

KGC NEWSLETTER

Issue 2

April 2011



Welcome to the Spring 2011 edition of the KGC Newsletter and hopefully the start of the 2011 soaring season. There have already been a couple of good days; Tuesday 12th April was a stonker and saw Dave Shearer complete a 300k. Let's hope there will be many more like it. I think we deserve it after the appalling winter we've just had !

In this edition I've decided to try a different lay out as a couple of members have mentioned that while the column lay out works well when you're reading a hard copy, it's not so good when you're reading it on a computer screen, which is, after all, they way most of us read it.

Again, I'm delighted to say that we have some excellent articles that I think you will find very interesting and I would like to say a big thank you to the contributors. I hope this will encourage more people to put pen to paper.

For this edition Nobby (A K A Dennis) Clark, unofficial historian of KGC, has written the first of two articles on the history of gliding in Kent and KGC. Nobby was originally a member of the Royal Engineers Gliding Unit, which was amalgamated with KGC when it was founded in April 1956. His next article that will appear later in the year will include details of his own gliding career for which I understand Hollywood has expressed interest in turning it into a movie starring Brad Pitt as the young Nobby.

Terry Webster – Editor in Chief

Email: terence.webster@googlemail.com Tel: 01634 230089 Mobile: 07957 872937

Contents:

Chairman's Brief

CFI's Column

Gliding in Kent & Kent Gliding Club – Nobby Clark

Community Flying – John Lutkin

A Trip to the Sun – Tony Moulang's 750k

Profile – Alan Garside

Sutton Bank Expedition – Stefan Bort

The Badge Ladder – Brian Laverick Smith

2011 Scholarship Scheme – Colin Beer & New Members

New Solo Pilots

Photo Competition



Chairman's Briefing

April 2011

David Shearer

At long last it is again the glider pilot's favourite time of year, and I find myself feeling optimistic about both this season's flying and the fortunes of the club.

Regarding the soaring season, if you have not yet thought about what you wish to achieve as a pilot this year, I urge you to do so now and make a detailed plan. There are many experienced pilots at our club who are willing to help and give advice to those with less experience so please don't be afraid to ask. Being fully prepared will remove a lot of the pressure on the day you decide to put your plan into action. All that will then remain is to identify a potentially good soaring day in advance and arrange to be at the club early to prepare your glider ready for a launch as soon as conditions are right. What could possibly go wrong? If you need to sharpen up your skills or just want to continue your training from what ever stage you have reached, it is now possible to book a Day Course at the special "members only" rate of £95.

The first meeting of the new committee late last month was very encouraging, and I believe we now have a team that will deliver the improvements needed to assure our future. (Minutes of Committee Meetings are sent out by e-mail and a printed copy is kept in the club house for those still living in the dark ages!)

Work on the Business / 5 Year Plan is continuing and by the time you read this there will be an on line survey for members to complete. If you wish to have a say, it is important that you spend time thinking about the club's future and completing the questionnaire. At present the high level objectives have been identified (increase membership, build a small financial reserve, etc) and we are now finalising the details of how we will achieve these goals. To date we have listed 45 small objectives which when completed will lead to delivery of the primary objectives; of these 6 have been completed (e.g. Introduce "fixed price to solo" product) and 6 are close to completion. Once the working documents that are being used for this project are deemed to be a "final draft copy", I will publish them for the members' perusal before holding a final consultation meeting.

Finally I am sure you are all aware that we are very short of members who are prepared to drive the winch. In order to resolve this and other issues relating to winch launching, James Paine has agreed to take on the duties of Winch Manager, for which task he has the full support of the Committee.



CFI's Column

Peter Carpenter

Bronze Theory – Eight students successfully worked through the weekend 23rd Feb and gained the theory section of the Bronze Badge. Well done and a huge thanks to all instructors and others who helped me with this important training weekend.

Olympic Airspace – Although still not finalized, the 2012 airspace could threaten our operation severely for around 2 months mid season. Please lookout for any lobbying to help us present our case to the CAA. At the moment we may be restricted to 2500' AMSL in the vicinity of the airfield with security airspace possibly lowering this.

Good News – the gliding movement has achieved the raising of the base of a small area of airspace (thin wedge near the South coast in the general area of Mayfield & Parham) from 3500' AMSL to 4500' AMSL. This is exciting news for us when flying south. Hopefully this should be active from April/May 2011.

Going for Solo – if we are fortunate enough to have any students for this scheme and as the purpose is to grow club membership, please have patience if we give some precedence and please be positive in offering help to these new members on their path to becoming solo pilots. They will help ensure the future success of our club.

7-day Operation – starting date 29th March. Kent Gliding Club is now beginning its 7-day per week operation. This is a great opportunity for non-members to book that day or week flying course. Why not book a course via the office.

