

KIRTON WAVE

INSIDE

- Chairman
- CFI
- What Does It Take To Become An Instructor (Part Two)
- Simulator Winter Tasks
- Simon & Ian Go North
- Day Courses
- Festival of Flight & Task Week



Rick Malam

My first 100 days in the chair have passed and the club is still running, so thanks firstly to all my fellow committee members and club members for their support. So, what have we been up to?

I hope by now you have seen or even driven our first push for a greener future. We are the proud owners of an electric golf buggy. We have run it through its paces and found it to be a thoroughly usable workhorse for retrieving and moving gliders, it has the grunt to shift the heaviest of gliders, the manoeuvrability to put them we want them and the longevity to last a full day of work. Of course, we must treat it with respect, check the battery levels every day and top up with ionised water only and make sure it is put on charge after every flying day. Incidentally, it has an inbuilt charger so just needs plugging in with the blue lead. Please, drive it as a retrieve vehicle not a drag racer and it is definitely not a Boudiccan

chariot to those who feel they can hang off the back. Be alert as it is silent but be aware it has become very popular amongst members, some have even foregone the heaters in the winch to drive it! At the moment we only want licensed drivers to drive it (and these must be shown what's what before going solo) but in due course and with inhouse training in place, this may be relaxed. My thanks go to Kristina, who landed the grant that went towards the purchase, Jon who researched our requirements and the buggy types met these, the best options for purchase and proved himself to be a master negotiator and Joe who helped Jon collect it.



Our simulator has been requested at the UCL open day in March by the N Lincs Council. We were pleased to take up the foray into the public as it will lend us the opportunity to make sure we can move it (thanks Barry for sorting the trailer) and get it into the venue. They say that time spent on reconnaissance is rarely wasted and this was certainly the case as the proposed location had a sprung floor and the large access doors were a couple of inches too narrow. Thanks to the team of Dave, Simon and Rob H we secured a site with excellent access and facilities, even a large screen monitor to show our TVGC footage on. It will also let us bottom out how best to utilise the sim as an introduction to gliding. The council were that impressed they have invited us to the Lincs Show...



And finally for this time, I would like to announce that Rob Parker has decided to step down as CFI. He will be a great loss as he has been our rock and our guide for aviation excellence for many years. My thanks and I'm sure all of your thanks go to him for the time and effort he has put in to making us all better pilots and aviators and keeping our flying safe, challenging and fun. After a vigorous selection process, I am pleased to announce that Rik Nadin has been selected and voted in by the Committee as CFI Designate. He is currently temporarily CFI at Darlton to help them through a gap in expertise but he will be taking over at TVGC in September. Rik is a vastly experienced instructor initially with the Air Cadet squadrons and more recently with us where he converted his expertise over to BGA qualifications as well as tugging and teaching on our Motor glider. Rob will not be moving too far; he will officially become Tug Master and continue to manage aspects of our fleet.

That's all from me for now, safe flying and may the weather be generous!

RICK

COVER PICTURE

Ian Hall's excellent shot from 'LRP' whilst ridge soaring Benarte, looking north across Loch Leven and St. Serf's Island. Spot the other gliders? How many?

ROBIN'S TWEET

CFI Rob Parker



Hi All

Spring is nearly with us, at last! And there have been some soaring flights already, which is great of course.

As always, there are things to be aware of. Such as –

- ◆ When did you last fly?
- ◆ Are you current?
- ◆ Have you had your annual checks yet?

Now is a good time to get your checks done. You may not have flown very much lately, or at all. So getting your annual checks completed may help get you up to speed, remind you of some things you may have forgotten and bring to light any bad habits that you may have developed.

On another theme, if you are a private owner, you may not have flown your glider for some time. Getting used to that again may take some thought and care. A particular point of concern, as ever, is rigging. Last year, for example, one pilot (thankfully not at Kirton) felt the need to bale out of his Astir because he realised after launching that he hadn't connected one of his ailerons. And he encountered severe flutter from the aileron when he took his glider up to approach speed. Obviously doing something like this would be a *bad* way to start off your flying year....

