



KENT GLIDING CLUB

NEWSLETTER

Volume 1, Issue 1

Autumn 2007

A Letter from the Editor

As I am sure you are all aware I am your new editor. I have hired a very expensive type setter to assist me (my wife Angel) and I will have to do several nights of washing-up to trade for her services. Due to other commitments I am not able to be a roving reporter as well as editor so I need to rely on you all to e-mail me and tell me of your achievements in gliding or with any stories you want published. Some of the regular columns I would like to set up are:-

A Letters Page

Send in your views, questions and thoughts

A 'Page 3' Glider for Each Issue

Please e-mail me some pictures of your Glider sitting on the field bathed in sunlight.

My Favourite Flight

Whether student or instructor everyone has a special flight that 'rings their bell'.

A VGC Review

If you're a member of the VGC, please write and tell me what's going on.

As to regularity and whether we aim for a monthly, quarterly or annual newsletter will depend entirely on the amount of contributions I receive.

The thing I tend to hear the most from people is 'I am not really a writing sort of person' or 'I wouldn't be any good at that sort of thing'. Well my answer to that is pull your finger out and try because if you don't your newsletter will die on you.

I am particularly interested to get some contributions from the young people in the club.

Well I hope I have a more successful time as editor than Piers Morgan and don't offend as many people!

Andy Young



Task Week Results 2007

LEAGUE 1

Name	Aircraft	ID	Score	Ranking
P Whitehouse	Pik 20 D	824	2124	1
D Pye	SZD-55	308	1777	2
G Bass	Pegasse	641	1452	3
C Grebby	Discus	735	1197	4
M Moulang	Duo Discus	666	1087	5
P Belcher	LS3	307	1036	6
T Williams	K21	KCT	965	7
P Carpenter	LS8 / 18	X1	753	8
G Drury	Libelle	S60	468	9
	Junior	FPM	331	10
J Janzo	Puchacz	GCK	258	11
J Bodkin	Unknown	451	123	12
P Bateman	ASW20	413	104	13
S Lintott	K21	KDP	20	14

LEAGUE 2

Name	Aircraft	ID	Score	Ranking
D Crimmins	ASW20	413	1085	1
M Waters	ASW15	JDR	869	2
T Bartsch	DG100	DHL	815	3
P Crabb	Astir	HTE	373	4
B Tansley	ASW19	239	301	5
A Bartsch	Junior	JMG	287	6

ANNUAL DINNER

Saturday 27th October

Tickets £27.50

available from Julie

View from the Scoresheet

Task Week from the scorer's perspective

DAVID PYE

This year, I was approached by our Chairman to score the contest as well as fly in it. Something which would prove to be both a challenge and an enjoyable, learning experience.

The stage was set with a broad selection of pilots hoping to compete and I guess prepared for the worst that the poor summer weather had thrown at us! What a surprise, the weather took a turn for the better just in time for Day 1, Sat 25th August.

Saturday, Day 1: Briefings were arranged for 10.30am each day and most pilots chose to rig before the briefing. Mike set the following tasks a simple short task for the novices, an intermediate task and a long task, to stretch the L1 pilots:

CLK-ASS-CNE-CLK	70km
CLK-HAW-ALE-CLK	108km
CLK-RIN-CLK	121km

The wind was around 8kts from the SW. Most L1 pilots opted for the 108km task but no-one made it all the way around. There were a few land-outs, Dave Crimmins and Stafford, setting the scene for the week. The day winners were: **L1: Gerry Bass**
L2: Dave Crimmins.

