

KIRTON WAVE



HOW OUR RETURN TO FLYING WILL UNFOLD

The 'flight path' for returning to normal operations - or as near to them as makes little difference - seems to be fairly clear now

Our instructors have been flying over the past few weeks to ensure their currency in preparation for the return to flying for all members. The way ahead looks like this -

- ♦ **March 26th** **Solo flying resumed**
- ♦ **April 12th** **All dual flying permitted for members**
- ♦ **April 26th** **Visitors permitted**
- ♦ **May 1st - 9th** **Festival of Flight (see details inside)**

The date when all restrictions may be lifted, will allow a return to normality and enable us to welcome visitors and events such as flying evenings.

All of this is of course dependant on a continuing improvement in the fight against Covid 19.

Until further notice, all members are required to wear face masks and exercise social distancing. The clubhouse will be open for use of the toilets only. Please help us maintain our record of having avoided any incidences of infection at our premises.

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'RETURN TO FLYING' PROGRAMME

Our return to 'normal' flying operations at TVGC is in accordance with dates announced by the Department for Transportation via the BGA. Paul H has devised a format with opportunities for all members to reach flying currency and complete annual checks in preparation for the forthcoming soaring season. Solo flying has been permissible since March 26th, subject to currency and approval by the CFI.

Check Flight Week - From Monday 12th April through Friday 16th April incl.

Come along on any day this week and regain solo status, recency and complete annual checks. Launching also available for solo flying.

Festival of Flight - From Saturday 1st May through to Sunday 9th incl.

Tasks to suit all abilities, prizes, lectures. Entry Fee for Task Week £20 per pilot, including BBQ tickets for two. There will be social events subject to prevailing regulations. Also instructors in attendance every day for basic and advanced training - just ask!

Dawn till Dusk - Either 10th or 11th July (depending on forecast)

Come along and help us celebrate the longest day of the year!

As many launches as you can get in for £20 total in either of our early morning and evening sessions. Normal price between these sessions. Burgers and Hot Dogs available all day (subject to social distancing).

We hope to stage social events (including a BBQ) during the Festival of Flight week, insofar as prevailing regulations permit. This will likely mean strict social distancing and 'bubbles' of six (or as permitted). We will finalise arrangements a little nearer the time when conditions for mixing socially are a little more clear.

<< Our planning is clearly subject to COVID-19 restrictions and weather but we remain positive and expect this schedule to go ahead. We will of course include all prudent measures to ensure the health and safety of our members >>



BRING IT ON! But let's be safe...

Kristina Samuels

It won't be long now before we are all back flying. I for one can't wait and look forward to catching up with you all.

A huge thanks to the membership for supporting the club through lockdown, and to those members who have still come up to the club the past 12 months to carryout jobs and general maintenance around the place.

I don't need to tell you, that we are not out the woods yet and that we must continue to follow the Covid Procedures around the club that we all got used to before this Lockdown. We have some great events planned to start with our return to flying check week for solo pilots, this is a great opportunity to get checked and solo again ASAP.

It will also mean that the instructors can then focus on spending time with the ab-initios. In May we are still holding our planned task week. This is a great week where everyone can get involved and achieve or learn something in a fun, relaxed atmosphere. Bring it on!

The clubhouse has had a facelift and deep clean, hopefully it is a big improvement, and we must look after it.

We will have some new members when we return to flying, to them, a big welcome to TVGC.



I'M SAFE - ARE YOU?

ILLNESS Are you fit and well?

MEDICATION Permitted?

STRESS Honesty!

ALCOHOL Do you know the limits?

FATIGUE Don't fly tired!

**EMOTION/
EATING** Thinking Straight?
Fed and Hydrated?

Can You say: I'M SAFE?



ROBIN'S TWEET



Updates from CFI Rob Parker

Return to Flying

Well, we're nearly there. Our instructors, or at least most of them, have had a couple of opportunities to fly since the latest lockdown. From 29th March the next group have been our non-instructor solo pilots. No training is allowed (unless P1 and P2 are from the same household) until 12th of April.

So, if you are not an instructor and would like to be able to fly from March 29th, let me know. Send me your hours and launches for the last year, and the dates of your most recent flights. And I'll consider whether or not I'm happy to have you flying solo. You may feel, it appropriate to wait a couple of weeks until you can fly your annual checks with an instructor.

