

GLIDE ANGLE



MIDLAND GLIDING CLUB

FLYING THE LONG MYND SINCE 1934

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MIDLAND GLIDING CLUB · NEWSLETTER
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NOTES FROM THE EDITOR

As I write this there are plenty of spring flowers starting to emerge in my garden, however, the temperature is also in the negative area of the thermometer and it's snowing! Like me I am sure all our members are asking themselves, when will winter end and our spring fun begin?

However, before we move on too quickly to thinking about the future, let's not forget that winter is also a very important season for our club. There have been some very acceptable flying days already this year with February being particularly good for westerlies accompanied by some gentle wave here at the Mynd. Thank you to all those members willing to come out in the cold to instruct and to winch the rest of us into the air.

Two excellent Junior winter series events have taken place in our area, one at the Mynd and the second at Denbigh (described in this newsletter by Ben Jenner). The semi-downtime in club activities has also provided the time for the

necessary club maintenance and improvements that are essential to keep things running. There were many members who came out to help with these, often working outside or in unheated workshops in inclement weather – they know who they are (probably by the frostbite!) but a special thank you to Geoff Dailey who was, more often than not, the mover and shaker who got things going.

Our club thrives only because of this sort of work put in by members and an important theme of this newsletter (and the last one) is for all of us to take up the invitation of our outgoing chairman to get involved. Your skills might just be the asset the club needs to see it through to another successful season.

The AGM coming up later this month is the ideal time to make that decision to share the load, the more of us that do the easier it is to carry.

Rob Kronenburg
Editor
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CHAIRMAN'S BIT

by JON HALL

“We are considering several initiatives that will bring more cash into the club but what is clear is that we need to do more ourselves. One way that members can do this is to volunteer to serve on the committee”



I am glad to see members volunteering their time to help spruce up the club before the course season begins. It is important that we present as professional an image as we can to new people coming to the club for the first time, and to keep it at its best for the members. In these constrained financial times, we cannot afford to commission outsiders to do work for us so we must do as much as we can ourselves.

At this time of the year your committee is debating any potential increases to charges for the coming season, using information based on what we predict to happen, and any potential increases in costs. These decisions must be balanced against what is happening in the competitive market, so we don't price ourselves out of the game - a very difficult balance. The Treasurer will announce the definitive list of changes soon, but I can tell you that there is very little certainty about what the next twelve months will bring.

It is possible that energy costs will come down again, though we have no idea by how much, however, our fixed term

contract with the electricity supplier comes to an end in 2024 so we should expect an increase at that time, and although we are looking forward to receiving our new K21b, that will make a dent in our cash reserves.

We are considering several initiatives that will bring more cash into the club but what is clear is that we need to do more ourselves. One way that members can do this is to volunteer to serve on the committee. We have struggled this year to fill all the specific roles that are needed to make the committee effective. We desperately need someone to take on the infrastructure role, to make sure that our buildings stay sound and watertight, and to advise and steer future policy. This would clearly suit someone with experience of organising others.

We also need someone to be our airfields and grounds champion, perhaps someone with a farming or agricultural background? There is a long list of other possible roles, though many of them do not mean that those responsible need be committee members. They include IT, vehicles, fuel and electricity, design and

publications, and the simulator to name but a few. If you have specific useful skills and can give a little time outside flying to help the club flourish, please put your name forward to the secretary.

This is a good time to announce that I will not be standing for re-election as chairman at the AGM this year. I have spent much of my time at the club supporting the committee in many roles over the last thirty-five years, and will continue to do so in the future, but it is time now for a new perspective to drive the club forward. Your committee has had to navigate a lot of challenges over the last decade, and I am sure that the next ten years will be just as challenging, though in different ways. Please consider giving a little of your free time to help the club by standing for election this year. Happily, I intend to spend much more of my time at the club flying, especially as my own glider has been refinished over the winter and made to look better than new by the team at Shirenewton Sailplanes. Roll on the summer!

Jon Hall
Chairman
chairman@midlandgliding.club

CFI'S CORNER

by WILLIAM BREWIS

“As the first spring bulbs push through in the garden and fair-weather cumulus begin to appear more regularly, we turn our minds again to flying longer and further ”

Spring is coming! As the first spring bulbs push through in the garden and fair-weather cumulus begin to appear more regularly, we turn our minds again to flying longer and further – perhaps in our new K21, now expected in April. Many of us will be a little rusty, so no apologies for some updates and reminders.

