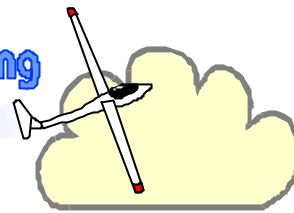


# ALL OUT ALL OUT

The Welland Gliding  
Club



Volume 1, Issue 2

May 2002 Supplement

## Who's Doing What ?

### COMMITTEE

<b>Chairman</b>	Meyrick Jones
<b>Treasurer &amp; Insurance</b>	Andy Lockwood
<b>Airfield &amp; Buildings</b>	Chris Curtis
<b>Membership &amp; Youth</b>	Dave Chisholm
<b>Ground Equipment</b>	Bill Burgess
<b>Company Secretary</b>	Fred Thomas

### OTHERS

**Safety Office and Cadets** Michael Neal—reports to the Committee

**Gift Vouchers & Flight Organiser** Sue Harris reports to Andy Lockwood

**Cashier for Airfield Monies**— Alan Bushnell reports to Andy Lockwood

**Winchmaster** Peter Pearson reports to Bill Burgess

**Winch Launch Accessories** Ken Martin reports to Bill Burgess

**Control Point Forms** Dominic Chisholm & Robert Lockwood report to Dave Chisholm

**Duty Marshall List** Jane Cooper reporting to CFI

**S & G Correspondence** Jane Cooper reporting to Meyrick Jones

**Club Aircraft** Dick Short reporting to Meyrick Jones

## Dates for your Diary — 2002

Saturday 22 June—Sunday 23 June

### Open Weekend

"Our major new member recruitment drive"

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Friday 28 June

Social Evening—Green Dragon Pub

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Monday 15 July— Friday 19 July

### WGC Soaring Week

Venue: Husbands Bosworth, Fee £20

Cross-Country task week - open to all

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Saturday 27 July - Sunday 5 August

### WGC Flying Week

"All the flying you can get,  
from tasks to training - open to all"

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Sunday 3 November

Information Meeting in Clubhouse at 3pm

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November

Annual Dinner & Dance at The Hilton,  
Corby



## INSIDE THIS ISSUE

Read Chris Curtis' great tale  
"A Nearly Final, Final Glide"

&

Streb's Invitation  
"Flying for Scotch"



## Flying Charges—

Launch before 11 am

&

Pay only £3 + normal minutes !!!

## VISITORS CHARGES

<b>Day Visitor—</b>	Winch launch—£20
	Aerotow 2000' - £40
<b>Friday Evening Groups (min of 5)</b>	Winch launch £18
	Aerotow 2000' £40
<b>Friends and Families (not Fridays)</b>	Winch launch £15
	Aerotow 2000' £40

## CHIPS ROUND THE WORLD **Flying for Scotch.**

By **Michael Neal**

We know the Chipmunk as a glider tug, especially in Supermunk form, but its original role was as a basic trainer and in this capacity, and subsequently for air experience flying, it is the longest serving British military aircraft of any type.

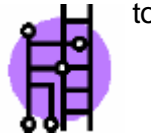
To commemorate 50 years of service two RAF Chipmunks were flown round the world in 1997 by 3 pilots flying in shifts. One of those pilots, Bill Purchase, has agreed to come and talk to us about the trials and tribulations of the trip on **Tuesday evening, 30 July**, that is the Tuesday of Flying Week. At the time Bill was O/C No 7 Air Experience Flight based at RAF Newton, he has since retired from service but still flies on a part time basis one or two days per week.

The intention is that we have a meal at a local pub, or possibly even an Indian takeaway or similar in the Clubhouse, at about **19.30** to be followed by the talk. Final details have still to be sorted out but it should be a good evening, even if you're not participating in Flying Week, so put it in your diary now.

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By **John Strzebrakowski (Strzeb)**

Anyone who has a mind or passion (and both helps) fly out of gliding range of your home airfield towards some (relatively) far off place can get a place on the **club and national ladders.**



Any glider will do, as all popular gliders have a handicap rating.

Any pilot (post Bronze C) can do, the club pilot is handicap rated for the club, but not the National Ladder.

There is a long and not difficult (post Bronze C) formula to work out how the flight is placed. The best four flights count for the summation.

### Things that help.

1. Declaring your flight goals or turning points (T.P.'s)
2. Getting round,
3. Declaring no more than 3 or preferably 2 T.P.'s,
4. Declaring a long task,
5. Getting round quickly,
6. Filling in a claim form.
7. Keeping your glider in one

working piece and back at the airfield so you can have another go at the next opportunity.

