

# THE GRID

London Gliding Club Magazine / APR-JUN 2021

## A promising start of the season



INSTRUCTOR REGENCY FLYING  
ABOYNE 2020  
SPRING TASKS & GLIDER MAINTENANCE  
LGC CADETS  
AND MUCH MORE



LONDON GLIDING CLUB



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The Three Musketeers of the Winch: Hans, Ed & Daniel delivered smooth acceleration and no broken cables, despite having been out of practice for several months. *Photo by David A White*



# ARE YOU READY?

**B**etter later than never! With the usual apologies for the delayed publication of the Q2 issue of THE GRID, I'd like to thank all of the contributors for submitting articles and photos. It was hard to get to a sufficient number of stories at the beginning of the quarter since the Winter was pretty much a write-off.

Without a doubt, this season is already a lot more promising than 2020. COVID is still out there, but the vaccination program allows us to practice our beloved sport a lot more than in the past year.

I feel that now that we all left hibernation, it's essential to issue a kind reminder of a few things:

- Please submit your achievements via the online form; we want to celebrate them with you.
- Share your stories and photos so they can be featured in our club magazine.
- Join the Dunstable Regionals competition, even if you're unable to fly every single day.
- Join or organise expeditions; it's a great way to get to know your fellow members better and enjoy different views!
- Please help us welcome new members and attract more people into gliding.
- And last but not least, have fun!

## IN THIS ISSUE

In this issue of THE GRID, our chairman Andy Sampson updates us on the operational aspects of the club, the website and our new Introductory Membership (pg 06).

David White shares his experience during the instructor recency flying (pg 08), as well as incredible gliding photography in the gallery (pg 12).

David Stern shows the results of the Spring tasks (pg 10), while Phil Warner showcases the different seasons experienced on Easter Monday (pg 21).

While many of us were squeezing some flights at Dunstable, Guy Corbett was lucky to visit Aboyne in September (pg 16).

Mark Newland-Smith invites us to join the Regionals (pg 11) and talks about seat comfort and safety (pg 19).

The LGC cadets return (pg 22), bringing renewed energy to the airfield, while KS continues to explore new destinations (pg 20).

On the historical side, Martin Hayden revives the story of JJ landing at Whipsnade (pg 23), and we explore a collection of photos of primary gliders used for training in the 1930s (pg 24).

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**Rafael Schouchana - Editor**

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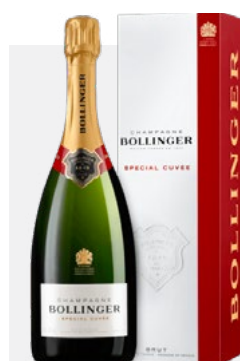
## Cover photograph

Aerial photo of LGC taken by Rafael Schouchana

# CLUB ANNOUNCEMENTS

## Welcome to new club members

- > Alexandre Katz
- > Andrew Henderson
- > Asim Iqbal
- > Haluk Yildiz
- > Harry Foster
- > Ilia Katz
- > Itamar Katz
- > Jack Chidley
- > Leszek Szymon
- > Pete Stratten
- > Robert Crick



## Free bottle of champagne

For the first LGC pilot to fly his/her first solo 300km in a private or club glider.

Nigel Perren

## Achievements



Date	Name	Achievement
20/04/2021	Peter Farrimond	XC endorsement
12/05/2021	Bruno Visogliosi	First solo - winch
05/06/2021	Alex Horstmann	Silver Distance and Part 1 of the 100km diploma
09/06/2021	Peter Farrimond	ASW24 conversion
13/06/2021	Rolph Overvliet	Silver Distance
27/06/2021	Shaun Sanderson	ASW24 conversion
27/06/2021	Anthony Landau	ASW24 conversion

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

### Note on Achievements Notice:

Make sure your name is on the list on the notice board so that we do not miss you out.

## SPL conversion

Pilots of Part-21 sailplanes (formerly described as EASA sailplanes) including powered sailplanes including TMGs need to hold a Sailplane Pilot Licence (SPL) by **8 December 2023**.

Meanwhile, BGA and national rules continue to apply to pilots of Part-21 and non-Part 21 sailplanes.

Sailplane pilots who choose to convert are directly supported through the conversion process by the BGA.

It is recommended that pilots that already qualify for the conversion apply sooner than later to avoid too many applications having to be processed by the BGA at the last minute.

Find out more: <https://members.glidering.co.uk/pilot-licence-conversion/>

## Next deadline

Submit your story to THE GRID by

**8<sup>th</sup> August 2021**

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

# SAMPSON'S SCRIPT

BY ANDREW SAMPSON

Prince Philip, who passed away on 9 April at the age of ninety-nine, was an avid aviator, and keen supporter of gliding, as Patron of the BGA for over 60 years. He began flying in 1952 and eventually logged almost six thousand hours in over sixty different types, including Slingsby Eagle and Capstan sailplanes. As well as his role with the BGA, he was also the Patron of The Air League and the Guild of Air Pilots and Navigators (now the Honourable Company of Air Pilots) and Air Commodore-in-Chief of the Air Training Corps. Our sincere condolences go to Her Majesty.

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There is a great sense of optimism as the latest coronavirus wave appears to be receding and as more of us receive our vaccinations, and at the same time, we have seen the start of the soaring season.

