

# THE GRID

London Gliding Club Magazine / OCT-DEC 2021

## A high season full of smiles



MY FIRST 300

LGC SUMMER BBQ

REGIONALS DICTIONARY 2021

FIRST VIRTUAL SOLO

AND MUCH MORE



LONDON GLIDING CLUB



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Towing one of our K21s above clouds.  
*Photo by Liam Bennett*



# WAS IT AS GOOD FOR YOU AS IT WAS FOR ME?

**A**s we progressively returned to our normal operations after the relaxation of the COVID restrictions, the high season brought us some great opportunities to achieve different goals.

From first solos and virtual solos to first cross-country flights, as well as taking friends and family members to enjoy a soaring flight, our club witnessed a huge wave of achievements (including my Silver distance and height gain claim!).

The in-person social activities at the club also resumed after a long hibernation, with BBQs, birthday parties, and much more.

Club expeditions returned in full force, with many members going to Llanbedr for the first time and others joining private trips to other sites in the UK and Europe.

Unfortunately, not all news were good and, sadly, we had to say goodbye to a few long-time friends. As the editor of this magazine, I was especially sad to learn about the passing of the previous editor of the newsletter, Peter Hardman, who was appreciated by many. Rest in peace, Peter.

## IN THIS ISSUE

Firstly, this issue celebrates a significant number of achievements (pg 5).

Our chairman, Andy Sampson, gives an overview of the club operations and welcomes Curiositea, our new caterers (pg 6).

David Starer shares his personal experience from the K13 retrieve at Whipsnade, being part of the crew (pg 8), and David Stern tells us about the K23 rigging training (pg 9).

Robert Hubrecht finally claims his bottle of champagne after flying his first 300 (pg 10), while Fiona Guest celebrates her first virtual solo (pg 14).

Martin Smith documents a humorous dictionary of the Dunstable Regionals 2021 (pg 12).

Steve Lynn shares a collection of great photos of more adventures with KS (pg 18).

On the social side, many members enjoyed the BBQ organised by Gaye Flexen (pg 16), while others were flying wonderful wooden gliders or taking their modern ones on expeditions (pg 24).

George Caple takes a trip down memory lane and shares part 1 of his gliding experience at Yorkshire Gliding Club in the 1950s (pg 22).

And Stefan Astley celebrates the life and friendship of Peter Hardman (pg 28).

Lastly, I would like to wish you Happy Holidays and look forward to flying with you in 2022!

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Rafael Schouchana - Editor

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## Cover photograph

Francis "Lofty" Russell in his beautiful Minimoa during the Wonderful Wooden Wings weekend held in May. Photo by David A White.

# CLUB ANNOUNCEMENTS

## Welcome to new club members

- › Alex Frost
- › David Lewis
- › Fiona Morris
- › George Booth
- › Gigi Yau
- › Jeff Gillett
- › Max Trivedi
- › Paul Duckworth
- › Simon Lewis
- › Stephen Parsonage
- › Trevor Reeve

## Next deadline

Submit your story to THE GRID by

**20<sup>th</sup> December 2021**

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

## Achievements

Date	Name	Achievement
12/05/2021	Bruno Visogliosi	First solo - winch
19/05/2021	David Stern	PA1
05/06/2021	Alex Hortsmann	Silver distance
13/06/2021	Rolph Overvliet	Silver distance
05/07/2021	Viktor Radnai	Aerobatics endorsement
09/07/2021	Peter Barker	Bronze badge
10/07/2021	Rob Crick	Solo - winch, ASK 23 conversion
11/07/2021	Nick Milton	ASK 23 conversion
14/07/2021	Bruno Viscogliosi	First solo - aero-tow, ASK 23 conversion
17/07/2021	Christian Brunschen	Friends & Family
18/07/2021	Rafael Schouchana	Silver distance, Silver height gain
01/08/2021	Christian Brunschen	First flight with a passenger
04/08/2021	Peter Farrimond	Full Silver "C"
04/08/2021	Sammy Venables	Fully qualified LGC Tug Pilot
13/08/2021	Fiona Guest	Virtual solo
17/08/2021	Tom Pridgeon	IFP Rating

Date	Name	Achievement
17/08/2021	David Stern	Bronze badge
18/08/2021	Shaun Sanderson	XC endorsement
08/09/2021	Alex Horstmann	Silver height gain, First field landing! ;)
11/09/0021	Oscar Butlin	First solo - aero-tow
17/09/2021	Tomasz Skorzewski	ASK 13 conversion
17/09/2021	Tomasz Skorzewski	Pegase 101D Conversion
29/09/2021	Simon Lewis	Friends and Family
09/10/2021	Oscar Butlin	ASK 23 conversion, 1 hour flight
16/10/2021	Jared Thomas	Bronze badge



## Congratulations to Robert Hubrecht

For his first solo 300km in the Shark on 24th June.

Nigel Perren

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

# SAMPSON'S SCRIPT

BY ANDREW SAMPSON

**I**t feels like an age since I wrote the last edition of Sampson's Script: we had just returned to dual flying, but many of us were still very reticent about mixing, let alone sharing a cockpit with another person.

By now, a significant proportion of members have been 'double-jabbed' and life seems almost normal. In August I went to a family wedding and saw relatives I'd not seen in the last couple of years – it was really refreshing to enjoy a social event at last, without all the worries.

Nevertheless, we need to remain on our guard and continue to follow the coronavirus guidelines. The virus is still among us – indeed, the case level is much higher now than it was back in April. I know of one (double-jabbed) member who has just come through a nasty bout of Covid19 during which he and his wife feared for their lives. So please remain vigilant.

## THE LADDER

According to the BGA ladder, this year to the end of August, we have recorded 344 cross-country flights, up 35% over last year and a total of just under 100,000km covered, up 45%, and we are the second most active club in the country, after Lasham. Clearly, the volume of activity is recovering, but we are still below historical levels.

The BGA ladder is not the only measure of our activity, but I would remind everyone that it does help if every cross-country flight is logged – it helps the club, and the gliding movement in general, to demonstrate

“According to the BGA ladder, this year to the end of August, we have recorded 344 cross-country flights, up 35% over last year and a total of just under 100,000km covered, up 45%, and we are the second most active club in the country, after Lasham.”

the scale of gliding in the UK and the specific volumes of airspace we use.