Fortunately, he got off lightly, Just? A wrecked glider...And some minor injuries...A reminder to members, and possibly news to some of our newer members - Please DO NOT interrupt or distract someone when they are performing a Daily Inspection on an aircraft or if they are rigging their glider.



Trent Valley Gliding Club
Kirton Lindsey, Lincolnshire

Seemingly every year, a glider ends up not being rigged correctly somewhere, because someone distracted someone else in the middle of doing something. We've all done it, but just remember next time that you're about to distract someone, that there could be some serious consequences. And whilst talking about rigging, please remember to perform a positive control check and an independent rigging check too.

About checks... between October and January last year, nationally there were 3 cases of a glider taking off with their canopies not locked. One of the gliders was very badly damaged due to the pilot trying to land whilst holding the canopy closed, trying to land one handed, ie no air brakes. It's been a few years since a glider took off with a canopy unlocked at Kirton (the Acro rear canopy to be precise, whilst it was being flown solo) Again, at least in one of the cases, distraction seems to have played a part - faffing about with a Go Pro camera. But it have been could be anything, really.

Just to remind everyone - could we all please ensure that the batteries and parachutes are removed from club gliders after flying. There have been one or two lapses on this of late. Ta.

Field Landing Checks

Just to remind everyone here at Kirton, if you've not landed out a couple of times in the previous year, (and had a happy outcome), if you want to fly Cross Country you are required to undertake Field Landing refresher training, unless you are authorised by the CFI. It's a good exercise to do and should increase your own confidence too. Email me and we'll sort something out.

That's it for now. Good luck and happy landings

Rob



What does it take to become an INSTRUCTOR? with Paul Holland

Last month, in his first of three articles, Paul described how to become a Basic Instructor. In this issue he takes us through the longer and more complicated training schedule to attain Assistant Instructor status.

After a period of consolidation as a Basic Instructor you may then wish to progress and become an Assistant Instructor. An assistant instructor can teach most of the BGA syllabus as authorised by the CFI.

The minimum requirements are as follows: -

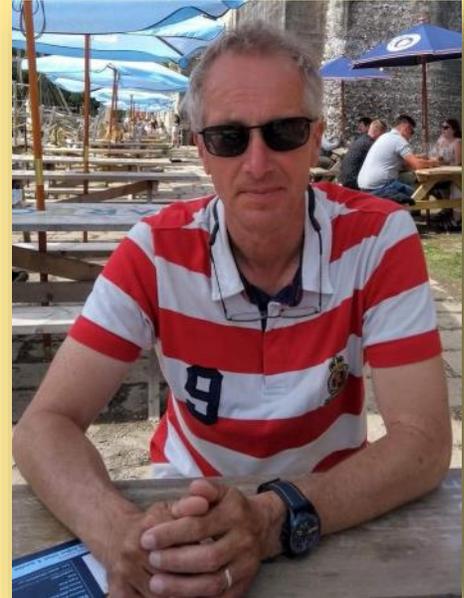
Silver Badge and a minimum of 75 hours pilot in command in sailplanes, including a minimum 100 launches.

Again, you will require the blessing of the CFI and complete an approved BGA instructor course. There will be an assessment by a Regional Examiner and then within 24 months of the BGA instructor course you'll require a Post Course Review.

The modular Assistant Rated Instructor course has now been revised into a much simpler, easier format. It now consists of two parts followed by an Assessment of Competence. The course can either be done as a BGA facilitated course over 5 to 7 days or be carried out here at Kirton over a longer time period.

