

# THE GRID

London Gliding Club Magazine / NOV-DEC 2020

## Waving goodbye to the high season



TALGARTH EXPEDITION

LADS ON TOUR: DENBIZZLE RETURNS

WHAT3WORDS

2020 LGC LADDER

AND MUCH MORE



LONDON GLIDING CLUB



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Betty Richardson with Frank Allen  
*Photo by P Rivers*



# 2020: Ups and Downs\*

**W**hat a rollercoaster 2020 was! Not even two lockdowns stopped our members from having a great summer. Unusual, but great indeed!

At the time of publishing, we are at the end of a second lockdown, and due to fly again soon.

The team spirit and friendship that we find at the gliding club are contagious. I am very grateful that I am part of LGC during these testing times, and even though we didn't spend as much time together in person, the online activities kept our minds going.

We recently had our online quiz, which was extremely successful. Thank you, Gaye and Justin, for organising! More details will come in the next issue of THE GRID.

Speaking about THE GRID, this is the last issue of 2020, the first year of what became our club magazine. I want to thank everyone who submitted articles, photos, suggestions, and feedback. Your participation is key to making this magazine great, which will be printed again, as soon as it's logistically viable.

## **THE END OF THE SEASON**

The Nov-Dec issue of THE GRID is filled with great photography and accounts from members who managed to squeeze expeditions at the end of the Summer.

Tom Pridgeon shares the final results of the

2020 LGC Ladder (pg 6). Andrew Sampson gives us an update on our operations and overall news of the club in his Script (pg 8) and goes back in history to show us what logbooks looked like back in the 30s (pg 24).

Peter Brown explains in more details the curiosities of What3Words, the location-based app (pg 10).

Peter Barker inaugurates our new Member Profile section, sharing some facts about himself that you may not have heard yet (pg 11)!

David A White went to Talgarth, where he flew Sierra India solo and explored new ridges (pg 12). The lads went back to Denbigh in a bigger group and for an entire week of wave soaring (pg 14), where Hugo claimed his Diamond height gain and Liam his Gold, and Martin won a new trophy (pg 20).

Last but not least, Steve Lynn and KS continued their stories, visiting different airfields (pg 22).

Enjoy the reading and stay safe!

Merry Christmas and may 2021 bring you and your loved ones health and happiness.

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**Rafael Schouchana - Editor**

*\* Christian Brunschen will be pleased with the title of this editorial*

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## Cover photograph

Rolph and Stefan in LGC flying over  
Denbigh. Photo by Liam Bennett.

# CLUB ANNOUNCEMENTS

## Welcome to new club members

- › Benjamin Doll-Steinberg
- › Paul Wilson
- › Rodney Faizi
- › Bruno Viscogliosi
- › Gerard Ryan
- › Pranav Deugi
- › Adam Gunning
- › Christina Mock
- › Martha Chwiejczak



## Free bottle of champagne

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

Nigel Perren

## Achievements



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

### Note on Achievements Notice:

Achievements beyond Silver Badge are not detailed above as they are acknowledged in S&G. Make sure your name is on the list on the notice board so that we do not miss you out.

## Bronze lectures

Martin Hayden will be organising Bronze lectures during the Winter. To join, email [martin.glide099@outlook.com](mailto:martin.glide099@outlook.com).

### Tuesdays, 7 to 9pm

- 12 Jan - Air Law & ATC + Human Performance
- 19 Jan - Meteorology Part 1
- 26 Jan - Meteorology Part 2
- 2 Feb - Communications + Operational Procedures
- 9 Feb - Principles of Flight
- 16 Feb - Flight Planning + Aircraft General Knowledge
- 23 Feb - Navigation part 1
- 2 Mar - Navigation part 2
- 9 Mar - Revision & Exam practice
- 16 Mar - Multiple Choice Exam

## Volunteers & booking

The usual weekend roster is suspended while the club implements the Corona Contingency Plan.

To volunteer for one of the roles, log in to:

<https://www.e-allocator.com/>

## Winter Wednesdays

Andrew Roch is organising multiple Winter Wednesdays talks on Zoom. Stay tuned!