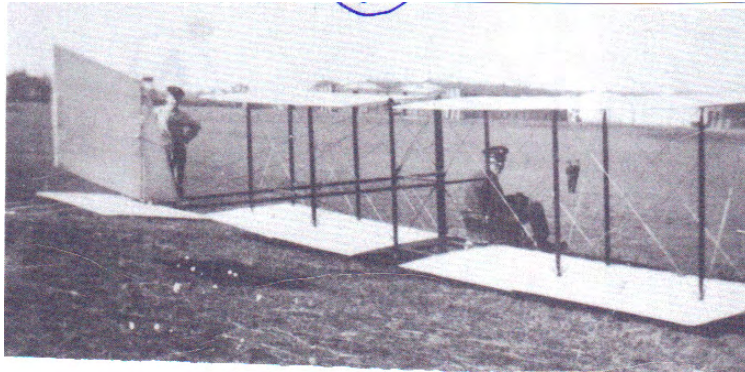
R/T course – David Pye will shortly be organising another R/T course. This requires some prep and is a fun weekend with an external instructor. It will give you the ability to talk to airfields and the like with confidence when you hear that voice saying “pass your message”. Please contact him if you're interested.



Gliding in Kent & Kent Gliding Club

By D.J. (Nobby) Clark

It has to be assumed that a few Glider flights took place in the 1920s by small groups, but I have not found any records of any flights during this period. In 1929 Corporal Manuel based at R.A.F. Hawkinge built a replica of the Octave Chunute and flew from the hill at Hawkinge. The Channel Club met at the Queens Hotel in Folkestone and arranged a demonstration of gliding by Herr Von Kronfeld in his Wren, which took place at Capel-Le Fern near Folkestone in 1930. He had earlier that year set up a height record of 10,000ft and a distance of 93 miles. He also flew from Chapel to Portsmouth.



Corporal Manuel in his replica of the Octave Chunute.



Channel Gliding club demonstration at Capel – Le – Fern

In 2010 some boxes of papers were given to the Club, these included two old exercise books, one of which proved to be the minutes of the inaugural meeting of the Kent Gliding Club held on 28th February 1930 at the Nags Head Pub in Maidstone, this proved to be eight days after the first meeting of the London Gliding Club.

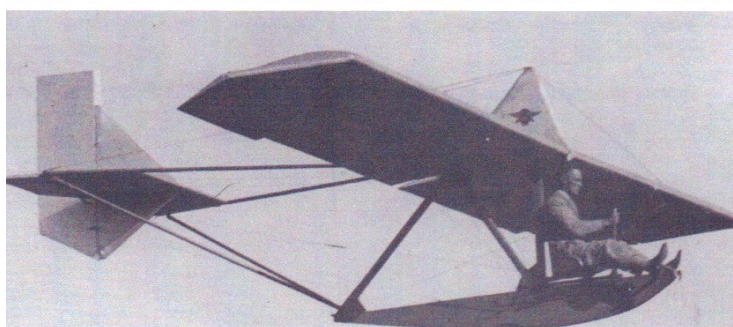
The KGC meeting was instigated by J.Lowe-Wylde and attended by about 60 interested people including Phillip Haynes, Col. Winch and some local business men. The Chairman introduced Lowe-Wylde who explained that the purpose of the meeting was to promote the sport of Gliding and to form the Kent Gliding Club. Rules of the Club were proposed and accepted, where-upon a Committee was formed of 12 people including Lowe-Wylde, P.Haynes and some local business men.

The first Committee Meeting made arrangements for a Gliding demonstration to take place on Sunday 2nd March at Detling Airfield by Lowe-Wylde and his syndicate Glider, probably his Columbus. Admission was 6d per person or car and it was agreed that the owner of the field would receive 20% of the takings, over 1,000 people attended.

At further meetings in March 1930, it was decided to advertise for members on posters and in local newspapers. Membership fees were agreed at £1 for flying members and 10 shillings for non flying members. Some rules of the Club were then drawn up, loosely based on those of the London Gliding Club, at the same time appeals were made to local businesses for sponsorship, such as Short Bros, M & D Buses and a few local wealthy people

During March 1930, an emergency meeting was called as there were many members and only one Instructor namely Lowe-Wylde. More Instructors were needed quickly. The committee was also looking for some good Gliding sites, the BGA confirming that Kent did have some good Gliding sites. At the same meeting Lowe-Wylde and his syndicate agreed to sell the Club his machine, and also explained the A B and C Certificates.