## INSTRUCTION & MEMBER RETENTION

Most of our instructors have returned to dual-seat training and we are in the process of returning to the traditional weekend rota. Istvan has been doing a great job (as always!) with the Intensive Courses and we have been making good progress in working our way through the backlog of One Day Courses. Soon we'll be starting on the much larger backlog of Introductory flights.

It's particularly important that we develop new instructors, partly to bring in 'new blood' to replace those who are retiring, but also because COVID left us with a backlog of ab-initio training and a need to support members in re-establishing flying currency. I'm pleased to report we have about 10 new potential instructors starting their training.

Another reason for an expanded instructor resource is to support our growing membership base. Last year, despite the pandemic, we saw a small overall increase in flying members, and the trend appears to be continuing this year. Each year a small number of members do not renew their membership: of

these, about 20% are for age-related reasons and another 20% are due to relocation. The remainder leave for a combination of financial, family, work, or other reasons.

Historically the level of leavers has been around 15%, but this has dropped to below 10% this year – so we have a 90% retention rate, which I suspect is extremely good compared with some other sports clubs. Obviously, member retention is an important priority for the club.

However, with around 250 flying members, it does mean we have to attract at least 25 new members just to maintain the overall total, and so the other marketing priority is membership recruitment. I'm pleased to report that as of the end of August, we have reached the point where the number of joiners has exceeded the number of leavers.

Part of this growth has come from people joining under the new 'Introductory Membership' package, details of which are on the website. These new members join for an initial three months and have an opening sum in their flying account. Note that new sales of One Day Course or Flight 2000 vouchers now carry one month of Temporary membership.



Photo by David A. White

### AMBASSADOR SYSTEM

It's really important that we welcome all new members and help them settle in quickly and get them immersed in our fantastic support. To supplement the instructor resource, we now have the 'Ambassador' system, led initially by Rafa Schouchana and now under the leadership of Roger

members and course participants alone. It is vital that we encourage the public to visit us and to enjoy the atmosphere of the club, and to sample the delights of Curiositea. Most of the visitors are from the local area and, by making them feel welcome, it helps the club's image and reputation among the community.

**“Our Regionals produced only four competition days (for Red class, three for Blue) and only one day for one class was a ‘thousand-point’ day. Congratulations to winners Angus Watson (Red) and Luke Hornsey (Blue). ”**

Rhodes, with the specific aim of making life easier for new members during the all-important initial period. If you would like to help with the scheme, do contact Roger.

### RESTAURANT & THE PUBLIC

Lots of members have expressed their pleasure at once again seeing the vibrancy of a busy Club Restaurant. Sven and Hayley took a leap into the unknown when they took it on and have worked with great enthusiasm to make it a success, despite the problems of the pandemic, which meant very little business for the first month.

One thing we knew from the start was that the restaurant simply isn't viable with the level of demand from

Indeed we've had a number of Flight 200 vouchers purchased as a direct result of their visits.

Of course, having the public present does change the atmosphere a little: it means we have to be on our best behaviour, which many would argue is a good thing! There have been a few teething troubles as we settle in, mainly to do with signage and guidance for visitors who naturally will not be familiar with the hazards of an active airfield. However, overall it has been a good success for the club, Curiositea, and our visitors. Please support Curiositea with your custom and remember that every visiting member of the public is not only supporting the club indirectly by enjoying Curiositea, but is also a member of our community

and a potential customer for one of our flights or courses.

### REGIONALS & EXPEDITIONS

The summer brought us some rather mixed soaring weather, with disappointing conditions at several national and regional competitions. Our Regionals produced only four competition days (for Red class, three for Blue) and only one day for one class was a 'thousand-point' day. Congratulations to winners Angus Watson (Red) and Luke Hornsey (Blue).

As I write, the Club expedition to Llanbedr has started, and a private group has gone to Denbigh Gliding at Llewenni Parc. Later in the month, there is another informal expedition to Talgarth, whilst back at Dunstable we will be hosting the Dan Smith aerobatics Trophy.

So please do enjoy what is left of the 'season'. We may never be totally free of coronavirus, but we should make the most of the flying opportunities available to us whilst observing the prevailing Covid19 guidance. In the background, the Committee is starting to think about the programme for the coming winter and initial plans for 2022, which we hope will bring our first 'proper' season since 2019.

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**Andrew Sampson**  
Chairman

# K13 ACCIDENT AT WHIPSNADE (CONT.)

BY DAVID STARER

I was among the members who helped retrieve the K-13 following its landing in the zoo in January 1981.

As I recall, we didn't have too much difficulty de-rigging the glider as most of the damage was to the nose and front cockpit so extracting the main pins wasn't any harder than usual.

The mist persisted while we loaded the K-13 onto an open trailer, and as we took a moment standing around the trailer recovering our breath after the exertion of the derig, one of the paddock's residents put in an appearance, evidently curious to know what was going on in his territory.

From beyond the open trailer, the silhouette of a large camel loomed

in stately fashion out of the mist. The Ship of the Desert stood there for a few moments contemplating the scene, then turned and silently disappeared back into the murk.

I have never regretted so much not having a camera with me to capture this unique moment.

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David Starer



TRAINING

# LEARNING TO RIG THE K23

At the end of June and again in October, Richard Brown lead a training session on de-rigging and rigging a K23.

Fortunately, LUK was waiting ready to be rigged, so despite the less than seasonal weather plenty of experience was gained by all.

The exercise not only included how to de-rig/rig a glider, but also gave useful information on handling and managing trailers and tips when operating following landing out.

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David Stern



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Removing the wings  
*Photo by David Stern*



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De-rigging the K23  
*Photo by David Stern*



#### ACHIEVEMENT

## MY FIRST 300

BY ROBERT HUBRECHT

**A**I suppose that I should come clean. When I arrived at the club, I was certainly not planning a 300, but I had been watching the forecast over the previous week, and it was clear that Wednesday and Thursday were opportunities to fly cross country in SH.