We need to get everyone flying again. Safely. All of us, including those who flew right up until lockdown, have not flown anywhere near what we would consider to be a suitable amount to be current in normal circumstances. We all need to be extra careful, vigilant, take our time and think through what we are doing.

We need to keep things 'non challenging' at first. Our judgement will be off, and our handling skills rusty.

The prospect of a lot of rusty, out of practise pilots flying in what can be interesting conditions in late March and April, is quite concerning to me. An accident wouldn't be a great way to start our return to 'Normality', would it?

The Sim

We are very fortunate at TVGC to have what must be one of the best glider SIMs in the country, based on others I've seen at any rate.

The SIM team have worked long and hard to create the SIM room and a lot of work has been done to improve the SIM itself. The controls are now so much better in their actions and we now have controls for flaps, trim, and switches for water ballast and a retractable undercarriage too.

We must all take care not to abuse our simulator, be too rough in operating the controls or damage may occur. Pre solo pilots should not use the SIM except under supervision of a Full or Ascat instructor. BI's will be able to supervise visitor flying the SIM. Aerobatics are prohibited.

All users must be signed off - to help prevent damage and ensure a correct start up/shut down. Dave Plumb will be sending out an email regarding use of the SIM in more detail. He has written a manual too.

Check Flight Week

Paul Holland has planned a check flight week in April. Any support would be appreciated, it will hopefully speed things up in getting the club back flying again. And be fun too... I'm looking forward to getting the club back where we should be, soon. Happy Landings

Rob



THE **TONY MAWER** "KEEP IT GOING" Fund

It was with great sadness that we received the Chairman's announcement that Tony Mawer had died on 9th March 2020.

I knew Tony for the past 6 years. We got on really well, he was a gentle man who took everything in his stride. He was always a helper. I was sorry to have joined after he had finished instructing - he loved flying, which he did with great enthusiasm.

He was always mentioned with his catchphrase "keep it going" and used this to encourage trainees to get every last bit from their launch. After his death, we were told of his generous bequest to the club. He always put juniors at the centre of things so it seemed entirely appropriate that his bequest should be used to support juniors learning to fly. Tony's wife Christine did not want words like 'memorial' used and suggested his favourite phrase, and so the fund is the Tony Mawer "Keep it going" fund - a doubly appropriate name!

The fund has been set up specifically to support junior pilots at Trent Valley Gliding Club. As there are other funds available to support pre solo flights, this fund is set up to support those who have gone solo and have demonstrated their commitment to flying and to the club. Both of these aspects are essential to a successful application for funding. The financial assistance will be given in the form of a bundle.

Examples include elements such as 10 launches after going solo, an aerotow package or support in flying cross country. The application form gives details of options available.

Completed forms will be countersigned by an appropriate instructor, initially Pete Dixon, and then reviewed by the "Keep It Going" subcommittee.

The cost of the flights undertaken will be paid into the juniors' flying accounts. Although the fund was set up with Tony's bequest, we expect it to be supplemented by other activities such as fund raising by the juniors and contributions in Tony's memory by any club member. Bradley has taken the lead in informing the juniors but any of the subcommittee can help clarify any issues.

We hope that we will soon be able to make some awards once flying gets underway again.

Simon Leach

A subcommittee consisting of club members Simon Leach, Wayne Dewick and Bradley Lefley-Kemp will administer the programme.



Tony Mawer

2020 WINNERS



In the absence of an Annual Dinner and Awards evening last year, Kristina arranged an online event in early February, attended by close to 30 members plus families.

The quiz-based evening was great fun and also featured awards for flying achievements in 2020, as announced by CFI Rob Parker.

Many will consider last year's soaring season to have been poor, but John Williams wouldn't agree. As so often in the past he collected most of the trophies on offer with some stunning flights. Here are the award winners:

Club Ladder 1st Place:	John Williams, 23,067 points
Best Performance in a Rated Competition:	John Williams, won first day at Mountain Soaring Competition
Longest Handicapped Flight from Kirton:	John Williams, 602km
Best Height Gain from Kirton:	John Williams/Rob Gollings: 9,600ft (club Janus)
Longest Flight in a Club Glider:	John Williams/Dave Plumb: 265km (club Janus)
Most Outstanding Flight:	John Williams, 602km from Kirton
Club Ladder 2nd Place:	Steve Nock, 9,492 points
Longest Flight by a non-Silver 'C' Pilot:	Bradley Lefley Kemp: 140km KIR-SBY-KIR gaining Silver Distance/Height and 100K Diploma on his first solo cross country flight.
Longest Flight in a Two-Seater:	Colin Metcalfe/Geoff Davey: 305km (Marianne)
CFI's Trophy:	went to the team who built the SIM Room, led by Barry Pridgeon.

