

GLIDE ANGLE

MIDLAND GLIDING CLUB · NEWSLETTER
WINTER EDITION

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NOTES FROM THE EDITOR

This edition of our newsletter marks a full year since its revamp, so I think it's fair to say *Glide Angle* is now past its ab-initio training stage and ready to go solo! As with all good pupils a big thank you is necessary to all those who have helped it get this far, in particular the brilliant work from our chairman designing its layout and the rest of you who have contributed such interesting and erudite content – this edition being no exception!

In fact, my task has become a little easier in this regard recently, as even though people have been much busier during the summer months flying, I am starting to receive offers of content for future editions without as much arm-twisting!

As editor, my mission with the newsletter has been to produce a regular welcome addition to your inbox that includes something of interest to all our club members - a quarterly magazine that includes enjoyable and sometimes amusing articles, but also valuable information about key issues that we must deal with, both individually as pilots and as an

organisation. Some of you will know that a major redesign of the club website is underway and as it will be more easily accessible there, it is my hope that *Glide Angle* will also now become a useful communication tool that is disseminated more widely to help attract new members.

This month we have some crucial updates regarding club recruitment, finances and upgrading of the club fleet. Safety is always an issue we must make time for and there is some timely advice here as we approach the winter season, with an interesting opportunity for you to consider if you are one of those hoping to continue your training during the shorter days. Finally, we have excellent articles from two members, one at the beginning of his gliding journey and one describing the sort of gliding experience that makes this activity so special. Enjoy the winter edition of *Glide Angle*.

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CHAIRMAN'S BIT

by JON HALL

“mutual help and support extends across all elements of club life, from volunteer instructing and winch driving to all those who do a great deal of often unseen things to help the club and keep it moving forward”

We have just finished Task Week and I am reflecting on what a difference a year makes. Last year, as I recall, we had only a few entries for Task Week, mostly the older and well-established members. The weather was average and inevitably so were the tasks.

This year couldn't have been more different. The briefing room was full to bursting every morning, even when the weather looked less than promising. Rose Johnson did a magnificent job as Director, supported by Dominic Haughton as Met Man and Task Setter, and of course the familiar figure of Hazel Turner in Control. We all know that it is really Hazel who runs the show!

Lots of the more recent members took part, many of them achieving their own personal goals such as Silver Distances, which is of course what Task Week is all about. The club Pundits also showed up in numbers and provided valuable examples and advice to the newer cross-country pilots. Some of the private owners of competitive two seaters also took various P2s on tasks to give them a taste of what it all about.

We were blessed with some mixed weather, but managed tasks on nearly all the days and clocked up a significant number of kilometres. This not only shows that the MGC has some very good XC pilots, but also lets the world know that the Mynd is a great place from which to fly.

But the thing that struck me most was how much fun everyone was having, how everyone was willing to join in to help, and the overwhelming sense of mutual assistance. We often talk of the club as being like a big family and this really proved the case.

Our club is made up of lots of friends, helping each other all the time and not just with their gliding. We refer to the club as a mutual society and that is exactly what it is. Without the members being there, running things, helping on the field and in the air, donating time, effort and sometimes even cash, we would not be the club we are.

This year's Task Week reminded me of the ones we used to enjoy many years ago. Superbly organised, great food, good banter in the bar, busy all the time, lots of gliders at the launch point and some great

flying. I hope that those newer members that took part this year enjoyed it as much as I did and will be there next year to make it even better.

This sense of mutual help and support extends across all elements of club life, from volunteer instructing and winch driving to all those who do a great deal of often unseen things to help the club and keep it moving forward. This newsletter is a typical example, written by members, edited by a member, designed and published by a member, all volunteers seeking no reward other than knowing that it is a job well done.

If you think you can help out by being a weekend Launch Director, helping to run the field during the weekday courses, cutting the grass occasionally, keeping the place tidy, looking after the bar, being on the committee, make yourself known. The club will not run without you!

Jon Hall
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CFI'S MUSINGS

by ROSEMARY JOHNSON

"Yes, winter is just around the corner so why not make the most of the autumn weather by squeezing in some flying before the weather really does deteriorate"

It is lovely to be sitting writing this piece after a very successful summer season, including a lively Task Week. The flying may not all have been brilliant, but the atmosphere was great – sorry for those of you that missed the wonderful party on the Saturday night. Thanks as always to Dave and Helen and to Dominic for task setting and the winch drivers.