## Next deadline

Submit your story to THE GRID by

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

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

# 2020 LGC LADDER

TOM PRIDGEON  
Club Ladder Steward

## 2020 LADDER - LONDON GC (INCL MOTOR GLIDERS)

Pilot	1	2	3	4	5	6	Points	Flights
Edward Downham	5289	5262	4857	4741	4647	4526	<b>29322</b>	6
Tim Jenkinson	5192	5070	5056	3525	3450	2831	<b>25124</b>	6
Mark Newland-Smith	4992	3577	3386	2900	2788	2715	<b>20358</b>	6
Guy Corbett	3482	3347	2591	2541	2507	2360	<b>16828</b>	6
John Thompson	3364	3304	3290	1955	1778	1750	<b>15441</b>	6
Tony Hutchings	3469	2731	2624	2251	1979	1274	<b>14328</b>	6
Mark Burton	2690	2060	1936	1822	1599	1596	<b>11703</b>	6
Andy Brown	2848	2081	2017	1651	1555	1068	<b>11220</b>	6
Rupert Robertson	2691	1998	1685	1569	1527	1166	<b>10636</b>	6
Paul Whipp	2236	1899	1876	1565	1532	1452	<b>10560</b>	6
Geoff Glazebrook	2368	2090	1825	1423	1343	887	<b>9936</b>	6
Andrew Sampson	2235	1901	1485	1353	1196	1004	<b>9174</b>	6
Geoff Payne	2201	2201	1618	1550	852	668	<b>9090</b>	6
Paul Richer	1783	1683	1550	1467	1262	1200	<b>8945</b>	6
Malcolm Birch	2687	2151	1830	1359			<b>8027</b>	4
Warren Kay	3901	1968	866	784			<b>7519</b>	4
Matthew Hall	2072	1832	1176	1157	1131		<b>7368</b>	5
Paul Candler	1834	1367	1149	1145	966	810	<b>7271</b>	6
Nigel Perren	3038	1515	1358	1190			<b>7101</b>	4
Chula Rupasinha	2447	1480	999	925	814	165	<b>6830</b>	6
Ben Hudson	1526	1373	1297	961	701	554	<b>6412</b>	6
Ben Crook	2967	2847	578				<b>6392</b>	3
Oleg Rzhondkovskiy	2077	1993	1384	820			<b>6274</b>	4
Helen Hingley	1731	1573	927	895	273	146	<b>5545</b>	6
Bob Tandy	2675	1497	1296				<b>5468</b>	3
Stefan Astley	3088	1162	961				<b>5211</b>	3
Robbie Knight	4603						<b>4603</b>	1
Hugo Ribeira	1371	1005	1005	867			<b>4248</b>	4
David Miller	1629	1168	810	233			<b>3840</b>	4
Tony Manwaring	2005	1438					<b>3443</b>	2
Claudia Hill	1689	1349					<b>3038</b>	2

Pilot	1	2	3	4	5	6	Points	Flights
Peter L Hurd	1654	583	325				2562	3
Robert Hubrecht	1134	404	307	242	232	165	2484	6
Andy Z	954	835	488				2277	3
Francis Russell	1782	173					1955	2
Ed Johnston	1897						1897	1
Ian Reekie	1197						1197	1
Alex Hippel	1070						1070	1
Liam Bennett	1065						1065	1
Ryan Berry	757						757	1
Christian Brunschen	725						725	1
Richard Brown	610						610	1
Graham. Nixon	563						563	1

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# SAMPSON'S SCRIPT

BY ANDREW SAMPSON

I hope you are all well and that you have been making the most of the club under these rather strange circumstances. Looking back over the 'season', the BGA ladder indicates that our x/c activity between June and September was not significantly lower than 2019, and altogether there were 30 flights of more than 500km of which 6 were over 750km. Several pilots have logged more flights or greater total distance or ladder points than in the same period of last year. At present Ed Downham is leading the National Weekend Ladder, with a higher score than last year's winner. So the evidence suggests that if it hadn't been for COVID-19, it might have been a really good year.

## THE LAST CROSS-COUNTRY FLIGHT OF THE YEAR

At the time of writing the prize for the last cross-country flight of the year will be going to John Thompson, who achieved an out-and-return to Ravensthorpe Reservoir (113km) at an actual speed of 44.3 kph, on 11th October. Given the fairly dull weather since then it looks as though he has secured a pint of beer from your chairman and the lasting admiration of the membership.

To qualify for this sought-after prize, it must be a flight of more than 100km, launching and landing at Dunstable, starting and finishing locally (LBZ, LEZ, DUN, i.e. excluding remote starts) and recorded on the BGA ladder. However, it does not have to be a declared and completed task. The same rules apply to the first x/c flight of the year. As a new and extravagant incentive, there will be a bonus pint if the flight is achieved in a pure glider!

Looking back over the last decade, the latest 'last x/c flight of the year' was on 1st November, in 2011, and the earliest 'first x/c flight of the year' was on 15th February in 2018, although in 2019 there were two flights on 28th January that nearly qualified. That means 'Winter', as far

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as cross-country gliding is concerned, means just three months from November to the end of January. Of course, we can still enjoy soaring the ridge or even occasional wave if the conditions allow, and those clear blue days are great for aerobatics.

## COVID AND OUR OPERATIONS

A lot of work has been going on behind the scenes to keep our operations going whilst complying with the ever-changing guidelines from the government, NHS and PHE. We have conducted risk assessments, and we are now at 'Phase 3' operations (available via the website).

I'd like to thank everyone who has been helping the club to remain active, whether as tug pilot, winch driver, instructor, airfield supervisor, tower controller, or ground crew, or those in less visible but equally important roles such as maintenance or cutting the grass. Over the last few months, we have all settled into a routine under our operational guidelines, and it's good to see everyone taking it seriously.

We invented the 'instructing bubble' system to reduce the number of contacts between instructors and pupils, and the system has worked reasonably well, with pupils benefitting from dedicated and focussed attention. We have been delivering our intensive one-week courses up to the end of September, and have even started giving one-day courses.

As we face the winter, we all know the COVID-19 epidemic is returning with renewed vigour, and the government is responding with

tighter restrictions across the country. The risk of infection is rising, even in Bedfordshire, just as the weather gets colder, encouraging us to spend more time inside. We must be even more vigilant in following the guidelines and staying up to date with the latest government announcements.