There are BGA prizes for the national winners for which evidence is required; otherwise just to compete, the

pilots word is taken as gospel (except for up to 2 height gain flights when you have to persuade your steward with barograph traces).

Why do it? Some for fame, some for money (spending it), some for a smug feeling of satisfaction, some for a frustrating feeling to motivate, some to compare self with previous selves over years or others in any given year and some for Scotch. Perhaps you can think of some other reason like 'because it's there'.

### Club Prizes

Presentations were made at The Annual Dinner and Dance 2001

For Highest Score to Werner Leutfeld who Nationally came 29<sup>th</sup> in the Weekend Ladder.

For Runner up to Michael Neal who came 65<sup>th</sup> in the Open Ladder.

Highest Score on a single flight to John Heath.

**Next year it could be you,** especially with the pilot handicapping system based on pilot hours and previous achievement. If you do a Silver C this year **put a claim in** or even if you land out trying.

If there are any questions or suggestions see me.

## CFI Report for May 2002

Nigel Perry



### Winter Activities

The annual Bronze and Cross country lectures were a success and kept the membership motivated. Thanks to all the instructors who contributed to the lectures.

### Spring into Action

April was a good soaring month although May has showed little promise to date. Paul Porter has made the best of the weather and has already completed his basic Bronze and has achieved his Silver Height. Jason Hammett also now has a Bronze and has converted to the Pirat. Well done guys.

The ab-initio week was beset by bad weather with only half the week being flyable. However, it was productive for those that were there. I suggest that next year we have a booking fee to gain commitment from those that state that they will be there.

### Safety in flight

Please do not climb steeply on the winch launch. You know that alarm bells should be ringing for you if the speed is outside of the safe area. I have seen some very sloppy flying recently—low and slow circuits; not fully held off landings; no airbrake landings; thermalling in circuit. Some of this has been by our very experienced pilots who are setting examples to our less experienced pilots. Pilots who go on their initial cross country flights will have problems if they copy this.

All the Full Cats will be looking

more closely at the general flying standards this year.

### BGA Puchacz

The BGA Puchacz will be available to us during our flying week. Any of you requiring spin checks should see me. When was the last time that you had a spin check?

If the weather is kind to us again then we might manage some dual cross countries for those working towards their Bronze endorsements.

### And finally...

There is something for everybody at our club, be it vintage gliders, cross countries, badge claims. The instructor team and I are here to help you so please speak to us. We all want the club as a team to move forward safely.

### Membership News May 2002

#### Dave Chisholm

Our thanks to all of you who have renewed your membership for yet another action packed year of gliding at Welland G.C.! For the few of you that may have just let it slip – there is still time to renew and maintain all the benefits that it brings.

Just a quick note to say that the 2002-2003 year has started well with the addition of two new cadets, new junior members and the prospect of a few more “over 21’s” to join the established band of 55 members in total.

So far this year the field has con-founded the old school of “its been raining so we won’t fly” –

and thanks to an increasing band of early risers (club members too!) we have even been flying before 10am on occasions! Well done to the early birds – lets see a few more joining them.

Trial lessons have been given a strong start thanks to our “super saleswoman” Sue Harris and of course all of the members that have encouraged friends/ family and acquaintances to come along and fly – keep up the good work!

## Social Events

By Suzanne Harris

**Games Evening** - Friday 28th June 2002 at the Green Dragon, Brigstock. Following the success of the Games Evening at the Lilacs earlier in the year we look forward to seeing even more of you at this one which is being held at the pub nearest to the airfield. Please support the Club's the social events and help us to continue to develop the WGC social scene. All members and their guests are welcome. Please arrive 7.30pm for 8pm start to the skittles game. Price £5 including buffet. **Payment to Alan or Lisa as soon as possible** to enable catering arrangements to be made.

## Annual Dinner &

**Awards** - Saturday, 16th November 2002 - the main event of our social calendar. All members, flying and social and their guests are welcome. Please make sure that you put this date in your diary. The venue is the Hilton Hotel, Corby on the A43 about 3 miles from the airfield. If you have any ideas you think may help to make this year's event even better than before please contact Sue Harris on 01933 440003 or email [suzanne.harris@lineone.net](mailto:suzanne.harris@lineone.net). **Any more ideas???**

## Safety Matters

Michael Neal



I am writing this in mid March, and we have not yet started flying again regularly from Lyveden, but no doubt by the time you read this we will have been operating for some weeks.