Internal FOD

Two recent incidents highlight the potential risk for foreign objects (FO) to damage (D) the internal controls. Anything small (an R-clip) or larger (a pen) that is loose in the bottom of a glider should not be there and is a potentially significant hazard. The accident reports in aviation have many serious, often fatal, occurrences where objects, sometimes quite small, have been accidentally dropped into the fuselage and not been noticed. Then, sometimes much later, they have jammed the controls with disastrous consequences.

Rigging/de-rigging is a high-risk activity for the proliferation of FOD. Recently, we lost R-clips during this process on one of the club gliders. All items should be secured or placed somewhere outside the fuselage. For R-clips, if they are not secured to the control rod by a thread then I

suggest they should be collected, counted, and then secured all together by tape and stuck with wing tape somewhere obvious like the top of the instrument panel. Then it's obvious where they are. Any time there's an 'R' clip or anything else missing – a screw or washer perhaps - it is cause for concern.

It is imperative that we KNOW (rather than think) that any missing items are not rattling around inside the airframe somewhere. If that means delaying the rig until we have checked the fuselage (particularly under the seats) with a borescope or a torch and mirror, and/or derigging the glider to check, then we should do so to ensure everything is accounted for. A bit of effort at this stage is better than an accident at a later date!

The same diligence is needed on the daily inspection (DI). A careful look under seats and in other areas that are open to access is needed. In the past I have found a rather nice pen knife in the bottom of a K13. Recently, a headrest had been pushed behind the spars on our K21 and was potentially interfering with control rods (we have a modification on order to block access). So, keep a good look out!



Hangar Rash

Every year we cause a significant amount of damage to gliders getting them in and out of our hangar. The damage is not often severe but every occasion costs us money to put right and often puts a glider out of action for a period. This is avoidable. It is easy to forget that unpacking and packing the hangar is a high-risk activity because we do it twice a day. It is a safety critical job that needs care, and it is therefore essential that an experienced person is in charge.

The wing-tip holder is a critical role. The wing is a huge lever that they are holding in their hands, and they must know what they are doing and where they are going. Please don't just shout at them! The hangar is a noisy and echoing place – stand next to them and show them what to do. When the glider main wheel is on one of the skates there must be someone on both sides of the wing root. In this situation these people are the ones who can 'steer' the glider and not the wing-tip holder. These are the hangar packing/unpacking basic rules – please follow them and help others to do so too.

- One, and only one person is in charge, throughout the entire process.
- That person should be known to all others.
- That one person ensures that the glider is in control all the time by directing/delegating others.
- Everyone else takes direction from that person.
- Everyone else keeps quiet and completes their own task as directed.
- If anyone see a problem, shout stop.

SPL Licensing

In the recent consultation, 88% of respondents who had a view, preferred to continue with implementation of the UK-SFCL. As a result, the CAA intends to continue the transition to Sailplane Pilot Licence (SPL) and is working with the DfT on a one-year extension (to December 2024) to achieve this. So, we may have a 12-month extension but regardless, the SPL is coming soon. I recommend that we all plan to get the paperwork done in the next 12 months – the application form is on the BGA website. Any questions please ask an existing SPL holder.



Airspace

There are a number of airspace changes taking place this spring. Please take extra care to check the new chart due out in March and update airspace files on your moving maps, navigation aids, etc. There are quite a few changes, some of which are small adjustments to existing airspace that may not be obvious without a close look. Adjustments to heights and widths have been made. Some are positive – we will have the airway above us raised a little for example – but not all. Details of the changes most likely to be relevant to club pilots have been circulated by email and are also on the noticeboard.

William Brewis, cfi@midlandgliding.club

AIRFIELD SAFETY

by MIKE GREENWOOD

“Avoiding most accidents isn’t actually that hard. Glider pilots rarely invent new ways of having an accident ”

No form of aviation is completely safe, and the risks of gliding are similar to many other sports and leisure activities. However, accidents do still happen very occasionally, and when they do it can have very bad consequences for those people involved and for the club. Obviously, they are therefore best avoided as far as possible.

Avoiding most accidents isn’t actually that hard. Glider pilots rarely invent new ways of having an accident as across the UK we keep having the same ones, year after year. By looking at these six regularly repeated ‘standard’ gliding accidents we can work out how to avoid them. All are completely avoidable if you follow the correct procedure, so let’s look at each one in turn and see what can be done to stop it happening to you.

WING DROP DURING GROUND ROLL

Part of your pre-flight check should always be: ‘If a wing goes down and I can’t prevent it from going down with full opposite stick I will release before the wing hits the ground.’ If you allow the wing tip to hit the ground while accelerating and the wing catches, it may flick the glider over to crash into the ground inverted. An accident like this always has the potential to be fatal!

