

# Cabletalk

## Surrey Hills Gliding Club Newsletter

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February 2019

### Editor's notes

We are now back to our normal flying schedules and there are some important changes happening at SHGC. Please make sure you read the '**Safety on the airfield**' article which gives notice of two safety meetings – please plan to attend one of them.

### AGM

This year's AGM is scheduled for 10 May at 19:30 in the clubhouse. The committee would encourage members to attend the AGM – it is your chance to support the committee and catch up with the formal side of running our club. It would be helpful if any member wishing to raise other formal business to advise the Secretary, Marc Corrance, on 01883 330726 or 07815 068116 by Friday 3 May. Drinks in the Wattenden Arms after the AGM is the normal routine.

### What an amazing coincidence!

*Andrew Woolley*

During my wonderful holiday in Australia a very funny thing happened when I visited the Geelong Gliding Club at Bacchus Marsh Airfield near Melbourne. I happened to notice a chap wearing a



SHGC polo shirt. It was Geoff Purcell who was also on holiday and had chosen the same place and the same day as me to get his foreign gliding fix. What are the chances of that happening? I even gave him a lift back to Melbourne in my car.

The Geelong Gliding Club let me fly solo in their Puchacz after a check flight which included two spin recoveries.



# Hugh Johnston

## 19/09/1933 – 10/10/2018

*Adrian Hewlett*

Hugh became a social member in 1999 on his retirement, ending in 2013 when he suffered a stroke which ended his driving. At the end of Summer 2018, he had a bleed on the brain which was treated successfully but a second incident resulted in his death a week later.

A member of the Vintage Gliding Club, in the Slingsby Sky (BGA 685) syndicate with Richard Moyse and others, he gained his Silver 'C' in 1977.

Hugh had damage to his back in 1985 – not a gliding accident – which ended his flying and he would come to Kenley to enjoy the sport vicariously. Although his logbook showed him gliding at Booker, Nympsfield, Shobden and Sutton Bank, his home club was Lasham. Longer serving members will remember Hugh's driving at walking pace to the launch caravan in his blue Skoda. His arrival usually had the miraculous effect that members suddenly made themselves useful at the launchpoint or elsewhere! He would regale unsuspecting folk with his gliding tales which would invariably commence with – 'I remember one day at Lasham ...'

But his logbook showed another side to Hugh. He was extremely self-critical; in very small, neat writing he would record very detailed comments – 'terrible attempts to thermal' – 'came down due to sheer ineptitude' – 'suspected of flying over Odiham' – 'helped retrieve the Scouts' hot air balloon G-BCAS – not even a drink for that!' My favourite though as a Kenley pilot, was during a week at Nympsfield – 'getting used to flying over towns'!

At his funeral, Paul Hayward and I, in Surrey Hills' uniform, represented the

Club saying farewell to another of gliding's many characters.

# Yasmin Khan

## 16/11/1940 – 15/12/2018

*Chris Leggett with help from Samina Khan*

Yasmin joined Surrey Hills Gliding Club in July 2015 after a lifelong interest in flying – but she did not tell the family what she was doing because she thought they might worry. As far as they were concerned she was going to art classes – this was typical of a lovely lady who had led a fascinating life.

An only child, she was born in 1940 war torn Germany and sadly her parents died when she was just a young girl.

At the age of 17 she came to England to learn English and soon met the love of her life. They decided to get married but, because of her age and the fact that she could not get parental approval, the only



*Yasmin prepares for her final glider flight.  
Photo Samina Khan*



place they could marry was Gretna Green. In those days to qualify to get married there you had to live in Scotland for 6 months. So that is what they did and they worked as “clippies” on the Scottish buses.

After returning to London Yasmin and her husband then had a variety of jobs before opening their own fashion house and later moved to the Surrey countryside which she loved.

They had two children and when the children were 10 and 5 Yasmin drove them from England to Pakistan on her own – some 5,500 miles – a remarkable journey with two young children.

In 2015 she started to learn to glide and fell in love with the peace and serenity of flying around the Kenley area with its fabulous views of the London skyline. Late in 2015 she decided to come clean with the family and, with the aid of a Go Pro, she set about making a film of her flying experiences. She then spent hours editing it and adding music before showing the family what she had really been doing!

Unfortunately she got ill before she got a chance to go solo but everyone at SHGC will miss her – a lovely lady who lived life to the full and will be sorely missed by all her family and friends.

## **From the manager**

*Steve Codd*

Never in a field has so much paint been applied by so few to so much. A big thank you to those who gave up the warmth of their homes to come and spruce up your clubs’ facilities, most of the time in less than ideal conditions. The launch point has been vastly improved both inside and out, a little more work is required to complete the launch point.

The winch looks like it did when we bought it nine or so years ago. We should



*Houston we have a problem, where has my wheel gone? Photo Steve Codd*



*Not how Steve thought his Christmas/New Year gliding trip was going to start! Photo Steve Codd*

be operating with Dyneema cable on one side within the next two weeks. There are quite a few other jobs that need to be done in the coming month or so, why not adopt a golf buggy, little work horses they are but be creative and spruce them up. The transit also needs a fresh coat of paint and general tidy up.

The gliders will be coming off line one at a time over the next month or so for ARCS and Annuals. Come into the workshop and learn the ins and outs of the workings of your gliders. The more people that help with the required work, the quicker we

can have all the fleet back up and flying. The K6 is almost serviceable after its Annual including a small woodwork repair due to a hungry mouse and new straps have been fitted.

The first week of February has been a washout with no flyable days, let's hope for better weather to come. Talk to me or any of the instructors and set yourself some goals for this coming season, last year's achievements show what can be done.

