask.

One of the jobs that you may be asked to do as a new member is to drive a tractor. We use tractors for towing out launch cables and for towing gliders and equipment on the airfield. Driving tractors is relatively easy especially if you drive a car. No new member must drive a tractor or be involved in any ground related operation without receiving instruction or a briefing. We do have dedicated grounds ops trainers for this task. A list of "approved" trainers is in the van.

When driving a tractor, the emphasis is again on lookout. It is very easy to become fixated on the task in hand and drive in front of a glider that is launching or landing. Also be aware that tractor brakes are not as efficient as those on a car. It is also possible for a wet or muddy foot to slip off the clutch.

The moral is; do not drive up to anything at high speed. Use the throttle to slow you down and avoid driving or reversing right up to gliders etc.

A TYPICAL CLUB YEAR

Flying Operations

- January - March** - When conditions permit pilots enjoy good wave soaring
- Annual skills checks for solo pilots
- Ground equipment and Glider annual maintenance and inspection
- Easter** - Flying all Easter Week
- April** - Thermal soaring starts about now
- May** - Flying is usually held throughout Spring Bank Holiday week
- June** - Dawn to Dusk on weekend nearest longest day
- July** - A flying week is usually held in the last week of the month
- August** - A club expedition to another club around mid August taking one 2 seater and a single seat glider
- A flying week is held in the August Bank Holiday week
- September** - All solo pilots must complete their annual returns by the end of the month in order to retain their card status, the requirements for which are as follows: -
- White card** No minimum requirement (post solo)
- Red card** 12 Launches and 6 hours
or 25 Launches and 3 hours
- Yellow card** 12 Launches and 10 hours
or 25 Launches and 5 hours
- Blue card**
12 Launches and 20 hours
or 25 Launches and 10 hours
- October** - Usually the last of the thermals and some occasional wave conditions
- November** - General 'keeping your hand in' flying
- December - Start of Ground Equipment and Glider annual maintenance programme
- Club Days** Throughout the year the club operates every Saturday, Sunday, Wednesday and Friday.
Additionally the club operates on Bank holidays.

Club Evenings From May to September on Wednesday and Friday evenings.

Group Visits Visits by outside groups who wish to experience gliding are accommodated from May to September on Tuesday and Thursday evenings. In addition, full flying days are held by prior arrangement

Notes on Group Visits

Group Visits can only occur when sufficient members make themselves available to conduct operations. It needs to be stressed however, how beneficial these activities are, they provide a source of new members, are good publicity vehicles and they provide a valuable source of income enabling the club to maintain its glider fleet whilst keeping the overall cost of gliding down.

Visiting Clubs

Some years, members of other clubs migrate to Chipping to operate from our site for a week. Our own members are welcome to join in on such weeks.

SOCIAL CALENDAR

During the year, some social events are organised such as Bonfire Night where members can get together for a BBQ & drinks. Watch the notice boards for more information.

Your Part In Running The Club

The club is a totally self-help organisation wholly dependent upon the voluntary efforts of its members. There are no full, or part time paid staff with the result that members enjoy low cost flying and free instruction.

It is important to remember that launch and flying fees do not pay for the effort put in by fellow members to run the Club and the operation. We are all honour bound to repay this debt by helping in return, in whatever way we can.

All members are expected to help in the running of the Club, which generally includes two or more of the following:

- Flying operations
- Maintenance/development of facilities
- Officialdom and administration

Flying Operations

In order that flying can take place, the Duty Instructor, who has responsibility for the flying operation on that day, will require a team of about 6 persons to set up the airfield and run an efficient and safe operation. The team embrace the following duties:

- Winch driver
- Cable tractor driver
- D.P. Van signaller/log keeper - see note.
- Airfield launch / retrieve team (three persons)

When flying is finished, gliders must be hangared, (after washing, if needed), tractors, winch and D.P. Van need to be parked and the gate opened for return of livestock.

It is Club practice that those Members unable to be present at the beginning of the day for setting out of operations should assist with the winding up at the end of the day.

Flying Orders

This document is essential reading for all club members and provides guidance on the operational procedures and standing orders related to the club with emphasis on the key elements relevant to gliding operations both on the ground and in the air. This document will be updated when necessary and the updated versions will be published on the BFGC website. All new members will receive one and all flying members at the start of each year. Amendments will be posted on the CFI's notice board throughout the year, and on the website "members" section.

