



# Soaring Times



## NEWSLETTER OF THE NENE VALLEY GLIDING CLUB

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### Contents:

1. Editorial
2. Chairman's Chat
3. CFI's Section
4. Aircraft Notes
5. Ground Equipment Stuff
6. Annual Dinner & Awards
7. Achievements
8. Flying in Oz
9. Training Courses
10. From the Archives
11. And Finally

### **1. EDITORIAL**

So here we are in 2014 with the first newsletter of the year.

Spring 'sprung' officially last week and we are all looking forward to the soaring season. The airfield seems to be drying out nicely and has been cut & rolled, thanks to Brian and even the holes & ruts have been filled in, even the ones made by the Chairman's car when towing out the K13!

A lot of work was done during January despite our not shutting down as we usually do, although hindsight has shown that perhaps we should devote the month to annual maintenance tasks in future in order to make best progress and to highlight the work which has to be done to give our fleet of both aircraft and equipment good reliability during the Summer.

Let's hope for some really good weather from now onwards.

### **2. CHAIRMAN'S CHAT**

This being the first Newsletter this year, I thought that I would repeat here what I said at the Annual Dinner as it illustrates the achievements and progress the Club has made during 2013.

We have certainly had a good year. I would like to thank the club committee, management & social and the Instructor Team for their work and support. Our membership has increased to 63 flying members and 8 social members, but the largest increase is in our Junior members from 3 to 19 in the year.

Out of 12 Scholarship Trainees, four have already gone solo, 5 others will go soon and the last 3 during the Summer. Well done to them and all the instructors. These young members have knocked off several decades from the average age of our membership. In fact, without them it would have been difficult to fly on some Winter days.

We now have a second lottery grant to help all out Junior members reach Bronze level. This will subsidise 50 launches each by the amount of £5 and cover their membership of £75 each for 1 year. I hope this will help to keep our young solo pilots flying and to attain qualifications and experience.

The next big challenge is our lease. I have spoken with 'Sport England' and we would qualify for their top grant of £75,000 for a new club-house, but to get this we must have a minimum of a 10-year lease with no break clause. With a 7-year lease we could obtain a £50,000 grant.

Peter Valentine and I met with Paul Squires, lottery awards manager from UnLtd on 24<sup>th</sup> March.

This is the organisation which has given us the £4980 to help our junior members achieve their Bronze C, or their LAPL(S) if they don't complete Bronze with XC endorsement by April 2015.

We are applying for a £15,000 free grant to be used specifically for the purchase of a two-seater for further training of all our junior members for cross country and solo flying.

We discussed all the pro and cons for a hour and he is willing to help us and back the application, it does have to go in front of the awards committee, but he thinks we should be successful. Let's keep our fingers crossed.

### **3. CFI's SECTION**

The winter rain has restricted flying operations forcing us to use the peri-track to fly from as the grass was wet, wet, wet. This has put us behind with parts of the AFR in regards to launch failures. However, most pilots have completed their spinning & stalling exercises.

The year started with Bronze lectures on both Saturdays & Sundays & was well attended. Many thanks are due to those instructors who presented the lectures. A 'mock' exam was set with about 6 students attending and with 2 passing this *MOCK* exam. However, unknown to them they sat a current paper & 2 were rewarded for their efforts with a pass. Well done to Tom & Gareth F.

In view of the new up-coming EASA Licence requirements I gave a presentation on the new licence conversion & this was well supported. Also I attended a ground briefing presentation for the future cloud flying endorsement at Tibbenham. I will keep you informed as these progress.

We are flying off the grass now that it has dried out & I have seen members asking for SLF's to complete their annuals, but not all have been flown due to 2-seater aircraft availability limitations.

Just bear with the instructors and all will be completed

Hopefully Spring has arrived & I would like to think pilots are putting their thoughts towards achieving their aspirations for 2014

I am looking forward to working with you all in 2014.

#### **4. AIRCRAFT NOTES**

The Junior is now repaired after its heavy landing, and has had its ARC renewed and the K6 has had its new ARC completed.

K13 'CFG' is currently undergoing its 'annual' and progress is as expected. Once the ARC has been re-issued work will start on 'DOX' as soon as possible, followed by the K8.

Until the towing-out gear has been rationalised with the tow hooks on our vehicles the Junior towing out gear is not to be used to prevent possible damage to the nose under-surface. Please bear with me on this and it will be sorted as soon as possible.

#### **5. GROUND EQUIPMENT STUFF**

It was hoped to be able to report that there is nothing to report, but unfortunately our Nissan Van had a structural failure of the front suspension mounting on Saturday and is FUBAR – Fouled Up Beyond Any Repair.

The plan was to obtain another Land Rover Disco and to prepare it for airfield use during the Summer. Fortunately a Land Rover had been found and purchased and arrived at the Club on the previous Monday, so preparation has been immediately started to service and prepare it. It is hope to have it operational with about 4 weeks. Much assistance has been promised and on really good progress is being made.

There was a small radiator leak from the other Discovery, so please check the coolant level each day before starting it and top up as necessary. I have added some 'jollop' to try to seal it and we can source a radiator soon.

I would like to thank all who helped with the annual servicing during January. It's a lot of work, but it all got done on time.