Induction:

No matter how good the season has been, economically tough times are undoubtedly ahead so we need to increase our efforts to recruit and retain new members. A significant part of this is that when we do attract new members the club must look after them. We are therefore taking some tentative steps to improve our induction. We have successfully trialled a plan to get newbie course members to arrive early on a Sunday afternoon. The idea is to 'tuck them under the wing' of an enthusiastic member on the ground, to learn the ground handling skills, running wings, attaching cables, signalling, etc.

For all new members, course or otherwise, there is an induction checklist on the CFI's board in the clubhouse – please grab any new member (gently!) and ask them if they have had the guided tour and induction. If not, use the checklist to show them what they need to know. But most importantly, make them feel welcomed and valued.

Safety and Launch Directors:

Since becoming CFI I have been very aware of the difficulties in managing the airfield from a safety point of view without the help of a Launch Director. Sadly, each weekend, instructors are finding themselves having to cajole people to take on this role. Instructors give up their time to run the field and instruct. Many do much more than 12 days a year and do it year after year! But it is not reasonable or tenable to expect them to do this without a Launch Director on the ground. We must ensure that all the jobs are done safely and efficiently, whilst they are instructing in the air. Therefore, some of you will be receiving an email inviting you to join the

Launch Director rota. We are a club and rely on everyone making some sort of contribution. If you receive the email asking you to participate, please think carefully before saying no – we really do rely on one another.

Winter's coming:

Yes, it's just around the corner so why not make the most of the autumn weather by squeezing in some flying before the weather really does deteriorate. September and October can offer some spectacular flying so make the most of it. Lastly, thanks for your support while I have been holding the candle as CFI, and now... welcome to William Brewis who will be taking over the post at the end of November. I am sure you will offer him the same support as you have me.

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TREASURER'S BEAN COUNTING

by JAMES MOORE

I have some excellent news - a landmark. It looks like, for the first time, we will pass the £300,000 income barrier. This is a tremendous achievement and reflects everyone's hard work. In four years, our income will have grown by over £75,000. While income is important, it is not income (profit) that is critical. The more we make, the more we can invest in things like the new K21B. We need to be consistently making in the order of £75,000 per annum to properly invest in our club.

However, it is clear the troubled waters of COVID are being replaced by a tempest Shakespeare would be proud of. We are going to be faced with lots of challenges. Taking electricity as an example, if our current supplier goes out of business and we are faced with current commercial rates, our annual bill will increase by over five times to an unaffordable £62,400. It's more important than ever that we ask ourselves, does that light need to be on? The propane we use for heating, winches and airfield vehicles is another story.

In an environment where everyone's disposable income is under pressure, we don't know

how that is going to affect our Club. During the autumn and winter months we make our key financial decisions. This year, it is going to need considerable brain time to come up with potential solutions to the problems we face. At the end of October, or early November, we will hold a members' forum. As a preview, apart from the review of the last financial year, I am considering bringing the following into the discussion:

The sale of about 21 hectares of the land we own, land we cannot conceivably use for gliding, some of it is so steep a mountaineer would be tempted to use a rope. To give you an idea of how enormous our land holding is, the maximum area used as a gliding club is 30 hectares, we own 131. Selling unused land will reduce the cost of owning it (as an airfield, we are legally required to fence it) and replenish the reserves drained by the purchase of the new K21B.

A 'financial reserves policy' would decide the money set aside as a buffer for potential events that will adversely affect the Club. Organisations not much larger than ours are required to have a formal reserves policy, should we?

We have in the past used members' loans to finance strategic investments; is this something we should consider now? The club's net income (profitability) is not yet sufficient to invest properly into our core our flying activities; strategic investments, that will reduce our long-term running costs, for example through improving energy efficiency. Commercial finance is not available to us. If we introduce the option of members' loans, we will also have to consider how much we borrow as our constitution limits us to 15 percent of the balance sheet value, and of course, our ability to service the debt.