Sunday, Day 2: After a short prize giving and debrief, the following tasks were set:

CLK-BIN-TED-CLK	40km
CLK-PAD-ETC-CLK	84km
CLK-HEE-ASS-CLK	105km

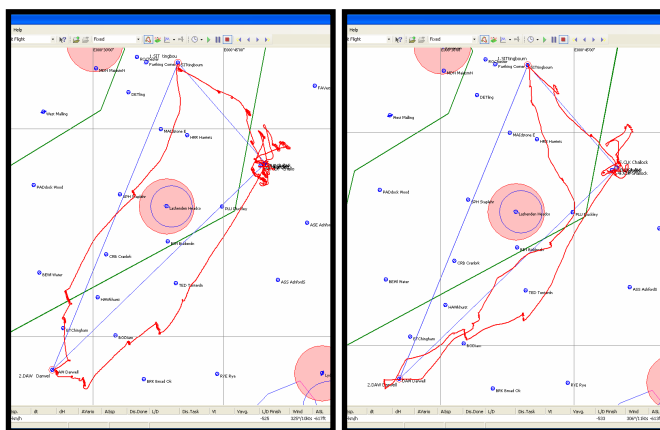
The wind today turned out to be 7kts NNW and once again the pilots faced the problems of deciding which task would score them the most points with the existing weather. This was a difficult decision and became harder to make as the week progressed. Most pilots opted for the 40km task with Brian being Mr Brave and trying the 105km Heathfield task. There were a few landouts, including Brian, who managed to drag his landout into the next morning due to access problems, sorry Brian, no prize for longest time to return the aircraft to base☺. Matt also landed out but kindly was a lot closer to the club. Day 2 winners: **L1: David Pye**
L2: Tim Barch

Monday, Day 3: Wind, of course, played a major part of deciding where to go as did the differing routes possible around Headcorn.

CLK-HRR-TED-CLK	51km
CLK-MAI-PAD-CLK	64km
CLK-SIT-DAW-CLK	101km

Another tough decision to make and I along with around half the L1 field opted for the 101km task. After a false start, the leg out to SIT just below a low cloudbase (< 3000' QFE) was fairly straight forward. I found a really strong thermal just short of the TP. I tiptoed back to ridge into a large blue area, the day

was actually almost completely blue now, deciding to take the Western route around Headcorn, I pushed the stick forward and committed myself to the blue. I made it to ETC and then pushed on to DAW having to take a couple of weak climbs. Then the run for home, but first I was very low and had to work hard before feeling comfortable enough to set off – the wind was North Westerly at this point so I couldn't hang around being drifted further South. With a couple of climbs I made it back with a final glide of 27km at 112kph, only to find Gerry Bass had beaten me once again ☹hmmm. Here are the two differing routes taken by random pilots for comparison, the red line is the route flown, the RHS shows where the clouds were:



And on to the winners:

L1: Gerry (I bet he drinks Carling Black Label) Bass
L2: Dave Crimmins

Tuesday, Day 4: The briefing and a light 9kts from the NE led to the following tasks being provided:

CLK-FAV-ASE-CLK	40km
CLK-FAV-PAD-CLK	83km
CLK-SIT-CNE-ETC-CLK	150km

For me, this was another crucial day. I decided on the large task in order to stand any chance of catching Gerry at the top of L1. I had to fly further and quicker for the rest of the week and this meant selecting the biggest task if I thought I had any chance of getting around it! This was a critical decision and helped me to end up near the top of the ladder at the end of the week.

Most pilots chose the Paddock Wood task, much to my surprise. I took off and took an age to get started due to low cloudbase, trying to use the best part of the day and taking 3 attempts to start, in order to get the best possible flight. I made it to SIT with a few turns finding a strong thermal 2/3rds of the way there, which peaked at 7kts. I turned the TP and carefully made my way along the North coast getting very low near FAV but making it to CNE. I had a very challenging leg along the Stour valley getting low and just making it over the ridge with the crown cut into it, to find a thermal North of Ashford. I stuck with this for a while in order to get to 3500'

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Today's Page 3 Glider is Andy's Skylark 4.
 If you would like your glider to appear on Page 3 send me a picture of it

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before charging South to ETC. I turned and headed for home with some confidence of getting there and eventually setup a final glide which was supposed to be 27km at > 100kph but turned into a failed attempt to get the airfield. I turned away from the field with 6km to run with a prediction of 200' on Glide Nav and had to thermal in the valley until I felt comfortable about getting in over the ridge. After landing I was pleased to hear Gerry had opted for the Paddock Wood task. There were a few landouts, Chris Grebby and Peter Belcher. The results for the day were:

