

KIRTON WAVE



Lockdown Special

LET'S STAY POSITIVE

Is the message from TVGC Chair Kristina Samuels, who assesses our position after almost a year of COVID-19 on gliding in general and our club.

"The days are getting longer and Spring will soon be with us. And although there is still a lot of uncertainty, we have hope on the horizon - with the vaccination rollout and warm weather - that we will be back to flying in time for the new soaring season.

"the club is in a good financial position coming out of this. We have been able to meet our financial commitments"

Fantastic member resilience and adaptability are a testament to what a tremendous club Trent Valley is. You have supported the club and adapted to the change tremendously well over the past twelve months.

Our members' safety is our main priority at the club, exercised in respect Covid-19

during the past year no less than regarding flying and ground operations. Safety will remain key in both respects as we return to flying.

Over the past year, a lot has been done behind the scenes by the committee to ensure the club is in a good financial position coming out of this. We have been able to meet our financial commitments during this period of uncertainty and we are well prepared with a plan for how we return to flying and how we keep our members safe, I would personally like to thank the committee members for the time and effort they have put into this.

Many members, as ever, have been busy doing many jobs around the club. Maintaining the airfield, repairing vehicles, looking after the fleet, to name but a few.

At the end of last year, a team put their skills to good use, completing the SIM room build, and upgrading the Simulator mechanics and electronics. This has now strengthened an excellent asset that will provide benefits well into the future.

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Let's Stay Positive...continued from previous page

A massive thank you to you all for everything you do around the club. Without the members volunteering to do jobs like this, we would not be able to survive. It's as simple as that!

The club lease is due for renewal this year, and we have long been in negotiations with our landlord. Necessarily drawn out, especially in the current COVID-19 climate, I will nevertheless keep you updated as we make progress. Save to say we are encouraged to believe we will reach a satisfactory outcome.

Once we have long-term security on the airfield, I hope to look to the future and start a series of improvements to our facilities. In the meantime we have plans in place to make our clubhouse brighter and more comfortable with a long overdue facelift.

It has been a frustrating and disappointing 12 months but there is much to look forward to in 2021, so ***let's stay positive!***

In the meantime, I hope you all keep safe, and I look forward to seeing you all back on the airfield and in the air very soon.

KRISTINA



INSIDE THIS ISSUE

In addition to Kristina's briefing, this issue also includes:

ROBIN'S TWEET

the CFI brings us up to date with all matters flying...

ALAN SPENCER

explains our finances

DAVE PLUMB

has a close look at the Condor gliding simulator software and how it can break the monotony of lockdown,,,,,

FESTIVAL OF FLIGHT

*we reveal our plans to launch our summer season with flying to suit all members. Instructors available every day for 9 straight days - let us know what you would like to do. **PLUS** -*

Tasks every day! You choose which one.

ROBIN'S TWEET



I hope you are all well, and stay that way too. I'm looking forward to the year ahead with a lot more optimism than I did for most of last year.

You will recall that our return to flying after the first lock-down went reasonably smoothly; I'm hoping it goes as well or better this year.

Last year we started off with solo flying only, with dual flying taking place around a month later. It could be that quite a lot of us will have been vaccinated and this could have an effect on how we operate. But whatever occurs, my aim will be to get everyone back in the air as soon as possible, as safely as possible. I will let you know how I propose we do that in due course.

SPL's and Medicals.

As some will be aware, from October we were supposed to require a Sailplane License and appropriate medical to be able to fly an EASA glider. There have been some very recent developments on this. Good ones!

It has been confirmed that a Pilot's Self Declaration will suffice as a medical for flying gliders, and as of 30th January it seems it will be OK to instruct on one too... that's a surprise. Not confirmed yet though.

The requirement to hold an SPL has been put back from October to December too. Just to clarify, you will only require an SPL if you want to hold a rating of any sort. i.e. an Instructor Rating, Cloud Flying rating, Aerobatic Rating and fly Cross Country. If you haven't a license you would be considered to be under training and therefore under supervision if you've already got the qualifications needed to be able to

apply for a license, which are a Silver Badge, Bronze and Cross Country Endorsements, you would be required to have a license as you couldn't really be considered as 'under training'. (Or at least that's as I understand it!).

Some of you already have the license, which looks just the same as the Lapl A license (Light Aeroplane Pilot's License) but most of you don't. If you want to instruct you'll need one, as I said earlier. Don't leave it too late to apply; if everyone does, there might be delays in getting your license.

Airspace Change.

Last year we were made aware that RAF Waddington had applied for airspace which encompassed most of Lincolnshire. This was for flying those big Reaper type drones in. If they had got that.. well it wouldn't have been great. Quite recently, the application was considerably reduced, but it still extended from Scampton to South of Newark. Better, but not great.

As of yesterday, it's been reduced again. Now it straddles the Matz's of Scampton, Waddington and Cranwell. But it still goes out beyond those to just East of Newark and to the North, South of Wickenby. I'm hoping it won't be active at the weekends.

G-CKAB

The engine has arrived at the Edge Performance factory in Norway and I should get an update next week. There were delays getting the engine there due to customs, and Brexit...

