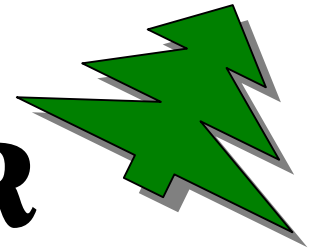


KGC NEWSLETTER



Newsletter Issue 3

Dec 2011



Welcome to the festive edition of the KGC Newsletter. Once again we have some excellent contributions from members (and one ex member) that I hope you'll enjoy.

Ever since taking over the Newsletter I've been plaguing Bob Lloyd to do a piece on his aviation career, a career that spans decades in gliding and a long career in the RAF. Well, I'm pleased to say that after months of haranguing it's finally arrived and I think you'll agree it's a fascinating read with some great photos. Thanks Bob.

There are many more of you out there with interesting gliding and aviation backgrounds that may not be as long as Bob's, but will be of equal interest to members, so why not put pen to paper.

Also, in this edition we have an article from John Hoyer, a former course instructor at KGC, now based at Lake Keepit, Australia. John often pays us a visit in the summer to get a bit of decent soaring in and thus, also gets to enjoy two summers each year! Brian Laverick-Smith reports of Freshers' week at Kent University, Mike Davis on KGC marketing activity, John Lutkin on the Community Flying Programme and Safety Officer, Alan Murdoch talks about Minor incident reporting, plus, of course, messages from our Chairman and CFI.

I know you're all desperate to hear how my SLMG NPPL training is going – so here's a quick update - I took a break in the autumn to give the residents of Ringmer a rest and also to give myself a chance to get my head round aviation law. I returned to the task in November and after passing the Air Law exam Alan Tapsal in a moment of madness sent me solo on the 19th November on a beautiful autumn day.

I'd forgotten the huge pleasure and sense of achievement your first solo flight gives you, but I think many pilots will agree that the greatest pleasure of all comes from the silence that emanates from the empty seat next to you. (Apologies Alan).

Incidentally, if anybody suffers from insomnia, I've discovered a cast iron cure; it's called Pooley's Aviation Law. I guarantee it will send you to sleep in no time. I particularly recommend the chapter on ICAO Annex Terminology.

I kid you not, but one question that often crops up in the Air Law exam which I paraphrase here is: "If you are flying over a large open air rock concert in a field what should your minimum altitude be". "When you start to smell the marijuana" is not an acceptable answer apparently.

My next hurdle is the navigation exam, so any spare moments now will find me playing with my Whizz Wheel – I'll update you on that in the next edition.

Terry Webster – Editor – in - Chief

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Chairman's Briefing



David Shearer

During 2011 the committee worked very hard to finalise the plan which will deliver increased membership numbers, improved financial results and better facilities for the club over the five years 2011 to 2015.

In order to meet these aims the plan contains 39 specific objectives that must be delivered.

Each month a small sub committee reviews the progress made against the plan and already 6 objectives have been fully achieved and a further 6 are partially complete.

Two objectives that have been identified as having a high priority are improved launch rate and bookable lessons and you will be hearing more about the details of how we intend to achieve these early next year.

Whilst the plan sets out what is required to ensure success of the club in future years it requires the full support of every member in word and deed.

Looking back from a personal point of view, the 2011 soaring season was not exceptional although there were a few good days. Of course one of the secrets of success in cross country flying is to ensure you are in the right place at the right time.

Whilst I am luckier than some in that I usually have three days a week when I can go gliding, these didn't always align with the good soaring days.

My longest flight was 308kms in mid April and the shortest about 1km in a K21, following an aborted aerotow during task week!

There were however some quite satisfying flights and only two other landouts.

My cunning plan for next year is to identify days that have an improving forecast over the last 72hrs, rather than the days that are forecast to be very good but which then seem to rapidly deteriorate after you have made the commitment to fly that day.

Looking forward to 2012 we will need to maintain a positive attitude to meet the challenges facing us, such as increased airspace restrictions (both permanent and temporary) as well as more onerous regulation of instructors and medical testing being introduced by EASA.

I personally believe we can still carry on enjoying our sport for the foreseeable future if we remain proactive.

Activities and events being planned and discussed for 2012 include:-

Courses in aerobatics, cross country and ab-initio development.

An expedition to another club.

An open day

Task week

Several social events.

Finally I would like to thank every body for their support and hard work during the past year and wish you and your families the very best for Christmas and look forward to seeing you in the New Year.

David Shearer

Chairman



CFI's Column
Peter Carpenter



Another season has passed and I hope you were able to make the most of the less than excellent weather.

