

# What's Up?



## The Leinster Gliding Centre Newsletter

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### A Welcome from our Chairman

Trevor McHugh

**The** past couple of months have been terrific for flying and many thanks to all the duty crews who have made it happen. We've had many new members come through our gates and, better still, several have decided to join up.

**To** each and every one of our new members, this is a big welcome to LGC. We're delighted to have you onboard and are really looking forward to watching you all progress through your training over the coming months. Gliding is a wonderful, fascinating and rewarding sport that offers so much and we all stand ready to support and encourage you as you start your journey towards and, in time, beyond, your SPL.

**Cecily** has been madly working on getting the summer courses sorted out. Unfortunately, the first week's course was impacted by poor weather. The next course has just finished with mostly good conditions and plenty of flying for all 6 participants. Bookings have been strong, but there may still be a few places available on the next course. We would love to see you there – contact us at [info@leinsterglidingcentre.ie](mailto:info@leinsterglidingcentre.ie).

**Michelle** Jordan, our Social Secretary, has run our first Table Quiz. It took place in Brady's of Terenure and was a massive success. The winning table was the wonderfully named Banshees of Incoherence, who went home with a voucher for Appetitos of Terenure – well done folks. There was also a raffle held on the night

## A Welcome from our Chairman (contd)



with loads of goodies being taken home. All in all, a terrific night, great fun with ten tables taking

part and the club development fund got a boost of €400, so thanks to everyone who supported us. The only remaining question is... when's the next one?

I am delighted to announce that LGC has been provisionally successful in its application for grant funding to contribute towards the development of a training simulator.



### Committee Corner—Club News

#### Trevor McHugh

It's been a hectic period for all as annual inspections continued, arrangements for courses were put in place and the first club socials of the year happened. Overriding all of those, of course, were the arrangements for bringing GLZ back home.

**Alongside** this, work has been progressing on the club's various grant applications, which have now proven successful. This has required much behind the scenes work on both IT systems (which continues) and liaising with suppliers (which also continues).

**As** if this wasn't enough, the annual insurance renewals are imminent, so our Treasurer has been busy planning for this. The workload in renewing our insurance is significant and tends to

I am liaising between the supplier and the grant scheme admin team, but this is a huge breakthrough for us as we re-establish access to grant funding.

**To** complete the positive news, LGC has received a second grant, this time from Microsoft. This grant, which is worth approximately €2,500 per annum, is to cover the club's day-to-day software needs. As an organisation, we were operating on outdated technology, so this grant is an enormous benefit to us and ensures that we are operating in a modern software environment. Our sincere gratitude to Microsoft for their generous support.

**So.** I think you will agree, combined with some terrific soaring over recent weeks (was that a 6 hour soaring flight we noticed recently...?), a new Class 2 instructor rating issued, some great social activities and not one, but two grants achieved, this marks a great start to the season.

Get out there, get soaring and *enjoy!*

continue until just a few days prior to renewal while terms are clarified and prices negotiated.

**The** Committee is very grateful to all those who give of their time to help out around the club. As an organisation run entirely on the good will of volunteers, we remain dependent on this dedication to keep everything in good order. Whether you assist with grass cutting or instructing, tugging or record keeping, your time and effort is hugely appreciated. Of course, there is always space for more help, so if you feel you can volunteer in any areas, please approach anybody on the Committee and we will be most grateful for your offer of assistance.

## LGC Member's Story Part 2: Stevie Moreau - Ryanair 1<sup>st</sup> Officer



*Stevie had his first flight in a glider at the DGC aged 12. He was hooked immediately and spent the next 4 years waiting for the magic day—his 16th birthday, when he went solo. He gained entry to the Atlantic Flight Training Academy in 2021 to begin training as a Ryanair pilot. Here, he recounts the next part of that story. Outside of flying, Stevie is an avid runner and plays badminton.*

I hope that you have enjoyed my account of my journey to the cockpit to date ([see Part 1 here](#)). My last article was mainly about the time I spent in the lovely county of Cork completing my ATPL.

