



CROWN SERVICE GLIDING CLUB NEWSLETTER JUNE 2004

As most of you know, the CSGC moved to Lasham in 2002 with a small number of members. After a rather slow start we are now building up the membership again and we have reached the stage at which it is impossible to communicate with everyone in person. The purpose of this newsletter is therefore to welcome the new members into the club and to provide some information about how we operate and about some future events.

THE TWO-SEATER

The latest development has been the acquisition of a glass two-seater (Grob 103 DJT). We can now offer training at both the pre-solo and post-solo levels to augment the mainstream LGS system. We have a CSGC Senior Instructor (Mick Wells) who will be happy to advise you on your training needs. The Grob103 can also be used for mutual flying and passenger flying by suitably qualified members. (See Section 3.3 in the Handbook, the latest issue of which is being distributed with this newsletter)

OPERATIONAL INFORMATION (Including some dos and don'ts)

The main rules and customs of the club are covered in the handbook. This section provides some more detailed information (in a rather random order) about where things live and how to look after the equipment.

The Gliders and Trailers

Ka8 (831) – This is kept rigged in the hangar. It is only insured for third party risks so please look after it. Do not leave it out in strong winds. Park it with the into-wind wing held down with tyres. If it is windy, it may also be advisable to put weight in the cockpit and tyres under the nose and behind the tail. Keep the canopy closed. If you tow it out with a car and piece of rope, try to have someone walking in front of the wing to stop it running away. The battery has a built in charger and plugs into the unit that is currently kept in the workshop (Brown Elephant). The Ka8 has an open trailer that is kept under covers at the side of the winch workshop. There will soon be some de-rigging tools in the box on the side of the trailer.

The Sport Vega (EJE). This is kept rigged in the hangar. Although it is well loved, it is now rather old and not worth very much and so again it is only insured for third party risks. If it gets seriously damaged, that will be the end of it. It has the same sort of battery as the Ka8. The wing and canopy covers live in a bag. Put the bag at the

side of the hangar when the glider is being flown. Please wash the glider and put the covers back on at the end of the day. The tow-out equipment lives at the front of the hangar and is clearly marked "EJE". The trailer is at the east end of the airfield. It has a combination lock. (Ask for the combination.) The special tool to remove the wheels nuts is inside the trailer.

The DG 300. The DG lives in its trailer at the east end of the airfield (next to the trailers for EJE and DJT). The key is in the club cupboard (see below). The battery is charged by a solar cell with leads just inside the left hand side of the back door. Remember to connect it the right way round. The trailer fittings are serviceable but could be improved. One potentially confusing feature is that the port (left wing) goes on the right hand side of the trailer etc. The wing tips are held on by grub screws. It is very easy to over tighten these and distort the hexagon holes in the screws. They should only be done up finger tight. At present the glider does not have an undercarriage warning device so be sure to do the down wind checks. The special tool to remove the wheels nuts is inside the trailer. In general, we do not leave the DG rigged overnight. This is only done with the agreement of a council member. At the end of the day, please wash it and put it back in the trailer. Make sure that all the rigging aids are secure so that the trailer is ready to be towed if necessary. (We need a better way of holding the bits and pieces in the trailer. This is one of the current jobs that will appear on the notice board. If you are a DG pilot, perhaps you can help)

The Grob 103. The Grob 103 was recently acquired and lives rigged in the hangar. At present it has a canopy cover but no wing covers. A useful contribution would be to make some wing covers, possibly from an old parachute. (Speak to one of the council members if you know someone who is good at dressmaking). The canopy cover also needs to be lined as is made of rather scratchy material. The Grob has two batteries and has its own battery charger in the elephant. The tow-out gear lives in the front of the hangar. The trailer is with the others and the key is in the cupboard.

Trailer Keys, Barographs, GPS for DG300, Handheld Radio and Camera etc

These various things are kept in the club cupboard which is on the left hand side (south) as you enter the hangar. Other members will tell you the combination if you don't know it. Remember to put the things back in the cupboard at the end of the day and do not leave attractive items like the GPS lying around.

