

## Introduction

Since our launch Forbes Insurance has made a significant impact on the glider insurance market. Our service and pricing is different – give us a try and you will find it beneficial. Glider pilots can now access their insurance broker for both insurance and risk management services, whilst keeping their insurance costs down.

### Mike Young – Forbes Flight Safety Consultant



We would like to welcome Mike Young as a consultant to Forbes Insurance.

Mike will edit our newsletter safety corner.

His experience at the top of our sport will be a great benefit to us all as he relates various stories and anecdotes – in this issue he describes his own experiences of problems with turbo operation

Right Mike can be seen preparing for another classic UK racing day. Actually some of you may notice that it is blowing a gale and Mike is more likely hiding from the rain! After a very cold yet soarable start to the year, we all look forward to another British Summer!



In this second newsletter we focus on:

- Progress of the Forbes Foundation and planned involvement with Junior Gliding
- How Third Party Insurance works in practice for glider pilots
- Turbo Operation in our Safety Corner
- Various activities at a club in our Club Focus section

### Forbes Insurance have continued to enjoy excellent feedback from our clients:

*“Thank you for such an efficient service and a realistic quote which I'm very satisfied with”  
Tony Ayre*

*“I am very impressed with your very competitive quotation and the service that I've received. Brilliant. Please keep up the good work!!!” Peter Fabien*

### Forbes Foundation

The Forbes Insurance Foundation has been established to put something back into our sport by helping young people achieve their ambitions. Forbes Insurance are currently in discussion with some leading Junior Nationals Pilots on how that may best be achieved. Current ideas range from assisting young pilots with the costs of cross country tuition, through to assistance with the operation of a glider to allow young pilots to achieve badge claims.

## Insurance Education Corner

### Third Party Insurance Requirements

- Search the G registration of the aircraft you fly on the CAA website G-INFO, you will find a link to minimum insurance levels below the centre left of the page.
- Have you got the right amount of Third Party Cover?
- The law requires that aircraft are insured to the minimum level and that level is partly based on Maximum Take Off Mass (MTOM) in Kg
- The minimum amount of cover is defined in a notional currency known as Special Drawing Rights (SDR). This helps avoid currency fluctuation issues.
- So how much Third Party Cover should you have? To assess the answer consider:-
  - How much damage, or injury can I cause
  - On 2 seat aircraft the BGA insist on £2,000,000 minimum cover
  - On the UK roads in the last 2 years there have been 4 claims of over £10,000,000 in the UK courts
  - On any claim above your Insured Limit you will need to meet the difference
  - Ultimately the decision is based upon your personal view of risk, the cost to insure and how much of your wealth you want to risk
- Experience has shown that many pilots have not really considered this issue, or even had it raised by their broker.
- For further guidance please give us a call on 0116 238 8874, or email [info@forbesbrokers.com](mailto:info@forbesbrokers.com)

## **Safety Corner Edited by Mike Young**

### **Over to the 'dark side'**

Just like baldness, going grey, and erectile dysfunction, it seems inevitable that a large number of us will end up turning to the 'dark side' as we turbo off into the sunset of our gliding careers. Obviously the ability to get home for that anniversary dinner or other such event has its advantage. However, with it comes an increased risk. Yes, we are less likely to do minor damage from a field landing, but mis-handling the engine appears to increase the chances of serious damage or injury. (based on my perception and not statistical evidence).

Unlike commercial flying where pilots have the opportunity to practice failures and non-normal events in the controlled environment of a simulator, most of us with turbos do not have that luxury. Although with more glider simulators becoming available, I'm sure that it won't be too long before it becomes a possibility.

The good news is that most self-sustaining systems fitted to gliders are designed to be very simple to operate. However at times of high workload, which is invariably when you need to fire up the turbo, it doesn't take a lot to overload our capacity buckets. Since I now find myself back in the turbo club, I am conscious of the need of a slightly different approach to my flying in order to hopefully avoid making errors in high work load situations when using the turbo.

