

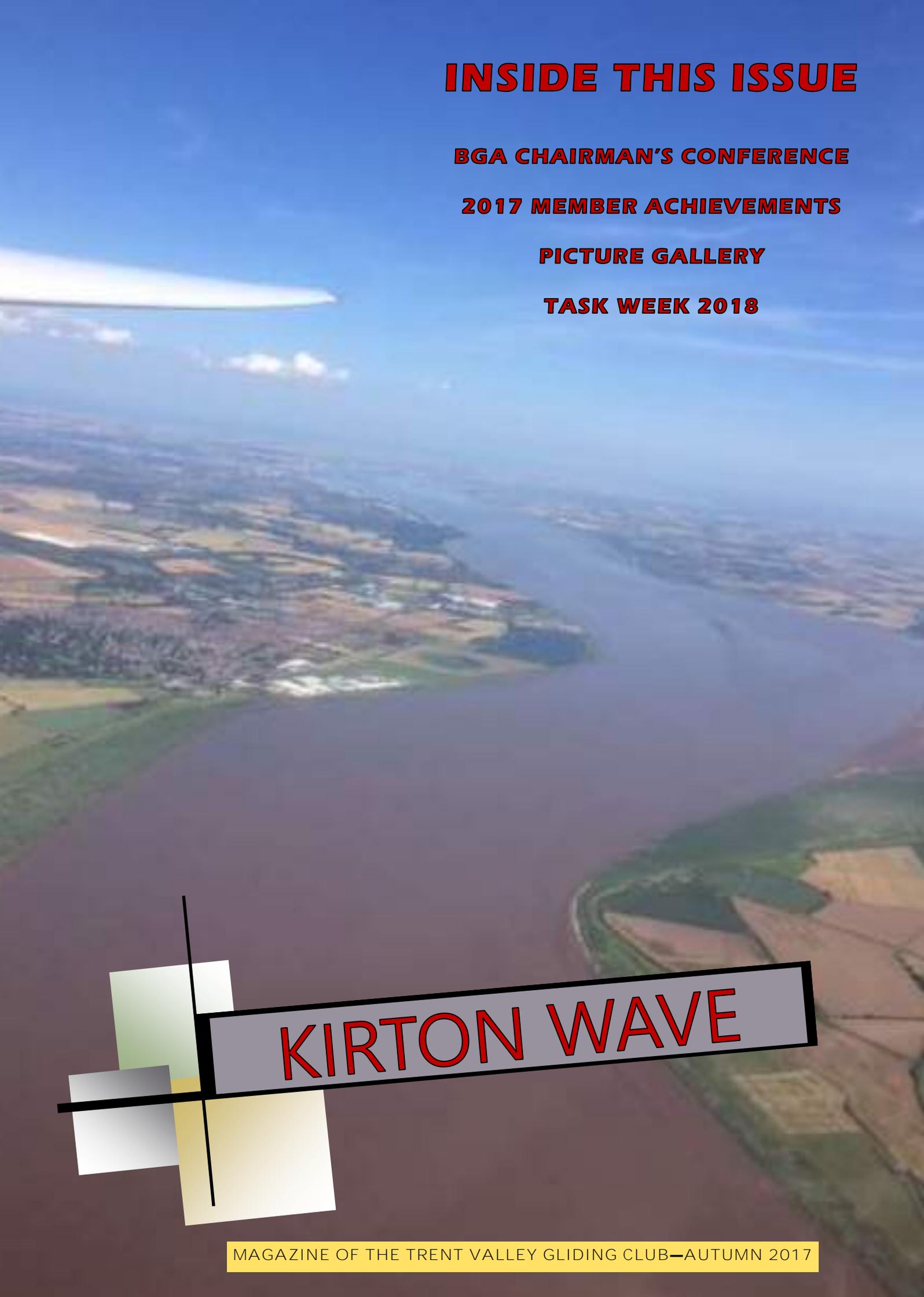
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KIRTON WAVE

The Chairman's View

There are a number of issues worthy of my comments, including:

- the sale of the Pawnee (and potential sale of Astir 'HTG');
- pending changes to Runway 20;
- our fees and charges, currently under review.



