

THE GRID

London Gliding Club Magazine / JUL-AUG 2020

We can fly again!

Taking to the sky just in time for the high season.



SOME BUGS ARE BAD AND SOME BUGS ARE GOOD
GLIDING IN LAKE ELSINORE
ALWAYS PICK A FIELD
TWO SILVER DISTANCE FLIGHTS
AND MUCH MORE



LONDON GLIDING CLUB



LUK no longer self-isolating.
Photo by David A White

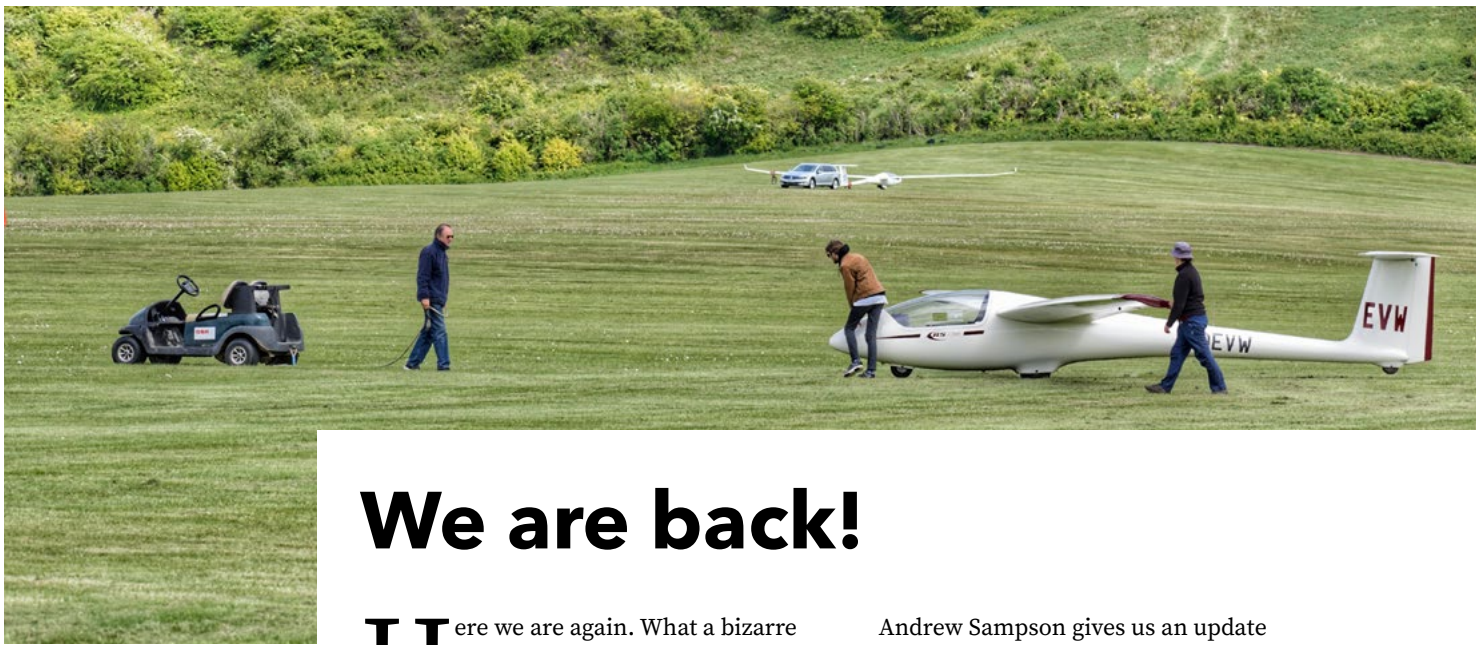


Photo by David A White.

We are back!

Here we are again. What a bizarre year so far... The club was closed for "only" two months, but it felt like it was a lot longer. In fact, it was for many of the members that were not yet solo, as they were only allowed to fly in July.

I was in self-isolation since mid-March, and by early May I can say I was already feeling anxious to return to "normal" life, mainly because that routine was starting to feel like a new normal (and I did not enjoy it). So when the club committee announced they were authorised by the BGA and DfT to make solo pilots current again, I didn't waste any time. Just being able to drive out of London to the club was a big relieve.

Flying again, after almost three months, was excellent. A bit rusty, but thanks to Condor 2 and our regular virtual flying group, gliding did not feel like a distant memory.

With the regained freedom, many of us were able to see loved ones again and return to work. I'll partially blame that for the delay in releasing this issue of THE GRID. My apologies.

Speaking about this issue, we received many articles with a renewed excitement for flying, and as you read this letter, dual instruction is allowed again.

THE SEASON SO FAR

Firstly, please take note of the club announcements (pg 5), where we welcome our new club members, many from Bicester, clarify guidelines around wearing masks, restart intensive courses with István, and celebrate achievements.

Speaking about achievements, as our clubhouse is closed, we now have an online board where they can be submitted.

Andrew Sampson gives us an update (already slightly outdated due to the delay in issuing the magazine) on the club operations (p6) and Carla Astley shares the success story of Project Wingman (p8).

István Tóth, who was isolated in the club during the lockdown, says goodbye to the Dunstable wildlife (p9).

Back in the air, Brahim Bellahsayn tells us about his experience gliding over Lake Elsinore, California (p10), while Chula Rupasinha shares how he avoided an awkward land-out (p13).

Ed Downham, who ended June at the top of the Open, Weekend and Distance ladders, shares some of his flights in May (16).

Back to the online World, Martin Smith talks about The Grid Marshall, the gliding game he developed while in isolation (p16) and Fiona Guest explains how she received online gliding and FRTOL instruction (p21).

Our dear Baron BingBong shares the story on how he fell in love with gliding (p22), and Paul Candler explains the difference between FlarmNet and Flarm Tracking (p24).

Steve Lynn continues to take KS on different adventures (p26), and Francis Russell tells the story of two memorable silver distance flights (p28).

It's been a positive, albeit late, start of the season, with many moments captured by the lenses of David A White (p30).

And lifetime member Roger Barrett celebrates the life of Peter Langford, who sadly passed away on 24th March (p32).

Thank you to all contributors, and I wish you an excellent gliding season.

Rafael Schouchana - Editor

CONTENTS

JUL-AUG 2020

05

Club announcements

06

Sampson's Script

Andrew Sampson

08

Project Wingman

Carla Astley

09

Farewell to "my" animals

István Tóth

10

Gliding in Lake Elsinore

Brahim Bellahsayn

13

Always pick a field

Chula Rupasinha

16

Back in the sky - Part I

Ed Downham

19

Another kind of gliding software

Martin Smith

21

Gliding in a virtual World

Fiona Guest

22

Some bugs are bad and some bugs are good

Baron BingBong

24

FlarmNet and Flarm tracking

Paul Candler

26

The continuing story of the travels of KS

Steve Lynn

28

Two silver distance flights

Francis Russell

30

Flying again

David A White

31

Secret Diary of Ad Nauseam, age 47¾

32

Obituary: Peter Langford

Roger Barrett

Cover photograph

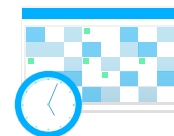
Becoming current during Phase 0.
Photo by David A White.

CLUB ANNOUNCEMENTS

Welcome to new club members

- > Ben Reynolds
- > Peter Belcak
- > Bob King
- > Reuben Godden
- > Claudia Hill
- > Samuel Law

Intensive courses



István Tóth will be running intensive courses again starting from **Monday 3rd August**.

If you would like to make the most of this opportunity, write to Amanda at reception@londonglidingclub.co.uk

Achievements



Date	Name	Achievement
19/02/2020	Nick Milton	Solo - aero-tow
23/02/2020	David Lort	RT license
13/03/2020	Alex Horstmann	ASW 24 conversion

Submit your achievement at <http://bit.ly/lgc-achievements>

Note on Achievements Notice:

Achievements beyond Silver Badge are not detailed above as they are acknowledged in S&G. Make sure your name is on the list on the notice board so that we do not miss you out.

Volunteers & booking

The usual weekend roster is suspended while the club implements the Corona Contingency Plan.

To volunteer for one of the roles, log in to:

<https://www.e-allocator.com/>

COVID and masks



According to the communication sent by the BGA on **26th July**:

- > Club members should wear a face covering if they cannot maintain 2m social distancing
- > Club members should wear a face covering when indoors, eg in a clubhouse.
- > Those taking part in dual or instructional flying should wear face coverings, **providing it is safe to do so**. Please note that all aircraft passengers in the UK (inc those taking introductory flights) must wear a face covering in flight.

More guidelines from the BGA:

<http://members.gliding.co.uk/library/uncategorised/covid19-bga-club-operations-restart-guidance/>

Next deadline

Submit your story to THE GRID by

28th August 2020

Fill in the form at <http://bit.ly/thegridmagazine>

SAMPSON'S SCRIPT

BY ANDREW SAMPSON

I hope you are all well and coping under the current government guidelines for COVID-19 protection and beginning to enjoy the return to greater freedom of movement and activity in general. We must not forget the sacrifices of those in the 'front line' fighting the pandemic, and our sympathies go to those members whose families and friends have been tragically affected by the disease.

At the time of the last newsletter, we were in the lockdown period, and the airfield was closed, and the only flying available was through the simulator 'Condor'. We were able to continue serving members with some entertainment and training through 'Zoom' events, and hopefully, this broke the monotony and kept everyone in touch with the Club.

When we made our initial 'Coronavirus Contingency Plan, we had no idea how long the lockdown was going to last, and we even considered the possibility that it might last for the rest of the year. The Plan evolved through 6 or 7 updates and then became our 'LGC COVID Phase1 Ops Guidance' of which the latest version is available via the website. A lot of work went into the Plan, and we considered various options and ideas as the advice from the government, CAA, BGA, and other sources was emerging. The Committee and other smaller groups met 'virtually' on several occasions to discuss the details.

Whilst we were in the midst of lockdown, we briefly considered whether the Club should somehow recognise the temporary reduction in the benefits of being part of our Club. Of course, the pandemic has affected everyone - we have all suffered a loss of liberty and access to all kinds of activities. It was felt strongly that the Club should not be expected to recognise the loss of utility to individual members caused by this

'It is difficult to operate under these unusual restrictions, but we have been able to do so thanks to volunteer efforts.'

exceptional and unprecedented event. We must remember we are a Club and, as members, we sign up for the good and bad times. We invest in the Club as members and what we don't want to do is make its viability more precarious.

