

KIRTON WAVE

Best of the Best



John Williams is pictured here receiving the trophy for winning the National Ladder in 2015. The presentation was made by BGA Chairman David Roberts at the British Gliding Association Annual Conference and Dinner last month. The best pilots in the country compete over the year for this prestigious award. In 2015, John was clearly the Best of the Best.

Having experienced a wet and windy few months, the Spring edition of 'Kirton Wave' is a little light.

Our front page pays tribute to JW, whose cross country flights in 2015 brought credit to the club as well as the most important trophy in Cross Country flying to **him!** **Here's hoping** for more of the same from him and other TVGC pilots in 2016.

Please let me have your stories for inclusion in what will be a bumper Summer edition.

Cheers, Geoff.



Richard Hannigan
Chairman

***“If you see a problem,
don't ignore it and
just remember that no
matter how good the
soaring might be it is
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an accident!”***



The **Slingsby Swallow**, pictured above, formerly owned by Roger Smalley and resident at TVGC for the last few years, has been donated to the Museum at RAF Scampton and will be on view there in the near future.

From the Chairman

Springtime is here and another gliding season is upon us! It is great to see members taking advantage of our freedom to fly on any suitable day and I fully support the midweek flying that is being organised.

You will be aware that this year TVGC won the Bill Scull Trophy for an excellent safety record sustained over many years. Whilst we are all pleased and **proud to have won this it did make me cringe a little thinking, “Don't speak too soon”! That Trophy was won by every member as we all have a role to play in operating safely.** We have good safety management both in the air and on the ground and part of that system is to ensure that we learn from near misses or in a very recent case, a near hit!

You will all have received notice of the cable incident which took place during a Thursday flying day and I don't intend to repeat it here. I would however like to remind you that in our airfield manual there are a number of risk assessments for hazards on the ground and winch cables is one of them.

The risk assessment states that the most important factors in safe winch cable operations are training and supervision. We are all trained to handle winch cables but if you are unsure as to the correct procedures please check the manual or even better, ask an instructor. Our supervision on normal flying days is good as we usually have a duty team on site. This is not always possible on ad-hoc flying days. When flying on these days please be vigilant. If you see a problem, don't ignore it and just remember that no matter how good the soaring might be it is never worth having an accident!

On a different note I recently circulated our Annual Report and Business Plan. This document monitors the performance of the club and allows you to hold committee members to account. All members also have responsibility for club performance and this year's plan aims to incentivise good performance.

In 2015/16 we did not reach our income target and this was primarily because we missed our winch launch target by 500 launches. Fortunately, we did not spend as much as forecast so the overall financial situation is satisfactory. However, if we are to continue to be financially sound we must raise prices or fly more. I think I know which most members would prefer!

The committee has therefore offered two incentives to fly more. Firstly, we agreed to raise the normal membership fee by £25 to £275 / year. This however has been deferred subject to performance. If we can achieve our target of 3750 winch launches (reduced from 4000 in 15/16) and 400 aerotows (same as 15/16) there will be no need to apply this increase in 2017.

This means that we need to generate 250 more winch launches than we did in 2015/16. It may sound a lot but it actually equates to two more winch launches per flying day. This can be achieved by better organisation of the launch point and everybody making sure that the runways are cleared of gliders and pilots being ready to fly when the cables arrive. The launch marshal is essential to make this work therefore there must always be one on duty.

The committee has also agreed to pass on to members savings in the cost of fuel by reducing the cost of all aerotows by £2 to 2000 feet and pro-rata for higher. (Eurofox from £20-£18, Pawnee from £33-£31).

The only price increases are associated with hangar charges for powered aircraft and the weekly rate of glider hire so the vast majority of members will see no increase in the cost of flying and in many cases a decrease.

We are looking forward to an increase in membership due to a partnership arrangement with BAE Systems at Humberside Airport and also a number of Air Cadets have joined the club. Please extend a friendly welcome to all new club members.

We are having an open day on July 10th so please try and get there. It is a brilliant opportunity to show the public what a great sport we enjoy.

With your efforts TVGC will continue to go from strength to strength. Have a great summer, fly lots and fly safely!

Richard Hannigan, Chairman.

TVGC SCOOPS NATIONAL SAFETY AWARD

Trent Valley Gliding Club has been awarded the “ Bill Scull Safety Award” by the BGA.

This is for our safety record going back 40 years! Apparently we have had 40% less accidents than the “Average Club” over that period. So not just a “Lucky Spell”. Safety really is “No Accident” to coin a phrase, and we all need to live up to the award. (No Pressure!).

