

TVGC Newsletter

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November 2008

THE CHAIRMAN'S MESSAGE...

Hello to all members.

Some good news regarding the new lease, we are now in the process of signing up for the new lease, commencing 1 April 2009 for 12 years – normal terms as previous lease.

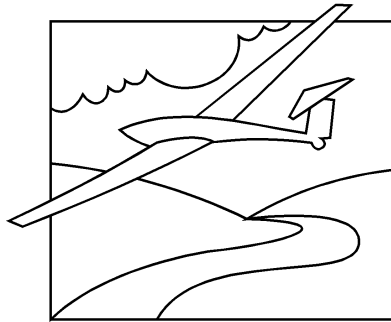
The new rent will be £11,500 – this could have been considerably more, but a favourable agreement was reached.

Regarding the insurance indemnity, the Defence Estates required £10 million indemnity but, after a great deal of discussion, we have managed to reduce this to £5 million. After a night's sleep and a good deal of thought, I tried to reduce this figure even further, but was told the base line was definitely £10 million and the Defence Estates had already reduced the figure to £5 million – they said that £10 million was usually the norm, so I suppose this reduced figure is due to our good track record. I would like to remind all members that public liability is not an expensive policy to cover.

In December I would like to call a meeting of members for you to discuss how you would like to see Duty Pilot and Log Keepers to carry out their duties. It is necessary to have both a Duty Pilot/Log Keeper at all times and, therefore, I will notify all members of the meeting date on the notice board in due course – there will be a buffet supplied, so those of you who are leaving work will not go hungry!! This applies to everyone who attends.

Winching – it is extremely important that the parachute must not be

TRENT VALLEY



GLIDING CLUB

pulled through the pulleys, as recently this has caused great problems – the pulley welding itself to the frame, as this is poly plastic. We have managed to salvage the pulley, but I feel it is necessary to inform you that a new one would cost in the region of £400 plus??!

Didn't we do well at Saltby and Trent Valley – 'Well Done' to all those who took part.

I am in process of getting M3 status for our workshop. I am also pleased to announce that we have now got a resident engineer, which will make it a lot easier to obtain the M3 status. We now need to arrange cupboards, locks and notices and the main thing is to keep the area clean and tidy.

Once again, many thanks to all those whose are keeping the grass cut – this is an endless task!

It has been a great year for flying evenings and flying days – we have certainly earned a lot of money. A big thanks to Alan and everyone at the Club for a really great effort – if we can keep this up and with a few new members, prices could even come down.

From November, anyone launching before 10.00am will be free, but normal soaring

fees will apply.

With the Tug now back from its repairs, we do need to use it to keep the costs down, but we must also make sure we use the Motor Falk. We have all these great facilities and we must take advantage of them.

Well done to those who are to go on an Instructors' Course – we need to keep continuity and also many thanks to Paul for all the time and effort he is putting into it for the Club.

I am really pleased the way that Dave Mason is looking after us with our fleet – he certainly is keeping the cost down for us.

With regard to the Christmas Party, I will be putting the date out soon – this will follow the same format as last year which, I think, was a great success.

May I now take this opportunity to thank both Brian and all the tug pilots for a great job well done – not forgetting all our instructors, this is not an easy job and they put a lot of time and effort in.

Well Paul, may I now thank you for the wonderful job that you are doing as CFI – I am sure this is appreciated by all concerned.

I am sure Paul will be mentioning the matter regarding Doncaster airspace very shortly.

On a final note, can I please remind everyone to ensure that the site is kept clean and tidy, especially around the dustbin area. We still need to paint the new doors and this needs to be done before the winter weather sets in, please.

Happy flying and Keep a Good Look Out

Yours, Vin (Chairman).



FLYING MATTERS FROM THE CFI...

I'm afraid we've reached that time of year when we need to do those 'Annual Checks'. This year I would

like all solo pilots to be checked on the following: -

- **Stall/Spin Awareness** – This is to be done from a 3000' aerotow in the Puchacz. It will include stall symptoms and recovery, spins from slow low final turns, and/or launch failures, and/or thermal turns. I hasten to add these will be from simulated situations. It will be at the discretion of the instructor as to how many and which exercises will be done.
- **Aerotow Checks** – This will include high and low tow, flying around the box.
- **Winch Launches** – This is to include a minimum of 2 launch failures.