Instructor currency flights were permitted from 26th February, then step 1 on the government roadmap allowed solo flying (and dual if from the same household) from March 29th, and step 2 has enabled dual instructional flights from April 12th. At the time of writing, we are still very much subject to the government guidelines, but at least members can enjoy our wonderful sport once again.

Obviously, the situation is still evolving, so I would ask everyone to keep monitoring the government information as well as looking out for our own club messages and updates, including our own 'roadmap' and operational guidelines on our website.

## THE WEBSITE

Regarding the website, you may have noticed it has been changing. The new platform means that it is reasonably straightforward to amend, add, remove or update items almost on a daily basis, making it

“There is a great sense of optimism as the latest coronavirus wave appears to be receding and as more of us receive our vaccinations, and at the same time, we have seen the start of the soaring season.”

a lot easier to try out new ideas. Feedback is most welcome, and if you would like to help with the website team, please do get in touch.

One way in which you can all help is with the provision of new images and video. Many of the photos on the site are rather dated. We have a lot of pictures of gliders, but not enough of people.

We are keen to show the vibrancy of the club and its atmosphere and culture, so we need a lot more images of members and visitors enjoying themselves at the club. In particular, short videos (up to 60 secs) would be most welcome. They don't have to be of the highest quality (but obviously that helps) - it's much more important that they show the real life of the club.

They can be used on the website, or via the club Facebook or Instagram pages, or to provide the basis for stories in 'The Grid' newsletter. Please make sure anyone you film is happy for the material to be used.

In December, we made a successful application to the DfT sponsored Airfield Development Advisory Fund. We received some valuable consultancy advice regarding the website and our marketing plans for new members. Look at the area 'Join us', and you will find some of the initial work.

## INTRODUCTORY MEMBERSHIP

Although it is great to have many visitors coming for introductory flights or one-day courses, we are particularly interested in attracting new permanent and committed members. Hence we have invented

a new way to join - 'Introductory Membership'. For a fee of £350, a prospective member can join the club for an initial period of 3 months (from the day of their first flight), and they have £200 credited to their flying account, which they can use in the usual way to train at standard club rates. During the period, they have the chance to get to know all about us and start their training, and hopefully, by the end, they will be hooked!

Please note that Introductory flight and one-day course participants now receive one month of temporary membership.

## CLUB AMBASSADORS

We really want to make new members feel welcome, so to supplement our well-known hospitality and the work of the instructors, we have introduced the concept of 'Club Ambassador'. These are members who will go out of their way to contact new members (including those on the Introductory membership scheme) and ensure they are shown around, introduced to new friends, and generally 'shown the ropes'. Rafael Schouchana leads the group, and if you would like to help as an 'ambassador', he would love to hear from you.

## THE COMMITTEE

Behind the scenes, your committee has continued to work hard. It's now over a year since we had a real, live meeting at the club. In fact, we are so used to meeting by 'Zoom' that I doubt we will ever return to proper meetings unless for the social interaction (and beer!). The virtual format has brought greater attendance (no travel problems), and



Photo by David A. White

the meetings themselves are more efficient with less banter, which may or may not be a 'good thing'.

Clearly, the main topic has been the various arrangements, policies and procedures surrounding the coronavirus situation and the resulting communications to members. We are definitely grateful

**“The ACPs for Brize Norton and Oxford have both been rejected by the CAA. The individual contributions by hundreds of glider and other GA pilots will have helped.”**

that members have remained loyal, have understood the issues involved, and have followed the operational procedures we have had to introduce.

The early indications regarding 2021 membership renewals and statistics are that the underlying renewals rate this year is in line with recent history – at about 85-90%, which we understand is very high compared with many other sports clubs, and demonstrates our stability. Nevertheless, we still need to replace the leavers by attracting new members, which is difficult when our activities remain limited. We have four new members so far (two experienced pilots transferring from other clubs and two more joining on the fixed price to solo package). Once operations get back to normal, there is every reason to expect more, and hopefully, we will resume the growth pattern seen last year.

#### AIRSPACE

Meanwhile, there has been some great news on the airspace front, almost completely drowned out by all the coronavirus noise. The ACPs for Brize Norton and Oxford have both been rejected by the CAA. The individual contributions by hundreds of glider and other GA pilots will have helped.

We are still waiting for the outcome of the more recent Luton AD6 application. The other area to watch out for is Cranfield, who are hoping to establish a temporary area under and around their eastern ILS approach.

#### SPRING CLEAN

Hopefully, when you visit the club, you will see an improvement in our appearance – thanks to the 'Spring Clean' organised by David Stern and Lloyd Roberts, and supported by lots of energetic volunteers.

#### CLUB ACTIVITIES

As things get back to normal, there's a lot to look forward to. We're hoping the Inter-Club League (the leader is Stefan Astley) will be able to start again this year, and we have quite a few registrations for the Dunstable regionals (the Director this year is Mark Newland-Smith). These are

brilliant ways to enjoy cross-country flying in a positive and supportive atmosphere. If you have any interest in cross-country, do think of participating – I expect there will even be opportunities to take a seat in a dual seater with a 'pundit' as P1.