Nevertheless it is opportune to remind members that they will be rusty. Even those few who have managed to fly fairly regularly over the winter are likely to be less polished than they were at the end of last summer so do take care. Solo pilots don't hesitate to take check flights. Obviously take one or more as appropriate if you are outside your check level currency but even if you're not it is a good idea to fly with an instructor occasionally. Go into it with an open mind and you'll be surprised what you might pick up.

As we start operations again the skies are not always going to be blissfully sunny and calm. In the spring there can be quite difficult conditions, often windy with blustery showers. Whilst I would encourage you to fly in as many conditions as possible to broaden your experience be aware that the weather can change, often quite quickly. So if you have limited experience don't hesitate to ask for a briefing before going off on your own if the conditions look at all difficult. This is especially so if you missed the general morning briefing but even if you were there it is worth checking again.

Don't forget that your glider may end up with wet wings due to the spring showers, either on the ground or when flying. On the ground you can dry them off before flying but even so it is rare to get them fully dry so expect some deterioration in performance and add a few knots onto your airspeed. When flying, if

they get wet, then again put on a bit of extra speed and be especially careful in this respect when approaching to land, it is far better to go a few yards further up the field than to stall into the undershoot.

One thing that is concerning the gliding movement generally is near misses, particularly during the launch and especially the winch launch. We all say "Clear above and behind" before signalling for the launch, don't we? Assuming we do look, and I'm not convinced that everybody does, there is a temptation, with this form of words, to look at the approach and not much else. It is important to look all round, both before signalling starts and whilst the glider is still on the wire. It is a time of high workload for the pilot and, due to the angle of the glider, he/she has unusual blind spot areas so may not easily see other aircraft. Bear in mind that from starting to signal to the glider releasing the winch cable could be 1½ - 2 minutes, even if the winch driver is on the ball. In this time an aircraft, even a slow one, 2-3 miles away when signalling starts could be over the airfield before the glider releases. We should all therefore keep a lookout when a launch is taking place, remember that anyone can call to stop the launch. This problem of powered aircraft over flying gliding clubs seems to be getting worse, at Lyveden we have our fair share, and is probably due to increased use of GPS for navigation. Even though gliding sites are going to be more clearly marked on air maps from the new issue if power pilots don't look at their maps it won't help much. So everyone should be on their guard.

One final point about launching.

It is becoming increasingly common to put the cable onto a glider with no one on the wing. This is very bad practise and only requires a snatch on the cable, perhaps caused by a vehicle catching the cable out of sight by the winch, to initiate a ground loop with possible serious consequences. If there really are not enough people to hold the wing and attach the cable then should we be flying? The chances are however that there are a number of people in the caravan or just standing around who could be asked to assist. So ask them.

I would like to wish you all plenty of good and safe soaring over the coming season.

### SAFETY FLASH— May

I was not at Lyveden during the weekend 11 & 12 May but my bush telegraph tells me of a couple of potentially dangerous situations on the Sunday.

The first involved sending an aerotow off without warning the winch as a result of which the cable retrieve tractor left the winch with cables in tow. Luckily the tractor driver noticed the aerotow at an early stage and was able to divert to the side of the field out of the way without causing too many problems with the cable. A clear case of the log keeper/signaller failing to do his/her duty you might think, something most of us have done if we were honest. Things are never that simple.

It appears that the person manning the control was relatively young and inexperienced, nothing wrong with that, how else do you get experience without doing the job? It also appears that there was quite a collection of other bodies in and around the control.

[Continued next page]

### **Safety Flash Cont.**

We all know the situation, someone finding out where they are on the list, another trying to check their times and another couple talking about the meal they had out together the night before. We've all done it but is it surprising the log keeper/ signaller became a bit confused and forgot one function? Manning the control is an important duty and it can get very busy at times, if you haven't done it recently try it for a few hours on a busy day.

Give the person doing the job a chance. Don't hang around the control van, don't pester him/her for information during a launch or when one is imminent and certainly don't give instructions on how the job should be done unless you are either Duty Instructor, Duty Marshall or have been asked by one of them to intervene. This does not of course mean that you shouldn't shout "stop" if you see a dangerous situation developing.

The second situation involved the Tug taxiing down the field to the East end as a Motor Glider took off towards the West. In this case the Motor Glider turned away quite tightly and the risk of collision was avoided. If the pilot had been less experienced would they have been able to do the same? Whilst I don't know what the detailed situation was in this case it is a fact that although we are a gliding club we do have a number of powered aircraft visiting us on a regular basis and this shows every sign of increasing.