#### PLANNING

My initial choice was Thursday – slightly poorer conditions, but I thought more likely to have some Cu. However, by Monday, it had become clear that Thursday was not a good option. Unfortunately, TopMeteo and SkySight were predicting that Wednesday would be blue, and while I have had some very enjoyable flights in blue, it is not so much fun once one gets low. So, the night before, I planned a

“It was a real pleasure and a surprise when Tom Pridgeon drove out in a buggy to meet and inform me that, subject to the usual checks, I appeared to have completed my gold distance.”

moderate task of about 175km, using a combination of Spine and Skysight. My thoughts were that, on a blue day, this would keep me relatively close to the club and, if conditions were good, I could always go round a second time.

The next morning, with weather and NOTAMs rechecked, I printed plots of the task and of a broader area in case my plans changed and marked key NOTAMs on my map. Arriving at the club, I was still rather negative about likely blue conditions, but Andy's club forecast predicted some cloud, and sure enough some Cu soon started

popping up. However, by the time I reached the grid, conditions looked rather good, and I thought my task was a little feeble.

#### A LAST-MINUTE CHANGE OF PLANS

Luckily as pilots prepare on the grid, they also often form clusters to discuss the weather and possible tasks, and I overheard Andy Sampson discussing a trip to the South coast to make use of a possible sea breeze front. Having only recently completed my first 200km (it had been a very long time coming) and never having headed South, that option



Left: Oxford. Right: The White Horse near Devizes.

*Photos by Robert Hubrecht*

made my palms a little sweaty; so Andy kindly pointed me towards Tony Hutchings and a couple of other pilots who advised LBZ, Devizes, Rushden then back to the club, a nice 300km.

#### SETTING OFF

Task quickly marked on the map and loaded into the LX, and launched, I released at 1500' QFE - why is it when you do this, the thermal is never there? - I probably barrelled through it and out the other side. However, thanks to the developing Cu it was relatively easy to get established, and I set off. Stupidly, I took a top-up climb immediately after leaving the start zone (it's so hard to resist a rapidly beeping vario), but I decided against a restart.

The route to Oxford was familiar ground. On the way, I enjoyed a good view of Waddesdon Manor and just before the M40 got a climb to 5000'. The Benson MATZ was coming up, so I tuned in. Gliders do not need permission to enter a MATZ, but I like to practice RT, and, who knows, there might be fast military aircraft around. However, on this occasion, the controller sounded busy, and as I was near the tip of the MATZ stub, I decided against making a call and took a track around it.

Once beyond Abingdon, I was in new territory, so I spent rather more time matching the LX to the

map, but the views of the Chilterns looked good, and it did not seem to take very long before Devizes (and one of the several White Horses carved into the chalk) were in sight. At this point, as the cloud base had risen, the clouds were becoming fewer, flatter, less easy to read, and I wondered whether it was going to turn blue. I was now down to about 2300' AGL and took some time to regain height before turning Devizes and starting back towards Oxford, Northampton and Rushden.

#### RETURN LEG

In fact, cloud cover increased rather than reduced as I travelled back East. Nonetheless, there was some lift between the clouds and I found some nice lines of energy which, perhaps combined with a more relaxed pilot, resulted in the return leg being faster. However, if something can go wrong, it will.

Over Rushden, I needed both hands to try to fix an increasingly intractable difficulty with the equipment used for personal comfort. Working on the issue, I was pleased to find that, once established in a thermal, it was possible to climb at 1.5kts near cloud base using rudder alone - what a lovely glider - but not a manoeuvre to be done unless absolutely necessary, and then only with good lookout. Unfortunately, the equipment

was now u/s, so it was good to be on final glide about 7 miles after the turnpoint.

I think the glide would have worked, but down to 1800' AGL by Woburn, I took a few top-up turns. Not good for speed, but I am still relatively new to SH, and it would have been a shame to ruin the flight just to get a few kph more.

#### GOLD DISTANCE

As I said at the start, I had not planned the day with any aim other than a general desire to improve my cross-country distances and speeds, so it was a real pleasure and a surprise when Tom Pridgeon drove out in a buggy to meet and inform me that, subject to the usual checks, I appeared to have completed my gold distance.

Others made much longer and absolutely stunning flights, but I thoroughly enjoyed my 300km.

Thanks to Andy Sampson, Tony Hutchings and Tom Pridgeon for their encouragement and support. Also, thanks, as always, to those who helped on the ground, without whom my flight would not have been possible. Finally, thanks to Nigel Perren for his very kind award of a bottle of champagne.

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**Robert Hubrecht**

# A COMPETITION DICTIONARY FROM DUNSTABLE REGIONALS 2021

BY MARTIN SMITH



Photo by Tony Hutchings

**F**or those who were taking part in their first Regionals as a competitor or indeed for those who were not so new to the event but are still baffled by the vocabulary, I include below some helpful definitions. Fans of Blackadder will note that there are some contrafibularities and pericombobulations in the entries, and just to be sure everyone understands, this is by no means a complete list.

## **MUR - MURSLEY WATER TOWER**

Approximately 20km from LGC. Generally used as a turn point to reduce the risk of airspace infringements on the final leg of the task and, this week, to increase the risk of crosswind confusion and the deceptive amount of extra energy that seems to be required to get home. See also WGW.

## **70KTS**

What the tug needed to be doing to get a ballasted glider comfortably over the hedge. See also 55kts and Eventualities.

Instructor: Somebody who would have done well to be looking the other way at various times during the week.

## **WORD OF THE DAY (ALL WEEK)**

See Moist.

## **WGW - WING WEST**

Alternative to MUR at approximately 15km from LGC. It may look a bit like an airfield used to be there, but I don't think I would choose to land on it when Holbeck Farm is only three fields away. See also MUR and 1400ft.

## **EVENTUALITIES**

Something we are all supposed to consider before launching. Given our infrequent combination of launching on the West Run in ballasted gliders with a considerable crosswind or even tailwind component, I was disappointed that so few people got to enact their “.. if I can't stop the wing going down, I'm going to release” process. Personally, I will give a bit more thought in the future to the “.. if the overgrown hedge at the far end is accelerating towards me but not really going down in the picture yet ..” segment of the speech. See also Instructor and Autumn Cleanup Day

## **WEATHER OF THE DAY (MOST OF THE WEEK)**

See Moist.