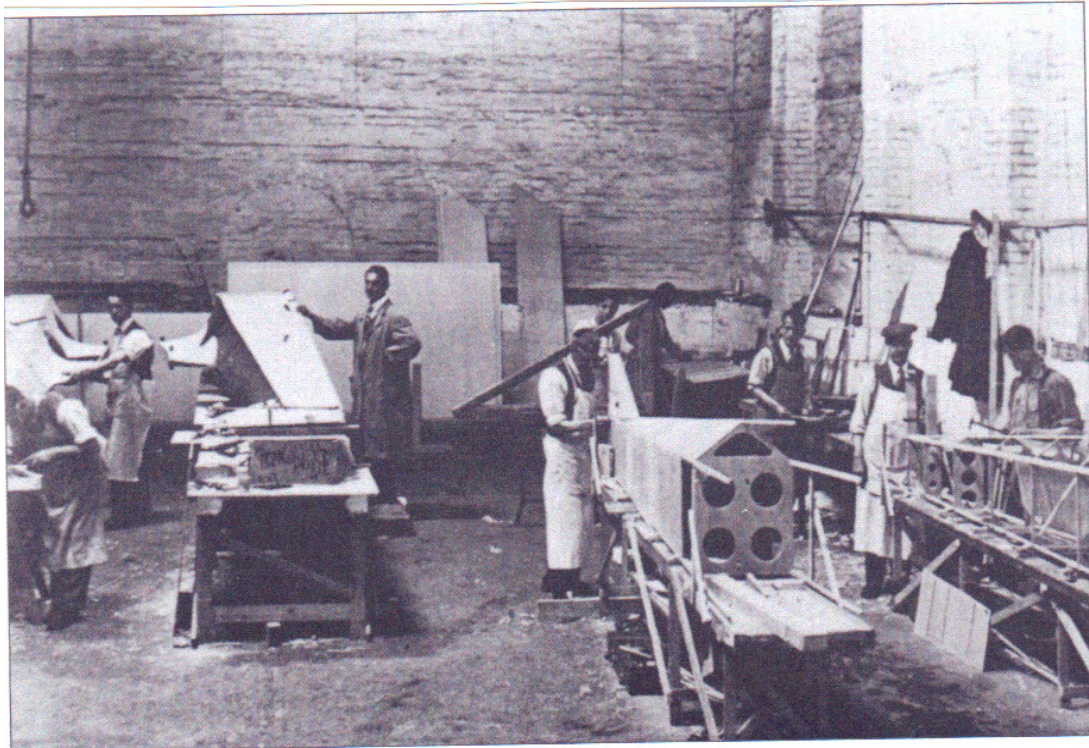
The question of flying fees was discussed and confirmed at 8 shillings per hour and a ticket was issued to be used for a number of flights. It was also decided to limit the number of members until the club had a site and a Glider. At that time the price of a second hand Glider (Dagling) would be £55 or £100 for two, compared to £77 for a German Zogling.



A Dagling glider which has just been launched by bungee

Two sites had been selected, but were found not suitable for Gliding. Lenham was found to be the best site available in Kent and was used through the 1930s. Gliders were launched by bungee and by Winch using an old Chrysler. Detling and West Malling were also used by KGC. Other Clubs, like the Channel Club were flying from sites at Chapel -le- Fern, Hawkinge, Penshurst and Joyce Green. See pictures in the Club House for flying at Lenham.

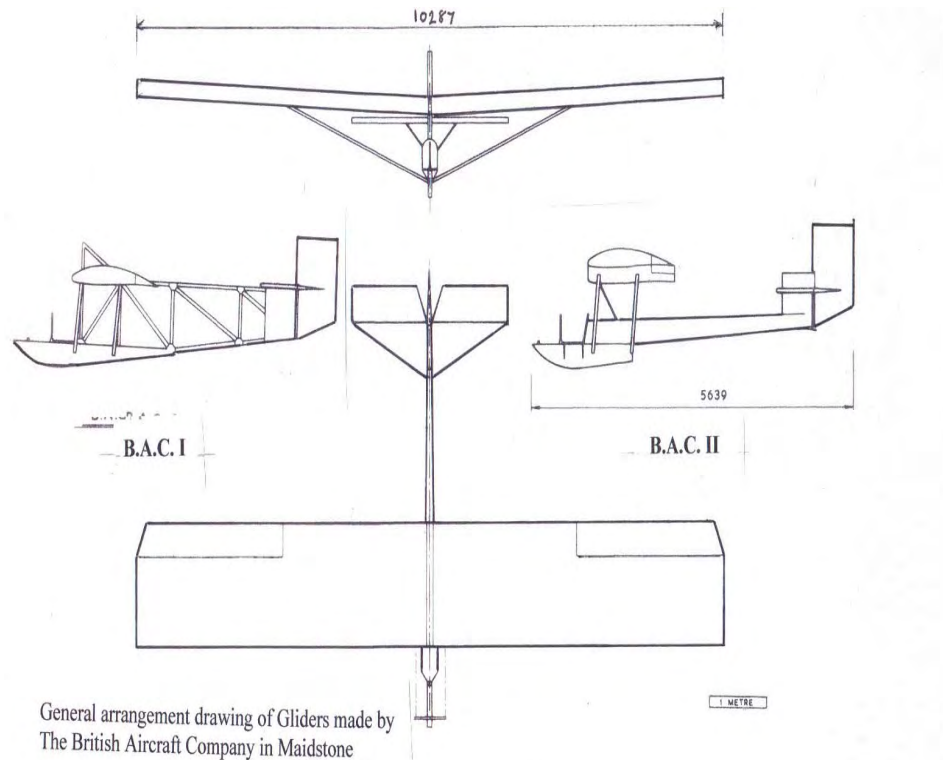
Lowe-Wylde appears to have been the Chief Flying Instructor and organizer, he went on to become M.D. of the British Aircraft Company based in an old Brewery in Maidstone building the B.A.C I and B.A.C II Gliders (see G.A. plans below) and converting a two seat B.A.C. VII into a Motor Glider powered by a 600cc Douglas Motor Cycle Engine called the Planette. Unfortunately, Lowe-Wylde was killed test flying this machine at West Malling. Robert Kronfeld took over the Company and developed the Planette into the Drone of which 28 were produced, I think there is one in a museum somewhere.