We all need to pay careful attention to each winch launch regardless of the pilot’s experience. Any unacceptable ‘wing drop without release’ event must be followed up with an incident form and major re-brief for those involved. It is



KEEP CALM

AND

AVIATE, NAVIGATE COMMUNICATE

absolutely unacceptable to have the wing hit the ground and not release the cable. If you want to know what this accident looks like follow these links:

Wing Drop 1

[youtube.com/watch?v=Ls_VlfxOV8U](https://www.youtube.com/watch?v=Ls_VlfxOV8U)

Wing Drop 2

[youtube.com/watch?v=MuTapfTWTQQ](https://www.youtube.com/watch?v=MuTapfTWTQQ)

Wing Drop 3

[youtube.com/watch?v=qnk27Ls8XHM](https://www.youtube.com/watch?v=qnk27Ls8XHM)

KILLER ROTATION

A cable break at any height is recoverable if the correct technique is followed. However, rotating too fast into the climb on a winch launch is very risky, especially in a cross wind, as you can end up in a very nose high attitude without enough height to recover, or it can cause the glider to stall and flick into the ground. Rotating too fast doesn’t gain you any extra height, it just puts you at risk of a bad accident. You must see 55 knots and increasing speed before rotation, and the rotation into the full

climb needs to take 3 seconds. Again, anyone who is seen to not follow this BGA recommended practice - members.gliding.co.uk/bga-safety-management/safe-winching - must speak to an instructor before flying again.

SPIN OFF A FAILED WINCH LAUNCH

As part of the pre-launch checks you should identify the minimum manoeuvring speed you will accept for the conditions prevalent on that day. If a cable breaks during a steep climb you must lower the nose to the recovery attitude and wait for the speed to increase to at least your minimum manoeuvring speed before you decide what to do next. If you try to turn before reaching minimum manoeuvring speed it can lead to a stall and a spin, which you will probably not have time to recover from. See this BGA simulation - members.gliding.co.uk/wp-content/uploads/sites/3/2015/04/1430312036_spin-2.mp4. For more information on safe winch launching see the BGA Safe Winch Launching Booklet - bfgc.co.uk/WinchBooklet17.pdf

PROMPTING/LATE TAKE OVER

Prompting refers to an instructor directing the pupil to carry out an action. This is no problem when the glider is at a sufficient altitude as the instructor always has time to correct any mistakes or omissions by the pupil, but when it has happened near the ground it has led to many accidents in two-seater gliders, mainly on aerotow and approach and landing.



The problem with prompting a pupil in a challenging situation is 'Inattentional Deafness'. There is a bit of your brain that processes both visual and auditory stimuli, and it has a limited capacity. Both audio and visual signals must go through this bottleneck at the same time, so if you are concentrating on following the tug, or on approach control, and it's all going a bit wonky, the auditory signals from the instructor can't get through the bottleneck, so you don't hear them. See this article from the Francis Crick Institute for a better explanation - [crick.ac.uk/news/2015-12-09-focusing-on-a-visual-task](https://www.crick.ac.uk/news/2015-12-09-focusing-on-a-visual-task) - and this fascinating video - [youtube.com/watch?v=IGQmdoK_ZfY](https://www.youtube.com/watch?v=IGQmdoK_ZfY) - for a demonstration of inattentional blindness.

An instructor prompting the student to take action in these situations will not have any effect as, because of inattentional deafness, they will not hear them, leading to common gliding incidents in which: 'The instructor took over just in time for the accident.'

This is particularly important on aerotow as if the glider gets too high behind the tug it can very rapidly lead to a tug upset accident which is often fatal for the tug pilot, as in this accident analysis - [youtube.com/watch?v=QW19OQLhSDo](https://www.youtube.com/watch?v=QW19OQLhSDo).

We must be mindful not to prompt our way into an accident. Instructors must take control if the pupil is not responding in plenty of time to remedy the situation safely. Students need to understand that the inability to respond to prompting is a function of their brain

being unable to process information, and therefore the instructor having to take control in these situations is not a personal failure, but a necessary safety response no matter who is flying. The instructor's mindset must be to take control without delay as the priority is to get the glider back on the ground undamaged, and its pilots unharmed.

GET-HOME-ITIS

It is not a requirement to land back near the launch point. Too many accidents and near misses are caused by people trying to get back to the launch point even if looks highly unlikely to succeed. Or even impossible!

At some point everybody will get caught out on a dodgy final glide trying to get back to the airfield. When low, pilots have a very powerful natural urge to keep raising the nose as this action makes the view out of the front look a lot less worrying. Inevitably this also leads to the glider inadvertently bleeding off airspeed when it is close to the ground, and it is why pilots keep spinning in on final turns or stalling into the undershoot.