It is the responsibility of every flying member to familiarise themselves with the contents of this document and to actively watch out for and read the updates.

Maintenance

Ongoing maintenance and improvement of facilities of one form or another is a feature of any organisation, and if it can be achieved by the Members, then considerable cost savings are made. This contributes significantly to the low fees charged for flying.

In the B.F.G.C. Members are engaged throughout the year carrying out maintenance to the airfield, gliders, tractors, winch and the Club buildings.

Airworthiness of Gliders

The Club ensures the gliders are airworthy through continual checking, and recording of their history as follows:

Airworthiness Review Certificate (ARC)

All gliders are subject to an annual inspection to confirm they are airworthy. The annual Airworthiness Review Certificate (ARC) due date is placarded in the cockpit or other easily accessible area.

The placard shows the expiry date and should be the first thing checked on a daily inspection. (No aircraft can be flown without a current ARC).

Daily Inspection (DI)

Each glider is inspected prior to its first flight of the day. The inspection and any action arising from the inspection are recorded in the aircraft's Daily Inspection (DI) Book, which is kept in the cockpit.

Aircraft Log Book

All aircraft have a formal Log Book in which flying hours and launches are recorded, in addition to aircraft limitations and the history of maintenance and repairs. The aircraft Log Books are kept in the office.

If you have any questions on airworthiness matters, please ask an inspector or instructor.

Officialdom and Administration

No Club can exist without an elected group of officials who overview the general running of the organisation, and the B.F.G.C. is no exception.

Elected annually at the Club A.G.M. are the Chairman, Vice Chairman, Secretary and Treasurer, along with two of the six Committee Members.

In addition to the listed Club Officers, is the Chief Flying Instructor, who is responsible for instructor selection and training and all flying operations. The CFI is appointed by the committee and must be endorsed by the BGA as suitably qualified for the post.

See Club Organisation below for a detail breakdown of roles and responsibilities

CLUB ORGANISATION

The Club is a Company limited by guarantee that is managed by a main committee whose officers and members are elected annually at the Annual General Meeting. The main committee is then supported by a number of sub- committees and working groups.

The overall organisation and responsibilities break down as follows:

Main Committee

The committee sets policy, strategy and priorities based on advice and direction from other committees, working groups, officials and club members.

The committee comprises:

Club Officials (*elected annually)

Chairman*

Vice Chairman*

Treasurer*

Secretary

*also club directors

Committee Members

6 committee members (elected for 3 year terms)

The Chief Flying Instructor (CFI) attends committee meetings in a non-voting capacity.

The Instructors' Meeting

The CFI has overall responsibility for all flying matters. However, he or she can only operate effectively through the club's qualified instructors.

This is achieved through regular instructor's meetings where the following topics are covered:

- Individual pilots (for promotion etc.)
- Flight Safety
- Flying Policy and Procedures
- Local and National Airspace rules
- Development of the Club Fleet
- Discuss and agree training standards
- Pilot training programmes and development
- Revised procedures requested by the BGA.

Should you wish to have any matter raised at a meeting, contact either the C.F.I. or any Club Instructor.

The meeting is attended by:

- Chief Flying Instructor
- Deputy Chief Flying Instructor
- All Full Cat Rated Instructors
- All Assistant Rated Instructors
- All Basic Instructors

Safety Sub Committee

The sub committee is responsible for ensuring maintenance of satisfactory safety standards that comply with current legislation and safe operation. The group comprises

- The Safety Officer
- Club Chairman
- CFI

Glider Sub Committee

The sub committee is responsible for ensuring that club aircraft satisfy EASA specified airworthiness standards and remain in a well-maintained condition. They also set the club's daily inspections standards and train club members on Daily Inspection procedures

The group comprises:

Approved inspectors who are also authorised to issue annual Airworthiness Review Certificates and provide advice on airworthiness matters.

It should be noted that the inspectors also issue ARC certificates for a majority of the privately-owned gliders on site.

Official Observers

These are individuals who are authorised by the BGA to witness, check and sign that specified flying objectives have been achieved by pilots aspiring to Bronze, Silver, Gold and Diamond awards. It is good practice to seek their assistance in advance of an attempt at an award objective.

OTHER CLUB SUB - COMMITTEES AND POSTS

The following activities are essential for effective club operations. They are not necessarily filled by members of the main committee. It is not unusual to have one person hold two, or occasionally more, related posts.