## **55KTS**

Really not the same perception of foliage clearance as 70kts.

## **CHAMPAGNE MOMENT**

Many competitions reward the Idiot (other words are available) of the Day with a bottle of champagne. Once the champagne is consumed, one must assume that the recipient is likely to do something even less wise and repeat the honour. At LGC, we also reward kind deeds with a bottle of champagne, presumably with the same intended escalation.

## **DAY WINNER'S SPEECH**

A chance for someone to stand at the front of briefing and inwardly dream that yesterday's ratio of skill and luck was clearly stacked in favour of skill while they outwardly talk about the lucky bits.

## **AN EASY FIELD**

People who believe this should not be going anywhere near the field in question. See also Easy Retrieve, Car Washing and Champagne Moment.

## **TASK**

(A) What we thought we were going to do and what we told

the rest of the world.

(B) Something that didn't look much different to Task (A).

(C) Big wobbly thing with boats on it.

(D) Not Task (C).

#### MOIST

A word used repeatedly when the weatherman was waving his pointing stick near a satellite picture. Or near a meteorological chart of any type. Or near any of the popular website forecasts. Or even when he was just looking at the sky.

#### 2000FT

Just about enough to get a pointy glider from MUR to LGC in a brisk North Easterly wind. See also 1800ft, 1400ft, 1200ft and 800ft.

#### 1800FT

A higher commitment version of 2000ft.

#### 1400FT

Just about enough to get a pointy glider from WGW to LGC.

#### 1200FT

A higher commitment version of 1400ft.

#### 800FT

(1) Just about enough to get from MUR to Holmbeck Farm airstrip.

(2) Just about enough to get from WGW to Eaton Bray airstrip.

(3) Somewhere you don't want to be when the day is cooling down, and

you are nowhere near home yet.

#### TACTICAL ADVICE

The value of this will depend heavily on the source of the advice. See also Radio Call (Climb Rate) and Radio Call (Progress Check).

#### GRID ROW E

Romeo 5, Romeo 5, wherefore art thou Romeo 5? On Grid Row E next to you, November 5, all week.

#### START SECTOR

Something that is pretty much the same every day but must have very low personal esteem when so many people feel the need to repeatedly talk about how tall it is. See also Milton Keynes and Rule Book.

#### TREASURER'S LAUNCH

Every competition must have one of these, and despite the apparent naming convention, it is not just the Treasurer who gets to take part.

#### MILTON KEYNES

A location that allows you to climb higher than the airspace limits around the Start Sector. Used to frighten pilots who are intending to start the task but have let their concentration lapse. See also Sharp Turn.

#### CLOUD STREET

An airborne feature that often seems to be going the wrong way.

#### JUNIOR NATIONALS

An airborne feature that always seems to be coming at you

head-on. At long last, this is a newly modified definition... in previous years, it was an airborne feature that overtook you.

#### BARRELS

The unit of measure used when discussing how much water ballast to put into the glider. Always a topic of confusion as competitors are not obliged to use the international standard Barrel template, which I guess is stored in a vault in France alongside the standard kilogram thingy and the standard metre thingy. See also Tactical Advice.

#### GAGGLE

(1) A large group of gliders hanging about in the Start Sector.

(2) A large group of gliders circling quite near some really good lift.

(3) A large group of gliders circling in some really good lift. This is the preferred definition but sadly is falling out of regular use in favour Gaggle(2).

#### THERMAL

The type of clothes that are needed at the launch point on a day when it is blatantly not soarable, but the powers that be aren't willing to say that yet. See also Treasurer's Launch.

#### THANKS

What we all give to the team that make the Regionals work.

---

Martin Smith

## SAVE THE DATE DUNSTABLE REGIONALS 2022

#### WHEN

30<sup>th</sup> - 7<sup>th</sup> August 2022

#### HOW TO ENTER

Entry fee: **TBD** (Juniors half price)

#### MORE INFO

<https://bit.ly/dunstableregionals2022>



TRAINING

# INTENSIVE COURSE WITH ISTVAN

BY FIONA GUEST

In the Spring, Summer and early Autumn, the club is blessed with Istvan Toth being resident in Dunstable to run courses. These are not just to provide an introduction for newcomers to gliding, our wonderful sport. They are available for club members too (at a small discount, with launch charges and airtime included in the price of the course) and can be invaluable in helping a pilot to improve.

2021 was the second year that I had booked a five-day intensive course with Istvan. Last year I learned important lessons about circuit planning that stayed with me, but out of the five days, only two were flyable. Such is life with gliding, but this year the weather behaved itself for the whole course, and there were five days of extremely useful instruction, including two with awesome thermals.

## SETTING GOALS

Before the course, I thought about

where I was with my gliding, what I wanted to achieve on the course and what would be SMART goals (Strategic, Measureable, Achievable, Realistic and Time-limited, to five days).

**“The course really made me believe in myself as a pilot. I know that I can land, can aerotow, can improve and can progress from here.”**

I concluded that I wanted to develop improved airmanship, manage a busy landing field, and, although still a long way off solo, fly a “virtual solo” (up round and down circuit from a winch launch with no takeovers or prompts by instructor).

I discussed these goals with Istvan beforehand, and he said that they would be achievable.

With these set, I increased the beneficial effects of the course by approaching it with the right mindset and maximising

my fitness to fly. This included getting early nights, serving for dinner the stews, casseroles and curries that I cook and freeze for when I’m working, rather than spending a long time in

the kitchen cooking dishes from scratch, and refraining from working late in the evening but relaxing by watching aeronautical videos on the internet.

## AIRMANSHIP & LANDINGS

Relaxed and well-rested, the course enabled me to achieve my goals in five days. My airmanship did improve. When operating on the southwest run, I developed the confidence to overfly the steep bit or land on the east run if the usual landing field was full of parked gliders, knowing that the

latter would also be an option if getting low on the downwind leg.

This put some more tools into my toolbox of options and gave me the confidence to pull them out and use them when necessary.

After having been stuck on landings for over 2 years, since starting flying again post lockdown in April, I'd been getting  $\frac{2}{3}$  to  $\frac{3}{4}$  of landings without the instructor having to take control. On the course of the 20 flights, 19 landings were unaided.