Part 1

Contains 12 exercises starting with Familiarisation of the Sailplane through to Advanced Turning. Each exercise is broken down into individual elements which need to be included in all briefings and flight demonstrations. All exercises require a briefing, flight demonstration, fault finding and a de-brief. The exercises can be carried out by a Flight Instructor Coach (FIC), we currently have 3 FIC's at the club and are working on increasing the team. Once the Student Instructor has had all these exercises signed off by a FIC then the Student Instructor will have a Course Progress Review by a Regional Examiner. This can be completed at Kirton by myself.



Part 2

Contains 10 exercises from Spin Avoidance through to Flight Training Scenarios. Again these can be carried out by a FIC either at Kirton or through the BGA.

After all the exercises in Parts 1 and 2 have been successfully signed off the Student Instructor will then have to complete a Final Assessment of Competency. This should easily be completed in less than a day and essentially comprises of an example exercise briefing, airborne lesson and de-brief. This again can be completed at Kirton by myself.

Hope you find this article interesting. If you have any questions, please do not hesitate to contact me.

Paul

The first article in this series was published in the December 2021 issue of 'Kirton Wave' which can be found on the TVGC website.

In the forthcoming third and final article in the series, Paul explains the progression to Full Instructor status and looks at other instructor ratings at Trent Valley Gliding Club and will be published in the next edition of 'Kirton Wave'.



Paul on instructional duty with brother Patrick in the rear seat



Trent Valley Gliding Club
Kirton Lindsey, Lincolnshire

Simulator: Winter task series

With Dave Plumb



WINTER': (NOUN)

Dictionary definition:
the coldest season of the year, in the northern hemisphere from December to February.

Glider Pilots definition:
the seemingly endless and boring interruption to our Soaring Season.

Yes, we can still glide on the days when the wind, rain, ice and cloud oblige by leaving us with conditions that allow to get airborne.

Indeed, for those new to, or returning to gliding, its a valuable time - for example to be spent aiming to go Solo. However for most Glider Pilots its an agonising wait for what we hope will be a great soaring season to come.

QUESTION: How do you get your personal 'Winter Gliding Fix?'

Well, by the time you read this, a nucleus of 10 TVGC Pilots of widely different experience have already clocked up in excess of 1,500 Kilometres of Cross Country Flying between them !!! (albeit simulated).

In December, we saw the launch of the first TVGC 'Winter Simulator Competition'. In reality an experiment, the friendly and fun Comp takes the form of TASKS, one being set each month up to and including March, by which time hopefully, we'll be blessed with weather good enough to slake our thirst for actual soaring!

We'll br bringing you all the results in the next edition of this newsletter. In the meantime, you can get your fix on our excellent SIM. But don't forget to look outside to make sure you're not missing some real soaring!

Dave Plumb



GALLERY

SIMON and IAN *Go North*

Pictures from Simon Grant and Ian Hall with their Janus B 'LRP' at Portmoak during the first week in March. The hope was to enjoy some wave flying but would the notoriously fickle Portmoak weather oblige?

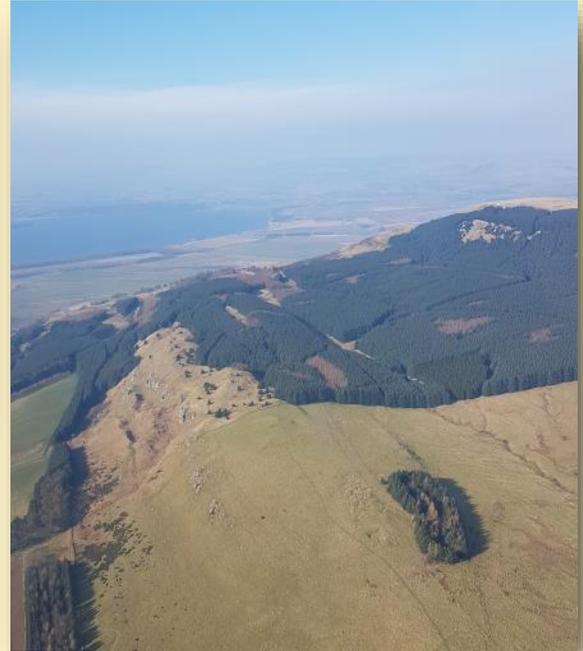


Above: An early start for Simon and Ian, seemingly with the whole airfield to themselves.