Our Juniors applied for various sponsorships and so far Shayan has received some money to boost to his flying account, well done.

Hopefully we will have a full turnout for the safety evenings planned for the end of February/beginning of March. They will be formal chats about 'how' and 'why' we operate the way we do so that we stay safe and protect your club assets from needless damage.

See you on the airfield, fly safe.

## Work parties

Chris Leggett

If I try and mention everyone then I will miss someone out so all I can do is talk about what has been achieved and thank everyone who has turned up to help with the many winter projects.

There have been a number of major projects and not all of them are finished yet but the improvements are substantial and we are getting into a better position for the coming year.

The main focus this year has been the winch which has had a major overhaul and is being converted to Dyneema – see the article on 'Safety on the Airfield' for



*Paul and Terry hard at work with the paint brushes. Photo Steve Codd*



*The newly liveried launch point gets its first trip out in the snow. Photo Steve Codd*

more details. Painting some of the parts of the winch has been a real challenge as it has meant crawling right into the guts of the winch in some very cramped spaces – but it look great as a result.

The launch point is the second major project and this still has the interior to be finished but the outside is looking great after its colour change and I am assured it





*It all needs painting. Photo Steve Codd*



*Almost nothing escaped treatment on the winch. Photo Steve Codd*

really stands out if you are flying – it will be easy to spot in its yellow and red livery.

The work on the inside of the launch point has started and we are going to add an interior skin and the battening has been done already. Just waiting for the panels and then we can complete that during a non-flying day.

The Grob trailer has also been undergoing an overhaul with the wheel bearing replaced and all the electrics redone to use LED lights. A few dents have been

knocked out and the rear door now opens and does not have to be screwed shut.

On top of that the K6 has now returned to service after its ARC and Annual and that too has had a coat of paint in the cockpit (perhaps more paint was used than Steve envisaged!). I think we have taught a few people how to use a paintbrush and other tools over the last few weeks – all good skills to have!

A lot of work has also gone on inside the main hangar to make the workshop area into an actual workshop – this means heating can be used without having to heat the whole hangar and that will allow more gliders to be worked on at any one time.

The fencing contractors have also been working hard and are approaching the Tribute on their return to the Cadets' hangar. Having flown from the north end of the airfield recently, it was noticeable that there were far less incidents with walkers and their animals being in the wrong place. The MOD do want us to continue with the 'incursions log' so if you have to ask someone (politely) to vacate the airfield then please make sure this is also written on the incursions sheet in the daily log folder.

## **Safety on the airfield**

*Chris Leggett*

Like Terry, when mentioning safety on the airfield in a previous issue of Cabletalk, I have not taken over as Safety Officer but there are some important changes the club needs to make. Steve Codd (Manager) and Paul Hayward (Safety Officer) have both given their input and reviewed this article.

As most of you know the fence is nearing completion and that will have an effect



*Our home airfield in the snow. Photo Steve Codd*

on where we can place the winch – this will allow us to fly in some conditions that have not previously been possible and/or we will be able to have a more ‘into wind’ take off making for a safer running of the airfield.

The other big change is the winch. During the January shut down we have been working hard on the winch – the doors and windows have been removed, fixed, and reassembled and all the paint work has been redone. This should preserve the winch for the foreseeable future. It was not until we started painting it in the same colours as previously that we realised how faded the winch had become.

However, the main reason for working on the winch is that we will be changing from the rope we have traditionally used to Dyneema. For those that don’t know, Dyneema is thinner and lighter so this

should give us a much better launch and therefore more height should be possible in whichever glider you are flying. Because Dyneema is lighter and thinner it will leave the ground quicker after the ‘all out’ and the weight and wind resistance will be significantly less – hence the better launch.

We anticipate this change will take place at some time in mid-February. To do this conversion we have had to send the rollers and guillotine back to Skylaunch who have been making the necessary modifications. One side is done and back in service and the other unit is now with them for the same modifications and when that is ready it will be returned with the Dyneema – once fitted we will all benefit.

Dyneema is more expensive than the rope we have been using but it should last a lot





*Ready and waiting to see the snowy views. Photo Steve Codd*

longer so by the time the Dyneema needs replacing we should be in a money saving position.

There are going to have to be some 'airfield changes' to make sure we get the best out of the Dyneema and to that end we will be making the following additional changes on the airfield:

1. No private cars are to use the main runway – the only permissible route for private vehicles will be just inside the fence on the tarmac – this includes private cars towing trailers to the north end for rigging.
2. The launch point caravan should also not use the main runway and should use the outer edge route at all times.
3. At no time should the winch retrieve vehicle, the launch point caravan or any other vehicle cross the Dyneema.

4. At no time should buggies or gliders that are being towed/manoeuvred, cross the Dyneema.
5. Except in emergency situations, no landing glider should land and then cross the cable.

To reinforce this we are having two more safety meetings and we would request that all members attend one of the sessions. We will be keeping a log of who has attended and who has not – those that don't attend will have to be spoken to individually before they can fly but this is very wasteful of Steve or Paul's time. **The dates for these safety meetings are Wednesday 27 February at 19:00 and Thursday 7 March at 19:00.**

It is in everyone's interest at the club that the Dyneema lasts as long as possible and therefore adhering to the new airfield changes, which are no different from most other sites that use Dyneema, is essential.



*Can you better this for a hobby? Photo Steve Codd*

## 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)  
Stephen Skinner  
Trevor Fielder  
Terry Hagerty

*Reporting to the Committee are:*

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

*You can contact any member of the team through the club at:*

The Surrey Hills Gliding Club  
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Surrey CR3 5FX

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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.*