We continue the story as I start my time in Ryanair as a cadet. In November 2023 I passed my interview with Ryanair, allowing me to start their Boeing 737 type rating in the UK and then on completion of said rating to join the airline in the right-hand seat as first officer. To explain a type rating very quickly, I usually compare it to that of a driver's license. Going into Ryanair, I held a Commercial Pilots License (CPL) with a Multi-Engine Instrument Rating (MEIR). This is your bog standard license that allows you to get a job flying. If, however, I wanted to drive a large lorry I would need to obtain a separate rating for that. This is what a type rating is. One can already fly BUT are not rated to fly a specific type of airliner.

So, in December 2023 I made my way to East Midlands Airport where Ryanair has a training base. I was in a class of 12 with people coming from all 4 corners, Brazil, Argentina, Italy, France... you name it. We had an intro week that included water survival training, safety demos and other such items that needed to be completed before we began our studies. After that we started into the real fun; 2 weeks of Computer Based Training, studying the technical manuals of the 737 - studying everything from hydraulics to the electrical systems, to the flight controls and the manuals needed to learn to fly the aircraft in

a safe manner. There was so much reading to be done in the beginning it really does feel like a mountain to be summited. All of this was in preparation for our written exams in the Standard Operating Procedures (basically the instructions on how to fly the aircraft according to Ryanair and Boeing). Performance (performance is calculating the C of G, mass of an aircraft with passengers, fuel, everything onboard and finding out if it can take off from a given field with the prevailing conditions) and technical studies. We all came back to the UK on the 26th of December to start into our exams and luckily, we all made it through. That was but phase 1 of the journey. Next came the simulators....



A Ryanair 737-800 Simulator

We had a total of 20 sim sessions, 12 of these in the fixed base simulators. The purpose of these sims was just to fine tune our procedures. Our instructors were not too fixated on our flying skills at this point, they

## LGC Member's Story Part 2: (continued)

just wanted to see if we could get from A to B, with a failure here and there, in accordance with the normal procedures. Even though the sims were fixed base, inside they looked exactly like any 737 one could expect to find around the world, but the real fun was to come in the full flight sims.

**Now** these were some scary machines. If you woke up tomorrow and decided you would like to purchase one, it would set you back a cool €20+ million . They cost that much for a good reason. Every switch, button and knob you can find is calibrated to feel EXACTLY like the real aircraft. They have their own hydraulic system, pressurised to 3000 psi that is used to simulate pressures on the control surfaces, so when you make an input on the control column it feels the same as if you were flying the real thing. And to top it off, they are full motion sims. They sit on hydraulic jacks



A scary 737 sim....

that move the entire sim to feel as if you were flying in the real thing and let me tell you, it is scarily close. These sims even have smoke generators so you can simulate a fire in the cockpit.

**But** I digress. These full motion sims were used to not just hone our procedures but also our flying skills. And they could be used to test our flying skills because they moved which meant they felt exactly like the real thing and the controls felt

equally real. In theory, if you can fly the full motion sim safely, you can fly the real 737 safely.



Future Captain Stevie (left) with fellow trainee. Note the similarity to the ASK 21 cockpit instrumentation!!

I must add that I was not by my lonesome in the sim. Out of our class of 12, they made us into 6 crews of 2.

I may also point out, in my last article I said that I had completed my Advanced Upset Prevention Recovery Training (AUPRT) in AFTA in a Slingsby Firefly T67M. You will be happy to know that we are also trained in upset recovery on the 737, using the full motion sims to stall the aircraft and to put it into strange, unusual attitudes. All the sim training was in preparation for our LST (License Skills Test) which is an IAA test in the sim to make sure you can fly the aircraft in a safe manner. It includes multiple failures - everything from engine severe damage at rotation, engine flameout at rotation, generator failure, pitot failure, circle to land off an RNP approach, ILS approaches single engine... It was a lot of work but good craic. Once the LST was complete, it was time to fly the real thing for the first time. This is called our base training.

**The** flight originated from East Midlands and we were due to complete our circuits in Prestwick, Scotland. I was extremely lucky - as my name was first on the list, in addition to my 7 circuits at Prestwick, I got to fly the aircraft from East Midlands to Prestwick!