There will again be cards in the bus, which must be signed and kept in your logbook. Your logbook must also be appropriately endorsed. These checks must be completed by the end of February 2009, as failure will mean you will not be cleared to fly solo.

I'm sure you are aware of the '**Free Winch Launch**' scheme before 10.30am. Please take advantage of this opportunity as it is designed to increase flying during the winter. It is essential that we increase our winter launch rate, as there are some seriously large bills that must be paid next year. It is not often that the club is giving away free flying (sorry but soaring fees will still be charged) so please come and enjoy this unique offer. I think it would be fair if people take just one launch at a time so everyone can have the same opportunity, and if time allows go round the list again – I'll leave it up to you on the day to decide.

On the 28th August this year Class D airspace was put around Robin Hood Airport restricting our freedom in the area. However a Letter of Agreement has been agreed between the BGA and the Airport Authorities that enables us to open up parts of this airspace. I have therefore produced a TVGC procedure so we can open this airspace and it will be kept by the entrance to the clubhouse. It is my intention to try out this procedure in the near future and if it works, highly recommend that all cross country pilots take a ride in the motor glider to view the land-

marks that outline this restricted airspace. As a rule of thumb, if you are not cleared for cross-country flying then you must not cross the River Trent.

Humberside Airport also want to have Class D airspace that will restrict our flying to the east of Kirton. I am currently in negotiations with Humberside Airport in an attempt to gain more freedom. At the time of writing it is not known whether Humberside will get its airspace or whether we will get any concessions. I live in hope.

Can I ask that when putting club gliders away that covers are put on. Some have gone missing so new wing covers are currently being made. It is essential that we look after our gliders, as they are our greatest asset. It costs in excess of £12,000 to re-gel a glider, money we cannot afford.

I'm trying to organize an expedition to Millfield next year probably during October. Millfield is a ridge and wave site and is becoming very popular with clubs; Saltby and Darlton go every year. There will be limited places so if you are interested let me know ASAP. I'm hoping to take one of the club 2 seaters so don't worry if you haven't a glider.

A bus trip to RAF Cosford museum is being planned for after Christmas. Exact date and cost is currently being worked out, if you are interested please see either Janet or myself, as again numbers will be limited. A possible itinerary could be as follows: -

- 10.00 Arrive at Museum
- 10.05 Tea or Coffee & Danish Pastry
- 10.30 Guided tour of hangers 1, 2, &3 or the National Cold War exhibition.
- 12.15 Lunch in the museum restaurant.
- 13.15 General look around the museum
- 15.15 Depart

That's it for now
Keep warm,

Paul Holland, CFI.



MARKETING NEWS

A Few Positives From This Season

Money may be tight and new members may be scarce, but let's not forget what a good year we have had in terms of flying events.

It's not just about generating additional income (though that totalled over £5,500), it's also about getting people airborne. Especially people who would not necessarily think that flying in a glider would be possible for them.

We can be proud of the fact that we did over 300 flights for Scouts and Guides this year. Judging by the feedback from their leaders, they not only enjoyed the flying experience

but also appreciated the cheerful and friendly welcome they got from us.

We can also be proud of the successful delivery of a number of special events such as the Scout Weekend Camp, Poacher and the Jaguar XK Owners Day, particularly as the band of volunteers available to help is so much smaller than it has been in years gone by. The Jaguar event was especially satisfying as it was our first on the lucrative 'corporate day' format and they actually came to us because another (and larger) club was unable to stage it.

Flying evenings were well up this year, including one for the Scunthorpe 41 Club where we served an evening meal to the guests after the flying.

Many of our new customers have said that they would like to come back again next year. We have already got a booking from the Lincs Caravan Club for a weekend rally next May.

Fund Your Flying – Help The Club

The incentive scheme for selling gift vouchers is on again this Christmas – you can get up to 3 free launch tokens per sale. You should have received the poster by e-mail, all you need to do is print off a few, put on your contact details and display somewhere lots of people will see them. I have hard copies available if you don't have IT facilities, so everyone has the chance of earning a few free launches...and helping club.