Later in the year, thanks once again to the leadership of Robin May, we have another two-week official 'club' expedition to Llanbedr. This trip is always very popular, and places are limited. I understand an informal private group will be going to Talgarth, and other members are planning trips to Scotland and Denbigh (Lleweni Parc).

However, all this assumes that the coronavirus situation continues to improve and the remaining restrictions on our freedom are relaxed. We must all remain diligent in following the various guidelines, but meanwhile, enjoy your gliding and stay safe!

Lastly, I would like to close with a few words about Chris Honey, who passed away recently. Those who knew him will doubtless remember him as a literally 'colourful' character, in personality as well as his vibrant outfits. He enjoyed his gliding and contributed to the club in all sorts of ways, particularly with his furniture and woodwork skills. He will be sorely missed.

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**Andrew Sampson**  
Chairman



# INSTRUCTOR RECENCY FLYING: DON'T TRY THIS IN A DUO DISCUS

BY DAVID A. WHITE

**A**s we packed the hangar in early in the afternoon on the 14th of December, we didn't know when the next opportunity to fly might come. With the imposition of a third national lockdown, the flights that day turned out to be my last of an abbreviated and curtailed 2020. January is usually a bleak month for the soaring pilot but it was a particularly grim start to 2021, with alarming daily Covid stats and the possibility that the gliding movement, together with the rest of GA, could be grounded until at least the Spring. In February, however, a glimmer of hope: the recognition by the CAA and DfT that if Instructors were to lose currency, then the process of rebooting GA would be an incredibly risky undertaking.

So, in late February began a short period of Government-Mandated Instructor Recency Flying, which for gliding ensured that all rated Instructors had the opportunity of three launches (and safe landings) in a 90 day period, to meet the passenger-carrying requirements in SFCL.

**“It was clear from the DFT, CAA, BGA and CFI guidance that this was not a resumption of General Aviation.”**

The Club had helpfully agreed to make available three 1,000ft aerotows for the price of a single 2,000ft, with no airtime charges. In principle, that's only a minor variation on the usual Winter 'Free Flying' deal for the individual Instructor concerned; but as a step forward, something that would make a world of difference.

I juggled my work diary of back-to-back videoconferences and found a gap on 24th February, booked my slot on e-allocator and duly received a letter from the Chairman confirming that I was a volunteer flying instructor keyworker, in case the authorities should question why I was travelling to Dunstable Downs during a national lockdown.

It was clear from the DFT, CAA, BGA and CFI guidance that this was not a resumption of General Aviation. It was only about ensuring that Instructors could maintain the recency

requirements. So, what to do with three 1,000ft aerotows on a relatively mild, overcast February day with the wind howling down the South West Run? A bit of approach control practice in strong winds seemed not just appropriate but unavoidable.

It triggered a recollection of the prompting I was given by (the late) John Jeffries before I went solo and when I was consistently making approaches that were too long and shallow. He verbally prompted me to fly to 2,000ft over the Club Bowl in a K21, to fully open the airbrakes and to aim the nose of the glider initially at the airfield boundary, then to use the usual reference point at the bottom of the dip. A notable rush of adrenalin ensued, followed by a smooth roundout, culminating in a very normal, safe and unremarkable fully held-off landing and touchdown in the usual location, adjacent to the West Run launch point. “There's no such thing as being too high on






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Peter Brown launches Richard Brown on another brief solo instructor recency flight

approach in a K21”, I recall him saying dryly, with a twinkle in his eye, as we got out of the glider.\*

I’ve since learned two other ways of getting a K21 down safely from a final turn over the Club Bowl at 2,000ft - each from different aerobatic instructors - but that’s perhaps for a future newsletter article.\*\* Incidentally, if you’re wondering how I’d land a slippery but unflapped glider like a Duo Discus in the same scenario in nil wind, that’s a bar conversation after you’ve bought me several pints, rather than a newsletter article.\*\*\*

Returning to the 24th of February, I set out to replicate the essence of JJ’s demonstration, albeit from a slightly lower starting point. On the first flight, I made a final turn at 700ft, from which a 65Kt full-brake approach delivered me precisely to the intended spot landing. On the second attempt, I arrived at the Club Bowl at 800ft AGL, from which a steeper, 80Kt full-brake approach felt very comfortable. Finally, on my last outing before the end of lockdown, I managed to conserve 900ft of

height for the final turn, from which a 90Kt full-brake approach delivered me to precisely the same point. I then sat in the K21, enjoying the adrenalin high whilst awaiting a buggy retrieve.

I think I had about as much fun as I could on a day that we weren’t supposed to be there for the fun of it.

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David A. White




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David White back on the ground and feeling grateful for small mercies after three short flights in late February which were his only flights in a four-month period

\* N.B. This is not necessarily the training approach currently prescribed by the BGA

\*\* N.B. Neither are these

\*\*\* N.B. Remember to consult the Flight Manual to check for compliance with CS 22.73 Descent, high speed; i.e. whether the glider’s airbrakes can limit the speed to below VNE in a 45-degree dive

# SPRING TASKS

BY DAVID STERN

Maintenance work is always going on around the club to keep it in the condition that we can enjoy, and much of this work is down to the efforts of volunteers. Over the last few weeks, particular effort has been going into catching up with a number of tasks, with more still to be completed. Some of the recent tasks undertaken are:

- > Fencing around the Peritrack has been removed in preparation to allow hedge cutting to be undertaken in due course.
- > Repairs to the boundary fencing.
- > The entrance area and driveway has been tidied, and signs

repaired, drains cleared.

