

# KIRTON WAVE

Two invitations you may not wish to miss!

Dear Members

I would like to invite you to two events which will take place in November 2016. The first is to a local Light Aircraft Association (LAA) Strut meeting. This will take place in the clubhouse at Kirton on Wednesday 16th November commencing at 1930 hrs. **The hi-light of the meeting will be a presentation "Air Racing Past and Present" by Mark and Joanne Turner who race an RV6. You may already have seen a poster advertising this event.** There is no charge for the event and a light buffet will be available. Donations will be kindly accepted. Will those who wish to attend please let me know by 12th November so that I have an idea of numbers.

**Secondly** and perhaps more importantly, members are urged to attend a meeting in the clubhouse commencing at 1600hrs on Sunday 20th November.

You will be aware that one of the TVCG Strategic objectives is to provide affordable and sustainable gliding for local people. Our current system of fees and charges is unlikely to be sustainable in the future as so much of our income depends on how often we fly whilst many of our costs exist whether we fly or not.

We would like to discuss with you different ways of funding the club to enable the committee to agree the best way forward in the next financial year.

You may also be aware that we will be replacing our current logging system with Glidex, a system specifically designed for gliding clubs. We would like to explain how the system works and how it will benefit the club.

It is likely that significant changes to the way that we log and pay for gliding will follow in the new financial year so it is important that you attend to enable you to understand the proposals and provide feedback to the committee.

Richard Hannigan, Chairman

## THE FUTURE OF GLIDING

Club Chairman Richard Hannigan reflects...

The BGA are growing ever more concerned about the falling numbers of people who fly gliders and about the increasing age of those who do. It is however good to see that they are not just letting us fade away and are trying to do something positive about it. To this end they have started a consultation exercise with club Chairmen to test their assumptions and to seek ideas about how the sport might change.

Rather than start with a clean sheet of paper the BGA tried to identify some of the symptoms that clubs are experiencing and have asked chairmen if they recognise these symptoms. Here are some examples:

- Club membership falling slowly but steadily
- Less young members learning to fly
- Members leaving the sport for financial and family reasons
- Less women coming to the sport
- Little interest from minority communities
- More gliding clubs closing
- Loss of practical skills such as welding, building and mechanics

Do you recognise any of these?

The good news is that TVGC has for the past three years increased its membership and pleasingly the number of women joining and progressing has increased. We are financially more stable than we have been and we have recently improved our essential assets with a second tow plane, new parachutes, a new launchpoint bus, new tractor and cutter and a new diesel tank.

On the negative side our membership is now stable rather than increasing and our income is still vulnerable to the vagaries of the weather and the condition of the airfield. All of these risks can be managed but I think the stabilised membership is a cause for real concern as it is likely to follow the national trend despite our best efforts to recruit.



In my view the heart of the problem lies with changing values of people in society.

When I aspired to learn to fly my heroes were pilots and astronauts and I wanted to be like them. I couldn't afford power flying and gliding provided a wonderful opportunity to live my dream. It gave me purpose, adventure, friendship and above all else, self esteem. Today values have changed and the steely eyed pilot is no longer the powerful role model of times gone by.

**Within spitting distance there are Darlton, Wolds, Burn, Lincolnshire and York all competing for a reducing population of people who are inspired to go gliding.**

TV has provided many different role models and there is a much greater choice of ways in which people can live their dream. Social media has created its own set of values with the "Millennium Generation" shunning the expensive pastimes of the older and wealthier generation replacing them with virtual identities which cost nothing and demand nothing. Whilst there are other factors at play I feel that this is a powerful influence on our potential recruitment pool and is something that we need to address.

We have a brilliant committee who serve the club well, providing good equipment and facilities, promoting open days, organising flying evenings and managing our limited resources, but still membership remains stable.

Being located where we are we have a relatively small population served by too many gliding clubs. Within spitting distance there are Darlton, Wolds, Burn, Lincolnshire and York all competing for a reducing population of people who are inspired to go gliding. The time has come to look for new markets in which to expand.

### Why not find a new kind of member interested in a different kind of flying?

There is a shortage of good airfields from which to operate light aircraft so why not take the opportunity to diversify? Why not tap into the growing number of people who are building their own aircraft or buying relatively inexpensive light aircraft on the second hand market? Why not find a new kind of member interested in a different kind of flying?

We have a beautiful airfield with room to expand if our landlords so wished. Why not build hangars for gliders and light aircraft that could raise rental income. Why not open a cafe and visitor centre to attract the general public? If one in a thousand visitors decided to join our club, membership would increase.