## STOP PRESS!

We finally received the DfT issued their formal advice on 4th November that:

"Private pilots should not undertake any sport or leisure flying, in line with the requirement to stay at home without reasonable excuse."

Further details are to be found at <https://www.gov.uk/government/publications/coronavirus-covid-19-general-aviation/coronavirus-covid-19-general-aviation>

## MEMBERSHIP

Despite all the distraction, it looks as though we will end the year with a small increase in the total number of flying members. The level of renewals at the start of the year was particularly good, and so far this year we have had 30 joiners, giving us a current total of 249 flying members. Membership recruitment and retention will continue to be key areas of attention for your committee. In a recent video conference call with representatives from a number of other BGA clubs, it was very interesting that most of them had also seen an increase in interest this year, despite the COVID situation – or perhaps because of it – as people seek new outdoor activities and ways of spending their time and money.



**WINTER ACTIVITIES**

We are planning a series of winter events to keep you informed and entertained, including the 'Winter Wednesday' series of virtual presentations, and in the early spring the Bronze lectures.

Meanwhile, you will all know by now the constraints we face at present have a particular effect on the restaurant – the reduced seating, and the lack of visitors from outside. So I would urge everyone to starve yourselves at home and let Trevor supply all your needs at breakfast and lunch and hopefully a few snacks as well! A brisk walk around the airfield perimeter will soon put things right.

Of course, we have no idea what 2021 will bring. At the moment we are working on the assumption that we will be back to something like 'normal' operations by the spring, but even that is not certain. However, we have put in place a provisional calendar of events similar to previous years, and these activities can generally be

**‘We are planning a series of winter events to keep you informed and entertained, including the “Winter Wednesday” series of virtual presentations, and in the early spring the Bronze lectures.’**

switched on or off at reasonably short notice. We have even pencilled in time for a spring club expedition (April 8 – 25), with no venue decided yet, but obviously, it can't go ahead unless and until the coronavirus constraints allow.

**A BEQUEST FROM THE LATE TED HULL**

Many of you will remember the late Ted Hull, who was a member for many years and who loved everything to do with what we now call 'vintage' gliders – in Ted's day many of these were the 'hot ships' of gliding. He was the author of 'Take up Slack - A History of the London Gliding Club 1930-2000'. He remembered us in his will, and we have recently received a bequest of £5,000 from his estate. We will need to think of a

suitable way to use the funds.

Meanwhile, enjoy your winter flying, and if you get a chance, do have a go at the 'last cross-country flight of the year'. If that doesn't happen, have an attempt at the 'first cross country flight of 2021' instead! A whole pint of beer awaits the lucky (or rather, plucky) winner – and two if you do it in a pure glider.

I know it's a little premature, but this is my last opportunity in the Newsletter to wish you all a very Merry Christmas and a Happy, covid-free New Year!

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**Andrew Sampson**  
Chairman





TECH

# WHAT3WORDS

BY PETER BROWN

‘fallback.thread.consoles’– three words that I received as a message from Robert Hubrecht on 26th August, having agreed to act as retrieve crew for each other on a ‘task week’ day, substituting for the aborted Regionals.

It was his What3Words location, and all I had to do to know where he was, was to enter these three words into the W3W app, which showed his exact position on the map, in a field near Swanbourne, North Bucks, and press the navigate button to show the quickest route on Google maps.

It was the first time I had used the app, but the functionality was great, and I can recommend it as a very helpful aid to club members. It is a very easy and accurate way of pin-pointing a retrieve location, and a lot better than the ‘well, I’m somewhere near x, and I can

**‘It needed 25,000 words to create the 57 trillion addresses required to cover the entire world, both land and sea.’**

see a large barn about half a mile away down the road, and...’

I think most of us will be aware of the app, and maybe some of us have already used it. Still, for those that are not aware, it has been around for some years, but only relatively recently become more prominent as a handy navigational tool.

It does require a phone signal to convey where you are, but even without it still allows you to see your three words location via satellite. It has a lot of functionality, and it’s worth exploring the website to get a handle on this.

A few words about the idea: the developers have divided the world into 3-metre x 3-metre squares, and each of these has been given a unique three words reference. It needed 25,000 words to create the 57 trillion addresses required to cover the entire world, both land and sea.

Because it covers the world, you can set it to any of 43 languages. It is free to individuals and small organisations, and the profits flow from selling it to large firms such as vehicle manufacturers – Mercedes and Subaru are among the investors.

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Peter Brown

## MEMBER PROFILE

## PETER BARKER



**W**elcome to the new Member Profile series. We invited you to share a bit more about yourself, so we get to know each other well. At the front of 'the grid' is Peter Barker, member of the club since December 2016. Enjoy!

--

***Tell us about yourself.***

I'm a 62 yr old driving instructor living in Aylesbury. I have a wife and two kids, and I'm happy to say that I live with none of them. I am easily distracted while teaching by any and everything that flies, red kites included. My students soon get used to this. They also learn not to mention flying unless they want a break from driving tuition. I call it tuition, but basically, I am paid to pick holes in people's driving. It's a job...