I think that it goes without saying that there should always be a suitable landing area selected prior to engine start. For me this means that the landing area has been well assessed for any foreseeable hazards and that I have planned the approach accordingly. Thus one is able to concentrate just on **flying the glider** and starting the engine. You would have thought that flying the glider is a fairly simple task for most pilots with a few hundred hours under their belt but after a friend of mine shared his experienced with me, it is easy to see that anybody can be distracted from this fundamental task irrespective of their experience.

An extremely accomplished powered aerobatic and glider pilot with several 1000's of hours, told me of an occasion when he had inadvertently spun a glider with a popup engine whilst attempting to start it. As he recounted the story the hairs on the back of my neck stood up and it sent a shiver down my spine. Although very used to spinning aircraft, it took him a while (probably only 2 seconds in reality) to recognise that the glider was actually spinning (possibly due to the distraction of starting the engine). It required a full recovery for the glider to exit the spin, during which time he had lost over 1000'. Without doubt, the consequences of him trying to start the engine below a 1000' could have been catastrophic. It certainly made me think that if it could happen to someone with his experience then I too might be vulnerable.

Of course very few people are going to throw away the possibility of soaring above 1000' agl and for me to say at what height you should use the turbo is not the purpose of this article. It will depend on several factors; such as, recency on type, location, weather, experience, etc.

**Over to the 'dark side'....is continued on the next page**

**Over to the 'dark side' (continued)**

As for my own limited experience, several years ago I flew a Nimbus4t in the European championships and due to my lack of practice with the turbo, problems with recording the turbo's use on the logger and also a desire to achieve the optimum distance should the day result in a field landing, I elected to fly the competition with the engine box taped up. It certainly made the decision making process a lot easier, as I didn't have the added complication of deciding at what point to give up the chance of soaring and fire up the turbo. I recall landing out in 3 fields including one which was next to a pig farm which had obviously recently been sprayed with something very fertile (I think that was the only time that I questioned my decision). Prior to the competition I had used the turbo about four times in anger, including one occasion where it had failed to start.

On a weak blue day with small scruffy cumulus I had decided to fly from Cambridge, my home club at that time, towards Bicester where there were reports of gliders climbing in wave. I was frustrated by my progress in the strong westerly wind and elected to start the turbo and motor towards Bicester. At about 800' I popped up the turbo, accelerated, pulled the de-compressor, and slowed down to a sensible speed to climb away. It took sometime before I realised that although there was a lot of noise there wasn't enough (lack of familiarity of the system) and I didn't have the green light to show that the engine was running. A quick glance down confirmed that the fuel was selected to ON; I had left the fuel cock open as I was told that this was a good idea to prevent forgetting it during the critical moments. By now I was less than 500', I abandoned the chance of starting the engine, switching the ignition off and concentrated on landing in my selected field, which turned out to be uneventful, apart from getting bitten by the farmers dog! But that is another story.

It turns out that all the fuel had syphoned from the tank overnight because I had left the fuel cock open. During the DI I had checked the fuel quantity through the clear plastic tube on the end of the tank which showed that it was full, or so I thought. Because I had filled the tank the night before I did not recognise that there was actually no fuel in the tube, rather than it being full!

I could have avoided my mistake all together by a more thorough inspection prior to flight or possibly trapped the mistake later in the flight by an early recognition of the failure of the engine to start and soaring away! In the end, I mitigated my error and used all my handling skills to make a field landing with the engine extended.

So in conclusion it would appear that prior to starting on my new adventure with the 'dark side' I should remember to:

- **Read the flight manual**
- **Write an aide memoir for operating the turbo, but above all;**
- **Fly the glider, Fly the glider, and Fly the glider.**

## “ read how a similar tale resulted in a claim for another pilot”!!!

I had towed my recently purchased Ventus CT the length of the country (and beyond!) on a club expedition to a ridge and wave site. After several days of rubbish weather, we were all eager to get away, but the local ridge was not working. It was suggested that I could winch launch, start my motor and turbo away to find the lift visible in the distance. I agreed. The winch launch was OK, but compared to my home field, I didn't get a massive amount of height. I raised the engine, but after two failed dive starts, it was obvious it wasn't going to run. I was getting low-ish, so I gave up and started my circuit. At this point, I felt frustrated, a little bit stressed, but reasonably comfortable. Rather than try to put the engine away, I opted to practice an engine-up landing.