If you are getting low on a final glide the most important thing is not that you get back, but that first, you maintain airspeed, and second, that you have a 'plan B' regarding what to do when you realise your preferred landing area is out of reach. Preferably you should also have a 'plan C'! In addition, it is important that you make the decision to implement your back-up plan in plenty of time. So, if you are getting too low to get back to the launch point, make an early decision to do something else, and if any other issues arise whilst low in the circuit your priority must be to conserve energy for manoeuvring. Speed is life.

DISTRACTION

Before flying we carry out a DI, positive control checks, launch point positive control checks, and pre-launch checks, yet every year in the UK there are a worrying number of incidents where people take off with controls disconnected, canopies that open on the launch, brakes that open on the launch. These events are due to distraction when rigging, when doing the DI, and at the launch point. The way to avoid

these events is simple, don't distract people doing safety critical tasks, and don't be distracted! If, however, you are distracted by somebody or some event whilst doing a DI or pre-launch checks, start again.

ALL THESE ACCIDENTS ARE EASILY AVOIDABLE IF YOU FOLLOW THESE RULES:

- If you can't stop the wing going down on a winch launch, release the cable before the wing hits the ground
- If you can't see the tug, release.
- Instructors, take over in plenty of time. Don't prompt low down - take control
- Don't over rotate or climb too steeply at the beginning of a winch launch
- If you have a cable break in a steep climb, lower the nose and wait until you have attained a safe airspeed before doing anything else
- If it looks like you are becoming too low to get back, maintain airspeed, have a 'plan B' and implement it in plenty of time if you need to
- Don't distract people doing a DI or at the launch point

Above all remember:

Aviate, Navigate, Communicate.

Your priority must always be to maintain flying speed.

Mike Greenwood,
safety@midlandgliding.club



FLY PAST

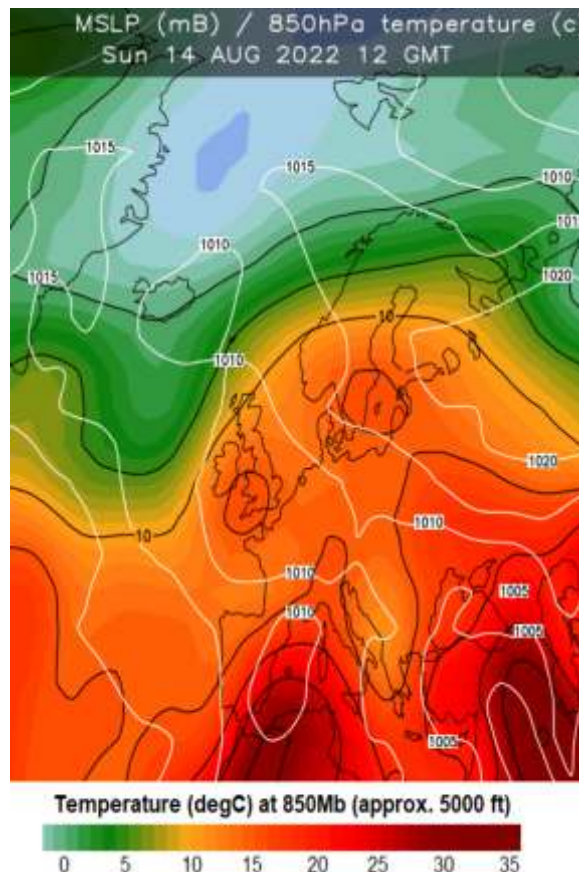
This regular column invites members to tell a story about a significant flight from their career aloft. It could be a first or a last, a longest or a shortest, or one they will just never forget for the excitement or (anxiety!) it caused. Here is Dominic Haughton recalling his 'Climb of the Century.'

Now I'm a believer (in tephigrams):

On 11th August last year I returned from flying in Sisteron, France. The UK had been under a high-pressure system for days. It was hot and getting hotter; a Met Office amber extreme heat warning had come into force that day.

Hot and high: I had always understood that such conditions mean that the potential for cross-country flights deteriorates day by day as the subsiding airmass warms and the temperature needed to trigger thermals rises. Typically soaring starts later as the high pressure persists and when convection does start, often late in the afternoon, there is a much-increased probability of convection going high enough for thunderstorms to develop, the so called 'thunderly breakdown'.