#### HAVING FUN

The course wasn't all hard work. Istvan made it fun as well. On Wednesday, after all the winch

cables had been used and I thought that my day's flying was over, he suggested an aerotow. As the afternoon melted into the evening and the light turned golden, there were still thermals in the sky, and we had a most pleasant soaring flight. I'd forgotten how nice evening flying can be!

#### VIRTUAL SOLO

The third goal was a virtual solo, and on the last flight of the fifth day, I achieved it. I was absolutely elated and so thankful to Istvan for helping me to reach that goal.

When I told my husband David and said that I was going to crack open the bottle of champagne in the fridge for when I go solo, he

said no. When I got home that evening, he said that since it was a virtual solo we should celebrate with something that was virtually champagne and he produced a bottle of prosecco from the fridge.

The course really made me believe in myself as a pilot. I know that I can land, can aerotow, can improve and can progress from here. (The champagne's still in the fridge!)

I can recommend a course with Istvan to any club member. It's a real chance to focus, improve and build confidence. It's really good fun too!

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Fiona Guest

## BOOK YOUR SPACE IN 2022

Are you sick of boring holidays? Has skiing lost its zing? Can't take another hot summers day queuing in a crowded airport for a delayed flight? A five day course is the perfect remedy. Normally available from March to September.

Offered as an Intensive course you will be paired up with a full time resident instructor who will ensure that every nuance of your flying

is understood and the perfect training program is provided.

Our instructors are very experienced and can coach you on specific elements of flying as well, including cross country flying. It's not unusual for a new pilot to be almost solo by the end of their intensive course!

With on-site accommodation and a bar, why not bring a friend?

Prices from £510, please contact the office on 01582 663419 or email [reception@londonglidingclub.co.uk](mailto:reception@londonglidingclub.co.uk) for more details.

#### Are you a member?

The intensive course can be slightly tailored towards your goals, and you are entitled to a discounted fee.





Photos by Justin Craig

SOCIAL

# LGC SUMMER BBQ

24/7/2021

BY GAYE FLEXEN

In what has been a very quiet social calendar for LGC over the past 18 months, with in-person catch-ups virtually non-existent, the LGC Summer BBQ was going to happen come rain or shine!

On the day, the weather gods were undecided. Thunder? Rain? Hail? Sunshine? This was certainly not helping preparations! So, do we put tables inside or outside or both? Gliders in the hanger or outside?

Thankfully, and with lots of help from members and friends, trestles tables were up, chairs were cleaned and placed, gazebos were in situ, party lights were strung, Curiosity fired up the bbq, and we were off!

Over 70 of our members, family and friends turned up to celebrate the end of lockdown 35.7, see old friends, meet some new members, and have a jolly old time.

The jazz band made a return visit, helping us relax our way into the evening with their dulcet tunes, with some of our toes tapping and fingers snapping along with the music.

And when bellies were full, and yawns replaced conversation, the tables were put away, gliders rehoused, and we said our farewells with smiles on our faces.

Thank you all for making it a wonderful evening, and thank you to all the helpers on the night.

We aim to have more social events in the year ahead and look forward to seeing you all there.

Gaye Flexen







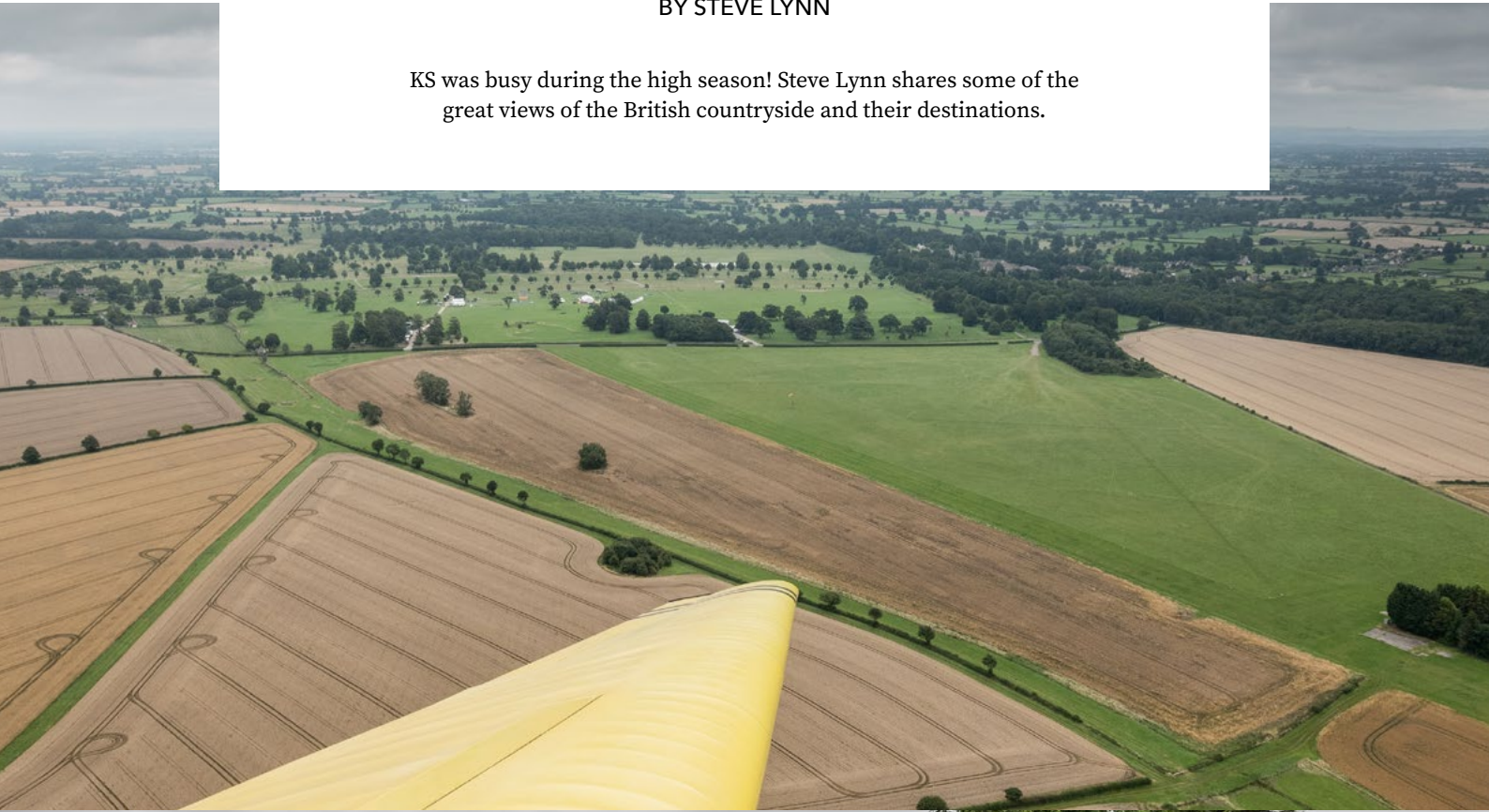
Photos: members socialising and enjoying the food, which was prepared by Sven and Hayley from Curiositea.  
 Photo by Justin Craig