A few important reminders

- 1 Tractors and other vehicles – due to the slopes on the airfield, when parking, the steering should always be left on full lock. If in any doubt chock a rear wheel with a spare tyre. Please drive carefully and smoothly and always brake gently on the airfield over the winter months to avoid chewing up the surface. The area around the hangar and trailer side of the airfield usually becomes very soft. Take a wide berth with vehicles and drive smoothly.

- 2 I am hoping the airfield will be rolled on a regular basis starting in the next few months.

- 1 Grabbing hand / curl-over not only occurs at the ridge but can also occur at the North end of the airfield due to the dip at the stables which extends out to the East. This is particularly hazardous during approaches in strong southerly winds. Plan your circuit to allow more height around the diagonal and base legs.

- 2 Orographic cloud could envelop the ridge and club at any time but particularly at this time of year with moist air. If caught on the ridge in developing cloud and unable to return safely to the airfield, fly South of the ridge and land in a suitable field at the bottom. If you are unsure of what Orographic cloud is, ask an instructor.

- 3 Misting canopies, low sun & ice on the wings will become a problem over the next few months. Any combination of these and a launch failure could be disastrous! Don't accept the launch if you have ANY frost or ice on the wings.

- 4 A note to tug pilots, an energy absorbing cushion recently went missing from a K21 and was subsequently found in the tug on the seat. Please note these cushions are a requirement in the gliders to save injury as a result of heavy landings. They should be left in the K21s and not used as a booster seat in the Pawnee.

There is a long list of possible exercises that could help to improve your flying and safety.

1. Analyse your flying
2. Establish your training requirements
3. Talk to an instructor

Examples of safety related “tuning” exercises

1. Practice some ‘turning in early’ exercises in order prevent those low final turns.
2. Ask for some launch failure practise.
3. Go for a spin (not at the same time as the above please)

Maintaining Launch rates

- 1 Please plan your landing run so that it diverges from the cable run.
- 2 If you’re next to fly, ensure you have any weights, seat back, progress book and any other items ready directly before you need to get into a glider.

Other Items

Keep your eyes open for information concerning the Olympic airspace restrictions.

As part of the 5 year business plan, we are planning to have more cross country and aerobatic training during the coming year. Watch the notice board and your inbox for details.

An R/T course is being arranged by David Pye. He has a full list but if there are 2 or more who wish to attend, please contact David as soon as possible. The cost is likely to be around £75 and will result in a full R/T licence and much more confidence when talking to ATC.

Dave Beams and David Pye are installing a projection screen above the bar and a laptop (which will be stored in the office initially). These are intended for use as a tool to aid daily briefings, especially over the cold winter months rather than freeze in the Wendy house. They will also be useful for other briefings / talks to small groups.

As part of the transition to EASA Flight Crew licensing, I have appointed 4 Flight Examiners (FEs). They are me, John Hoolahan, Tudur Williams (MGIR) & Tony Moulang (FIE). Any Bronze flying test (was called General Flying Test but will in future be called a General Skills Test) must now be booked with myself. Full Category instructors will no longer be carrying out these tests.

Peter Carpenter CFI



Profile – Bob Lloyd



Like many before and after me, my interest in aviation started with aero modelling and the Air Training Corps. I went solo at the age of 16 in a T31 with an ATC Gliding School at Exeter Airport in August 1953. After going solo I continued as a Staff Cadet for 2 years until at the age 18 the country decided they wanted my services for 2 years. As a member of the ATC, I was automatically offered the RAF in which to do my National Service. I spent 2 years as an Air Radar mechanic rising to the dizzy heights of Senior Aircraftsman.

There was plenty of opportunity to better oneself during National Service and I did day release and night school at Camborne Technical College to complete the first 2 years of an Ordinary National Certificate in electrical engineering. There was no possibility of continuing gliding at that time on a wage of 24 shillings a week.

On leaving National Service in June 1957 I took a job with Standard Telephones and Cables at Paignton in Devon, 9 miles from home where I could still get my washing done and be well fed! This job gave me day release and I concentrated on completing my ONC followed by Higher National Certificate.

After 3 years in industry I realised I had quite enjoyed the Service life and rejoined the RAF as an Air Electronics Officer. After 2 years training in May 1962, I found myself on XV Squadron flying Victor B1As from RAF Cottesmore. At this time I returned to gliding at the RAFGSA, Four Counties Gliding Club at RAF Spitalgate, near Grantham. The T21, Prefect and Skylark 3s were the order of the day. Following 3 years at Cottesmore, I moved on to Victor 2s (an awesome aircraft, far superior to the Vulcan apart from display flying). The move was just 12 miles down the road to RAF Wittering, where I spent a further 3 years on 100 Squadron which was the most enjoyable of the flying side of my RAF career.

