

KGC NEWSLETTER

Volume 1, Issue 1

January 2011



Welcome to the January 2011

edition of the KGC Newsletter. I was hoping to get it out to you in December 2010, but the deadlines slipped on a couple of items and the alcoholic haze of Christmas descended and when I came round it was 2011, so apologies and happy New Year to you all.

It's been some time since we've had a newsletter, so I've tried to make this a bumper edition reflecting all aspects of the club's activities.

I hope you'll also find the profile Dave Manser as fascinating as I did. I propose to run profiles of other members in future editions.

Future editions will be published quarterly, so if you have anything you'd like to contribute whether it's an article or just some photographs let me know and I'll reserve some space for you. The next edition will be out in the spring for the start of the soaring season.

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Firstly I would like to thank both Terry Webster for reviving the club newsletter and all of you who have contributed articles for the first edition.

A well produced newsletter is a great asset to any club and whilst being of interest to the members it also gives prospective members some insight into what goes on.

I wish Terry every success and look forward to many more editions in the years ahead.

Our Annual Dinner at the end of November was a great success thanks especially to Richard Schofield who organised it and Gerry Puttick who brought canapés and champagne.

The meal was well cooked and presented and the service was very efficient thanks to Cynthia and her team from Albion Catering.

After dinner our guest Diana Britten talked about some of her experiences during her long involvement in aerobatic flying, following which she presented the club trophies.

Please enter Saturday 15th January 2011 into your diaries (or whatever gadget you use for the purpose) as this is the date of the second consultation meeting for our Business Plan.

At this meeting we need to agree in broad terms how we wish the club to move forward during the next five years. This will allow the committee to produce a detailed plan against which progress can be measured. I cannot over emphasise how important this meeting is to ensuring the future of the club and strongly

Some documentation will be sent out prior to the meeting in time to allow thought about the options and to prepare any questions (or indeed answers) you may wish to put forward.

Finally I hope you all had a pleasant Christmas and good luck with your endeavours in 2011.

David Shearer

Chairman

CFI's Column

Another season has flashed by! However, in the previous 12 months, we have celebrated 12 new solo pilots and 1 re-solo after a long break from flying. This is very encouraging for the club and I would like to say "Well done!!!" to all these pilots and their instructors.

Bronze Exams

I am aiming to hold another Bronze theory weekend over this winter period. Any pilots wishing to attend should add their name to a list which will be placed on the club notice board shortly. I recommend that only pilots who are expecting to complete all the requirements for the Bronze badge within the next 12 months, should attend - a quick reminder, all parts need to be completed within a 12 month period. However, the door is always open to anyone interested or wanting a 'brush up' on theory. The only charge is a constant supply of tea for me.

Care During The Winter Months

A reminder - misting and icing canopies are a constant threat.

Do not launch if your canopy is misting.

Do not launch if hoar frost is forming on the glider surfaces.

Before launching, think about the low sun blinding you on final approach or in the event of a launch failure. Plan ahead!!!

Please be gentle with the wheel brake after touchdown. On a wet/muddy

Also, please be gentle with the wheel brake after touchdown. On a wet/muddy airfield the wheel will lock up and dig ruts into the landing runs.

Cross Country

Finally there were some outstanding cross country flights during the year and some creditable Regional Competition performances. Well done to all those pilots, don't forget to encourage and impart your knowledge and experience to those with less experience.

Don't forget to keep flying during the winter months so that you are current when the new season starts. Why lose the first soaring days of our short season because you need check flights?

Finally, finally, I hope you and your families had a Merry Christmas and a Happy New Year.

Peter Carpenter

CFI Kent

Seasonal Word's from the Technical Officer December 2010

By David Beams

When I last wrote a Technical Officer's newsletter in mid August it was on the eve of task week and we had just been through a period of bad weather which had blighted a number of National and Regional competitions.

Fortunately the weather perked up and some good flying was had by the Task Week participants, the events of the week highlighted a problem which could have been very frustrating but ultimately had a good outcome.

As many of you will know the club owns two EW Micro-recorders (loggers), these are intended to be used in the Junior's. The EW is a self contained GPS/Logger equipped with an Internal battery and only requires connection of an antenna for the GPS, the EW will once switched on work on its internal battery, if

however the glider remains stationary for a time it will switch itself off to conserve battery life. Normally when installed the EW operates from the gliders battery and will continue to do so regardless of the gliders motion.

So why am I telling you this? During task week a declared 123 km out and return flight to Ringmer (Silver Distance & 100 km diploma) was successfully flown in a Junior.

Unfortunately the EW ceased recording three quarters of the way into the flight.

On examination it transpired that the glider battery had gone flat, normally this would not have been a problem as the EW should switch to its internal battery, however in this case the internal battery had also gone flat.

