

NEWSLETTER OF THE NENE VALLEY GLIDING CLUB

Series 4 Vol.1 Issue 2 Editor: Peter Valentine – petervalentine100@gmail.com



Soaring Times



16th September 2021

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1. Editorial

It is great that we are getting back towards some sort of 'normal' after such a long time. There have been a lot of achievements (see below) and much progress has been made, especially from amongst our younger members. That certainly bodes well for the future.

Hopefully we will be able to continue with the training of our younger pre-solo scholarship pilots soon as they will be eligible for the Covid-19 'jobs'.

With Autumn upon us we should be able to do some 'housekeeping' jobs so long as we get sufficient volunteers.

2. Chairman's Chat

We all have had a bad flying year because of lockdown and weather.

Well done to our instructors, as we have all our solo pilots solo again.

Thanks to Ron Sibley and all of his helpers for doing the cladding on our clubhouse.

We also need volunteers for work on the new fencing and entrance gates this autumn/winter.

I would like to thank Alan Wyse, JB, and Richard Aylesbury for their excellent work on servicing our gliders.

We must all welcome Jeff Luck, our new half-cat instructor.

Hopefully, the two members that our CFI is now training to become half-cats will achieve this next year.

Our task week weather was disappointing, but congratulations to all those that gained their silver heights and hours.

3. Ground Equipment Stuff

The 2-drum winch now looks good, having been completely repainted - a long overdue task. The big problem was an issue with the fuel injection system, caused by the introduction of bio-diesel. The new additives allow 'bugs' to breed and grow in the fuel system and this clogs everything up. The injector pump, lift pump, injectors and filters were all serviced and a 'biocide' has now been added to all our diesel fuel to prevent a repetition of the problem. It appears that this bio-diesel has been causing farmers real problems.

The next big job is the restoration of the caravan. Once I have done the rust elimination around the lower edge of the caravan body, the repainting can take place. Brian has offered to help with the rust work and that should take around a week once we get started within the next couple of weeks. Then, volunteers are needed to help with the paint work. There was a brake problem with the Nissan, but thanks to Tim Williamson and Sean, who helped me with this, the brakes are fine again.

Just one other point. The main brakes must not be left on in the 2-drum winch as this seems to cause the drum to become tight and it is a lot of work to resolve the problem. The last person to drive the winch on each flying day MUST ensure that the brakes are OFF when it is parked.

4. Achievements

Josh Titman converted onto the K8 and then onto the Junior. He followed this up with his qualifying duration flight for his Bronze Certificate, achieved Silver Height and is now preparing for his Bronze skills test.

Jasmine achieved her 'Silver Height' in the Olympia 2B and her Cross-Country Endorsement with Chris in the motor-glider.



Jasmine & Chris in the motor glider



Lewis in the Olympia 2b

Ben Leavy-Howes did his first solo, followed by a second solo on Sunday 12th Sept. Well done Ben.

Liam Ward achieved his Silver Height

James Thomas re-joined the club after succeeding in gaining an Honours Degree in Aircraft Maintenance at Uni. He has re-soloed and converted onto the K8. It seems that he has already been recruited onto the aircraft maintenance team and is authorised to carry out glider D.I's.

We also welcome back Lewis Smith. He re-soloed and has since flown the Olympia 2B and Tim Williamson's Cirrus, in which he recently achieved a very long flight of just under 2 hours. It is so good to see our ex-scholarship pilots returning. Unfortunately, he missed out on Silver Height by a mere 100ft.

Tim Williamson entered the Junior Nationals in his Cirrus with Lewis as his retrieve crew.

5. Camphill Vintage Rally 2021 by Graham Hayes, photos by Roger Gate

Camphill, the home of Derby and Lancs. Gliding club is situated high in the Peak District. Every year they hold a Vintage Rally this year being the 25th.

I have managed to attend most of these for the past 20 years and, in fact, I met John Young (and Tom Edwards) there on my first visit long before I joined Nene Valley. This year like last (2019) I was joined at Camphill by Roger Gate who brought along his brand new (to him) Ka6CR, I had my Swallow.

An eclectic collection of vintage gliders assembled at Camphill. It is renowned for the number of Capstans and this year 3 were in attendance. There was a K6E, another Swallow as well as mine, an Oly2B in ETS colours and markings, an Oly463, a Slingsby Eagle two-seater and Tom Edward's K8, which unfortunately sustained some damage.

