



The Grapevine

The newsletter for East Sussex Gliding Club

Summer 2009

*Test landing on new grass
a success !*



with CFI's permission !!

Gerry Gair

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From the Editor

Thanks to Maurice Hinton for spotting my deliberate error in the Spring Issue. In a dual tow, the long tow goes low and the short tow goes high. Logical arrangement really. Not dual towing – that's crazy!

Bit thin again this time. Thank goodness Adam Webb kept his promise to send me an article. It's up to you folks to provide me with copy. I'm not going to chase.

Judging by Steve's jubilation the other afternoon (2nd August), Ollie has acquitted himself well in competition (see below). Well done Ollie! (There's got to be a Grapevine article in that.)

Graham Bartle

The View from the Office Window

The vista has certainly changed. No bulldozer or 360 on site and no lorries through the gate for a week or more. Going Green have Gone!

But, there is a still a significant amount of work to be done which is dependent on dry weather. The Met office has us a promised us a long hot summer so despite 15 mm of rain this morning – fingers crossed. Agrifactors will be back on site as soon as the conditions improve.

Thank you to all of you who turned out for the AGM. The Committee remains unchanged although the post of Treasurer remains unfilled. Stewart and Clive have got AeroLog up and running and are looking for a couple of people to join the team to help run it.

The AGM reports are available in the Club House and there is a new "Finance" notice board in the glass cabinet by the door.

The financial situation has not changed and a loss was made again last year. However, following the introduction of AeroLog it is now possible to review the situation monthly.

For instance, the figures for aircraft utilisation show that so far this year, the return on the Astir is not covering its' fixed costs. The phrase "use it or lose it" springs to mind.

Thanks to a favourable spring, the income has been good and it is possible that the aim of breaking even this year may be realised. In the present economic conditions and with the current state of the field, that would be a significant achievement. However, we must build on this to improve the situation and actually make a profit!

The sale of trial lessons remains the key and there is small team presently looking for ways to increase these and fly them more efficiently. The web site has improved sales and the number so far is up on last year but there is still a long way to go. I am very grateful to Nic Cosmos and Joe Middleton for their tremendous input in all of this.

Evening Flying was a concern earlier this year. There were no bookings in May but since then, things have improved - Many thanks to Andy Cole and Andy Jupp and the teams for their endeavours. We shall need to find ways to attract early bookings next year.

Recently the weather has not been kind and I have not been flying enough. It easy to sit the poor days out but that would leave me out of practice and poorly equipped to take advantage of the good days when they do occur. So I am gritting my teeth and going for yet another sledge ride!

Ollie is competing in the Dunstable Regionals and Junior Nationals this summer, whether this will be in 364 or a Go-Kart remains to be seen! Steve and Clive are competing with OZ at Lasham in the Open Class. Good luck to them all.

On September 5th we intend to have an "End of Summer BBQ". Details yet to finalised but it will be great to have gathering whatever the conditions. See you there.

John Weddell

FORTHCOMING EVENTS

Shoreham Air Show 22nd/23rd August

This is a terrific opportunity to raise the profile of the sport of gliding and of the club. We need to sell trial lessons and encourage new members.

Volunteers are needed to cover this event.

Assistance will involve:

Friday 21st: Preparing the K21 and transporting all the equipment and initial setting up. Picketing the K21 at Shoreham.

Saturday 22nd: Man a shift for covering the stand. (3 shifts).

Sunday 23rd: Man a shift, dismantle stand and transport equipment back to Ringmer. Cover launch of K21.

There should be ample opportunity to enjoy the air show.

Passes will be provided.

All those wishing to assist, please contact Jim Izzard, ASAP (see *Contacts*).

September 5th: End of Summer BarBeQue

Come and join in!

Clubhouse 1900 hrs (ish).

Further details to follow.

Christmas Dinner

Halland Forge is again the venue and has been booked for 5th December.

Rowland will be sending out menus and return forms later in the year.



LONG TERM HAT-HANGING RECORD

I noticed in the September 2003 Grapevine a paragraph relating to a certain Geoff Tilley, offering him best wishes as the longest standing instructor in the club on the occasion of him standing down at a certain age and hanging up his instructor's hat once and for all.