Lowe-Wylde's BAC workshop at Gabriel's Hill, Maidstone, a disused brewery, shows the various stages of construction of his Drone-powered glider. (Ray Munday)



The BAC workshop in Maidstone



Reduce to 16cm R.I.P.



Drawings of BAC I & BAC II gliders built at Maidstone

After July 1930 there were no further details of the early days of the KGC. Other Historical information was found in other publications

In April 1935 there was a meeting of The Federation of small British Gliding Clubs, because the Government subsidy for Sailplanes seemed to be confined to the BGA influenced by the London Gliding Club. Later in the year an agreement was reached for all the small Clubs to merge with the BGA as favourable terms over subsidies and maintenance were agreed.



Community Flying

By John Lutkin

Having recently taken over from Chris Lambert, I am trying to follow his class act in coordinating this year's Community Flying.

The season will start on 28th March and run until 29th September some 68 days. Generally, Community Flying will be on a Monday, Tuesday, and Thursday. Course instructors Peter Carpenter and Mike Moulang, who cover alternate weeks, and Winch Driver Martin Bradley (who keeps "them" both in order), will keep the flying going on a daily basis.

The Community benefits enormously in having the opportunity to glide with Kent Gliding Club I believe we have flown over 1000 people since 2008 most without exception landed with "silly grins on their faces".



KGC benefits too! The club opens all summer with the benefit of an instructor and winch driver and we are trying very hard to get the community flying side to at least "wash its hands" financially. I must say though without the tremendous volunteer help, running the program would be very much more difficult. If you can give a hand please liaise with Julie or the Instructors, the more the merrier.

What about the future? Maybe we should be looking for a way of serving the public with a motor glider which would fit into the clubs requirements as well.



A Trip to the Sun

(& 750K)

By Tony Moulang

After all the snow through December I was really looking forward to the trip to Bloemfontein (South Africa) in January. I left on 28 December arriving at Johannesburg airport in brilliant sunshine on the morning of the 29th, picked up the hired car for the five hour trip to New Tempe airfield, brilliant sunshine and 31 degrees. We then drove into a massive storm – temperature dropped to 17 degrees – that’s a good start for Africa!

Ian Cook, a friend from Lasham had sent his Ventus 2CT in a container with five other UK aircraft out to Africa in October and this was our chance to get some winter flying in.

The operation at New Tempe airfield is called “Soaring Safari” and is run very efficiently by Dick Bradley. He has a fleet of six aircraft ranging from a Discus to an ASH25, plus the five from the UK, most of which are hired out to people over the period giving a total fleet of eleven aircraft.

The next morning we arrived at the airfield, prepared Ian’s Ventus and went to the standard 10 o’clock briefing. Weather forecast not too good, a 300K task was set for the day. Ian flew, but the conditions were reasonably poor for South African standards and he aborted the task. Then the rain started, and when it rains in Africa it really rains. Lots of thunder and lightening we didn’t get another chance to fly for five days.

My first flight was a 300K triangle from New Tempe going south, but after the first turning point returned home, along with others, so only completed 250K. The weather was certainly not up to normal South African standards.

