

# KIRTON WAVE

## FLYING INTO AUTUMN



### COVER PIC

Janus LRP, Simon Grant and Simon Leach on board, on task in the Two-Seater Comp. Having turned Oakham East they were unlucky not to make it back to Pocklington, opting for Sturgate and an aerotow retrieve.

Pic courtesy Colin Metcalfe (Marianne)



# Kristina Samuels

As the summer draws to a close and despite an arguably disappointing soaring season, we *can* reflect on progress and success in several areas.

Importantly, we have successfully negotiated the Covid Pandemic very well. As reflected by both Alan and myself in our Annual Reports, the club is financially sound despite limited flying operations during the forced lock-down and recovery periods. This is due in part to the excellent response and support from the membership both during and following the difficult early months. We we together in our determination to meet the issues head on and deal take them in our stride.



We have also enjoyed an increase in membership and it is pleasing to see well attended morning briefings and lengthy flying lists. Our new members are keen and have quickly integrated into club operations - thank you guys! If there is anything you need to know or do, just ask an instructor or get in touch with Rob Parker or myself.

Another change in progress is the planning and design of a new web site (our current site has been showing it's age for some time) and this project is being managed by Wayne. An important feature will be the integration of our booking/payments system for visitors and vouchers as well as a modern, functional and user-friendly interface.

Although I was unable to attend the AGM (Covid finally caught up with me), I understand that it was reasonably well-attended by an upbeat and supportive audience. Thanks! As ever at the time of an AGM I would also like to thank our instructor and tuggy teams who do such a good job week in and week out in all weathers. And to the committee members, all of who take on responsibilities and help us run an efficient club.

We are hoping to announce both flying and social events over the winter months to keep us 'together' and entertained. In the meantime I look forward to seeing you at the club!

Yours, *Kristina*



# OBITUARY

## EDWARD (TED) CROOKS

1936 - 2021

We lost a long serving member and former chairman of the club in July when Ted Crooks passed away after a short illness.

Ted had begun gliding at Camphill but went solo at Church Broughton before relocating to the Lincoln area in 1986. He became a well respected instructor and taught with encouragement and patience.

He was elected TVGC chairman in 1999 and remained in post for five years - a period when our relationship with our military landlords was less than easy. Ted and his committee overcame many a tricky issue, guiding the club through to calmer waters.

They also instigated a number of improvements, including the successful acquisition of the Supacat Winch and the installation of mains electricity.

But above all it was Ted's love of social interaction that endeared him to most (with Kath and later Pat). He arranged BBQ's, outings and organised club trips to other gliding sites - notably the annual pilgrimage to Portmoak where so many club members have enjoyed such good times.

He was instrumental in bringing two Marianne gliders to the club, importing both from France; he loved two seat flying.

Later in his flying career Ted became



disillusioned with creeping bureaucracy in aviation in general but gliding in particular.

He retired first from instructing and soon after from flying. He remained a club member for several years before drifting away to spend more time with his plants and garden.

Ted was for many years an integral part of TVGC and will be long remembered by those who knew and flew with him.

Ted's funeral was well-attended, with many from the gliding community travelling long distances to pay their respects.

RIP TED



# ROBIN'S TWEET

**CFI Rob Parker**



My bit for the last Newsletter was about our safe return to flying. Well touch wood we've achieved that and coped with lots of new members joining too. Great stuff.

All of the Ab-Initio's have kept us flying on days where we may not have flown. And generally we've been pretty busy.

In addition we've also managed to help out some other clubs with spinning training too. This is due to their K13's being prohibited from spinning, so our Puchazc is now in demand.

I don't really need to say, but obviously the weather has been poor this summer, particularly in our area. Hopefully it will change before too much longer?

Please read Paul's email ref winch launching. Every time we break a weak link it costs around £8 for a new link. But if the stop is lost as is often the case it's more £60....!

So please try to alleviate the amount of

breaking the links by following the advice in the email.

Other areas where we are incurring damages and the associated costs are DV panels and the rear tyres and inner tubes on the Two Seaters.

Please do not put your arm through the DV panel to release a tow rope, this can lead to cracks in the canopies. Open the canopy and then pull the release. If it's windy, or you find this too difficult ask for help. The inner tubes and tyres are being damaged, we suspect, by people allowing the tyres to drag on the ground whilst the gliders are being manoeuvred into position, towed or being put into the hanger. The tyres aren't designed to handle much of a side load, and when they are subjected to that, they can be dragged off the wheel rims. When that happens they tend to come off the wheel rims a bit easier each time due to the wear on the tyre side walls.



**Trent Valley Gliding Club**  
Kirton Lindsey, Lincolnshire

Always please exercise great care when taking out or putting the gliders into the hangar. It is very easy to catch the Puchacz elevator on the Hangar uprights when putting it away. A small knock on the elevator for example, cost around £150 to repair not too long ago.

### Now some good news.

If you read the BGA Newsletters you will be aware that the requirement for one to hold an EASA License to fly our gliders has been postponed ( Again!). It's been put back until December 2023... And who knows they might even decide not to bother with it all, fingers crossed.

For those who already have a Lapl (s) or an SPL, the BGA will still support those holders and anyone who wishes to hold one. You may find a license useful in the future if for example you want to fly abroad in the future. Or become a professional instructor. Not that it's a requirement but a future employer may prefer that you had one.

And for Cross Country pilots, please be aware the Military Drone Flying area based at RAF Waddington is now active. It is your responsibility to get yourself up to speed with this. The Sky Guardian drone has an 80' wingspan, weighs around 6 tonnes and has a top speed of just over 200 knots. I wouldn't like to tangle with one of those in my glider ... Their movements will be Notam'ed with a TDA.