All good things come to an end and in June 1968, I was posted to the maritime world.

Firstly, another 6 months Operational Training Course at St Mawgan, in Cornwall to find out the delights of the Shackleton, after which I moved to 206 Squadron at RAF Kinloss in Morayshire. The Shackleton was like going back in time!

However, a large crew meant a lot of fun in spite of the environment. On my first crew we were kept amused by David Gunson, then one of my Sergeant Signallers and now a well-known comic after dinner speaker. Little did I realise at the time that I would spend 14 of the next 20 years at Kinloss. I joined the Royal Navy Fulmar Gliding Club, flying from Milltown, a satellite airfield to Royal Naval Air Station, Lossiemouth, known to the Navy as HMS Fulmar. Glider launching at Milltown was done by auto tow, which was great fun and there was never any problem in getting drivers for the tow cars, American, Ford F100 trucks.



The Fulmar club had the almost exclusive use of Milltown airfield, with a hangar for the gliders and the Control Tower as a Club House. We used the Navy Runway Control vehicle at the launch point; a large mobile van that could accommodate 30 if it rained (or snowed) and was fitted with heaters and the whole van could be plugged into the mains available at the side of the runways. In winter it was sometimes difficult to get people out of the warmth to push gliders!

In early 1970 I decided it was time I had a PPL and so I went to the flying club at Dalcross, Inverness Airport one morning and found myself with a PPL at 4 o'clock the next afternoon! The Instructor, Jock Donaldson gave me an hour's general handling in a Cessna 150, plus a few circuits, followed by a 1st solo in the morning. I had previously done a fair amount of Chipmunk flying which obviously helped. I then did an hour solo before lunch and another hour in the afternoon. Returning the next day at I did a quick circuit with Jock, followed by 1 hour solo to complete the 3 hours total required as a silver 'C' Pilot. No requirement to do instrument appreciation at that time or have an R/T license. The GFT was done late morning and the exam (just 1 paper) after lunch. I was given a pencil to complete the exam before applying ink (just in case I made any silly mistakes!).

In June 1970 the RN Club was disbanded prior to Lossiemouth being handed over to the RAF in 1971. I made the case for an RAF Club and I was appointed to set up the new RAFGSA Fulmar Gliding Club. It was at this time that I got involved in glider maintenance when the new club was given two gliders, a Ka7 and an Olympia 2b, both out of C of A. The new Fulmar Club was soon operating successfully having acquired 2, 4.5 litre Humber Super Snipes for auto-towing. With a ton of bodywork stripped off they were like a couple of go-carts!

The Nimrod was introduced to the Service to replace the Shackleton in January 1970 and my crew did the conversion course in November of that year. In July 1972 I was posted to the Joint RAF/RN Headquarters at Northwood in Middlesex and to a job with the RAF Research Branch, a Civil Service Unit which came under the MOD Department of the Chief Scientist (RAF). My responsibility was mainly involved in operational analysis of large NATO maritime exercises. I joined the RAFGSA Chilterns Gliding Club firstly based at RAF Abingdon in Oxfordshire and after my first year there, the Club moved to Weston-on-the-Green, 2 miles from Bicester. I bought a caravan and spent every weekend at the gliding club. At that time the RAFGSA Centre was at Bicester, 2 miles from Weston-on-the-Green, under the control of the legendary Andy Goff and by then I was a Full Cat and a CAA Motor Glider Instructor and I spent many weeks there helping out on Soaring and Instructor courses. It was also at this time I did my diamond goal in a Ka6E, having previously got my Silver (all in wood) years before. The same year I did my gold height in a Cobra on an expedition to Aboyne and diamond height the next day in an Olympia 463, the same 463 BWE that the KVG now has at Challock. Barbara was posted into Northwood in 1973, which started a relationship that eventually ended up in marriage 3 years later.

In November 1975 I was posted again back to RAF Kinloss to join 206 Squadron now equipped with the Nimrod. First there was a 6-month Nimrod course at RAF St Mawgan in Cornwall. The course was over the winter months and as there was a gliding club at St Mawgan, I borrowed the Chilterns Gliding Club, Kestrel 19 for the first 4 months of my course. At Kinloss I joined 201 Squadron but after only 6 months I was selected to take over as the Boss of the Maritime Acoustic Analysis Unit (MAAU) within the Operations Wing at Kinloss. Shortly after I took over this new post, Barbara was posted to Kinloss (her job at Northwood was posting people!). As there was nowhere else for me to run to, we got married. The Ceremony was at the registry Office in Aboyne during a Gliding Expedition! Well, it had rained all week and it seemed a good excuse for a party! The Job in the MAAU was dealing every day with tracking the Soviet Atlantic submarine threat. We had direct contact with the US SOSUS system and MI5 and anything we wanted, we got. It was while I was OC MAAU that I gave two personal briefings to the Duke of Edinburgh, during the second of which I managed to draw his blood – but that's another story!



