

Cabletalk

Surrey Hills Gliding Club Newsletter

May 2020

Editor's notes

Firstly may I apologise that this issue is the first one of the year – it has been an extraordinary start to the year as you are all more than aware.

Also there is a severe lack of stories as no one has been flying much. January was a working month and then February and early March were not kind weather wise and we only flew on a very few occasions. After that we ended up in Covid-19 lockdown, a situation that has given us a number of unusual problems to solve.

We unfortunately start this issue with two obituaries, Simon Cousins and Peter Bolton, both of whom will be sadly missed.



Simon Cousins.

Obituary – Simon Cousins 1955–2020

Edited from Simon's eulogy

Simon sadly passed away on 6 April 2020 as a result of contracting Coronavirus. He was a committed policeman for 30 years as well as a proud husband, father and grand-father.

He was born in Leeds, West Yorkshire and from the age of 5 he said he wanted to be a policeman. He joined the Metropolitan Police cadets at 16 fulfilling his childhood dream and making lifelong friends, and collected a wealth of stories from his varied and interesting career.

His first posting was to Kentish Town and later was promoted to the rank of sergeant at Lehman Street in East London. Soon after that he met his future wife Debbie.

Simon and Debbie had two children, Sarah and Peter. The romantic side of Simon never waned throughout their 36 years together. Sarah says he kept the florists in business sending a red rose to Debbie's work for a year; there were always bouquets for the anniversary of the day they met, the anniversary of their first date; their engagement and of course their wedding anniversary.

Simon was later transferred to Royalty Protection, initially working for the Royal family in general and then for Princess

Margaret. It was from this time that Simon would summon up stories which he would happily tell at a dinner parties, on the golf course at the gliding club or latterly on cruise ships to an eager audience. Simon was proud to be made a Member of the Victorian Order which was given by the Queen as a personal gift to members of her household. When he received the award, the Queen asked Simon how long he had been in the service of Princess Margaret. '10 years Ma'am' Simon said. The Queen responded, 'well you deserve more than this'.

Simon kept busy in his retirement. He learned to play golf and played at Effingham Golf club. He had a passion for flying and learned to fly gliders at Surrey Hills Gliding Club and was most proud to have earned the right fly solo. He had a lifelong love of history; particularly that of the Air Force during the Second World War and was delighted in retirement to take a flight in a Spitfire from Biggin Hill and he was overjoyed when the pilot allowed him to take the controls. He was able to fly over RAF Kenley as the gliding club was not flying which made the flight even more special.

Simon will be remembered as a storyteller; he was lucky in the last few years to combine his love of travelling with tales from his varied and interesting career. This started with talks to the local Scout movements, Rotary Clubs and the WI. Later he took his tours international!! He and Debbie cruised the world with Simon delivering talks on-board and guests would often invite them to join them for a drink in the evening or dinner in the hope of hearing some of the stories that didn't make the approved edit.

Simon was a committed member of the Surrey Hills Gliding Club and he flew most weeks and always had a story to tell. SHGC owes a great deal of thanks to

Simon for his generous donation that enabled the club to overhaul and upgrade the winch to use Dyneema. He will be missed by all at the club but, of course, particularly by his family and friends.

Obituary – Peter Bolton

1935–2020

by Marc Corrance

It is with great sadness that I must report the death of Peter Bolton at the age of 85. Peter Bolton was a long-standing member of the Surrey Hills Gliding Club having joined in the 90s and up until this year he remained a Social member having only stopped flying a couple of years ago. Peter came to gliding quite late on in life but he threw himself into the club and contributed enormously to it. In some ways the club would not exist were it not for him. In his time as a member he took on almost every role from Club Secretary and then on to Club Chairman as well as the Editor of the club magazine 'Cabletalk' where he often kept the members amused with his cartoons depicting stories from the club.

During his time as Chairman the club was forced to cease flying by the MOD over an historic issue of land ownership and it was only through the careful negotiations by Peter with the MOD and our local MP that an arrangement was eventually made to allow the club to continue operating under a licence with the MOD. Some of Peter's negotiating skills were undoubtedly gained during his successful career as a Civil Servant when he worked in the House of Commons.

After retiring as Chairman of the club Peter still wanted to help as much as possible and when the club bought a two-seat glider from a club in France Peter



Peter ready for take off.

happily volunteered to go and retrieve it with our CFI Richard. Richard fondly remembers that Peter brought a blanket along in case he got cold in the car, but this blanket doubled up as a dog blanket and he still remembers the smell of dog to this day!