Good effort, Geoff, five years to get that hat on the peg!

Ed



Locks

Can members who have keys to the main gate and/or clubhouse please note: The gate padlock got a bit distorted recently and was very hard to open and close. It has been adjusted now but please ensure when closing it that it really has clicked shut. Also, if you are struggling with the club house front door lock then hold the key as high as possible in the lock and wiggle (the key that is!).

Graham Northcott

Saturday, 25th January 1975 – the first winch launch

From Peter Bowles's memoirs...

What a day! The winch was now ready for use and Dick Pitman decided to fly. The conditions were excellent. Dick consulted with Arthur who was going to drive the winch. They decided to try for a low gear on the first attempt to get the necessary acceleration. If this failed it would be a safer procedure. So we borrowed Mr Swain's tractor which he kindly loaned us to get both the winch and glider to the field.

The winch was sited at the bottom end of the flying field close to Mr Swain's lower boundary fence and the glider at the top end by the trees, so that the launch would be downhill towards Ringmer. The moment of achievement had come. Now for it!

Dick gave the take up slack order; the bat was waved and the cable moved slowly. OK so far. "All out". Away we went only to abort the take-off. He walked down to Arthur. The launch was too slow. Arthur said "I was flat out". "Then try a higher gear. I'll have another go".

So, back up the field we went with the glider to try again. This time it was a good launch and we watched Dick in the K2B flying at about 1000 ft, the winch cable on its small parachute having dropped safely close to the winch. We all clapped and expressed our delight with a cheer. At last it had happened. It was just short of 19 months from that first meeting at Madge Dugdale's when Mary and I had the brief to start this Club. So much work by so many people who had helped us and wished us well, was now seen in a tangible form – a glider flying from the East Sussex Giding Club.

Dick came in over the trees to a nice landing and we rushed over to congratulate him. He smiled and turned to me and said, "Mr Chairman, would you care to for a flight with me?" How nice of him! He was to do all the flying so that I could get a good look at our site and the immediate surrounding countryside. WE had an excellent launch. Arthur really had got it right now. He drove the winch as though he had been driving it for months.

I was very pleased with what I saw from the air. Ahead of us lay the fork in the road by the Green man Pub, and Ringmer. As we took a gentle turn to the left I had a good look around. There were suitable fields for landing out around the site and it was easy to identify our flying field. "Splendid", I said to Dick. He was pleased with the site too.

As we flew our downwind leg I checked the windsock so kindly donated by Doug Upton, a friend of mine who was an executive in a very well known oil company. Then we turned onto our base leg, there was the Bluebell Inn. I wondered if Bill Sykes (the landlord at that time) and his wife were watching us. On final approach now, the field looked good – really inviting, I thought, and in we came for a nice landing.

"Thank you very much, Dick. That was simply wonderful", I said, and then the usual excited chatter such an occasion warrants from all those present.

As soon as I had the chance I went over to Arthur to congratulate him and thank him for driving the winch so well. My launch was perfect. The speeds were exactly right throughout the whole launch. I had watched the airspeed carefully during the launch so as I could tell him the verdict. He had every right to look pleased. Both he and the winch had performed well. It was a fitting tribute to all those gallant members who had worked so hard on it to get the winch into the excellent state it now was. When we brought it back from Camelford and members saw it for the first time, I think some of them thought it would never be much good. To those who doubted, history has proved what a wonderful job it has done for the Club.



NEWS FROM DOWN UNDER

from Adam Webb

Since I last wrote I have moved from Victoria and my family, up to Canberra for university, and in between studying, lectures and wild parties have even found a bit of time to do some gliding.

Once settled into Canberra I made my way along to Canberra Gliding Club, who fly about an hour south of Canberra from Bunyan airfield on the edge of the Snowy Mountains (yes – we get snow even in Australia). Bunyan is one of the best wave sites in Australia, with site records over 30,000 ft, and also gets warm enough for some half decent thermals in the summer, although XC is somewhat restricted due to the lack of outlanding options in the alpine terrain.