- > Restaurant window sill revarnished.
- > Gully hedge trimmed.
- > Mowing Zealey's lawn to encourage wildflowers, including orchids.
- > Plus various other small tasks.

All of these tasks and others help to keep the Club clean, tidy and safe. There are many members who are involved and cover more than those listed above, and thanks are due to everyone involved.

It is understood that some people have been helping with tasks that their partners weren't aware that they had a talent for. It sounds

like they may be required to undertake some more tasks at home. Sorry about that, but it's been in a good cause at the Club.

You haven't missed your chance to help out. There are still tasks in progress, from repairing fencing around the overflow car park, bin area gate, and several areas for decoration. Contractors are being organised to complete a small number of tasks that require professional input.

If you are aware of any tasks that need to be completed and you can help, please let either David Stern or Lloyd Roberts know.

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David Stern



Entrance and Driveway at its best  
*David Stern*



Peritrack fence no more  
*David Stern*



Boundary fence repair  
*David Stern*



The shine on that window sill!  
*David Stern*

## COMPETITION

## DUNSTABLE REGIONALS 2021



Photo by Tony Hutchings.

**H**eld at the end of August, when most of the fields have been cut, The Dunstable Regionals is a great competition for pilots of all levels. Here are just some of the reasons why we think you should come and join us

- We are a friendly club with a reputation for running a challenging but fun competition with the majority of competitors, club members and visitors alike returning year after year.
- We have a well run professional restaurant, serving breakfast, lunch and evening meals.
- Affordable Club Bar open every evening.
- Entries will be split into two classes to accommodate all classes of gliders.
- Plenty of space on site for caravans and tents with good showers available in the clubhouse.
- Great location on the beautiful Dunstable Downs with plenty of nice walking options for family and crews as well as access to cinemas, shopping and other activities in Aylesbury or Milton Keynes.
- If you are short of crew, pilots run a WhatsApp retrieve group that has worked very well over the last few years.
- Pundits and novices are all welcome and we plan to encourage a mentoring scheme within the competition.

Lastly if you have any questions please contact me though the Competition Secretary, [Veronique@londonglidingclub.co.uk](mailto:Veronique@londonglidingclub.co.uk)

See you on the grid!

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**Mark Newland-Smith**  
Competition Director

**WHEN**

21<sup>st</sup> - 29<sup>th</sup> August 2021

**HOW TO ENTER**

Entry fee: **£180** (Juniors £90)  
Deposit: £50 due 19<sup>th</sup> April.  
Balance: due 19<sup>th</sup> July.

**ENTRY FORM AND MORE INFO**

<https://www.londonglidingclub.co.uk/dunstable-regionals-2021>

GALLERY

# GLIDING LIFE

CAPTURED BY THE LENSES OF OUR MEMBERS

Submit your photos at <https://bit.ly/thegridmagazine> to have them featured here.



A busy winch launch queue.  
Photo by David A White



Richard McNeil in LUK.  
Photo by David A. White



EPD on final approach.  
Photo by David A. White



Above: On 14th April, Mike Biggs looking very happy to be back in a K21 awaiting the first winch launch at Dunstable for several months in which he was a passenger to his Sierra India syndicate partner David White.  
*Photo by David A White*



Above: Rafael having a winch currency session with Phil Warner.  
*Photo by David A White*



I/GC fleet back in action.  
*Photo by David A. White*



Pre-flight briefing.  
*Photo by David A. White*



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**EQR ready to land.**  
*Photo by David A. White*



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**Sierra India is back with a shiny new panel.**  
*Photo by David A. White*

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**The dandelions are already out this year.**  
*Photo by Jared Thomas*





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All out, all out.  
*Photo by David A. White*



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Back to the launch point.  
*Photo by David A. White*

EXPEDITION

# ABOYNE 2020

BY GUY CORBETT



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Wave aligned with the task.

**A**s I wonder how long it will take before we can fly again, I realise how lucky I was to get a gliding holiday, or any sort of holiday, during the pandemic in 2020.

As the summer dip allowed a slight relaxation of restrictions, I hoped I would be able to make my annual visit to Aboyne for two weeks starting at the end of September. I usually go with a party of friends from several clubs, the only requirement being that people want to spend 1 or 2 weeks at Aboyne and are content to share my company in a real ale pub for dinner every evening.

Twelve people had planned to come, but the infection rate started rising again as the date approached. Some had to cancel due to their own COVID risk and the Scottish government restrictions on how many people could share a holiday cottage. The only other LGC member who came was Oleg

“I realise how lucky I was to get a gliding holiday, or any sort of holiday, during the pandemic in 2020.”

Rzhondkovskiy, who brought his Discus for the second week.

#### COVID ARRANGEMENTS

Deeside G.C. at Aboyne has around 50 members. They are very well equipped for such a small club but rely heavily on income from the ‘wave season’. They have wave all year round, but many pilots visit in September and October when conditions are often better than other parts of the UK.