I'll keep you updated - Cheers, Rob

Will We Be Able To Survive This?

With Treasurer Alan Spencer

I'm often asked where the Club is likely to be financially when that much longed for light at the end of the tunnel finally shines through. Some have even asked me if I think the Club will survive this pandemic at all.

Assuming we are unlikely to be able to resume much before early spring, we will have been fully closed or restricted to solo-only flying for six months out of the year since the start of Lockdown 1. Yet our bank reserves are in remarkably good shape.

There two main reasons for this. Firstly, North Lindsey College kindly agreed to pay the balance of the monies for Aim for the Sky 2 project at the start of Lockdown 1, notwithstanding the fact that we weren't able deliver the final cohorts of the courses.

Secondly and most crucially, we have now received our third grant from North Lincolnshire Council under the Government's Covid-19 Business Support scheme. We have been extremely pleased with the speedy and efficient way North Lincolnshire have dealt with these grants - particularly when according to the BGA, many clubs have had difficulties accessing these funds from their respective councils.

The accumulation of these grants, together with some mitigation of operating costs (such as putting the gliders on ground risk and reduced use of fuel for the winch), has helped towards a total in the bank accounts of over £50k at time of going to press.

So clearly there is no immediate existential threat to the Club from the pandemic. But somewhat ironically, we will come out of the situation with our finances at a 'high water' mark.

We will be faced with some serious financial challenges in the coming months and indeed the next few years, for example:

- Repairing the Club tug engine - potentially costing £12-£15k
- Repaying the Club's bank loan - the repayments on this will start in July, they will only be £2k

this year but the repayments will then be £4k per year for the next four years after that.

- The backlog of gift voucher flights - we have already had the sales income but the flights still have to be delivered at some stage.
- Backlog of repairs and improvements on the Club's buildings - we have postponed all but the most essential stuff until our new lease is sorted.

Of course, the assets of the Club are much more than just than the totals in the bank accounts. We are actually quite rich in terms of fixed assets - i.e. the club fleet, the winch, simulator, tractor, etc.

We also have a very high proportion of the membership holding some form of instructor rating.

Thus we have a huge potential to deliver higher revenues through increased member flying, group flying events and educational partnership schemes if these opportunities become available in the future.

At the moment, lots of very clever people in the country are spending their time trying to forecast how the post-pandemic, post-Brexit world will be.

Some suggest there will be a massive release of pent-up demand in the leisure economy, others feel high unemployment and debt may blight things for years to come.

But at least our strong asset base gives us a kind of safety net for the coming years, whatever happens.

Even if we are faced with having to rationalize our operations in some way to suit the new world, we do have options to re-shape things without it impacting our core flying activities too much.

So yes, we will survive this and yes, I think we have great potential for a viable future. I just can't say at moment what it will look like!

Al



Trent Valley Gliding Club
Kirton Lindsey, Lincolnshire

Shorts...



SIM ROOM - Whilst the club has been closed, John Williams has carried out a fairly major upgrade to the SIM. It now includes flap and trim levers in both cockpits, in addition to improvements to joystick input. Thanks John.



Our appreciation also to the team, brilliantly led by Barry Pridgeon, who built a new home for the SIM from scratch. Colin Metcalfe is completing electrical installations which include adjustable lighting and controlled heating. Flying the Sim will be a whole new experience!

But you will need a brief familiarisation check to ensure you can fire up and close down the SIM properly and deal with any malfunctions.

Recognise this phrase?

Reminder: Urgent – Would all members please check that your own contact and next of kin details are entered/correct within your FreeFlight account. There are many accounts where these details are missing.

Remarkably, there are *still* some members who have not completed essential information on their FreeFlight account. Are you one of them? Please check and if so—sort it! Thanks

KIRTON WAVE

Our in-house newsletter returns after several years absence in order to get loads of info out to the membership in readiness for the BIG return to flying!

If you have any queries don't hesitate to contact me and in particular, I'll be happy to include any interesting stories you have. Other pilot's tales make good reading!

*Thanks - Geoff Davey
geoffsdesk@virginmedia.com*

CHECK FLIGHTS

Just as soon as we are able to fly again we will be announcing a 'Check Flight Week' when the emphasis will be on getting everyone current and cleared to fly again. Check flights will have priority at the launch point and we get as much done during that week as possible.

All welcome, solo pilots too, but we will operate strictly to a flying list so early starts will be advisable. Full details of dates and other info will be emailed to all members as soon as we can announce dates.

A DAY IN THE OFFICE

(my glider) by Dave Plumb

I want to share a recent flight I had, which was unusual in many ways....

For once the forecast looked quite promising, a light wind, good vis, and what looked like a great thermic sky with cloud base up to about 6,000 feet. The task had been set, but was relatively short for various reasons - the Club 100 -(KIR-BUS-GA2-MRN-KIR),

But today was different. I was so lucky as to have been given the choice of which Glider I wanted to fly and so there, on the flight line, stood a shiny new DUO DISCUS just waiting for me. A friend was also going to fly the task and had brought his 'DUO'.