With this assessment of the soaring prospects in mind and having just flown 35 hours in 7 days in the Alps, I was happy to take a few days off. By Sunday 14th, the amber warning was still in place for much of the southern half of England and eastern Wales, but I was rested and wanted to get back into my LS8. I set a modest cross-country task expecting it to be soarable for two, possibly three hours, and headed for Mynd. I half expected to end up local soaring



and certainly did not hold out much hope for anything epic. This archive chart shows that the temperature at 850Mb (approximately 5000ft) on 14th Aug 2022 was in the high teens. For convection to reach this height, the surface temperature would have to be well over 30 degrees centigrade.

A tale of the unexpected:

With my glider at the launch point as lunchtime approached, I did not get any sense that convection had started. Everything looked hot, blue, and stable but a single seater had taken a launch and not returned immediately so, not

wanting to be on the ground during lunch if it did become reliably soarable, I took a launch. What happened next was unexpected.

Immediately off the wire, I got a surge and turned. And turned. And turned. Just under 13 minutes later I was at 9340 feet amsl, a whole climb average of just under 500 feet per minute. After watching a couple of other gliders make the same climb and arrive at my height, I set off as planned to the west, turning Llanfyllin at about 8,500 feet. From there, the task I had set seemed a bit unambitious.

To fly over Wales with height in hand is a treat, so I went south to the Brecon Beacons, turning Rhigos, then east over the Black Mountains to Tewkesbury. At that point conditions felt like they were going off quickly as cloud formed and the surface temperature dropped. The decision to head home was easier than finding the climbs needed. On days when thermals go very high, they are also far apart, but the climbs were there, and I got back to the Mynd after a memorable flight.

After the event, I wanted to see why conditions were as they were; I hope what I found is of interest to other club members, particularly any with doubts about the value of tephigrams (T-phi plots).

T-phi or not T-phi, that is the question?

The figure below is a composite of my logger trace from launch to the top of the first climb, at bottom right, aligned and scaled to match the tephigram for 13:00 at the Mynd that day, on the left.

In the top right is the plan view of the climb showing the drift in the light south-easterly wind. The maximum temperature recorded in Shrewsbury that day, 32.6 degrees C, has been added on the temperature axis at the bottom along with the corresponding trend line (dry adiabat) to show the theoretical height of convection.

The forecast tephigram for 13:00 at the Mynd, on the left, accurately predicted the strength and height of the climb achieved on the right.

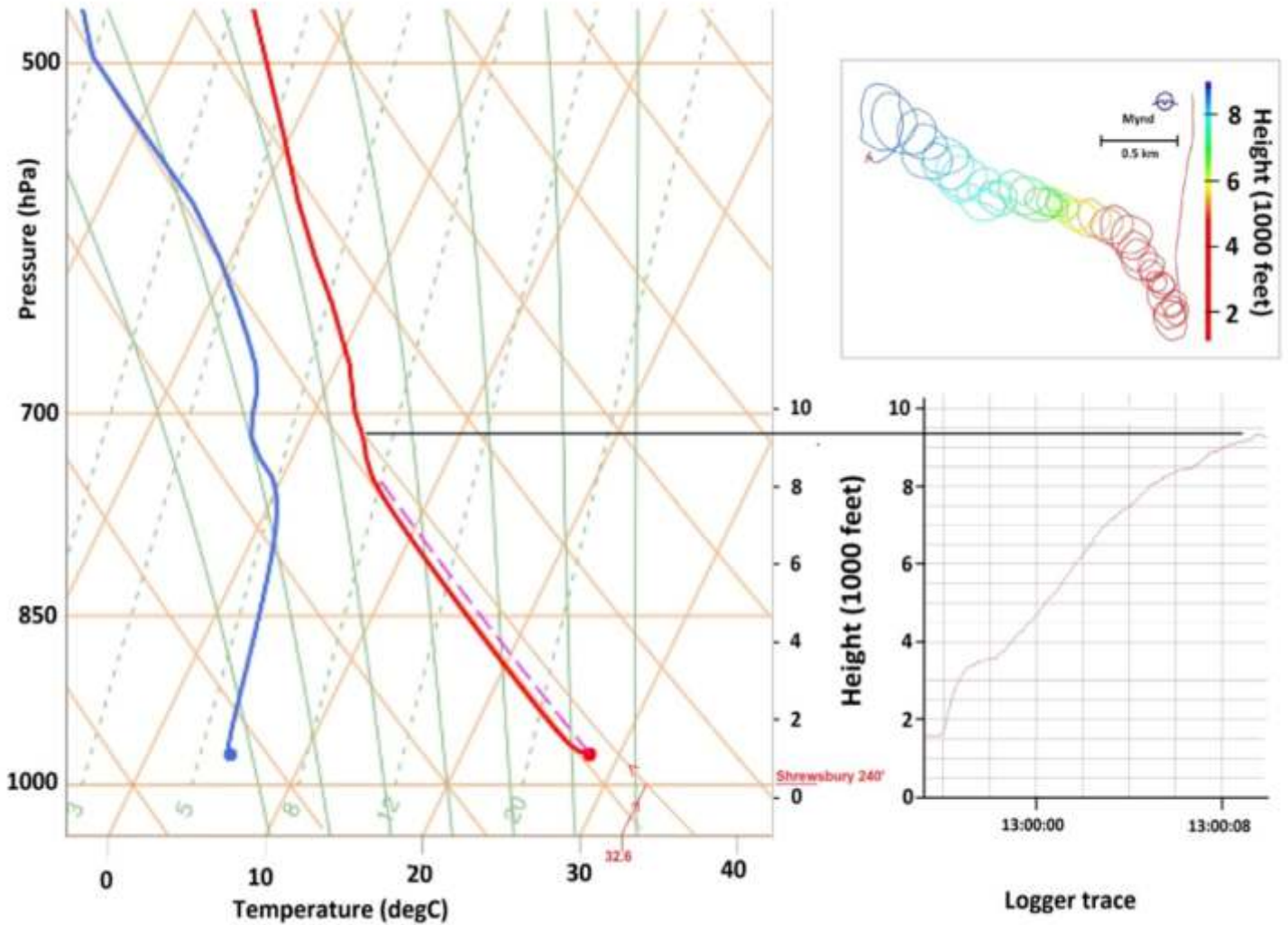
The plot shows that a parcel of air at 240 feet (Shrewsbury's height above sea level) and 32.6 deg C was predicted to reach 9400 feet with the thermal strength reducing above about 8000ft. This is exactly as logged in the climb.

