

# KIRTON WAVE



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# Rick Malam

## Chairman's Thoughts this Summer

Another few months have passed since the last newsletter which included our AGM so I thought it would be worth a review of the last year for those who were unable to attend and an update of some of the topics for those who did.

COVID seems to be re-rearing its head of late but it was on a gradual decline a year ago indeed by May 2021 we were beginning to see the end of the 2nd COVID lockdown. We still had restrictions and life being dictated by masks, temperature zappers and flying lists that doubled as booking in/tracking sheets. Even the committee had to meet online, Microsoft teams rule OK, and not a "Jackie Weaver" in sight! However, we were able to fly. Our thanks must go to our management team who not only identified grants to keep us financially afloat, but also worked tirelessly to get us all currency checked and back into the air. They also developed and delivered processes to ensure we all kept with the rules and were able to keep on aviating! With the latest upsurge in the virus though we must all remain our guard, be aware of the issues and be sensible, in that way it will not find its way to our club!

The lease has been a major and ongoing piece of work orchestrated by Kristina, Paul, Geoff and Wayne though there is no solution as yet, and we remain in a "holding over" status, that is continue as normal but without the long-term comfort blanket a renewed lease would give us. Things have been afoot though and timing is everything. The N Lincs plan introduced a Safeguarding of Aviation section with Kirton Lindsey airfield being one of the sites specified where aviation activities are protected. Once this has been passed by the County Council and ratified by central gov, we intend to progress the lease question.

Kristina and her team spent a lot of time repainting and fettling the clubhouse this year. You can all see the amount of work that went into making this a liveable space and arresting the deterioration. It is an ongoing effort, and though we do have improvement plans afoot we must all take ownership, we cannot rely on a club "coffee cup retrieval fairy" for example, for one does not exist. We did engage a new cleaner a few weeks ago and you have no doubt seen the vast improvements to our accomodation. The mantra still has to remain



though “empty that bin, wash that cup, turn off that light, don’t leave it for someone else to do”.

Vin and Barry have done amazing work in getting the boiler back to an operational state, replacing parts, fettling and even dismantling and test firing it home. It was an epic domino push, once one area was sorted, another falling over. Tenacity and determination won through and our own dynamic duo made it operational again. We do have plans in train to refurbish the plumbing and sort the toilets out, which should be happening this month.

The Sim’s popularity is going from strength to strength and it is now a well-used asset. Thanks to Dave Plumb and Simon Leach for setting it up and showing all comers how to use it as well as masterminding the events and challenges set during the year including the Winter Club Ladder. We must also recognise the efforts of John Williams, for fettling the mechanism to make it a much better and customised machine. It had its first outing with the public, an open day at the Scunthorpe engineering college earlier this year. We learnt a lot about how best to use it and orchestrate our visitors but equally as important how to assess a venue’s suitability, that double doors are not always wide or tall enough and floors do not always offer a solid base. There is value in the old saying that time spent on reconnaissance is rarely wasted! Our thanks go to Barry for resurrecting the trailer (only injuring himself once!) and Dave, Simon and Rob Harkness for putting together what turned out to be a very popular stand at the event including a video of life at our club which tantalised potential new members. After our first success, N Lincs invited us to several more events including the Lincs Show (a starring role in the Council tent) and Armed Forces day plus they have asked us to do another open day at the college this coming month.

All of these events take a lot of time, planning and effort from our members, our thanks go to Paul, Jon, Andrew, Simon, Dave, Andy to name a few. Without this we would not be enjoying as many visits from potential new members clutching vouchers, replenishing our coffers to the benefit of us all.

Wayne has pulled out all the stops to give us a new website, much better look and layout and automating all voucher sales and bookings. A Brilliant piece of work that we can be proud of as our window on the world.

The 203 club continues and season two’s success in financing a swanky new Weather station has been appreciated by members through the internet and in the clubhouse. We will be commencing its third season in September, so I’ll be around to badger you all into taking part! We have had a few thoughts on what to get with the proceeds for the benefit of all members. Of course the more who take part the bigger we can think!

You may have noticed a few new and updated documents appearing on our website, we have been hard at work in the background, bringing our Complaints, Appeals and Code of Conduct docs into the 21st century. The major work though was on our Articles of Association, these had not been revisited for many decades

and though they fitted the bill for setting up the club in the 70's we felt they did not do so for our club in the 21st century. What are they? Well there were two, the Memorandum of Association and the Articles. The former we felt was the historic document used to set up and Incorporate the club in 1977, so should not change, but the latter, the Articles are how we operate, so needed a makeover. Jon Hemingway and myself, with the assistance and advice of the committee particularly Wayne, set to getting rid of the legalese and trimming the irrelevances whilst adding or updating those aspects that were needed in our club today. We have also run them by a solicitor to verify their legal status and have been given a thumbs up.

One other benefit was that we were able to bring the document into line with the HMRC requirements for the club to become a Community Amateur Sports Club or CASC. Consequently, our application to become a CASC was submitted and been accepted. CASC status benefits have already been felt as Alan was able to continue to buy Red Diesel for our vehicles potentially saving the club upwards of £1500 per annum.