FINANCIALLY PREPARED

Fortunately, due to the financial stewardship of our Treasurer Mark Burton, combined with strict cost control by our Manager Andrew Roch (both of whom have been in their roles for over 20 years), we have built up a reasonable reserve over the years. At times in the past members have questioned the amount, and each time we have explained that part of its purpose is to be available when we face difficult times.

In very broad terms our income comes from three roughly equal sources: subscriptions (including private owner levy, caravan site etc.), flying income (launch fees and airtime), and from trial lessons and courses. During the lockdown, revenue from Club and public flying stopped entirely, and although some flying has now re-started, the volume is at a much-reduced rate. We have taken steps to minimise costs, including making use of the government provisions for furlough and rates relief. Overall, we expect the year to show a very significant deficit, but our reserves are sufficient to cover the gap, and we are confident the Club will survive the year intact.

RE-STARTING FLIGHT OPERATIONS

We were in the process of issuing a new version of the Plan when, on May 15, the Department for Transport issued revised COVID-19 Guidance for Recreational General Aviation,

which permitted solo flying and dual flying where both persons are from the same household. We started flying on the following day under what we called 'Phase Zero', which was a trial run to test if our procedures were going to work in practice. In fact, everything went smoothly, which was a testament to all the hard work that had gone on behind the scenes in preparing for the 'big day'.

It's now five weeks since we resumed flying under the 'Phase 1' arrangements and generally, the operations have worked very well. There have been some very good soaring days, and the BGA ladder shows Dunstable pilots have achieved 11 flights of over 500km and 36 flights over 300km.

For private owners, who are broadly self-sufficient, the system has been reasonably straightforward although they obviously rely on the overall Club operation to be able to fly. The Phase 1 arrangements for 'Club' pilots are much more complex and onerous, but again we have managed to provide a facility that works.

I want to thank everyone for their support, patience, and contribution over the last few weeks. It is difficult to operate under these unusual restrictions, but we have been able to do so thanks to volunteer efforts (there are no rotas), anything from running the tower (alone) to cleaning the toilets (we no longer have contracted cleaners in place). One effect of the Phase 1 procedures is an inevitable separation of 'Club' and 'Private' operations, but I'm pleased that private owners are contributing by participating in the 'Club' operation to help everything work for the benefit of all.



Solo pilots back in the sky.
Photo by David A White

PHASE 2: DUAL FLYING

The next stage will be 'Phase 2', the re-introduction of dual flying of persons not of the same household and hence instructing. At that point, those members who have been unable to fly under 'Phase 1', will be able to get back into the air. This relatively small group - which includes some very new ab-initio members who joined in the few months before the virus arrived - are those most affected by the

'We also have a number of new members arriving from Bicester, at various levels of experience.'

situation. We are looking at ways of helping them to catch up with their training and get the most from their membership of our Club.

We don't yet know when this will happen, but we may have started by the time you read this newsletter. At the moment we expect dual flying will be restricted to members' training only, with Trial Lessons and Courses for members of the public following later. This is so that we can concentrate resources on helping our members catch up with their training, and so we can develop appropriate COVID - compliant arrangements for the public.

NEW MEMBERS AND OTHER CLUB ACTIVITIES

We also have a number of new members arriving from Bicester, at various levels of experience. They are very welcome, but we do recognise that the loss of Bicester as a centre for gliding is a huge blow to them personally and to our sport as a whole. Please show them our famous Dunstable hospitality as best you can in these strange circumstances and help them to settle in quickly.

At the moment the glider workshop has reopened, but the offices and the Clubhouse remain closed. The restaurant is not viable under the current regime, but that may change as the situation develops, and Trevor is thinking about how he might operate in a COVID-compliant manner. Hopefully, we will see a gradual return to 'normal' Club activities over the next few months, but in the end, the process may not be complete until there is a vaccine or cure for the virus.

As you will know, the Club AGM was scheduled for June 13. Our Secretary and I met (at a safe

distance) and adjourned the meeting - it will be held later in the year when a quorum can be accommodated whilst complying with the coronavirus guidance.

NOT A DUMPING GROUND

Lastly, on a more practical note, you may have noticed that the overspill car park (on your right at the top of the entrance drive by the water ballast tanks) was looking very untidy with all sorts of rubbish. At one time, we used it to temporarily store material such as scrap metal, before collection by a dealer. However, it seems to have become a general dumping ground, and the very messy appearance gives a poor impression of the Club. Mike Barrowman has kindly offered to lead a clean-up project and would appreciate some help. Meanwhile, please do not bring your rubbish to the Club - in particular, we do not need your old tyres - we have to pay for their disposal, which is not an appropriate use of our funds.

Looking forward, we still have the rest of the 'season' ahead of us, hopefully with lots of flying and the opportunity to catch up on lost time. Do make the most of it and above all, Stay Safe!

Andrew Sampson



COVID-19

PROJECT WINGMAN

BY CARLA ASTLEY



First Class service for NHS staff

‘Since NHS workers give first-class treatment to their patients, our ‘First Class Lounges’ are our way of giving NHS staff a brief retreat!’

DI wanted to personally say, on behalf of myself and my team, a big thank you to the London Gliding Club for donating a variety of soft drinks from the bar to ‘Project Wingman’ at the Luton and Dunstable Hospital. They went down a treat with all of the nurses and doctors at the hospital when they needed to take 5 minutes off the wards. The J20’s seem to be the favourite, and they didn’t last more than a day there.

Project Wingman is a dedicated group of volunteer aircrew from across every UK airline. Furloughed, grounded, or made redundant by the COVID-19 crisis, we find ourselves with the unexpected privilege of being

able to offer our daily skills and time, not to the travel and tourism industry but to help those most in need of a smile in their relentless fight to see this thing through.

United by our profession and dedicated to showing appreciation for our NHS staff during this COVID-19 crisis, we fellow uniformed professionals can draw some similarities, no matter how small, with operating in a highly disciplined, regulated and pressured environment and we provide a space to unwind, decompress and de-stress (with donated refreshments thrown-in) before, during and after hospital shifts.

Since NHS workers give first-class treatment to their patients,

our ‘First Class Lounges’ are our way of giving NHS staff a brief retreat from the very important and dedicated jobs they are doing – Especially now, but of course also each and every day.

Carla Astley



LOCKDOWN

FAREWELL TO "MY" ANIMALS

BY ISTVÁN TÓTH

You are (or probably were) my little Whipsnade for the two months of strict isolation at the airfield caravan site. You've made my life better every morning when I quietly walked to the window with my camera.

Now we, human beings, are happy to enjoy some more freedom which inevitably causes some reduction in your living space. But it was nice to meet you and learn how to pay respect not doing anything noisy when you're around despite it's altered my routine (as if I had any in the lockdown).

See you, and I promise not to eat pheasant soup or rabbit goulash anymore.

PEACE @ FLOWER POWER

It all started with the idea to collect the tyres from the field because of the lockdown. The next thought was the installation to send out a friendly and optimistic message through the webcam.

It was quite an exercise to collect (and return) those many pieces including heavy beer kegs and flower pots or metal sheets from a distance, but I did it with a great deal of enthusiasm.

István Tóth





Lake Elsinore. Photo by Brahim.

CALIFORNIA

GLIDING IN LAKE ELSINORE

BY BRAHIM BELLAHSAYN

I had a chance to do some US gliding while on a trip to California for a friend's wedding in San Juan, just 20 miles south of Los Angeles. Things went boring after the wedding with blue cumulus sky around, so I decided to leave my wife at Universal Studios Hollywood and drove my way to Lake Elsinore gliding club. I called the club in the morning: "can I have a flight?". They answered: "not many people around now, but if you turn up, we will get you fitted for a flight (the yanks can-do attitude!)."

Lake Elsinore gliding scene is a bit deserted, with a few old gliders dead in rust under the dust. The dead fleet had a few American gliders, a Grob109 and a Pawnee tug, and the alive fleet had another Pawnee tug and a few more American gliders.

The glider I flew was a Schweizer 2-22 registration N4288W, used for dual instruction. The club also has Schweizer 2-33 for training

'Takeoffs are done IFR with visibility about 3ft down the rope, and you will barely see anything when the Pawnee throws dust and gravel at you.'

and passenger flying: it takes one pilot and two passengers behind - maybe LGC should get one of these for "romantic trial flights" or "dual-dual instruction"?

Instructor Danny Beaver, a retired airline pilot who decided that four engines were too much for him, presented his brief: the rules here are simple, we fly on QNH (called here altimeter setting), and we are already at 1250ft AMSL; the ridge today is working, and we may climb today to 6000ft (the hill peak is 5500ft). Airspace? The only airspace to watch for is the "alpha" at FL180 class A if you are lucky to get there. What about flying the glider? Don't worry about that!

We operate aerotows only. Takeoffs are done IFR with

visibility about 3ft down the rope, and you will barely see anything when the Pawnee throws dust and gravel at you. Landings are done visually in this airfield, except from the local lake area, and two airports around. Landing out in the nearby terrain will be tricky, some people flew to Arizona.

The ridge had a few paragliders flying on top of us, with the one on the photo probably at 6000ft AMSL.

Overall, I had two 45min flights in a nice welcoming club, good southern Cali weather and friendly people, and the scariest takeoff experience so far!

Brahim Bellahsain



Bharim and instructor Danny Beaver ready for takeoff.



Paragliders flying on the ridge.



Visibility about 3ft during takeoff.



The alive fleet had another Pawnee tug and a few more American gliders.



Selfie with the instructor.

The dead fleet had a few American gliders, a Grob109 and a Pawnee tug.



CROSS-COUNTRY

ALWAYS PICK A FIELD

BY CHULA RUPASINHA

Always have a field picked and make sure that you are in a good position for an approach and landing. Good advice for turbo drivers, shame I didn't heed it.

In these weird times, many of the purists are quite reasonably playing safe, while those of us with an engine are making the most of any good weather and the easing of restrictions. The beauty of the Shark jet system is that even an amateur, such as myself, under the pressure of being low would struggle to get it wrong. It is simplicity itself – throw three switches, (i) Engine Control Unit (ECU) ON, (ii) engine UP, (iii) engine ON – hardly demanding of the 'right stuff' (but don't tell anyone as I am fond of the 'jet pilot', moniker).

3000TH GLIDER FLIGHT

16th June was to host my 3000th glider flight, and given this milestone, I really ought to have set a respectable task. After a late arrival at the club, yada yada, I set LBZ > BIC > BED > DUN - yes I know it is 'local soaring' for a Shark, but it was still too ambitious for me.