## LGC Member's Story Part 2: (continued)

**This** was a very odd experience. As soon as you sit in the real aircraft it feels like home because of all the time spent in the sims - everything in the cockpit looks normal. However, the outside world this time around looked oddly life like. To be honest I was probably the most confused at that point than I had ever been in my entire life. If you spend years working towards something and dreaming about what it may be like, for it then to actually happen, is just...odd.

**However** there was a job to do and fortunately, for these flights, we are paired with the most experienced captains in the industry - these guys have seen almost everything.



An unusual sight—an empty Ryanair 737

The aircraft are completely empty apart from 4 cadets and the training captain so the aircraft is very light. These aircraft are designed to carry 200 people with bags and whatnot in the back, so when they're empty its similar to the tug without the glider on the back - they are ROCKETS. I jest not, they climb to circuit altitude of 2000ft in the blink of an eye. It can make it quite difficult for cadets like me as flap retraction and post take off checklists come very quickly, when our brains are still on the ground.

**It** is however a very nice aircraft to fly, very smooth and stable with lots of control authority,

which makes it a pleasurable and satisfying experience. There were 4 cadets in the aircraft, including



Prestwick downwind....

me, we completed 6 landings and 1 go-around each, 5 touch and go and 1 full stop. 28 circuits in a 737 at an international airport like Prestwick with traffic coming in and out is not bad going!

**What** I have now to complete is my line training. This will take place in the aircraft with passengers in the back. It is there to familiarise me with flying on the line. The sim is good but it does not have the real world problems like delays, missing passengers, ATC etc... this will take place over a period of about 3 months, flying with a special Line Training Captain.

**I** hope you enjoyed my ramblings about my experiences getting to the right hand seat. If anyone has any questions you are more than welcome to shoot me a text or email. I'm keeping my fingers crossed that you have many soarable days this summer and that some day soon I too can noiselessly explore the skies with the Leinster Gliding Centre .

# Cecily Begley - New Members' Corner

## Ground Handling

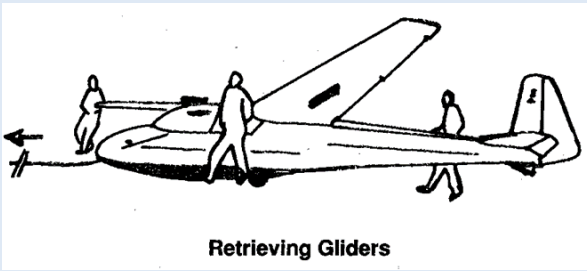


Cecily is Chief Flying Instructor of the Leinster Gliding Centre.

### 1. Retrieving

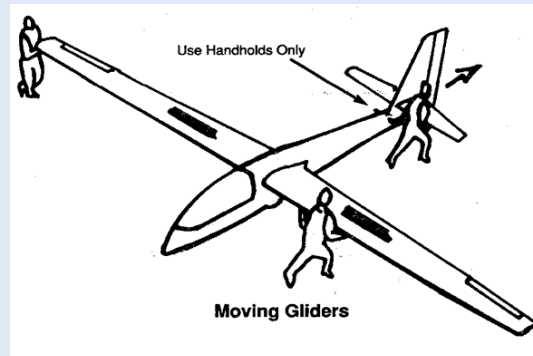
**After** you have landed from your flight, you will need to retrieve the glider back to the launch-point, and then help others to launch. The glider must first be turned, by the student holding the into-wind wing and rotating the glider 180 degrees, while the instructor depresses the nose gently to raise the tail off the ground. The buggy then approaches across the nose of the glider (never heading towards it), and stops in a position where the rope can be attached.

**When** the glider is being towed one person holds the windward wingtip, inclined slightly below the horizontal so that the wind strikes the top surface of the wing. One person walks by the



cockpit, ready to operate the release. If the glider is being turned, the nose must be gently depressed to prevent damage to the tailskid. When you reach the parking area, put the into-wind wing on the ground and wait for someone to fetch a tyre to put on the wing. Please do not leave your glider until the next pilot has taken over responsibility for it.