I rejoined the Fulmar Gliding Club on returning to Kinloss to find that the Air Cadets had moved in to fly alongside the Club with T31s, at which point the Fulmar Club had to change to a winch operation. The two organisations operated very successfully alongside each other. The only interesting disruption was when the present Prince of Wales, then at Gordonston School near by, did a gliding course with the ATC. A special winch and instructor came up from Air Cadet HQ for a one on one, 2 week course. Once Charles had gone solo we returned to normal, but the winch cables had been changed every day with the 'cast offs' finding their way into the Fulmar store.

In April 1976, 3 others and I acquired an RF3, which we operated for 2 years before changing it for an SF28, Tandem Falke. Motor gliders were a great asset in Scotland as, apart from wave flying, it was always possible to find a hill pointing into wind!

The Fulmar Club continued to operate from Milltown until July 1977 when aeries were erected on the now disused Milltown airfield and the Club and the Air Cadet School moved to RAF Kinloss. Operating from Kinloss had less freedom for the club but had the advantage of being able to use, to some degree, the Station services. Today the club operates alongside the Highland Gliding Club at their site at Easterton, 5 miles south of Elgin in Morayshire.

After 3 years in the MAAU I was posted again to a new unit (still at Kinloss), specially formed to develop in-service software support for the Nimrod. I was one of a team of 4 Officers and 3 NCOs selected to set up the new facility and at the end of 3 years the team was 68 strong. During this period I worked very closely with Marconi Avionics, Maritime Aircraft Systems Division, at Rochester Airport (now BAe) which eventually led to me joining them when I left The RAF.

At Kinloss the Falke lived under the wing of a Nimrod in No 3 Hangar. If the Hangar doors were open I could see G-BARZ from my Nimrod Software Team Office about 40 metres away. If the sky looked good I could be airborne in less than 10 minutes!

For most of the seven years from 1976 to 1982 I ran the Gliding Club as Officer I/C and CFI. The Gliding at Kinloss was not spectacular being plagued by sea breezes for much of the time. As we were only 65 miles from Aboyne, the Club members made regular visits for a spot of wave flying. In 1980 I was part of a syndicate formed around an Auster with a tow hook, which greatly increased the wave opportunities at Kinloss.

In 1976 I organised an official, very successful, 2-week 'wave' expedition to Aboyne.

My report on the expedition resulted in formal approval for other RAFGSA clubs to make expeditions to Aboyne. The word spread and for the next 25 years the Deeside Club became the place to go diamond hunting, with the Fulmar Club doing 2, 2-week expeditions a year, one in the spring and one in the autumn. It seems a shame that the popularity of Aboyne has diminished over the past 5 years, as the conditions at times are awesome. Certain individuals such as Roy Wilson are continually doing amazing cross-countries at enormous speeds and the view of Scotland from 20,000 is magnificent.

Malcolm Kerley, Tim Bartsch and I go every year and the 2012 expedition is from 29th September to 6th October. If anyone wishes to sample wave flying then they should join us. See me for various accommodation options close to the Club.

In 1982 I was posted again, this time to the Aeroplane & Armament Experimental Establishment, at Boscombe Down as a Trials Officer. My work was mainly associated with the Nimrod but the test pilots of 1 squadron (the fast jet unit) were always looking for safety pilots i.e. another pair of eyes to act as a look out and I did many flights in Tornados, Jaguars, Hawks and even inverted spinning in the ETPS Hunter as well as trials work in the Nimrod.

I was allocated a quarter at RAF Upavon, 11 miles north of Boscombe, which suited me very well as Upavon was the home of the Army, Wyvern Gliding Club. Once again I had gliding on my doorstep. Again, as well as weekend flying and running the bar, I was able to help out regularly with Joint Service Adventure Training, gliding courses at Biscester. The Army also ran 2 or 3 courses a year at Upavon with which I obviously helped. In my third year at Boscombe I did over 300 hrs gliding!

In 1986 I was posted again back to Kinloss, this time to 120 squadron. By now I had been promoted to Squadron Leader and found myself back as just part of a crew with little responsibility. I also had a 10-year-old son and an 8-year-old daughter and needed to think of their secondary education in the not too distant future. I was nice to be back with the Fulmar Club but, as I had an opportunity to leave at 50 with 6 months notice. I bit the bullet and left. I had been previously promised that if I left the Service then there would be a job for me at Marconi Avionics, Rochester. Hence I ended up leaving the RAF on 10 August 1987 after 30 years service in total and moved to Hollingbourne and a job at Rochester.