They had spent a lot of time planning how to run their season whilst keeping the risk of spreading the virus to a minimum. They only accepted pilots who had flown there before and did not allow visitors to hire their club gliders. Each visiting party was asked to act as a bubble keeping

socially distant from other parties and keeping rigging/derigging and, where possible, pushing gliders within the bubble.

A WhatsApp group for the week shared information, and there were daily briefings on operations, weather, and Notams held on Zoom. There were half a dozen bubbles, including one consisting of an Arcus and DuoDiscus from Germany. The COVID regulations were well observed in the local hostelries. We were usually allowed to book two adjacent tables with a maximum of 2 households on each table, and the risk seemed acceptably low.

#### MAKING THE MOST OF THE WEATHER

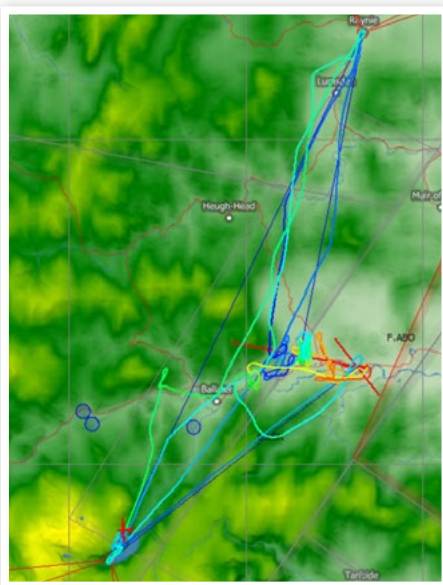
I have enjoyed all my visits to Aboyne, but the best trips have





Loch Muick.

Below: the route



been under the influence of a high-pressure system somewhere to the South or South-West. Unfortunately, this time, high pressure was absent; a low got stuck over England to give us three consecutive days of heavy rain over the middle weekend. Still, I made the most of the flying opportunities available. As the trip went on, the pandemic figures were getting worse, and we were

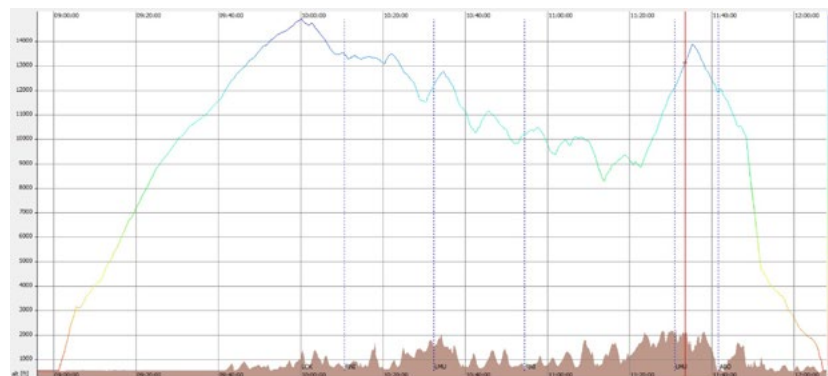
concerned that new restrictions would be imposed soon.

The most enjoyable flight was on the last day. The forecast showed several fronts and a 25kt WNW airflow with a less than ideal profile for strong wave. I felt that I would be able to soar for a few hours but expected the excess cloud to make things difficult. I declared LOK-RNI-LMU-RNI-LMU-ABO, which is 205Km but thought it was more likely that I would be local soaring.

Loch Kinord (LOK) is the usual start point 5km West of Aboyne,

where you can expect wave in any sort of Westerly wind. Rhynie (RNI) is 30km North of Aboyne, and the line down to Loch Muick (LMU) 30km SW of Aboyne often aligns with a WNW wave. I had the first available launch at 9:00 and pulled off tow at 3000' in 3-4kts; by 10,000' the lift was 1-2kts. I continued climbing for nearly an hour, enjoying the view. My son Greg called on the radio that he had reached RNI in his Kestrel 19, so I thought I had better make a start.

I went through the start line at



Barograph

15,000' and flew the first 160km without turning, where I had accidentally positioned myself one wave downwind of the ideal route. I flew 5km upwind to the next bar, by which time I was down to 9000' and did an unnecessary turn before remembering that there had been good lift near LMU on the first lap.

I pressed on climbing slowly to round the TP where there were

4kts to climb enough to avoid a height penalty on my ladder score by finishing at 12,000'. The speed was 121kph which is the fastest I have ever done a task over 200Km. Shortly after finishing, the cloud increased, so I landed to get a phone message cancelling the last evening's pub dinner due to new stricter Scottish government regulations.

The weather was not ideal for

this trip, but I still managed to fly on 7 of the available 12 days for 27 hours and 1008 Km. On the other days, I enjoyed the beautiful Scottish countryside. In a year where many people suffered, I was very fortunate to choose the right time to have a very enjoyable break.

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Guy Corbett

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Upper system



## SAFETY

# ARE YOU SITTING COMFORTABLY?

BY MARK NEWLAND-SMITH

**A**t the beginning of lockdown, it was noted that some of the club glider seats were in poor condition, and so whilst they were not being used, it seemed an ideal time to look at correcting that. A set of new seats from the manufacturer costs in excess of £1,600 (per glider), and so with a bit of help from my wife (a lot of help), we decided to see if we could have a go at refurbishing them.