It should be standard practise not to travel down the strip, whether with a vehicle or another aircraft, when flying is in progress without getting clearance from the winch driver who in turn should check with the

launch control before giving it. Winch drivers should not assume that because both cable parachutes are at the winch and the Tug is not available for aerotow that therefore nothing is about to take off. If someone goes down the strip without getting clearance the winch driver should immediately report this to the control on the radio. The aerotow warning should be activated whenever any powered aircraft is about to take off, should we perhaps re-name the warning? Finally pilots of powered aircraft should get clearance before they take off, preferably by radio, alternatively with a clear hand signal. Most visiting pilots are quite good in this respect, we must work to make it all pilots.

\*\*\*\*\*

**In the air -**

**AVIATE FIRST**

**THEN**

**NAVIGATE**

**THEN**

**COMMUNICATE**

**On the ground -**

**COMMUNICATE**

**COMMUNICATE**

**COMMUNICATE**

### **A Nearly Final, Final Glide**

**Chris Curtis**

Considering the combination of initial height and distance, this final glide should have been in the bag. Yet here I was, admittedly at 120kts, but at less than 10ft with a field, a motorway embankment and then another field to go before the airfield boundary, it was most certainly not in the bag. In fact this final glide was in trouble – big time!

A final glide should be a joyous affair. It is a deserved reward for the hard-earned kilometres of work and the anxieties that inevitably accompany the difficult moments on a long cross-country flight. At the start of a final glide, one suddenly realises that a transition has taken place but there is no awareness of when precisely the change occurred. Rather, the flight has metamorphosed as the kilometres have clicked away to the point where the decision can be made that no more circling is necessary, and at that point one can really enjoy the view from thereon. It then becomes a wholly different form of flying. Firstly, there is the psychological relief that the task has been accomplished. Secondly, the workload is reduced. Height bands, thermal centring, turning points, navigation, and low points no longer impinge on enjoyment. All these changes combine to produce a fundamental shift in the nature of the flight with an attendant feeling of elation. It is at such moments that I feel entirely relaxed. I sit back and twiddle occasionally with the JSW calculator, simply playing height, speed and distance against each other. The protracted period of straight flight is a welcome relief from the endless circling. I feast on the pano-

ramic view of fields sliding beneath and behind. I have more time to enjoy myself. And I suspect that a concomitant complacency creeps in.

It was after such a moment of complacency that the first intimation of departure from the norm insinuated itself into my awareness. After a position check and a quick fiddle with the calculator I noticed that there had been some degradation in the anticipated performance, and my height was less than it should have been. Perhaps that last little bit of sink had been a little worse than I had imagined. Perhaps I should have flown the speed ring more accurately. "Ah Well. No matter," I thought to myself. "A reduction in airspeed should sort that out." But, inexplicably, it did not.

My hard-won candy of an enjoyable final glide was being taken away from me and I was perplexed and angry.

A few kilometres further and my safety margin had reduced to such an extent that I was concerned enough to be thinking about changing to maximum glide speed. My mind began to race. How had this happened? My hard-won candy of an enjoyable final glide was being taken away from me and I was perplexed and angry. The cross-country cloak of apprehension that I had shed was now wrapped more firmly around me. Perhaps I was in a subtle but prolonged sink-street? The wind was behind me. I angled off the heading slightly.

As I scanned, in desperation, around the sky for other gliders my eyes fell upon the starboard wing, and there they stayed for a disproportionate time, as the

enormity of what I was looking at sank in. The leading edge had harvested the largest amount of impacted insects that I had ever seen. It was the year of the greenfly! It was a moment of truth. At that precise moment my clean-wing polar curve was truly demolished, as if someone had pressed the delete key and the subsequent blank screen denied all hope of retrieval. Why, oh why had I not allowed for the bug factor?

The psychology of stress is interesting. People react to it in differing ways. Some say that fear, in particular, can make you stupid. The mind goes blank. For a few vital seconds I just sat there, both hands fixed on the stick, barely breathing lest unnecessary control deflections disturb what meagre glide angle performance was left, willing my machine onward at best glide speed.

At last, I began to marshal my thoughts. Through positive thinking in the face of adversity I have discovered that problems in life assume lesser proportions and, once free of the armlock of anxiety, a self-stoking cycle of optimism can ensue, engendering rational thought and analysis. I had a number of options before me.

I could turn back. Those who have done a final glide from the North-West into Booker Airfield will know that the last five miles are not good for landouts. The fields are very small, sloped and there are plenty of forested patches. However, I felt a deep resentment at this option after having come so far.

I could stop the glide and start a thermal search pattern, choosing any direction. But that really would be burning my boats. I was now well below my operating height band; contacting lift was not an assured outcome and the

ground beneath was not inviting.

