

KIRTON WAVE

Merry Christmas

*to all
our
members*

Ian 'Santa' Hall
out delivering the
Christmas mail



Rick Malam

Rick Malam has been appointed Chair of TVGC, Kristina Samuels having stepped down for personal reasons. We thank her for her service to the club and wish Rick much success as he takes up the role...

It is with pride that I put pen to paper (or finger to keyboard) to scribe my first piece for the club newsletter as Chairman. It is not a role I expected but one I intend to approach with the energy and enthusiasm it deserves to move it onwards and quite literally, upwards.

Firstly though I would like to thank Kristina on behalf of all the membership for the outstanding job she has done for the club in these difficult times. She has been the catalyst that has enabled us to be in such good position.

So what for the future? A good question, certainly. Since asking to be considered for the role I have had much percolating in head, a sustained improvement in our facilities, how to help all members realise their ambitions within the sport and in turn, capitalising on their skills to help the club progress. Well, you all know me; I'm not going to climb aboard a personal soapbox and blather verbal traffic noise, I am going to consult widely, consider all options and then endeavour to carry it out.

So beware the tactical chat, you may well be putting in motion something big...

Rick



We've a new website in the making!

Over the past couple of months, we have been working with developers at 'Blue Ginger' to totally re-design and rebuild the Clubs website from the ground up.

Hosted on an ad-free commercial server, a totally refreshed layout with new images and content really showcases the Club, our members and visitors.

Embedded and integrated functionality will enable voucher sales and bookings to be made within the website and are linked, so that the voucher code can be authenticated when the flight is booked. The per-

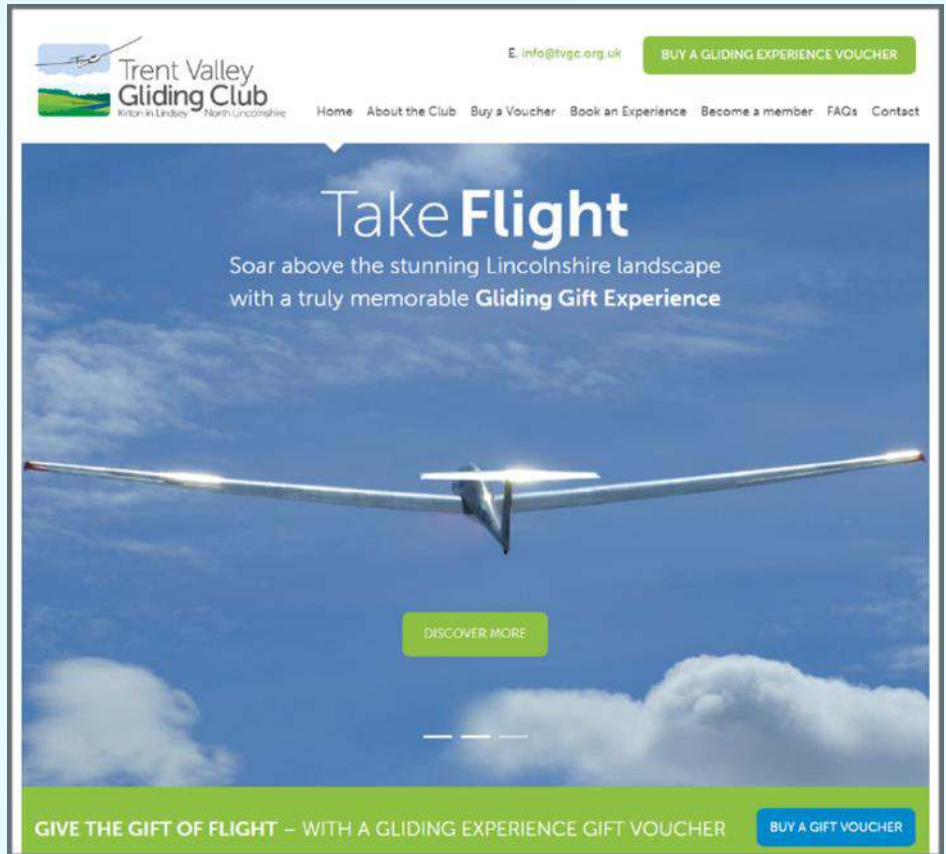
son buying the voucher receives it instantly via e-mail or it can be sent directly to someone as a gift. A new calendar style booking page allows the voucher holder to book using their voucher code on one of the available slots, with an e-mail reminder shortly before their flight.