Warm and weird:

The lesson learned? I nearly missed a very remarkable flight because of preconceptions about the unusual conditions.

A look at the forecast tephigram and the BBC weather forecast the day before would have shown me that thermals to over 9000 feet were to be expected from 13:00, and I could have planned a task to match.

When I learned to glide, tephigrams were available only to meteorologists. Now they are fed to us several times a day for free. Learning to use them, and getting into the habit of doing so daily, will help us make the best of the conditions as our weather gets warmer and weirder!



ADVERSE YAW

In this column members describe ideas about how things are run at the club; about the systems we have in place that enable a large group of disparate individuals to work together in relative harmony to get us in the air. This time your editor describes the Midland Gliding Club History Project 2024.

Philip Wills, this time flying a Slingsby Sky is launched by 'bunjy' from the Mynd. The photo was taken by MGC flying instructor Teddy Proll (photograph from Philip Wills, *Where No Birds Fly*, 1961).



Phillip Wills

In Philip Wills' book, *On Being a Bird* (1977, pp.194-6) he describes the story of how, on 23rd June 1946, he took the British altitude record during a flight begun at the Midland Gliding Club.

'In Church Stretton, in the valley nearly 1,000 feet below and to the east of the Mynd, there was a

morning ground fog, though on the heather moor of the Mynd itself it was clear, with a view to the west over the top of the mist clamped down in Asterton valley. The surface wind was light and variable, and on the whole drifting down the hill from north-east, whilst the upper wind was light and northerly....

.... When I took off, cloud base was about 700 feet above the Mynd, the cumuli were flat and ill-defined and clearly in a very early stage of growth, Nevertheless, on releasing at only 400 feet, I turned under one of these cloudlets and found lift of the order of 1 to 2 feet a second.... Directly over the club site, almost in earshot of the criticisms of those on the ground, I circled and manoeuvred in and out of the low, ragged puffs of cloud in spite of the down-hill drift and the low altitude, found broken lift in everyone.'

Wills was piloting a DFS Weihe glider and he achieved this remarkable record by flying through and inside huge five-mile high cumulo-nimbus clouds. That day he reached an altitude of 17,000 feet (without oxygen!), although because of his launch height from the Mynd, his record was set at 15,247 feet. The story of this flight is full of wonderful descriptions of the landscape which we regularly fly over, and equally wonderful descriptions of the atmospheric conditions we regularly encounter. It is worth

seeking out in its own right, but especially so as it is a part of the remarkable history of our club. Wills' story is just one of many that go to make up the long history of gliding on the Long Mynd, a story that is as important for British Gliding in general as it is for us as members of this club.