Camphill's own fleet of Vintage aircraft were also in use; a T21 in vibrant Blue and Yellow, a Ka18 with bold red and white markings on the upper wing surface and a Ka8 with a half open cockpit, similar to the Prefect. The weather was kind to us for most of the week, only turning damp on Friday. Thermals were the order of the day as the wind was mainly from the North so the ridge did not work. This was a shame as it was hoped that we would Bungee some gliders off the edge of the ridge, but not me as I'm too chicken. I think Roger is keener on this.

Everyday a task was set, easy for some but impossible in a Swallow. The best I did was just over the hour and no further than 5Km from the site. The reward for the best performance is a bottle of wine at the next morning's briefing. Roger won the Mondays bottle with a 47K flight, the turning points were Ladybower Reservoir, Chatsworth and Tydeswell Church. Roger also made X-country flights on the other flying days, but did not get more wine as they spread out the winnings.

An award is also made for transgressions during the week this is the 'Horn'. Unfortunately, I got one on my last day.

Camphill is an undulating site, the launch point we were using is uphill from the hangers, I was towing my Swallow using a trolley. On approaching the launch point I turned round and the Swallow wasn't attached, it was half-way down the hill. The pin (a bolt) on the trolley had sheared and I hadn't noticed. Fortunately, the aircraft stayed where it had dropped off, otherwise it could have been very embarrassing.

Even in these post-Covid days, the Camphill team looked after us. The food is good and plentiful and it all culminates in a gala dinner. Usually there is some form of entertainment of an evening. Due to Covid these were curtailed this year, but we still had the quiz night and BBQ. There was also the horseshoe throwing contest (a Northern thing). Our team, which included Roger and me, won it last time, but this year we came last.

But the one constant of Vintage rally's still went ahead, the Gin Palace was open most nights. Even in these post Covid days the Camphill team look after us, the food is good and plentiful culminating in a gala dinner. Usually there is some form of entertainment of an evening but due to Covid these were curtailed this year, but we still had the quiz night and BBQ, there was also the horseshoe throwing contest (a Northern thing). Our team which included Roger and I won it last time, this year we came last. But the one constant of Vintage rally's still went ahead, the Gin Palace was open most nights.



Roger Gate in his K6CR



Graham Hayes in his Swallow

6. Safety Section by the Safety Officer

Lessons Learned 2020 - 21.

- i) After a Ka13 landed it was noted that the rudder lock was still in place. Fortunately, this rudder lock for the Ka13 was weak and would not have caused any control restriction in the air. Pilots must be reminded that before flying they must do their 'walk round' checks. Use the ABCD check, Airframe, Ballast, Controls, Dolly. As the rudder lock is weak either a new lock is required or the existing one needs to be strengthened.
- ii) Although the launch point was clear, an aircraft was parked some way back from the launch point which meant gliders had to land in the middle of the field. A Ka13 was landed in the correct position but then turned in towards the caravan to reach the launch point. Unless taking emergency actions gliders should remain straight on their landing runs, heading towards obstructions should be avoided. Relying on the wheel brake to stop the glider is an accident waiting to happen as they can fail at the most inopportune moment. As it happened, the Ka13 had lost all its brake fluid that morning which could have led to failure. Turning a glider on the ground run during landing also puts an unnecessary strain on the undercarriage.
- iii) A strop was lost on tow-out, the shackle pin had fallen out. It is the responsibility of the person carrying out the launch to check that the pins are tight before flight. This could have led to an unnecessary launch failure. (Note: This is part of the DI of the cables - Ed).
- iv) When manoeuvring aircraft out of the hanger area, make sure that the wings are clear of any obstructions. We have only a small gap between the fence and the parked winch. Hopefully in future we may be able to open up this area to give greater access.
- v) 'Cleanliness is next to Godliness', according to the old saying. Gliders need clean wings to allow unrestricted airflow especially 'glass' aircraft with laminar flow wings. It takes no more than 5 minutes to clean the leading edges of the wings when operations have finished for the day just to remove the squashed bugs.

7. Very Well Worth Reading

Rather than re-print it all in full, I must draw your attention to the following blogs which were written by our own Matija Krkovic. Just put the links into your browser.