At our leisure and chosen time, we launched within seconds of each other into the excellent sky and set off on TASK. Thermals were good and we were soon trying to out climb each other, each pilot trying to judge the best time to head off for the next thermal. One would pull ahead or take a slightly different line and so at times, we were a few Kilometres apart, only to meet up again in another thermal. It was very noticeable how one pilot's choice of line or different thermal technique, could so obviously affect performance. We could look across the thermal to see who was had the upper hand.

We used the radio during the flight to give each other tips, check our position or engage in a little friendly banter. As each turn point was reached, the OUDIE indicated the route to the next TP and the instruments eventually showed us to be on a final glide back to KIRTON.

I looked down my right wing to see the other DUO almost neck and neck with me as we both tried to maximise the performance and be the first back. Now pushing almost 120 knots we arrived over the Club House within a couple of minutes of each other and I swear I could see some Club members below looking up at us with envy as they sipped their pints. We pulled up to join the circuit and landed back at the Hangers.

I'd just been pipped to the post, but it didn't matter....what a fantastic enjoyable flight. I turned away from the Computer screen, got up and looked outside at the pouring rain and low clouds scudding across the overcast sky....back to reality!

Of course, this was January, the weather was awful and we were in Tier 5 Lockdown !!!

OK it's never going to replace the real thing, but CONDOR 2 Soaring Simulator is the answer. A substitute for sure, but it didn't matter, for however long it lasted, I felt I was actually there in the DUO DISCUS, soaring the summer sky with friends. A substitute it may be but nevertheless very realistic. Read more about the Condor software on the next page and think about joining us.



See you on the grid? *Dave*

CONDOR 2

explained

This is the same program which runs on the Club Simulator, but this time played Online from home on our own Laptops, solo or in Multiplayer mode.

Condor 2 gliding simulator software can be downloaded for about £50.00 plus vat. A variety of gliders are included (but others can be downloaded for £10 each if you have a favourite that is not). There is also a range of 'landscapes' (more on this later) which enable flying from anywhere in the UK, Europe and elsewhere, including New Zealand.

The software enables you to choose weather conditions (thermal activity and wind of your choice) and just as in real life you can enjoy local soaring or plan a task. The instruments include an oudie. You can also opt to have turn point markers en route and even thermal helpers to show you where the lift is - if you wish!

In Multiplayer mode any number of pilots can fly the same task and you can see them and communicate by 'radio'. Also on offer is flight analysis, screen shots and video of your flight.

Dave Plumb, Simon Leach, Geoff Davey and Colin Metcalfe would love you to join them and, in any event, will help you through the set-up process, including getting the aforementioned landscapes so you can ridge soar at Portmoak, fly in the Alps or soar the wave in NZ!

Give any one of us a call.



Trent Valley Gliding Club
Kirton Lindsey, Lincolnshire

FESTIVAL OF FLIGHT

Part One - Flying

TVGC FESTIVAL OF FLIGHT

Saturday 1st - Sunday 9th May inclusive

SCHEDULE OF FLYING EVENTS

We aim to provide nine straight days of flying and social fun, with something on offer for all members. In addition to a cross country flying 'competition' (we use the word lightly), there will be instructors in attendance every day in order to provide basic and advanced training - whatever you wish. Field landing practice, cross country training. In conjunction there will be a comprehensive social programme as set out on the following page.

Whilst we hope the weather will support flying every day, we are planning for lectures and talks on popular topics should we be unable to fly cross country. We will have sessions looking at how to get the best out of your Oudie and SeeYou, plus a close look at Skysight Weather.

TASKING

Emphasis on fun competition for pilots of all levels of experience, with multi-choice turn point and cross country tasks designed to get the most out of the day.

There will be expanded briefings everyday for those flying tasks. Please arrange your retrieve but rest assured we will not leave anyone in a field!

There is an entrance fee of £20 per pilot for the comp, but this includes two tickets for the BBQ on Sunday 2nd. There will be Prizes for winners and runners up.



Trent Valley Gliding Club
Kirton Lindsey, Lincolnshire

FESTIVAL OF FLIGHT May 1st-9th incl.

Part Two - Social

SCHEDULE OF SOCIAL EVENTS

Saturday 1st

Sunday 2nd

BBQ: Steaks, Jackets, Salads and desert £10.00 pp

Monday 3rd

Bank Holiday: BBQ available all day—bring and cook your own

Tuesday 4th

Casual Evening: Pizza and quiz

Wednesday 5th

Pub Trip out: details to be announced

Thursday 6th

Friday 7th

Indian Night out: details to be announced

Saturday 8th

Sunday 9th

PRIZE GIVING AND BBQ: Chicken, Burgers, Sausage, Salads
£8.00 pp

- *Caravans (for a small fee) and tents welcome.*
- *Breakfasts will be available every morning 8.00-9.00am*

<< Our planning is clearly subject to COVID-19 restrictions and weather but we remain positive and hope to return to flying asap.

We expect our Festival of Flight to go ahead and, if necessary, we will of course include all prudent measures to ensure the health and safety of our members >>