***How long have you been flying?***

I have been hitching flights in other people's aeroplanes since I was 18. I had a school friend who had trained for his PPL on an RAF scholarship and we ere regulars at Wycombe Air Park (or Booker as we called it) every other Sunday paying, as I recall, £30 per hour for a Cessna 172.

***Do you have any other hobbies that you would like to share with us?***

When not aviating, standing in

**'I had a school friend who had trained for his PPL on an RAF scholarship and we ere regulars at Wycombe Air Park (or Booker as we called it) every other Sunday.'**

the wind waiting to aviate or teaching teenagers how not to kill themselves on the road, I can be found in my 'bachelor' flat sticking pieces of plastic into some semblance of aircraft. I've even been in print writing about it.

***When did you join the London Gliding Club?***

December 2016

***What drew you to gliding?***

Having spent most of my adult live begging or stealing flights from others, I thought it was about time to do something about learning it for myself before dotage came over me, causing my teeth to click and me to smell of wee.

***What is your favourite gliding memory?***

Without a doubt, my first solo. It was a long time coming and a very emotional moment for me as I suspect M. Le Baron will recall. Flying upside down with Andy Cunningham is also firmly etched in my memory.

***What was your most unusual outlanding, if any?***

That is yet to come.

***Which glider do you fly and what would be your dream machine?***

I fly only club gliders at the moment. I'd love a share in a T21 - the thrill of flying with the wind in your hair, eh?

***What is next in your flying career?***

Passing my Bronze flying exam - delayed excessively by COVID!

***What would you say to someone thinking about learning to soar?***

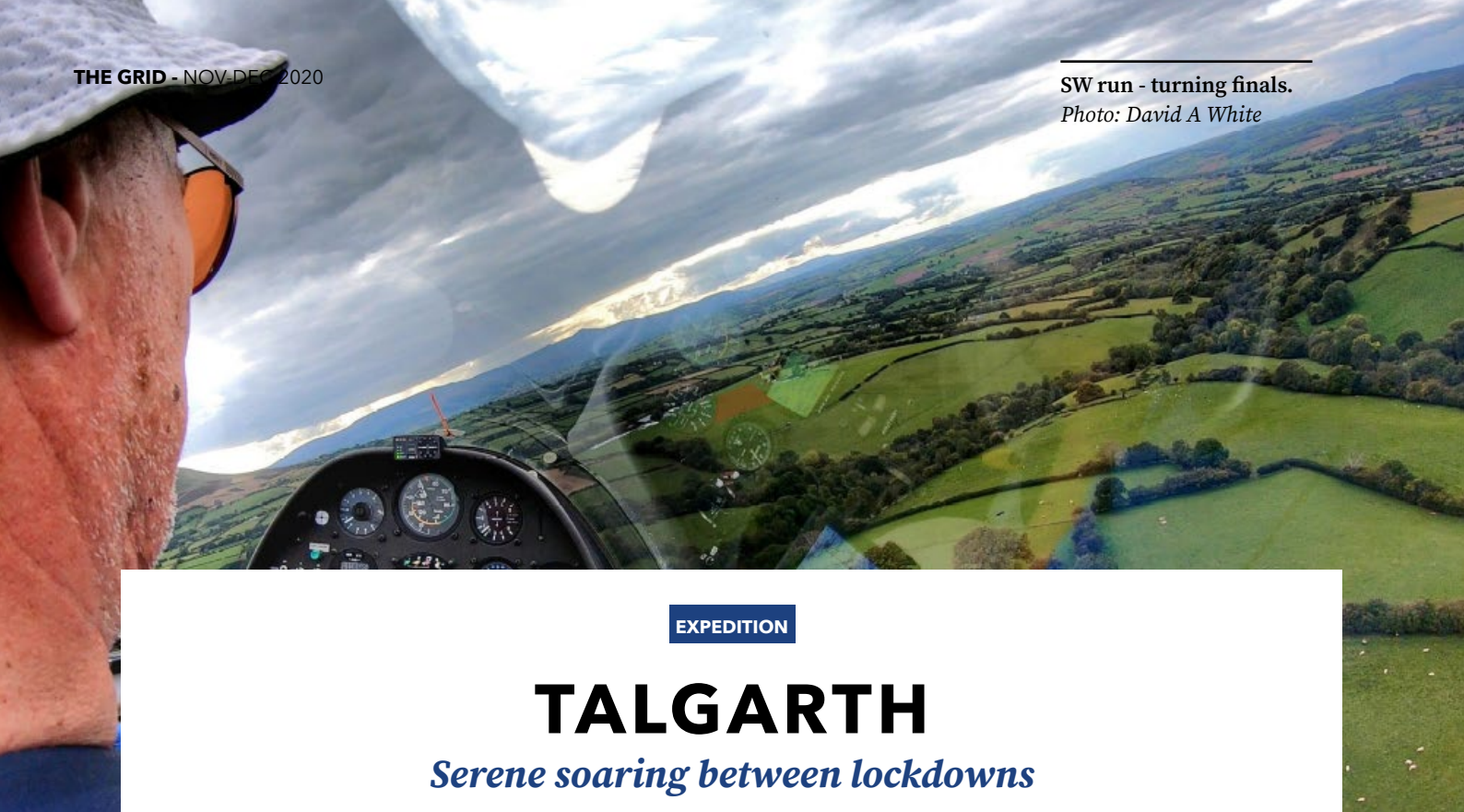
Put some cream on it.