Next year, 2024, is the 90th anniversary of the founding of the Midland Gliding Club, and the club has decided that it's time we had an official history. The plan is to research, write, design, and produce this document by spring next year. This is an exciting task with much information already known, but also much more yet to



Amy Johnson

be discovered. The plan is to publish a professionally prepared book in hard copy that will be available to members and the general public. The book will be well illustrated and have an ISBN number (which is essential for it to be purchased by libraries etc.). We would also like to publish it online and create other linked media events such as extracts, images, and a short film/video. We now have about twelve months left to bring this idea to fruition, a daunting task but we think it is achievable. A small team are



Prince Bira of Siam

working towards this goal, however, for it to be realised, we are seeking some additional support, particularly in these early stages (right now!).

The club has a scattered archive of sorts, old committee minutes, photographs, and passed-down stories but there is much more that is there to be revealed. We need volunteers to undertake interviews with past members to add first-hand accounts to the archive. This can be done remotely by telephone, WhatsApp, or Zoom calls. We also need volunteers to go through all past copies of S&G (available online) to find any references to the club which might contain interesting information. Both jobs can be done relatively



painlessly from your armchair so please get in touch to help out. More offers of help mean less work e.g., if just half of our member offered to look through some S&G's that would only be twelve issues each! This project is important as its about establishing our legacy here at the Long Mynd, something that might become essential in the future when all the threats to sport aviation are considered. For more information on the project or to offer help please contact me,

Rob Kronenburg, at
communications@midlandgliding.club.



The new MGC Schleicher K21b.

It's a K21, Jim, But Not As We Know It!

Schleicher K21s have been the workhorse of our pilot training fleet at the Mynd going back decades, and established members will remember flying in JGJ, JBM and FWQ. So, for some years, as we have realised that JGJ was approaching 40 years old, with 15,000 hrs of its life behind it, and the future of the K13s becoming less certain, the club has been evaluating a number of alternatives for its replacement. To cut a long story short, the eventual decision was to not change a 'winning formula'. Most members will now know that, in addition to the fortunate addition of JGE to our fleet last April, we are also expecting a brand new K21b (MYN), direct from Schleicher, to support the club going forward.

Yes, it looks like a K21, and flies like a K21, but members should be aware of some changes in this latest incarnation. The new K21 is equipped with support for disabled pilots in the front seat and has the capability for fitting spin weights. The CFI is working with a small team of experienced instructors to effectively integrate



these novel aspects into the club's activities.

The front instrument panel (see image above) will be familiar as it is similar our existing K21 (JGE) and conforms to a Mynd 'standard' layout. The biggest difference will be the LXNav S80 electronic vario, although it will be configured to be as near as possible to a 'turn on and forget' mode. Elsewhere on the panel there is a Trig transceiver (PTTs and boom mics), FLARM (PowerMouse to match the K23, Junior and K13), a slightly different accelerometer, and some additional buttons

The rear instrument panel (see image) will be very different from JGE/JGJ in shape, size, and



instrumentation. The LXNav S100D vario is linked to the S80 and FLARM GPS data giving it some additional functionality, and worthwhile getting to know even though it is just the 'club' version. There is a different card compass in the rear. On both front and rear panels there are USB (5V) power outlets for additional nav systems.

We are working on the configuration and briefing materials for the new K21, so make sure to read and absorb these so you are fully up to date with our new club workhorse. Please take care of MYN, it is a significant investment in our future.

John O'Reilly

Junior Flying Winter Series 2023

The Long Mynd is a keen supporter of the Junior Flying Winter Series. Most recently, in October 2022, the Mynd hosted the highest attended Junior Gliding event to date, with 135 visitors taking part.



Our new regular instructor Ben Jenner took part in the follow-up event at Denbigh and recounts here the weekend's events. Ben started his flying career at Saltby as part of Loughborough University Gliding Club where he was studying aeronautical engineering. He really enjoyed his time there, however, after moving to Telford for work, he decided that Lincolnshire was a bit too far for regular weekend commutes and joined Midland Gliding at the end of the task week in late August 2022. Ben has been a very welcome addition to our rota of valued instructors, and he claims he has had an absolutely fantastic time at the club so far; enjoying the usual hearty Mynd welcome (as well as falling in love with Helen's cake)

The UK Junior Gliding Winter Series, established in 2012, aims to bring junior glider pilots together outside of the summer soaring season and give pilots of all skill levels, from pre-solo all the way up to junior world champions, the chance to experience new and interesting sites in aircraft that they might not typically have an opportunity to fly in. Every year there are typically three, 3-day events to the winter series with one each in the months of October, February, and April.

This February's event was at Denbigh, a fantastic site situated in North Wales which boasts a prominent ridge and is very well positioned for access to the Welsh mountain wave. Those that have been before will know that it can be a reasonably challenging site to fly at, due to the particularly choppy aerotows and approaches in strong winds and the fact that the runway is only about 7m wide and easily blocked when there are many gliders landing at once.