Whilst such an arrangement would bring its own problems they are not insoluble. In France many gliding clubs co-exist with power clubs in

a mutually beneficial arrangement. They also co-exist with cafes, restaurants and shops on site creating interesting places where families want to spend their time, where young and old can see aviation happening and dream that one day it might be them being towed up to that towering cumulus ready to climb gracefully.

Alternatively we could just carry on doing what we have always done. That would be fine.....wouldn't it?

Sorry folks, Dick's flying his kite again!

**Richard Hannigan, Chairman**



*Many UK Gliding Clubs have a café/bar/restaurant as part of their clubhouse and as a feature of their day to day operations*

## ANNUAL DINNER AND AWARDS

SATURDAY 4TH MARCH 2017

at the

## White Heather Restaurant Caenby Corner

Please put this date in your diary for  
Trent Valley Gliding Club's premier Social Event

## ROBIN'S TWEET

Hi All,

the weather this year has been less than great, but there have been many achievements by TVGC pilots none the less.

Successful visits to Scotland, Wales ( North and South ) and the South of France by some. (Dave and Barry get around a bit...)

Well done to Nicole Woodford and Mark Fraiwald on going solo recently, and to Stuart Gibson re-soloing after a 33 year gap in glider flying.

Also , a well done to Simon Leach who has just completed his Bronze and Cross Country Endorsement, getting the highest pass mark I've seen on his Bronze exam papers.

This years Star, progress wise, has been Kristina Samuels. Kristina went solo on 20/12/15, and since then has bought her own glider ( a Pegasus ), has got her Bronze and Cross Country Endorsement, completed her 5 hour Silver and Gold Duration flight, and ridge soared her glider at Portmoak (and incidentally, as P2, has flown in two gliding competitions, and been on a cross country in wave from Portmoak to Aboyne and back, getting to 17000' in the process.) Whew... And now has her Cloud Flying Endorsement. Remarkable progress in only 9 months by any standards. Kristina is also flying in a competition in South Africa in December. This just shows what can be achieved with a **high level of enthusiasm and a real "Can Do attitude"**.

Andrew Wilmot has completed his 5 hour Duration flight and his Silver Height this year also.

Congratulations also to Pete Dixon on becoming an Assistant Instructor. Pete has been working hard on this all year, and has just completed his final test for his Rating. (Thanks to Paul Holland for all of his work with Pete as Instructor Coach. )

Congratulations also to Rick Ballard and Barry Pridgeon on becoming Basic Instructors. They have both proved to be very useful to the club, flying many visitors around ( along with Rois Lorenz, Pete Dixon and Dave Plumb) and taking some of the workload off of the other instructors. We'd really have struggled without them. Dave has just started on his training for his FI rating too.

On the Motorglider front, Simon Maddison, Mark Gradley and Geoff Lloyd have been working hard on their NPPL exams. With only 3 more to go before they are all done, each pass puts them a step closer to getting their National Private Pilots License. And Geoff has just completed his Navigation Flight test ( Thanks to Dave Cockburn, for all of the nigh classes.)

And as for tug pilots - Congratulations to Dick Bastin, Rik Nadin and Rick Mallam on **becoming " Tuggies" this year.**

This is the time of year that I give some thought about what we can do in the club to encourage people to fly more and hopefully achieve some of their personal ambitions. We ( and I say we because others have some great ideas about to do next year ) are putting together a flying programme that will entertain us all hopefully with some interesting opportunities to fly and enjoy ourselves.



Geoff Davey is organising a "Task Week" for the end of May and I will be organising an Aerobatics Training Week., date TBA. And other events are in the pipeline. Also, there will be, hopefully 4 to 5 of you ready and waiting to fly your Silver Distance flights in the Spring Time. You probably know who you are....

### Training

I will be putting up some notices for Aerobatic Training and Radio Telephony Courses. Please put your name down if interested. I'm hoping to get some more instructors involved with the aerobatics training as the level of interest has proved high. With the EASA licensing coming in 2018, it would be a good idea for those who wish fly aerobatics to get the Basic Aerobatics Badge at least. I intend to undertake some training myself so that I can teach the next level ( Intermediate). I hope eventually to be able to teach aerobatics including flying the Puchacz inverted.

### R. T. Course

John Greenfield will be running an R. T. course in the clubhouse early in the New Year, which will be handy for those who are working towards their NPPL too. (Provided we can get at least 10 people to do it).

### Cloud Flying Endorsement

About 10 members have acquired their CFE' s so far. To get this you need to have attended a CFE seminar **and fly in either the Motorglider or the Puchacz. to train and take a practical test, wearing " Foggles " to obscure your vision.** Rick Mallam and I can do the training and test for the qualification.