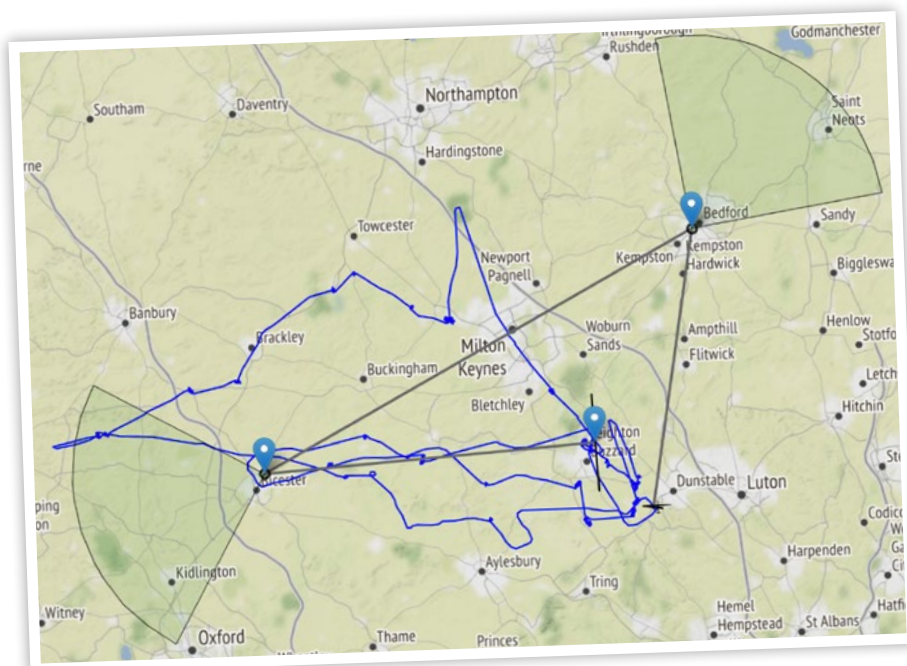
After a precarious first leg to Bicester, I flew over the town

'Accepting this wasn't my day, I joined the right-hand circuit and late downwind, flicked the three switches, waited for the engine to run through its start-up routine and climbed away on base leg.'

below a huge Cu with gliders near the base, but there was nothing left for me, and I had no reserve to explore.

Accepting this wasn't my day, I joined the right-hand circuit and late downwind, flicked the three switches, waited for the engine to run through its start-up routine and climbed away on base leg.

Despite cumulus ahead, I needed the jet all the way back to Wing as nothing worked. Nevertheless, I was grateful for having a turbo reflecting that how in an earlier time of life I may not have set off at all at and if I had, I would now be waiting for a retrieve – not good in these times.



The task and the flight (from the logger)

CHANGE OF PLANS

On getting back to LBZ, I managed to cling on to a weak lift, and quite quickly, the conditions improved such that I was tempted out for an undeclared wander to wherever looked good. My new 'task' became, Silverstone, Enstone, Bicester and back. It was easy now, bases had finally risen and clouds that held out promise faithfully delivered, what could go wrong, and honour, of sorts, would be restored.

As I rounded Enstone, I didn't let the thought of all the big flights that others must be doing spoil my fun and looked forward to a simple blast home. Passing Bicester for the second time in the day, the sky ahead looked OK albeit not quite so mega. The first Cu at Calvert failed to produce much, so I pressed on, after all by now there were 4kts everywhere, or so I thought.

GETTING LOW

The next cloud produced precisely nothing, so I went off track towards Aylesbury where there was a goodish looking cloud that would get me home – but no, it too was a decoy. I soon found myself at 1200ft NW of Aylesbury with a scrappy looking cloud on the edge of the Halton ATZ as my remaining hope. I knew it was time to pick a field and sure enough, I found a dark green one into wind – "right that'll do", I said to myself as I flew east past it to the expiring cloud I was aiming for.

'Then, in the words of Victor Meldrew, "I DON'T RUDDY BELIEVE IT"! I saw that sheep were hiding along a hedge line.'

I was determined not to use the engine twice in a day – Martin, my syndicate partner, would be sure not to let it pass without comment. I knew I had sufficient height. However, as feared, the cloud was another dud, so I set myself up for a left downwind into my chosen field.



Perhaps I didn't have quite as much energy as I thought so I was forced to keep it tight, too close-in for comfort but the situation was manageable. At least I had a good view of the field. Then, in the words of Victor Meldrew, "I DON'T RUDDY BELIEVE IT"! I saw that sheep were hiding along a hedge line.

My mind suddenly even busier with a multitude of thoughts, "too late to do anything about it now, don't change the plan" (in truth there wasn't a choice) "but thank goodness I've got an engine otherwise Andy would have lots to say - once the farmer had finished with me that is" and "good job all those members I've taught how to do a field landing in Kilo Sierra wouldn't know of the mess I made of this one".

These were the halcyon moments when I still could muse on imaginary post-flight conversations, after all in few moments I'd be jetting away. A reliable and simple 3-step process, remember? I switched the ECU on and calmly cleared the usual software fault, quickly

followed by selecting the engine UP (and as per my routine gear down) and the jet, as always, smoothly and reassuringly emerged from behind. "Good old HPH", I silently intoned.

ENGINE FAULT

Finally the last step, I switched the engine ON, and as the automatic start-up sequence began I allowed myself a glance at the altimeter (700' DUN QFE) (a few facts are optionally useful when relaying the post-flight. "There I was with nothing on the clock bar the maker's name account"). A few seconds later, to my horror and DISBELIEF a loud, threatening and continuous BEEEEEEEEEP from the ECU shook me, cue Meldrew impersonation again, but this time with gaping mouth and silence, as the engine fault alarm could not be silenced. I stared at the ECU, and it said something meaningless like "required temperature not met".

Suddenly now abeam the downwind hedge too close, too low and no engine - I don't think instructors should get frightened so shall we say I was "focussed" - the field was not long, it was rough and embarrassingly had livestock in it. There was no room for a base leg, a 180° on to final would be needed, and with a precious little headwind to flatter my skills, I would have to get this

exactly right. Now for the first time, with energy, options and ideas -- let's say, 'limited', I find that I am actually evaluating and planning my approach into the field and wishing I had spent the last 5 minutes rather differently.

ONE LAST ATTEMPT

I decided I didn't have time to start the whole engine sequence again so merely switched it off, paused, and switched back on. The 30 seconds or so for the engine's internal checks to be completed and power to be available felt like an age. As the engine's computer was going through its self-checking routine, I could not be sure it would not announce it wasn't 'well' again, so the shepherd's field was therefore still my plan. The trouble was I had no sight of the field and had to keep flying downwind to give myself space. Thirty seconds was certainly long enough for the adrenaline to fill my legs - amazing what 'focus' does to the physiology!

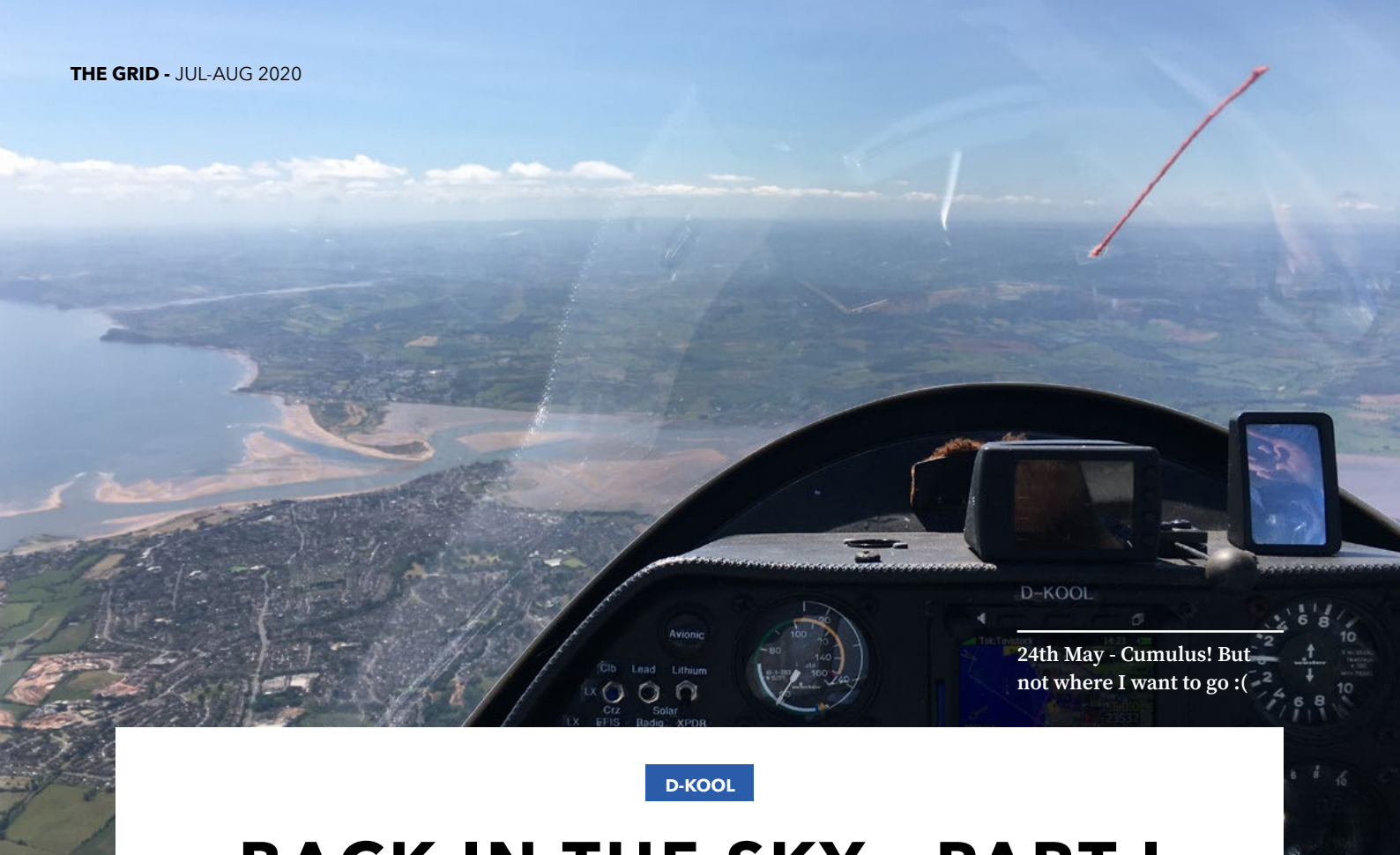
I guess this tale has applicability for those tempted to persist in scratching low down, but for turbo pilots the lesson is clear; don't rely on your engine, pick and plan for a field as you mean it, it really is as simple as that.