My next flying day was on 8 January, we drove to the airfield in brilliant blue sky. On arrival the Nimbus 3 was already on the grid – this was being flown by a Frenchman, Rene, who was desperate to try for a 1000Km flight, he was first on the grid every morning. We watered up the Ventus, just 70Ltrs as the weather had not been that good, and put the aircraft on the grid. It was just after 9 o’clock, I poked my head into the office just to check what the weather was likely to do before the official 10 o’clock briefing with the comment “not a 750Km day today then”. The reply from Dick Bradley was “don’t you believe it, today looks pretty good”. Then the rush started. Forget the 10 o’clock briefing, sort out the task, get it declared, drinking water, hat, oxygen and launch, got into the air just after 10 o’clock.

Cloud base was still quite low at 6500ft as the Airfield is 4000ft that makes it 2500ft above the ground, but there were 2-3kt climbs to be had so off I went. My dashing around on the ground had got two of the others going, Shaun from Lasham flying his new 18mtr JS1 and Shack from Booker flying a 15mtr Ventus, they both launched about 15 minutes after me.

This leg is over what they call "Lion Country"

The progress was reasonably slow with the low cloud base especially as the terrain gets more difficult as you go south. Anyway I got to Koffiefonein Diamond Mine (a very big hole in the ground) about 200km from the start and conditions started to improve, and cloud base started to go up, good job too as the next 170km the landing options get very poor. The next major landmark is the Orange River with its large circular cultivated fields. Time to relax a little and take stock, the cloud base was now about 10,000ft (6,000ft above ground) a bit low for the next 100km with no landing options until the TP at DeAar airfield. This leg is over what they call "Lion Country" not sure if there are any Lions left but the very rough scrub and hills are very intimidating. The other two gliders were still about 20 minutes behind me, so on I went. Then it all went to worms, one cloud didn't work then the next didn't and neither did the third, there I was scrabbling about with less than 1500ft above the ground in a valley nowhere to land within 50km in any direction, it took me 25 minutes to get away from that, and probably 5 pound in weight. At last I got high enough to get over some hills and eventually found a climb to 12,000ft.

