

Cabletalk

August 2011

Welcome to the Summer edition of our club magazine, and a special warm welcome to our newest members Kieran Thompson, Nigel Morris, Richard Chaproniere, Paul Dumke, Serkan Ozey, Craig Fairbrass, Peter Ben, David Munro, Kenny Drummond, Matthew Hanson, George Edgar and Eva Csiki-Szasz. We hope you all enjoy flying with our club.

In this issue:

Chairman's Pitch

Steve's Ramblings

Kenley Attack 1940

Surrey Hills GC Staff

Silver 'C'



Our Grob KFG ready for takeoff at Jaca in Spain during May this year.

Club News

August 17 will be our 'Friends and Family 'day at Kenley. This day is set aside for you as members, to bring your friends and/or family to your gliding club and show them why we enjoy gliding. We will try and organise a BBQ, but this will depend on volunteers and the weather. If the 17th is a washout we will try the next day.



The new tow-out vehicle has been finished and is now in use to replace one of our sterling Land Rovers. Many thanks to all the members who helped prepare and repair it and to Trevor Fielder for persuading his firm to donate it to us.

Surrey Hills Gliding Club Team

Club Chairman—Adrian Hewlett

Secretary—Marc Corrance

Treasurer—Ed Brown

Membership Secretary—Russell King

Safety Officer—Michael Pointon

Club Instructor—Steve Codd

Chief Flying Instructor—Richard Fitch

Equipment—Steve Skinner

Cabletalk Editor — Richard Fitch

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Comments on this newsletter and any contributions or photographs are welcomed and should be sent to the "Cabletalk Editor" at the club.

A message from the Chairman

By Adrian Hewlett

Since the Spring edition of Cabletalk, the Club (or so I'm informed) has had a quiet-ish period from the operational side. There a few worries however, and this wouldn't be the Chairman's piece if I didn't draw them to your attention!

The first matter is an old chestnut - but still a real problem - often there are only just enough members in attendance to run the field. Mondays and Fridays are usually the "thinnest" days - but last Tuesday, it was early afternoon before there were enough members on the field to warrant the appearance of a single-seater. But thanks to the stalwarts who keep us going - lets hope numbers improve after the holiday season!

However, we are keeping heads above water - unlike a neighbouring club whose Chairman reports a 1/3rd drop in flying income for the first half of the year. At least we're managing to fly our visitors, without whom we would be in great difficulty. A special word of thanks to Larry Lawes who has managed to arrange 5 one day sessions for some of his fellow fire-fighters.

Next year may be a different matter with the threat of closure for the duration of the Olympics - see p10 of the current S & G (Aug/Sept), and with possible additional demands for flying days from 615 squadron.

Elsewhere, news of badges and instructors - well done chaps! The other bright light is the level of membership this year. Every March when the new membership year arrives some 15% of members do not rejoin. This year, how and why I know not, we currently have a total membership of 86 - (70 last year.) Perhaps it's our friendly treatment of visitors which encourages some to try the sport of gliding as full-time members, but whatever you all are doing, keep doing it!

Adrian Hewlett



Picture of the BBMF flypast at Kenley on 12 July 2011 taken by Chris North

Steve's Ramblings

Hi all, by the time this is published I would have competed in my first national competition. I had a week competing in the Bicester regionals whilst we were closed in July and, out of nine days, we gridded on 8 days with flying on 7. Why do I fly in competitions you may ask? I fly in them because it is totally different to the flying I do on a daily basis at Kenley. To start with I don't have to worry about anyone else or setting up the airfield, that's all taken care of by the comp team. The daily tasks set are usually between 100km and 400km and are designed to make the most of the weather for that day. Quite often you sit on the start grid looking at the weather whereas here at Kenley we would be drinking tea and flying circuits. When they say go, we all launch into an unpromising looking sky but all is well and off we go and race. Upon landing we wash the glider then off to the Bar.

At Bicester this year I flew 25 hours and covered nearly 1500kms in the 7 flights I did. Nearly 70 gliders were rigged and gridded every day, no one gets in to each others way, no scuffs on gliders that just appeared overnight, sounds like my cable talk moan is on it's way. We have 5 club gliders at Kenley as opposed to 70 yet they are always bumping into each other, maybe the fact that they are club gliders and not privately owned has something to do with it but, they are owned by you the members, so treat them like they are your own car and not some hire car please. Moan over.

On to the year so far; in an environment when clubs throughout the UK are struggling to retain members let alone increase membership, we as a club are doing very well. If any of you have visited another club and found difficulty in getting a flight or even finding that the average number of launches is pitifully low, you will realise that all my continual badgering has a point.

That's all for now folks, Happy safe flying to you all.



Known Closure Dates for 2011

Friday 19th August - Monday 29th August 2011 inclusive (Bank Holiday)

Friday 30th September 2011

Friday 21st October - Sunday 30th Oct 2011 (Autumn Half Term)

Kenley Attack - 18th August 1940

The German Air Force at Cormeille-en-Vexin (just north of Paris) were briefed to conduct a low level attack on Kenley.

Three of the nine Dornier 17s flying low over the English Channel passing Beachy Head on their way to Kenley Airfield on the 18th August, 1940



Picture taken over the engine cowling of a Dornier 17 showing another Dornier 17 flying along side. They are low over West Sussex. Won't long before they reach Kenley.

It has been calculated from the shadow of the Dornier they were flying at 70ft.