You will also see a refreshed gallery - thanks to those members who sent new pictures, we've been able to use lots of them! Moving forward, we would like members to post their photographs and video clips to Instagram and tag 'trentvalleygliding', that way your images will be seen by lots more people. There is an Instagram feed at the bottom of the new website homepage showing the latest posts - there aren't too many, so please, get posting! (if you don't have an Instagram account, send them to me and I'll upload).

The 'Member Resources' sub-page is password protected (the code is the padlock code/number) and this contains numerous documents that were on the old 'TVGC Documents page'

We aim to launch early January—please have a look around it and if you have any suggested tweaks, please let me know, its an evolving and developing resource that we want to keep up to date and fresh.

Wayne Dewick, Club Secretary.



Trent Valley Gliding Club
Kirton Lindsey, Lincolnshire

ROBIN'S TWEET

CFI Rob Parker



Hi All

Around this time of year I often give thought to what the year has been like.

And due to Covid it's been a shorter flying year than usual again. But despite that, there have been achievements by club members.

There were two club flying weeks which were well attended and successful. We've gained a fair number of new members join the club too.

Notably, (forgive me if I've missed anyone's achievement or anything off the list)

First solos: Harriet Emmett, Jonathan Hemingway and Joe Lazenby.

Re-solo's after a long lay off from gliding : Andy Smith and Graham Ackroyd

Cross Country Endorsement : Charlie Lawes.

B. I. Rating: Simon Leach.

And becoming a Regional Examiner: Paul Holland.

And I'm sure there are other things of note that you can think of too.

In addition club members have attend club expeditions to Portmoak and flown in competitions.

John Williams coming in third place in the Gransden Regionals, for example.

So onto next year. It's important to stay current if you can, flying skills erode through lack of use.



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And flying is something you really have to keep in practise at to be safe, so the more you can do the better. In different sorts of weather conditions, flying different types as often as you can. A current pilot will be safer than someone who hasn't managed to fly for some time, so keeping yourself current in flying is a bit like having insurance.

And always please exercise great care when taking out or putting the gliders into the hangar.

Which brings me onto Annual Checks. These are normally commenced around now TVGC and can take place up to the in end of March in a normal year. Surely you don't want to be doing your Spin checks and Launch Failure checks just as the soaring season start?

As an instructor I always find it a little annoying doing these on a good soaring day, and I'm sure I'm not alone in that.

Please ensure that your checks are signed off in your log book by the instructor performing your checks. There will be a list in the bus as usual for the instructors to fill in so we can see where you are at with them.

Winter flying has hazards all of it's own. People who are feeling the cold don't perform as well as someone who's comfortable and we also have low sun conditions, canopies misting up and windy days etc to cope with too. If you are unsure if you should be about flying in any particular conditions prevailing at the time, then please check with the Duty Instructor. And remember that you need a briefing anyway if you are not considered to be self authorising. If you've not been told that you are self authorising, then you aren't unless you've a Silver Badge, Cross Country Endorsement, Lapl(s), SPL or an NPPL or higher if flying a motorglider.

There is a copy of the Club Flying Rules on the Launch point bus please read sign to say that you've read them. This is an annual requirement and can be a useful reminder.

The BGA are running an online Radio Operators License course sometime in the New Year.

You can sign up for this on the BGA website.

So please try to stay in practise over the Winter, and here's to a good years flying next year.

Merry Christmas and a Happy New Year to you all. - Robin



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TRAINING...in the SIMULATOR

AS the 2021 soaring season draws to a close, we are looking at how members can use our Simulator during the Winter months ahead.

Whilst we encourage actual flying at every opportunity inevitably, poor weather and shorter days will limit our chances to fly. However, our Simulator will hopefully be available throughout the Winter to provide all members with an alternative and an escape when conditions and dark nights prevent us from climbing into a real cockpit.



If you haven't yet flown the SIM, (if not, why not ?), or wish to make better use of it, we have a small team of people willing to help. Training from Basic to more advanced and potentially some friendly competition is possible.