I got away with it this time. Flying has taught me the lesson one more time, turbo starts are just like winch launching, a pleasant surprise if you get to the top.

Chula Rupasinha



Under the wing.
 Photo by Petr Kolmann (HPH)



D-KOOL

BACK IN THE SKY - PART I

BY ED DOWNHAM

EDITOR'S NOTE

Ed ended June at the top of the open, weekend and distance ladders. So I asked him if he would be happy to share a summary of his season so far, which he did.

As an avid cross-country pilot, Ed shared enough flights for me to split into two parts. Here is Part I, with his best flights during May.

—

Following requests, here are narratives of some of the flights I did in May and June.

I hope they are of interest and there is not too much filler, like an album from a second rate band...

The season for me so far:

24TH MAY: CONVERGENCES PART I

The forecasts looked right for a classic sea-breeze convergence along the south coast, so I declared an ambitious task, roughly

Plymouth-Brighton and home, hoping for some fast runs.

45mins after setting off, I was grinding away below 1,000' being drifted into the Heathrow zone, which was not an auspicious start. It wasn't until I got close to Southampton that I could reliably get above 3,000'ASL under thin Cu with blue to the NW. Things improved passing Blandford, with deeper clouds and base rising to ~4,000' with the odd run; there were signs of sea air incursion in places but nothing obvious in terms of convergence.

I went as far as the last cumulus, but with 30k to the turn in the blue over high ground, it seemed like it was going to be too much of a struggle, so I turned short at Buckfastleigh, looking south at the sea breezes running down to Salcombe. On the way back, I finally found a split cloud base indicative of a convergence south of Axminster,

but it didn't go anywhere despite giving a good climb.

Odd clouds were building over Poole Harbour, so, armed with a clearance, I set off along the coast having muddled my way up in what I hoped was the beginning of a run. This was not to be, and I didn't get a climb of note until over Southampton itself. Peering down track, it looked like more of the same, so I abandoned the task completely and concentrated on getting back to LGC.

Well, you have to try these things as sometimes they come off, but not on this day. Still, some lovely views of SW England and 605km on OLC can't be bad.

29TH MAY: RELOCATION

It looked like there would be E'ly winds for a while and launching at LGC can sometimes be problematic, so I enquired of Bicester if I could base myself there and they said no problem.



I thought it would be better to position over on Friday to be ready for Saturday, so declared a short goal task Leighton Buzzard, Bicester, Membury, Bicester, 157km.

It was totally blue to ~4,000' starting at 4pm, with towns seeming to kick off better climbs. Saw a twin take off from Membury and it appeared very marginal, with the aircraft and its shadow being inseparable for some time after crossing the motorway. Not for the faint-hearted! Anyway, mission accomplished, let's see what tomorrow brings...

30TH MAY: AIRSPACE! AIRSPACE!

The definite wind today, stronger in the south, so I was glad to have moved down the road. Things were forecast to kick off around 12pm, improving first towards the south, with good bases rising throughout the day. I set a 600k triangle working on 100kph with a margin: Bicester, Goodwood, Wellington (near Taunton), Shipton (near the Mynd) and back to Bicester.

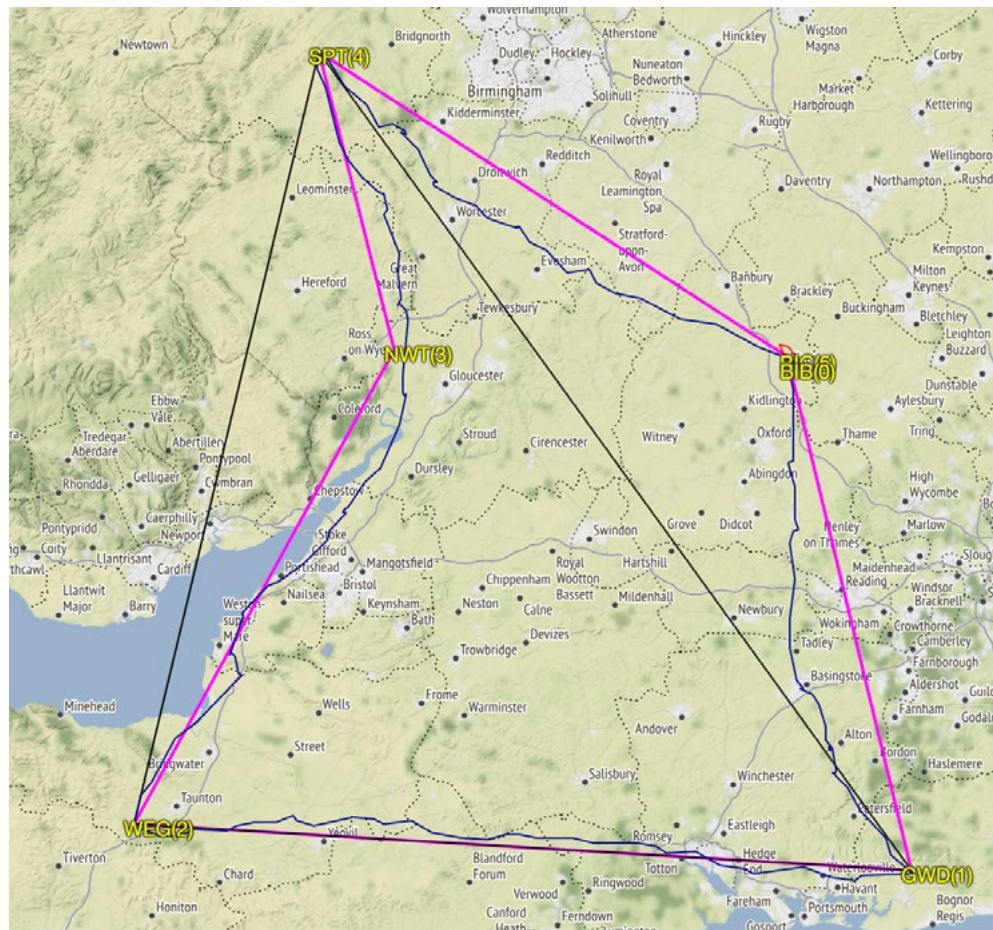
Once south of the M4, there were Cu up to 5,000', and I switched to Farnborough in case I needed a clearance through some of their new airspace, as it's a bit complicated down that way now. Goodwood came and went, then I was handed over to Southampton for a crossing. The base was 6,000' +, and I was constrained to 3-5,000', but this wasn't a major issue. There were good climbs, but the only decent run was over Southampton town, even though the clouds were lining up with the wind.

Finally free of the Solent airspace, the leg down to Wellington went by quickly, and I established a relationship with Bristol ATC early

'45mins after setting off, I was grinding away below 1,000' being drifted into the Heathrow zone, which was not an auspicious start.'

as I planned to route close to their field. Going north, I could see small bits of convergence along the Bristol Channel, but the clouds evaporated as I approached, so in the end, it was a 45km glide out before I ran into better air on the western end of the Mendips. The base was ~7,000' just downwind of the airfield, which gave me a lot of choice in routing from

there. I turned the radio off for an hour after saying goodbye as I'd had enough: ATC had been very friendly but several hours of negotiation, heights, traffic information, squawks, frequency changes, etc. while trying to soar and go cross country as fast as possible was doing my head in (and I'm used to this kind of thing).



30th May - BIB - GWD - WEG - NWT - SPT - BIC

It got a little softer in the Severn valley, but progress was still possible, and once north of Malvern, things improved with reliable climbs to 5,000' +. Round the turn for the long headwind leg and the Cu started to flatten and disappear with climb rates reducing, which was not unexpected. However, the day seemed to perk up from Worcester onwards with decent markers and stronger lift. I set up a 3kt glide with a large margin, which went OK with the odd plummet here and there. 602km at 112kph which I was very pleased with.

31ST MAY: SPAIN IN THE UK

Skysight and TopMeteo both agreed it was going to be a good day but only starting about 15-20 mins earlier than the day before, at best. Again, at Bicester, we were right on edge, to begin with. Using the speed of the previous day as a guide, I added a bit more

distance to make a 633km FAI triangle. Grafham, Ansty Cross (near Dorchester), Corndon Hill (Welshpool) and back but not too much more as there was a forecast of spread out later which could prove problematic.

I started at 1140, and it was just going locally. By the time I got to Cranfield, 40km down the track,

'After congratulating myself on these tactics, I realised I was tracking straight for a danger area near Boscombe so had to deviate 45° left for 20km to go round it.'

the cloud base was a scarcely believable 6,500' with 5-6kt climbs, which told me that airspace was going to be a problem in places. I had set the task to have the highest ceilings possible, but I couldn't avoid the Daventry CTA completely. With a bit of careful forward planning, I spent most of the time in the glide under

