

Cabletalk

Surrey Hills Gliding Club Newsletter

July 2017

Editor's notes

So now I have two jobs – Chairman and Cabletalk Editor – I will save most of my comments for the Chairman's article. However it is still relevant to thank everyone who has sent in articles and pictures for this issue – it is much appreciated and members enjoy reading the stories of your gliding experiences and seeing the pictures. Please think about writing a story for the next issue which will be due in the September timeframe.

In this summer issue are some pictures of the Vintage Glider Rally we held – the photos are courtesy of Terry Hagerty's friend Colin Murray, thanks for allowing us to use them. He took over a hundred photos and they are all excellent.

You will also notice in this issue some photos that may not be what you would expect (see below) – Bob Sluman has been busy with Photoshop and created some interesting images of the T21 that Andrew Jarvis kindly bought to Kenley. Bob has done lots of these and they are in the Clubhouse if you want a laugh.



Flying under Tower Bridge!

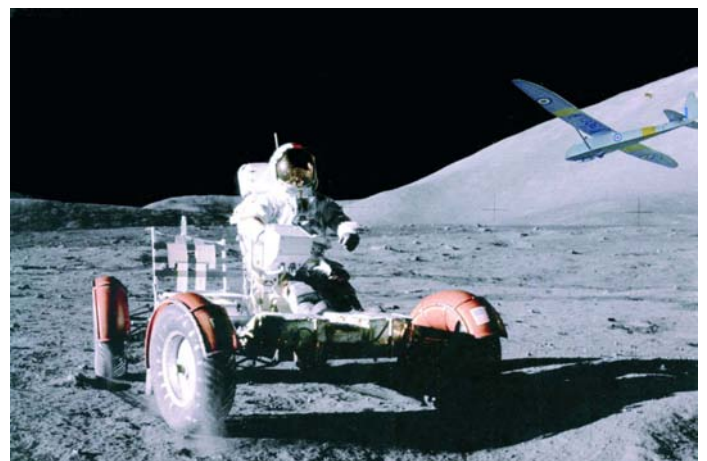
Created by: Bob Sluman

A message to all present and past club members

Adrian Hewlett

As most of you will be able to testify, I'm rarely lost for words. However, when I finally managed to engineer my retirement from the post of Club Chairman at the AGM in May, after 10 years in the post, I was dumbstruck at the generosity of the presentation made to mark the passing of that decade.

I was even further embarrassed to read in the Club News section of the latest edition of "S & G" of my alleged responsibility for overseeing a litany of changes to many facets of the Club. May I be the first to remind all of you that our success as a Club depends on all of you? And without your support, none of the changes would have come about. Whether as long suffering members of the committee, giving up your time to instruct and fly our visitors whose interest in experiencing gliding keeps us solvent, or volunteering to do so many of



Gliding to the Moon! Created by: Bob Sluman

the odd jobs which are so necessary. And finally, a big thank you to Steve, Dorcas and Linda for their help.

Finally, I'm sure that Chris will receive all the help I've had from you all – whether I shall still be around to see him clock up 10 years is debateable – but he and the Club can be assured of my continued interest and help for as long as I can give it!

Steve's notes

Steve Codd

Hi all, we are about half way through another year and flying continues at Kenley, the weather's not always playing ball but we do live in the UK. Many of you have continued to turn up and support your club and as a result have improved your gliding skills and broadened your horizons.

I need to remind everyone about the importance of safety, it affects all of us, as well as those who visit our club and the airfield, safety is not a game. We need to stay vigilant and watch out for the great uninformed crossing the airfield. If you see someone straying onto the airfield please don't assume that someone else will deal with it, no one else may have seen them. I mentally write an accident form in my head before doing anything and if I look stupid in the conclusion section I don't do it. This could be from setting up the

airfield to making a decision to press on into worsening weather. When you are flying, safety is paramount, we all need to look after each other, and if something doesn't look right then it probably is not. I said safety is not a game, but how about trying to see and deal with a safety issue before I spot it. Enough said.

I haven't much else to say except to thank Adrian for all his support over the last 10 years as chairman and to ask you all to support Chris as our new chairman. Also young Tom is off in Europe defending his world title over the coming weeks having just won the French club class nationals. I'll attempt to put up updates on his progress as it happens.

That's all folks, fly safe.

Breaking my duck

Roy Musselwhite

A group of us went to Shenington on the 20th May for a week to try our luck at good height gains and anything we could manage towards our silver or other goals.