Grounds Sub - Committee

Responsible for advising on all matters relating to maintaining and improving the operational condition of the airfield.

Chief Winch Master

Organises the training of new winch drivers and is responsible for maintaining training standards.

Ensures the club winches are fit for purpose and meet safety standards.

Is a member of the operations sub committee.

Operations Sub - Committee

Ensures adequate fuel stocks for club operations including heating and fuel for the tractors.

Maintains adequate levels of launch consumables such as shock ropes, weak links etc.

Ground Equipment Sub - Committee

Ensures the ground equipment associated with both flying and non flying operations are properly maintained and will support club operations.

Buildings Sub - Committee

Manages the maintenance and improvements programme for the clubhouse, dwelling house, hangar and workshops.

Group Flying Administrator

Organises group flying evenings.

Trial Lesson Voucher Administrator

Manages the arrangements associated with supply of trial lesson vouchers.

News Letter Editor and Publicity Officer

Edits and publishes the club's newsletter and provides publicity material as required. Also seeks ways in which to improve publicity and the public's awareness of both the club and gliding in general.

THE BFGC CARD SYSTEM

Objective of the Card System

The Card system has been developed to ensure pilots are trained to a consistent standard and have the skills necessary to fly safely on a particular day.

On each flying day the Duty Instructor will state which card is required for any pilot to fly solo, If the card required is higher than your own, good experience can be gained by flying with an instructor.

The system involves five Cards through which the pilots progress at their own rate. The Card hierarchy and their requirements are listed below:

Student Pilot Record Card (Dual White)

All student pilots start training using this Card. It shows all phases of flight with each element identified. This gives your next Instructor a good appreciation of your capabilities, so that following flights can be structured to build up your skills and experience.

The Card begins with basic handling and expands to cover the area of stalls, spins, cable breaks and other difficult situations so that your awareness of these are developed and ensures you will be capable of carrying out the correct recovery action.

You will be given appropriate lectures at each stage of basic training before experiencing certain aspects of it in the air. The card also provides space for recording attendance at such lectures.

When you achieve a '5' against each of the phases and elements, and do so consistently, your instructor will be looking for an opportunity to send you solo. Then, it is up to the right day and conditions - and of course to you!

Student pilots may gain a considered appraisal of their flying by speaking to any Instructor (preferably the one flown with most).

Post Solo flying Training Card (White)

This is of a similar format to the Dual Card, but only grades exercises as Satisfactory (S) or Repeat (R)

A dual flight is needed each day before going solo on this Card. Instructors are looking for consistently good flying before moving the pilot onto the next stage.

An important condition is a set of mandatory briefings required to ensure that you know the rules of the air, local airspace regulations, and the other things required for flying with less supervision.

The other mandatory requirement is that of winch driver. This is for two reasons:-

1. If you drive the winch, you can obtain a better understanding of the winch launch and become a better pilot.

2. The more winch teams there are, the less often the duties come around for all.

Red Card

The Red Card is for the early solo pilot who is working towards the B.G A. Bronze standard (or 'Bronze Badge'), and to obtaining clearances for solo hill soaring.

As you progress on this card you will be allowed to fly when conditions are easy to handle, e.g. medium strength winds with not too much crosswind, and not too much congestion on the hill.

A further requirement of the red card is to de-rig and rig a single seat glider, and then fly it. This is to ensure that you really understand the importance of checking that the glider is rigged correctly and all controls are connected. In addition, it is important that you can de-rig the glider that you may soon be flying cross country.

When you have completed all of the Red card items, you move to Yellow card. By this time you will have gained more experience and should be able to cope with more demanding conditions.

Yellow Card

The Yellow Card is (with a Cross Country Endorsement) the Cross-Country Card. It is possible to be awarded "self-briefing" status on the yellow card. This card enables you to fly in a relatively wide range of weather conditions. On this card you work for the Silver Badge and amass lots of useful hours, developing airmanship, flying skills and learning judgement about when it is sensible to fly, or when it may be more prudent not to. The Instructors' Committee also endorse the move to the next stage.

Blue Card

You will have completed all of the elements on the yellow card before being considered for the blue card. The blue card is reserved for pilots with a well-developed attitude to flying, who can be trusted to be self-briefing, and decide whether they should fly on any day. Generally, blue card pilots can fly on any day that the club operates, unless the Duty Instructor specifies otherwise.