Whilst a flight in the Motorglider will suffice to get the qualification, I recommend that someone about to undertake some real cloud flying gets further training in the back of the Puchacz first. It is fitted with an Artificial Horizon, whereas the T61 Motorglider only has a Turn and Slip.

### NPPL/TMG Training

Richard Hannigan will be concentrating his efforts on NPPL/TMG training. Richard has done a lot of work on NPPL training this year and we are fortunate in having Dave Cockburn as a member, who in is role as a Motorglider Examiner can do any examinations required.

### LAPL ( s)

At the time of writing, it's looking like once 2018 is here, you will need to have a Light Aeroplane License (Sailplane) to be able to fly your glider unsupervised. It would be best not to leave an application for this license until the last minute to avoid any disappointment.

**You can apply for said license to the CAA, the " Conversion " process is on the BGA and CAA website. But briefly, if you've at least a Silver Badge or Bronze and XC Endorsement and the specified level of experience you can get a " Proper " pilots license. This license is a European wide license, and will probably be accepted in NZ and Australia. ( So I'm told ).**

And if you've any qualifications like the Cloud Flying Endorsement, Aerobatic Badges and Glider Towing Ratings, they can be included on your new license. Trying to get such qualifications on a license once 2018 is here may be more expensive and problematic. So I urge you to get any such qualifications done before then. I can help with any applications, and I will need to confirm any paperwork you need to send off.

### Medical System

**There have been some changes to the medical system recently. Basically, a pilot can "Self Declare".** It should be that if you are fit to drive, you are fit to fly. The devil is in the detail though, so I suggest that you all read the information on the CAA and BGA websites and make sure that you are OK to Self Declare. I've put some on the required information up on the clubhouse wall.

Andy Wilmot, in his role as Safety Officer, will require evidence of your fitness to fly.

Any extant medicals will cover you in the short term, so there will time to understand the new system and provide what will be required.

Happy Landings, Robin Parker, CFI

## STRONG TRENT VALLEY PRESENCE AT NATIONAL TWO-SEATER COMPETITION

The 31st National Two-Seater Comp took place at the Wolds Gliding Club, Pocklington between August 21st and 28th 2016, with a strong representation from TVGVC.

Three Kirton teams took part – Simon Grant and Ian Hall in their Janus B; Colin Metcalfe and Geoff Davey in their Marianne; and Robin Parker, Steve Nock, Kristina Samuels and Liam Colleran in Puchacz 'HFH'. All three teams were well supported by Ali Bell and Teenie, Ted and Pat Crooks and Alan and Carol Robinson on crewing duty.

Competition Director Steve Wilkinson's organisation was excellent and Task-Setter Andy Melville's Routes were as challenging as ever.

Pocklington's organisation of this event for over three decades has been excellent and 2016 was as good as ever. Great food and entertainment in the clubhouse with on-site superb camping facilities close to the Yorkshire Wolds make it a joy for all involved.

The four flyable days (out of eight) were flown in very differing conditions.

**Day One** had winds of 20+ knots;

**Days Two** and Three in partly blue and weak thermals with low cloud bases;

**Day Four** turned out to be a cracker after a slow start, with multiple turn points over a 330 km task. North from Pocklington to Malton then south via North Duffield over the Humber and down the Trent Valley to various TP's and return.

**Friendly** (mostly) competition between the three teams from Kirton made every task a battle to succeed and everyone experienced at least one land-out.

It was a warm week with plenty of opportunities for BBQ's and cold beers in the sun after flying. Team TVGC took advantage Great camaraderie, great fun - a great week.



Aerial view of the TSC Campsite



Team Janus dress up for the occasion



Team Marianne park up in a stubble field near Thirsk and head for the nearest pub.

## GLIDER CARE and WINTER FLYING with CFI Robin Parker

### Glider Care/ D.I.

Hopefully by the time you read this the Grob Acro will be back from it's refurbishment, looking like a new.

Please look after it and the rest of the club fleet.

Remember these are YOUR aircraft, they will tend to get dusty and dirty in the winter. If they are dusty and dirty, please give them a clean before flying.

Hoover out if necessary.

Make sure any parachutes are removed and stowed in the parachute cupboard, and batteries are removed and put on charge after flying.

And don't put your arm through the clear vision panel to pull a cable release. Open the canopy first. This is one way we get cracks in canopies. If you see anyone doing this please remind them of their error. This is worse in winter with everyone wearing coats etc.

Steve Wilkinson has put a strop for checking the glider cable releases in the glider hangar. This means that they can be checked as part of the DI. This should save some time at the launch point. Those D.I.- ing a glider must record that this has been done in the DI book, as " CRC Check completed" Or CRC, OK.