The first weekend I drove the family around the Kent countryside ending up (surprise, surprise) at Challock! I introduced myself, paid my money and was soon on the roster. Shortly after I joined the Club I noticed that they did not have a Technical Officer and at the time I was the only one at the Club with a BGA Inspector's ticket. As it was a BGA recommended practice that all clubs should have a Technical Officer and I had been a gliding inspector since 1970, I volunteered for the Job. At the time I did not realise what I had let myself in for and to help the club financially I did all the annual inspections and C of A work (apart from major repairs) for the next 10 years.

I have always been interested in vintage gliders and about 15 years ago Bob Shallcrass and I formed the Kent Vintage Glider Group with the objective of helping to preserve our gliding heritage. At the time we only had one glider, an Olympia 2b. The group now has 4 serviceable gliders with 2 other Olympia 2Bs awaiting restoration. All our gliders are what is known as 'Annex 2' aircraft and as such avoid most of the EASA nonsense! We know that our vintage gliders are not flown enough and we need more members. However, all bar one of the Group has a share in a glass glider and some of us in more than one, so the hours done by Vintage Group members are shared between aircraft, in my case 7.

This has seemed to be a problem with one or two KGC members, but it is not for the Group, we all pay our membership and do as many launches as anyone else – we just pay bigger trailer and hangar fees!

The Vintage Rallies are the highlights of the Group's activities and we go to at least 2 a year. We would be delighted if others would like to join us. We can guarantee that you will not be disappointed as the emphasis is always to have fun and Vintage Gliding Club members are always willing to let other members fly their aircraft. For the inexperienced glider pilots, I will let you into a secret – vintage gliders are self-centering in thermals! The current price to join the Group is £600, which will get you a share in 4 serviceable Gliders.

I also look after the T21 (Florence) syndicate and in which there are presently shares available at give away prices. The pure joy of flying a glider such as the T21 on a warm, thermic, summer's day is an experience not to be missed.

In November 2006 the Super Dimona Syndicate was formed and not only did this expand the Syndicate and my flying, it also provided the Club Members with a facility for Bronze 'C', Cross Country Endorsements and general navigation and field landing practice. In my RAFGSA days, all inexperienced cross country pilots were strongly advised to have a field landing training session in a motor glider at the start of every soaring season. The Dimona Syndicate is happy to accommodate any who wish to take advantage of this facility. There are 4 MGIR instructors in the Dimona syndicate who are qualified to undertake this training.

Gliding has always been my passion and my motivation is still to help others enjoy and develop in the sport and most of all to have fun. I am proud of what I have given to the sport over 59 years but it saddens me that some members do not seem able to accept what others want from the sport and are intolerant of those who want different things and have different aspirations to themselves. I am also proud of the fact that I have sent 72 people solo and not counting my service flying I have spent over 26 weeks airborne. I now look forward to at least a few more hours in the air. Bob Lloyd

Sailplane & Gliding

Pete Stratten at the BGA has asked clubs to remind members not to forget to renew their subscription to S & G or for those who have yet to take out a subscription to consider doing so.

If you go to the BGA website (www.sailplaneandgliding.co.uk) you will find details of a SPECIAL OFFER!

Well, what are you waiting for ?

Lake Keepit

Australia

A message from
John Hoye



It's about this time of the year when the lack of soaring, combined with the chilly winter's air, starts Northern Hemisphere dwellers contemplating the idea of heading south.

My journey to Lake Keepit Soaring Club started back in October 2000 when I decided to take early retirement and with grand plans in place, I set sail, well took flight, for NSW, Australia.

When I first arrived, I began flying at Narromine, a small regional town, north-west of Sydney, but quickly learned about a soaring paradise a little further north-east, known for its flat lands and mountains, and which beckoned the cross-country pilot.

Lake Keepit Soaring Club is located 500 kilometres north west of Sydney and ideally situated for offering a variety in flying. The flat lands surrounding Keepit can become boring but the local mountains, which rise to 5000ft, provide a suitable challenge; they are not like the Alps or the Pyrenees, but still provide lift on days when thermals need a boost. Keepit's airfield is 1150ft above sea level so the mountains aren't that high.

The club is situated inside Lake Keepit State Park and provides plenty of aquatic opportunities for the locals and visitors who enjoy fishing, sailing, water-skiing and/or cruising in their powered craft. The sound of some of the power boat engines puts our tug to shame!

The airfield slopes towards the lake with 32/14 being the main runway; 20 is a convenient runway which we often land on, bringing us back to the threshold of 32 and ready for another downhill takeoff. Learning to fly at Keepit does not involve too much walking as we often roll up to the launch point for the next launch.