Achievements

All Pilot achievements are noted on the members section of the club website.

The onus is placed on all pilots to keep this information updated by transferring information from their Cards to this section.

CLUB FEES

The fee categories break down as follows and the latest fees can be found on the club notice board.

Membership Fees

These break down into:-

Joining Fee
Full Member

Student Member
Country Member (anyone living more than 75 miles from the site as the crow flies)
Social Member

Flying Fees

Flying fees break down into three elements

Launching Fee
Club glider rate per minute
Simulated cable break (real cable breaks are free)

Note: There are no charges for instructor training time or private aircraft flight time

Glider Trailers and Hangarage

Glider trailers can be permanently parked on site for an annual rental fee and subject to prior permission from the main committee.

Providing Committee approval has been obtained, gliders may be hangared either by the week or year.

Tuition Fees

All flying tuition is provided free of charge.

Classroom tuition takes place in the Club's Lecture Room, on both an 'ad hoc' basis on non flying days, and in the form of organised courses, which are advertised on the Clubhouse Notice board. No fee is charged for lectures, but some cost regarding materials may be involved.

Clubhouse Accommodation

Club bunkrooms are available at modest cost. Bring your own sleeping bag.

Club House Facilities

Facilities comprise cooking, showers etc.
No charge is made for these facilities.

Camping and Caravanning

Members may camp or caravan on site at no cost, at weekends and during Club weeks only.

Trial Lessons

Trial lessons may be arranged on certain days at the rates shown on the notice board. The cost includes the first flight of approx 20 minutes, or 2 short flights if conditions prevent a longer flight. Plus a period of temporary membership during which the visitor is permitted to fly at normal club rates.

Trial Lesson Vouchers

A Trial Lesson Voucher may be purchased at the rate shown on the notice board which provides the same benefits to the holder as the Trail Lesson flights described above. The only difference is that the voucher is accompanied by some information about the club layout and location. The voucher does not entitle the visitor to a priority position on the flying list.

Group Visits

Group visits can be accommodated on either Tuesday or Thursday evenings, during which trial lesson flights are arranged at the visitor rate, which entitles the recipient to a soaring flight of up to 20 mins, or two circuits.

Generally, most groups are introduced to the Club by a Club Member, and the onus for getting a team together for the operation is on that person.

It is possible to accommodate groups on day visits (Monday, Tuesday or Thursday) at specially negotiated rates. A number of Employer based groups have taken advantage of this facility.

Items on Sale

A number of items can be purchased from the Club, including:-

Pilot's Log Book
Glider Daily Inspection Book
Club Badges
Glider Pilot's Wings
Books on Gliding subjects, meteorology, air law, etc.

Occasionally, special purchases are made of such things as Club T' shirts etc.

WHEN AND HOW DO I PAY FOR MY FLYING?

When?

It is preferable that you pay for your flights on the day that you take them but if you are going to be at the club for both days at the weekend or for the duration of a club week then you can pay for all your flights at once.

How?

In the log keeper's box and by the safe in the clubhouse there is a supply of envelopes Please enter the date of the flight, the take off time and the cost of each flight on the front.

Finally, ensure your name is at the top of the envelope in the appropriate place.

Put your payment, for security reasons preferably by cheque, into the envelope, seal it

and post it into the safe in the Clubhouse. Please do not mark anything in the "paid" column on the log sheet - the Treasurer will do that.

GLIDER OWNERSHIP

Many people, once they have gone solo, consider either purchasing their own glider or going into a 'part-ownership' (syndicate).

Gliders for sale are advertised in magazines and on the Club's Notice board. Syndicates sometimes advertise glider shares on the Notice board, but generally availability of shares is communicated by word of mouth.

Apart from the initial cost of purchase, or part purchase, the annual overheads include.

Insurance

Annual Airworthiness Review Certificate (ARC) renewal)

Maintenance

Hangarage (usually in a special trailer purchased with the glider)

The advantages of owning your own glider or being in a syndicate can be summarised as follows:-

You can fly when you want to; subject to card status (no long queue for a Club aircraft)

You can fly as long as you wish

There are no restrictions on taking your glider to operate from another site (except those set by the syndicate and any imposed by the particular site)

You only pay for the launch

You can choose the type of glider (subject to C.F.I permission and your level of experience).