They had to be satisfied with a mix of low level ridge flying and local thermals for three days.

But on the fourth day, in what was the only flight from the Portmoak airfield that day, they managed a climb to 6,000ft in modest wave in a southerly that registered 50+ knots at height.

Below: Simon's pic just before the gap closed, forcing a descent. The pair managed 12 hours in five flights over five days.



Above: The Bishop was working - just!

Below: Immediately following landing from their wave flight.



Visitor flying with Pete Dixon

Pete explains our Day Course Voucher scheme, how it works and what it is worth to the club

Last year the club provided Day Courses for around 15 voucher holders which, at £200 per person, brought in at least £3k.

I say at least because a number of them returned to enjoy further flights with one joining as a full member.

This coming year we already have 6 voucher holders waiting with others who are yet to contact the club to arrange their day of flying with us. Of course the best outcome we can achieve by offering day courses is that a day of flying with us results in the club gaining a new member.

Club members who have previously been available to help out on the dedicated day course days will be familiar with the drill by now. An early start gets the gliders DI'd and airfield set up whilst our visitors are given a briefing in the clubhouse which covers admin, safety, use of parachutes, lookout and an introduction to control surfaces and the effects of basic controls.

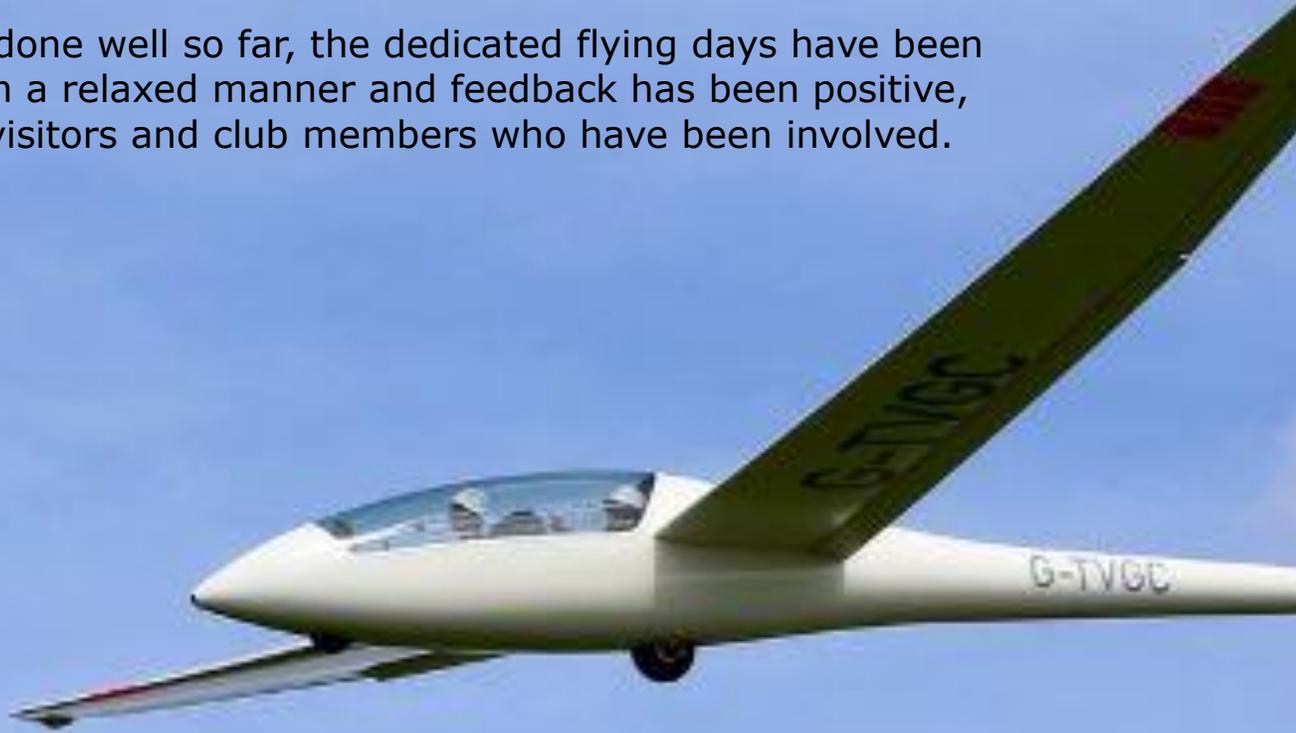
Ideally we aim to accommodate 4 voucher holders at a time. Each day course comprises 2 aerotows and 2 winch launches and we try to keep things intimate and informal with a maximum of 2 visitors per instructor. There's a break for lunch during which a dash to Kirton's chippy and the opportunity of a grateful launch for one or more ground crew is not unusual.