The club fleet comprises of one Puchatek (a bit like a Blanik but with a larger cabin), two Grob 103's, one Junior, one Std Jantar, one LS7wl and one LS6 and when demand is high, the club has access to a Twin Astir and a very nice Duo Discus XT. The club's tug is a 250hp Callair which is something like a Pawnee and we can, these days, usually lay our hands on a standby tug when ours goes in for maintenance. We also have the service of a nice, new, home-built winch with one drum, but sadly it isn't used very often, despite the 1600ft launches it provides off our strip.

Compared with Challock, the membership at Keepit is quite small and many members travel up from the Sydney area. Our manager looks after the instructing requirement midweek and an instructor member is rostered on for each weekend day, there's no duty pilot or log keeper, (the tug pilot keeps the logs), there's just the one instructor! So when does the instructor get lunch if training is to continue through the day? If it's soarable, an aerial lunch is the order of the day, and that's quite often - when you're up high, there's not much the student can do to spoil your meal.



Area to the NW of Lake Keepit

Keepit's day starts at 9.30 am with a briefing on the weather, the airfield and the local situation regarding fields, etc. Pilots who require training put their names against the two seaters and those heading cross-country put their mobile numbers against their call signs on the whiteboard. Those attempting long flights or badge attempts usually have their glider ready pre the briefing so that they can launch immediately thereafter.

Soaring conditions at Lake Keepit are usually very good, but it also has its 'not so good' times. This year, like last, we are restocking the dams and underground aquifers - after a severe drought of some ten years, the pendulum has finally swung. If you're monitoring the Australian weather, look out for the dreaded horseshoe trough as it can bring lots of rain, as evidenced a few years ago when Gen and Alan visited. Under more normal Keepit weather conditions, Gen and Alan would have made great progress.

During April 2010, just after Easter when our days were getting short, we enjoyed a spell of really good soaring days when 500km in a 15 meter ship was possible every day for about ten days straight. On another occasion, just three weeks before the shortest day of the year in June, a friend and I shared a most enjoyable flight in his Grob 103 self-launcher, we motored across to the hills and soared over the mountains for three and half hours, before running for home.

The club runs NSW State championships bi-annually, sharing events with other NSW clubs. Due to severe flooding in Queensland recently, and the need to redirect competition, Keepit helped out by holding a Grand Prix qualifier. I was fortunate to be able to fly with a friend in his Nimbus 3DM on the Sunday practice day. It was a strange feeling to have all the competitors heading for the start line at the same time. Flying at 80 – 90 kts on course, the 18 meter ships (ASG29, JS1, Ventus CX) soon started to pull away from us in the early, and very good, conditions. Later in the day, under the overcast and with showers around, we started to catch them but the front runners were well on the way home by then.



Photo taken by Alan Maxted when he and John were “in the mountains”.

Most of the gliders are housed in hangars which hold two gliders or more so it's easy to land late and put your glider away, single-handedly. BUT, if you do land back late, you need to keep an eye open for the kangaroos as they start coming out of the bush about 5.00 pm to graze on the airfield, usually in high numbers and because of their fur colouring, they are very hard to spot.

After the day's flying, we usually gather at the clubhouse to share our day's experiences, assisted of course by a stubbie (nearly half a pint) or two, before departing for home. Those staying over cook their meal on the BBQ or in the clubhouse before retiring to air conditioned bedrooms. If you want to dine out, the alternative is a 40 minute drive to the nearest town so you quickly learn to arrive at Keepit with your esky of food and drink in tow.

Living in Tamworth, I'm considered a 'local club member' even though it takes me 45 minutes (or 80Ks) each way to/from the airfield. I'm sure you'll agree, that's somewhat different from being a local at Challock!

May I take this opportunity to wish all Challock club members and their families a very happy and healthy 2012.

Yours in soaring - John Hoye



Marketing Kent Gliding Club

By Mike Davis



I took on this role on being elected to the Committee in mid 2010 and work closely with David Pye, our webmaster, and Terry Webster, our Newsletter editor and Sailplane and Gliding correspondent. Terry, always on the lookout for copy, asked me in an unguarded moment to write a short piece on work in this area.

Marketing supports our five year plan (2011-2015 inclusive) whose key objectives are to: raise our adult full flying membership by 40 to a sustainable 150 pilots (to increase utilisation of the facilities we have and increase fixed income); and to create a sufficiently deep reserve fund in order to pay for future major items of expenditure (eg new tug engine). It focuses both outside the club and within it, assisting the Committee's Membership lead (Dean Farrugia) with pilot retention.