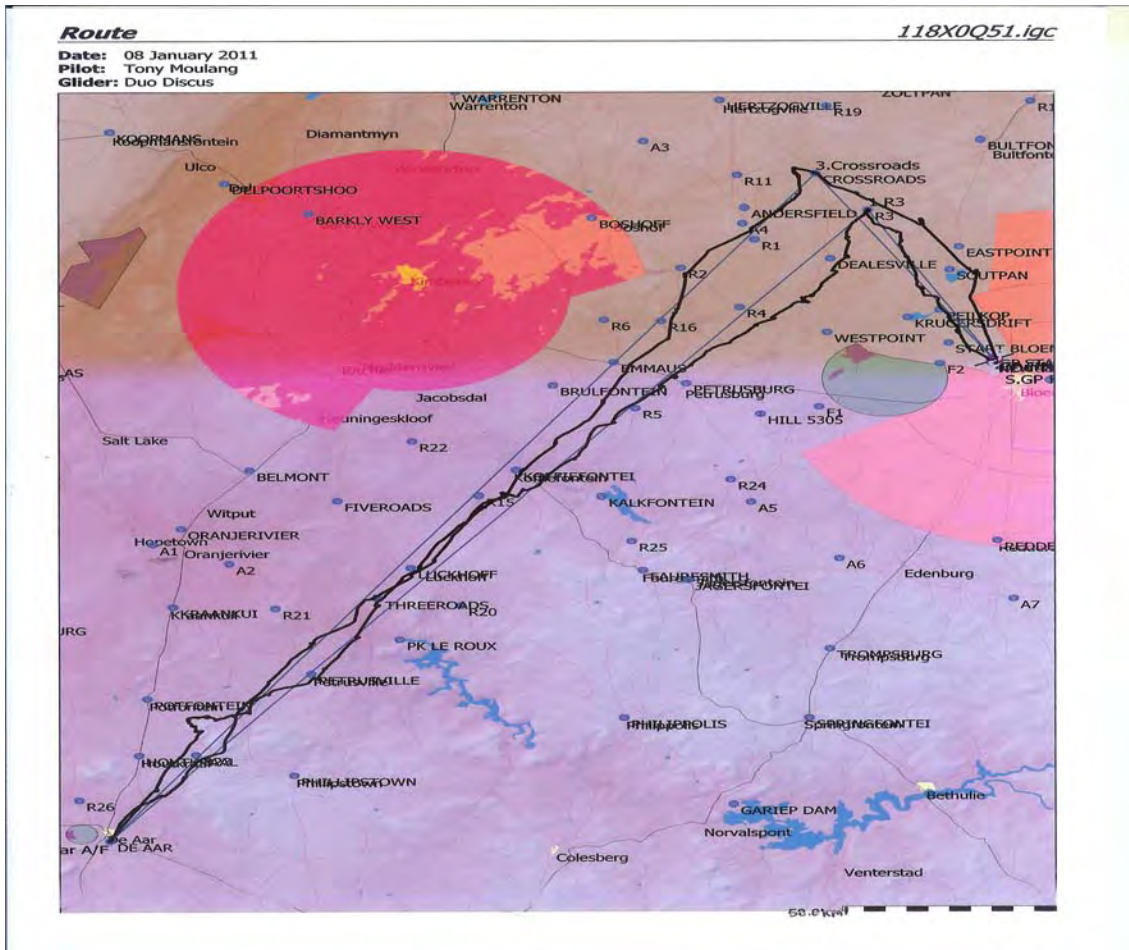


Koffiefonein Diamond Mine (a very big hole in the ground)

By now the other two had caught me up, so we carried on loosely together helping each other out with climb rate info and location of good thermals. The next 250km or so were pretty straight forward but by now we were all well behind schedule the day was dying and there was still about 150km to go. After a very long glide I was approaching the last turn at under 1000ft above the ground with only one cloud in the sky as I reached it with great relief I saw the glint of the sun on the wing of the JS1 way above me he had taken a different route and done a bit better, I managed to scrap away got to cloud base round the turn now only 90km from home one or two more climbs will do it, absolutely blue on track but there was one cloud way north of track so had to go for it luckily it gave me a 1kt climb that got me home. The JS1 got there 15 minutes before me but sadly the other Ventus landed 50km short. The big nimbus aborted his 1000km and did about 750km like us.

It certainly was not a typical South African day, in fact we never had any weather better than good UK condition during our visit this time, we flew another 5 days averaging 200 to 300km per flight so we cannot complain, It was January, and we would not have done much in UK.

If you fancy some great flying in the middle of our winter I can highly recommend it.



Profile – Alan Garside



Three Diamonds, Instructor, Ex-CFI at Challock, PPL, Tug Pilot, BGA inspector, CAA Class Rated Instructor, Display pilot in gliders and Leader of the Turbulent Formation Team of the Tiger Club at Headcorn.

The thought of flying never occurred to me until, in 1972, I booked myself on a hot air balloon course (fool). Then I saw a Walt Disney film, Girl in a Glider and, shortly after, I found myself at Booker. The instructor did such a good job that I decided, there and then, to cancel the balloon course and I joined the Essex Gliding Club at North Weald. I not only started to learn to fly but also had to learn how to race. The MOD gate guards were always complaining as several cars roared round the peri-track, line abreast, in order to get on the flying list first. I came on a course at KGC in June of 1972 and again in 1973 when I went solo in a T21. I joined the KGC in 1974 but did little flying until 1977. Now I was flying every weekend and holidays, progressing through the Swallow to the club hot ship, the Skylark 4, and on to cross country flying. A group of us decided to buy our own Skylark 4 in 1978 and during task week that year we were set a task to go to any railway station and back (typical Challock weather). I managed Pluckley station and back taking 1 hour and 4 minutes whilst others landed out!! It was at this point the CFI Roy Hubble approached me and said "I think we need to fly mate". Not sure what I had done wrong we flew in the T49 after which he gave me a passenger rating with a view to getting an instructor rating. I did an Instructor course in late 1978 with Brian Spreckley. Imagine my dismay when, on my first flight with him in a Twin Astir, I forgot the undercarriage when landing! He didn't as he put it down when I flared for the landing, not a good start. Things got better from there on and three years later I completed my full rating.

One year, Ray Smith and I took the Skylark 4 to Portmoak which turned into quite an eventful trip. Our trailer caught fire near Carlisle. The suspension had collapsed so we put some wheel spacers on and continued on our way. Later on the wheel came off overtaking us bouncing all over the motorway. At this point we sent the other Skylark 4 trailer that was with us on to Portmoak to return to rescue us. It was 30 hours before they returned - a wheel had come off their trailer! Having got to Portmoak and repaired the trailer there was a little time left for flying including my first cloud climb to 6500 feet but no wave.

In late 1979 I got my PPL. Having a Silver C meant there was very little flying to do - 3 hours solo, and I started to fly the Tug in the spring of 1980.

We bought a new Astir in 1979 collecting it ourselves from the factory. This trip was reasonably uneventful except for losing the motorway and ending up in the middle of Brussels dodging trams and returning across the channel in a Force 9 gale with a brand new glider wedged in the trailer with lots of cushions. We sold this in 1984 buying an LS3 which is still at Challock.

In 1984 I met Julie and we got married in 1986. Julie was and is just an avid flyer as I am so it was logical that we both sold our shares in the gliders we had and bought two shares in a PIK 20D. Our first non-flying holiday on a canal in France resulted in us finding a gliding club on the first day. We visited that club for many years afterwards with the PIK making friends with other nationalities, including some Germans, whose club we also visited. Now we regularly take the PIK to Spain to fly in the Pyrenees. Flying along the tops of the mountains or soaring with dozens of vultures is out of this world.