We have had some accidents of course. But fortunately the last serious one (injury wise) was in 1979. Others spring to mind – a spin in circa 1988. By some miracle, only minor injuries.

A Motor Glider written off, no injuries, Puchacz canopy opened in flight, smashed, only minor injuries, and a glider tow rope wrapped itself around a Discus in flight. Fortunately, only damage to the glider.

So you could say we've been lucky! And the point was made when the award was given that we still appear to have lots of fun, launches and cross country kms. AND have been safe whilst doing it. I believe we have a good safety culture at the club and cultures do not happen or change overnight. If you ever have any concerns about anything safety wise, please raise them. Better to ask than let anything occur that may be unsafe.

Robin Parker, CFI

John Williams receives the Bill Scull Safety Award on behalf of TVGC from British Gliding Association Chief Executive Pete Stratten (right).





CFI Robin Parker

“you don't want to be grounded, waiting for launch failure, checks etc whilst everyone is soaring”

“Kirton Base,

**Echo-
X-Ray-
Alpha,**

**Downwind
Runway 31,
Kirton Base.”**

Robin's Tweet

Well, Spring is with us (at last!) Some of us have already had soaring flights and we've the rest of the year to look forward to.

Please take on board the points made in the recent Safety Newsletter, and hopefully we'll all have an enjoyable, safe year flying.

Annual Checks

As mentioned in the Safety Newsletter, you will need to get your annual checks done asap, you don't want to be grounded, waiting for launch failure checks etc whilst everyone is soaring. Please ensure that the check is recorded in your log book AND on the notice in the launch point bus. The cut off point is the end of April. After this you will not be allowed to fly solo until these checks are completed.

Also, Field Landing Checks, please see Dick Hannigan or myself about arranging these. Steve Wilkinson will also be available for these on Wednesdays.

Cloud Flying Training

To undertake cloud flying training you will need to have attended one of the lectures given by Rich Mallam. He will have signed your form.

The Puchacz has had an Artificial Horizon into the rear seat position, those being **trained will wear “Foggles” to restrict** their vision to the panel only. The training will include recovery from unusual attitudes, turning onto headings on instruments and thermalling turns.

This will be a better situation than has existed so far. Some of us have taught

ourselves how to cloud fly (with variable and sometimes exciting results...!)

Presently Rich Malam and myself will be able to provide the cloud flying training, with Dick Hannigan to follow soon.

This training will allow you to apply for **your “Cloud Flying Rating” and have it included** onto your Gliding Certificate, then onto your EASA License. You will need to have your Bronze and your Cross Country Endorsement to be able to add this to your Gliding Certificate.

Aerobatic Training

The aerobatic training will be for obtaining the BGA Basic Aerobatic Badge. Again this will be for adding to first your Gliding Certificate then onto your EASA license.

You will need to be able to fly:

- a 45 degree downline
- a 45 degree upline
- a Chandelle
- a Loop and
- a Humpty Bump.

You have to fly this solo, to the required standard, observed by myself.

The training will follow a similar format to the cloud flying training.

There will be a seminar with a lecture and a question and answer session.

Those who've put their name on the list for training should have received a PDF—**“Handbook of Glider Aerobatics”**. This will be our reference book, so you will be able to consolidate any training by referring to this. Date of the seminar is TBA.

I'm looking at a Saturday early to mid April to have this, as soon as I'm available. Some training with the manoeuvres may start earlier.

Morning Briefings

The morning briefings in the clubhouse have started. They will cover:

Notams — Please note that these are only for a relatively local area. If you intend going Cross Country you must check the Notams to suit your requirements.

The Temporary Airspace Phone No. is: 0500 345802. FYI.

Weather — For the local area, the briefing will include weather for soaring opportunities and the general synopsis for the day.

Runway in use — Bear in mind that this may change if the wind changes direction.

Preferred Circuit Direction — This will be decided by the Duty Instructor, after taking the prevailing weather conditions and other constraints (noise avoidance issues for example) into consideration. Please remember, it is only a preferred circuit direction. If for any reason you have fly a circuit on the opposite side, that is fine BUT please make sure that you announce this over the radio.

Glider Availability and Allocation — The Duty Instructor/s will hopefully have an idea of what the status of the club fleet is. From this they will be able to assess and decide how best to allocate the club gliders. For example, if someone wants a single seater for a Silver Badge Flight, that can be allocated to that person and the other single seater could be made available for local soaring.