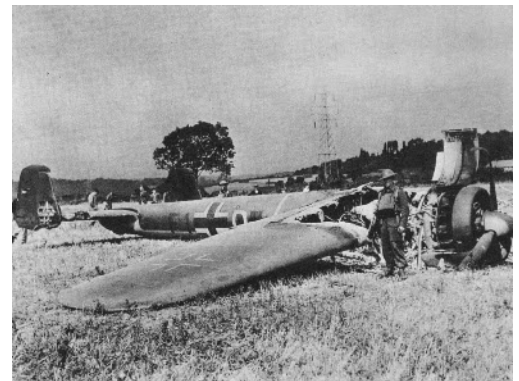
One of the nine Dornier 17s on it's bomb run over Kenley on August 18th, 1940.



Picture taken over the engine cowling of a Dornier 17 showing a Spitfire in its blast pen at Kenley. The Dornier has just finished its bomb run, it made it back to France. The clouds of dust in the background are bullet strikes from machine gun fire from another Dornier. Hayes Lane is seen twisting away just beyond the perimeter track.

The nine Dorniers involved in the low level attack on RAF Kenley on the 18th August suffered heavy casualties; four were destroyed, two seriously damaged and the rest suffered minor damage.

At the end of the day of the forty men who had set out, eight had been killed, five taken prisoner, three returned wounded and seven were floating in the English Channel.



Smoke from the raid over Kenley.

Many thanks to Bob Sluman for researching this article.

To see Bob spinning our K8 go to this link:

http://www.youtube.com/watch?v=KrMzpvnePZs&feature=player_profilepage

Kenley Staff

Apologies from the Ground Staff

This year, members may have noticed that the floral display in front of the clubhouse has not been up to the award winning show of previous years.

Unfortunately this years planting has been bedevilled by a sudden collapse of the Impatiens which by now should be glowing with colour but are in fact decomposing on the compost heap.

Fortunately a small amount of funding has been found to partially recover the situation until the frosts in the autumn.

Efforts have been made to find another local supplier for the next and subsequent years to avoid a similar situation next year and restore our standing in the Gliding Club floral display league.

Please accept our heartfelt apologies for the poor showing and the withdrawal from the Gliding Club floral display league this year.



Appeal from the Catering Staff

It has been noticed that over a period of several months there has been a sharp decrease in the number of mugs being returned to the kitchen. (This may be because some members are reluctant to wash them). Specifically at least 6 blue and 2 red mugs have gone missing.



Several attempts have been made to rectify the situation with limited success. Mugs have been found in the unlikeliest positions (inside the metal-work of the old winch and amongst the bedding plants outside the clubhouse. Strangely no broken pieces of the china receptacles have ever been found) but, to date, it has been impossible to recover all the mugs at any one time. We are now in

the position where we have half a dozen reasonable white mugs and several non-descript specimens.

Permission has been granted to offer an amnesty for the return of some or all of the missing china. If anyone knows the whereabouts of any of the missing articles will you please return them or inform the catering staff of their location.

Thank you
Catering Manager

Silver C

By Richard Fitch

At the spring talks last year I was asked about my Silver distance flight , so here is a reprint of an article that first appeared in Cabletalk in 1997.

At midday on Friday August 22 1997, I was sitting in a Junior at Husbands Bosworth about to start my first cross country flight and an attempt at achieving my silver distance. It was the climax of a weeks advanced course at the Soaring Centre where the emphasis had been on accurate flying.

at least with an airtow I could release in lift. Because of the 1% rule (see below) I had to restrict my launch height to 1500 feet and start to the west of the airfield. There was no lift here and I had a real struggle in weak conditions to stay airborne. But the lift slowly improved and although the cloud base was only 2000 feet, almost without thinking I was drifting away from the airfield and on my way. I watched Market Harborough to the north come and go, disappearing into the haze. The next landmark was



Safely on the ground at Upwood

The day was hot but less stable than the previous two.

The task set was a straight flight to Upwood (home of the Nene Valley Gliding Club), 62 km downwind to the east. Being a Kenley pilot I selected the shorter queue for a winch launch and soon found myself in 6 knots down and joining the circuit to land. It was at this point that I realised that I had not turned on the clockwork barograph (now replaced by GPS and loggers).

I joined the queue for an airtow after attending to the barograph,

Rotherwell on the A14. I had been able to follow the A14 from HusBos but now it swung south around Kettering and my route was to take me between Kettering and Corby.



Silver C (continued)

The cloud base had risen to 3000 feet and I was able to stay above 2000 feet for the rest of the journey, topping up my height whenever I could.

Next was Thrapston back on the A14, I found myself following this road towards Huntingdon but it was taking me too far south. Remembering the

I phoned HusBos to request a tug to come and retrieve me for a bumpy ride back. After the retrieve I had a couple of hectic hours trying to get the paperwork sorted out. With a clockwork baragraph the trace of the flight is scratched onto a piece of foil and this has to be sealed. Peter Poole, as an Official Observer for the BGA,



A very friendly welcome from the farmer at my destination.

compass I tried to keep it reading less than 90 degrees while I set off across country towards the A1 which I crossed at a right angle. It was here that I got a good fix on where I was and where I wanted to go. To the south was Alconbury, a huge airfield now disused but with its runways still intact. To the north I could see the village of Sawtry and, 5 miles to the east, I could just make out another airfield which I hoped would be Upwood.

At the morning briefing I had been given a description of Upwood and as I got closer and circled the airfield I was able to confirm that I had arrived at my destination. The flight had lasted just over 2 hours.

was a great help in verifying the claim and finding some hairspray to seal the trace.

The Silver Distance flight is a great achievement for anyone, it is usually the first cross country flight to be attempted, and it confirms that you can find sufficient energy in the sky to really do it.

The one percent rule says that the total height loss (between launch height and landing) must not be greater than 1% of the distance travelled. Therefore if your flight is 50 km the height difference must not be greater than 1,100 feet. My journey was 62 km and therefore my start was restricted to 1,500 feet above Husbos