I am pleased to tell you that John Lutkin has made it his personal mission to ensure that the EWs are charged in future, however it is also worth a checking the charge state of the glider battery, the output voltage can be displayed on the XK10 vario fitted in these gliders.

Fortunately in this case there was a happy outcome as the pilot concerned repeated the flight the following day.

During this winter KDP will be offline for a while in order to extend its life to 6000 hours as was done to KCT last winter. The annual and ARC will be completed at the same time.

We are at that time of year when the winds tend to be stronger and perhaps therefore it is worth reminding private owners to ensure that their trailers are secured. Of course if it is possible to get the trailer under cover in a shed or barn it serves the double purpose of avoiding the wind and reducing problems with mould and gel coat blisters which result from cyclic air changes within the trailer.

If it is not possible to get the trailer under cover then it is worth ensuring that that exposed steel parts are coated in grease to prevent corrosion.

Caravan dealers sell in-expensive devices which contain chemicals to absorb moisture,

These can be placed in the cockpit to prevent mould growth, it is a good idea to place these devices within an open topped plastic container (i.e. washing up bowl) to contain any spillage, they do generally require the chemicals to be recharged (usually by drying) from time to time.

A recent Technical News Sheet contained an Airworthiness Directive (AD2010-0186, SB FSG 2T-1.06), normally owners of aircraft affected by ADs are notified by the BGA and I also try to keep an eye on any which relate to types on our site. This AD however relates to the Dittel FSG 2T transceiver, if you have such a radio installed in your glider please visit:

[Http://ad.easa.europa.eu/blob/easa_ad_2010_0186.pdf/AD_2010-0186_1](http://ad.easa.europa.eu/blob/easa_ad_2010_0186.pdf/AD_2010-0186_1)

Finally a belated Merry Christmas & a Happy New Year

David Beams

Highlight & Community Flying Programme by Chris Lambert



Notes on the 2010 Season

During this year's Highlight and Community Flying programme at Kent Gliding Club we flew a wide variety of young people within the Highlight scheme and other groups of people with particular needs, who pretty much without exception, absolutely loved their first experience of gliding.

We flew a total of 271 sessions from a total of 15 different organisations including Carers First, Royal School for the Deaf, Learning Opportunities and several Schools as well as Odyssey, Canterbury Parkinson's and others.

Here are a couple of quotes from letters received from some this year's young people:

"I wanted to thank you guys for the fantastic gliding sessions that you gave us in August 2010. I know that our Young Carers enjoyed themselves immensely and that for some Young Carers this was quite a challenge. This day would not have been possible without you and your volunteer's generous support and time."

"This is a letter to say thank you for taking me up in a glider. It was a very exciting and very high and I enjoyed it very much. I hope to see you again thank you very much."

"Dear Peter, I went gliding yesterday. Thank you for helping me. I like flying in the air. It was little bit bumpy. I enjoyed it."

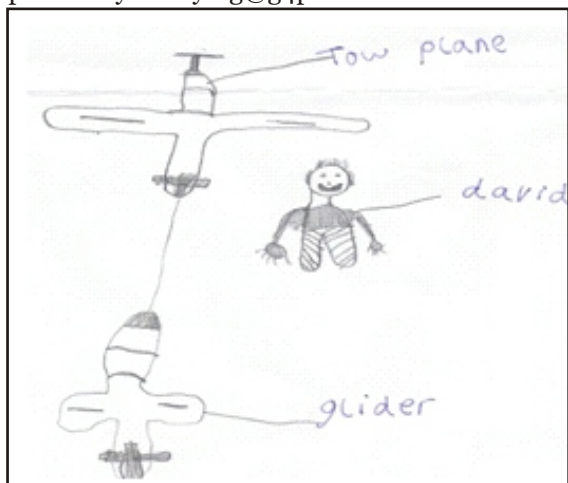
The instructors said that many of the young people who said they were very nervous about the whole idea of flying in a glider really got a huge amount from their experience.

One group who came equipped with their electric wheelchairs having received instruction about flying then decided it would be a good idea for them to instruct the instructors in the art of driving electric wheelchairs ending in a wheelchair race.

We also flew groups of people outside of the Highlight scheme such as Odyssey and Parkinson's. The Odyssey group are recovering cancer patients and threw themselves into the activities, prepared to have a go at anything.

These activities help Kent Gliding Club and we always need more volunteers who are prepared to assist in general duties such as ground handling, launching and retrieve tasks. If you are interested in giving a little of your time to help these deserving groups of people and also KGC then let Chris Lambert or Julie know.

You can contact Chris on 07942067025 or preferably via flying@g4pcn.co.uk



But which David - Pye or Crimmins?

Chris Lambert

Notams (Notice to Airmen)

By Alan Garside

It is a requirement of the ANO (Air Navigation Order) that pilots take all reasonable steps to make themselves aware of airspace information and restrictions for their intended flight. This is the responsibility of the pilot and the club is required by the BGA to make this information available.

