

Cabletalk

Surrey Hills Gliding Club Newsletter

July 2021

Editor's notes

Thankfully we are back to flying and as, hopefully, the Covid-19 restrictions are coming to an end, we can look forward to some great flying over the next few months. My thanks go to everyone for their hard work and support during the past few months.

Unfortunately we start this issue of Cabletalk with a tribute to Michael Warren who sadly passed away recently.



Monty, how he would want to be remembered.

Obituary – Michael Warren (Monty) 1938–2021

*Edited from his obituary by
Stuart Warren (Michael's son)*

Michael was born on 27 April 1938 in St James Hospital, Balham.

In 1939 he was evacuated from London with his cousin to Queens Camel in Somerset where he stayed for 2 years.

He was again evacuated from 1942 to 1945 with another cousin to Abingdon where he had fond memories of going to the cinema three times a week and playing by the River Thames.

His main memory of this time was that Alan's mum, Lucy, worked in the local hotel which was also the Officers' Mess for the bomber crews stationed at the local RAF base. He remembered that when chicken was served in the hotel, a cooked

chicken would appear on the hotel windowsill and it would magically re-appear on their dinner table (a pleasant change from rationing).

He went on to study at Brixton School of Building which is now part of South Bank University.

At aged 18 in 1956 he got his first property job as an articled surveyor with the princely weekly pay of £2 8s 1d a week. After that he did his mandatory National Service with the Royal Artillery between 1959 and 1961.

In 1961 he married and had 4 children: Stuart, Fraser, Julius & Tiffany. The family moved only a few times from Crayford and to Salisbury's Road in Bexley.

This relationship did not last, and he had the good fortune of meeting his second wife Alison whilst on holiday in Spain in 1983. Alison had 2 daughters Karen & Lorraine. They were married on 26 July 1986.

Michael's other great passion was the military where he trained, received his commission on 4 August 1970 and became a second lieutenant in the 71st Signal Regiment based in Bexleyheath. During his long service with the Territorial Army he served in the Royal Yeomanry, Royal Armoured Corp and finally 16 years with 1 Regiment Army Air Corp.

During his time in the TA he also attended many exercises in West Germany. He took part in the largest British military exercise since the end of World War 2 (Exercise Lionheart) in 1984 that covered most of the British Army of The Rhine area.

In his final few years in the TA Michael had become a Field Officer for the UK Special Forces HQ. During this time he was the only Special Forces Field Officer allowed to wear the light blue beret of the Army Air Corp, with the permission of the Brigadier in charge, as this was a condition of him accepting the post.

Having achieved the rank of Major he retired from the TA in 1996.

Having left the TA he became a member of the Honourable Artillery Company based in City Road, London. He also joined the Light Cavalry detachment (as he also loved riding). During his time here he performed various ceremonial duties including parades for the Queen and assisting in the Lord Mayor's Show.

During his time with the HAC he had 4 visits to India arranged with the President of India's personal bodyguard.

Michael was also as very keen glider pilot and an active member of Surrey Hills Gliding Club.

Finally, Michael had a very happy life and was extremely proud of his 3 sons, 3 daughters, 14 grandchildren and 3 great grandchildren.

Michael joined the Air Training Corps on the 7 October 1953. Michael learnt to fly in the ATC and he took his first solo flight on the 11 April 1955 at the age of 16 at Kenley. The flight lasted 8 minutes. Michael's last flight in a glider was on the 17 March 2020, also at Kenley.

Editor: Michael's ashes were scattered from a height of 900ft above RAF Kenley from his beloved K8 G-CJFT at 12:41 on 29/06/2021, 20 years after joining the club. His family were present to attend his final flight.

Rescuing a Classic Glider

Andrew Strand

Following a break of many years from gliding, I returned to the best sport in the world at SHGC.

After a couple of years, the time came to buy a glider, I already have a share in a T21 which is being rebuilt, however it is unlikely to fly for another couple of years, the T21 also does not have a trailer . . .

One day at Kenley I followed the smell of freshly applied dope and found Ian



Pattingale repairing our K6 in the workshop. After helping Ian and chatting about different gliders, we got into a discussion about a Slingsby T49b Capstan (Trigraph BRA) that needed a little love that Ian was selling, and yes it had a good trailer which would swallow a T21!

A few weeks later, whilst returning from a family holiday, we drove past Kestrel Gliding Club at RAF Odiham, and snuck in for a look at BRA.