I had decided that my first attempt at a reasonable distance, before the challenge of 50+k, was a short out and back to Evesham, some 30+k away, and to do this on the first Monday we were there, and so I prepared with camel pack for water, map and



Vintage gliders getting ready to fly. Photo: Colin Murray

Garmin at the ready. We attended the briefing for the day, it wasn't brilliant but looked as they say 'doable' to get to Evesham and back. The winch launch got me to just over 1200ft, I scratched around for a bit and got to 2200ft and headed off towards Evesham and found myself struggling somewhat to keep the height, but as they say 'faint heart never won fair maiden' or in my case Evesham and back. So I kept my nerve and pushed further away from Shenington. Soon the site was behind me and out of reach, as were the thermals!

At this point it was either get back or land out somewhere halfway between Shenington and Evesham. I decided to try and get back and scratched away to the dizzy heights of between 1300 and 1800ft edging closer back to Shenington, the ridge was now in sight as was the airfield but I was still not high enough. After more scratching about and losing more height, it was at that point that I decided 'oh well where is the best field?' There were a number and I spotted a potential field and headed for it. One end of the field was ridged but the end I wanted was flat and grassed. So no dramas and in I went, it wasn't until after I landed that I spotted two sheep and their lambs under a tree on the far side but they ignored me and I did likewise to them.

After climbing over a number of gates I found the farmer, a nice lady who must have been 70 if she was a day, on her sit-on motor mower cutting the grass verge at the front of the farm. After explaining my predicament to the farmer, she called out to her gardener who was I think about her age. He was insistent that there were no sheep in the field as he had moved them the day before. However, he took me round to the main road and into the field where the sheep now were, when I took him on to the field I had landed in he was surprised that yes there were two of his sheep and their lambs somehow still there, and was not sure why! I had contacted my rescue squad before setting off to the field and waited on the main road for their arrival. They seemed amused by the sheep and in fact the sheep insisted on following one of the rescue squad (Tim) as if he were their shepherd.

All's well that ends well and what I thought could turn into a lengthy discussion with the farmer about rights and wrongs of landing in her field was just a pleasant, passing the time of day, conversation. Thanks to my rescue squad and at least Tim learnt a new skill as well (shepherding).



Retrieving Roy from his out landing – good job he flew on one more field. Photo: Tim Horbury



Let's fly over the top! Photo: Colin Murray

From the chairman

Chris Leggett

Here are my first chairman's ramblings – having only recently had the honour of being elected chairman of SHGC, I am beginning to find out what I have let myself in for!

The first thing I must do is thank Adrian for his ten year term as chairman – he has overseen a lot of changes within the club and SHGC is in good shape thanks to his leadership and guidance. I hope he now can spend some quality time in the air instead of worrying about the running of the club. He has already helped me (and thankfully has promised to continue) with some of the mundane paperwork while I get to grips with other things slowly – Adrian, your continued support over the coming months will be invaluable and very much appreciated.

As most of you know I have only been gliding and a member of SHGC for just over 3 years. Some of the people at the club and some of the members of the committee have many (and in some cases many, many!) years of experience, not just of gliding but of our club as well – getting up to speed with the history and background knowledge

is not going to be easy or quick so please bear with me and let me know if you think there is anything I need to know.

There will be lots of things I need to get to grips with over the coming months and meetings with the Air Cadet management will be a first for me. Thankfully I have already been to a couple of meetings with the City of London Corporation and the MOD so at least I know some of the current politics behind the airfield. As far as we know the MOD will almost certainly be submitting planning permission for some type of fencing around the airfield in the next few months, so there are going to be interesting times ahead as this will not go down well with everyone associated with the airfield.

From my point of view I think it's essential that there is some form of barrier, even if it can be easily scaled. If someone has climbed over a fence then they know they are in the wrong – whether it will help cut down the incursions only time will tell, but we can at least hope it will. As most of you know we are sending weekly reports to the MOD of all the incursions (the form is kept in the launch point caravan). We get some people who are apologetic and say they did not know and



Jon Hill got to Dover - let's see if we can make France! Created by: Bob Sluman

others who are doing it deliberately and are out and out rude, as well as everything in between. Jon Hill gave a talk last year on dealing with incursions and he also wrote an article in the September 2016 issue of Cabletalk, which is still available online, if you want to re-read that. As well as submitting the incursion reports we are also asking the MOD for help as the number of incursions and the serious danger of people being on the airfield during flying is obvious to all of us, but apparently not to the people doing it.

On a positive flying note some of our members are spreading their wings and/or flying at other clubs and achieving or attempting personal targets in terms of distance, time and height. Hopefully members will continue to progress and achieve their personal goals. The BGA has recently changed the entrance qualifications to become a Basic Instructor (BI) – they have removed the need to be silver, so hopefully this will encourage more people to train to become an instructor throughout the UK and in particular at SHGC – I know there are several of our members who have expressed an interest to progress to that qualification.