Thank you Matija for making this known to us.

Part 1: <https://www.limbreconstructions.com/blog-posts/ttt-p1>

Part 2: <https://www.limbreconstructions.com/blog-posts/ttt-p2>

Part 3: <https://www.limbreconstructions.com/blog-posts/ttt-p3>

8. Flying the Paramedics

As you all know by now, we had a charity gliding day recently in order to raise funds for the Addenbrookes Oncology Unit and to give a very special flying day to the paramedics of the East of England Ambulance Service. I have reproduced here the Press Release which was issued .

A big thank-you is due to all club members who turned up to make it such a success.

Nene Valley Gliding Club Paramedics Flying Day

The Nene Valley Gliding Club, which is based at Upwood Airfield, near Ramsey, held a very special 'Flying Day' for the East of England Ambulance Service Paramedics on Wednesday, 8th September.

The objectives were three-fold:

First-of-all, to say a profound 'thank you' to our wonderful Paramedics who have worked so tirelessly, not only during the current pandemic, but at all other times and to give them the experience of enjoying the beautiful silent flight that only a glider can provide.

Secondly to raise funds for the Addenbrookes' Hospital Oncology Unit.

The third reason was to remember our late friend and fellow glider pilot Roland 'Roly' Taylor. Roly was a valued member for several years and his enthusiasm was matched by his generosity and commitment. Sadly, he was lost to cancer in 2017 despite the fantastic care which he received from the Oncology Unit at Addenbrookes Hospital.

Roly's daughter, Claire, is a Senior Medical Technician with the Cambs Ambulance Service and it seemed a good idea to combine a gliding day for Claire and her colleagues with a charity collection in the memory of Roly.

On the 8th September, 25 Paramedics came and flew in our 2-seat gliders with qualified instructors. There were two groups, one in the morning and the other in the afternoon. It certainly seemed as though they all enjoyed the experience, and several took a second flight. In fact, it seems likely that one or two now wish to become glider pilots themselves and they will be most welcome to become members of our club.

A complimentary buffet lunch was provided by the club.

In total the sum of over £1000 was raised, which Claire Taylor will pass onto the Addenbrookes Oncology Unit. The members of Nene Valley Gliding Club are delighted to have been able to run this event.



The 'Morning Group'



The 'Afternoon Group'



Paramedic James Macdonald in the Twin-Astir Glider with Paramedic Joanne Gamble and James Macdonald takes off on his first-ever glider flight with instructor Alan Wyse.

9. For Sale

I would like to advertise my share in the ASW 15, G-CJPX, for £3,000.

This includes the cost for the AD regarding the required wing root repair.

If anyone is interested, they can contact me at: paul.johnstone63@ntlworld.com



10. 30 Years at NVGC by Dave Mansfield

In July 1991 I was introduced to the sport of Gliding at Nene Valley Gliding Club, then on RAF Upwood occupied by the US Airforce. Every day we had to rig 2 x K7s, 2 x K8s and very occasionally a single seat Astir, but only for the Elite pilots. How things have changed.

It was not long before I started getting my hands dirty, mucking in with the ground equipment maintenance.

In 1992 I became Treasurer, earning my nick-name "Squeaky" (I was tight with the money). After 8 years I handed over to someone else, but took the role as Secretary (Quill2) then relinquishing this role to become PR member. During this time, we had various Treasurers and I audited the accounts. I took over as Treasurer temporarily when Alan Child had a stroke while on holiday in Spain.

I became a Basic Instructor 15 years ago and have enjoyed taking people up for the first time.

The Club moved to our present site in May 1996, thanks to Marshal Papworth a local farmer and Glider Pilot. The members all helped to erect the sectional clubhouse, clad the steel-framed hangar, put up the fencing, dig trenches for the water and electricity. With Brian Cracknell (Dad), we wired the hangar and clubhouse. A very busy time but as the Club motto says, "Through work comes pleasure".

The Club has moved on, but it still requires a dedicated band of volunteer members to keep the Club going.

Since moving to Swaffham in December 2020, my trips to the Club have changed to fortnightly, but will still get involved where I can.

11. And Finally.....

Had a decorator in today. Got chatting to him and it turns out he's a BA pilot, on furlough. Must say, he made a lovely job of the landing!