So within a few months I had site checks out of the way and was enjoying myself in the club's Jantar Std 2 and shiny new DG303, and as the summer grew nearer, so did Joey Glide, the Australian Junior Nationals, which last year were held in early December at Benalla Airfield in central Victoria.

I took Canberra GC's Jantar, CQT for the 9-day long competition arriving a few days early to familiarise myself with the area and get some XC practise in before the comp started. We had some booming days before the comp (as you'd expect), but the forecast for the next week wasn't as promising.

The official practice day dawned, and the weather didn't look as bad as forecast. We were set a 2 hour AAT. So I headed out, enthusiastically, filled to the brim with water (one of the disadvantages of the Jantar is that you have to launch with full water (150 l) or nothing) and gridded. Sure enough I launched, straight into sink, and straight back on the ground, dumping water within 10 min. The fact that I wasn't the only one offered some consolation, but by the time I'd relaunched I was considering scrapping the day, and just local soaring rather than risk landing out.

But this time I launched into a good climb, and before I knew it I was well over 5,000 ft and on my way into the first sector, I even managed to meet up with a few other late starters on the second leg, and had some good climbs, despite pushing into an increasing headwind. I made it to the second sector, just clipping it as the head wind was making it quite hard work, and turned back towards the final sector, which was only about 20 km from the airfield. However the sky didn't look quite as good as the one I had left. A grey tinge had covered everything in sight and there was no sign of the LS4 that I had flown the last leg with.



Note: Altimeter 6,360 ft and averager 9.0 Up!!

Pressed on, getting down to 3,000 ft (which seems very low when you've spent the last few flights over 7,000 ft), and having a good look at a few fields on the way.

I made it to the last sector though, just needing a 2,000 ft climb for a good final glide back home and a beer. It wasn't to be though; the wind had picked up even more, so I spent about 30 min scratching around on a ridge near the final sector finally getting a thermal from that, but was barely making it closer to that final glide, being blown away from the airfield faster than I was climbing. I got one more half decent climb, which for a time increased my optimism, but this was followed by nothing but sink, and before long I was sitting in a field, just 15 km from home, wondering what had happened and calling for the trailer. In case you were wondering the LS4 that I shared the second leg with had found a great climb up to cloudbase, and won the day.

The first 'real' comp day followed, and again a task was set but conditions were even more marginal than the day before. A day for 'survival rather than speed' was how it was described, and that pretty much summed it up. We had a few climbs to around 4,000 ft before start, soon got rid of all the water, and set of for the first sector. The second leg took us straight back over the airfield, and with conditions getting even more scratchy I bottled out, not wanting a repeat of my outlanding yesterday and landed. Before I had towed back to the tie down area two outlandings had been called in, so it was off for a fun afternoon for retrieves.

Two reasonable days followed, making it around for the first time on the first, completing 250 km of an AAT task, only getting low once. The next day resulted in another outlanding, again within 15 km of home, but this time on the way out, having seen a great looking street of Cu heading straight to the first turn point. They seemed a lot closer than they were...

As the 4th Comp day dawned, not only did it look like it was going to be great, but it looked like being the last flyable day for the rest of the week. We were set a 300 km speed task, which was unfortunately cut back to 200 km when some high cloud came in over the task area. But we all launched, full of water, and it soon developed into a true Aussie day, small wispy Cus at about 8,000 ft marking reliable 8 kt climbs, and we shot around. On arriving back home I downloaded my trace to see an average speed of 95 kph, at this point my fastest speed around any task, and I thought pretty impressive. I lost the day, the winner having a speed close to 130 kph off the stick.

This was the last day of the comp, as it rained continuously for the rest of the week (despite the drought), and we returned to the usual junior pastimes of drinking beer (or what Australians call 'beer'), and occasional cricket matches when the rain subsided. The final night and presentation party continued this theme, with an 'anything you can buy from an opp shop' (opp shop=charity shop in Australian) fancy dress theme.

So I returned home the next day having had a great week. Over 16 hours flying in the week (that's nearly double the amount solo flying that I did in 3 years of flying from Ringmer!), having learnt a lot about XC and competition flying and a slightly sore head, my appetite wetted for more!

