



LGC Cadet Glider Operational Handbook ASW19b - G-DHCV

Version 1.2



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INTRODUCTION

A very generous club member has bought an ASW19b for the use of the LGC cadets. This brief document outlines the requirements to fly the aircraft and the operating procedures which come with it.

1. PRE-REQUISITES

The glider is to be used to enhance cross country opportunities for cadets, and the availability of its use will have to be earned through merit at the discretion of the cadet instructors.

As such, these minimum criteria apply;

- The pilot must hold a Bronze badge.
- Have 50 hours piloting sailplanes.
- Agree to operate within the terms set out in this document.
- Have the authorisation of a cadet instructor.
- Have paid the annual fee into the HCV account.
- Prior to flying cross country, have a Cross Country Endorsement (or the equivalent EASA licence) and at least one X/C training flight in a two seat glider.

2. PRIORITY USE

- The main aim is to introduce, and further the skills, of the cadet pilots at flying XC, therefore priority will be given to XC flying.
- Also, the glider will be available for cadets entering competitions (e.g. The Junior Nationals).
- To facilitate the above a booking system will operate.

3. TRAINING

- The type conversion training will be determined and supervised by the cadet instructors. It will be tailored to an individual's ability and experience.
- The Flight Manual should be read, understood and used as a reference.

4. IN FLIGHT

- The glider must to be operated at all times within the limits stated in the Flight Manual.
- Launch method should be by aero-tow only.
- Aerobatics (including spinning) will not be permitted.
- Water ballast maybe used if the relevant training has been obtained.
- The undercarriage should be lowered at the moment a decision to land has been made.
- Pre-landing checks should be made in the high key area.
- The airbrake lever should be identified on base leg.
- The landing gear must be checked to be down and locked, again, prior to landing.

5. RIGGING/DERIGGING

- Any pilot who wishes to fly the glider must be familiar with the rigging and de-rigging process.
- Care should be taken when rigging as there are tricky components which can be incorrectly connected.
- Rigging should be done by the pilot intending to fly the glider, and a second check be conducted by an independent person familiar with the type. Both people are to sign the DI book.
- Other cadets/members should not distract the rigging party.
- The aircraft should be de-rigged after a day's flying, except under exceptional circumstances agreed with a cadet instructor (e.g. at a comp).

6. CARE

- The glider should be washed and dried at the end of the day and put in the trailer clean.
- Care should be taken when lifting the fin in and out of the trailer due to the close proximity of the trailer lid to the top of the fin.
- Any damage to the glider should be reported straight away.
- All HCV pilots should expect to do minor maintenance work dependent on their individual skills.

7. POST FLIGHT

- Batteries should be placed on charge on the Otley Building, Parachute should be stored.
- Traces should be downloaded and passed to the cadet instructors (and uploaded to the BGA ladder). This is important as it forms the basis for the required logging of time/launches for the aircraft logbook.
- If a trace is not available for any reason then flight time/launches should be passed to the cadet instructors, again so that an entry can be made in the aircraft logbook.
- This logbook can be viewed online, along with pilot comments. So please add these with your trace. A couple of sentences describing the day and what you did is sufficient, unless it was an "epic", in which case please let us all know.

8. LACK OF CARE

- Should any pilot be found to not be taking care of the glider then a 'black mark' will be put next to their name. Two black marks equal a ban from flying it.
- Anyone operating the glider out of the limits of the flight manual or with poor airmanship will immediately be stopped from flying the glider.
- Landing "wheel up", will incur a black mark and a £100 fine.

9. TEAMWORK

- We will use a "buddy" system for operating the glider. This requires 2 qualified HCV cadets to co-ordinate and jointly do the rigging/de-rigging and be jointly responsible for flying operations.
- If a cadet intends on flying cross country then he/she should have a crew of at least 1 other cadet who can assist in preparing the trailer and de-rigging the glider.
- A club member who volunteers to retrieve the glider should not have to assist in the de-rigging process or trailer preparation.
- Any cadet using a volunteer driver, should at least offer to cover the cost the fuel used.

10. ROSTER

- A roster will be kept by the Cadet Instructors and flying will be awarded on request.
- If you wish to fly then you will need to email the cadet instructors who can then assign you on a given day.
- If you are assigned a day, then it is your responsibility to ensure that you have a retrieve crew.

11. COST

- There will be a small annual charge to be a part of the syndicate. For the first year this will be £50 until the end of March 2016. We will review this in the light of experience and the costs incurred.
- There will be a small charge to take the glider away for a competition as others will be losing the opportunity to fly it.

If there are any issues or questions then please contact one of the cadet instructors.

Robin May / Dan Chilcot. Feb 2015