Pre Solo pilots stand to benefit the most from any Simulator instruction, reinforcing what they have already learned and practice further exercises in a warm safe environment without the constraints of short winter flights. Simulator time should enhance your understanding of what is required and prepare you in advance for the days you *can* actually fly.

The feedback we have from students who have already used the SIM has so far been positive; make sure you're not the one to miss out on benefitting from this valuable training aid.

If you would like Sim training, in the first instance contact me.

DAVE PLUMB 07949098347

COMPETING...in the SIMULATOR

Hoping to add some additional interest over winter, we are also setting up a friendly competition in the form of a 'Winter Simulator Ladder', whereby each month a Task is set for individuals to fly on the club SIM. Initially we are looking at setting short tasks of @ 50 km, (less than 60 mins), after which the pilot can save his flight for later adjudication.



The SIM will be set up so that everyone taking part flies the same glider over the same task in the same conditions, to ensure a level playing field. As in real Cross Country flying, time and distance equates to speed and therefore points. At the end of each month we can announce the results (in reverse order of course), and month on month points will reveal the 2021/2022 Champion !!

We are keen for everyone to be able to take part and so there may be two classes, one for less experienced pilots and the other for Cross Country aficionados—you choose! As per the Simulator rules, all pre Solo Pilots must fly with an Instructor for help and guidance, the emphasis in this case being on the student doing the majority of the flying.

It may also be possible, using the IGC files generated by the saved flights, to put together a short 'Youtube' Race Video, to show all the pilots flights, as if they had all started the Task at the same time. ?!



Initially, we need to gauge the level of interest for a Simulator Competition, so could we please ask that anyone wishing to take part kindly email Dave PLUMB (dp.gliding@gmail.com). If you have any thoughts on the format of the Competition, please let us know.

On a similar note, during Covid Lock-downs, a few members regularly flew together On Line', using the same Condor2 program as installed on the TVGC Sim, using their own Laptops and computers from home. No doubt over this winter we will continue to fly online, so if anyone has the program and wishes to take part, contact Dave Plumb, Geoff Davey, Colin Metcalfe or Simon Leach for more info.

the JUNIORS

Oliver Goodhew

'Olly' Goodhew has been a member of TVGC for about three years and is a solo pilot. He was encouraged to join by his grandpa Andy Johnston...

I suppose I was about 12 when my grandpa asked me every weekend "coming gliding Oliver?" My reply would always be "no thanks". I guess this was due to not really knowing what was involved, thinking it must be an old mans hobby. I have played rugby since I was 5 years old and this together with scouting took up most of my time at the weekends. One evening at scouts the leader informed us we had the opportunity to experience gliding at TVGC. During the evening my turn came, I put on a parachute, climbed into the cockpit and with my stomach in my mouth I was launched rapidly to about 1200ft. My grandpa did not have to ask me twice the following weekend, I was hooked. I have been a member for almost 3 years now and it took me nearly 2 years of those before my first solo flight. Under normal circumstances it would take less, depending on how often you fly but I managed to break both of my arms whilst playing rugby. My first solo is something I know I will remember all my life. I remember feeling quite nervous and for some reason decided to

sing 'Africa' by TOTO whilst also constantly reminding myself all I had been taught. I have to admit the whole experience was quite emotional. It still seems incredible to me that you can go solo in a glider before you can drive a car, join the army or even buy a pint. I think gliding has given me other life skills; I have experienced how to make decisions, how to exercise judgement and to keep calm under pressure. I would encourage anyone around age 14 to give gliding a go – TVGC is a great club with lots of banter and fun. **Olly**



GALLERY



CONGRATULATIONS to

clockwise from top left

John Hemingway, who recently went solo and has since converted to the Astir

Simon Leach, who completed his BI course on 24th November and now joins our team of Instructors

Joe Lazenby who was sent solo by Rick Malam on 24th November

Well done to you all and to those instructors who got you there!



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Kirton Lindsey, Lincolnshire

What does it take to become an **INSTRUCTOR?**

In the first of a two-part article, Paul Holland explains the process

Paul went solo in 1978 and became an instructor in 1986 and has Gold C and Diamond Goal badges . He has been CFI at TVGC twice, in spells totaling almost eight years. Paul has been a BI Coach and Flight Instructor Coach for many years and has recently been invited by the BGA to join their team of Regional Instructors.