### Winter Flying

Although winter flying offers few soaring opportunities, there are things you can do other than the normal keeping in practice. Try to get some training in something you've not tried before— Aerobatics, side slipping, or aerotowing for example.

For your own safety's sake stay current. Getting out of practice, along with sometimes challenging conditions ( Strong winds/ poor light etc ) can lead to problems.

It's easy with a spell of poor weather to miss flying for a few weeks or longer. Remember that the club has a 28 a day rule. If you've not flown for 28 days you must advise the duty instructor of this. They will decide if you require a check flight or not.

And if you've **not** got a Silver Badge or Cross Country Endorsement, or if there's any doubt, you must get a briefing.

And in particular, if flying a hanger flight into a setting sun, leave plenty of room between your glider and any obstacles. I can think of many occasions over the years where some have come to grief, or nearly have.

For example, someone at Pocklington has just written off a Janus, hangar flying. Overshot the landing area, and the AIRFIELD... Landing on a road. With it's tail hanging off!

Mind how you go.....

## NEW LAUNCH POINT BUS ENTERS SERVICE



The new Launch Point bus entered service on Open Day following a re-fit to suit the club's needs - seating with tables for members and visitors to keep out of inclement weather and take refreshments; a new kitchen with running water; a new gas hob and last but not least a briefing area with seating and whiteboard.

Formerly in service with Cooper's of Grimsby (latterly as a school bus), this acquisition replaces the old bus which was tiring after circa sixteen years of service with TVGC.

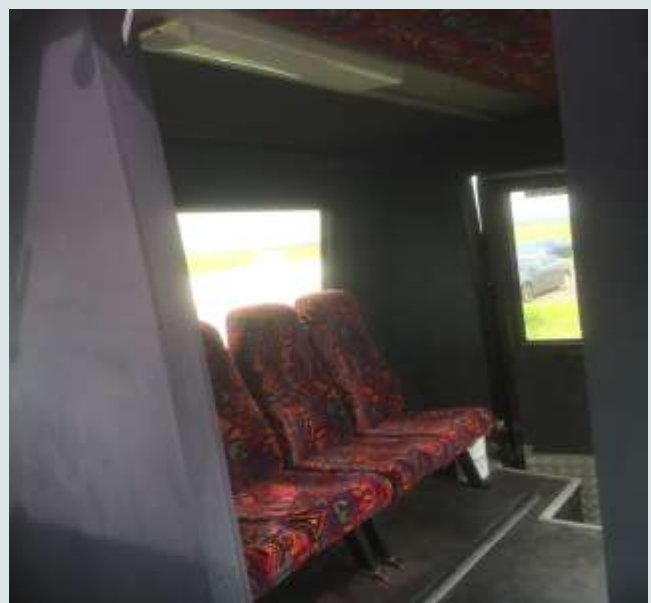
The seating area has been increased and a new set-up for log keeping will make this particular task more comfortable and safer as the operator's

seat swivels to look out at the launch and landing area.

The costs have been offset by the sale of the old bus to a vintage bus enthusiast. Although a substantial investment, this bus offers an improved operations centre and member convenience, hopefully for many years to come.

Thanks in the main to project manager Ali Bell; joinery by Liam Colleran; seat fitting by Ian Hall; electrics by Colin Metcalfe. Plus a host of painters, cleaners, labourers and tea-boys!

**Let's look after it guys!!!**





## PRIVATE FLEET INCREASES WITH FOUR NEW ARRIVALS AT KIRTON

Four new private gliders have been based at TVGC during 2016. There are currently twenty based at Kirton. Let's have a look at the new arrivals.

### JANUS PUTS DOWN MARKER WITH EARLY 300KM

Simon Grant and Ian Hall (right) made a statement with a first 300km flight in their newly acquired **Janus B**, imported from Italy at the turn of the year.

On April 31st they set Kirton/Silverstone/Kirton (314km), taking a very close look at the Scampton Control Tower on a tight final glide!

All's well that ends well, as they say, and the lads were justifiably overjoyed with their achievement and the performance of their new glider. Well done boys!



### GIRL IN A HURRY

In February **Kristina Samuels** brought her lovely **Centrair Pegase** to Kirton. She has since completed her Silver Duration flight in it and in September had a first taste of solo ridge flying at Portmoak!

2017 could be a big year for this girl in a hurry!



### THIS LIGHTWEIGHT HAS POWER

**Robin Parker** and **Alan Spencer** have acquired an **Apis/Bee**, (right) which they collected from Germany. The Bee is a single-seat middle-wing ultralight self-launching glider with T-shaped tail. Made by Pipistrel in Slovenia, the Bee weighs only 215kg and as such is deregulated and does not have to comply with EASA regulations in the same way that most gliders do.