What's Next? We are in the process of creating an online membership form for you to electronically sign at renewal time and agree to the Articles, rules and procedures of the club. This will go hand in hand with a temporary members version mainly to dispense with the reams of paper we currently use to no real benefit.

We are going to introduce a ground handling training regime (including Buggy training for all including our juniors) and annual check for winching, retrieving gliders and cables etc. Not to cast aspersions on your abilities but to give checks and balances on them and guidance on how to get new members up to speed and celebrate their achievements. This will also link in with the maintenance regime we are formulating, that is who can do what on our club aircraft and most importantly who can DI as this will soon be potentially all suitably trained post solo pilots. Thoughts are to have time in the workshop as a benefit of hangarage and trailer parking fees, subject to a central booking system. It is not being done to aid its use as a skip so please don't use it as a store.

And finally, I'd like to thank the Committee and all of you for your support to me thus far, we have interesting times ahead methinks the weather is currently looking good, so here's wishing safe and fun flying.

RICK

# TASK WEEK

Competitors in Task Week experienced windy conditions but nevertheless completed four successful task days. Top Gun for the week was Dave Bieniasz. He and all participants have our congratulations. Awards were made at a club BBQ on the final weekend, as follows:

Dave Bieniasz (Discus); Paul Holland, (Discus T)); Colin Metcalfe and Geoff Davey (Marianne)

Name	Glider	Day 1	Day 2	Day 3	Day 4	Day 5	Pos	Total
Jon H/Simon G	Janus B	239	18	106	145		4	508
Dave Plumbe	Libelle	148	DNF	43	97		6	288
Bradley L-K	Astir	67	DNF	DNF	DNF		8	67
Dave Bieniasz	Discus	251	71	160	138		1	620
Colin M/Geoff D	Marianne	200	185	18	140		3	543
Simon Leach	Libelle	138	96	43	44		5	321
Robin Parker	ASU 20	DNF	DNF	DNF	57		9	57
Darry Pidgeon	ASU 27	95	67	0	92		7	254
P. Holland x2	Discus T	93	211	129	144		2	577
Steve W/Pete D Bradley L-K	Janus B	DNF	DNF	0	DNF		10	0

## Simulator Winter Series Results

### LEADING SOLO PILOTS

1. Steve Nock
2. Larry Lawes
3. Andy Wells

### PRE SOLO PILOTS

1. Jon Hemmingway/ Joe Lazenby
3. Richard Walls

# ROBIN'S TWEET

## CFI Rob Parker

You may be aware, sometime towards the end of August or early September, I'm standing down as CFI and Rik Nadin will be taking over the role. Rik was CFI/CO at Syerston for the ATC, and is presently CFI at Darlton GC.



Hi  
All  
As

I'm standing down for various reasons, but basically 10 years as CFI is enough for anyone, and we could do with someone who has some fresh ideas and things to offer. I hope that will give Rik all of your support, as will I.

I'll still be around in the role of Tugmaster, which I've also been for the last 10 years too. But I hope to have a bit more time to be able to concentrate on my own flying as well.

In the last 8 months or so we've quite a few achievements by some of our newer members. First solo's, by Joe Lazenby November last year, Ant Gilbert, Reece and Dan.

And Jon Hemingway, at time of writing, has completed his Bronze Endorsement and is very close to completing his Cross Country Endorsement too. Andy Smith has completed his Silver Distance, Silver Duration and his 100km O/R.

Andy Wells took our club Astir to Portmoak for our Spring expedition, where he completed his 5 hour Silver/Gold Duration on the ridge. Congratulations also to Brad Lefley Kemp who completed his five hours, at Kirton.

Well done all of you, great to see.

On the training front, later on this year Simon Leach, who is presently a Basic Instructor, will be training for his Ass Cat rating, and we've two or three candidates to be become B.I.'s as well.



Trent Valley Gliding Club  
Kirton Lindsey, Lincolnshire

Pete Dixon is on his way to becoming a Full Cat instructor and Colin Metcalfe is training to be an Instructor coach too.

In addition we're training up another two or three members to become tug pilots in the near future now we have brakes installed in the right hand seat of CKAB.

Many thanks to Vin et al for completing these works. It wasn't easy, I know.

Also Vin, Rob Gollings and Oly have spent some considerable time fettling the T61 after it's annual. Thanks again.

And whilst I'm thanking people, Steve Wilkinson has been particularly helpful in sorting out the wiring on CKAB, it's now much neater and (hopefully) much more reliable. Thanks Steve.

We had a successful 'Festival of Flight' and Task Week. Thanks to Paul and Geoff for the organisation and to all who took part.

In flying achievements, a couple of our members, namely John

Williams and Steve Nock have been doing some interesting flying this year, often being at or at the top of the BGA National Club ladder on some days.

I'm sure a lot of were watching them on OGN on the day when they both flew from Kirton to Rhayader in south Wales then back to Alton towers and so on. I know I was.