Well done to all these winners and indeed to everyone who made progress and achieved their personal goals in 2020. Here's to a successful 2021!



The Skyway Code



Civil Aviation
Authority

The Skyway Code is designed to provide pilots with easy, quick access to the key information they need and includes:-

- Pre flight checks and flight planning
- UK - FIR
- Key Pilot responsibilities
- Airspace rules and regulations
- Aerodromes Operations
- Risks and Emergencies
- Tables and Codes
- Flying outside the UK
- Links to useful safety and regulatory resources

As well as covering the regulations it includes examples of radio phraseology, tables to work out crosswind components and ground marshalling signals.

A publication for all GA pilots, the Skyway Code is nevertheless relevant to glider pilots and is an essential tool - all 184 pages of it!

The Skyway Code is available in PDF form for either downloading to computer/tablet/phone or in print format. It can be found at the following web address

<http://www.caa.co.uk/CAP1535S>



Trent Valley Gliding Club
Kirton Lindsey, Lincolnshire

BRAD TRIED CROSS COUNTRY - AND LIKES IT!

His first solo Cross Country, in his own words

Seventeen year-old club member Bradley Lefley-Kemp passed his Bronze and Cross Country endorsements on August 28th last year. Just three days later he set off on his first solo cross country flight, to Saltby and back, completing his Silver distance, Silver Height and 100km Diploma. Well done Brad.

31st August 2020... A Day To Remember!

After checking the Met and NOTAMs for that day, I was confident conditions would be perfect to attempt my first cross country flight. I was soon fuelled up with the essential pre-task bacon butties and raring to go.

I DI'd the Astir and set up the Oudie (massive thanks to Bob for lending me his). I decided on an out and return task from Kirton to



Saltby Gliding Club, a round distance of 143km, as I had flown round this area previously with Simon Grant in his Janus. The wind speed/strength was very low and variable, having little effect in the direction I chose to fly.

I was told at the launch point it was a great day for cross country; however, the thermals were forecast to deteriorate by mid-afternoon, so it would be best to set off early... advice I was thankful for later. I was soon ready. After a detailed briefing from Richard H and Rob P, I was fully prepared and in the Astir ready to go.

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The flight down wasn't very difficult due to a high volume of thermic activity. R313 was NOTAM cold, but the one day we're allowed to use it there was barely any lift there! I later passed Waddington and Cranwell's airspaces, where the lift was still very good, varying in strength, but it was becoming arduous to source in places.

I was comfortably situated in a 4knt thermal with peaks of 6-7knts, just off RAF Cranwell's airspace. I then sighted another glider heading in my direction, and lo and behold it was Colin and Geoff in the Marianne (Z35) which soon struck lift too, about 0.5km from me. I received radio call stating they were averaging 6-7knts. I was soon approaching the same thermal; it was so energetic that, when departing, I had to increase speed to keep under the cloud. After one more stop for lift, it wasn't long before I was over Saltby. The ambiance in the Astir was ecstatic - I had done my 50km!! I soon connected with a stonking 8knt thermal over Saltby, with 10knt+ peaks. It was in this thermal I achieved my Silver Height.