Firstly the Pawnee, which has been sold to The Yorkshire Gliding Club at Sutton Bank, for £19,000.00. In addition, an 833 kHz radio intended for the Pawnee was also sold to YGC, for £726.00.

Despite my long campaign to keep 'Echo Victor' at Kirton, I am not alone in believing that this was a good deal for TVGC and the right thing to do at this time.

This sale and the reasons which brought it about have been debated thoroughly over the past two or three years; in essence, maintenance and repair costs have become excessive and the case to sell eventually became compelling.

This leaves us dependant for aerotows upon the arrangement that we have with the EuroFox syndicate, who have assured the Club Committee that they see no reason to change that arrangement in the foreseeable future. I am aware that there is a strong feeling by some members that dependency upon a syndicate for any aircraft needed by the club is not ideal, but in this particular case it is a system that has worked well to date, offering cheap aerotows, generally with very good availability. A significant increase in aerotow launches seems to confirm the viability of the arrangement.

Another upside of the sale of the Pawnee is that the Committee accepted my proposals to make the sale dependant upon the receipts being ring-fenced and saved towards the purchase of a more efficient club-owned tug. In addition, a sum equivalent to the annual losses made by the Pawnee over the past three years is also to be set aside on a monthly basis for the same purpose each year. So we can see that we are already well on our way to accumulating the necessary funds to start looking for a replacement for the Pawnee, perhaps as early as next year.

Astir 'HTG' has not yet been sold - we have not had an offer that is acceptable. Whilst the vast majority of members supported the sale of the Pawnee, it is fair to say there is much less support for the decision to part with the Astir, despite the clear financial case to do so. This case may also become compelling as there are some

significant issues with the aircraft that will need to be addressed within the next twelve months. But, for the time being, 'HTG' remains available for those who wish to fly it. It will be interesting to see if those who wish to see it remain at Kirton do so!

Runway 20 is about to change, if only a little. Our Landlord has leased out the part of the airfield previously used as a golf course and this includes a portion of Runway 20. This area is to be fenced off and used for grazing sheep. The Committee authorised me to negotiate an outcome as beneficial to us as possible. I have arranged for stock fencing to be erected in a way that will see us retain as much of '20' as possible. The result gives us a little less runway than we have been using, but almost 100 metres longer than if we had not made these arrangements. There will be a cost to the club and full details can be found by examining Board minutes in due course. My thanks to William Barker of Pygott & Crone and fellow tenant Andrew Thompson for their assistance and support. These provisional arrangements are subject to ratification by our Landlord.

I think it important to say here that when the golf course was originally built with the approval of the M.O.D., the configuration of Runway 20 changed, the threshold being moved beyond the boundary of the golf course, changing the length of the runway. Our current Lease includes this demarcation and so although we have had benefit of a longer Runway, this has been outside the terms of our Lease.

A Fees and Charges Review has been agreed by the Committee and is under way. Details are set out elsewhere in this Newsletter and I urge you to contact any of the panel members if you have any suggestions or concerns about any of the charges the club makes (or even fails to make!). Have your say now and influence any recommendations that the panel put forward. Don't say you weren't asked!

Finally, I feel that I have to comment on the unpleasantness that we experienced a couple of months ago and the negative effects that it had on club morale. I hope that we can put the affair behind us. There are lessons to be learned by all, importantly to prevent any repeat of such an undignified episode. Our club depends very much on the goodwill and co-operation of all members and a fine camaraderie is displayed throughout our operations 99% of the time. It a camaraderie worth protecting and we will do that.

Enjoy your flying and take care dealing with the extra hazards that winter brings.

See you around the club

Geoff Davey

FRONT COVER PICTURE: *'Crossing the Humber'*

Simon Grant and Dan Hall in Janus 'LRP' returning to Kirton during an out and return to Pocklington

ROBIN'S TWEET

The Club Two Seaters

2017 was supposed to see the club with an all Glass Fibre fleet for the first time in its history.

However, 'the best laid plans' etc, this was not to be. If you recall, we'd not had the Acro back that long from its repair/refurb when serious issues were found with the Puchacz.

We had planned to dispose of the K13 but in view of the Puchacz situation the club has kept it pending the return of the Puch, which we are expecting to be back in service sometime in the next month or so.