One by one, I brought them home, gave them a bath (you would not believe how long it took to get the mud out), and Caroline repaired them where necessary. In the process of this, we also looked at the energy-absorbing foam within the seats. Some seats had removable foam, in some it was stitched in, but in most cases the foam was well past its sell-by date. With the work finished, all of the K21s seats now have 25mm of energy-absorbing foam fitted. The K23s are still a work in progress, but all have some level of foam.

If you are relatively new, you might be wondering what the purpose of this foam is. Well, basically, it is to protect the pilot's back by absorbing the energy of a heavy landing. All Schleicher gliders do have very good impact protection built-in, but it never hurts to provide a bit more. I'm not going to go into the technicalities, as there is lots of good research available via the BGA's website and other places proving the benefits.

If you are a private owner who

has not yet fitted your glider with energy-absorbing foam, here are just a few points that you might like to consider.

The first is obviously to avoid heavy landings, but we all make mistakes, and so if you do land heavily, you will be better protected if your back is well supported and you are sitting on a layer of dense energy-absorbing foam.

The amount that you can install will vary depending on your height and the glider cockpit, but I understand that 25mm should be the aim, but not, of course, at the expense of being too close to the canopy. If you happen to have a soft cushion that you currently sit on, remove it and replace it with EA foam. Counter-intuitively a soft cushion not only offers no protection but is actually more harmful than no cushion. Read the research if you don't believe me.

## LUMBAR SUPPORT

One thing that I had not really thought about until reading up on the subject is lumbar support. Like many people, I have a small support for my lower back between my back and the parachute; some parachutes have a pump up support that you can adjust. I used to have one of these and thought it a good idea, but I was coming at it from the point of view of comfort on a long flight. However, reading research by Dr Anthony Segal, who has looked at this scientifically, one's

spine is better able to withstand impact if the lumbar region is firmly supported. So again, a soft cushion whilst comfortable in flight may do more harm than good in the event of an accident.

These brief pointers are not extensive, and many of the more experienced of you will already know as much or more about the subject than I do. But if it's new to you, please take some time to consider how you sit and are supported in your cockpit. If anyone is interested in reading the technical (very technical) stuff, Dr Segal via S&G recently offered to send his research to anyone who is interested, free of charge.

## PARACHUTES

Lastly, before long, you will start to see some of the club parachutes being replaced. These are definitely not cushions. They are there to save your life in an emergency. They will do this best if looked after. I'll write more on this as they start to arrive, but the basic point is that I would like us collectively to take care of them. I have just replaced my own 25-year-old chute despite the fact that it looks new. Most private owners' chutes look perfect, whatever the age; let's try and keep the new club ones looking that same. But even more importantly, let's try and ensure that both the EA foam and the parachutes are a total waste of money and NEVER GET USED for real!

---

Mark Newland-Smith

G-FLKS

# THE CONTINUING STORY OF THE TRAVELS OF KS

BY STEVE LYNN

It's been a while! We managed a trip out to Gloucester (Staverton) on 15th April, getting home before the forecast trough came through. Gill & Steve Lynn



KS parked at Gloucester.  
*Photo by Steve Lynn*



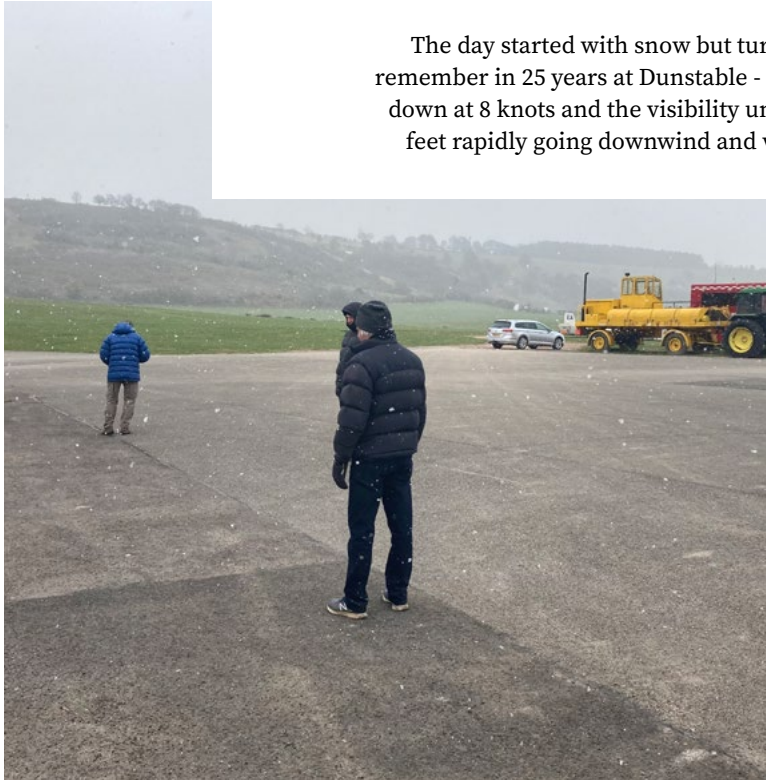
KS back home before the rain.  
*Photo by Steve Lynn*

BANK HOLIDAY

# EASTER FUNDAY (MONDAY)

BY PHIL WARNER

The day started with snow but turned into one of the strongest I can remember in 25 years at Dunstable - all of the air seemed to be going up or down at 8 knots and the visibility unlimited. First time I have gained 200 feet rapidly going downwind and was unable to resist climbing away.