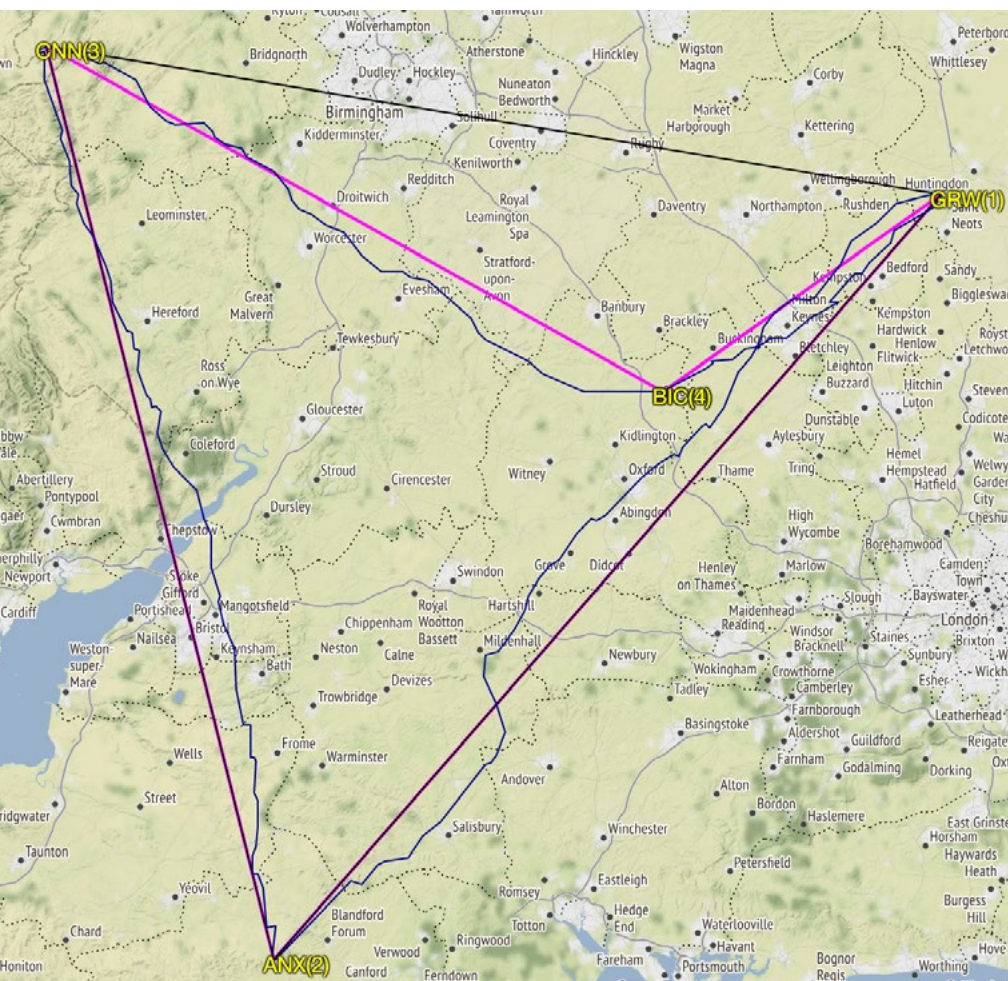
the 5,500' limit and only had to break off from one climb. After congratulating myself on these tactics, I realised I was tracking straight for a danger area near Boscombe so had to deviate 45° left for 20km to go round it. After I'd done that I remembered most of it was inactive, so doubly unnecessary. In my defence,

that whole area is complicated on the map, and I was heading towards it at quite a rate.

Putting the messing about behind me, I concentrated on the sky ahead. The last 10km in and out of the turn was blue, and the wind had picked up, but I connected with the cumulus again without difficulty, then started the long leg north. It was pretty classic with slight SE-NW streeting and bases in the 6-7,000' range with thermals to match, so it progressed rapidly, despite being a little soft going around the last turn.

One short climb just out of the turn, and by dint of a fair bit of weaving about, the 148km back to Bicester into a 15kt headwind went by in just over an hour, helping to give a result of 633km at over 130kph, which is the kind of speed normally reserved for flights on a good day in Southern Europe.

The average climb rate for the whole task was 4.8kts. Definitely in the top five days I've flown on in the UK, and the sky was still heaving for at least an hour after I landed, so a fast 750 would have been on, but who'd have thought that in the morning?



31st May - BIC - GRW - ANX - CNN - BIC

Ed Downham

More flights in the next THE GRID...

Grid Number	Still To Grid	Score
1	29	298

GAMING

ANOTHER KIND OF GLIDING SOFTWARE

BY MARTIN SMITH



Gliding Software falls mainly into two sorts; the stuff that goes in the glider and the stuff that's at home to analyse or archive what the stuff in the glider recorded that day. As with many aspects of gliding, there's a wide range of opinions on the value of each piece, they all have their merits, challenges, fan clubs and haters.

Given the recent opportunity for all of us to spend a lot of time at home simulator software (specifically Condor) has increased in significance as it allows us to pretend we are using the first two sets of software.

Simulator software is still lacking some of those important airfield experiences. Rushing to get on the front of the grid on a good day... helping or not helping the glider in front to improve launch rates... shouting and swearing at the back of the grid when somebody is parked in the way... general relief when the grid has been launched. Clearly, more software is needed.

I have always enjoyed simple classic computer games. The sort that eats up hours of your time without you realising. I felt it was

'I have always enjoyed simple classic computer games. The sort that eats up hours of your time without you realising.'

high time I had a go at creating something myself, so here it is.

Grid Marshall is a Tetris style game where you have to get all of the different size gliders on to the grid. You have limited control over them (just like real glider pilots), but you can steer them into rows and columns as you see fit. If the field becomes too full to get any more gliders on the back of the grid, then you can launch some from the front, and the rest will shuffle up. If you still can't get the last gliders on to the back of the grid, then the game is over. If you do successfully grid everybody, then the next grid could have more gliders, fewer serviceable tugs or everything just happens faster.

THE PLAYERS

Only one human is visible, the Grid Marshall. His name is Herman Paar, and although he knows the correct signals for launching tugs he's not terribly agile, and his movements can be a bit wooden.

His dog, Deefer, is properly airfield trained and stays on the bench near the picnic area. The tug pilots are mythical creatures that just come and go as the serviceability of their machines dictates. Checking the game logbook from time to time you will see a wide variety of pilot names so you can infer all sorts of gender and ethnicity balance from there.

REVIEWS

Those who have played the game so far have generally been happy. The game successfully achieved many of its aims – it wasted a lot of some people's time – some of the on-screen action was immediately recognisable as the manners of certain LGC pilots who shall



remain nameless here. For a big grid, four or more tugs is good, three tugs can be a struggle, and two tugs is not enough – you can arrange a beautiful neat grid, or you can have a complete mess.



TECHNO BABBLE

For the technically minded I didn't write all this software from scratch. I used the Godot Game Engine to manage the action and Blender to model the aircraft and Herman. Both of these products are open source which means they are nicely within my price range. Open Source software is built and maintained by the user community and funded by donations and volunteers rather than license

fees. Many thanks to Christian Brunschen for testing and help with some of the gameplay ideas.

I elected to use a top-down view of a launch grid because this would make the models much easier to construct. Martin Simon's excellent Sailplanes series of books have sufficient dimensional drawings to make a good facsimile of the gliders. It intrigued me that most DG and LS gliders have very straight leading and trailing edges, most modern Schleicher gliders look remarkably similar from above, and many Schempp-Hirth gliders have quite distinctive shapes. The Super Cub and the Duo Discus are reasonably accurate 3D models, but the others are still just top views.

WHAT NEXT

The game does need a few more glider types and in particular one with a really big wingspan to make the grid organisation a bit more challenging (no names no pack drill). Many modern gliders have a remarkably similar outline when viewed from above, so more vintage gliders will likely appear. I'm going to properly 3D model each of the aircraft, honest, and then they will be usable in other projects.

I am currently working on a high score mechanism to add a bit of competition to it all. I've also been thinking about other classic games that can be envisaged in

a gliding environment. The very popular match-three-in-a-row games don't have a corresponding airfield activity so that won't work. There are a number of sliding block puzzles and these sound just like hangar packing to me.

LINKS

The Grid Marshall game – <https://gridsquat.com/GridMarshall>

Godot Game Engine - <https://godotengine.org/>

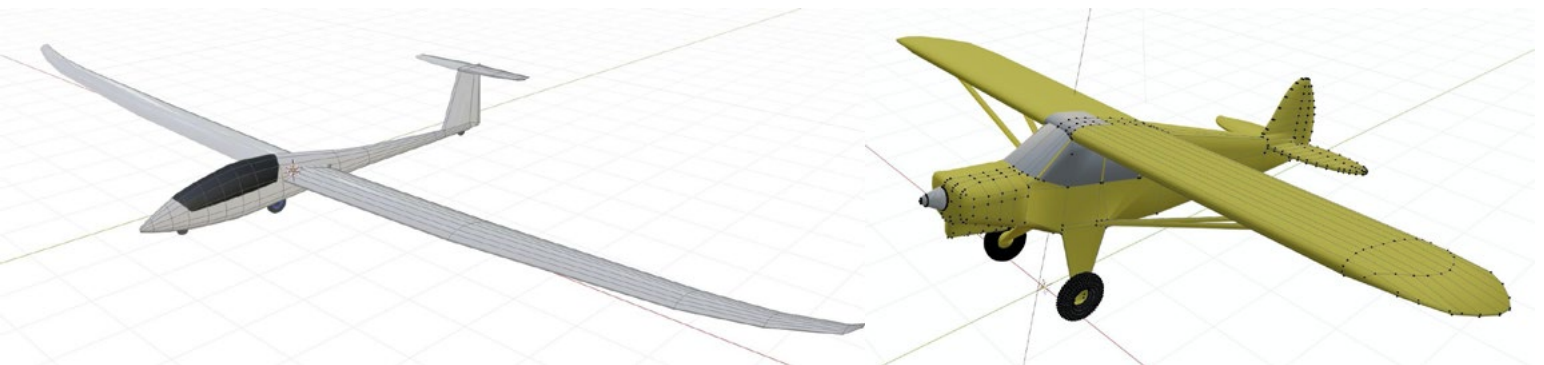
Blender - <https://www.blender.org/>

AND FINALLY

In answer to the question hinted at in the first paragraph, I have long been a fan of WinPilot running on an old Compaq PDA. Sadly both of these components are struggling now, the hardware is on its last legs, and the software doesn't handle a lot of new and useful things that more up to date software breezes through.

My pockets are the sort of depth that prefers to spend money on launch tokens rather than a panel refit, so I'm heading for a recent smartphone running XCSoar.

Martin Smith





GLIDING IN A VIRTUAL WORLD

BY FIONA GUEST

The Covid-19 pandemic and resulting lockdown with social distancing meant that so much of our lives became virtual – video conference meetings, Zoom chats, live-streamed church services to name but a few.

Even when restrictions were relaxed to allow General Aviation including gliding to recommence on 13th May 2020, only solo flying was allowed, because of social distancing rules. What did we ab initio pilots do?

Many club members, solo or otherwise have the Condor simulator programme, and for those not yet solo that has been the only way to continue our sport. Practising on it helps with the brain-and-eye coordination and muscle memory, ready to be transferred to the real thing as soon as possible.

Many of us have a particular day of the week when we're free to fly. With me, it's normally a Tuesday, and since lockdown commenced, I've kept in touch with Rupert Puritz, who's usually club instructor on a Tuesday. He's given me some really helpful e-instruction, which I've practised

on Condor. Not having done simulated cable breaks on the winch, practising them on Condor was a good idea, so I asked Rupert for advice. He sent me the relevant bit of the Instructor's Manual, so I knew what to practice.