I could continue the glide with the newly inserted bug factor, a ten knot tail wind (I had conservatively set zero wind for a safety margin) and a small margin of height at maximum glide speed. At least I knew there was a field before the airfield boundary. My calculator, now with the bug effect offset by the added tailwind, said the plan was possible with 800 feet to spare. How much more of that spare height would my bugs chew up?

So, a final glide it was then.

I called on the radio, "Booker finish line, 229 final glide – marginal." It was to be a nail biting experience.

In the normal course of events, when the final glide is progressing as expected, pilots tend not to take much notice of the ground directly below. The eyes pay predatory attention to the airfield, assimilating information regarding anticipated circuit direction, landing area and conflicting traffic. However, I could not stop stealing glances at the ground directly below, which now looked uncomfortably close, very real and hard, the trees unyielding, the slopes impossibly steep, and the surrounding area disappointingly devoid of open space. Yet despite such intimidation, mounting adrenaline kept me focused, highly attuned to each needle deflection and each gust. And as I gradually descended I continued to analyse my options. Being low and slow was not an option. But low and fast could work.

The airfield now looked absurdly high in the canopy. By converting to fast flight I knew I would achieve at least the last field before the boundary. But I would need to pull up over the motorway embankment before that field. If it went better than expected I could pop in over the

boundary fence, this side of the runway finish line. I don't remember what triggered my decision, what prompted me to shove the nose down and get rid of flaps. But I do remember that once I had executed the manoeuvre, I became calm, as one does when the rope tightens and the glider begins to move on take-off. It felt right. I was now doing something instead of just sitting there and waiting it out. I was going to take full advantage of ground effect.

At the airfield someone shouted, "There he is!"

"No, that's not him," my wife Sue replied. "He never flies that low."

After a few moments, with no other gliders in sight, it became patently obvious to her that it probably was me after all.

Someone else said, "They're about to launch."

"Oh no they're B\*\*\*\*\* WELL NOT!" she retorted, and raced off to stop the launch. My brother had never heard Sue swear before; it was out of character and a measure of her intent.

I stalked the ground and levelled out at about 5 feet. A quick glance at the ASI – 120kts. Motorway embankment looming up rapidly. Pull up, glance at the traffic, push over for next field, eyes outside, listening to airflow. Level out. Glance at ASI again – 100kts. Long field now. Fence approaching. 90kts. Airfield and runway ahead look clear. Slight rise over the fence and down again. 85kts. Ground effect working. I can clear the runway finish line and turn back for a landing into wind. Pulling up. Rising and still rising. Level at 50kts. Undercarriage down. Zero cruise flap. First stage landing flap. (Two flap levers in the Kestrel.) Well banked and balanced

final turn over the bus, but embarrassingly low. Faces looking up at me. Landing ahead. Phew!

I got out, knees shaking, mouth dry.

Sue said "Why were you so low?"

I simply replied "Flies" and remained rather quiet.

Instead of enjoying the customary immediate post flight chit-chat with passers-by and other competitors, I was keen to scuttle off with my tail between my legs, lest anyone question me about my embarrassing misdemeanour. We towed off the airfield as quickly as possible.

I often think about that flight and use it as an example to encourage new cross-country pilots to think about wing performance. Don't do as I did. Factor your bugs in! **Degrade your polar before your polar degrades you!**

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## OPEN DAY – APPEAL FOR HELP!

Dave Chisholm – Membership.

*Fellow club members, it is almost that time again when we throw open our "doors" and welcome members of the public to our humble club in the hope of gaining some new blood to join us in our beloved sport of Gliding.*

Whilst the committee have undertaken most of the organisation for the weekend – For the

club to have a really successful result we need YOU!

As indeed every year we will need volunteers to help in many ways e.g. setting up the field each day – we need some members to assist in the routine operation of the field – possibly transport supply (if we have to operate at the far end of the field!)

If we all do a little to help we will only need to be assisting for a few hours each – So lets do what this club is good at, and all pull together –

**PLEASE LET A COMMITTEE MEMBER KNOW WHAT YOU CAN DO TO HELP AND ON WHICH DAY.**

This will again be a challenging year for the club as well as our sport nationally. Please help us keep our club open and thriving - more than ever before

**"YOUR CLUB NEEDS YOU!"**

If you have any questions please feel free to call me on

01933 - 624166 or 07855 48367

Editor— Laura Lindell

Many thanks to all who have contributed to this bumper issue. With our new communication systems some of our news will reach you even more quickly.

Why not join our new on-line chat group? If you want to hear the latest, tell your tales or simply issue a few challenges go to

wgcpilots-subscribe  
@yahoogroups.com