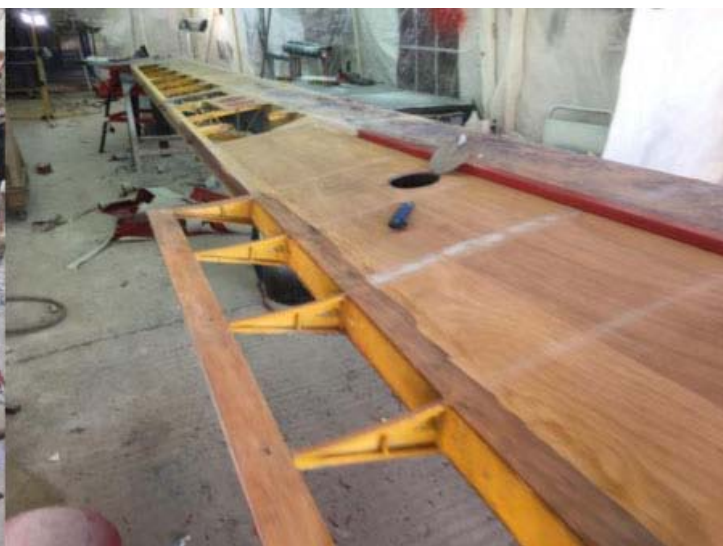
Well once we had seen it, we fell in love and we just had to have it, we could not leave it as it was, after finding out it had not flown since 2012 and had won an award at a classic glider rally for the scabbiest glider of the week.

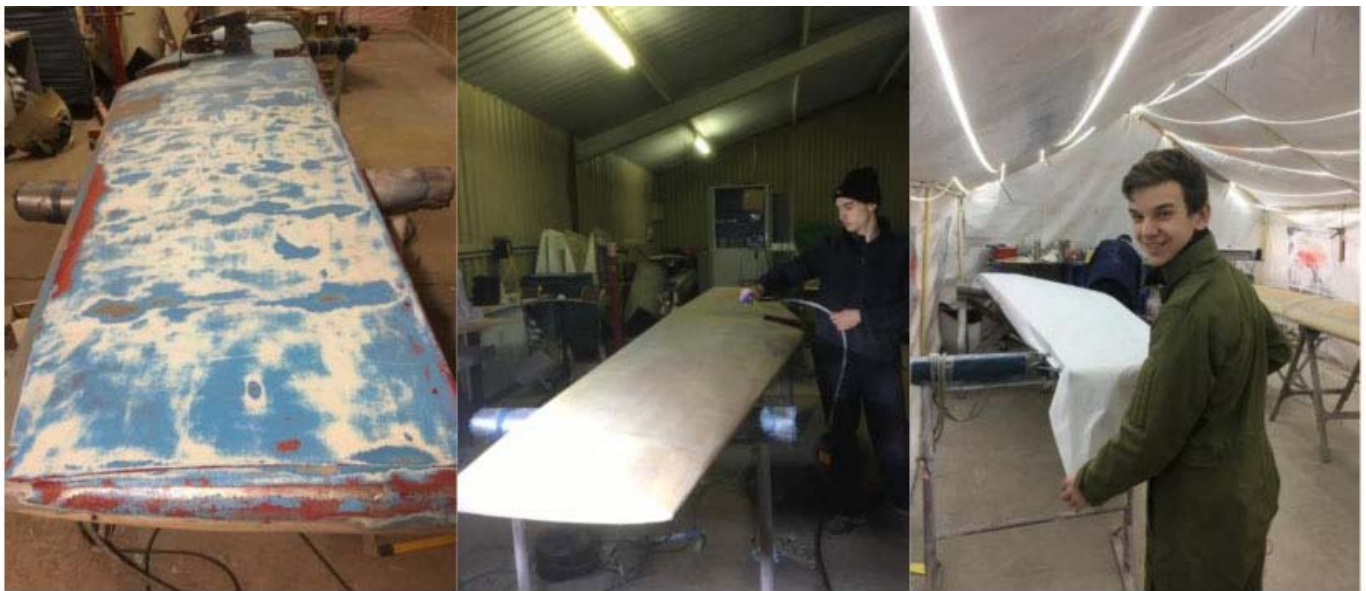
Lockdown then appeared again, and I was the proud owner of BRA and deposited it

in the temporarily vacant RAF Hangar at Kenley. Lots of soul searching and research followed about how to recover vintage gliders, this led me, via the Vintage Glider Club, to Terry Mitchell, a very experienced BGA inspector and glider repairer.

The next weekend I popped up to Hinton-In-The-Hedges with BRA for an appraisal of what needed to be done, after 3.5 hours of ripping off layers of paint and old fabric, BRA's wings were bare . . . I drove home that night thinking what have we done?!

Terry agreed to do the work with me providing elbow grease, and boy lots of it, and we set about a complete rebuild of this gentleman's carriage of the skies. Did I mention how big and heavy the wings and fuselage are . . .?





Over the next few weeks, myself, my wife Sacha and children Isaac, Reuben and Imogen all visited Hinton and learned the fine art of wood repairs, fabric and doping and lots and lots of sanding and rubbing down. Once you smell the dope, you can always smell it.

No glue joint or control cable or indeed any component was left alone, and 600 hours later, yes you have read this right 600 hours later, BRA came out of the workshop into bright sunshine, was

weighed, inspected and a fresh 30 day C of A ticket was applied.