Every time an instructor had said that I was almost ready to learn the aerotow ground run, something cropped up so that it didn't happen. Seeing that when flying did start again, it was aerotows only, practising aerotow launches was a good idea, in preparation for the real thing. Unfortunately, as far as I know, Condor won't let you start at 500ft, the point at which the instructor has been giving me control. When attempting the ground run virtually, the tug always disappeared from sight, something that had never happened in real life and it didn't seem right.

Rupert's e-instruction came to the rescue! He told me it was dangerous for the tug, explaining what you need to do on a K21 to prevent it. I tried it on Condor and have been able to launch without losing the tug.

Not having done it for real, if someone handed me a parachute,

pointed to a K23 and said "Off you go" I would say a very firm "No"! However doing it on a sim has been a preparation for the real thing (under the close supervision of an instructor).

The BGA has been running a FRTOL course this spring, and that too has been virtual. There were six Zoom sessions, and halfway through the course, a bunch of us from LGC formed a practice group. We practised on Zoom with Brahim Bellahsain taking the role of coach and playing the ATSU. Thanks, Brahim! The sessions were a great way to get to know other LGC members.

Chula was one of the instructors running the course, and he set up a mock test for us via Zoom.

Virtual gliding is a complement to rather than a substitute for the real thing. However, through lockdown and the ban on dual instructional flying, it's enabled us to continue our sport and to practice our skills and develop new ones.

Roll on days of soaring in the sky using skills practised virtually!

Fiona Guest



PILOT PROFILE

SOME BUGS ARE BAD AND SOME BUGS ARE GOOD

or how I got into gliding...

BY BARON BINGBONG

First gliding licence

It was 1958. Avrillé (Angers Avrillé) had put on an Open Day for the weekend. My parents had taken my sister and me to see the aircraft neatly parked on the airfield and the fantastic air displays and aerobatics performed by the flying aces of the time.

I searched high and low, then I searched low and high, and finally, I found it! The photograph was taken on the day in front of that Piper that, many years later, I would proudly fly. In our ignorance, we as a family were ideally placed to be mangled by the propeller should it had decided to turn, but no worries, I was holding the tip!

To say that I was blown away by what I saw that day is a vast understatement. The shape of the aircraft, their sizes, my innocent disbelief that those big chunky lumps of wood, metal and fabric could slice so smoothly and effortlessly through the air left their marks.

From then on, I never ceased to look at the sky at the slightest

hint of an engine noise passing overhead. I tried to imagine what I would see and feel if I was inside one of them, and what sense of pride and achievement the people in these aircraft must experience. The bug, a good bug, had got hold of me.

And that was my aviation experience for a few years until my friend Didier and I decided to take our mopeds and visit that airfield again.

TAKING THE SKIES

The Aeroclub de L'Ouest in Angers has a prestigious history rooted in the early days of French aviation. The club had always been active, and now in the 60s, it was more so than ever.

Every weekend, Didier and I would visit the aeroclub, sit on the bench outside the tower, and watch the activities in awe. After a few such weekends, someone I would later know as PouPou (Pougnard), who was the club mechanic, came to see us: "I see you coming every weekend, you look, but you never

fly, why?". "Err, we are not pilots, we could not be, we don't have the money, we are not bright enough for this...". "How old are you?" asked Poupou. "17". "Perfect," he said, "there is state money available for youngsters like you, which means you will have very little to pay when you learn to fly." "The best way to learn is to fly gliders, it is just as much fun, the training costs less, and this will make you better pilots!". "How about doing a flight with an instructor, talk to him, and see how you too could be pilots?"

So, we gathered some basic information and the following weekend I went up in an MS Rallye Commodore.

It is then that I had a second massive bug infestation. The combined experience of the vibrations of the engine, the solid yet gently swaying of the airframe as we taxied on the ground, the push from the back as full take-off power was applied, the soft left and right oscillations of the aircraft as it gained speed, soon followed by the smooth, steady rise was bliss.

The views were incredible: miniature houses, models of buildings that I was familiar with, the cute little cattle replicas in the fields, the roads, long waving ribbons and not the wide and narrowing perspectives I was used to; totally amazing!

LEARNING TO FLY GLIDERS

Back on the ground, I was introduced to 'Le Patron', the boss, René Hersen the well-loved and respected club CFI. He explained in simple terms how young people started gliding, what learning to fly involved and about the BESA (BIA now), the state exam to qualify for the grant.

Being underage, I had to ask for my parents' signature. They agreed to do so but did not realise that this was for a whole year's flying and not just for a single flight experience as I had 'accidentally' told them...

The following weekend was the exam which I took and spectacularly failed!

'I soon discovered that gliding involved friendship, mutual support, helping on the ground, launching other people, retrieving, cleaning, lifting, pulling and pushing.'

The club encouraged me to try again, but I did not need much persuasion since the bug had entirely infected me!

My second attempt was successful, and from then on, every weekend, while my parents thought I spent my time gawping at planes, I started learning to fly gliders.

I soon discovered that gliding involved friendship, mutual support, helping on the ground, launching other people, retrieving, cleaning, lifting, pulling and pushing (a lot in those days because many gliders had skids and buggies had not been invented yet!). However, all these tasks gave little 'uns like me wonderful opportunities to find their

niches in the club, to gain respect and enough status to progress beyond the stage of feeling green. From that perspective as well, my budding gliding experience helped me grow up, gain confidence and swarted any potential risk of beating the good virus. I was also able to build on new skills in the workshop in particular, but that is another story.

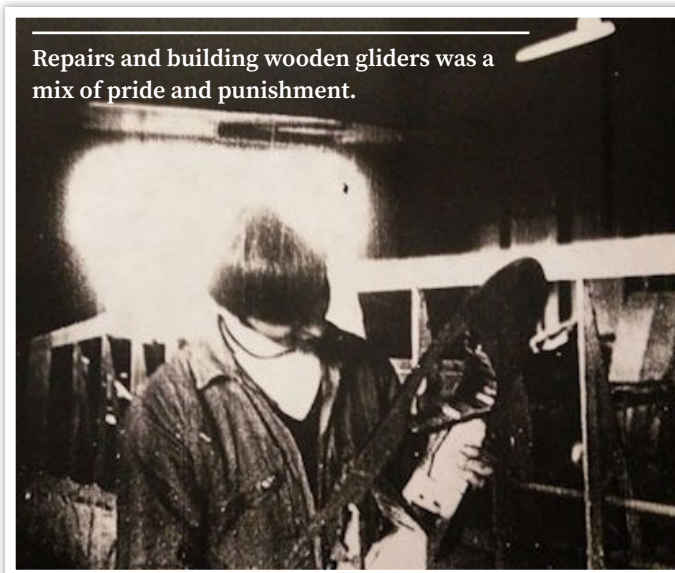
Did my parents find out about what they had signed up for and what I was up to? Yes, when the following year I put under their noses a new consent form!

Aah, the good old days; sniff...

Baron BingBong



The Jamin family blissfully unaware of danger but cowboys are afraid of nothing!



Repairs and building wooden gliders was a mix of pride and punishment.



Got to look cool!

SAFETY

FLARMNET AND FLARM TRACKING

BY PAUL CANDLER



‘Quite a few people commented that they hadn’t appreciated the difference between FlarmNet and the Open Glider Network (OGN).’

Before lockdown, when I gave a Winter Wednesday presentation on Waypoint and Airspace files, I also included a slide on flarm tracking, and the need to keep FlarmNet databases up to date.

Quite a few people commented that they hadn't appreciated the difference between FlarmNet and the Open Glider Network (OGN), or the need to register separately for both if you want to take full advantage of Flarm Tracking.

On my first flight after lockdown, my LX showed two gliders also flying locally, which I knew had been sold in the last year, and were no longer on site. In both cases, I knew immediately that it wasn't the gliders, but that the flarms had been moved to another glider, but still registered to the old one.

To re-iterate for those that were at my presentation, and to inform those that weren't, here is a brief explanation.

FLARMNET

FlarmNet is a proprietary database maintained by the Flarm organisation. Its initial purpose was to register every flarm device with the registration of the aircraft carrying it, to enable flarm displays (such as Flarmview or

PDA's connected to flarm devices) to display a glider id, instead of the unique hexadecimal code that identifies the flarm device.

One of the benefits of this is that, if you can see a nearby glider on your display, and that glider's flarm is registered, you will also be able to see its competition number or trigraph instead of its flarm id. This might be useful if you feel the need to make a radio call to the other glider to ensure that they can see you and know your intentions. A secondary benefit is that if you are team flying (or if you are leeching), you can quickly identify who and where the other glider is. If you can identify the other gliders around you, you might decide which ones to follow (or in some cases, avoid).

For pilots who don't have a flarm display other than the basic 'rosette', it's still worth registering on FlarmNet, so that other pilots can identify you, even if you can't identify them.

A positive sighting on someone else's flarm could help to locate you quickly in the event of an accident, or if you're struggling in a weak climb, enable them to guide you to a better thermal.

You can register your flarm at <https://www.FlarmNet.org/FlarmNet/>

You can also download the latest FlarmNet database for your device from that site, which means that newly registered flarms will display their competition numbers or registration instead of their hex code. It is well worth updating the FlarmNet database regularly so that you get newly added glider ids.

Most flarm devices allow you to build your own database, but to do this, you need to collect the hex ids of other flarm devices and associate them with the appropriate glider. This can be time-consuming and not always easy or convenient to do.

IMPORTANT: If you move your flarm device from one glider to another, and if you have previously registered on FlarmNet, remember to re-register, so that the correct glider id shows on other pilots' flarm displays.



Either the owner of flarm D006F4 hasn't registered on FlarmNet, or the Flarmview's database is not up to date.

Right: The owner has registered on FlarmNet, and the Flarmview database has been updated (at least once since January 2019, which was when I registered the flarm in my glider).

FLARM TRACKING

Registering on FlarmNet does not enable you to be directly identified on ground-based tracking systems, you will need to register on OGN as well.

OGN (or Spot the Glider) uses ground-based flarm receivers to track flarm carrying aircraft. When it first appeared on the scene, it used the FlarmNet database to decode the hex ids of the aircraft and display trigraphs or comp numbers. The Flarm organisation objected to this misuse (as they saw it) of their data and took steps to stop it.

Consequently, it became necessary for OGN to build their database of flarm ids and for pilots to register their device separately with OGN if they want to be tracked by OGN or other systems like Glide and Seek (which use the OGN database).

You can register your flarm with OGN at <http://ddb.glidernet.org/>

Registering on OGN gives the option to be tracked but anonymously (if you're sensitive about your privacy), which can potentially help in an emergency, to identify where you've been.