All went well, a little bit of extra speed on final approach to compensate for the extra drag, but literally just after I rounded out, I noticed I'd forgotten to lower the undercarriage. What happened next was pure subconscious reflex. Instinctively, I attempted to lower the undercarriage. I got it home, but not locked. Then a rather large bang as I landed hard on the grass ... followed by lots of swearing and an insurance claim for £4,000. In going for the undercarriage lever (sensibly located on the right of the cockpit) I'd let go of the airbrakes, swapped hands on the stick and used my right hand. In doing so, I briefly lost control of the aircraft.

I had a hard think about how this happened and here's what I think:

- Like all accidents, there are several contributory factors. In this case, I believe the inciting event behind forgetting my undercarriage was that I had placed myself under an *unnecessarily* high and stressful workload. I was impatient to get away, and thought to exploit the capabilities of my turbo glider, but I should have tempered that with more thought about the risks involved in attempting a start straight off the wire. Although I had plenty of hours on gliders with motors (e.g. PIK20E) I was low hours on the Ventus CT and its dive-starting regime. It was also a first flight at a relatively unfamiliar site.
- Back then, I didn't use the BGA-recommended pre-circuit WULF check. Water, Undercarriage, Loose items (including me!) and Flaps. I do now ...

I am a great believer in turbo gliders. They facilitate flights that might otherwise not be made, with remote starts and finishes. But with self-sustaining functionality comes temptation, which must be resisted, e.g. don't leave it too late and too low to go for starts; don't fly over unlandable terrain; don't think you must never land out. In this case, I was tempted to take on a flight where a failed engine start would inevitably lead to high workload, stress and the potential for error. Given my limited experience on type and the unfamiliar location, it wasn't my smartest decision.

In summary, a turbo in the back is no substitute for good airmanship.

**Again in the event the turbo doesn't start, have an alternative option ...and ...**

**Fly the glider, Fly the glider, and Fly the glider.**

**Next Newsletter Subject: Final Glide Considerations**

## CLUB FOCUS

Saltby Airfield just South West of Grantham is the home of the Buckminster Gliding Club where one of the Forbes Team is a member.

The club offers a wide range of flying activities that include training to first solo and beyond in a glider, cross country flying, glider aerobatics training, vintage gliding group, plus NPPL training on motorgliders and microlights.



## Glider Aerobatics at Saltby

Whilst many people are happy just to jet off on holiday, some glider pilots have other ideas!

Glider Aerobatics are a regular activity for some Saltby Pilots and the club is lucky to have 3 BGA Advanced Aerobatic Instructors (Paul Conran, Chris Cain and Andrew Cunningham) available to train pilots. Formal courses are run twice a year in advance of the aerobatic championships held at the club and less formal training is available by arrangement. Aerobatic pilots can practice on an informal basis all year round at Saltby in order to perfect their skills

The latest set of recruits range from 14 to 22 and are seen right with their instructor. The youngest member of the group is Robbie Rizk (front seat of the Fox). Robbie competed in the club ASK21 at the 2012 National Championships and won the beginner class at age of 13!

To learn basic aerobatics members and visitors use the club ASK21 and may have the option to move on to more advanced manoeuvres in privately owned gliders designed specifically for that purpose. The two seat Fox and single seat Swift have a Vne in excess of 150kts and are stressed to +9g and -7g, thus allowing a full range of manoeuvres to be flown.

The Provisional British Team for the 2013 World Championships in Finland consists of Chris Bowden, Chris Cain, Jack Newman and Richard Brown and Robbie Rizk. Follow the British Glider Aerobatic Team on Facebook

[www.buckminstergc.co.uk](http://www.buckminstergc.co.uk)  
Club Tel: 01476 860385

## The discipline of aerobatics



## Young pilots in training



## An artistic approach...



## On to the more advanced...