As with anything, there are disadvantages and they include:-

The glider needs to be rigged before flying each day

The glider needs to be de-rigged after flying each day

You are responsible for the maintenance of the aircraft

Flying usually turns out to be more expensive than flying a Club machine based on overheads of private ownership and the amount of flying you do.

CLUB COMPETITIONS / AWARDS

At each AGM Trophies are handed out to deserving members in recognition of some service or achievement.

The following awards are made:-

The Barbara Aked Trophy for Progress in Early Solo

This award is made by the Instructors' Forum to an individual who is seen to be:-

Progressing through the club's card system
Demonstrating good flying ability
Demonstrating observance of air law and local rules
Demonstrating good airmanship, and especially, a knowledge of their limitations.

The Liver Trophy for Services to the Club

The General Committee makes this award in recognition of long-term service to the Club and the sport of gliding.

The Barber Trophy (for Enthusiasm)

This is an award made by the General Committee for the enthusiastic Member who:

Attends regularly
Gets involved in all forms of club activities
Does things for the benefit of all

The Cross-Country Trophy

This award, which is determined by the CFI, is made for the longest cross-country flight and/or the one with the most merit, launched from Chipping

The Aked Height Trophy

This is another award determined by the CFI and is made for the highest altitude achieved on a flight from Chipping. (Height verification is achieved using a barograph).

The "Duff" Trophy for 'Knot Gliding'

This is a light hearted award made by the main committee on the basis of a missed opportunity or an amusing event.

The Terry Hogben Shield for the Fastest 100 local Triangle

The Award is presented to the pilot who achieves the fastest handicapped speed (dependant upon glider performance) around a nominated 'club triangle'

The Club Ladder

The Club Ladder consists of two leagues. The league entered depends upon the individual pilot's experience. This means that all the club's solo pilots are eligible to take part, from first solo to the most experienced cross country pilots.

THE 'A' LEAGUE TROPHY

With the Local Soaring League integrated into the existing "B League" it has been agreed that the club will offer a further award to all those competing in the "A" League which is for those pilots who possess a Silver C Badge as a minimum.

In addition to the BGA list of turn points, there are additional local turn points that the CFI and DCFI have identified and agreed upon. To claim points for the A league you can use these turn points as you wish. There are no restrictions whatsoever and even more exciting is that that you can make up your own turn point. So, for example you could pick St Michaels Microlight centre from Google Earth and add that into

your navigation software or just put it on the latest map. We have the technology and software to do such a thing, so if you need help just ask.

Claims:

1. All claims must be accompanied with an .igc file. If flying a club aircraft then an OO must remove the micro-sd card, download the file, and put the card back in the aircraft. You must tell the league secretary who the OO was.
2. If you pre-declare a task of 60k or more before take off, either electronically or with a paper declaration AND you complete the task then you will get an additional 50 bonus points
3. If one of the turn-points (declared or not) is more than 30Kms away from CHP then you will automatically get 100 bonus points if you successfully round it.

Scoring:

Standard handicapping will apply based upon total distance flown multiplied by 100 divided by the gliders handicap.

For example:

Start: Beacon Fell (1BF)

1st Turnpoint - Whittingham/M6 Bridge - (M6B) 2nd Turnpoint - Clitheroe (CLI)

Finish: Beacon Fell

Total Distance = 54.9Km

K13 - Handicap = 67. Therefore points claimed calc $54.9 \times 100 / 67 = 81.94$ points

Astir CS - Handicap = 89. Therefore points claimed calc $54.9 \times 100 / 89 = 61.69$ points

Nimbus 2b - Handicap = 106. Therefore points claimed calc $54.9 \times 100 / 106 = 51.79$ points

In the case of a Dual cross country flight being made then the P1 claims the points.

The winner, aside from a huge trophy, will also receive some free lunches added to your account.

.IGC Files

SeeYou software which I will be using to calculate final scores has what is called an "optimiser" built in that will calculate the total distance flown. It is this program that pilots use to place their flights on the OLC. So, as this is the best method for scoring just send that in otherwise work it out manually and we'll confirm it in due course.

REMEMBER

If you plan to go cross country then ensure you have a retrieve crew and either put your name in the XC book in the DP van before setting off or make a radio call to tell them of your intentions when airborne.