Parachutes

At present (June 2004) we have 3 club parachutes. They live in their bags on the right hand side of the cupboard in the television room. The bags are clearly marked CSGC and have combination locks. (You will be told the combination.). We normally keep the bags in the gliders when the parachutes are being used, rather than in a car or in the cupboard. At present we are using the parachutes from a private Ka7 (CMG) for the Grob 103. These live in a brown bag in the old parachute room (next to the bar) and the key is in our cupboard. Very soon we will have another 2 club parachutes.

Please take care of the parachutes. Don't get them wet or dirty. If you accidentally pull the release (which seems to happen every so often), tell a council member asap.

General Use of the Gliders

Don't take a glider out of the hangar unless you intend to fly it. Don't leave it outside with a battery and parachute just in case someone turns up. Take care when towing the glider to the launch point. Watch the wing wheel all the time and don't drive too fast. Walking pace is quite fast enough. If you are the last person to fly, put the glider away. Don't leave it on the airfield. Wash the glider if it is dirty and put the covers on. (De-rig the DG300). Enter the flight details in the DI book. If there are any problems or damage, put an entry in the DI book and contact the aircraft manager (Pete Harrison ph@ukas.com, Tel 01252 845105) asap. Failing that, contact a council member. This is particularly important following a heavy landing, ground loop or other incident even if there is no visible damage.

CISAVIA and MEMBERSHIP FEES.

Since it was formed, the club has been affiliated to the Civil Service Aviation Society (CISAVIA). This relationship is written into our Memorandum of Association, which together with the Articles of Association forms the constitution of the club. The civil servants in the club make monthly payments (currently £4.60) to the Civil Service Sports Council (CSSC), which in turn makes funds available to CISAVIA. CISAVIA then gives us an annual grant and in the past it has provide interest free loans to buy new aircraft. The size of the grant is directly related to the number of CSSC members. The non-civil servants in the club could become associate members of CSSC although this is a complicated process and rather more expensive than for civil servants. In the early days this all made sense and we benefited from the affiliation. However, when we moved away from Farnborough and broadened the scope of membership to include all the public sector it became less attractive. In addition, CISAVIA has been in decline for some time and seems on the verge of being wound up. Because of this situation, we have not asked our new members this year to joint CSSC. As a result we now have two classes of members, civil servants who effectively pay £307 a year and other members who only pay £252. We clearly need to regularise this situation, either by withdrawing from CISAVIA and increasing the membership charge or by asking the non-civil servants to contribute the extra £55 a year directly to the club. We will make a decision before the end of the year. The purpose of this paragraph is just to warn you of this situation.

FINANCES AND DIY TASKS.

Our aim is to provide affordable gliding for people in the public sector. We don't charge soaring fees in the belief that it encourages people to fly more and we try to keep the membership fees low because we know that many people in the pubic sector receive relatively low salaries. We now have 30 members and we are just about covering our running costs. If we can get the membership up to 40 we can start putting money aside to cover the depreciation of the equipment and we will be in a more stable state.

In order to keep our costs down we do as much of the work as possible ourselves. We hope that our new members will enter into this spirit and contribute whatever they can within their knowledge and capabilities. A list of current jobs will be posted on our notice board in the briefing room. If you think you can help, please go ahead with the job (mark it on the notice) or contact one of the council members for further information. Ideally we would like to appoint a team leader to look after the day-to-day maintenance of each of the gliders and its equipment. Volunteers would be very welcome.

EVENTS

We are planning an informal social event at Lasham on **Saturday 17th July** starting at 19:30 with drinks followed by dinner. Spouse, partners and family members are also welcome. The main aim is to meet and welcome new member and generally exchange view about the club. Please let me know if you can attend so that we can book a table for dinner.

Later in the summer we are planning an expedition to Talgarth in South Wales from **14th to 22nd Aug**. Talgarth is one of the most interesting sites in the UK and offers ridge, wave and thermal soaring. Your family may also like to know that there are places to visit during the day and many excellent, if rather expensive, restaurants in the area. We will decide how many gliders to take when we know how many people are interested. Gary Pullen has more details and he will put a notice on our board in the briefing room. Please let him know if you would like to come. (We may have to limit the places, so be quick.)

We hope to hold a more formal social event later in the year if there is sufficient interest.

FINALLY

Please let me or other members of the council know if you have any questions or suggestions about the way the club should develop. Enjoy your gliding.

Tony Newbery

CSGC Chairman
15 June 2004

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