Looking to the future, I have been Treasurer for five years. It is time for me to move on. It takes several years to learn a role and become effective, but you can be in post for too long. I think five years is long enough. A new mind will bring fresh ideas. The question is, who will take on the role? If you are interested, please let me know. It is a fantastic role, probably the best of all the roles.

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AIRFIELD SAFETY

by MIKE GREENWOOD

“it is noticeable that very rarely does anyone invent a new way of having an accident”

I regularly receive a list of all the glider accidents and incidents that occur in the UK, and it is noticeable that very rarely does anyone invent a new way of having an accident. A few years ago, I took our Duo Discus to Gap-Tallard Airport in the French Alps to do some mountain flying. Every day in the briefing they emphasised three rules for safe flying:

- Always keep a good lookout
- Speed is life
- Always fly within range of a land-able field

I always think of these rules before every flight as they provide very good advice for staying safe, not only when flying in the Alps but everywhere. These rules encapsulate how to mitigate the main reasons people have accidents:

Always keep a good lookout

Gliders fly close together, so a mid-air collision is always a risk. We need to remember to always keep a good lookout when flying and arrange the cockpit such that we spend as little time as possible looking inside it. Having stuff

strapped to your knee is a bad idea, as is being unfamiliar with your technical kit. Some mid-air collisions have been attributed to one of the pilots being distracted by fiddling with a new piece of navigation equipment, or something else, for example a camera.



There are certain places where you are much more likely to meet other gliders and, in these places, you need to be particularly vigilant. For instance, in a thermal other pilots will see you climbing and head towards you. In a thermal you can also become fixated on watching a glider in the thermal with you, and not look outside the thermal to see if anyone else is joining you. Many collisions and near misses also happen in the circuit, where other gliders are

preparing to land. When you intend to land, you aim to be at a high key area around 800 feet. Everyone else flying also has the same idea, so you need to be particularly careful that no-one else is starting their circuit at the same time and remember to keep looking outside the circuit for other traffic. In my experience, people tend to keep looking at the airfield around the circuit, and rarely look the other way.

On a busy day it's a really bad idea to start thermalling once you have started a circuit, this has been the cause of many mid-air collisions, including one at the Mynd many years ago, which I witnessed. Thankfully in that case both gliders were able to land, and everyone survived unhurt, others have not been so lucky. For obvious reasons, having to bail out from circuit height is best avoided. Many field landing accidents are caused by people trying to thermal away on a circuit into a field, it's really easy to lose sight of your chosen field if you do this or end up too low to get into the field safely.

Speed is life

If I look back at the instances when we have damaged gliders at the Mynd it has been very often because, for one reason or another, people were flying too slowly. If you fly too fast, you are at least flying whilst in control of the aircraft. Fly too slowly and you fall out of the sky, and the recovery can take more height than you have got. So, when you are near to the ground, for instance during cable breaks and when making final turns, fly fast and monitor your



speed constantly. All pilots tend to raise the nose as they get near the ground as it makes the picture look a lot better, but beware, it also makes you more likely to stall or spin.

Always fly within range of a land-able field

Many years ago, I was flying with the then CFI, and we found ourselves in need of a field. I picked a reasonable looking field and pointed it out to him. He said: "Nah, I only do f***ing enormous", so we

found a f***ing enormous field and landed in it. This was excellent advice, and I have always used that as a mantra when flying cross country, if you are going to need a field, make sure you are in range of a f***ing enormous one, and don't be tempted to thermal away on the circuit.

To many people this will all sound like teaching your grandmother to suck eggs, but as a movement we crash one £100,000 glider a week on average, almost always because the pilot failed to follow one of these rules. As a result, insurance premiums are going up to the point that some clubs are finding their activities becoming uninsurable. Some very experienced and well-known glider pilots have come to grief by not following these rules, so it always pays to think of them before every flight:

- Always keep a good lookout
- Speed is life
- Always fly within range of a land-able field*

*All the pilots in these photographs survived

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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. This time Darren James recounts that special day we have all had - first solo.