Did anyone see my 1963 Daimler V8 Saloon? Well we sold it to pay for the renovations of BRA who incidentally was also made in 1963, it seemed appropriate.

I very gingerly towed BRA back to Kenley via a Friday rush hour M25, stupid boy!, and parked BRA and its massive trailer in the trailer park, sorry to David, Roy and Don, I now have the biggest trailer in the park . . .





Half term holidays at school coincided with the time to do BRA's post restore maiden flight, and as a family the Strands (with some help thank you) rigged BRA for the first time, did I mention how heavy the wings are and how long it takes to rig?

Adrian Lyth and I then had a discussion about flying BRA, Adrian had flown a Capstan before and I had devoured the pilot's notes and spoke to other Capstan owners, Phil geared up the venerable winch and we launched to about 900ft, not bad we thought for a big glider with a compromise hook with a crosswind.

Luckily for Adrian and me, BRA flew beautifully (the recently repacked parachutes were not needed), remembering that Capstans fly in a nose down attitude,

this was followed by 2 days of me flying my family, with some extremely short flights and a couple of climbs up to the dreaded TMA layer.

It was not wasted on me that I was flying a new to me glider with some interesting attributes, such as huge airbrakes and a spectacular view from the cockpit, the weather was also marginal from a crosswind perspective and I was flying extremely precious cargo in the form of my wife and children (Sacha is a glider pilot too, so it runs in the family) talk about no pressure then!

An expert packing of the hangar ably led by Jon meant the T49 could stay rigged overnight, however on Wednesday night BRA needed to be put away in the trailer, we went home absolutely exhausted.





Rigging BRA is challenging, I would like to thank all of those who helped, and those who help in the future, and I am working on a number of improvements to make this task easier.

Was it all hard work? . . . yes, did it cost a lot of money? . . . yes, was it all worth it? . . . ABSOLUTELY, BRA is fun to fly, very sociable and there are only a few left now in flying condition.

Also Isaac, Reuben and Imogen have now been bitten by the gliding bug, Isaac has joined the club, and in due course Isaac will go on the insurance, and a new generation can enjoy Fred Slingsby's finest (enclosed cockpit) 2 seater.

As a family we are very much looking forward to touring gliding sites with BRA and doing some memorable flights, and if anyone wants a trip with me, just let me know or ask when BRA is out to play. I will however at some stage need to fly solo and do some more badge flights.

By the time you read this BRA will be close to being re-presented to the Vintage Glider Club community at the 25th Anniversary Rally at Camphill, I hope they liked it!!

I can definitely recommend Vintage glider ownership, and would be happy to speak to anyone about the joys and pitfalls of a renovation of this depth.

I am wondering just how far can I go in a Capstan and . . . who needs an ASG 32 anyway?

The Hangar Roof

Richard Fitch



I wonder if the guys in these photos would come back and replace the hangar roof?



I think the pictures date from October 1990.



Editor: This is all very appropriate as we prepare to get quotations to renew at least the outer layer of the hangar.



Chairman's notes

Chris Leggett

For those that could not attend the AGM or have not heard about the changes, Mark Kidd and Trevor Fielder both resigned from the committee at the AGM and we thank them for their service. We are however delighted to welcome Sam Coole and Andrew Strand to the team in their places.

615 VGS have resumed weekend flying and although they are still training their instructors, they are hoping to fly cadets soon. Since their return we can now lock the pedestrian gates when we are flying which has further improved safety.

I was going to include an article (written by Richard Fitch) on the new Pilot

Licensing but as many of you will have heard, this has been put back again – there are a lot of people that are not surprised!

The Lincoln Run

Richard Fitch

An Avro Lincoln was flown into Kenley in the 50s and it never left.

It lay on its belly with the undercarriage missing for several years.

It was a Lincoln 1 RE242, which served with the BBU (Bomb Ballistic Unit). In 1955 it was fairly complete but later it was used for fire practice and eventually became just a pile of scrap. The Avro Lincoln was a 4 engined heavy bomber which first flew on 9 June 1944. It was developed from the Avro Lancaster. The Lincoln became operational in August 1945, too late to see action in the Second World War but it did see action in Kenya. In all 604 Lincolns were built (7,377 Lancasters were built). The Avro Shackleton marine patrol aircraft was derived from the Lincoln, as was the Tudor airliner. The Shackleton remained in service with the RAF until 1990.





The photo on the previous page shows Marc at Cosford with a Lincoln. Above:

the burned out remains of the Lincoln that landed at Kenley and never left.

Contact Details

The Directors of the Club are:

Jason Barton

Terry Hagerty

The Club Committee is made up of:

Chris Leggett (Chairman)

Marc Corrance (Secretary)

Richard Fitch (CFI)

Paul Hayward (Safety Officer)

Jonathan Hill (Technical Officer)

Stephen Skinner

Sam Coole

Andrew Strand

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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.