Being a relative newcomer to KGC, some of the past few months have been spent talking and listening to club members, bouncing ideas off them (many naturally being shot down, but I don't give up), and sidling up to Julie in the office for her invaluable views. A couple of sessions with David Shearer have also been very useful, in particular his advice to ensure that any marketing initiatives can be supported by our operational abilities at weekends. I have undertaken to raise our external profile at minimal cost to the club and to trickle out initiatives rather than adopt a 'Big Bang' approach – which might never happen.

Our target area is Kent, East Sussex and London (where most of our current flying members live) and the particular focus is on people with an interest in or already involved in aviation and /or who have bought a Trial Lesson or Day/Week course themselves (rather than receiving it as a gift). With regard to the former group, letters with club material have been sent to local airfields for display on their notice boards (eg Rochester, Maypole) and a KGC slide was displayed before a recent Medway RAeS meeting.

Some activities this year have not gone as well as expected: some short articles with photos highlighting member/ club achievements sent to the local press have not been published (cats up trees obviously provide more interesting copy for editors) and an article on gliding for a national general aviation magazine was ignored. But I shall persevere with the written media in 2012. What we as a Committee are reluctant to do is spend money on newspaper or online advertising (which costs even for free papers): in more experienced members' opinion this can be hit and miss and the return difficult to quantify.

A focus next year (and work in this area has already started) will be to improve the content and presentation of the website, which is a free resource (apart from David Pye's voluntary time) and a first point of contact with KGC for many potential new members. The content has been refreshed in some areas and useful links added (eg weather sites and SkyDemon NOTAM app in the Cross Country section), but more needs to be done (eg creating a blog area, also a list of members' achievements); David and I need your help by sending us photos with captions from rallies and expeditions, Community and Evening flying etc.

Spreading the message by getting out and about in the community is another development planned for next year. We will be holding a static display at Ashford Outlet in the Spring (Bluewater was also considered but proved very expensive) and are considering other venues. The organisers of Challock Goose Fair (September) are very keen to see us there ("we like to support local activities"). Gerry Puttick has suggested creating a standard illustrated talk which selected members could give to interested audiences in the area and I shall be working with him on this over the coming months. Closer to home we will be holding another Open Day in Spring/Summer.

The aims of all these activities will be to raise our profile positively, sell additional Trial Lessons and Courses and translate potential members into actual Flying Members. I would welcome any comments from members (including ideas and offers of help) which would support marketing KGC. Mike Davis



Community Flying Programme

By John Lutkin

The Kent Gliding Club Community Flying year ended on 30th September having flown 356 passengers. The season, as usual, was affected by weather and re-booking's were the norm. We managed, however, to meet everyone's requirements over the 68 days allocated to Community Flying. A big thank you to all the club volunteers who helped to get these people in the air, it was great to see the silly grins on so many customers' faces.

Our main sponsor High Flight will again support us next year, which is great news in these difficult financial times. High Flight is a UK registered charity created from within the Flight Operations department of British Airways. Its vision is to provide for the relief of young people with physical or mental disability, to try to improve their quality of life by assisting in the provision of flight training and associated activities and also to further the education of children and young people in the field of aviation and related subjects. It, perhaps, is worth mentioning that High Flight welcomes contributions, which can be made via <http://www.highflight.info/others.htm>

On a slightly negative note we lost bookings from Odyssey Trust, which left a large whole in our programme. Odyssey is a charity which enhances the quality of life for cancer patients, through imaginative programmes of challenging and dramatic activities using the outdoors. They have been hit by the recession, whether we see them back in 2012 remains to be seen.

The 2012 season starts again 2nd April, if you can, please get involved on a Monday, Tuesday, or Thursday. Peter Carpenter and Mike Moulang will again instruct, ably managed by Martin Bradley on the winch.



Season's Greetings to You and Yours,

John Lutkin



Minor Incident Reporting

By Alan Murdoch



Safety Officer

Many of you will know that in September 2011 The Kent Gliding Club was inspected by two representatives of the British Gliding Association. We subsequently received their report, indicating we were carrying out our airfield and flying operations in a safe and proper manner.

We want to keep it this way and to further improve our safety performance. Safety is at the heart of everything we do and I would encourage you all to take extra care this Winter and during the 2012 season, in looking after yourselves, other members and visitors to the Kent Gliding Club.

The 2012 season will be impacted by some significant measures including local air space restrictions affecting our club during the Olympic Games in the summer. More on this and other pending issues will follow nearer the date. So as well as the usual safety considerations we will also have some special issues to contend with - it doesn't get any easier.