The last day of July didn't look promising with the advance notice of hanger doors being 11.00am. I thought I would have a wasted journey, arriving at the club in low cloud and drizzle, and yet, optimistically, by 10.00am all the gliders were out, been through their daily inspection and were ready to go! The briefing was called for 11.30am in the hope that the forecast was correct, and the weather would improve. So, before the briefing I took the opportunity to jump on the simulator and practice a couple of normal launches and some awkward height cable breaks. The briefing by the day's No.1 Nigel Lassiter, concentrated on circuit discipline and not cramping the circuit too much.

Shortly after, the cloud had lifted a little, the drizzle subsided and though the wind was very light we setup to

launch to the North. Nigel asked me to jump into the K21 for the first flight of the day and said he would assess the weather. He used the flight to demonstrate the ideal circuit that he'd described in the briefing. I repeated the flight, but on approach at about 100ft two of the Mynd sheep decided to walk across the reference point. We both spotted it simultaneously and I was about to close the brakes when Nigel took control. As the day progressed, the cloud base climbed, though with little thermal activity. After my fifth flight, Nigel got out and told me to remember what I'd done on my previous flights and follow the same pattern - he was letting me fly solo! He made sure I was comfortable with all the cable break procedures and explained how the aircraft would feel different with the lower weight.

I did feel apprehensive when I realised what was about to happen, but as soon as I started going through my CBSIFTBEC checks my nerves were replaced by anticipation and excitement. As I called: "Brakes locked, canopy closed and locked, cable on please", I felt a reassuring calmness come over me. The launch was uneventful although the ground run was slightly long due to the lack of wind. I had good speed in the climb and no lay-off was required, topping out at just over 1200 feet. I trimmed for 45kt and turned to the west out over the valley to orbit around the high key area. The difference in aircraft performance was noticeable, the K21 feeling nimbler, apparently experiencing less sink and a little bumpier in the unsteady air. The aircraft seemed reluctant to descend, with some weak broken

thermals meaning that I had to orbit quite a bit until I reached 900ft, the height I was aiming for at high key. I started my downwind leg towards low key, and again the difference in glide performance was noticeable, as I arrived at low key higher than I would have liked so I flew a shallow diagonal leg so that my base leg was a little further out. My final turn was still a little high as I turned to line up on the right-hand northerly runway, so I quickly applied full airbrake on the final approach until the reference point looked about right and then reduced to 2/3 airbrake. The approach seemed stable and smooth, and the round out was at about the right height. I held the glider off until the stick was fully back

against the stop for what felt like my smoothest touchdown of the day. I taxied off to the right to vacate the runway. I had felt calm throughout the flight, but as soon as I opened the canopy the adrenaline kicked in and my arms and legs felt like jelly. Nigel asked me if I wanted to do it again, but I shook my head as I thought that was enough excitement for the day.

Thank you to all the fantastic instructors, for your first-class tuition and patience, the winch drivers who do a sterling job giving up their time for others to enjoy and all the club members and staff for your support and encouragement.



MY GLIDING INSPIRATION

This regular column asks members to contribute a short piece on something that has inspired them in their gliding career. William Brewis here recounts a series of once-in-a-lifetime flights, all crammed into a spectacular seven-day expedition crossing two continents and three countries.

Of Storks and Janus wings

In my earlier years of gliding, I used to regularly fly in the French alps. I joined an expedition of Mynd pilots to Sisteron in 1992 which sparked a love of flying in the mountains. The next year I signed up for a mountain flying course run by a well-known local instructor, Jacques Noel. Little did I know when signing up that it had been created by Jacques and a local mountain legend Roger Biagi partly in response to the 'official' guidelines that the way to stay safe in the mountains was to always fly above them. Quite rightly, they believed that the first time a glider pilot finds themselves low on a slope below the cliff tops they should not be on their own in circumstances where the 'official' guidelines had not worked out! Needless to say, the course was fantastic, and I learned a huge amount in a short time. I flew several weeks with Jacques over the next few years. This story is about one of them.

It's January 2000 and I'm wondering if I can organise myself a trip to the French Alps again, so I call Jacques. My thoughts take a roller-coaster ride as he starts by saying that he doesn't have any free weeks that year but... if I

could get myself to Ouarzazate at the end of May, he was due to fly a motor glider back to Aix-en-Provence. He had allowed a week and if we got back early, we could use his Janus in the Alps. I didn't hesitate, though I did begin to wonder where Ouarzazate was, as I was putting the phone down!