The Janus was purchased for a very good price for its condition (similar gliders with a gel coat in its condition sell for a lot more than the club paid). The only drawback is that it was not fitted with a winch launch hook. However, it is much cheaper to get a winch launch fitted than refinish a glider, especially a two seater. If you could find another for sale in the same condition for less than £40,000 I'd be very surprised. The hook will be fitted before the 2018 soaring season.

And as you can see from reading the above, the glider has been used to good effect in the Two Seater Competition at Pocklington. Team "TV" came very close to winning the competition, beating some much more expensive gliders, some costing £200,000...

Our third two seater (K13) has prior to this year been somewhat under-utilised and although it has been very useful this year with the Puchacz out of commission, you may recall it mainly sat at the back of the hanger covered

in dust. But, with a Janus as a third two seater, other uses are possible.

Cross Country training, Flap training and Club Expeditions, are options as well as it being a desirable aircraft for suitable pilots to aspire to fly solo.

Advanced Training

With the Puchacz going off line for most of the year the 'Kibosh' was effectively put on any Aerobatics, Cloud Flying and Spin Training. Although it is possible to have cloud flying training etc in other aircraft, personally I believe that the Puchacz is the best aircraft for these aspects of training. When it's back in service all those who wanted the above training can start. I have the list of those who expressed interest so I'll be in touch.

Annual Checks

I've put the usual form in the bus so that your annual checks can be signed off.

Please note that these are due to be completed by the end of March.

As we do not have the Puchacz back (at the time of writing), we can make a start on launch failures straight away, if those are gotten out of the way sooner rather than later it will just leave spin checks to be done.

Club Expedition

If everything goes according to plan maintenance wise, getting the hook fitted etc, we are hoping to have the Janus up at Sutton Bank in February to mid-March time, enabling members to get some experience in wave and ridge flying. Please let me know if you are interested.

Radio Requirement

It has been decided that all gliders flying at TVGC must have a radio, Fixed or Handheld, from the end of January 2018.

A couple of Handheld's have been bought for use in the club gliders to allow for any problems with the panel mounted radios in the club fleet, please take good care of them.

The date for the mandatory use of 8.33mhz radios has been put back until the end of 2018.

Easa Licensing

The requirement for EASA licensing for glider pilots has been put back until 2020...

However, it is still going to be necessary to have said license to fly an EASA Powered aircraft from April 2018.

Quite where this puts holders of NPPL's SLMG licenses, I don't know, as the CAA are still thinking about it.... I'll let you know when I know.

Flarm

Some of us have now been flying with Flarm fitted in our gliders. I think that it's fair to say that those who have are convinced that Flarm is a good thing to have. And those who aren't convinced generally are those who haven't. I'd like

the club fleet to be fitted with Flarm.

There was an article a couple of years ago in the S&G about how to apply for a grant to have this fitted. Does anyone have the copy I refer to? I have a volunteer who is prepared to make the application. If we could have this information it would be most useful.

Pre-Silver pilots

If you require any help with progressing towards attaining you Bronze, Cross country Endorsement etc, please let me know, and I'll see what can be done to help you.

That's enough for now.

Regards Rob

Happy landings



GALLERY



Steve Nock is pictured left receiving the Pete Redshaw Trophy from TVGC Chairman Geoff Davey.

Steve was awarded the trophy for the 'Most Meritorious Flight' during the Two Seater Comp at Pocklington in August. Steve was flying the TVGC Janus 'TV' with a team including P2's Kristina Samuels and Liam Colleran, finishing second overall and achieving several results.

Three teams from Kirton flew in the Comp, with Simon Grant and Ian Hall in their Janus 'LRP' and Colin Metcalfe and Geoff Davey in their Marianne 'Z35'.

All three teams acquitted themselves well and as usual, the Comp was great fun for all.

The 2018 Comp will take place during the last week in August and we are hoping once again for a team from TVGC to take and fly the Club Janus. Interested? The TSC offers fantastic 'hands on training for budding Cross Country pilots of all abilities.