***Why join the London Gliding Club?***

It was a toss-up between LGC and Bicester distance-wise. I checked both out, and LCG only won (or lost, depending on your point of view) simply because we fly every day over the winter and Bicester don't (didn't). I have not a single regret at my choice.

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Would you like to share your story? Submit your information at <http://bit.ly/lgc-member-profile>.



## EXPEDITION

## TALGARTH

*Serene soaring between lockdowns*

BY DAVID A. WHITE

Sierra India's season this year had been planned to start in March with the Shobdon expedition, but that of course coincided with the start of what we now know was the first Covid lockdown. At the same time, word was received from the Black Mountains Gliding Club that they couldn't guarantee to host the usual LGC visitors in late September. The welcome confirmation that the trip could, after all, go ahead was received only a couple of weeks beforehand.

For that and a number of other fairly obvious reasons, the usual completion of visiting Dunstable pilots was somewhat depleted. However, this year's trip wasn't quieter just in numbers. Clearly also because of the impact of Covid restrictions on the usual social aspect of group meals and drinks; and for me personally because I was flying a two-seater solo.

The weather seemed to be quieter, too. The Black Mountains and the neighbouring Brecon Beacons

are a huge, combined ridge and wave machine for soaring pilots; but of course, they need some wind to power them up. Despite the expectable spells of mountain rain and mist, the week's weather was fairly settled, with LAV winds, but there were three pretty good thermal days.

This was not the usual Welsh mountain experience. Despite being a regular visitor over recent years, all my flying from Talgarth

of serene, silent soaring was had. I went halfway 'round the block' twice, sampling both sides of ridges and going into places that I hadn't previously dared because of the risk of curlover from one direction or the other.

Back in the circuit, things were different, too. For the first time I can recall, the Clutching Hand wasn't evident, and my main pre-occupation was the risk of overshooting in a slippery

**'We enjoyed the usual warm – if socially distanced – welcome and ground handling support from the BMGC members.'**

has been in late September or early October. It's usually accompanied by stiff breezes, sometimes by howling gales. As a result, I'm accustomed to finding wave at one of the usual hotspots; or failing that, several kilometres of ridges which are working well with any given wind direction. So, unusually in my experience, several hours

but unflapped glider. Flying at Talgarth has many experiences to offer. Still, a spot landing is likely to be amongst them if you're trying to get a Duo Discus onto a small landing area with no appreciable wind on the nose!

Once again for me, the visit to Talgarth offered some new flying

experiences as well as familiar ones. We enjoyed the usual warm – if socially distanced – welcome and ground handling support from the BMGC members, even though they were probably as uncertain about hosting us as we were about travelling there (I believe we were the only visitors this season).

Whilst we were there, Welsh counties to the South and North of Powys went back into local lockdowns. As I towed back to Dunstable in torrential rain, listening to the speculation on the radio about the dreaded Covid second wave, I was more grateful than usual for Talgarth for

providing me with a memorable finale to my soaring season.

We've booked next year's trip for 26th September - 2nd October.

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David A. White



Above: Downwind on a right-hand circuit onto the South West Run at Talgarth - compare with the more familiar view in a similar circuit at Dunstable from a high key area around Edlesborough Church  
 Below: SW run landing area  
 Photos: David A White

DENBIGH

# LADS ON TOUR

## DENBIZZLE RETURNS

*The boys returned to Denbigh in the first week of September for what was an incredible way of regaining the missed flying hours caused by the lockdown. Many great photos were taken. Enjoy the gallery!*

PHOTOS BY STEFAN ASTLEY, LIAM BENNETT AND RAFAEL SCHOUCHANA







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Stunning lenticular over Denbigh valley captured from LGC  
*Photo: Stefan Astley*



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Llyn Brenig  
*Photo: Liam Bennett*



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Happy faces: Rolph, Hugo, Rafael and Stefan  
*Photo: Stefan Astley*





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Liam claims his Gold height gain at over 12000ft  
*Photo: Liam Bennett*



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Liam saying hello to Rafael and Chris Gill in SOR  
*Photo: Rafael Schouchana*



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The "band": Martin, Hugo, Justin and Ryan  
*Photo: Rafael Schouchana*



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Hugo after claiming his  
Diamond height gain  
*Photo: Rafael Schouchana*



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Justin in 906 posing for the  
camera  
*Photo: Rafael Schouchana*



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Ryan in KRJ pushing to-  
wards Snowdonia  
*Photo: Rafael Schouchana*



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The view above clouds  
*Photo: Stefan Astley*



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Martin waves to LGC at 8000ft  
*Photo: Rafael Schouchana*



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LGC after 5h flying in wave  
*Photo: Stefan Astley*

Martin might have done this before - Photo by Martin Smith



COMPETITION

# DENBIGH GC INVITATION BOATING CHAMPIONSHIP

BY MARTIN SMITH

If you put any group of glider pilots together, sooner or later there will be a competition, even on a non-gliding day. Denbigh Gliding Club has various resources at their disposal including a small lake which forms part of a schools' nature walk.