### JC DOUBLES HIS OPTIONS

**John Caldwell** obviously felt that membership of the **LAK syndicate didn't offer enough opportunities** so he bought a glider all for himself! The pretty little French-built **Carmam** (pictured right) looks a lot like a Libelle and will give John the chance to do a lot more Gainsborough out and returns!

And at the time of writing **Jonathon Salt** is closing in on an **ASW 19** which he is hoping to buy and import from Germany shortly.



# "FIFTY YEARS OF UPS AND DOWNS" TRENT VALLEY GLIDING CLUB 1966-2016

Somewhat a labour of love, I have spent the last five years (on and off) writing this book about the club's origins, developments, members and their stories.

It combines a good deal of history with many tales of flying derring-do and just a smattering of humour.

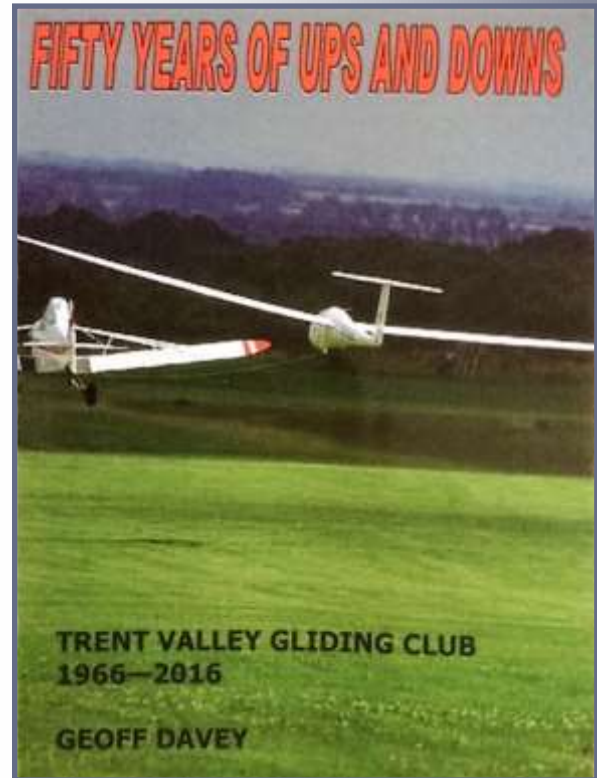
It runs to 300 pages with over 150 pictures, some of which haven't been seen for decades.

Released earlier this year and reviewed in the current edition of 'Sailplane & Gliding', it is reasonably priced at £15.00. It is not available in bookshops but you can get a copy from me at the club. Alternatively, you can get one from:

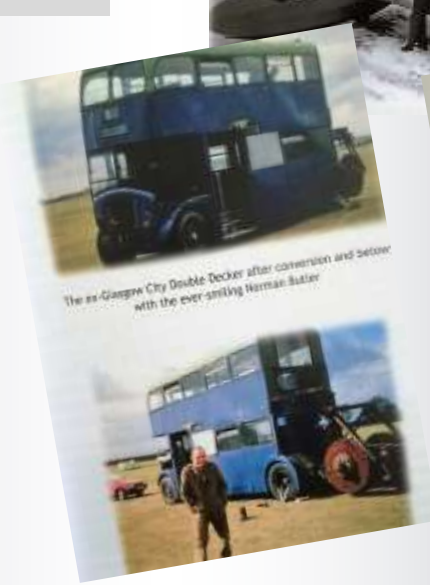
Golden Mile Publications, 47, High Street, Nettleham, Lincoln LN2 2PL.

Please make your cheque payable to : G R Davey in the sum of £17.95 (to include packing and Royal Mail first class postage).

Failing that, call me on 07970 000101.



These Pictures were taken during the winter of 1968. Above, Norman Butler's tractor is recovering a bogged-down single decker bus which, before Norman is in the front of the M11 with Billy Hill is...



The ex-Glasgow City Double Decker after conversion and before with the ever-smiling Norman Butler



Wagel Jordine's T31 "W7910" on its 2005 visit to Kettlewell for the club's 40th anniversary. The T31 is pictured here flying over the Trent Valley Gliding Club. Formerly owned by Roger Swainson



Roy in the rear seat of the Caroline Grace Spivey at Skelton. He loved his Wednesdays at Kilton and the long lunches when we were unable to fly. He once told us for hours with stories of his time in the desert with the RAF and gun-running in the Far East - or what he could never really remember.