Get selling!

Alan Spencer,
Marketing Officer.



EDITOR'S RETORT

As you can see from the other reports, we have had a successful year in spite of the weather. The enthusiasm shown by a good number of members has enabled events such as poacher to take place which has improved our finances. We need to keep the momentum going in 2009.

The glider hangar roof has to be replaced as it is full of holes – we have reserves which will cover this but we need to replace the £11000 approx. it will cost.

Both winch cables have now been changed and replace both which have lasted three years plus. We have the perennial problem of weak link strops going missing and are continuing to look for a 100% certain method of location! If any member does know of such a method, please let me know. During 2008 the cost of weak link spares so far is £1000 and when each

launching ring costs £30 alone it is easy to see how the amount builds up. If any go missing and can't be found, please make a note on a book which will be on the bus – no need to sign it just let us know approximately where and when.

We are looking to produce a winch driving roster for weekends and I will be posting a list on the bus of current winch drivers. It is most likely this will need amending so please alter as necessary.

The **Christmas Party** will be on the 6th December – please put your names on the list in the clubhouse if you would like to come.

Finally, a big thank you to those of you who have helped me during 2008 following my brain operation, particularly Vin, Barry and Pat who bring me to the airfield and Bob and Dick who have kept the grass cut. I have to apply again in March 2009 for the return of my driving licence and if successful will get my flying medical.

Ian Johnson, Editor



FROM THE TUG MASTER

Ground Damage to the Pawnee

These notes are to reinforce the fact that any incidents on the airfield which cause damage to gliders or the tug MUST be reported to the duty instructor before the aircraft is flown again. If you are aware of this fact then please skip the rest. IF NOT then please read on and learn.

The Pawnee has just returned to Kirton from Sturgate following repair of a large tear in the fabric on the starboard wing tip. We are pretty sure this was caused by an unknown person backing the blue retrieve van under it whilst it was parked. Accidents will happen but this one seems to be due to carelessness! Worse than this the van driver has not reported the incident. Frighteningly we do not even know if the aircraft was flown before the damage was noticed.

The safety implications from flying the Pawnee with a damaged wing are horrendous and could have led to a serious accident. Can I therefore repeat; ANY incident which you have or which you see happening that has damaged an aircraft or glider must be reported to the duty instructor or other club official and it is your responsibility to stop the aircraft flying again until the damage is investigated. Please take serious note of this point. Yours, mine or any other members safety may depend upon it.

At about the same time the spinner on the propeller was found damaged and it appears as if someone had tried to push the aircraft backwards with it. It is made from very light thin aluminium and is not strong enough to be used as a handle. Again no one has reported the incident.

It may just be possible that the person causing these incidents was unaware of what had happened but it is unlikely.

Brian Griffin, Tug Master.



SAFETY REPORT

The unwelcome arrival of Winter presents a few safety problems. One of these is the safety of ground operations.

Flights are of short duration and pilots are undergoing launch failure checks. So there is a great deal of pushing and pulling of gliders – and often in windy conditions. What a bore! At the same time there are fewer members present and of those the most experienced are on the bus, enjoying a cup of coffee, recounting their recent exploits or planning next season's targets.

Outside in the cold some enthusiastic new-ish members are retrieving gliders and helping to launch others: which is great. Their enthusiasm does them credit. But this enthusiasm is not matched by a good understanding about what to do and what not to do. It is vitally important that there are enough experienced pilots actively involved in these ground operations to direct and supervise what is happening.

Of course the rejoinder might be that it is the duty of the launch marshal to oversee and direct ground operations. But if the support he gets is limited he inevitably ends up being a worker rather than a supervisor. We need you outside making sure things are done safely.

Other points are; -

- When did you last read the club's operations manual?
- When did you last read the BGA's guidance on safe winch launching?
- Have you submitted an up-to-date medical certificate?

Alex Bogan, Safety Officer

Members Contact Details...

Would all members please check we have your correct telephone numbers (Home & Mobile) and e-mail address.

There is a new list in the Clubhouse, please amend/append details on that or e-mail Wayne Dewick (Secretary) [pwdewick@hotmail.com] with your correct details.