For me I will always remember Peter as a witty and fun person to be around who was great company and was always smiling. He often participated in the club trips to other airfields both for the flying as well as the social aspect and was extremely good company. He would often volunteer to crew for badge attempts (as he did for my silver) or just to visit another club on a weekend and I am incredibly grateful personally for all his help when I started gliding. Peter was well loved by everyone that had the pleasure of meeting him which can be seen by the number of people leaving messages for him on the club's Facebook page. Ben

Watkins also has fond memories of Peter and wrote the following:

'I was a young lad hanging around the gliding club in the early 90s and Peter was very kind and encouraging to me. He was always the first to offer me a lift when going on club trips away. He retrieved me on my first ever field landing in HCZ probably in around '98 or '99. When Peter took over as editor of Cabletalk we discovered he was rather a talented cartoonist and the drawing of Peter Wann towing a trailer home from Hus Bos with a man walking in front of him waving a red flag is still fresh in my mind 20 years later. In the early 2000s the club nearly went bankrupt and we convened an Extraordinary General Meeting to decide how to save the club. Peter was club secretary at the time and at the end of this sombre occasion there was one person whose name wasn't on the register so Peter called out "your name is not on the list, what is



Peter always ready to help others.

it"? There is no doubt in my mind he knew the resounding answer from everyone else in the room would be "Don't tell him Pike"! Thank you Peter for some of the happiest memories of my life.'

Peter you will be sadly missed by all who had the privilege to know you, but especially by your wife Gill, son Tim and grandchildren Toby, Chloe and Briony.

Cryptic Clues

Terry Hagerty

Below are a number of flying-themed cryptic clues that I've compiled for you to solve. Please have a go and forward your answers directly to me at my email address: eugene.hagerty@sky.com

I will queue all answers in strict order of receipt, and the first all-correct answer will receive the cost of a glider launch from me. If nobody succeeds with a full house, I will then look at all entries in strict rotation to decide the earliest entry with the most correct answers. I have already sent in my own entry but am not totally sure that I've got them all correct, so please have a go.

Entries are open to all SHGC members and readers of Cabletalk and should be submitted to me by midnight on Sunday 31st May 2020.

If the winner is a non-flier, I will donate the prize to the Club and buy the winner a drink. If the winner does not drink, I do.

Good Luck!

1. Sporting hobby group initially plus a heavy whack with one. (4)
2. Doesn't exactly grab the aeroplane. (4)
3. Not A1, move on flier! (2)
4. Put out some of the flames, and that's a warning. (4)
5. A singularly warm garment to help you up. (7)
6. Brands Hatch has one but some pilots eschew them. (8)
7. Get away quickly, like the sea vessel. (6)
8. There's no valley in Winchcombe, but it's certainly windy there. (5)
9. Like Napoleon with his uncle – Man , that programme was ages ago, and he was on his own! (4)
10. The gold-leaf man's air carrier, nearly. (6)
11. Pull the gutter back but only halfway, then fly it. (3)
12. Leave most of the toast and call, then its secured. (4, 4)
13. Has everyone left ? Shout it! (3, 3)
14. A chairman ran that comical race three times with someone else and insisted on a couple of teas at the end. (7)
15. Tie these too quickly and you will strain something early on in the process. (5)
16. No point in standing under one of these in the rain, you have to sit down. Clear? (6)
17. Not exactly the periodic Table, but always good to chat or read something airily. (9)

The other 9/10ths ...

Jonathan Hill

Editor: This article was written before the Covid-19 lockdown. Since then Jon and Ian have completed a lot more work and the whole fleet, apart from the Vega (see below), is ready for the off after the lockdown is eased and we can fly again. Thanks Ian and Jon – your help and expertise is much appreciated.

As the air experience visitors walk the wing back I make sure they appreciate that gliding is 1/10th flying and 9/10ths pushing and shoving. What I don't tell them is what's involved as the club's technical officer, a BGA requirement as the point of contact for all things glider related to be cascaded to clubs and someone who keeps an eye on the gliders,

ensures their Annual Inspection & Airworthiness Review Certificate are completed on time and delegates out maintenance tasks . . . where appropriate . . .

So what have I done in my first four months apart from change a few tyres?

Our Grob 103 G-CKFG was off line first. Members de-rigged and put the fuselage in the main workshop and the wings in the hangar. While Mark K and Paul H spent a fraught afternoon removing the nose and CofG hooks, which I sent to Tost in Germany for an overhaul, Paul A vacuumed the interior then spent many hours removing the tape residue from the wings, fuselage and tailplane, next time he'll warm it first! All wheels were removed stripped, cleaned, re-greased and refitted. Under inspector Steve Sk's supervision, I completed repairs to its elevator trailing

edge where it had been DAMAGED HITTING THE HANGAR DOOR and gel repairs around the tail and nose wheels. We removed the rudder to inspect the hinges and Mark K and I spent a couple of mornings replacing the chafed wheel brake hose and then reverse bleeding the hydraulics and another refitting the hooks. With regional inspector Ian P the air brake caps were removed and the springs replaced as the left one fluttered when cracked open. A worn wing tip skid was replaced, aileron and rudder Mylar was replaced and Paul H and I polished the wings. Dave H supplied protective plastic which was applied under the fuselage to reduce stone chips. Ian P completed an internal inspection of the air brake bell cranks and brackets inside the wing then completed and signed the paperwork and KFG is now ready for another year's good service. So look after it.