G-FLKS

# THE CONTINUING STORY OF THE TRAVELS OF KS

BY STEVE LYNN

KS was busy during the high season! Steve Lynn shares some of the great views of the British countryside and their destinations.



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Above and below: A trip Gill & I made to Badminton in Gloucestershire on 18<sup>th</sup> August 2021.  
*Photo by Steve Lynn*



Rollason Condor, which LGC once had as tugs.

Photo by Steve Lynn (23<sup>rd</sup> July 2021)



Stow Maries WW1 buildings.

Photo by Steve Lynn (23<sup>rd</sup> July 2021)



Stow Maries is a rare WW1 airfield, close to Southend, used in the Great War to defend against the German Zeppelins & Gotha bombers. There are many original buildings, as well as some excellent replica fighters of the time. Well worth a visit by car or by air. In this photo: Fokker Eindecker, Albatros and BE2c behind. Photo by Steve Lynn (23<sup>rd</sup> July 2021)



A trip to Lee on Solent on 27<sup>th</sup> May, meeting up with Trevor & Andy Mills (Clipgate, Kent) and Paul Richer & Stephen Hayley (Finmere).

*Photo by Steve Lynn*

Portsmouth. *Photo by Steve Lynn*



Ice cream at the beach.

*Photo by Steve Lynn*





A trip in KS on 4<sup>th</sup> August with Helen Jones to the new (2016) Bognor Regis Gliding Club, plus a visit to the seafront. *Photos by Steve Lynn*



Bognor seafront. *Photo by Steve Lynn*



Sherburn-in-Elmet airfield.  
Google Maps

MEMORY LANE

# FLYING IN THE 1950S - PART 1

BY GEORGE CAPLE

**A**ssociate member George Caple shared many memorable accounts of his gliding experience in the 1950s at the Yorkshire Gliding Club. He first received training at their flat site at Sherburn-in-Elmet, and then moved to Sutton Bank. His stories are split into three parts. Here is part 1.

## MAY 1957 - YGC AT SHERBURN IN ELMET

I decided to have another go at gliding and visited the Yorkshire Gliding Club at Sutton Bank again. There, I was advised to go to their flat training site at Sherburn-in-Elmet, quite close to York and the home of the Yorkshire Aeroplane Club. So next weekend, I boarded my trusty Ajay and trundled off to see what was what at Sherburn.

On arrival, I spotted the launch point with its T21 trainer and side by side seating and, having parked the bike, soon found myself engaged in chat with the affable cigar-smoking Chris

circuit, spoilers out, and a gentle landing followed by the push back to the launch point.

Thereafter, I put in a couple of instructional flights on most

**“I decided to have another go at gliding and visited the Yorkshire Gliding Club at Sutton Bank again.”**

Riddel, who was the CFI and, as a National Serviceman, had flown the Gloster Meteor F8. (much later in life, I met another National Serviceman who flew Canberras)

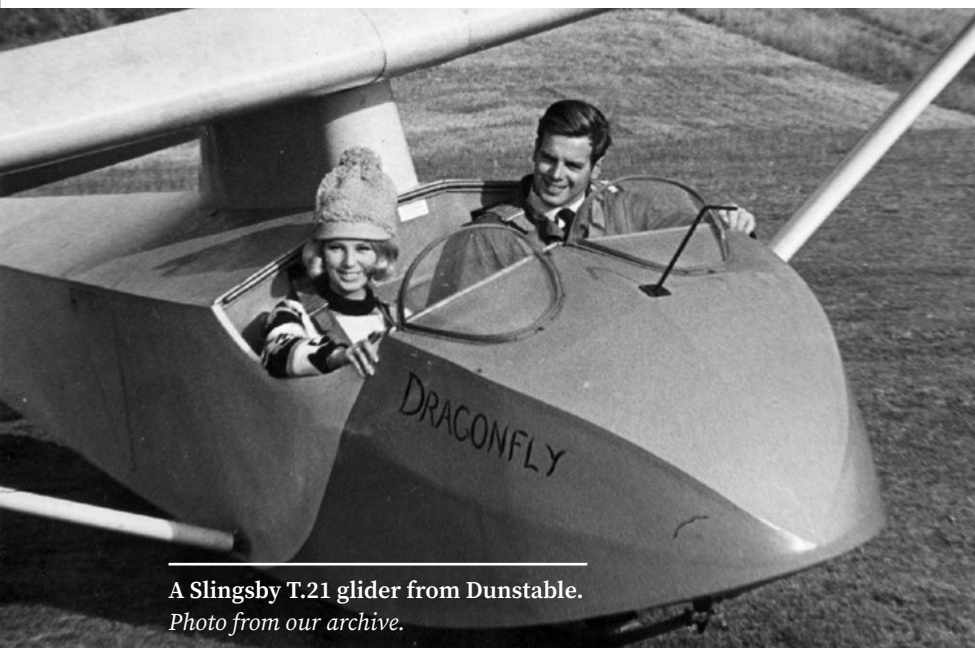
I was soon put in the care of “Ewie” for a familiarisation flight, and off we went. Sheer delight !! Firstly the rapid acceleration after the call “All out” for the winch, the steep climb, and then after reaching the winching limit, the nose dip, cable release, and then almost silence in level flight, at nearly 1000ft.