For local flying (no more than 15km from the club) then this information will either be on the notice board in the clubhouse and/or the log hut. Otherwise it should be available from the duty Instructors or Ground Controller. For cross country flying or flying more than 15km from the club then the information is available from the NATS (National Air Traffic Service) AIS (Aeronautical Information Service) web site on the briefing room computer or the computer in the office.

Full instructions are by the computer in the briefing room and office for obtaining Notam information from the NATS AIS web site search facility the official source. NOTAM PLOT is also available but read the terms and conditions.

Any pilots who are unsure of how to get the Notam information should ask an Instructor to show them.

The Duty Instructor or Ground Controller should obtain local Notam information before flying commences and arrange for this to be circulated as required. Pilots intending to fly more than 15km from the club or cross country should obtain the Notam information for themselves which can be done individually or as a group.

Occasionally it is difficult to know exactly where the location of a Notam is when using the Nats AIS web site. Google Earth or Notam Plot can be used to assist.

The NATS web site also has other information on it that cross country pilots can refer to such as chart information, chart amendments, radio frequency changes, airspace changes etc. Pilots can register for themselves (at no cost) and get the Notams either the night before or in the morning before going to the club. Pilots can also register with the CAA (at no cost) to receive chart update information by e-mail.

Types of information from a NATS AIS site search.

All times are in UTC (Coordinated Universal Time) for our purpose GMT (Greenwich Mean Time)

Dates These are in Year/month/day format

Aerodrome Information

This will be about any aerodromes in your area.

En-Route Information

FIR information (Flight Information Region) a lot of this will not be of interest and most will not be local to the club, some may be of interest to cross country pilots. It may contain runway information at airfields, that a large crane is being erected somewhere, a radio frequency change or the military are conducting exercises etc. **It will contain RAT (Restricted Airspace Temporary) and TRA (Temporary Restricted Airspace)**

information which may be relevant.

Nav Warnings

Typical types of information with location, lat/long, area (radius), heights, and times of the activity:

RAT (Restricted Airspace Temporary) typically used at air shows for the Red Arrows but can be for other reasons. (also in the en-route information)

TRA (Temporary Restricted Airspace) may seem the same as the RAT but is often for longer durations than a RAT and covers much larger areas. (also in the en route information) General information includes flying displays, kite flying, rocket launching, en route activity by the BBMF or Red Arrows, Danger Area activity, tethered balloons etc.

I can't list all the possibilities or types of information you might encounter these are just some typical examples.

There was a major incursion of a RAT by glider pilots at a competition in 2010 stopping a Red Arrows display and produced a lot of bad publicity for gliding in various general public and aviation forums. If we are to keep things like the threat of compulsory transponders at bay we need to ensure we do our best when pre-flight planning. No one is perfect and mistakes will be made from time to time, all we need to do is make our best effort. Using the Nats site to search Notams is automatically logged by the system.

Alan Garside

Task Week 2010

By David Pye

Task week 2010 was reasonably well attended as usual of recent years. League 1 & 2 pilots together, flew a total of 3,350kms. 18 aircraft took part, flown by 33 pilots and a total of 121 tasked sorties were flown. There were the usual land out stories on several days but thankfully a change this year, very few penalties. Much to my relief, there were zero airspace

Infringements, this is extremely encouraging and a very positive result hopefully due to the focus over the past 2 years in particular. On another positive note (and in common with recent years) once again the scorer did not receive any large bundles of non-sequential British currency in a plain brown envelope and so had no options when calculating the winner!

There were some memorable moments for me as scorer, I'll share just one with you: having just finished the task on a difficult day and still sitting in my glider on the airfield, I watched CG (P1 in a two-seater) unsure of how to finish a cross country task, deciding to scream down the airfield trimming the grass with his undercarriage and checking his 3rd finger functionality with the scorer! This was probably the fun highlight of my week and led to another discussion with P1 the next day. In league 1, the early lead was taken by the CFI in his LS8 (variable geometry wings being this year's innovation - for those of you who fancy their first regional during 2011, apparently, I'm clearly unsure if this is fact or fiction at this time!, if you have different modes, 15m & 18m in this instance, you have to declare what configuration you will fly for the whole competition on day 1). Team Duo put in an appearance on Day 4 taking 1st place by a narrow margin. But the CFI had peaked too soon, the Duo was too late and the lead was taken on Day 5 by the author who managed to hold on to it until the end of the week and thereby take the trophy. In league 2, the lead swapped around between George Derby & Phil Crab who was flying the French flag in his Carmam, with an occasional showing from Ollie Beams, who crept up quietly from mid-week onwards to take the trophy by stealth. Ollie also achieved his Silver Distance following a failed attempt when his logger stopped working. There's an important lesson here, if you're attempting a badge flight like this but more importantly your Silver Duration, check, check & check again that your

logger is working correctly, that you have a new battery fitted and the cables are secure and not going to come loose!