The motor glider in question was a Fournier RF-9. Lovely to fly but no more luggage space than a MotorFalke – so, with only a small light bag on my knees its Friday afternoon and I'm on a train from Worcester to get to Heathrow. The green fields slip by under a low glowering grey drizzle. By dinner time I know this is going to be an exotic trip as I am in Casablanca waiting for my connecting flight. It turns out Ouarzazate is in the Moroccan desert on the other side of the Atlas Mountain range and the airport's civilian terminal is (or was) a hut in the desert. It is dark and I'm in some form of rusty taxi and on the way to the B&B without even passing a cash point (but that's another story). Jacques and I meet over breakfast before heading back to the airport to meet the RF-9 and go flying. Its 8.00am and already its baking hot and what follows is a three-hour local soaring sortie with thermals to over 14,000 feet over a 'lunar landscape', as my logbook recalls.

Jacques has been here for a fortnight with a group of French pilots and has been wondering about bringing another expedition. He has been invited for an evening at a restaurant some miles out of town and asks me to join him. It sounds crazy today but at the end of the afternoon we get into the back of a van on a street corner and are driven off into the desert. Fortunately, there is a restaurant at the other end. It is tucked into a hillside under an ancient fort. Built for coaches of tourists visiting the fort above it was opened that night just the two of us. We are proudly shown around and then given a delicious meal. The grand finale is watching Jacques having cooling rose water poured in a fine spray from a small silver tea pot over his head thinking with me thinking: "I'm next".

Before we leave, we walk up the hill to see the local sites, but we have to sneak round the back of the fort as there is a group of tourists having a splendid evening with tents round a campfire and dancing in the courtyard. We climb up to the battlements to look down on the festivities. To this day I vividly remember the flickering light of the dancing, the radiating warmth of the stones in the dark night with stars above and the gentle 'clacking' of stork beaks on their nests only a few feet behind us. Only the day before I had been in the damp green countryside of Worcestershire. It felt a lifetime away and the week had only just begun!

It's our 'job' to get the RF-9 back to Aix-en-Provence in the south of France by the following weekend, a journey of almost 2,000 km. Back at the airport, our departure timing is a balance between getting an earlier (cooler) start and having some thermal assistance to get us over the high Atlas. The mountains are awe-inspiring, but unfortunately, we don't have time to attempt to soar them, so we just use them (with Jacques's gliding expertise) to gain the extra

boost to climb up over the 12,000-foot range. We arrive in Rabat, Morocco's coastal capital, with time to explore the old city for an hour or two before having a comfortable night's rest. The following morning, we fly up the Atlantic coast over some amazing fractal-like river estuaries etched black in the white sand before crossing the straights of Gibraltar.

We land at Jerez in Spain for customs and feel rather grand behind our own personal 'follow me' car that leads us to the parking area. We also have our own line on the international arrivals board! It seems odd to have all the formalities of international air travel for just the two of us in our 17.3m span motor glider although happily there are no queues or waiting around. We don't dawdle and continue straight on towards Cordoba for our second night stop. Up early next morning we continue our journey to Valencia for fuel and a comfort break. We feel very small on the ground with the closest thing in size being a Boeing 737. It was also quite a job persuading air traffic control that we really didn't need to taxi ten minutes in the wrong direction when we probably only needed the width of the runway for our take off run.

The next stage takes us via Barcelona weaving our way low through complex airspace then on through the murk that can clutch at the Pyrenees to Perpignan for customs in France. If we achieve a quick turnaround, we might be able to make our destination before official sunset – always tense when every minute counts and you depend on others for timing. Then it's on to Aix-en-Provence and we land just as the sun is setting, exhausted but buzzing with all the miles that have passed under our wings. It has been a long day. My logbook shows eight hours five mins flight time, plus the en-route landings and take-offs, and customs formalities at Valencia and Perpignan. The weather has been kind to us and our 'ferry flight' has

been as efficient as it could have been

So now we have three days free for flying a Janus from Gap-Tallard in the French Alps and it turns out to be some of the best three days weather I have had there. Those familiar with gliding in this part of the Alps will know that every slope, rock, or mountain significant to glider pilots has been given a name. You must quickly become familiar with each landmark and their heights without looking at a map or your altimeter, so you know which of the next stepping stones are within reach and how to get there using a standard 20:1 rule of thumb. The same applies for land-out options. In the mountains, your height above ground may be only 300 feet (with a cliff face rising high above you) but the best land out option may be 40km away. Your altitude may be 10,000 feet, plenty of margin you may think but you can't fly direct to it so you must know the route to fly around the mountain to get there. Challenging stuff!