There followed a gentle square

weekends throughout the rest of May, June and July, and into the middle of August, for the cost of five bobs a go. There were about six others under instruction, and with our leaders Chris and Ewie, we were a jolly crew. [Chris’s Dad was a member of the Aeroplane Club and owned a DH Dragon Rapide)

## EWIE’S “SPUTNIK”

Our cable retrieval vehicle was an ancient tractor at first - the first four-wheeler which I ever drove.



A Slingsby T.21 glider from Dunstable.  
Photo from our archive.

Soon, however, the “Sputnik” appeared. This was a creation of the extraordinary Ewie and was essentially an assembly of the wheels, steering gear, suspension, engine, one seat, and the gearbox of an Austin 7 upon a Dexion framework. It looked astonishing but worked like a charm and later put invaluable service on Sutton Bank. My second four-wheeler!

#### FLYING INSTRUCTION

I remember being taught straight and level flight, gentle coordinated turns, keeping the “string” straight, stalls, incipient spin, square circuit, approach, and the use of spoilers, and always AIRSPEED. I enjoyed a few tight turns, in which the elevators increasingly control the rate of turn.

As August arrived, I sensed that a solo might be imminent, and indeed, one day, a senior instructor appeared from Sutton Bank. I was given a check flight with him, and then it was: “Hop into the Tutor”, which was our single-seater.

That was it, after only 23 dual instruction flights of 3 minutes each.

#### AUGUST 1957. FIRST SOLO. OOPS!

After some form of briefing, I

was soon off and settled into the climb. Unfortunately, I had not been briefed about something. The aircraft yawed a little, and I corrected with the rudder alone, as I had been doing with the steady old T21. Ah, but this was not the T21, and I found that my rudder corrections only made the swings wilder from side to side. I decided that was enough, stuck the nose down and cast off from the tow. Best simulated cable break practise ever. Quickly all was under control, so I started a turn to the left, looked at the airfield, which was not all that far below, threw in another turn and straightened up for a crosswind landing which went off very well, but I trundled a little way into the corn.

Up came Chris Ridell and the gang with Chris chortling away as ever, and we pushed back to the take-off point, and I was stuck back in the aircraft. “Now”, said Chris, “with the Tutor, you correct yaw on the climb using the ailerons”. Now I knew! (NB I do hope that I have got this the right way round)

#### SECOND SOLO

In no time at all, the tow line was attached, checks done, and away I went up on the line straight as an arrow. I released, levelled out, ensured the correct

airspeed, and commenced my much practised square circuit.

Before take-off, Chris pointed out a white building downwind and said my crosswind leg should be in line with it. So, instructed and wanting to be a good and successful pupil, I spotted a prominent white building, and instead of keeping my focus as usual on the airfield landing zone, I trundle happily onward, following instructions.

Drawing level with the building, I looked toward the airfield and received a severe shock which soon became anger rather than anything else. The airfield was out of reach. Wrong white building!!

#### TRIED EVERYTHING

Facing the airfield, I thought: “Nose down, more airspeed for greater penetration against the wind”, and did that. However, it soon became apparent that I would be short of the airfield by some distance, so I lifted the nose to try to stretch the glide that way. It was, of course, essential to keep the airspeed above stalling, and thus I proceeded and crossed the penultimate hedge with a few feet to spare and a good airspeed.

At this point, perhaps I could have stuffed the nose down onto the grass to try to stop before the final hedge, but I thought that I might just be able to hop over it.

False hope, the aircraft stalled and flopped down on top of the hedge, damaging one side of the Elevator.

I felt embarrassed and mad as a hatter, but up came Chris hooting with laughter, leading the gang, and we soon were back at the launch point.

My next solo had to wait for repairs to the tailplane and passed without incident.

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*To be continued...*

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George Caple - Associate member

GALLERY

# GLIDING LIFE

CAPTURED BY THE LENSES OF OUR MEMBERS

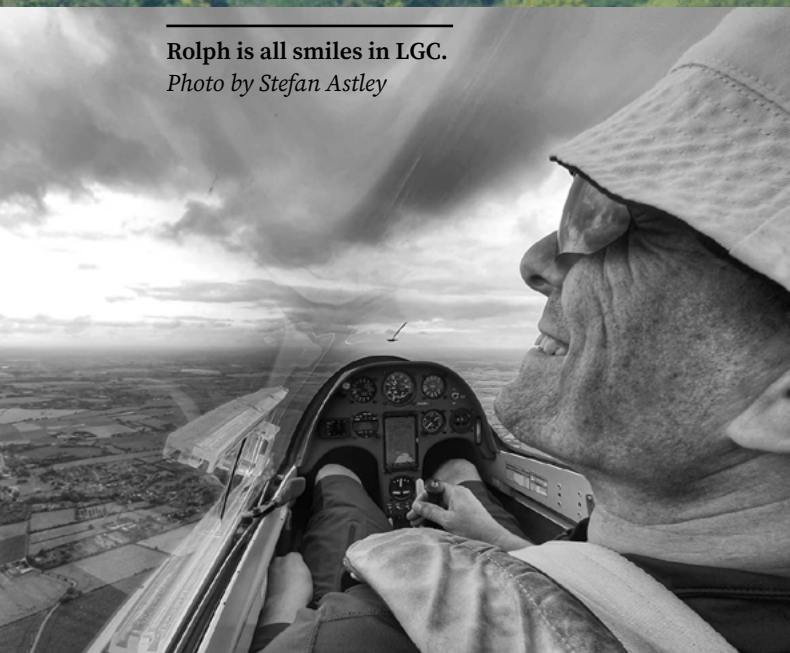
Submit your photos at <https://bit.ly/thegridmagazine> to have them featured here.