Non-flying news – Steve had a drive a couple of months ago to clean up the interior of the club house and that looks a lot better now. Hopefully we have also fixed the leaking roof. In the autumn and winter we need to organise some work party days where we can tidy up the outside as well – you have been warned – we will email dates once the summer flying is over! There have also been some issues with broken tools being put back in the workshop – most of these tools are privately owned so please if something gets broken let someone know – you would not like it if they were your tools.

Thank you to all those who have helped, and hopefully continue to help, running the evening flying groups – they are a very valuable source of income – the club cannot run without these and the many voucher flights we fly.

Finally on a personal note, thank you to everyone who has congratulated me on becoming chairman – even those of you who have taken, and continue to take, the mickey which I am getting very used to! I will need help and guidance over the next few



T21s lining up for take-off. Photo: Caroline Leggett

months but I am looking forward to the challenge. This is our club and hopefully together we can continue to operate and enjoy a club that we are all proud of, where we can enjoy our flying free from politics and conflict – we all belong to the club to enjoy the wonderful sport of gliding and to do that we need to help and support each other.

If there is anything you think I should know or be aware of, or if you have any questions, then please let me know – either in person, by mobile or email – the office has all my details.

I promise this article in the next issue won't be so long.

Flying with the Brown Bear

Terry Hagerty

Steve Codd recommended that both Stan Rudencko and I go on an intensive gliding session at Shenington for a few days to get some lengthy flying time in. We accepted the idea readily and booked three days of one-to-one flying.

I left on the Sunday evening for Banbury but, as usual with my flying, got to within a short distance from our hotel, only to be unable to find it. The hotel called to say I was quite close but needed to turn around. Obviously too high, and not properly in circuit.

The weather was appalling most of the time but we were put through a gruelling theory morning at the Clubhouse. Bruno Brown met us dressed in shorts and flip-flops, and proceeded to spend nearly three hours with both of us going into the basics of flight, drag, stalling, ground handling, launching, circuits, approaches etc., after which we limped to a pub for lunch to discover that most of them are shut on Mondays.

The weather was way too poor to fly on the first or second days but there were possibilities of flying on the Wednesday. We went to Duxford in the rain instead. It was my first visit and I was very impressed. The driving rain forced me to pay £20 for an umbrella which offered some protection on the walks between hangars, but it DOES have Spitfire motifs all the way round the cover . . .

Wednesday saw us back at Shenington where Bruno started out by saying we were having a cup



Battle of Britain perhaps! Created by: Bob Sluman

of coffee and a chat first but suddenly cancelled that idea, and instead we pulled out a K13 from the hangar and were subjected to lessons on how to tow it, how to minimise weather-cocking, ground loops, and a hundred other things, while we walked down to the far end of the airfield.

It was very, very windy. I was first to be slaughtered so we launched and flew over to the ridge. Bruno is an extraordinary person, pilot, and instructor. He is onto faults in an instant, full of fantastic guidance, very strict, and suffers no fools, but with a heart of gold. I made error after error, but as soon as I settled down, I heard him in the back – ‘Now we’re cooking . . . lovely . . . lovely . . . what could be easier than this?’ I couldn’t find the airfield on our return, Paul, but finally got there and set up under Bruno’s guidance for a very high (about 700ft / we were not using instruments) approach and very close in. The headwind was terrifyingly strong. ‘Now put on about 90 knots Terry’ said Bruno. ‘How many?’ ‘90?’ Well I

chickened out at about 80 knots, but got down well and on quite a short landing run. Amazing!

Stan did much of the same and received similar guidance and advice. He might tell his own story separately.

Second time up and a lecture on thermalling, how to use the sun for orientation, a brilliant and long lesson on lookout technique, how to keep the attitude correct while turning by using the highest part of the canopy bottom as a guide, how to try to minimise tummy queasiness in hot sun whilst continually circling, and a myriad of other tricks.

It was a long day, full of learning. Tiring, but rewarding in the extreme. Bruno strongly recommended we relax totally, and even try for a nap before attacking the M40 and M25 to return home. Very good advice.

It was a brilliant experience, all thanks to the Bear and we will return to Shenington during the summer for more of the same.



Up, up and away. Photo: Colin Murray

Contact Details

The Directors of the Club are:

Jill Oake,
Jason Barton.

The Club Committee is made up of:

Chris Leggett (Chairman),
Marc Corrance (Secretary),
Russell King (Membership),
Martin Emery,
Stephen Skinner,
Trevor Fielder,
Shona Fenion.

Reporting to the Committee are:

Richard Fitch (CFI),
Steve Codd (Club Manager),
Mark Kidd (Treasurer),
Paul Hayward (Safety Officer).

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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 above email address.