Second was our K6 CR G- BYL. Derigged by members and vacuumed by Paul A. Easy removal of the CofG hook and a particularly challenging removal of the nose hook by Russell K and Adrian R took a whole day. I removed, dismantled, cleaned, greased and refitted both wheels. Ian P and I worked on till 7pm one evening replacing the rudder cables which was particularly difficult. Ian required some rewiring of the panel so I got the soldering iron out. HANGAR RASH to the elevator and tailplane required attention which I dealt with using non-shrinking dope and colour match paint. Tost returned the hooks which Mark K and I fitted, the nose hook requiring four hours of arm bending contortions to refit and connect up. Annual & ARC complete, Ian P signed it off and members rigged it, so it's back on line. So look after it.

Third off line is our Sport Vega G-DELD, derigged by members and with the fuselage inverted in the hangar workshop I removed, dismantled, cleaned and checked the friction material in the wheel brake, re-greased and put them to one side awaiting Ian P's inspection. Summoned to the workshop my heart sank when shown the bent and split automatic control hook up funnels. I remember one day last summer when a member was rigging ELD having bought it back from a trip away and the wings wouldn't slot in, they summoned help and with others on each wing tip pushed hard towards each other, this is what caused the damage. These funnels are in a stress critical hard to access part of the fuselage. Spares are like hen's teeth and expensive as are the specialist skills required to do the work. There is now a considerable amount of work to be done investigating a possible repair, which if excessively expensive, will write off the glider. Gliders are made to close tolerances requiring careful accurate rigging. Excessive ham fisted force will cause damage which on a low value glider will make it uneconomical to repair, writing the glider off. It will be off line for a long time and may not fly again. Should have looked after it.



Damage to the K8 wing – a little carelessness.



Rigging damage to the Vega – the funnels on both sides are the same.

Our K8 G-CJFT was damaged in the hangar recently when an experienced visiting pilot fitting the canopy cover lent on FHO causing its wing to drop down onto the K8's, the tip skid puncturing the K8's wing fabric. Luckily the up going wing just missed the K6's elevator and the side of the hangar. Little mistakes can lead to more grievous unnecessary damage. Earlier that day the tail wheel had to be taken out of the K8 to clear the hard mud preventing it rotating. If the main and tail wells were thoroughly hosed out every day the build-up wouldn't occur, and the gliders would be easier to manoeuvre. JFT is the last one due its annual.

I've repainted the hangar guide lines, please use them and tailplanes won't hit hangar doors. The 'T' marks where the

launch points have been freshened and at the north end just stop the Disco along the yellow line and adjacent to the paint at the foot of the fence post.

So, the Vega is off line with an axe hovering over it, KFG should be on line and FHO hopefully too with BYL as the single seater while JFT has its annual, fingers crossed there are no major issues. It has been a particularly heavy maintenance year, I really do hope the next isn't a repeat. Thank you to those who lent a helping hand. In short fellow members, for that is all I am, look after YOUR gliders, manoeuvre them carefully as you've been taught . . . or you might find yourself without them.

Jonathan Hill, SHGC technical officer, and just a member like you.

Chairman's notes

Chris Leggett

As we all know the whole world is in a very strange place at the moment with the Covid-19 pandemic. Although hopefully we will be able to return to flying soon, it will almost certainly be with strict controls for the foreseeable future.

In other news Steve Codd has now moved up to Scotland and he marked his departure with a landout on a golf course in Epsom – not the way he envisaged his last flight from Kenley ending I suspect.

The new 615 clubhouse is nearing completion and the contractors have now moved out. So we can expect the cadets back in the near future once flying recommences.

As I finish my third year as Chairman I would like to thank the members and the committee for their support. There are a



Steve Codd's last flight over the airfield before landing out in Epsom.

number of individuals I can pick out but that would be politically incorrect.

I was looking forward to a quieter year this year but with the Covid-19 pandemic that probably won't happen – let's hope we get back to flying soon. In the meantime I hope all the readers and their families stay safe and well.

Contact Details

The Directors of the Club are:

Chris Leggett
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)
Mark Kidd (Treasurer)
Paul Hayward (Safety Officer)
Jonathan Hill (Technical Officer)

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

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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.