Last year it was a real bonus for us to be able to utilise the simulator at the start of the day. We have been able to introduce the second pair of visitors to the layout of our training glider cockpits and the basic effects of controls whilst the first pair go out to the launch point for their first flights. We'll definitely be looking to do the same this year!



This year we will be identifying 2, possibly 3 "Day Course" days per month, as far in advance as possible, Tuesdays and Thursdays being most likely, and trying to run them with the same amount of support from club members.

We've done well so far, the dedicated flying days have been run in a relaxed manner and feedback has been positive, from both visitors and club members who have been involved.



If you find yourself free on any of the days we're asking for help, and fancy an easy day away from earning brownie points at home, our ideal team requires a Tuggie (normally just for the morning) a winch driver (from 11 am onwards) cable retrieve driver, log keeper, ground crew x3 and 2 Ass Cat instructors or above.

At the time of writing, spring is finally upon us and the new soaring season within reach. Day Courses will commence sometime in April and if you're available, your help will be gratefully received.

Pete D.



Trent Valley Gliding Club
Kirton Lindsey, Lincolnshire

Reminders:

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.

If any visitor bookings have to be cancelled due to the weather or other operational reason, please let Wayne Dewick know (by email) so that voucher codes can be reset to allow rebooking.



30 APRIL - 5 JUNE 2022

TVGC are taking part in this on 2nd and 3rd June. For details of our activity and to see what else is taking place, click here:

woldsoutdoorfestival.com

Trent Valley Gliding Club Festival of Flight 2022

Saturday 7th May to Sunday 15th May.

Flying will take place all week, weather permitting, with a designated Duty Instructor. There will be both winch & aerotow launching available. If it is not flyable then several flying themed lectures will take place, these will include: Safe winch launching, Meteorology, Navigation and Airspace. During the course of the week several social events will take place - further details to follow.

Task Week

This will be the same format as last year. Tasks will be set everyday (weather permitting) and will vary from multi-choice turn points to Grand Prix style racing tasks. They will be designed for all experiences and will vary from just a few to over 500 kilometres. All the tasks will be designed to maximise the day, be fun, stress free and hopefully with a reduced risk of landing out. Points will be allocated for distance flown plus 'Bonus Points' for additional accomplished objectives that will be set at briefing. If you don't have access to a glider then the Astir is available, we're also hoping to have the Janus available for cross country training. If you would like to fly in either of these club gliders just let me know.

If you would like further information or to enter then just email me at paul_holland3@sky.com with your name, glider type, glider handicap and call sign. You can enter more than one pilot per glider as the points will be allocated to the glider not the pilot. There will be an entrance fee of £20 per pilot and this will include 2 BBQ tickets (otherwise £8 per person). Prizes and a trophy will be up for grabs for the successful competitors. Paul Holland.