As I turned for the return leg, the sky didn't look as promising as earlier, but as there was still lift present, I followed the most promising cumulus, as well as thermals that had

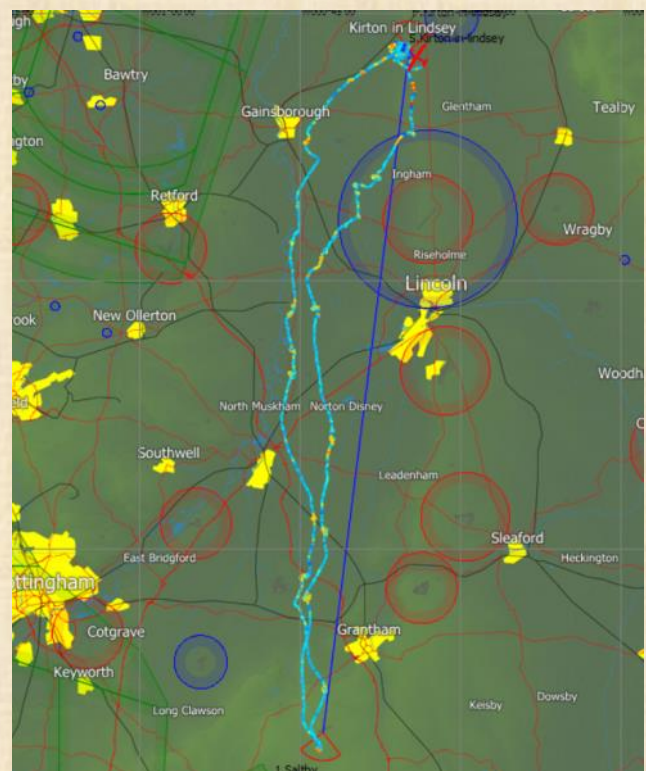
already been marked out by other gliders. But the lift was deteriorating lower down so it was key to maintain height, as I had been doing throughout the task.

Finally, I made it back to Kirton and crossed the finish line with great success. The flight lasted 3hrs 16mins, and I had gained my Silver Distance (50km), Silver Height Gain (3740ft), and my 100km Part 1 Diploma. The sense of achievement was phenomenal!

I'm entirely thankful to every single person who has helped me in achieving this milestone. I hope there are many more to come. If I were to give some advice for those attempting their first cross country, I would say:

Take your time when training and preparing, there's no need to rush. Keep high, and don't worry about the speed of the task. And ENJOY!

Brad



SPRING CLEAN

The Big Clean Up has begun. After months of inactivity and neglect, members are tackling getting equipment, glider, vehicles and the clubhouse back into shape for our return to operations.



Andy Johnston, Pete Jude and Matt Waite give the Acro a wash and brush up



Charlie Laws spruces up the Janus

Gliders are all being washed and waxed and the airfield vehicles are being checked over and getting a valet.

In respect of the clubhouse, a de-clutter and big clean will be followed by thorough disinfection before a makeover, including new crockery and cutlery, complete repaint and new décor. Many thanks to all those who have been involved in these chores - you know who you are.



Kristina steam cleans the kitchen



Valet Sir? Pete Jude gives the VW the works!



Shorts...



UPDATE ON G-CKAB

Grounded since an engine failure back in October, our EuroFox 120 should soon be back in the air. News from Edge Enterprises in Norway, who are rebuilding the engine, is that they now have the parts required and work has commenced.



Progress was held up for several weeks whilst post-Brexit paperwork was sorted out but we now seem to be on track to get the engine back, into the aircraft, test flown and certificated by early summer. A long old job indeed, but that's aviation for you!

Right: Spring is well and truly upon us now with occasional warm sunshine and the promise of a new soaring season.

Back in February it was a very different story. The airfield was covered in snow, making for a cold and uncomfortable de-rig for the crew getting the Acro off for it's Annual!

We have had an infestation of moles on Runway 31, in the general area where we launch and land. It is really quite bad and JW has set a good many traps in an effort to minimise the damage and enable us to use this runway. In the meantime, please check before keep using this area. Thanks

The PUCHACZ has been off-line for a couple of months, for its Annual and awaiting parts. These have been received and Tim Sharpe has commenced fitting. We expect it to be back on-line in time for the start of two-seat flying in April.

The Astir trailer has had a new A-Frame fabricated and fitted and is now roadworthy and ready for any retrieves! Thanks to Bob Kmita and Ian Hall for their work.



CONDOR 2

Following the article in the last edition of Kirton Wave, the TVGC Condor Group are now staging cross country tasks on a regular basis. We will welcome any interest in joining in the fun. If you need any guidance or advice in purchasing or setting up Condor we will be pleased to assist. Just contact any of the following to find out more:

Dave Plumb, Simon Leach, Geoff Davey, Colin Metcalfe, Andy Wells.