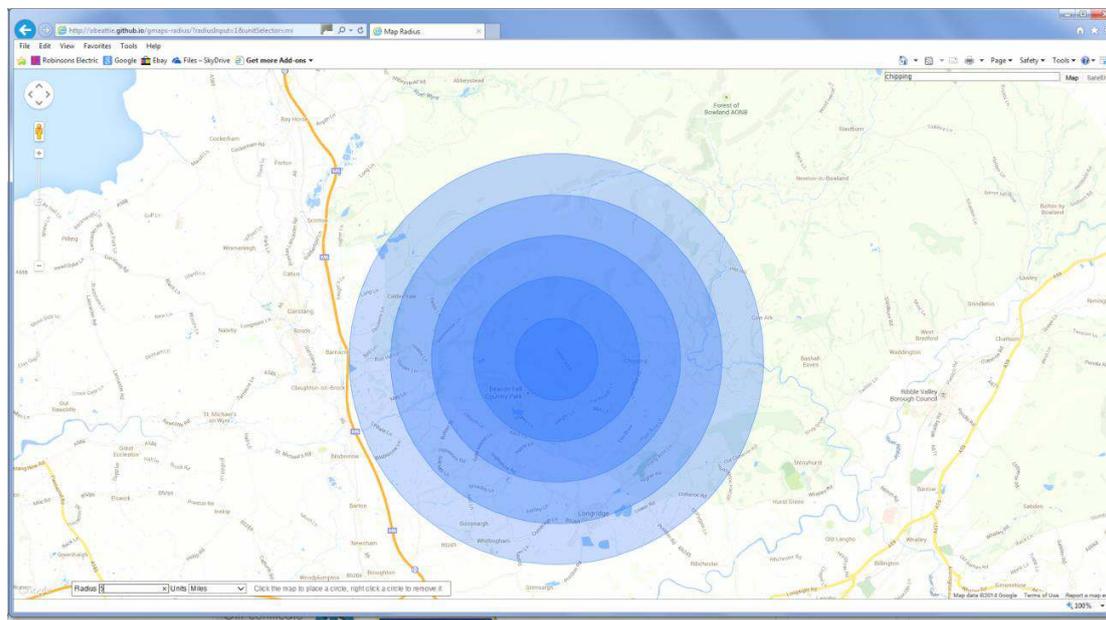
!! ¶ Local Soaring League

The Local Soaring League is integrated into the existing “B League” with the aim being to encourage flying around certain local landmarks gaining points as you do so. Based on the BGA handicapping system for fairness it is open to **ALL** pre Silver Badge pilots flying both solo and **DUAL**.

The club identified many years ago that “staying within gliding range” meant that the maximum distance you could fly away from the club was five miles, but before we go any further and to be clear about it, it doesn't mean you can be at the motorway floating around at a thousand feet!

Please don't think I'm teaching you to suck eggs, but some newer members may not know the terminology regarding turning points so if you do, you can skip this bit. The club has identified a bunch of local landmarks that in gliding circles are called “Turnpoints”. Normally when flying cross-country you would pick several of these and go around them in a certain order to complete a task, a 300 km Diamond Goal is a typical example of this.

We are not intending to fly tasks per se but it still means you must go around a turnpoint to claim points.



Claiming the points:

The starting point, which can be claimed in it's own right, is **EITHER** 1BF, Beacon Fell or 1FS, Fairsnape Not BFGC. (CHP) This is so we keep the circuit free of gliders as much as possible!

For example: Fly to Fairsnape (1FS) which is the start point and claim 30 points, then fly to Beacon fell (1BF) claim a further 20 points, fly back to Fairsnape, (no points to claim as already done so), land. Total 50 points.

Once you have landed then note the details and points claimed and email me at phil.gliding@robinsonselectric.co.uk

Your word is all I will require for you to make a claim.

Handicapping:

Naturally a hot ship solo machine will be able to go round more TP's than a K8 so the standard BGA handicapping system will apply. See below. .

Who can fly and claim what.

Any solo pilot naturally but if flying DUAL then only the P2 claims the points

What happens at the end of the year?

At the end of the BGA year – that's Sept 30th your points will be totalled up and added to the B League results. The winner will be announced at the AGM and along with the B League Trophy a prize of some free launches will be added to their flying account.

The B League

There are other things that pilots up to Silver Badge level can claim for, these are shown below.