Tucked away is a small rowing boat and if you know the right person to ask there are some oars. The edge of the lake has several wooden carvings from Tales of the Riverbank - Hammy, Toad etc. There is also a carved policeman, but as he was firmly rooted to the bank, he wasn't a threat to the big kids that were launching the boat.

The edge of the lake was beautifully muddy and slippery to make the chance of falling in a real possibility, but sadly this didn't occur despite some valiant efforts. After a couple of quick seaworthiness tests, the red mist of competition rolled in, and a task was declared. The Start zone was with the flat end of the boat

'The contest was originally planned as a single task, but given the scores at the end of Day 1, there was some pressure for a second Day.'

against the bank. The only turn point was the small island where the sector was as per badge claims, so you had to go round the island, none of this half kilometre barrel nonsense. The Finish line was with the flat end of the boat back against the bank, landing approaches were discussed but as maximum energy pull up and go-around would show a certain disregard for rowing boat performance only straight in landings would be scored.

#### DAY 1 SCORES

*Justin* - 2m 38s

*Liam* - 4m 09s

*Hugo* - 2m 46s

*Martin* - 1m 50s

*Rafael* - 3m 28s

The contest was originally planned as a single task, but given the scores at the end of Day 1, there was some pressure for a second Day. There were opportunities for the Comps Committee to change the scoring rules and hence the winner based on the Day 2 scores - best score to count, the last score to count, the average score to count, Martin mustn't win etc.

With all to play for on Day 2, any lessons from Day 1 were cunningly brought into play. Justin rolled his sleeves up, Liam conceded that if you row the boat pointy end first, it might go quicker, Hugo appeared to be away on his own little planet but was closely watching the opposition, Rafael failed to mark up his map properly. Martin opted for a late launch as most versions

of the scoring rules meant he might have already won without expending any further effort.

**DAY 2 SCORES**

*Justin* - 1m 55s - deemed close enough to Martin's Day 1 score to be within the need of a calibration chart for the stopwatch.

*Liam* - 2m 46s - yup, pointy end first is quicker.

*Hugo* - 2m 00s - ASW27 vs LS8-18 handicap wouldn't have helped either

*Rafael* - maximum turn point penalty for hitting the island, no score recorded

*Martin* - 1m 35s – yah-boo-sucks to your calibration charts

The winner was duly congratulated, “Hope he falls

in getting out of the boat!” and as the sun was over the yardarm the entire field of competitors returned to the campsite to talk about something else and contemplate beer.

---

**Martin Smith, Denbigh Invitation Boating Champion 2020**



Justin fully ballasted but struggling in the weak conditions - Martin Smith



Rafael cautiously crossing the start line - Martin Smith



Liam pointy end first but still pushing the oars - Martin Smith



Hugo returning after a successful task - by Martin Smith

G-FLKS

# THE CONTINUING STORY OF THE TRAVELS OF KS

BY STEVE LYNN

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Gill & I met Trevor Mills for a brief lunch at Oaksey Park before the frontal rain came in.  
*Photos by Steve Lynn*



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DH Hornet Moth, KS in the background  
*Photos by Steve Lynn*





KS & Gill arrived in Sandown,  
lots going on.  
*Photo by Steve Lynn*



Gill and Steve with KS.  
*Photo by Steve Lynn*



Portsmouth on 12/9/2020.  
*Photo by Steve Lynn*



Gyrocopter rally at Sandown.  
*Photo by Steve Lynn*

HISTORY CORNER

# PERSONAL FLIGHT LOG-BOOKS - 1930S STYLE

Every pilot at LGC knows the importance of keeping a detailed and accurate personal logbook, especially during ab-initio training. Your instructor will study it carefully before you start your next training session.

Back in the 1930s, it was a bit different. Instead of a personal book that you carried around with you, there was a common logbook that contained the records of every flight at the club. It was in the form of a leather-bound binder, in which each pilot had their own section, which they kept up to date