The role of an instructor is probably the most important and rewarding position in any gliding club. Instructors are not just required to teach members how to fly but are also required to oversee and run the airfield, ensuring everything is being conducted in a safe and friendly manner. The responsibilities are great, but the rewards are considerable. The roles of an instructor include: -

- *Teaching the BGA flying syllabus.*
- *Assessing individual pilot needs.*
- *Supervising all flying activities*
- *Checking and monitoring all pilots.*
- *Notifying other local airspace users when flying is taking place.*
- *Ensuring all flying is being conducted with minimum risk.*



BASIC INSTRUCTOR

If you would like to become an instructor then you must gain the support from the CFI - don't be afraid to have a word and seek some advice. Once you have his blessing then the first stage is to become a Basic Instructor. You will need the following minimum requirements: -

Bronze and Cross-Country Endorsement plus 50 hours pilot in command in sailplanes.

You will then complete a 2-day BGA course which can be conducted at Kirton by either myself or Rik Nadin. Once the course has been successfully completed then you will be able to give basic instruction, including the effects of controls. This will predominantly involve giving first flight experiences to members of the public who we hope will then want to join the club and learn to fly – no pressure then...!!

Part Two of this article in the next newsletter looks at the progression to becoming a Flight Instructor.



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A Few Money Matters - Inflation is Back...

Treasurer Alan Spencer reports on how this affects TVGC...

As if we hadn't had enough challenges over the past couple of years, you may have noticed that the inflation rate has shot up in recent months...the Consumer Price Index was at just 0.4% in February this year, but has climbed steadily as the months have gone by.

It hit 2.5% June, 3.2% August and then jumped to 4.2% in October. We haven't seen November's figure yet, but I wouldn't bet on it coming down anytime soon.

The reality of this for the Club is price increases in pretty much everything we buy – especially petrol for the tug and gas oil for the winch and the vehicles.

As a consequence, the Board feels that it is important to make sure our tariffs are robust enough to keep up with the current inflationary pressures and have approved an increase of 3.5% to be applied across flying fees and subscriptions, with effect from 1st January 2022.

So an adult winch launch will go up to £8.28, 2 seater soaring to £0.42 per minute and aerotows will start from £25.62 for 2000'. An adult annual subscription will rise to £306. All other member tariffs will also go up by the same percentage.

The voucher and flying evening prices will also go up, but by a fixed amount to keep them aligned with current market prices.

The situation will be monitored over next year, we cannot rule out a further increase before 12 months if the index continues to rise – but let's hope we're near the peak and it starts to level off or even come down soon.



Using the SumUp Card Machine

One or two members have reported difficulties with the SumUp card machine for taking payments from walk-in visitors. It is working properly, however it is important to remember that the device uses a built-in 3G data card to connect to the bank, this relies on it having a good signal and connection before the payment details can be entered.

It can take a minute or two for it to establish this – it's not as quick as the card machines you get in shops and pubs, but once connected it works in exactly the same way. After the transaction is complete, please DO NOT switch the machine off completely – it needs to go into sleep mode (Switching it off fully logs out and requires a security password to re-start it, which is with me).

Please keep the device connected to the laptop with the white USB lead to keep it charged, letting it go flat also logs it out.

Visitors Can Also Pay Using a QR Code

A new alternative to the card machine is for the visitor to use the QR code, which they can scan with their smartphone (the QR code sticker is located near the laptop area on the bus). This takes them straight to the SumUp website where they can enter the amount and make a payment to TVGC.

A final point on payments – the card machine and QR codes are for visitor payments ONLY – ie those without a voucher having their first flight or for returning temporary members.

Member's guests flying fees are automatically charged to the FreeFlight account of the hosting member – please do not ask them to pay separately with the card machine or QR code

Thanks and Seasonal Best Wishes

Alan Spencer, Hon Treasurer.



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STOP PRESS—COVID Update

It was felt at the 13th December Committee meeting that, given the rapidly-rising number of infections, both locally and nationally, caused by the "Omicron" variant, it would be sensible to refresh the precautions we take to protect our members and visitors. It was agreed that we would ask members and visitors to wear masks when in the clubhouse, in the simulator room or on the bus.

Please start doing so from Wednesday 15th December. We have supplies of disposable masks and sanitiser for those who don't use their own. rob.harknessr@btinternet.com