So after Christmas down in Victoria with the family I headed back up to Canberra GC, who hold a camp every January at Temora. On the edge of 'outback' Australia, it is warm and pretty much every field is landable, and about the size of Heathrow!

On my first day there it was already getting pretty warm by briefing time at 10 am, by midday it was getting towards 45 deg (Celsius not Fareheight!), so I jumped into the Puch, solo, to go and find my way around and familiarise myself with the area. I pulled off tow in what felt like a decent climb at 2,000 ft, and before I knew it was having to leave the thermal because I didn't have an Oxy mask with me. Others who had prepared, and taken Oxy gear with them inform me that the cloudbase was over 13,000 ft, with big fluffy Cus marking every climb. I bumbled around for a few hours, clocking up a couple of hundred km checking out local landmarks, and enjoying the relatively cool temperatures up high.

The next day looked almost as good, but I had no glider for the day as all the club gliders were booked. But around midday the message came though that the guy who'd booked the DG303 had

been roped into tugging for the day (no pun intended), so the DG was going free! No time for water, but I towed it out to the launch point with a 300 km triangle declared, and took a launch. A few bubbles at 2,500 ft and I released, it took me a while to get away from there, having to work through a weak inversion below 3,000 ft. It was getting very warm in the cockpit, but soon enough I was off on task, making it around the first turn fairly quickly, it was on my way to the second leg that people started calling in on the radio that they were getting low and struggling, so I slowed right down and took nearly every climb I could, made it around my final turn. Although it was getting late in the day and the climbs were generally not much more than 2 kts, I made it home, making it around my first 300. Although my speed wasn't too great (60 kph) it was a 300 all the same, so there were a few beers that night.



The winds picked up the next day, the last day of the club camp, and although a few brave souls took launches, no one managed anything other than scratching around locally. A few people decided to stay with the club's single seaters for the next few days as the forecast looked pretty good, so I stayed an extra day to crew for them, but sure enough the next morning a call came through that the Jantar was free for the day. I asked Bruce, one of the coaches and current Australian Standard Class champion if he could recommend me a 300 k for the day, so I could try and improve my speeds from my last flight, but I was told that I was declaring a 500 km – scary stuff.

So I launched, made it around my first turn in the blue, and from then on it was another true Aussie day, clouds above 7,000 ft, great climbs under most of them, easy and great fun! From the last turn, 100 km from home it was blue again. Those that had made it there before me were already struggling, one landing out, and one getting very low, so I climbed as high as I could at the last Cu, had a smooth ride around the turn, and luckily found a half decent climb to about 7,000 ft over the field in which my colleague had recently landed. It was pretty much a final glide for the 100 km from there, only having to pull up in a few climbs to make it back home with 1,000 ft to spare. I had made it around at 95 kph, to be greeted on landing by Bruce (who had landed about 30 min earlier) handing me a cold beer as I climbed out of the glider.

So all in all I didn't have a bad summer. I started with hardly any XC experience, and finished up having completed (although not done that well) in my first competition, a 300 km and a 500 km flight.

I hope everyone is well in Ringmer, and your summer brings lots of decent days (you are due a good season!). Looking at the Ladder, it looks like it hasn't started too badly, with a few 300s already, let's hope it continues!

Adam



From Simon Kahn

Dear all,

Please accept my apologies for not being able to be duty pilot at short notice on Sat 26th June.

I was working nights in Somerset, and couldn't get off site during the day. To make matters worse there was a promising sky in the afternoon – see the attached photo taken from the "office window".....



Experiments with IR

Images taken with an infrared (IR) camera. Contrast and definition are significantly enhanced.



Jim Izzard

The Tuesday Club

A lot has happened since our last report.

In December, we had another successful dinner dance and the profits will be put towards the club house, on which unfortunately no progress has been made due to the field works .

The hedge laying went well, thanks to all the members who helped with tree planting.

Since then we have been working on the ditch by the road clearing bits of cars, bottles and lots of other debris, leading to easier maintenance in the future.

The top end of the field has been seeded ,and levelled with the existing road .