L1: David Pye L2: Dave Crimmins

Wednesday, Day 5: Still the weather was holding, with cloudbase promising around 3000' or more and a better wind of 5kts. The following tasks were set:

CLK-CRB-ASS-CLK	63km
CLK-RIN-CLK	121km
CLK-DIT-BRK-CLK	121km
CLK-DIT-ALE-RIN-CLK	317km

(possibly the last 300km day of the year)

2 brave pilots opted for the 300km, Pete Whitehouse and Peter Belcher. Most pilots opted for Ringer but the weather was to beat them back after a reasonable start. There were radio calls describing spreadout, 8/8ths and no thermals before I had even started. I chose the DIT task and found it very difficult to get to DIT, finally turning it and struggling back as far as Heathfield before turning for a marginal final glide into Ringmer a few Kms South. I arranged an aerotow retrieve from the local tug pilot and arrived back to find Pete W had struggled around a 300!!! Full credit and respect Pete. Some didn't even get to Ringmer and you managed 300km. This was an exceptional flight in the conditions.

L1: Pete Whitehouse L2: Phil Crabb (who managed a creditable 82km out of 121km RIN & return)

No flying on Thursday or Friday due to poor weather.

Saturday, Day 8: As the CD had a rather heavy night, brother Tony stepped in and threw down the glove by way of an AAT, an Area Assigned Task, setting **CLK-PLU-CAT-CLK** with large sectors into which brave competitors could venture depending on the weather found.

Around half the pilots competing took part, but with a noticeable lack of two-seaters. I managed to get around the minimum task but hit heavy sink returning from CAT and landed out 1.3km NE of the airfield. Most pilots managed to get around and extend into the sectors. The best distances were 145km in a certain Duo Discus – which took them out over the sea and 74km for Matt, a creditable performance. Here are the Day results:

L1: Mike Moulang L2: Matt Waters

Final Day, Sunday, Day 9: A sense of weariness was detectable at the briefing this morning. The tasks were set as follows:

CLK-HRR-FAV-ASE-CLK	57km
CLK-SPY-BEW-WIG-CLK	152km
CLK-WIG-HAW-CLK	111km

I decided to fly a Junior as my SZD had sustained some light damage to the belly in yesterday's field landing. The weather was very tough for a Junior and would prove difficult for everyone.

I managed to struggle out towards Canterbury but got very low during the downwind leg and struggled using every bit of skill I had to get to turn Wingham. Then the battle just got harder. I faced an into wind

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struggle to get back towards the club for the next leg and the wind was > 15kts from the West. It was very frustrating but I was determined to get back to the club as a minimum. I fought for every km, climbing to around 2500' and managing only a few km before having to climb again, watching my distance travelled along trace reduce almost to zero. Finally I found a stronger climb and got to 3700' and let out a huge sigh of relief. At last I had a reasonable chance of making the club. I got to around 10km from the club at nearly 4000' and set off for the ridge and as far South as I could along track. I had heard other pilots turning back already and could see 8/8ths and very poor conditions ahead. I thought, "I'll just make a few kms South and then return to the club, for the maximum points". Hmmmm, I only just made the ridge, arriving at around 1200'. So elected for a quick landing ☺ and the satisfaction of getting as far as I had in an aircraft

that has poor penetration into a moderate wind. As I taxied up to the hangar, I wasn't surprised to see most had landed already. Here are the day results for this difficult day:

L1: Colin Beer in KCT L2: Tim Bartch

An excellent task week especially as we heard during the week that Lasham & Gransden had very poor Regionals and the Juniors were almost washed out for the whole week in East Anglia. The stats for the week are very impressive:

98hrs 39mins flown – 62 Launches – 4380km flown

Thanks to Mike for his excellent CD-manship, all pilots who took part for their time and effort competing and to all who made this such a successful week of cross country soaring. I have all the traces, if anyone wants their trace, please contact me.

Last Bit Box

If anyone would like to read full unabridged articles that have appeared in this newsletter please contact me. In the next issue we have articles on 'Turbo's', 'Lookout', 'A letter from the Chairman' and another sexy page 3 glider to look forward to. Please contact me with anything gliding-related and send in your letters to: angela_mcnair@hotmail.com