Day 1: The Friday morning started with a slightly chaotic rigging session - there is definitely an optimum number of bodies to rig a glider and 80 is not it! Thankfully, JGE was one of the first ready to go before a briefing

site and they were able to climb to over 6000' in the wave! After this, Holly, and I both flew with juniors who had never experienced wave before and thanks to the number of two seaters available, we were able to

cream. This was followed by a party evening during which we were entertained by a fantastic local folk band.

Day 3: The third day started much like the 2nd - blue skies and



which promised weak ridge lift and reasonable wave. After this we made our way down to the launch point at the eastern end of the airfield (which sits about 50' lower than the west end) ready to get going but were then thwarted by a slight tailwind despite the 15 knots westerly promised. This made an uphill aerotow with a heavy two-seater unsafe. We waited for about an hour and watched some of the single



seaters, as well as some of the two seaters with engines willing to do assisted aerotows, launch before we could get going. Nigel and Holly took two flights together for Holly to get acquainted with the

give flights of around an hour and half each allowing a proper introduction to wave soaring. At the end of the day the organisers had managed to fly everyone who wanted to, and we had managed five hours of soaring in JGE.

Day 2: The second day didn't bring any soaring with it but did bring a reasonable cloud base and calm conditions which meant we could allow some of the less experienced pilots to attempt the tricky landing on the narrow runway. The lack of any soaring also meant that many were eager to experience aerobatics and Nigel was more than happy to oblige the never-ending queue of keen juniors throughout the day. In the afternoon, as the sun came out, we were blessed with an ice cream van that the CFI had booked for us and enjoyed being spectators for the afternoon's aerobatics with large trays of brownies, cookie dough and ice-

aerobatics - with one Junior managing to complete her standard aerobatics sequence in the Nymphsfield K21. However, by about 11 o'clock there were good thermals keeping everyone airborne and we were then able to get some fantastic flights in, including Mynd junior member Jordan Johnson who managed 1.5 hours right at the end of the day in the LS4 - not bad for early February. After a great day we



were forced to pack away early and get the glider ready for the trip back to the Mynd having exceeded the maximum number of aerotows that are allowed during a day at Denbigh.

To summarise, this was a fantastic event, and I am extremely grateful to the club for entrusting us with the K21 for the weekend and to Nigel and Holly for their hard work flying it! It would be fantastic to see more Mynd faces at these events in the future so if you're a junior and this appeals to you, or if you are an instructor with access to a two-seater please don't hesitate. If you would like to volunteer to support future

events, the final round of the Winter Series for this year will take place at Dunstable from the 31st of March to the 2nd of April.

Ben Jenner



Radio Brevity Competition Results

Last month Chris Ellis very generously sponsored this competition for members where the task set was to write a piece, as short as possible, using the entire phonetic alphabet. Your editor received some excellent entries, but someone has to win, and Chris has selected Walter Baumann's concoction which not only made sense and stuck to the rules but was also the shortest entry received. His entry therefore earns him the prize of a half-hour flight in the motor glider. Well done Walter and thank you to all those who entered.

Charlie Bravo, a **Golf** pro driving a **Sierra**, and **Romeo** from **Quebec**, have booked into **hotel Alpha** in the Ganges delta in **India** in **November**. They are meeting **Juliet**, her dog **X-ray** (who barely weighs a **kilo**) and her **papa Victor**, owner of the **tango** club 'Echo' in **Lima**.

Mike and **Oscar**, an eccentric **Yankee** wearing the uniform of a **Zulu** warrior, are joining them for a **whiskey** and a **foxtrot**.

Walter Baumann (71 words).

Announcements

AGM and Committee Nominations:

The MGC annual general meeting will be held at the club at 1700 hours on Saturday 25th March. The AGM is the time when a new committee is elected by the members to run the club on their behalf. Nominations must be in the club office no later than three hours before the scheduled start of the AGM, i.e., by 1400 hours on 25th March. Such nominations must be on the form which can be downloaded from the club website. Nominations must have the nominee's consent. Persons making and seconding a nomination must be full members of the club.

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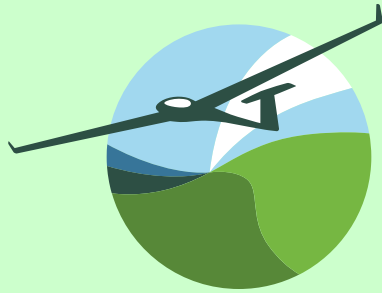
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Contact: **Steve Male**, either at the club or on 01948 880399 or at stevecmale@aol.com

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MIDLAND GLIDING CLUB

FLYING THE LONG MYND SINCE 1934

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