668km (Handicapped Distance 720km) in a Jantar is pretty unheard of in the UK AFAIK. And John did a very similar task that day too, and several 300kms and a couple of 500kms to boot.

So all in all not a bad 2022, so far. Keep up and stay safe.

Happy landings, Rob.



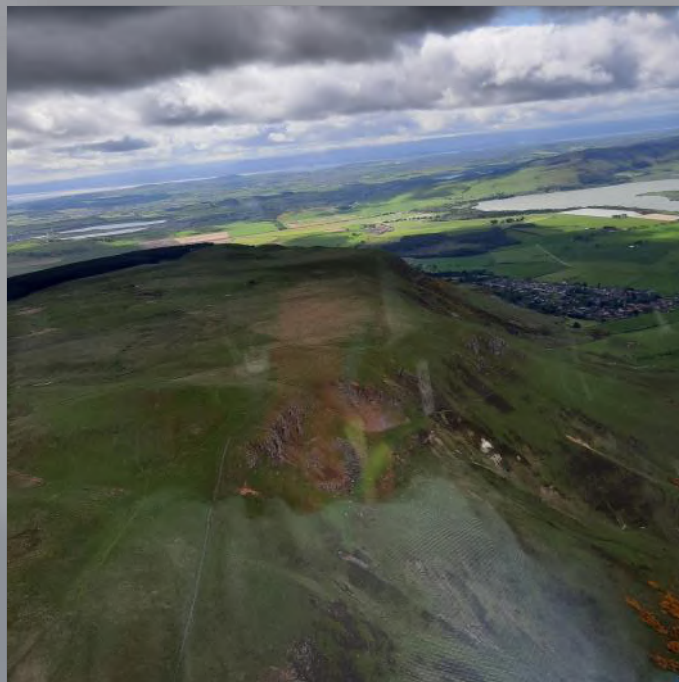
# PORTMOAK 2022

The club trip to Portmoak in late May provided some challenging ridge, wave and (a little) thermal flying despite *generally* unfavourable forecasts.

Seven gliders were accompanied by Robin Parker, Dave Bieniasz, Barry Pridgeon, Simon Leach, Andy Wells, Dave Plumb, Colin Metcalfe and Geoff Davey.

Wind on the ground was often around 20kts plus, making for interesting winch launching and difficult landings. There were nevertheless good flights for all with wave to 6,600ft one day and Dave B and Robin topping out at just above and just below 12,000ft respectively on another.

Andy Wells completed his five-hour Silver duration flight exclusively on the ridge (see page 10).



Top: Looking south along the Bishop Ridge towards the airfield

Bottom: An Oudie view of Loch Leven



# PORTMOAK MAY '22

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Left: Kinross, seen from over Loch Leven Island and Castle (where Mary Queen of Scots was held captive).

Kinross House and Gardens are centre and to the right, Kinross Golf Course.

(Geoff & Colin, in the Marianne)

Right: Dave Bieniasz in his Discus 'GDX', brakes out and letting down from 12,700ft.



## 5 HOURS: RIDGE?



*Two TVGC pilots have recently completed their five hour Silver Duration flights - by different methods. Andy Wells chose to make his attempt on the Bishop Ridge on the club annual trip to Portmoak.*

After years of flying model gliders on slopes, Andy Wells decided he would like to do it for real, in the club Astir.

“Having had a couple of one hour flights earlier in the week and a large amount of waiting and discussing weather, it looked like Friday (the last day of our week there) would be the best day for an attempt.

The day dawned bright, clear and with 20kt+ westerly wind straight onto the Bishop. Once I was launched, a quick right turn and the slope is there...the turbulence was strong but the lift is guaranteed – ish. The first hour or so was spent avoiding traffic and occasionally trying to follow a TVGC glider out into the wave, each time without success. I decided that I must follow my plan and spend my time on the slope.



Andy looking well satisfied after five hours on the Bishop in fairly tricky conditions

## OR THERMAL?



I had the Bishop almost to myself for the next few hours and got to enjoy the feeling of ridge lift.....8 up.....8 down.....10 up....left turn.....right turn...repeat...repeat. During the fifth hour I started clock watching. I needed to have a margin over the five hours...10 mins should be enough. I landed after 5 hours 12 mins...found it hard to get out, walk and talk. The feeling of mission accomplished even sweeter as it was my birthday.

*Very shortly after Andy completed his five hour flight, Bradley Lefley Kemp did likewise, but from Kirton on a good thermal day.*

It is often a matter of discussion as to which way is the best - or more difficult.

Brad was fortunate to have the loan of Dave Bienasz' Discus and has flown it on a number of occasions.

The bottom line is that they both had the benefit of good lift – in Andy's case 20kts of wind on the ridge and in Brad's, a classic thermic day.

But we all know that the first time we manage five hours, it isn't easy in any circumstances.

*We offer our congratulations to both Andy and Brad and wish them many more hours of enjoyable flying.*