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**All out, all out!**

*Photo by David A. White*



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**Rolph is all smiles in LGC.**

*Photo by Stefan Astley*



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**Stefan flying the Prefect in July.**

*Photo by Stefan Astley*





Above: Daniel and Ryan ready to fly in the T21.  
*Photo by David A White*



Above: Stefan helping Corny launch in his K6.  
*Photo by David A White*



Aerial view of the airfield taken from LGC. On the wingtip, the Prefect.  
*Photo by Stefan Astley*



The beautiful Rhönsperber.  
*Photo by David A. White*



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On this page: Some Welsh shots on a 500k in Mark Burton's Arcus on 7<sup>th</sup> May.  
*Photos by Steve Lynn*





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Sierra India and the Prefect thermaling near Leighton Buzzard.

*Photo by David A. White*



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David and Rupert enjoy a local soaring flight in SI. *Photo by David A. White*

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The wonderful wooden gliders of LGC.

*Photo by David A. White*





## OBITUARY

# PETER HARDMAN (AGED 67)

15<sup>TH</sup> JANUARY 1954 - 7<sup>TH</sup> JUNE 2021

**P**eter was born in Dewsbury in the north of England on 15th January 1954 to Colin and Audrey Hardman. He has an older brother Bill and two sisters Carol and Jane.

When he left school he went to Shephards department store in Gateshead, and later enlisted in the RAF as a direct entry aircraft technician – Posted to RAF St Athan in the south of Wales where he met Kay at a camp disco and they were married 6 months later and married for 48 years.

Peter served 9 years with the RAF, where he visited Cyprus and Germany as well as other areas of Europe. Upon leaving he trained as a technical author and worked for Ferranti in Holland as well as Rolls Royce and Eurostar.

After travelling across Europe Peter got a job with Air Zimbabwe, where the pair moved to work in Africa for two years. Luke was born upon their return to the UK and in 2013 Peter set up Luke's

**'Peter was outgoing, friendly, kind and caring with a great sense of humour and at some point, many of us have fallen foul of a fair share of practical jokes. He will be sadly missed by all.'**

Place with Kay – Their safe haven for Luke and his friends of which Pete was full-time administrator until becoming ill in 2020.

Peter spent as much time as he could with us sharing his passion for vintage gliding and held the position of archivist for the VGC as well as taking on the LGC club magazine as the editor for a short while. His other hobbies included bird watching and restoring cars (many of us will remember his much-loved vintage Daimler which he also took to shows).

A keen follower of Motorsport, caravanning and travel Peter was outgoing, friendly, kind and caring with a great sense of humour and at some point, many of us have fallen foul of a fair share of practical jokes. He will be sadly missed by all.

### TWO STORIES

My first flight with Peter was in 'Speedbird' (his friendly name for the T.21 WB924) from Cambridge during a vintage rally, I would've been about 17 at the time. As soon as it turned up on the scaffolding of a trailer I knew I'd have to have a go. He belted me in with several practical jokes along the way, and we aerotowed up to only about 800 ft before he pulled off and spent the next 30 mins grinding away on 0.5kt noting every other turn how well he had done to save himself a bit of cash for not taking the tow any higher (minimum charge was to 1000ft, but I expect he already knew that). We eventually got into something stronger and made it up to 5000ft, where about 3500ft and above it had become apparent wearing shorts for this flight was

not the best idea. Peter of course refused to come down what with having so much fun, and we landed a good 2 hours later having had my character built-up considerably. We became friends almost immediately.

I recall a visit to LGC a fair few years ago to begin preparing 'Speedbird' WB924 for recovering over at Bicester, with Carla in tow. Upon greeting

Pete and introducing Carla I had said "Hi Pete, this is Carla" to which Pete responded with an outstretched hand only to say "Here's a screwdriver, you know which end to hold right?". He then proceeded to teach Carla in a way only Pete could on how to remove the windscreens, all the time with Carla rather nervous about the cost of this flying machine she was

jabbing in a relatively unexperienced way with this screwdriver, occasionally commenting about how much it must be worth and that she didn't want to damage anything! Both of which were rather academic statements of course...

---

Stefan Astley



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

*(apologies to the late Sue Townsend)*

## Chapter 71: Curiosity

My mate Ab Initio was  
waxing all lyrical again:

-

*There was a pilot from  
Welwyn Garden City*

*Who flew with such ferocity*

*The stories he told*

*Of how he was bold*

*Bored everyone gathered at Curiositea*

*The pilot, known for his verbosity*

*Almost verging on pomposity*

*Was telling a tale*

*That was off the scale*

*At 'Top Table' of Curiositea*

*The story was quite a monstrosity*

*Yes! practically an atrocity*

*The tale was so tall*

*It made my skin crawl*

*But impressed the visitors at Curiositea*

*There definitely was no animosity*

*Despite his glaring precocity*

*They gave him cake*

*Which someone did bake*

*As he took centre stage at Curiositea*

*He said he spun with impetuosity*

*And exited a loop at terminal velocity*

*The wings did flutter*

*Failure was utter*

*But everyone believed him at Curiositea*

*He must be a kind of Walter Mitty*

*Quick - someone tell the committee!*

*His story tells he blew it*

*The members all see through it*

*But visitors like him at Curiositea*

*So please listen with generosity*

*If you hear the man from  
Welwyn Garden City*

*His stories are funny*

*He isn't after money*

*Just a good time at Curiositea*

*Bet yer didn't know my mate  
was a real poet, didgya?*

-

*To be continued...*

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**Ad Nauseam**

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A fully held-off landing.  
Photo by Rafael Schouchana



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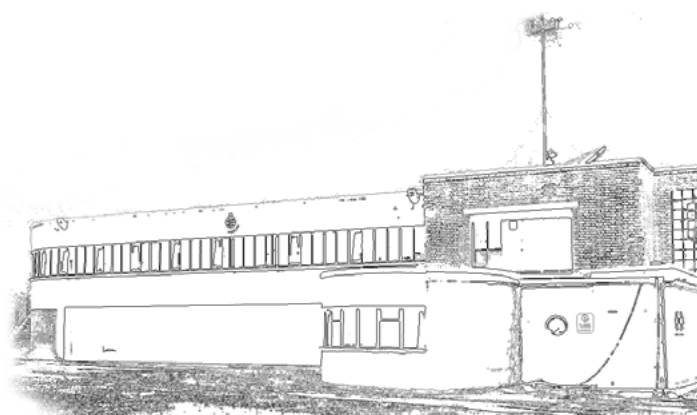
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