In 1989 Julie and I responded to an invite from a French Gliding club at Abbeville and this developed into a twinning of the two clubs. We visited Abbeville on many occasions with members from Challock at the May bank holiday where they would give us all their gliders to fly. The KGC ridge running trophy was presented to the KGC by Abbeville.

During the 1980's I spent some time on the committee organising the maintenance of the tractors and improvement of the winches. Later I took on the roll of Tug master for a number of years and then CFI in 1995 and again in 2000.

Julie and I bought shares in a 1946 Vintage Cessna 120 in 1999 and also joined the Tiger club at Headcorn and have both gone on to become display pilots. I am currently the Turbulent Display team leader. We display both in the UK and France, some trips being real epics. The Turbulents don't fly very fast or carry much fuel so a flight to Culdrose in Cornwall can take up to 6 hours, not including the 2 fuel stops!

Since retiring from BT I have spent some of my time in the workshop with Kevyn working on gliders.



Alan celebrating his 50th birthday in true style – a present from Julie



Alan "rock-polishing" in the Pyrenees



Alan landing in the Junior following an air display at Challock when he flew the glider under the Turb Team's limbo bunting

James Paine

Winch Manager



Hello everybody. I have taken over the role of Winch Manager from Stuart Maxwell and I've set myself a number of objectives:

1. Increase the number of competent Winch Drivers. To this end we need Winch Driving Instructors. I am currently compiling a list of people willing to teach Winch Driving. If you are an experienced winch driver please contact either myself or Dave Beams. I would expect to end up with 10-12 suitable people who are capable of training and signing off new winch drivers.

2. Increase the number of people at the launch point capable of winch driving. This should result in less people being "stuck" in the winch for extended periods. Anyone who wishes to fly should be encouraged to help out on the field be it doing retrieves, log keeping or button pressing and winch driving. If you are not signed off on the winch, contact one of the winch instructors. I'll post the list in the launch point caravan.

3. Change the prevalence of winch driving only being the preserve of pilots under training. If you want to fly a non-club glider you can help out on the field before rigging and while waiting for your launch by setting up the field, retrieving gliders, flight logging etc. This should benefit you by ensuring prompt turn arounds and will get you in the air faster. Also being there at the end of the day to help hangar pack would also be appreciated.

It is the responsibility of trained pilots to lead by example and instead of asking what is the hold up? Or why does the K21 need to go in front of me?
Ask yourself how much have I done to help today?

Expedition to Sutton Bank - Yorkshire Gliding Club

12th to 20th August

Organiser: Stefan Bort



This year the club will be running an expedition to the Yorkshire Gliding Club based on the top of Sutton Bank. Like Kent Gliding Club, YGC got going pre war and operates from a hill site, but the scale of its ridges dwarf us southerners. Positioned just north of York on the edge of the Yorkshire moors in addition to ridge running the site is well known for thermal flying across the Vale of York to the Pennines and for wave flights at any time of the year.

So far around seven syndicates have indicated that they intend to join in, we will also have the club K21 and Junior available if there is sufficient interest from club members. There will be plenty of instructors available to fly dual cross country in the K21 and supervise early solo pilots in the Junior. It will also be an ideal opportunity to get Silver badge flights done. The tariff for the club glider going away has been changed, so that basically it is the higher of the soaring fees incurred or £20 per day.

The YGC has a wonderful clubhouse with a bar and restaurant, with loads of local accommodation nearby. Alternatively, the hardier can camp out on the hill! See their website www.YGC.co.uk for more information.

If you want an opportunity to fly from a different site and get some different views then come and join in. We will be moving the gliders up to Yorkshire on Friday 12th of August and bringing them back on Saturday 20th. Let Julie in the office know if you would like to join in, either for the whole week or just a few days. If you would like more information, please ask either Tudur Williams, Colin Beer, Peter Mather or myself.



The Badge Ladder

What is it ?

By Brian Laverick Smith

Actually it's that bit of wood stuck on the wall just to the right of the kitchen door !

It's been there three odd years now so you just might have noticed it in passing on your way to the loo.

I started it to replicate the ethos behind the B.G.A.'s badge system . That is to recognise and encourage personal development, but of course, to do it on a local basis hopefully where it has more impact.

It is voluntary and run on an informal basis i.e. I don't need to see proof of your achievement [and anyway if you tell porky pies you'll soon be found out]. All you have to do is give me or the ubiquitous Julie the information and within a week or so you will be boarded [not the water sort !] or promoted or something else maybe?