There are some handy notes about opting in/out of tracking at <http://wiki.glidernet.org/opt-in-opt-out>

The two gliders that I mentioned earlier that had not updated their FlarmNet registration had at least updated their OGN registrations!

It's worth noting that care should be taken when configuring your flarm device. Please make sure you tell it that it's in a glider. OGN and Glide and Seek display different types of aircraft (gliders, tugs, hang-gliders, drones, etc.) in different colours. Early on in the lockdown, someone reported that they had spotted, on OGN, gliders flying in Shropshire.

Only they weren't gliders; they were RAF helicopters which were equipped with flarm but incorrectly configured.

TO CONCLUDE

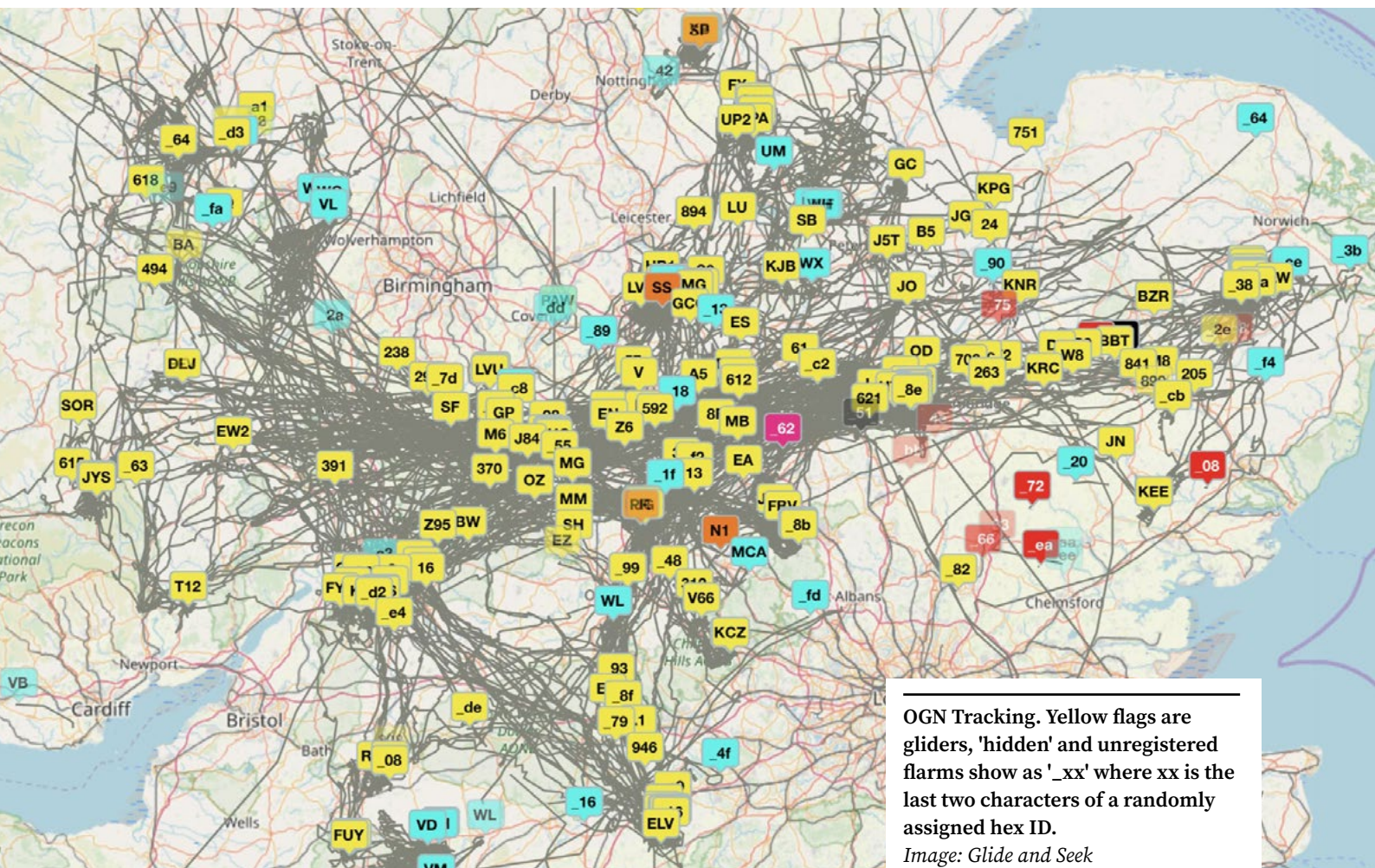
If you fly with flarm, consider registering your device on both FlarmNet and OGN.

If you have a flarm display that shows glider ids, keep your FlarmNet database up to date.

If you sell your flarm device, de-register it (if you don't the new owner won't be able to register it in their name).

If you move your flarm device to another glider, re-register it at both FlarmNet and OGN.

Paul Candler



OGN Tracking. Yellow flags are gliders, 'hidden' and unregistered flarms show as '_xx' where xx is the last two characters of a randomly assigned hex ID.

Image: Glide and Seek

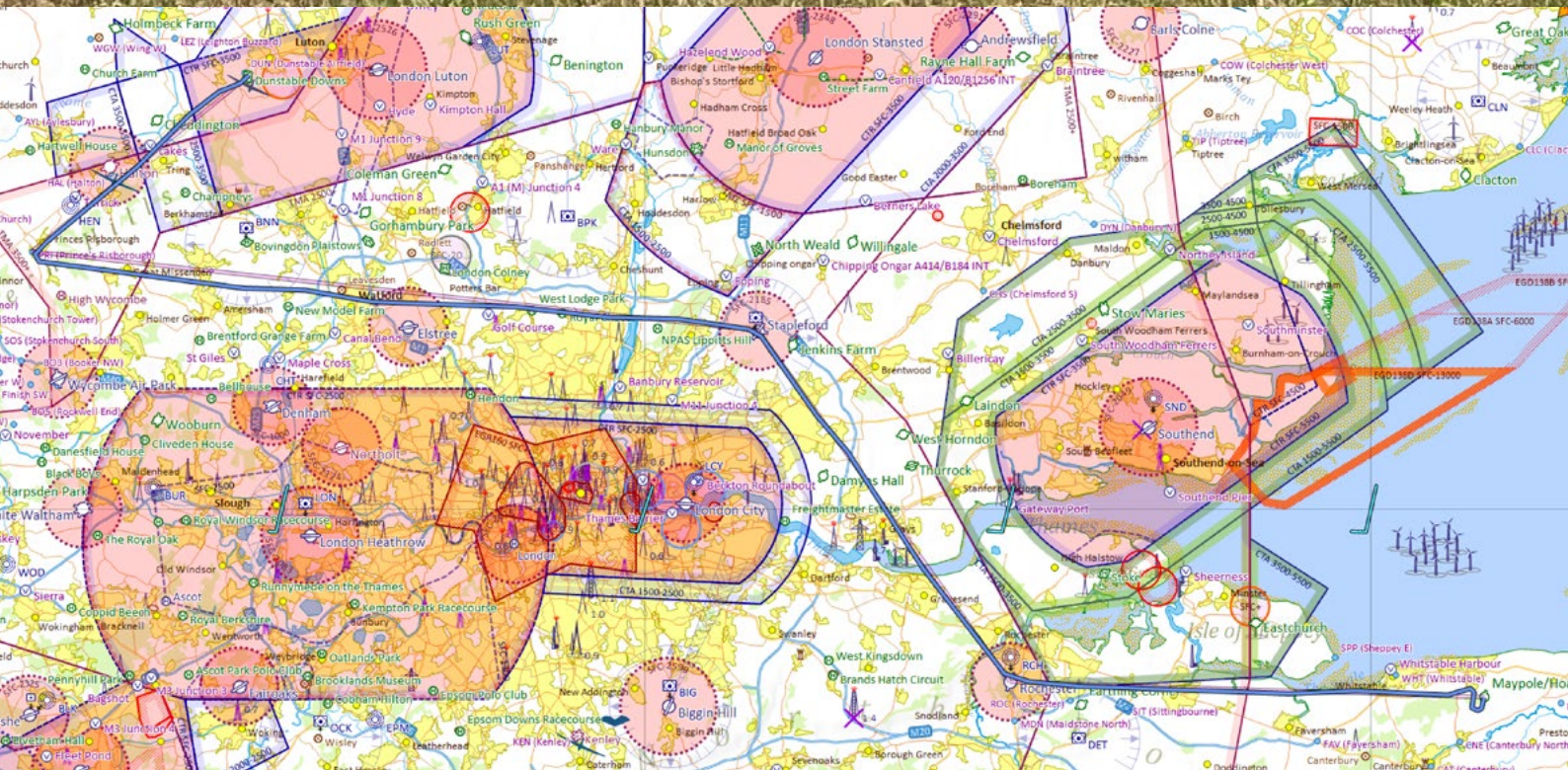
THE CONTINUING STORY OF THE TRAVELS OF KS

BY STEVE LYNN

I was so impressed by Trevor Mills description of building G-MLSY that I wanted to add a few shots from the trip that Gill and I made to Maypole in KS last Summer.



KS arriving Maypole.
Photo by Trevor Mills





Above: fettling.
 Photo by Steve Lynn

Above: Fish and chips.
 Photo by Trevor Mills



Tilbury Docks - the East End
 enroute home.
 Photo by Steve Lynn



leaving via a look at the North
 Kent Coast. Photo by Steve Lynn



SILVER DISTANCE

TWO SILVER DISTANCE FLIGHTS

BY FRANCIS RUSSELL

The J.S. Weihe. Aaaaah!

Among the items on view during the historical evening at the Club in February was a fascinating archive of the achievements of Mr J S Fox, a pioneering member of the London Gliding Club in the 1930s. With a distance flight to Great Wratting, Suffolk, he became the 11th British Silver 'C' pilot (no. 338 on the International list) on the 11th April 1937. His flight is of particular interest to me, as I was to find myself following in his footsteps (footsteps?) thirty-three years later.

Mr Fox was flying the only Rhoenadler to be imported into Britain. It was a wooden (naturally) high performance (20:1 glide angle!) glider that had been produced in quantity by Alexander Schleicher at Poppenhausen. It was the design that established Hans Jacobs as an

'So on I flew until I came to the fold in my chart. I could not unfold it in the narrow cockpit!'

outstanding designer of sailplanes. With a wingspan of 17.4 metres and an enclosed cockpit, it set the style for many sailplanes that followed.