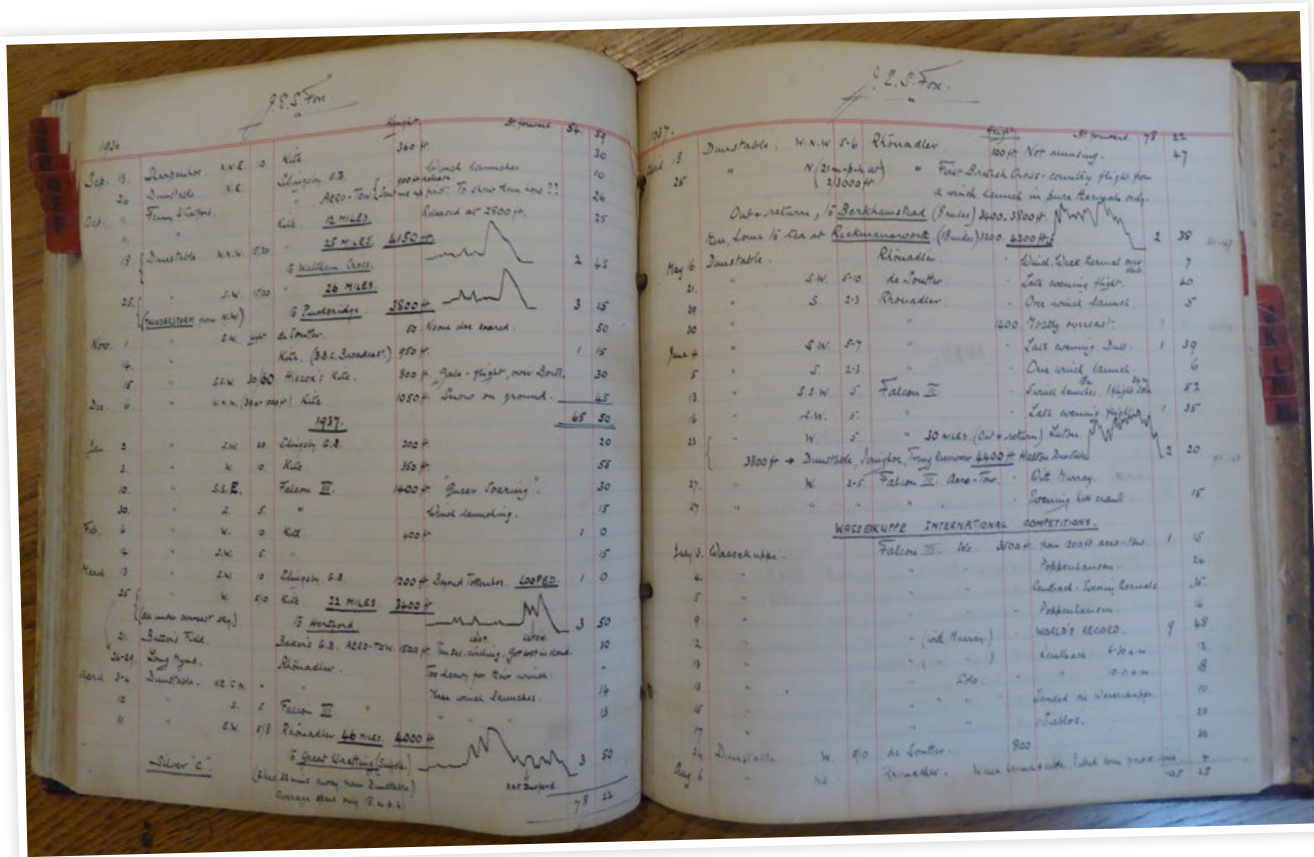
themselves. Blank pages could be added when needed. This system lasted through the 1930s and was resumed in February 1946 when they started flying again. Eventually, personal logbooks were introduced.

We still have the original books, and inside there is a wealth of interesting information about our activities in the 'good old days'. Some members removed their part of the log, either if they left the club, or were transferring the information to a new personal book. However, many of the records are still present, including some from our time at Ivinghoe before

the club moved to our current site at 'Pascombe Pit', Dunstable. The earliest I could find were flights by D Morland in May 1930, and D C Smith achieved his 'A' certificate there on July 30. The earliest Dunstable flight I could find was by Joseph Meyler Symmons on September 14, an "A" flight of 32 seconds in the Zogling.

The entries by J S Fox, whose exploits were complete with little graphs apparently copied from his barograph, I'm not sure how accurate they were!

Andrew Sampson



J.S. Fox - 1936



D.C. Smith.				
Date	Place	Machine	Remarks	Time
1930				
July 20	Ivinghoe	Zögling	A Flight	20
Nov 15	Dunstable	✓	Official A Flight	20
Dec 20	✓	✓	Qual B	1.20
✓	✓	✓	✓	2.40
1931				
Jan 10	✓	✓	B Flight <sup>from Cellon</sup> <sub>air</sub>	4-
Feb 21	✓	Prüfling	✓	3-
✓	✓	✓	Mac paper same condition	7-
✓ 28	✓	✓	C Flight, experienced in 24 years	8-
Mar 14	Ivinghoe	Hols	Turned off Beacon	3-
✓ 21	Dunstable	Prüfling	by bailiffs	10-
Apr 14	✓	✓	✓	26-
May 19	✓	Seid	Very high wind	2-
✓ 25	Balsdean	✓	first soaring attempt	4-
June 6	Dunstable	Hols	in this machine very sensitive	28-
✓ 26	✓	Prüfling	✓	9-
Aug 1	Balsdean	Hols	✓	11-
✓ 16	Dunstable	Prüfling	When duration Comp	25-
Sept 13	✓	Professor I	Very delightful Machine to fly.	10-
Oct 11	✓	✓	disc soaring flight on	45-
Nov 23	✓	✓	this machine, delightful	5-
1932			first soaring flight	25
Jan 11	✓	✓	over 200.	8
Feb	✓	✓	Very nice machine seems	20
✓	✓	✓	& control better than	3-
Apr	✓	✓	✓	B-