**When** pushing out a glider for launching, always push on the leading edge, not the trailing edge of the wing, or on any control surface or the tail plane. The



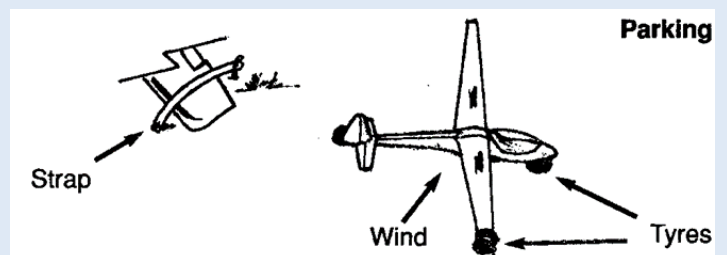
tail should be lifted if there are handles (e.g., K-13) or by pressing gently on the nose.

When towing back to the hangar, the

port (left) wingtip should be held as the glider passes the southern end, and the buggy driver should slow down to negotiate the slope. If you hold the starboard wingtip, you are going around the outside of the circle as the buggy turns the corner and may find that you cannot keep up and the wing is pulled from your hands.

### 2. Glider Parking

**Glider**s should be parked across wind with the windward tip on the ground and weighed down with tyres or sandbags. The wind should blow the glider's trailing edge. A tyre pushed well under the front skid



will prevent the glider weather-cocking into wind. On no account is the glider to be left unattended if the wind is strong or gusting.

## New Members' Corner—(contd)

### 3.Launching

**Just** as you were launched by a team of people for your flight, so you will help to launch other people. When the tug taxis back, it will turn at an angle to the glider. You will then run behind the tug, pick up the rope and bring the glider end back. As you do so, check the rope for any knots, which must be undone before towing, and any frayed part, or cracked or bent rings. While you wait for the pilot to finish their checks, keep looking around for other gliders that might be commencing their circuit, as it will speed up your clearance check later. Also, stay alert to what the pilot is doing; particularly check that there is no tail dolly or rudder lock still on, and the canopy and brakes are closed and locked.

**When** the cockpit checks (CBSIFTCBE) are complete, the pilot gives the order "CABLE ON". After inserting the small ring into the release, and saying "CLOSE", press the small ring in or turn it a few times to check that it can be rotated and is therefore correctly in the hook. Rattling the rings 'to see that they are not jammed' only shows that the outer ring can rattle against the hook. Then walk clear of the aircraft, pick up the starboard wingtip (this gives the tug-pilot best visibility of the signaller), and start looking around the circuit area.

The pilot will ask "All clear above and behind?", pointing with their left hand back over their right shoulder, and you will do a final check of the approach, base leg and end of downwind leg, and then give a thumbs-up to the pilot.

The pilot will raise one finger of the left hand in the "take up slack" signal. You will relay that to the tug by waving your right arm forward and back beneath your shoulder. When the rope comes tight, the pi-

lot will put up two fingers and wave their hand for a moment. You will relay this "all out" signal by waving



your right arm above your head. You can stop the signal once the tug has responded by opening full throttle. Run a few yards supporting the wing, paying attention to keeping the wings level. As the glider gathers speed, allow the wing to fly out of your hand. Do not pull back or push forwards.

**If** anything unusual or dangerous affecting the launch is seen, the signaller (or anyone) will shout, "Stop" and hold one or both arms stationary above the head. Upon hearing a Stop signal the glider pilot will immediately release the launching rope.

**N.B.** For the first flight of the day on all gliders the release must be tested under tension (and the back release tested if car/winch launching is used). Cables must not be attached until all checks are complete and the airbrakes are closed and locked – and the pilot gives the order to hook on.