The point scoring will be kept up to date so you should be able see who is leading and how many points you need to grab to catch up.

Unclear? Then ask me and I'll tell you more.

Fun? Let's hope so.

GO FOR IT!

Turnpoints:

The list that includes all the local TP's within the 5 miles radius is as follows:

Name	Details	Within 5 mile radius	Local Scoring Points
Alston Res	2AL, 53:49.271N,002:36.115W,295F,T,Alston Reservoir	YES	50
Barnacre Res	2BA, 53:55.640N,002:43.247W,600F,T,Barnacre Reservoir	YES	50
Barnsfold Res	2BF, 53:52.061N,002:38.567W,511F,T,Barnsfold Reservoir	YES	20
Beacon Fell	1BF, 53:52.795N,002:39.506W,833F,T,1BF,Summit Trig point	YES	20
Chipping Church	1CC, 53:53.080N,002:34.595W,395F,T,1CC, Square church tower	YES	20
Fairsnape	1FS, 53:54.955N,002:37.450W,1706F,T,1FS, Trig Point NR South WestFace	YES	30
Inglewhite	1IW,53:51.250N,002:41.411W,100F,T,1IW Inglewhite, Bow Tie XRoads	YES	40
Longridge Church	2LW, 53:49.906N,002:36.468W,368F,T,Church NW Longridge	YES	40
Res Nr Fleet St	2FR, 53:52.974N,002:44.418W,100F,T,Triangle reservoir by M6	YES	50
Totridge	1TR,53:55.240N,002:33.733W,100F,T,1TR Totridge, 2 square woods on fellside	YES	40
Whitewell	1WW, 53:55.011N,002:31.258W,368F,T,CH by Inn at WW South Porch	YES	50
Whittingham Church	2WC, 53:49.183N,002:39.609W,266F,T,Church	YES	50
Woodfold Res	2WR, 53:52.380N,002:39.559W,546F,T,Woodfold Reservoir	YES	20

NOTE: Fairsnape does not have to be rounded if you are hill soaring, going past will be acceptable.

A complete Local Turn point List for BFGC including those outside the five mile radius for those who are entitled to use them is available in two formats, a low resolution PDF format that can be emailed, and a high resolution PDF version available from my website as a download.

Either one should be studied from the screen shots included or alternatively use Google earth with the above co-ordinates to familiarise yourself with what they look like from the air.

Handicapping:

The handicap list is available from the BGA website and contained with the latest competition handbook.

Let's take an example of various aircraft who on the same day, amass the same total of 100 points. The formula is very simple - Points claimed multiplied by 100 divided by the handicap equal the final score.

So:

The handicap of a K13 is 67 so $100 \times 100 \div 67 = 14.93$ Total points scored

In comparison a Nimbus 2b (A terrific aircraft even though I do say myself) has a handicap of 106 and would end up with only 9.43

Retrieving in the case of a landout.

Inevitably there may be a landout - it could be you! If you wish to claim points and join in the fun, then it will be assumed you are up for helping should it happen to one of your fellow pilots. It can be quite a laugh and the pint afterwards is always welcome :-)

The 'B' League Trophy

All pre-silver solo pilots are encouraged to claim points on the 'B' League ladder, as detailed in the 'Members' Handbook'.

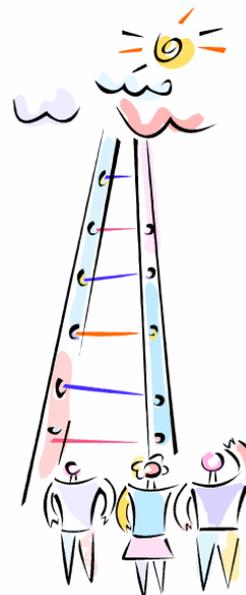
There are many categories available for claiming points starting with 50 for your first solo. Points may be claimed within the flying season which runs from 1st October to 30th September.

The ladder is now run electronically with all claims being sent to the ladder administrator via email.