In terms of club safety please read and take note of the contents of the Flying Order book available on the worktop in the Briefing Room. If there are any flying, or non flying matters you wish to discuss please contact a committee member who will assist you or at least point you in the right direction. A list of committee members is available on the club notice board or from Julie.

In and around the airfield and when flying we may see things we feel could be improved, and one way to report such matters is via the Minor Incident Reporting Form, copies of which are available in an envelope on the Safety Officers notice board in the Briefing room, next to the club office. Share your thoughts and views on our operations, report unsafe practices and contribute to safe methods of operating.

You can report things anonymously if you wish. The whole point of the Minor Incident Reporting Form is to improve matters - not to attribute blame. We want to encourage an improvement culture not a blame culture. So if you see something from which we can all benefit, please complete a form and either hand it to me or put it in the Safety Officer's pigeon hole.

All ideas, suggestions, incidents, different methods of operating will be seriously examined and if at all possible actioned.

By now you will have seen the different launch methods using the "yellow box" for winch launches and using a radio (available in the office next to Julie's desk) for Aerotows instead of using bats. Both have helped with our operations and contribute to safe working methods. We continually update and improve our operations and with your help we can do more.

We have a programme of safety improvement for your club and your contributions will be part of this. Join in by reporting anything you feel may assist.

Have a great New Year in 2012, make it a safe one. **Alan Murdoch – Safety Officer**



**Freshers' Week
Kent University
23rd September 2011**

By Brian Laverick-Smith



The club were invited to have a presence at the freshers' week by the University Gliding Club organiser John Davidge and I volunteered the Discus bt for the day.

I met Peter Mather at the field at 10 am and by 11 we had it derigged and in the trailer. That was a record for me as with the T hangar I only de rig a couple of times a year so tend to forget where everything goes.

Dave Beams did say on passing " You're not taking your trailer to the University in that state are you?" [and he is normally right of course !]

So we gave it a quick wash by the hangar to get the green gunge off and was finished 20 minutes later. Peter and I duly set off at 1130. Twenty minutes later nothing had fallen off and we arrived on schedule at the main University concourse in Canterbury at 12 to be met by the remaining volunteer Mike Sandford waving us onto the concourse like one the marshals at Gatwick.



The team, Peter Mather, Brian and Mike Sandford

The place was humming even then, and we had some problems clearing a space for ourselves.

We had a couple of small barriers to guard each wing tip and within a few minutes were in business with the committee and ourselves handing out brochures and Mike doing a sterling salesman 's man job while assisting the girls in and out on the chute harness and cockpit ! [can't imagine why he was so keen]

The committee had things well organised with plenty of brochures and all that was needed were for interested parties to insert their names on the laptop.

The whole atmosphere there was quite frenetic with two large marquees crammed with clubs displaying their activities and you could hardly move through it for bodies. A tour round the activities available made us all envious. Not only because of what was available but because we were all about 50 years too late for it.

Two T shirt mottos seem to some up the ethos of the day.

[and there were some nicely filled t shirts too]

“Drink triples ... see double... act single”

Rugby Club

“ 15 positions .. 80 minutes... No protection ...Can U Ruck ? “

The phrase most constantly heard in our group

“ Wasn't like this in my day ” [more remorse sets in]

The club had 161 statements of interest [up on last year] but of course only a small percentage manifest into actuals.

The glider's presence clearly drew the crowds, and the whole day we all considered was vastly enjoyable and it was a real pleasure to put the word out.

In fact we have all booked ourselves to do it again next year.

We got back to the field at 6pm and promptly dropped a b.....k by letting the fuselage roll right off the trailer rails before the undercarriage was down ! A few minutes considered thought by Peter though solved the problem and it was back in the T hangar by 7pm having been derigged and rigged more times in a day than it has in a year.

Brian Laverick-Smith

Dates for your diary – don't forget to put the dates of the winter aviation talks that Mike Davis is arranging in your diary.

These informal, but informative talks take place in the Clubhouse post flying on Saturday afternoons from 5 – 6 pm, guests are welcome.

2012: 14 January: Air Commodore Bill Croydon OBE RAF (Ret'd) on: "My flying career in the RAF".

11 February: Captain Peter Adams BA on: "The Role and Work of Air Search".

Speaker details being finalized for **17th March** and **14th April**.

Achievers' Club

Congratulations to **Gareth Furlong** and **Jon Towill** on going solo, to **George Darby** on achieving Gold height and to **Steve Godleman** on achieving Gold Distance and Diamond Goal.

Photo Competition

The winning photo for this edition must be the one of Brian Laverick-Smith discussing the finer points of gliding with a student at Kent University's Freshers' week.



It only remains for me to wish you all a very merry Christmas, a happy New year and excellent soaring 2012.