Jordan, Joseph and Pierre

## LGC CADETS

BY MARK NEWLAND-SMITH

**D**ue to Covid and the cessation of instructing, we had to suspend the induction of our 2020 new cadet intake until 2021. However, with the easing of restrictions, we have now started to get the new intake flying, and I'm sure you will all join me in welcoming Jordan Anderson, Joseph Burtonshaw, Angel Daimay, Oscar Butlin and Pierre de Malglaive to the club.

If proof were needed of the benefits of having a cadet scheme to encourage the next generation of glider pilots, what better than to note that Ryan and Stefan, two ex-cadets, have recently taken

on the role of Deputy CFIs whilst a third, Dan Chilcot, has taken on the role of Chief Tug pilot.

Some years ago, the cadet cohort benefitted from the very generous donation of the ASW19, HCV allowing the more experienced cadets to develop their single seater flying. Whilst the club is now the formal owner of the glider, it is hoped that the tradition of funding its maintenance and insurance through donations can continue. On behalf of the cadets, I would like to thank those members who recently responded to my e-mail on that subject. Any club member

wishing to donate any amount, large or small, can do so by paying into the club bank account using the reference "Cadets".

In that e-mail, I also made an appeal for a parachute. Thanks to the generosity of The Philip Wills Memorial Fund and Carr Withall, we now have a very nice condition replacement.

---

Mark Newland-Smith

PHILIP WILLS MEMORIAL FUND  
SUPPORTING GLIDING IN THE UK



## HISTORY CORNER

# K13 ACCIDENT AT WHIPSNADE

This is an accident report from the archive in the club workshop that you might find amusing. It was written by JJ in January 1981 when he was the CFI at LGC. He was P1 for the flight and listed his experience at the time as over 30,000 launches with over 1,000 field landings. His P2 had 10,000 launches. You will have to imagine the story told in JJ's measured and casual tone, accompanied by a wry smile and a twinkle in the eye. It is only slightly embellished.

## JJ...

The K13 was aerotowed to a point approximately two and a half miles upwind of the site where a large hole had appeared in the overcast stratus indicating the probability of a standing wave. Cloudbase at 1000' QFE was reached at the edge of the wave slot which was 10 - 15 miles long and 2 miles wide. The tow was released at 1200' QFE in weak wave lift. A slow climb was then achieved over the next 45 minutes to 1400' QFE. The wave gap then partially clouded over, so a decision was made to descend and return to base or, if necessary, to land out.

Within 2 minutes, the wave gap completely filled in, although it remained soarable. Soaring then continued for a further 5 minutes above cloud while a hole was sought and while the turn and slip ran up to speed. It failed to reach normal speed (later, the battery was pronounced "duff"), and no hole could be found. The decision was then made to let down blind in the wave trough.

The K13 was trimmed straight and level at 45kts, and the descent commenced. Cloud was entered at 1300' QFE. At 1000' QFE (previous cloud base), the cloud was still dense. At 600' QFE still in cloud, the compass showed a slow RH turn commencing. A careful correction was applied, and the rate of turn reduced. At 400', still blind, some turbulence was encountered, and it was realized the glider must be flying over the slopes of Dunstable Downs (height 300'). P2 was instructed to keep a good lookout for the ground.

Still blind, the airbrakes were eased open to steepen the approach and reduce the risk of flying into an obstacle. At approx. 100' the tops of a line of pine trees suddenly appeared. The brakes were closed and then

opened fully as soon as they had passed. Upon the sudden appearance of ground, a flare was attempted, but a heavy landing resulted. An attempt was made to decelerate the glider as quickly as possible, but a fence appeared out of the fog and was struck at approx. 10kts. Visibility was 15 to 20 yards at the time, and wind speed approx. 25kts.

The P1 was jarred but otherwise unhurt. P2 was badly winded and was suffering some back pain. Realizing that we must be within the confines of the zoo, a careful inspection was made of the footprints in the soil to determine if the animals were dangerous. None were in view because of the dense mist. Having concluded that they were not carnivorous or large enough to be dangerous, I went for assistance.

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With apologies to JJ for only slightly changing his story just to increase the anticipation and comedy. But I feel sure it would have improved with the re-telling over the last 40 years.