## LGC Coaching Corner

### Efficient Thermalling—Kevin Houlihan



*Kevin began his gliding career at the Dublin Gliding Club in 1981, went solo in 1982 and became an Instructor in 1983. He has also served as the DGC Chief Flying Instructor.*

*A retired solicitor, Kevin has many records under his belt including the only glider pilot to have flown 500kms in Ireland. He is also the only pilot to have flown between LGC and the Ulster Gliding club – in both directions. We intend to run this column as a regular feature*

**This** is the first in a planned series of short pieces which it is hoped will help pilots achieve better results on their Cross Country flights and so perhaps set off more confidently - and more often! Have a think about the point made in each, disagree even! Then focus on it in flight and see how it works out.

**In** the initial few articles we'll discuss different aspects of thermalling which, of the three kinds of lift normally found in Ireland, is almost exclusively used as the energy source for Cross Country flying. We are going to focus now just on angle of bank.

**We** explain to visitors how a glider can stay up by circling in thermals. These, we tell them, are bubbles of rising air. In simple terms they are. But it's not that simple. Even if it were, consider this: your glider is gliding downwards constantly, even in that rising air, by say 120' per minute or more. Eventually you will glide out of the bottom of the thermal! If that 'bubble of rising air' is going up quickly enough you might gain some height over the ground before doing so. But there's a better way.

**Imagine** the thermal as a giant ring doughnut.

The entire doughnut is rising but within it the air is going up the middle, spilling out across the top and down the sides. Instead of being satisfied to circle in the ring (eventually being left behind as in the bubble scenario mentioned above), circle in the middle bit, the core. You will climb up through the thermal as it is rising, significantly increasing your rate of climb. To do this you need to be at a suitable angle of bank.

**The** usual suggestion for this angle is 45 degrees.



**Use the instrument fixing screws to gauge your bank angle**

It may have to be more for the smaller cores usually encountered lower down, or can be nice lazy shallow turns higher up where the thermal and its core have widened out. Sometimes for really narrow cores (very low saves) it seems like you almost need to stand the glider on a wingtip. You don't in reality and probably 60 degrees is sufficient. One of the reasons we teach steep turns is so that pilots can manage the glider at these various angles of bank.

**The** best place to practice is in a thermal locally and anyone and everyone, including students on dual flights, should practice at every opportunity. When local soaring you can afford the extra drag of slipping or skidding, until you get your control coordination just right, or of too high or too low a speed for the chosen angle. Be able to handle the glider precisely at various angles of bank, fly at angles appropriate for the core and you'll be able to extract the maximum energy out of your thermals.



# Lies, Damned Lies & Gliding Statistics

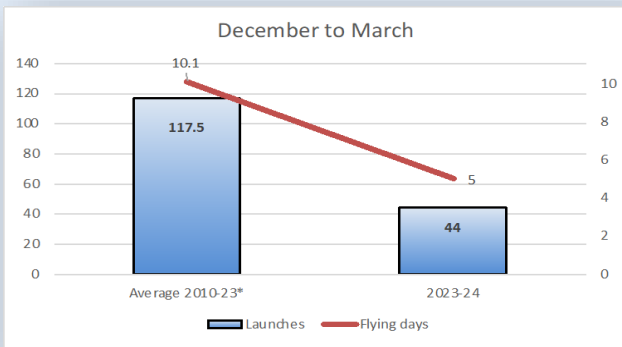
## Walt Kilroy



Walt took his first glider flight in a K21 at Gowran Grange in 2006 and that was that. He holds a Silver C and IFP rating. When not thinking about flying, he enjoys gardening, the outdoors, running and analysing LGC stats! He lectures in international relations in DCU, having worked in development and broadcast journalism before that.

**We've** been told to expect wetter, stormier weather as climate change affects these latitudes, with much worse for those in other parts of the world. Unfortunately many will remember the recent winter as one of the worst for gliding in Ireland. But how do our perceptions compare with the facts?