A good friendly competition was enjoyed by all. Look out for the Task Week adverts for 2011 and get your names in quickly, especially for the club gliders.

Finally, Well done to all those who took the time out from their personal and increasingly pressurised lives to come out and have some fun. I hope you will join me looking forward to 2011, possibly a cross country training week early in the year (Tony???) followed later in the year by Task Week.

David Pye

Photo Competition

While putting this edition together I've been sent lots of photos from various members, which seems to suggest that there are a lot of keen photographers in the club, so I thought it might be a good idea to hold a photo competition for each edition. The entries will be judged on Composition, Originality, Humour and maybe a little Cruelty.

Please submit your entries to the Editor in Chief
Terence.webster@googlemail.com



This issue's winner is an anonymous entry. It depicts our CFI at rest after a hard day CFIng. The prize is a cup of tea and a bacon sandwich, but, of course, the winning photographer will have to identify themselves to collect!

New KGC Members 2010

This year we have 17 new members to welcome: Chris Adam, Steve Burles, George Darby, John Evans, Dean Farrugia, David Green, Peter Henwood, Samuel Hynes (Jnr), Ian MacAdam, Iain Murdoch, Felix Paffard (Jnr), Lucy Paffard (Jnr), Tony Parr, Colyn Randall, Alexander Riddell (Jnr), Clive Root, Tomasz Sobkow.

Leaving the Donkey Behind: transitioning from power flying to gliding

By Mike Davis

Early retirement last year enabled me to return to gliding which I had reluctantly dropped after university. I gained my PPL in 1982 and for the past 8 years have been an avid 'farm strip' pilot: it's cheaper than flying from traditional airfields (generally no, or reduced, landing fees), more demanding (and fun?) and there's a whole sub-culture out there of friendly farmers/ strip owners who are happy to talk flying over a cup of coffee. Some strips even have micro-breweries (eg Crowfield), and some do nofees deals provided you buy some of their produce. My flight back from Headcorn to Clipgate Farm (near Barham /the Lydden Circuit) with half a dead sheep in the passenger seat might merit a separate article.



Mike with his Jodel

My 1955 Jodel D119 (totally rebuilt 1998) is an ideal strip aircraft, being able to take off and land in about 250m. It has a highly efficient wing (like the Robin Regent at KGC): the flat centre section gives a high strength/weight ratio; the outer section has a smooth washout built into it from root to tip - the angle of attack reduces progressively towards the tip, which reduces drag. It has no flaps however and can float quite merrily on landing if the approach speed has not been correctly nailed so a go-around is required in such cases at Clipgate (480m, trees at one end/ hedge at the other). It cruises at 95kts on 20ltrs/hr (Mogas) and has a range of 5 hours in still air with two on board and up to 90lbs on the rear shelf.

Returning to gliding in November 2009 required some adjustments in attitude and technique, here are a few:

- Club atmosphere at KGC as opposed to 'doing your own thing' at Clipgate (though pilots there support each other of course when needed);
- Winch launching more rapid than powered take off with arguably greater potential for Things to go wrong (e.g. cable overrun/ wing drop on ground). Response is broadly the same: speed/ recovery attitude/ decide landing spot. At Clipgate, I will always turn into the Elham Valley as soon as safe after takeoff to gain a couple of hundred feet.
- Effects of controls are the same, however greater use of the rudder is required (and balanced at that!); I'm still working on it.
- Circuit planning is vital for both types of flying (there are no technical aids at farm strips, most of which have grass runways); however, you always have a second/ third (or more) chance in a powered aircraft. And you can always shrug off those annoying down draughts by applying more power.
- You fly in higher winds in gliders, my limit is

15kts in the Jodel and 12kts for a cross wind (10kts on tarmac): adjusting to wind shear/gradient are important to both types of flying, but more so in gliding where you can fly in winds of 40kts plus.



The past year has been demanding but fun and I've really appreciated all the instruction and advice received in the air and on the ground. I now apply some of my gliding techniques when flying the Jodel: this includes welcoming those previously irritating bumps under clouds (it thermals reasonably well) and using the ridge From Rochester to return to Clipgate on non Club days, which helps reduce fuel costs.

Mike Davis

Rendezvous Rally July 2010 by Bob Lloyd



Vintage Glider Club is an international club with over 2000 members from all over the world but with the majority of members from European countries. Each year for the last 38

years the Club has had an annual rally, which moves around the countries of members. Last year northern Germany, this year Tibenham in Norfolk, next year Lithuania. The International Rally is usually for a period of 9 days and traditionally is held the first week in August. As the distances that Rally participants have to travel is generally large, a gliding club somewhere between where the Rally is to be held and where most members are likely to travel from, is chosen. This club is requested to host a Rendezvous Rally to give those travelling to the main rally a stop off point and somewhere else to fly in the week or so leading up to the main rally.