Our first day is a ridge and wave flight to 10,000 feet on the Montagne de Lure. On the second there is a weak valley breeze blowing and thermals are not easy but more than enough for me to be shown a thing or two. The third day is a classic strong thermal and valley breeze day, and we head off into the high mountains. I still remember adjusting the technique to adapt for strong tight thermals in the thin air at altitude over snow and ice below. Nevertheless, all good things must come to an end, and in this case, it's been seven days in a row, each with a spectacular flight unlike any of the others during the week. Jacques kindly dropped me off at the railway station in Digne-les-Bains for a very picturesque ride through spectacular gorges and countryside to finally arrive in Nice for a very standard short haul flight back to the UK where, guess what – the rain welcomed me home again!

WINTER FLYING DEVELOPMENT

by NEAL CLEMENTS

“How can the pilot wanting to develop their skills further, or simply just hungry for something a bit different, satisfy their frustration? ”

Flying in the Winter can be a bit frustrating because cross country tasks are difficult due to poor conditions - so frequently it's just circuits. How can the pilot, wanting to develop their skills further or simply just hungry for something a bit different satisfy their frustration? Well, don't forget the club has a motor glider and now we also have a good cohort of motor glider instructors too. So, what might you do? Here are some ideas:

Circuit and approach and round out practice.

If you are struggling to work out when to switch from the approach to the flare then several circuits, one after the other without having to wait for the next launch will help you enormously.

All the upper air exercises except spinning.

If, for example, you are getting stuck on coordinating those turns with stick and rudder then half an hour in the motor glider will probably sort that out.

Most of your annual check.

Instructor refreshers can be done in the motor glider, brilliant if it's just a circuit day. Launch failures will be all that you need to do in a glider.

Cross country.

We can set up a simulated cross-country

flight with all the agony and ecstasy of a real one; learn to manage the aircraft, find a thermal and navigate all at the same time. A terrific investment for the next season.

Field selection.

Another great investment, the more you do the more confident you will be when you have to do it for real.

The motor glider is a really good deal if you can acquire a particular skill quickly rather than having to take multiple launches, and it is far cheaper than comparable training in a light aircraft. Because you can climb to the height where the lift is happening (rather than being limited to the winch launch) you can still have genuine soaring experience on days where it's not possible lower down. To help members book more easily we will soon be adding the motor glider instructors to the rota so trainees will know in advance if this sort of instruction is available. So, if an instructor is scheduled on a particular day and they are qualified for the motor glider, we will add their names to the booking rota so you can book a slot in the normal way.

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ADVERSE YAW

Upgrading the Club Fleet

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 John O'Reilly explains how a regime of constant updating is used and applied to our club fleet, and reviews recent improvements.

Maintenance, and upgrades, of the club fleet generally takes place by a small 'select' team, with Roger and Liz being the key specialists. Over the 2021/22 winter and spring several small improvements were approved by the committee and now have been implemented into our club gliders.

FLARM

We have now equipped 5 out of our 7 fleet gliders, including the MotorFalke, with FLARM. We upgraded the previous 'classic' FLARM in the K23 (LUV) to a PowerFLARM, then added PowerFLARMS to the SZD Junior (FZP) and K13 (CCW), with the MotorFalke (GAO) and the K21 (JGE) now equipped with FLARM Red Box/Eagle systems. Although some of the displays are different (some have distance shown in nautical miles, some don't), and some have



additional functionality, they all work in essentially the same way. There are plenty of documents and videos on the internet that explain the value of Electronic Conspicuity in general aviation and gliding, and club pilots should note that it is worth taking the time to understand both the operation and the limitations of this technology.