**First** of all, we'll leave out 2020-21 as it was a

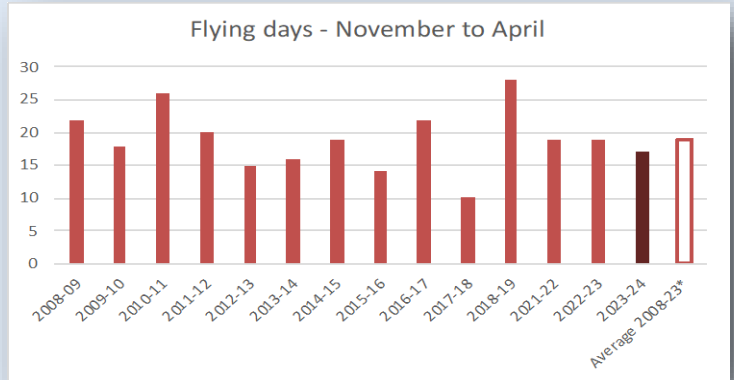


*\*The average does not include 2020-21 (due to Covid-19). Launches are the left hand axis, and flying days the right hand*

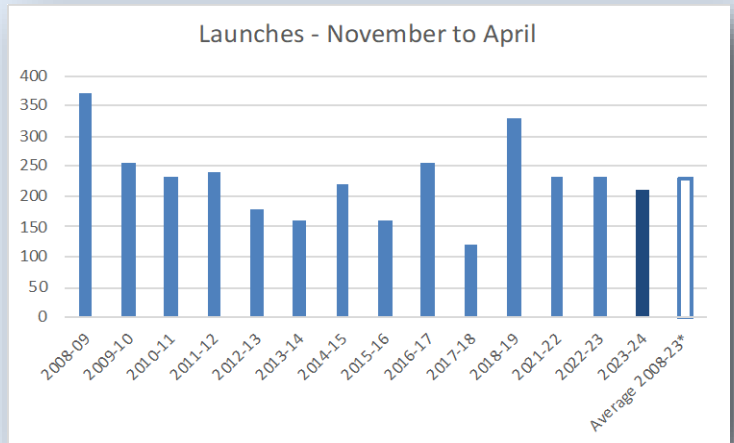
tough year in so many ways due to Covid. If we focus on the four months from December to March, last winter was indeed the second worst in a decade. Only one other year in the previous 10 years had fewer flights or launches (2017-18), for this particular time of year.

**Compared** with the average for earlier years, the number of flying days was down by half (just five compared with the usual 10.1). And launches were down even more, by 63%.

**However,** if we look at the first half of our standard flying year (November to April), the difference almost disappears. This is because we



*\*The average does not include 2020-21 (due to Covid-19).*



*\*The average does not include 2020-21 (due to Covid-19).*

had many more launches and flying days in both November and April than usual. So the number of launches was down by just 2% compared with the average, and flying days down by just 7%, when looking at the six-month period.

**Well** done to the instructors and crews who managed to mobilise people and fly safely in November and April, when currency and recency were issues for us all to consider.

## CONTROLLED DEFLECTION

Back to Basics! Try this quiz set by Q-Nim

Can you identify the training exercises and demos below? All are part of the dual training syllabus listed in the club's current "Flying Training Record", and should be known to all qualified pilots anyway.

A. Stall

Wing

B. GGGGGg

C.

Wake

D. Turentryns

E. – G

F. Peets

G. Tulookoutrns

H. Tneipicni

I. lolandng

J. Way

To submit answers, just list the relevant number for each exercise in the LGC "Flying training Record" – or else write out names of the exercises in full.

**Congratulations to Colin King, winner of the March quiz. A bottle of wine has been laid down for him, and will be presented at the next prize-giving opportunity.**

### Useful and Educational Links:

[Aerotowing](#) - Colin King

[Stalls and Spins](#) - Kieran Commins

[Approach & Landing](#) - Peter Denman

[Circuit planning](#) - Walt Kilroy

[Turning](#) - Trevor McHugh

[Approach and landing](#) - Ron Staeps

[September 20 23 Newsletter](#)

[December 2023 Newsletter](#)

[March 2024 Newsletter](#)

### Editor's Choice

**Gliding Videos:** You're probably familiar with Pure Glide, a New Zealand based You Tube Channel. But if not, you can find [Pure Glide here](#).

### Front Cover Photo: Vilnis Neza

Thank you to all the contributors . If you have seen anything aviation related or read any books you think worth recommending, please send a link to Brian

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