Another example could be, where there is/are a/some Mile High Flight/s to do. These are best done early in the day, and can be disruptive to the members flying training, so the K13 could be allocated to this task (with a B.I. or other instructor)

Goals for the Day — This will be the opportunity for anyone to bring up anything that they wish to achieve on the day.

Launch Marshalls — I think that most will agree that having a Launch Marshall on duty helps with the smooth running of the launch operation as well as assisting in getting the airfield set up. So the Duty Instructor will identify who the Launch Marshalls are. And if they have not ap-

peared for their duty day, others will have to be appointed flying.

Winch Status — Establish who is setting the winch up and who will be the first winch driver of the day.

Tug Availability — Establish if a tug is available, and who will be flying the tug aircraft, and which one.

Any questions — This will give anyone who wishes to ask about anything that they aren't sure about.

The Duty Instructor may wish to put on the Briefing Board anything that they consider relevant or useful. Anyone missing the briefing must read what's there before flying.

Use of Radio

The club is now using radio in it' standard operation. You will need to give radio call when flying downwind. If you require any training on this please see the duty Instructor. A typical call would be:

“Kirton Base, Echo- X-Ray-Alpha, Runway 31, Kirton Base.”

This is a little different to the normal radio usage were one would finish with the call sign of the aircraft, but it needs to be done in the manner I've indicated as there are other gliding sites in range on the same frequency, and with the same runway orientation, and the repetition of **“Kirton Base”** just helps with identifying where the message is intended for.

A Few Well-**Done's**

Congrats to Kristina and Simon Maddison on converting to the Astir.

And all of those who've passed their NPPL exams. I know that you've all been working hard to pass.

And a special thanks to Dave Cockburn on running the night classes to support it all.

That's it for now,

Happy Landings, Rob.

ANNUAL DINNER and AWARDS EVENING



Sue & Mick Ward with Nev & Sue Wilson



Margaret & Bob Baines



TVGC Chairman Richard Hannigan, Captain John Greenfield and wife and Anne Hannigan



Mike Lee & George Nelson



Vin Fillingham flanked by daughter Trish (left) and Penny Zamo



Peter & Carol Housley & Margaret & Mike Lee

ANNUAL DINNER & AWARDS

The Annual Dinner was once again held at the White Heather, Caenby Corner and once again proved to be a success with good food and good service.

As part of the club's 50th Anniversary Celebrations a number of founder members from the very early days were invited and are pictured on the opposite page. **Vin Fillingham and Bob Baines were CFI's in the 70's and 80's; George Nelson and Mike Lee were instrumental in building the glider hanger and Nev Wilson was a stalwart throughout the 70's and 80's.**

Also pictured is Chairman Dick Hannigan with guest speaker Captain John Greenfield of the Humberside Flying School.



Paul, Peter and Patrick Holland at the 50th Anniversary flying day on February 12th. Peter, a founder member of the club, was TVGC Treasurer for more than 40 years.

Below are Trophy Winners: John Williams, Kristina Samuels, Ian Hall, Colin Metcalfe, Geoff Davey, Dave Bieniasz and John Caldwell.



TONY AND BOB CALL IT A DAY

The club lost two experienced and valued instructors when Tony Mawer and Bob Kmita decided to call it a day recently. Tony is pictured right receiving a cut glass tankard from 'the Wednesday Lot' presented by Vin Marchant. Tony has supervised Wednesday flying for many years. Cheers Tony! Here's hoping you have many enjoyable flights in your Libelle and Discus.



Bob Kmita, (left), has also 'retired' from active duty, leaving him more time to get to grips with the new grass cutting equipment! That's when he's not clocking up a few hours in the LAK.

Both Tony and Bob have served long spells as Committee Members (and Bob continues to do so). They both have our sincere gratitude for all they have done for TVGC.

Arrangements for Midweek X Country Flying

This summer we will once again endeavor to operate whenever the weather promises to support cross country flying.

On midweek days other than Wednesday, there will be no duty instructor and **consequently only pilots with a Silver 'C'** rating and above will be able to self-brief.

Other solo pilots may wish to take pot luck on whether or not an instructor turns up, enabling them to launch.

Sometimes it will be winch only, sometimes aero tow only, depending on what support is available. Very early starts are usually the rule, in order to get the airfield set up before thermal activity starts.

John Williams has agreed to monitor the weather and identify suitable days 24-48 hours in advance where possible.

I will then email details to those who have expressed an interest in midweek cross country flying with all relevant details including

- Day in question and timings
- Provisional weather prospects
- Winch or aero tow support arranged

If interested, please let me know so I can add your name to this particular email list.

Geoff Davey,

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