Currently there are about 130 on the board and I'm sure there some anomalies mistakes or whatever so if you spot them please let me know as I do rely totally on your input.

The spread amongst the categories you might find interesting and would perhaps even like to theorise about,

There are :-

Solos	28
Bronze	22
Silver	60
Gold	10
Diamond	8

Solos are the clubs life blood so we try to put maximum effort into recognising these. Plus, as you go up the ladder one tends to forget that it's quite some achievement to have sole charge of a flying machine up there for the first time relying on your own skills to return down safely.

Bronze takes you into the theory side and requires some classroom stuff and a few more practicals. Once you are through these two hurdles you are well on your way. You have stuck out the worst of it you, really have the bug and are planning big things.

Silver I believe is the real biggy. You have to break that umbilical chord with the field and get away cross country. It's a massive mind game and takes some doing, but the satisfaction of doing that 50 k is immense. Not to mention your first real field landing. Now you are a real cross country pilot.

You can see this is the biggest category maybe because beyond this [some believe] it is more a matter of opportunity than skills [that should stir it up a bit !] i.e. you can't get gold height in Kent so you have to trot off to the Welsh or Scottish mountains and wait for that perfect day. Therefore most are happy to stay local in the SE or some of us are happy just to hang around within gliding distance of the field. Whatever does it for you is good.

For the big boys our 10 Golds are all very experienced pilots and have travelled a fair bit in UK and abroad and have been patient awaiting the right moment and have put considerable effort into their achievements. Note some have single letters after their names , which is to signify they have gained that part of their Diamond badge which being difficult enough to achieve in itself is considered worthy of individual recognition.

Our eight diamond holders are the top guns and have been around for some time and deserve respect for the enormous effort over a long time that it has taken to gain the coveted badge. Just to Mention here that Ron Cousins Diamond holder completed his in the days before glass became popular and GPS was the norm so making this one particularly special.

Next to the ladder is the badge board where articles are placed. A particularly poignant article was posted last year when teenager Oliver Beams was cleared to go solo by his dad David and the tow pilot was his grandfather Dave Manser. These and many others show everyone just what is happening in our club and make for a more friendly and knowledgably atmosphere So expect a call from me if you have progressed, asking for a note on your experience.

You may not wish to blow your own trumpet [we will blow it for you] But don't forget that it is also for the benefit of others. They will see what you have achieved and through your writing relate and be encouraged by it. They will recognise you and be able to chat to you so you can pass on what you have learned. This helps our members in several ways so please let me know when you progress.

Good luck with your flying and I look forward to hearing from you.



Scholarship Scheme 2011

Organised by Colin Beer



Welcome to the members of the KGC Scholarship Scheme for 2011

From left to right in the photo: David Housman, Matthew Hope, Harry Palmer (in the glider), Ben Sturgess, Joe McCarron, Dayo Ogansola and Lucy Paffard (Not in picture)

We also welcome two new junior members who have recently joined KGC: - Joshua Haider-Smith and Rajan Singh Lail

Congratulations to our first new solo pilots the year



Charles Stewart



Peter Kelly

Congratulations to Charles Stewart and Peter Kelly, both of whom recently went solo - the first this year. Charles will be writing an article on his "journey to solo" for the next edition of the Newsletter. Peter is a relatively new member of the club and comes from a power background flying both fixed wing aircraft and helicopters out of Headcorn and Rochester. Peter tells me that flying helicopters currently costs about £450 per hour ! It makes gliding seem a bargain.

Congratulations also to our two recently qualified BIs

Les Connelly & George Darby

(Apologies, the news arrived too late to get photos – Ed)

Photo Competition



This edition's photo competition also by chance features our CFI (Pictured on the left, hands on hip) on a recent visit to Rochester when he landed out with Peter Kelly. Rumour has it that the real reason for the visit was to check out a proposed replacement aircraft for the tug. The aircraft in question can just be seen in the background. The winner of the competition will be the first person to identify the type of aircraft and the likely cost of a 2000ft aerotow using it ?

Now doubt as soon as Bob Lloyd sees it he'll want it for the vintage club.

Urgent Request from Dave Manser - Runway Markings

Can you all please look in the back of your garage, shed, cupboard, under the bed etc. and see if you have any part used (or full) tins of **WHITE** (water based) emulsion paint you no longer have a use for. If so, can you kindly bring them along to the club and leave them in the porch to the Wendy House and I will collect them from there for future runway marking.

Overheard in the clubhouse – an instructor who shall be nameless was over-heard saying that every time he sees a glider with a sheep skin covered seat he is over whelmed by the desire to fly it naked !!! Pilots with these luxury seat coverings beware – we don't want any ugly scenes at the launch point !

(If anybody gets a good photo of such an event, make sure you send me a copy – Ed)