Traditionally these rallies are treated as holidays and members take their families to not only fly but to see and enjoy the countries in which they stop. One of the highlights of the main Rally (this year at Tibenham) is the International Night where each country represented provides a stall with their countries traditional food and drink. They tell me that I had a good time!

The Rendezvous Rally for the Vintage Glider Club 38th International Rally this year was held at the Kent Gliding Club between 21st and 29th July with the 30th left for visitors to travel to Tibenham ready for the start of the Main Rally on 31st July. The KGC was ideally situated for Rally participants from the Continent to break their journey before traveling on to Tibenham.

I was pleased that many visitors from the Continent arrived early to take in some holiday sightseeing as well as gliding. The first arrivals were Bob and Sylvia Aalst and Martyn and Astrid Hoogenbosch, who arrived from the Netherlands on 17th July, bringing with them a T45 Prefect and a Ka6CR. The additional visitors arrived between the 17th and 28th July with the majority arriving by the 24th July.

In all the KGC welcomed 51 visitors with a total of 28 gliders. Of these, 8 gliders came from the

UK with the remainder from Holland, Belgium, France, Germany and Switzerland.

The weather throughout the Rally produced some excellent gliding conditions and it was wonderful to see Gerhard Maleschka in his beautiful Hols der Teufel at Flight Level 55. Many others enjoyed some good flying with the most launches being carried out by Didier Fulchiron from France teaching his son to fly in his Ronlercher, Ka4.

Visitors to the KGC were also able to take in some of the sights of Kent including a Red Arrows display at the Paddock Wood Hop Farm and a number took advantage of a special day return excursion rate of £28 to London on the high speed Javelin from Ashford. This included bus and tube travel in London.

Karen and Molly provided excellent food and service throughout the Rally.

Prizes were awarded for the best flight of each day. The visitors brought a number of interesting gliders. The Rally prize for the best restored glider was given to Beat Huber for his Slingsby T310, HB-557. The most unusual and interesting glider was a new construction Hols Der Teufel (Bring on the Devil). The Hols was completed 3 years ago and is a nacelled primary designed by Hans Jacob, a prolific



Bob Lloyd about to take to the skies in the Hols der Teufel

German glider designer. Malcolm Kerley and I flew the glider and it flew surprisingly well.

One of the things about the vintage movement is all members are keen to let other members



Kent University Gliding Club

By John Davidge

As of October this year, The University of Kent now has its very own gliding club for students, with the Kent Gliding Club being our BGA host club. Since the early stages of inception in September things certainly seem to have come a long way! I am very pleased to report that we have already established a core group of pilots in training, and we've seen a very steady stream of students coming for trial lessons in the last couple of months. In fact you will probably have seen us looking wide-eyed and enthusiastic on more than one occasion!

We come from a wide range of flying backgrounds - from never having left the Earth right up to PPL, but we're all equally keen on getting into our gliding training so you'll likely be seeing us on a very regular basis! The feedback I've been hearing from instructors has been very positive so far, and we're proud to have had our first pilot go solo already!

The first major milestone we're aiming towards as a club is the inter-university gliding week in August of 2011. Many of us are very keen on the idea of cross-country racing and are very much looking forward to the challenge. Look out for us to be seeking cross-country training in the summer season!

On behalf of all of us I'd like to say a huge thank you to everyone at the Kent Gliding Club. You've all been very welcoming and friendly and we look forward to flying with you in the coming months and years. I'd personally like to mention special thanks to Chris Grebby - without whom the club probably would not have started in the first place, and David Pye - who has met the task of training us and helping us integrate with the KGC head on. Both of you have contributed significantly to our success so far and we are very grateful.

Fly their gliders. Both Malcolm and I have each flown over 50 types of gliders and it is generally known and accepted worldwide in aviation that the more types of aircraft you fly, the better pilot you will become! Vintage gliders all have their individual characteristics and the experiences flying vintage gliders is much more varied than between different modern plastic types. Pilots of vintage gliders are more interested in the pure joy of flying as opposed to chasing badges and breaking records. If you want to know what the real love of flying is all about I would recommend that you read, "Wings on my Sleeve" by Eric 'Winkle' Brown. Also those of us in the Kent Vintage Glider Group believe that there is a need and duty to help preserve our heritage. For those members (the few) who criticised the holding of the rally at Challock, the feedback I have had from the visitors has been most gratifying. Those who helped during the KGC event found the visitors to be lovely people and all were most generous in their praise for what we provided at Kent. Indeed at Tibenham those that had been at Challock kept saying to me that they wished they were back at KGC.

A few critics suggested that we had cancelled community flying and trial lesson during the Rally and thus lost money. Nothing was lost! Julie managed to re-schedule everything that we would have done during the Rally period. Also the Rally produced a net income of £3,309 for the Club. **Bob Lloyd**



University Club member Ivan preparing for his first lesson

We're very keen so if you see a student like group do come and say hello. We're the friendly variety of students! Here's to a long and successful partnership!