On the day, after soaring downwind for some time in the area of Hemel Hempstead, Fox returned to Dunstable, climbed to 4000 feet (if only we could do that now!) and set off following a long shadow on the ground that pointed in the direction of Cambridge. No doubt that nowadays we would have looked up and identified a cloud street. However, at Royston, he found himself down to 600 feet.

After getting a slow climb to 1100 feet, Fox set off on a compass course towards Duxford. He had never seen

this airfield before and on the way struggled in vain to unfold his map in the narrow confines of his cockpit in order to find it. This almost resulted in a spin, but he managed to arrive at Duxford to find four aircraft in the air. The planes landed, and he saw people scurrying about clearing the area in anticipation of his arrival.

However, a climb to 1500 feet was enough to persuade Fox to continue. A few more thermals to only 1000 feet were sufficient to get him to what looked, from 400 feet, like a suitable field. He landed at Great Wratting at 3.10 pm, and the retrieve arrived back at Dunstable at 3 am. It seems like a long retrieve, but we have better roads, retrieve vehicles and trailers nowadays.

Or even on the 11th July 1970, when this writer needed a distance flight to complete his Silver badge. Like Fox, I took a winch launch, but this time I was flying Hans Jacobs' masterpiece, the Weihe, with its 18m wingspan and a glide angle of 29:1 (or hopefully a fraction more, although not the way I flew it). So far as I can remember, I departed without undue delay. Climbs en route are recorded as up to between 1200 and 4000 feet, and I passed Duxford to my right where sadly the fighter planes had long departed.

Duxford would have been far enough for the distance, except that it is almost 300 feet lower than Dustable,

so it was a case of continuing to avoid being caught by the 1% rule. So on I flew until I came to the fold in my chart. I could not unfold it in the narrow cockpit! I passed over an imposing RAF airfield with a number of Varsitys (navigation trainers!) parked around the hangars, and after another climb or two, I selected a field and landed. The distance was about 90 km, and I am recorded as landing near a village misleadingly named as Stanstead, near Sudbury. I met Mr and Mrs Kiddy at the adjacent Cranmore Farm, Long Melford for phone and a cup of tea.

The retrieve did not last as long as Mr Fox's.

NOTES

1: A better account of JH S Fox's flight will be found in *Sailplane and Glider Magazine*, May 1937.

2: A more lurid account of the writer's flight can be found by bribing Lofty over a pint or two after the Club bar opens after lockdown.

3: See a modern replica of the Rhoenadler in the Wasserkuppe Museum. Well worth a visit.

Francis Russel



A Rhoenadler. Mr Fox's was not painted quite like this.

FLYING AGAIN

BY DAVID A WHITE

David documented the resumption of operations at LGC after lockdown.

Phase 0 started on 16th May, after the Government relaxed the ban on recreational aviation that was in place during the Covid-19 lockdown.

After a successful trial, phase 1 started on the day after. There have proved to be

a number of regular volunteer crew, to whom we should be grateful for helping to get many of us back in the air.

With special thanks to those who repeatedly offer their time but who are not yet able to fly solo themselves under Phase 1.

David A White





SECRET DIARY OF AD NAUSEAM, AGE 47^{3/4}

(apologies to Sue Townsend)

Chapter 69: Getting Desperate

There I was, all innocent-like, minding me own bizness at the launchpoint, waiting for my mate Al Dente to land so I could have a go. It was a rather strange atmosphere, everyone standing 2 yards apart (an old-fashioned lot, or maybe they'd worked out that it got them a few inches closer to their mates). Clingfilm and hand sanitiser at the ready.

One person alone in the tower. A couple waiting on buggies, they've each adopted their own for the day, and you're in deep trouble if you even think about touching it, let alone drive it. And some strange arrangement about packing the hanger and moving gliders around. I'm 'starboard wingtip' today, and Ab Initio (who can't fly yet), he's 'port wingtip'. It would help if he could remember which is which.

Anyway, while we were having our sandwich lunch, they tried to lighten the atmosphere with a bit of viral banter:

What will they call the baby boomers born nine months from now? The quaranteens.

My mate says; 'feed a cold, starve a fever, drink a corona!'

Ab ran out of toilet paper and had to start using old newspapers. Times are rough.

What should you do if you don't understand my coronavirus joke? Be patient.

What do you say when you wake up late for work with a fever? Self, I so late.

Why Do they call it the novel coronavirus? Well, it's a long story....

What's the best way to avoid touching your face? A glass of beer in each hand.

All those coronavirus jokes out there, it's a pundemic.

I know a great joke about Corona Virus, you probably won't get it though.

With all this Corona Virus about, the people who make sanitising gel are rubbing their hands together.

Ab went to the chemist today and asked the assistant "what kills the Corona Virus?" "She replied "Ammonia Cleaner".

Ab: "Oh, I am sorry, I thought you worked here".

Have you had to wear glasses and a mask at the same time because of Covid-19?

You may be entitled to condensation.

My mate Ab: "If I get the Corona Virus, I wanna meet a girl with Limes Disease....."

The Undertakers are having to work with a skeleton staff.

That's enough for now!

To be continued...

Ad Nauseam



OBITUARY

PETER LANGFORD

BY ROGER BARRETT

Peter Langford died on 24 May 2020 aged 91. He contracted polio while doing his National Service, leaving him with a weak leg, but this didn't stop him from being very active at LGC in the 1950s - 60s.

LANDING OUT AT HEATHROW

He made the headlines in 1955, before any London Control Zone existed, when he landed the club Prefect at Heathrow. Peter was attempting a Silver C flight to Lasham in poor visibility and realised the active airfield below wasn't Bovingdon as he anticipated but the new, partially developed, Heathrow. When he saw a Constellation land and a Stratocruiser take off, Peter decided he would be less of a hazard if he landed. He put down on the grass near a hangar and phoned the control tower to announce his presence.

The controllers hadn't noticed his arrival and were just concerned about how quickly he could remove himself and the Prefect. Peter's suggestion of an aerotow didn't go down well, and a road retrieve to Dunstable followed. National newspapers ran the story including

'Known as 'The Long-haired Retriever' he was always willing to help his friends by driving on retrieves to the 300km goal flight destination at Plymouth Roborough.'

the Daily Mail with a headline "Glider nosedives into the ground at Heathrow". You can read the full story in Ted Hull's Take Up Slack book.

I first met Peter in 1959 when I was encouraged to get instruction from him so I could drive the winch. Known as 'The Long-haired Retriever' he was always willing to help his friends by driving on retrieves to the 300km goal flight destination at Plymouth Roborough.

LONDON BALLOON CLUB

The 1966 club air display included a hydrogen gas balloon, 'Jambo'. This encouraged several of us, including Peter, to think flying balloons might be good fun and we set about establishing the London Balloon Club at Dunstable. Peter had a technical background, designing paper-making machines, and he went on to make a significant contribution to the

development of hot-air balloons when he chaired the British Balloon and Airship Club's technical committee. For that work, he was awarded a Royal Aero Club Bronze Medal in 1975. He made the first balloon flight in Iran when a mob stoned him as he landed on a football pitch. Peter said he felt in good company, since nearly 200 years before in France, the first gas balloon had been received in a similar manner.

Peter became a professional balloon pilot flying for Esso and at a Safari Camp in Kenya. His polio returned in later years, which restricted his mobility, and he was diagnosed with Alzheimer's dementia in 2013, which took a dreadful toll. Peter was married to Diane, who cared for him wonderfully.

Roger Barrett

London Gliding Club Officials

President

Carr Withall
carrwithall@btinternet.com
01442 862577

Treasurer

Mark Burton
burtonmarkt@btinternet.com
01920 438230

Projects & Buildings

Peter Brown
greenwoodbrown@hotmail.com

Bar & Catering

Mike Barrowman
theplough@hotmail.com
01525 221980 & 07814 144421

Welfare Officer

Rupert Puritz
soarbones@hotmail.com
01462 812246 & 07770 383144

Deputy Welfare Officer

Andrew Brown
andrew@apb3.me.uk
07714 337066

Chief Tug Pilot & Cadet Co-ordinator

Robin May
rcmay13@gmail.com

Winch Master

Allen Kefford
01582 668772

S&G Reports

Andrew Sampson
andrew.sampson1@ntlworld.com

Office & London Sailplanes

Manager / CFI

Andy Roch
andy@londonglidingclub.co.uk

Reception

reception@londonglidingclub.co.uk
tel: 01582 663419 · fax: 01582 665744

📍 Tring Road, Dunstable, Beds, LU6 2JP

Chairman

Andrew Sampson
andrew.sampson1@ntlworld.com

LGC Secretary

Mark Peters
braybourne@tiscali.co.uk

Vice Chairmain

Alex Hippel
ahippel@spectralsystems.co.uk

New Members

Rafael Schouchana
rafaschou@gmail.com
07964 568505

Social

Gaye Flexen
gayeflexen@hotmail.com
07950 343405

BGA/Airspace

Andy Roch
andy@londonglidingclub.co.uk

Marketing

Andy Zuchora
andrew.zuchora@gmail.com
01923 262560 & 07590 690102

Flying Safety Officer

Mark Newland-Smith
mark@urbanomics.co.uk

Inter-Club League Captain

Stefan Astley
stefanastley777@hotmail.com

Newsletter

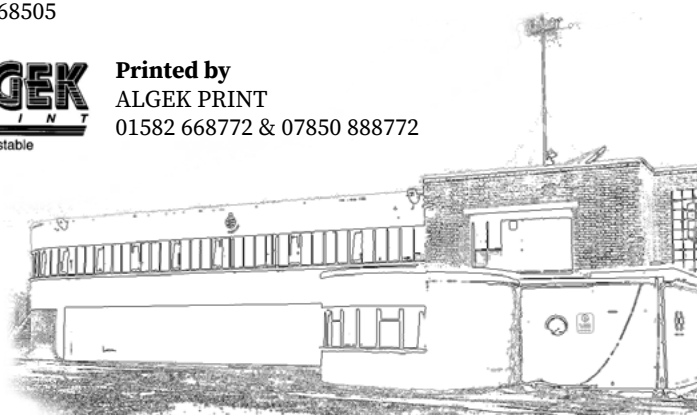
Editor

Rafael Schouchana
rafaschou@gmail.com
07964 568505



Printed by

ALGEK PRINT
01582 668772 & 07850 888772





LONDON GLIDING CLUB

90th

ANNIVERSARY