If so, please contact CFI Robin Parker for further details

Simon Leach and Mark Gradley line up for cable break checks



Above: John Blanchard /Colin Metcalfe in the Grob

All pictures by Geoff Lloyd

GALLERY



Left: The Holland brothers' Discus 'PH2' and
Below: Kristina Samuels both on the TVGC Stand at the Scampton Airshow in September



Rick Malam on Tugging duty



Above: Geoff Lloyd is congratulated by Richard Hannigan on getting his WINGS



BGA MANAGEMENT CONFERENCE 2018

Back in November members of the club attended the BGA Management Conference. An opportunity to find out what the BGA and other clubs are doing. The day consisted of lectures and workshops based around club management, CFI, Juniors and Treasurers, and opportunities to speak with other clubs.

So, what is happening in the wide community and what can we expect in the coming year?

The main themes running through the conference were –

- How do we retain our current members?
- How do we market for new members?
- How do we convert Temporary Members to Full Members?

The BGA is looking at this as a bigger picture and have now recruited a full time Marketing Manager to Promote Gliding Nationally.

What are clubs doing themselves?

Deeside Gliding Club have launched a Community Volunteer Scheme. On the back of a club membership survey, the biggest gripe among members was the amount of work they were having to do around the club. The club decided to look to the local community to create a mutually beneficial arrangement and take some of the load off the members.

The objective of the scheme is to improve social outreach. They have local people with time on their hands, looking for social contact and activity, but may not want to fly. They volunteer their time to help around the airfield. Winching, retrieving, log keeping, grass cutting etc. In exchange they get a cuppa, people to chat with and fresh air. In the past year the club have signed up 9 community volunteers.

Could this be the future of keeping Club Airfields Operating?

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Shobdon Gliding Club have booked the trend in decreasing membership numbers across gliding clubs, by having a large intake of new members this year. How are they doing this?

- Every visitor is treated as a potential member
- All voucher flights are treated like it is their first lesson. They go away with their temporary log book filled in.
- All voucher flights are offered a 3-month Temporary Membership. This allows more time to try and convert them to become a full member. Throughout the 3 months they are treated just like an ab-initio.
- The club has a membership manager. Someone that follows trial flights up with an email explaining the next steps, after trial flight, and once their 3 months are up.
- A greater range of learning to fly packages.

Simple easy wins that could be implemented across all clubs

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Millfield Gliding Club have thought out the box for their Marketing Strategy. They have become focused on key demographics. They have decided to target local NHS Trusts. Hospitals hold workshops for their professionals that are due to retire. The club have been attending these over the past couple of months and now have 4 early retired medics as members. They have also held the same talk at a University to the lecturers and have recruited one who is due to retire soon.

What else can we expect this year?

In May 2018, the rules around Data Protection will be coming into force. The BGA will be assisting clubs with the tools to manage these changes. In the mean time, we need to pull our socks up and get the basics right. As we all handle people's personal data at the launch point, the committee will be issuing some procedures on what we need to do.

We need to be compliant and more information will follow.

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All Gliders will need to convert over onto a Self-Declared Maintenance Program in 2018. The BGA are trying to make this as simple as possible by creating templates for all makes and models. Ask your inspector if you are unsure of what you need to do.

For those that are unsure of what this means to them, there will be more club maintainer courses run in 2018. Get yourself booked on one.

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In 2016/17 there was a large increase in gliding accidents and fatalities. Is this just a statistical blip or are we getting complacent?

The collision rate has increased but collision fatalities have declined because pilots have successfully bailed. If you take part in competitions in the UK you will be asked to prove that you can bail out of a glider in a certain time.

Have you tried bailing out of a Glider? How long did it take you? Can you improve on that time? Should it be a hanger exercise in winter?

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Junior Gliding is now a big thing in the Gliding Community and there was lots of fresh ideas and enthusiasm from the Junior Conference. We have quite a bit of work to do to catch up with what other clubs do and offer their Juniors, but Pete is making headway through this, and hopefully 2018 will see our Junior Membership and program thrive.

Article written by Kristina Samuels



Trent Valley Gliding Club 2017

We have had an outstanding year in respect of member achievements. Listed below are the pilots who have stepped up in 2017 to further their knowledge and ambitions.