The best news is that the Ground workers have returned to complete the fill and the top soil.

The lower end will be ploughed and the whole area rotorvated, de-stoned in July and seeded in August this year, leaving the green area in front of the hangers to be completed next year .

We have been busy clearing drains around the pond and are now building five manholes.

Jack Grayer as usual has worked very hard to keep our fleet in order and Peter Symonds refurbished the winch gear box so now there are no excuses for it jumping out of gear. However, drivers are still snatching the parachutes causing expensive damage.

The grass cutting has kept John Johnson and Peter Symonds busy and we have very clear ideas what to do next, but time is the enemy .

Rowland



AS A PHOENIX FROM THE ASHES

A couple of Issues ago in the Vintage Glider Club News, a suggestion was mooted that in 2012 a gliding competition associated with the Olympic Games should be held to replicate the planned event of the 1940 Olympics, which of course never took place. A glider was designed for that event and was to be built to a common specification by any country wishing to compete. The design was the Olympia Meise, built as the Meise in Germany, by Elliotts of Newbury in Britain as the EoN Olympia 2 and by Nord in France as the Nord 2000. This design is proposed for the 2012 event.

One Terence Henderson, as you know, has such an aircraft languishing in the old hangar. Jack Grayer has two examples in questionable condition elsewhere.

Encouraged by an inspection by the area technical officer Ian Patingale, which consisted of a sniff inside the fuselage and pronouncement that there didn't appear to be any damp, Terry has risen to the challenge. The wings have been stripped of fabric, revealing some relatively minor damage and now have to undergo a more serious inspection. Jack's appetite has been whetted and we look forward to seeing some movement on his machines.

Terry wants to recover his aircraft in the old fashioned way, i.e. clear dope so that the structure can be seen. Whether this is feasible with today's safety regs. remains to be seen.

I'm sure Terry, and later Jack, will welcome any assistance offered, whether it be helping to move bits around the hangar or applying a coat of dope or what. Let's help these guys achieve an aim that will be good for them and a great publicity exercise for British gliding.

Ed

Christmas Crossword Solution

“Mobile twitch – a Greek wager” gave
 “Phone – tic – Alpha – bet”.

The clues without definitions were all gliders; designed and/or built by Slingsby Sailplanes under the leadership of Fred Slingsby (7d, 32a). Each of the glider names had to be altered by expanding one letter into its phonetic form before entry in the grid.

Fred gave all his gliders a Type or ‘T’ number, probably the most frequently remembered one being the Sedbergh or T21b. These numbers were to be added up and the total written below the grid. The number that I suggested shouldn’t be used was T31 which variously was called (Tandem) **Tutor** or **Cadet** (Mk III).

Two correct solutions and two correct grids with a different interpretation of the numbers were received, so it’s water-pistols at dawn between Clive Hawkes and Graham Northcott and commiserations to Maurice Hinton and Ian Bull.

The numbers were (ref. Slingsby Sailplanes by Martin Simons 1996) *Kite T6, Cadet T7, Tutor T8, Petrel T13, Hengist T18, Sedbergh T21, Sky T34, Eagle T42 and Dart T51.*

Graham Bartle

1	2	3	4	5	6	7	8
H	C	T	U	T	O	S	C
9	10	11	12	13	14	15	16
E	A	R	T	H	A	I	C
17	18	19	20	21	22	23	24
G	E	N	O	F	I	R	L
25	26	27	28	29	30	31	32
O	C	T	A	S	C	R	I
33	34	35	36	37	38	39	40
L	H	E	R	A	S	A	B
41	42	43	44	45	46	47	48
F	O	N	T	S	E	F	R
49	50	51	52	53	54	55	56
I	T	V	K	I	N	D	I
57	58	59	60	61	62	63	64
S	L	I	N	G	S	B	Y
65	66	67	68	69	70	71	72
T	G	O	A	G	U	E	S
73	74	75	76	77	78	79	80
G	N	U	V	A	A	R	D
81	82	83	84	85	86	87	88
E	A	S	E	L	L	G	B
89	90	91	92	93	94	95	96
N	W	E	A	L	P	H	A

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