That's it for now. Happy Landings

Rob

Most competitions this year suffered from poor cross-country conditions. Congratulations to John Williams, who won Day One and finished in Second Place overall, a commendable performance against stiff competition. Well done John!



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# HAVE GLIDER, WILL TRAVEL

## A month on the road.....

**'Team Marianne' took to the road in August, competing in the Challenge Cup at Husbands Bosworth (7th-15th) and the Two-Seater Comp at Pocklington (22nd-30th). Transit for caravans and the glider meant being 'on the road' for 26 days.**

We were Colin Metcalfe, Dave Plumb and Geoff Davey, rotating seats in the glider with the non-flyer designated as retrieve crew. As it happened the weather determined that there would be few flying opportunities and no out-landings (so no retrieves necessary).

The story at HusBos was particularly frustrating with several days of grid-squatting for hours with either a late scrub or 50 odd gliders being thrown into a poor sky with low cloud base. The latter made for some busy thermals and a few itchy-bum situations. The comp Director had some



GRID SQUATTING AT HUS BOS



interesting software at morning briefings, when they replayed thermal sequences showing just how close gliders were – 25ft in one instance!

The best part of the week was our evening pub visits and meals back in the camp. We had done the Challenge Cup in 2019 (no comp last year due to Covid) and we thoroughly enjoyed it. But this year it lacked not only the weather but a fun atmosphere. Pretty subdued all round really.

We all agreed it was a disappointing week, to say the least.



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## A month on the road, continued

There were officially four comp days at HB, but the third was a 'treasurer's launch' which for us meant dodging other gliders for an hour before landing back! The fourth - on the final day - was so poor we opted not to fly and broke camp to head for Pock early.

At Pocklington we were joined by 'Team Janus' – Simon Grant, Ian Hall and Simon Leach. The ambience at Pock is so good and it's a great camp. There's lots to do on none flying days and we had strong support from friends and family staying and visiting.



In truth the weather disappointed big time again but the two flying days in Yorkshire were much better, genuine competitive 'racing' days.

Both Kirton gliders flew well and were competitive, without winning anything, but both coming close enough to be disappointed. The first was a limited task in

mostly difficult conditions:

### **Pock-Nth Duffield-Rufforth South-Boroughbridge-Wetherby-Castle Howard-Pock.**

Simon G and Ian made it all the way around whilst Colin and Geoff opted to miss the final TP in favour of getting back. Advantage Team Janus.

The second and last comp task was:

### **Pock-Fridaythorpe-Burton upon Stather-Gainsborough-Newark-Saltby-Oakham East-Pock**

The Janus crew went for gold and turned Oakham East before heading for home. They ran into poor conditions in the Trent Valley on the way back and were obliged to land out at Sturgate for an aerotow retrieve.

Colin and Dave turned the Marianne around at Newark and beat the deteriorating conditions to make it home for cold beers and glory, collecting enough points to beat Team Janus both on the day and overall

Our month on the road was testing at times and suffered a dreadful run of disappointing weather. But will we do it again? You bet.



# the JUNIORS

## Harriet Emmett

Harriet Emmett is one of a strong contingent of junior members, a talented and valued group of which all TVGC members can be proud. Here, Harriet gives her view of her time with us...

"I first joined TVGC in 2020 with a hope of meeting like minded people, while having the opportunity to learn how to glide. In under a year I achieved my dream of going solo at 15!

My experience at Trent Valley has been nothing short of amazing. The members and instructors have been incredibly supportive throughout my journey to solo. As I'm sure they will continue to be as I progress to cross country and further.

Joining TVGC made me realise how many young people there are wanting to learn how to glide with an increasing number of those young people being girls.

While learning to glide, you feel an overall sense of community- as after all it takes a fairly large group of people to launch even



Harriet boasts a broad smile having just gone solo.

one glider.

If not already a member and you feel this is something for you I highly recommend giving it a go. It's an inexpensive and rewarding way of reaching the sky!







Hope to see you at the launch point!" **Harriet**



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# TVGC: FreeFlight Logging FAQ's & Quick-guide

- ◆ **No internet?** - make sure the network cable from the router is plugged-in to the laptop (there is no Wi-Fi on the bus)
- ◆ **Can't start a new log sheet for the day?** - press the 'save' button (not the 'close' button) after entering the weather details on the new log sheet dialogue box
- ◆ **New flight details not showing on Active tab?** - press the 'create' button (not the 'close' button) on the Flight Log dialogue box. You may need to click on the Completed flights tab and then back to the Active tab for it to show
- ◆ **Make sure you get the P1 and P2 the correct way round.** Use the 'Reverse P1 and P2' icon  to quickly change it if entered wrongly. (In a 2-seater P1 will always be the instructor, even if sat in front - or the senior instructor if both are instructors)
- ◆ **Use the 'Edit Flight Details' icon**  **to change who pays** (e.g., check 'Passenger Flight' box if P1 wants to pay or check the 'Split' box if shared cost, etc). By default, P2 will be charged
- ◆ Use the 'Duplicate This Flight' icon  on the Completed flights tab to quickly re-enter details for second and successive flights for the same crew
- ◆ If you press the Clock icon  for the **wrong glider when launching** use the 'Edit Flight Details' icon  and delete the launch time - click 'save' and it will return the flight to awaiting launch
- ◆ If you press the Clock icon  to **land the wrong glider**, click on 'Unland' on the Completed flights tab - this will send the flight back to the Active sheet
- ◆ **Members Guests** – £12 charge is a day charge (as per [Tariff card](#)), the *fees are charged to the member's account*. They should *not be logged as trial flights*, so if the guest wants to return for another flight under their own steam, they can only do so via the member's account, in which case another £12 + flying fees would be chargeable to the member.