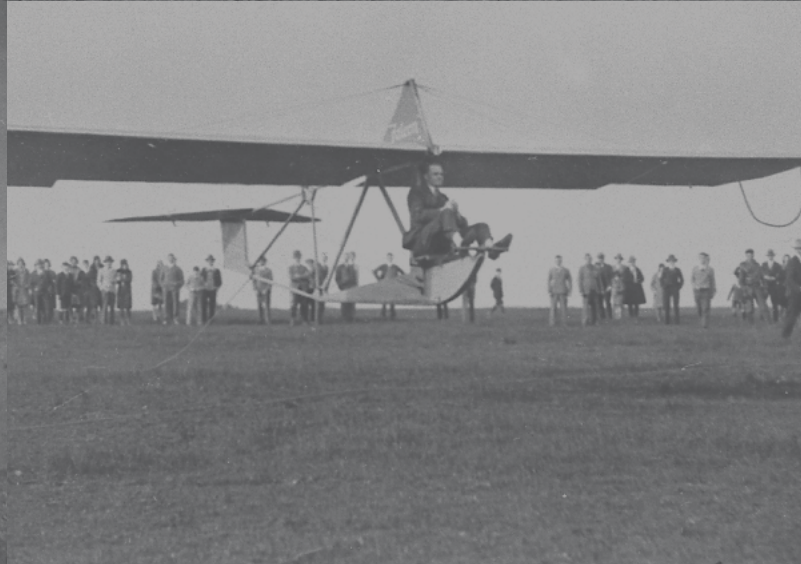
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Martin Hayden

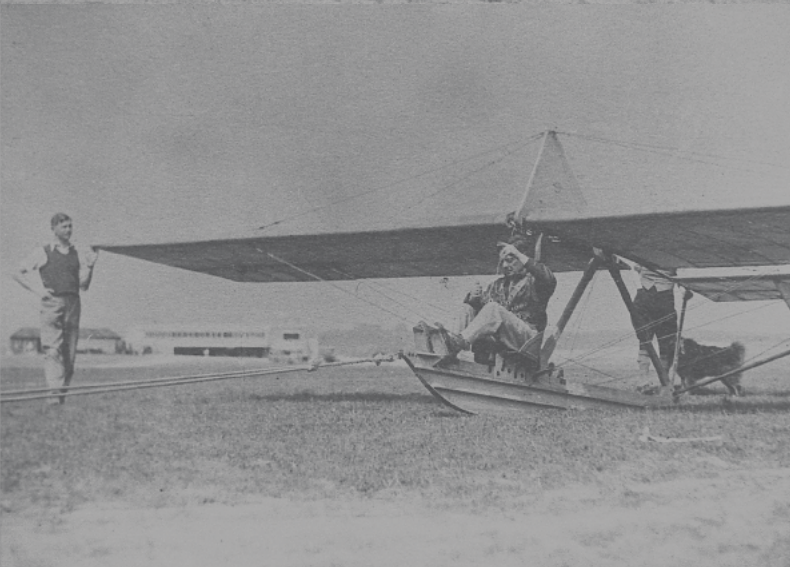
HISTORY CORNER

# PRIMARY GLIDERS

These are photos of Primary type gliders, mainly 'Zogling' flown at Dunstable in the 1930s







# SECRET DIARY OF AD NAUSEAM, AGE 47<sup>3/4</sup>

*(apologies to the late Sue Townsend)*

## Chapter 58: Great to Be Back

Ain'tit just great to be back? Up there, floating around in the sky, leaving the otherlife behind. Wonderful! Some have even been 'across the country' again, and I've even seen one doing hairybatticks to celebrate.

And it's good to see those friends again, even if we have to keep a safe distance apart. One fings for certain, they haven't lost their dreadful sensa youmer. You should have heard them at it , just like in the good ole days:

*I'll tell you a coronavirus joke now, but you'll have to wait a week to see if you got it.*

*What do all virus jokes have in common? They're catchy.*

-

*Did you hear the joke about the virus? Never mind, I don't want to spread it around.*

-

*Ab's got a case of Corona - we're going to drink it after flying tonight.*

-

*My friend purchased a world map and gave me a dart and said, "Throw*

*this and - wherever it lands - that's where we're going when the pandemic ends." Turns out we're spending two weeks behind the fridge.*

-

*What do you call panic-buying of sausage and cheese in Germany? The wurst-kase scenario.*

-

*To be continued...*

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Ad Nauseam



Nigel cleaning one of our club's trailers. Photo by David A White

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## **Newsletter**

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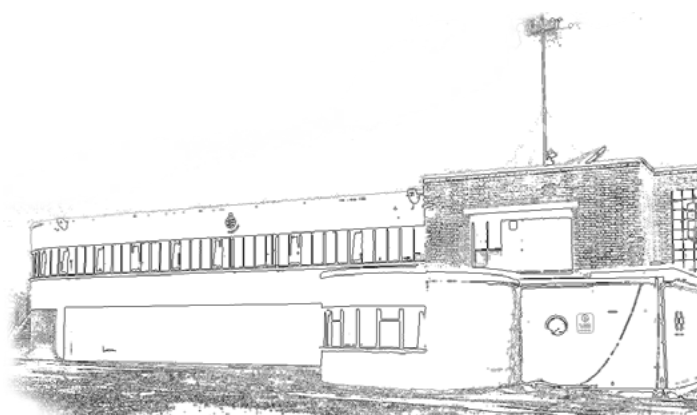
Rafael Schouchana



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LONDON GLIDING CLUB

# Experience the wonder of unpowered flight at London Gliding Club

Whether you are a student considering a career in aviation, newly retired and looking for something new to inspire you, or just seeking a new outlet for your adventurous spirit, learning to pilot a glider at LGC can be the first step to fulfilling your dreams.

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