John Davidge President Kent University Gliding Club

The Challenges of Going Solo

By Mike Poundsford

This article is about going solo and my challenges. I hope it will be useful to those currently learning and encouraging to those wondering if they should start to glide.

My first flight a trial lesson - was on April 18, 2009 and I went solo seven months and 91 launches later. As you can see I am not a "natural" but not bad within the year I had flown an aircraft on my own!

I found two things difficult:

- The challenges of learning to fly for the first time. Co-ordination, rounding out, holding off etc all take getting used to. It is a new set of motor skills that takes time to learn.
- Becoming part of the club and learning how it works. There were times I nearly gave up not because of the difficulties of learning to fly but because of how I felt about coming down to the club.

Learning to Fly

On the next page is my track record and the things I found difficult at different stages.

Some of my reflections on this process are that:

- Different instructors have different strengths and styles and we all develop preferences. But I think one of the strengths of our approach is the breadth of access we get to different teachers and the opportunity this creates to learn broadly.
- I should relax and learn at my pace. I wanted to rush and was impatient to get ahead. I think this spoils the enjoyment and sense of taking things at the pace that is right for me and I am trying to do that now
- We tend to think that we are the only ones experiencing difficulty. I felt like I was the only person in the club who could not land a glider my instructor always seemed to need to take control. But I think we all struggle maybe some of us more at different things. It comes in the end.
- It is really helpful to find a mate going through the same stage as you. Adam Palmer and I started around the same time and we are always swapping notes. It is invaluable and it makes the learning experience much more fun.

Joining the Club

I like Kent Gliding Club but it took time! I think it was my third or fourth visit when I stopped half way down Squids Gate lane in the morning and nearly turned around and packed it in. Why? Because I found it excruciating going into the clubhouse knowing no one, knowing nothing about how the flying day worked, knowing nothing about how to handle a glider, not understanding how the flying list really worked, confused by who was supposed

My Tips

Study the pilots log book and develop a goal for each visit and discuss this with the instructor. Progress to solo depends upon getting different exercises "signed off" Make sure your instructor signs off exercises you have done on the day. In the early stages they are all good at

My Track Record

Launches	Flying Challenges	Dates and Milestones
1		April 18th 2009 - Air Experience Flight
2 - 21	I found co-ordination of stick and rudder very difficult	June 14 first aerobatic manoeuvre - a loop. The loop demonstrated by instructor
27	Fear I was more frightened flying my first winch launch than at any other activity in the pre-solo learning process	June 23 - first time flying the winch launch
28 - 45	Frustration just could not seem to get the hang of circuits, landings, rounding out, speed control etc etc	July 16 - first unaided landing
46 - 53	Something clicks and it begins to come together	August 1 my instructor claps my landing; "I can do this" I think to myself
54 -60	Struggling with round outs	
61 - 71	Growing confidence; better launch, co-ordination and landing; judgement rather than aircraft management beginning to become the issue	August First spin; circuits without instruments; learning to aero tow (alarming to both me and the tug pilot!)
72 - 90	Learning to handle launch failures and ridge soaring; circuits and circuit planning and handling awkward out of position exercises	September first simulated cable breaks; endless circuits; aero tow coming under control
91		November 7, 2009 went solo off winch

doing this but as time goes by and they get to know you and vice versa this can get missed so make sure you check with them after each session whether they can sign anything off.

Get to know some of the key people who make the Club the special place it is. Some of the key people are Dave Beams (the Technical Director, massively knowledgeable and extremely willing to help), friendly Julie in the office and Karen in the kitchen, Dave Shearer (the current chairman), and Pete Carpenter (the current Chief Flying Instructor).



Mike about take his solo winch launch

Ab initio

In aviation the official term for those of us pre solo is Ab Initio which means, literally, “at first, from the start, initially, from the beginning.” In other words it is the very first stage of flight training. Keep this in mind. Going solo is the first milestone, but it really is just the very first step and one of the things I realise now is how little I know. It is exciting because it means I have so much more to learn and it makes sense to take your time to make sure your grounding is as solid as you can make it.

Mike Poundsford

Obituary

John Turner - 3 March 1951 to 7 December 2010

By Bob Lloyd



It is sad to report that John Turner died on 7th December after a 9-month fight against cancer. John was Kent born and spent his working life with the Kent County Council based in Maidstone. He was always interested in flying, going to all the air shows including the Old Warden flying days and he also bought all the flying magazines and dutifully brought them to the Gliding Club for others to read once he had finished with them.

His interest in flying caused him to join the Air Cadets in Maidstone as a Civilian Instructor where he devoted a lot of his time and energy and which led to him booking a 2 week, gliding

holiday at the Long Mind in July/August 1994. During this holiday John went solo on 5th August.