The 'B' League

Points that you can claim :-

<u>Task</u>	<u>Points</u>
First Solo	50
First 50 solos	50
Passing Local C paper	40
Achieving Red Card	40
Red card solo spins	40
Passing Bronze exam	40
Cross Country Endorsement Nav. Ex.	50
Cross Country Endorsement Field Selection	50
Cross Country Endorsement 1 Hour Duration	50
Cross Country Endorsement 2 Hour Duration	50
Achieving Yellow Card	50
Achieving Silver 5 hour duration	50
Achieving Silver Height	50
Achieving Silver Distance	50



BRITISH GLIDING ASSOCIATION AWARDS

The British Gliding Association is the governing body of the sport and, for the new aspiring glider pilot, has a hierarchy of Awards that are listed below, together with their respective requirements.

'A' Badge

One solo circuit in a glider followed by a satisfactory landing. Knowledge of the basic Rules of the Air.

'B' Badge

A soaring flight of at least 5 minutes at or above the lowest point after the launch, followed by a satisfactory landing.

'Bronze' Badge

A minimum of 50 solo flights in a glider, or 20 solo's and 10hrs flight time (mix of dual and solo). General skills tests with a full category instructor. A minimum of three flights is required, the candidate will have to demonstrate proficiency at the following:

Well co-ordinated and accurate general flying, especially keeping a good lookout.

Understanding and recognising the symptoms of the stall, stall with a wing drop, and full spin, followed by the correct recovery.

Demonstration of two simulated launch failures.

Demonstrate that they can obtain and interpret airspace, NOTAM and weather information.

The candidate must pass written Air Law and General Papers. The flying and ground tests must all be completed within the 24 months prior to the application.

Cross Country Diploma

The diploma consists of a solo 1 hour and 2 hour duration flights, and flying tests in Flight Planning, Navigation (using a motor glider or light aircraft), Field selection and 2 successfully simulated Field landings (using a motor glider). The CFI must "endorse" the application.

'Silver' Badge

A duration flight of 5 hours

A distance flight of not less than 50 km

A height gain of at least 1000 metres

100 km Diploma

Completion of a pre - declared 100 km closed circuit flight, set either as a triangle or an out-and-return.

Completion of a similar flight to that above but at a handicapped speed of 60 kph (Different times allowed for different types of glider, dependant upon performance)

'Gold' Badge

A duration flight of not less than 5 hours

A distance flight of not less than 300 km in which up to 3 turning points are used.

A height gain of not less than 3000 metres

' Diamonds'

There are three 'Diamonds' one for each of the following:

A goal flight of not less than 300km (which must be closed circuit)

A distance flight of not less than 500 km

A height gain of 5000 metres

UK 750 Diploma

A distance flight of not less than 750 km, starting in the UK and flown solo.

UK 750 km 2 Seater Diploma

A distance flight of not less than 750 km, starting in the UK and flown with 2 pilots

RECOMMENDED READING

The following books are worth a read at various stages of your progress. A good starting point are the following:

Beginning Gliding	Derek Piggott
Understanding Gliding	Derek Piggott
Elementary Gliding	Paul Blanchard
Know the Game - Gliding	Ann Welch
Laws and Rules for Glider Pilots	BGA

These books are good reading in preparation for the Bronze exam :

Gliding	Derek Piggott
Questions for Glider Pilots	Chris Robinson
Meteorology Simplified	A.O.P.A.
Understanding Flying Weather	Derek Piggott
Theory of Cross Country Gliding	Anthony Edwards
Theory of Flight for Glider Pilots	Ray Stafford-Allen

Most of the books listed can be purchased from :-

The British Gliding Association,
8 Merus Court
Meridian Business Park
Leicester
LE19 1RJ

Tel: 0116 289 2956
E-mail : office@gliding.co.uk
Web Page www.gliding.co.uk

KEEPING UP TO DATE

There are a number of gliding magazines published each month that are most useful for keeping up to date with the pastime. Examples of these are :

Sailplane and Gliding	Published by the BGA .
Soaring Magazine	Published by S.S.A. (Soaring Society of America)

The Club Notice Board is a very important source of information, and is kept up to date on a regular basis. It is important that all Members make a point of looking at the Notices whenever they visit the site.

The Club also has a web site whose Internet address is: www.bfgc.co.uk

A number of 'Newsletters' are produced by the Club each year, and contain useful articles on the Club's current and past activities, along with explanatory notes on Club rules and practices.

The most important source of information and knowledge are the existing Club Members who possess a wide range of expertise. On a day when no flying can take place due to the weather, an invaluable hour can be spent talking to and listening to the experiences of others.

All pilots like nothing more than talking about their sport.

Enjoy Your Flying!