Above: D.C. Smith - 1930

Left: D. Morland - 1930

Below: Joseph Meyler Symmons - 1930

D. MORLAND.				
1930				
May	Ivinghoe	Zögling	First "at will" hops in Zögling at Ivinghoe	} 26 sec
July 28	Ivinghoe	Zögling	(28th flight)	
			"A" certificate	45 sec
Aug 3	Ivinghoe	Zögling	quality of hop	54 sec
Nov 16	Totterhoe, Dagnall	"B" flight	quality of flight	60 sec
Nov 23	Totterhoe, Dagnall	"B" flight	✓	
Dec 14	Totterhoe	Prüfling	(first perfect flight)	
			Total 1930 about 3 1/2 hrs	
1931				
July 8	Totterhoe	Prüfling	"C" flight	6 min 57 sec
July 18	"	"	top landing	40 min
July 19	"	"	top landing	20 min
"	"	"	"	2 min
"	"	"	bottom landg	12 min
"	"	"	"	4 min
Sep 5	Totterhoe	Prüfling	top landg	
" 6	Totterhoe	Professor	hop	2 min
" 27	"	Professor	Top landg	
Oct 2	Balsdean	Prüfling	3 hops. 30. 40 + 50 sec	50 sec
" 4	Balsdean	Prüfling	✓	
Dec 13	Totterhoe	Professor	top landing (1st in Prof)	4 min
26	"	"	Top landing (smooth slide)	15 min
27	"	"	✓	30 min
			Total 1931 2 hours 20 min	
1932				
Jan 17	Totterhoe	Prof	first complete circle	45 min
Feb 7	Totterhoe	Hols des Teuffel	first hop to Wilsnau	
" 21	"	Prof	2 hops off top	30 min
Apr 23	"	Prof	Top landing	2 hours
			Total 1932	

Joseph Meyler Symmons.				
Date	Place	Glider	Remarks	Time
1930				
Sept 14 <sup>th</sup>	Dunstable	Zögling	A	h. m. s
1931				
March 14 <sup>th</sup>	do	do	Qualifying flight for B.	h. m. s
do	do	do	B.	h. m. s
April 4 <sup>th</sup>	do	Prüfling	attempt at C	h. m. s
do	do	do	do	h. m. s
do	do	do	do	h. m. s
do	do	do	heavy weather	h. m. s
do	do	Professor	do	h. m. s
1932				
Jan 23	do	do	do	h. m. s
Mar 3	do	do	do	h. m. s
do	do	do	do	h. m. s
do	do	do	do	h. m. s
May 2	do	do	do	h. m. s
Nov 25	do	do	do	h. m. s
Nov 25	Ashover in Sunnis	do	do	h. m. s
			leveling	h. m. s

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

(apologies to the late Sue Townsend and Ron Goodwin)

## Chapter 56: Those Magnificent Men (and Women!)

Cor blimey didgya see them? Brilliant, it reminds me of that old film *Those Magnificent Men in their Flying Machines*, and of course, as everyone knows:

“They Go Up, Tiddly, Up, Up”

And then, sooner or later,

“They Go Down, Tiddly, Down, Down”

It's the open-topped 'cab-ree-oh-lay' ones I like best – they can even sit side by side, very civilised, scarves floating in the wind and all that waving to the crowd on the hill, of course they always wave back. And they get to wear proper goggles and leather helmets with fur inside. One day mebbie they'll let me have a ride.

They have great names, not like the modern stuff with their stupid

initials and type numbers like 'Dee Gee 200' or 'Ell Ess 7', they really don't inspire ya, do they? No, they have proper names like 'Roansburger', or 'Minni-Moana'. Or sensible British ones like 'Tutor' or 'Prefect'. Others are named after birds, like the 'Gull', 'Petrel', or 'Skylark'

Someone said there was even an 'Albatross' (big wings I expect), and even a 'Baby Albatross'!

And they look great. Nowadays if you get a glider, you can have any colour you like as long as it's white. I rekkon the fashion has gone on far too long, frankly they all look a bit Chavvy to me, with their go-faster logos and fancy competition numbers.

No, these are the real thing, proper gliders in bright reds, or yellow, or

orange or tasteful blue and white, there's even one with see-through wings. They look bootiful, and they fly so slowly you get a good look at them, none of this 100 mile n' hour white pointy thing whistling by. No, these are definitely the real thing:

Up! Down! Flying Around,

Looping the Loop and  
Defying the Ground

They're All, Frightfully Keen

Those Magnificent Men (and  
Women) in their Flying Machines

*To be continued...*

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Ad Nauseam



---

All out, all out!  
Photos by David A White

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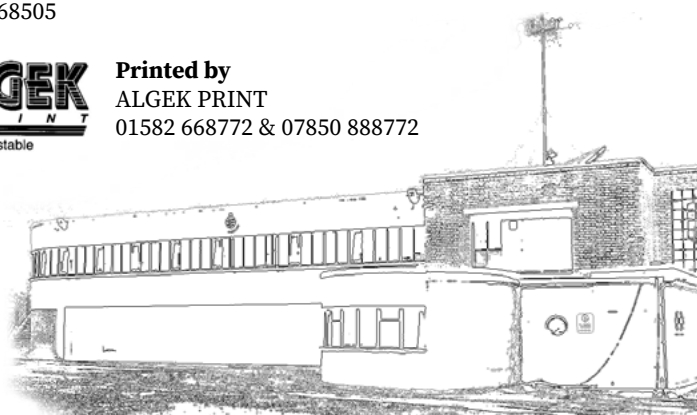
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