The PowerFLARMS in the K23, Junior and K13 all include

certified IGC flight recorders, as will the new Schleicher K21 when it arrives, so that members can use the flight log from the recorder to claim badge flights. Bluetooth connectivity means most 'nav' devices can be connected to the very accurate GPS/barometric sensors in the FLARM main units. There are simple guides available on the club website (in the members' area: resources and downloads) that show how to download flights and declare tasks etc. If members want to take advantage of these additional capabilities, it is obviously important to learn how to use them on the ground, not in the air!

Variometers

The electronic variometers in the Junior and one of the K13s (CCW) have been upgraded to LxNav S3 variors, so that the club fleet aircraft now have

'just' one of three types of varios: the Cair XK10 (K13 - CKR, K23 - LUV, K8 - CJM); the LxNav S3 (K13 - CCW, Junior -



FZP); and the Tasman V1000 (K21 - JGE). Although the S3s may be the more contemporary



additions, the XK10s are slightly more capable (e.g., they include 'dead/silent' band in light sink, and thermal



average). Do you know what those buttons and knobs are for on the electronic varios? There are manuals and simple guides available for all the varios on

the website, please make use of them.

The 'new' K21 (JGE) may not be a different trainer glider type, but it does have different instrumentation than our previous K21 (JGJ). The radio is a panel mounted KRT2, nothing special there but worth knowing how to use its basic functions. It also has a FLARM Eagle, similar in operation to the PowerFLARM in the K13 (CCW), K23 and Junior. The electronic vario is a Tasman, similar to the old K21 (JGJ), and again, worth getting to know.

Miscellaneous

A couple of the fleet gliders have had some aesthetic work done on them including the K8 (CJM) with 'Mynd Witch' interior and headrest, and the K13 (CKR) rear panel refresh and other general improvements. We've added USB 5V power sockets to the



Junior. Nibbling away at small (and relatively cheap) cockpit improvements is part of the fleet strategy.

Fleet trailers

For the six club gliders, we also own six fleet trailers (a K23, a Junior, two K21s, and open K13 and K8). They are essential for recovering the gliders from land-out fields and distant airfields (and yes it does happen as two members' field

landings in the Junior this year showed). When an opportunity arises, please get to know how to de-rig, trailer and subsequently rig, all the gliders you are flying, including the club fleet. It is not good to find yourself in a field, late in the afternoon, helping to collect someone from a precautionary field landing only to find you don't know what you are doing or you're missing a key jig or component to allow the glider and trailer to be properly stowed and towed.

These trailers need maintaining, both on an annual and ongoing basis. The photo



of the K21 trailer at the start of this article shows how bad the exterior can get if not cleaned and maintained for just three years - they need doing, at least once EVERY year. Volunteers to keep them maintained, functional and legal, are always welcome. As club members, the club fleet and their trailers belong to you. Please get to know them, look after them and help keep them maintained. Please contact me if you are able and willing to help.

"Blue skies - May all your flights be good ones"

John O'Reilly
fleet@midlandgliding.club

CLASSIFIED ADVERTISEMENTS



Mynd Based ASK6 cr G-DCBM

Works Number 6607, built July 1967, BGA Number 1412, 2009 Hours and 1897 Launches.

ARC due October 2022.

All AD's and Inspections up to date. Aircraft extensively refurbished and refinished in 2008/2009 at 1902 Hours total time.

Last Glue inspection 26 October 2021, next glue inspection due October 2024.

Last weighed on 24 October 2018.

Comes complete with servicable trailer, battery, battery charger and Yusea 8.33 Khz hand held radio.

This is a 'long nose' fuselage with a max cockpit load of 235 lbs meaning that it will comfortably accommodate most pilots.

As with any K6 this is an easy aircraft to rig and an ideal entry in to private/syndicate ownership.

I am selling the aircraft as I am retiring from gliding and offering it to club members before advertising on the open market.

£4,250 or near offer

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

Oudie 2

SeeYou loaded on a continuous free contract. Up to date with turn points and airspace. Like new and still in box. Only used for one season before I acquired an IGC model.

£300 ono

Contact: David Brown 07810 475573



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