#### **6. ANNUAL DINNER & AWARDS**

The annual dinner took place at the new, to us, venue of the Ramsey Golf & Bowling Club. It is a very good venue and the food and general 'ambiance' were excellent and Over 50 members & guests attended.

Our Chairman presented the awards which were as follows:

The '*Marshal Papworth Cup*' went to Brian Palmer for his great efforts in keeping the airfield and site in good order and for all the other work he does for the club throughout the year.

Tim Williamson won the award for '*The Most Improved Junior Member*' for his work as a winch driving instructor and for taking on responsibility for ropes & stops. The award was the book '*The Battle of Britain Memorial Flight In Camera*' which was donated by its author, Keith Wilson & signed by him.

The '*Cross Country Cup*' went to John Young.

The '*CFI's Shield*' went to Ollie Wilson.

The new '*Personal Achievement Award*' went Lewis Smith.

Well done to all who won awards.

The raffle and auction raised almost £200, with the Red Arrows In Camera book by our own Keith Wilson making over £40 with the top bid from Gareth F.

We all owe a vote of thanks to Di & Ron for their work on this and for Ollie for doing the liaison with the Golf Club. The general feeling seemed to be that we must go there again next year.

## **7. ACHIEVEMENTS**

There have been no achievements of note since the last Newsletter due to the time of year. However, we are looking for significant results in all areas of our flying in 2014.

It is believed that Gareth and Laura have acquired a K6CR. We'll soon have a full 'squadron' of them.

## **8. GLIDING IN OZ by Michael Muir**

As many of you will know, I spent a month in Australia during January (a good way to avoid helping with the maintenance programme - Ed!). During that time I was fortunate to do a bit of gliding.

After travelling for seven hours by car North-East of Sydney we arrived at Grafton NSW which is situated by the great divide. The following day was Saturday, the only day Grafton Gliding Club fly because they only have five members, and they all turned out to fly me (all aged over 65 ).

It started by me doing the D.I. on a 58 year old K7. Then as we were giving take up slack the winch driver stopped the lunch because of 'big grey things' hopping across the airfield, which we could not see. When in the air I had the best flight ever over the next three hours and six minutes. Every thermal was over 'ten up' with the needle of the electric vario stuck against the stop. I had to turn the sound down as it was like a continuous machine gun being fired.

Because I said I haven't yet done my 50K we practised cross country soaring 'speed to fly' techniques and flew about 75K. Four or five times the thermals lifted the wing so much we were about to stall in the turn which is something I've not experienced in the UK.

I can recommend to any member to do a cross country training flight with one of our instructors when we have a K13 available.

## **9. TRAINING COURSES NOW AVAILABLE AT NVGC by Dave Mansfield**

*Course One:-*

How to stack the Dishwasher, choose the appropriate wash cycle, set it to Start, wait for the Dishwasher to finish, empty the washed items and stack in appropriate cupboards. (This course may take 1-2 hours depending on the cycle chosen.)

*Course Two:-*

This course is considerably shorter than Course One.

How to replenish the paper for the three printers that are on the Club premises. Where to find the spare paper and who to inform when there is no spare paper.

*Course Three:-*

This course is normally run at the end of a busy gliding day, so you may need to bring your own refreshments.

How to collect up the Radios which were used on the airfield, put them in their correct charger and make sure the mains is turned on. Pack the parachutes used during the flying day into their correct bag and store away in the parachute cupboard.

*Course Four:-*

This course is *only* for those Members who wish to progress further in the Administration role, but may be very useful to Any Flying Member.

Check the Caravan for Forms which have been filled in, collect them up and put into the Secretary's Tray in the Club Office. While in the Caravan, it would be beneficial to check there are enough spare forms in the Spare Forms Folder for future use. This will save shoe leather later. Learn where there are spare forms in the Office Stationery Filing Cabinet and how to report deficiencies to the Secretary.

*Course Five:-*

This is the pièce de résistance. This course is only available to those Members who have successfully completed Course 1, 2, 3 and 4.

It will involve training to be a Bursar. (Look into the Office at the end of any Flying day and you may see one). They are normally very grumpy, particularly if you have left your payment until they have done their paperwork and about to go home. Your training will include a short section on Reading some Procedures. Counting Money, and finally a quicker session on Gurning (Face Curling). You can then join that the select team (??), who miraculously manages to sort out the payments on Glidex.



These Courses are so well attended they might have to be repeated several; times a year, so get your name down early.

Now where are those Romans from the last Newsletter?

**10. FROM THE ARCHIVES (2005)**

Here are some photos from 'days gone by'. Who can you recognise?





## 11. AND FINALLY

- It was mealtime during a flight on a British Airways plane:  
'Would you like dinner?' the flight attendant asked the man seated in the front row.  
'What are my choices?' the man asked.  
'Yes or no,' she replied.
- A lady was picking through the frozen turkeys at a branch of Sainsbury's but she couldn't find one big enough for her family.  
She asked a passing assistant, 'Do these turkeys get any bigger?'  
The assistant replied, 'I'm afraid not, they're dead.'
- At London-Heathrow Airport today, a Caucasian male (later discovered to be a school teacher) was arrested trying to board a flight while in possession of a pair of compasses, a protractor, and a 12" ruler.  
According to law enforcement officials, he is believed to have ties to the Al-Gebra network. He will be charged with 'Carrying Weapons of Maths Instruction'.