Having got the bug, he joined the Kent Gliding Club on his return from holiday and went solo again at Challock on 29th August. John became very active immediately and served as a Committee member and Winch Manager during his time with the Club. He was one of the selfless band of members who gave their time purely to help others. He also spent many hours on the winch in his early days so that others could fly.

John completed his cross-country endorsement in February 1997 but rarely strayed far from the airfields, from which he flew, being happy to be in the air just for the pure joy of flying. He also had a great sense of humour. During one Club Task Week he had brought along a number of ATC Cadets to help out. After a shower of rain after briefing John had the cadets in a line with a toilet roll each drying the grass so that it was suitable for flying! They eventually twigged but didn't catch him!

John joined the fledgling Kent Vintage Glider Group (KVGG) in 1998 having had his interest in historic aircraft spurred by visits to Old Warden.

At the time of his joining the KVGG only had a T45 Swallow but soon acquired an Olympia 2B and a Skylark 3B which he regarded as a Gentleman's Carriage. John went to all the Vintage Rallies with the rest of the Group and joined the KVGG at the International Vintage Glider Club Rally at Tibenham in early August this year where he had his last flight in Florence the vintage group's T21.

John was a lovely man, one of nature's gentlemen who will be sadly missed by his many friends in the Kent Gliding Club and elsewhere. We send our sincere sympathies to John's wife Judy and his daughter Arwin.

Bob Lloyd

Profile: Dave Manser



What are my earliest recollections of aircraft? Over the fields of Kent S.E. of West Malling, where I lived, going around in circles overhead shooting at each other! As far back as I can remember I've always been interested in anything that flies. During the 1950s/early 60s I had the pleasure, and perhaps the privilege, of attending most Farnborough air shows and many others around that time. The Farnborough show was the shop window of our British Aircraft Industry and it was still leading the world in many respects during that time. Much as I wanted to fly myself I'm afraid that one hour of powered flying was equal to about three week's of my wages when I first left school so that idea had to be put on the back burner for the time being. Many other distractions came along, such as two years National Service, getting married in 1963, mortgage, starting a family etc.

It was quite by chance (truly) that Mollie and I, our two year old daughter Karen plus newly arrived daughter Justeen were having a picnic in woods nearby to KGC that yours truly, ever with his head turned upwards, noticed gliders circling above. I then suggested we might try and find the airfield. Little did Mollie (or me) realize what a change this decision would make to our lives! Having found the Club I later left after signing up for a two week course - the year 1968.

My course was given in the last two weeks of July that year and as you might guess the

weather was not kind. All basic training was carried out on T21s and it was not until some 40 winch launches later that flying continued in the T49 Capstan. The weather carried on from bad to worse throughout that winter and I did not go solo until 63 launches later in 1969. Solo flying then continued in the Club Swallow where 10 Hrs was required before moving on to a Skylark IV - the reasonably 'Hot Ship' of the day. The problem here was quite a number of people were trying to build similar hours so a fair amount of time was lost waiting your turn. Hand started Tiger Moths were being used for tugging during that time and on one particularly hot day with me sitting in the swallow (where the canopy had to be put on by others) the Tiger refused to start. I rapidly reached oven mark 6 temperature and was about to release the canopy when the Tug started and I was off. By this time I had to hold my hand through the clear vision panel for some air as I felt like passing out so another lesson in the experience book. At around this time I bought into a Skylark IV syndicate along with Geoff Avis and two others.

It was during that first winter that certain 'tarmac boys' arrived at the Club to say they had 'surplus material from a large contract they had just finished' and could provide the Club with a new hangar apron. This was done and needless to say was placed straight on the topsoil and grass. Being in the Civil Engineering business myself I gave the Chairman at the time, Hugh Gardiner, some helpful advice that it would not survive the first winter. This proved to be the case and I was seconded to the Committee for my cheek and served continuously for the next 22 years!

The Club, not having long been at Challock when I joined, still had plenty of development projects to complete and it became my lot to be responsible for a part of this work, mainly external works and buildings, on the Committee. Trying to spread my time between our family with a third daughter, Rachel,

Arriving, running my own civil engineering business, learning to fly, committee work, etc. had its problems. A caravan was purchased so that Mollie and the girls could join in some of the activities and I would see a little more of them. It was by this method the three girls virtually grew up at the club even to teenagers. Indeed, Karen later joined as a full member and completed her basic flying training at 16 going solo some three months later. She also crewed for Ron Cousins in many of his Regional and National competitions plus many other support roles at the club and now manages the catering facilities for us. Perhaps I should mention Mollie also ran a 'Tuck Shop' at the launch point in the early days as the kitchen was closed during the day. She also organised the bulk buy of S & G for resale to members for many years to help swell club funds. We now have a third generation at the club in Oliver and, perhaps some of you may have noticed, Henry! As most of you know Oliver soloed on his 16th Birthday and it was also unique in that Dad (Dave) sent him solo and Grandad (Me) flew the Tug!