RT Licenses

Rob Harkness
 Recce Lake
 Simon Leach
 Geoff Lloyd
 Paul Nock
 Steve Nock
 Barry Pridgeon
 Tim Ridgeway
 Kristina Samuels

PPL Exams passed

(All)
 Mark Gradley
 Geoff Lloyd
 Simon Maddison (Part)
 Tim Ridgeway
 Reece Lake

NPPL SLMG License

Geoff Lloyd

Bronze Exam

Jonathan Salt

First Solo's

Recce Lake (Motorglider)
 Ian Round
 Phillipa Woods

First Cross Country

Rob Harkness
 Simon Leach
 Kristina Samuels

Silver Distance

Rob Harkness

Silver Badges Completed

Simon Leach
 Kristina Samuels

Aerobatic Badge

Steve Nock
 Rois Lorenz

100kms Flight

Rob Harkness
 Simon Leach
 Kristina Samuels

300kms Gold Distance

Ian Hall
 Rois Lorenz
 Kristina Samuels

Diamond Goal

Ian Hall
 Rois Lorenz
 Kristina Samuels

BI Rating

Rik Nadin

Full Cat Rating

Simon Grant
 Larry Lawes.
 Colin Metcalfe

Second Place in the National Two Seater

Competition at Pocklington

Flying the Janus

Team "TV" Comprising of:
 Steve Nock
 Paul Holland
 Kristina Samuels
 Liam Colleran

Top of the National Weekend BGA Club

Ladder (For Distance)

John Williams

FEES & CHARGES UNDER REVIEW

We are currently undertaking a review of all of the various fees and charges made to members (and visitors).

The panel of members involved are:-
Dave Bieniasz, Geoff Davey, Steve Nock, Kristina Samuels and Alan Spencer.

The panel will be pleased to hear from members who have with suggestions and concerns to help them in their deliberations. It is expected that they will be reporting to the Committee by the end of the year, following which proposals will be made to the membership at the 2018 AGM.

So this is your chance to have some input into the process - just contact any of the above-named with your views. They will be pleased to hear from you.

BGA Bulletin

SAFETY

Infringements of restricted airspace are potentially dangerous and disruptive – and ultimately result in curtailment of the freedoms to fly that all pilots need and enjoy.

Careful pre-flight planning and use of a GPS moving map with up to date airspace software are known effective tools that help pilots remain clear of restricted airspace. Pilots are recommended to use a GPS moving map wherever the airspace is complex or there could be other reasons why it may be difficult to establish the position of an aircraft relative to a horizontal or vertical airspace boundary. Wave soaring is a typical example of a situation where visually identifying airspace boundaries without a GPS moving map can be extremely difficult.

REGULATORY

BGA Medical Experts. The UK CAA regulates pilot medical standards by implementing and standardising EASA and national requirements as applicable. In support of glider pilot's needs, the BGA provides subject matter expert input to regulators, as well as to individual GP's and AME's who may seek guidance on an individual basis. We are keen to retain that capability going forward and are currently seeking appropriately medically qualified people who are in a position to offer occasional guidance. If that's you, please do get in touch with Pete Stratten at the BGA office.

EASA Pilot Licences. Pilots of EASA aeroplanes in the UK are again reminded of the need to hold an EASA FCL PPL(A) or LAPL(A) by 8th April 2018. Pilots of EASA sailplanes in the UK must hold an EASA FCL SPL or LAPL(S) by 8th April 2020.

<https://members.glidering.co.uk/pilot-resources-flying-training/pilot-licence-conversion/>

TVGC TASK WEEK May 2nd - 7th 2018

- ◆ Multiple tasks with multiple Turn Points to suit all levels of experience
- ◆ Choose your task: Simple Out and Return to first TP or continue to further TP's
- ◆ No Gridding. Choose your own time and method of launch
- ◆ Tasks to be flown and scored as per BGA Ladder rules
- ◆ NOT a competition but an opportunity for all pilots to pursue their cross country ambitions in a supportive and fun atmosphere
- ◆ Breakfasts and catering

ENTRY FORMS AVAILABLE NOW
£20 per pilot for the six days
includes 2 BBQ tickets



Following the success of our Task Week earlier this year, we are staging a another between May 2nd and 7th, 2018, both dates inclusive.

Emphasis is on fun and enjoyment with plenty of help and encouragement. Assistance with planning and executing retrieves where necessary - no-one gets left in a field!

Open to all TVGC pilots with Cross Country Endorsement.



Janus 'LRP' is recovered from an asparagus field at Blyton