The late 60s early 70s were quite exciting times at the club with various projects in hand and new glass gliders appearing. Having completed my Silver C in the Skylark IV our syndicate purchased a Dart 17R in 1971 and this allowed me to continue to build up my overall experience. It was also during this period I started to fly air experience flights and basic instructor duties finally gaining my Full Instructor rating in 1974.

I continued air experience/instructional duties for a total of 33 years finally retiring from this in 2005. Having a Silver C allowed me certain concessions to gain a PPL and, as my personal circumstances now permitted, I commenced training at Biggin Hill under the instruction of Rex Nicholls - an excellent instructor. Having soloed at Biggin I transferred to Headcorn, to cut down travelling time, to continue hours building and completed my PPL in 1976.

Having built up enough hours I was cleared for Tug duties in 1977 and have carried on in this role to the present time. I also continued power flying from Headcorn and Rochester for pleasure trips and as a means of transport to various sites in connection with my business - this also helped build up my power hours.

Looking back I have seen many changes and have met many interesting people at the Club. Many have contributed in their own way and we all benefit from their efforts even today and to mention just some would be unfair to those I leave out. From a personal point of view I would just like to mention one name and that is Roy Hubble, ex RAF, a founding member and CFI at the Club for 22 years who, sadly, is no longer with us. He had a great influence on me in my early days of flying, had an excellent way of breaking exercises down leaving you with a much clearer idea of what was happening and how you deal with them. He was a stickler for having things done right and, not to certain 'wayward strays' liking. I found him very fair, enthusiastic, patient and proved a great friend.

In my early days at the club our caravan was the first to be sited there with no park as we know it today. The Club had only a water connection from the local farmers sheep trough supply, no electricity only a 'Pop-Pop' generator in the corner of the hangar which the last man out had to go over and switch off at lights out. Fuel for the tug was kept in 40 gallon drums and stored in what is now known as 'the bunker'.

There were no electrical signals around the field so a 'Mid field bat' person was used standing on a rickety platform (there being no tower then) to relay signals to the winch. Each morning before flying, heads were counted and requirements for flying to start worked out with anyone left over being given jobs such as picking up flints from the field and other tasks - happy days.

As ever in committee work there was still much

to do, clearing woods to the Western half of the airfield, rebuilding the hangar after it collapsed with heavy snow in 69/70 winter, mains electrical and water supply, underground avgas tank, caravan park etc.

The control tower was made by Ron Cousins company and supplied free of charge. As for my part I continued with the 'external works' part in committee until finally serving as Chairman for six years from 1983 until I retired from committee in 1989.

I managed to keep up some solo flying, also going off to other clubs with syndicate members. We purchased a Libelle (602) in 1979 and continued flying in this syndicate until my last flight in 2005 when I retired from active gliding. I have memories of particular flights but one stands out and that was made from Aboyne in 1986. Ron Cousins and I had trundled up with the Libelle and this day was bright blue with an increasing wind. Ron had all his badges except diamond height and I said he should try first. It took some while but was delighted to learn, when he landed, that all three diamonds were now in the bag. With barograph smoked and switched on, we didn't have data loggers or GPS's in those days, I climbed in. By the time I was launched it was getting pretty rough and could not clear the rotor until about 3000ft. Visibility was excellent and I made a good rate of climb in the early stages but this began to reduce as I got higher. I was becoming concerned that light would soon be fading with the river Dee looking like a thin silver line and surrounding ground getting dark. Now climbing at about 100ft a minute and testing my mental arithmetic as to how much more I needed I took a moment to take in the view and even though light was fading I could see most of mainland Scotland and thought this is what flying is all about! With 18800ft indicated, thinking I still had too far to go and not being sure how long it would take to get down I 'dirtied' the Libelle and started to spiral down.

I'm not sure if I was still legal when I landed but later learned my height had been corrected to 19200ft after calibration - just over 200ft short of diamond height but I was still a very happy man. My worst cockpit moment was severe icing mid channel flying a Robin back from France but luckily for me this broke off as the aircraft lost height and I lived to write this!



Dave with his Libelle 602 and Karen in the back ground shielding her eyes

I have continued with my Tug duty rota and, since retiring from business, have managed to help out during weekdays. Having now reached the ripe old age of 75 perhaps it's now time to consider hanging up my headset & goggles. With all matters considered it is with a heavy heart I have decided to retire from active solo flying (pilot in command) at the year end. There is always something for me to do and in recent past have installed the compass rose, helped with the electrical supply to caravans, on the point of completing a survey of the club to say nothing about looking after the sewage works! Isn't life wonderful? Being a Life Member I shall still come to the Club - after all somebody has to mow the grass and I've started to paint the grass white so men in white coats will collect me soon!

Good luck and The Seasons Greetings to you all from Mollie and Me.