

What's Up?



The Leinster Gliding Centre Newsletter

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A Welcome from our Chairman

Trevor McHugh

And just like that it is autumn. As much as it was less than a great summer, I am confident that the logs will show that we have flown a lot more than last year. Let's think about it – we've had 6 hour flights, many multiple hours achieved and four highly successful courses this year. That's to say nothing of our touring pilots who decided to head off to Hungary and ratchet up a whole bunch of 300km flights... each! Indeed, there was even some Gold and Diamond involved – nice one Colin H! I can't help but wonder who's next on that journey?

The past few months have been focused on our course weeks, which were a great success.

Inevitably. one of the courses was affected by bad weather but even then, there were some flying days as well as ground school. Two of the courses were blessed with great weather and significant flying was enjoyed. On an even more positive note, all the courses were largely filled and many participants were new to both LGC and to the sport of gliding.

A Welcome from our Chairman

And to make it even better, many have kept flying with us over the summer so let's take this opportunity to welcome you all to the LGC family.

I can't go any further without a huge thank you to all the ground crew, tug pilots and instructors – without you the courses simply could not have happened so your efforts, time and commitment is enormously appreciated. To our CFI, Cecily, also a big shout-out and huge thanks as the effort involved in arranging one course is considerable, never mind four in quick succession.

I am pleased to update you all that the formal grant approval for our new simulator has come through. In the time since the application was first made, we have been forced to change supplier which has delayed things a little. However, the new supplier, Simnautica, supplies a simulator superior to that originally being considered, so I am satisfied that we are ending up with a far better piece of equipment. It is our intention to have this in place in early winter so that it may be utilised during those dark, wet days. Arrangements for its use will be announced nearer the time while it is our intention to hold a small celebration to mark its arrival... so watch this space.

lastly. as you are aware, your Committee has been working on a development plan for the Club covering the remaining years of this decade. You will be hearing from us very shortly in relation

to an EGM so that we may present the plan to you and seek your support to begin its implementation.

I ask that, when the time comes, you make every effort to attend. Our Club enjoys some wonderful strengths, but we must not shy away from some notable challenges which are facing our club and for which we must plan. I am determined that we lean into our strengths in order to continue to grow the Leinster Gliding Centre and when I look at the tremendous strides forward that we have taken to recover from the pandemic, I feel a sense of tremendous optimism. It is now for us all to expand the awareness of, and interest in our sport. This must happen over a wider community so that we may continue to grow our membership base and improve our facilities to ensure that we remain relevant to you, our current members, while also encouraging ever more new members to join so that they too may learn how to soar the skies over Ireland... and maybe we will see Ireland once again represented at international-level gliding competitions before the decade is out. Hands up who would like to be on that Team Ireland.... either as a pilot or support crew.

Can we do it? *Yes We Can!*

It is with all of this in mind that we have developed the Plan. We are very keen to hear your thoughts so I urge you to attend:

Date: Saturday October 12th

Time: 16.00

Venue: Osprey Hotel, Naas

LGC Travel Feature:

Colin Hadden - Three Musketeers in Hungary

Part 1 (of 2)



Colin began his gliding career at the Dublin Gliding Club in 1975 at Baldonnel, gained his Silver C in 1978 and completed many cross country tasks in a Skylark. He then got involved in power flying and thus began his career as a tug pilot. Along the way, Colin became a club instructor. Following a break from flying, Colin returned to the club where he resumed instructing and tugging. As Membership Secretary, Colin is also the first person most new members speak to when looking to take a trial flight or join LGC..

Background

Many of you will remember Andy Mazan, the ebullient Hungarian tug pilot, glider pilot and for a period, DGC Chairman. Eighteen months ago, Andy returned to his native Hungary. Colin King and Kevin Houlihan kept in touch and that link was the genesis for our 2024 Hungarian gliding trip. The LGC team was Kevin Houlihan, Colin King and Colin Hadden.

Andy's local airfield, Dunaujvarosi Repuloter, sits on the west bank of the Danube a



The airfield entrance & tower

hundred kilometres south of Budapest. Three

parallel dusty grass runways and a vast hangar stuffed with gliders, powered aircraft, a gyrocopter or two and a large helicopter. It's a commercial operation run by Ervin Moscovits, (brother of ex. LGC member Peter). It hosts a parachute club and at least two small gliding clubs. They have two tugs and a twin drum winch.

Planning for the trip involved renting suitable gliders, accommodation and a retrieve car. Colin King flew here last year and bunked at the field but there's only one small, hot room available so we rented a three-bedroom house in the nearby town. Andy found owners willing to rent aircraft but the first glider booked for Kevin was later damaged in a crash. He managed to find another only just before we arrived.

Arrival

Ryanair delivered us to Budapest late on Wednesday 24th July and Andy ferried us to our gaff early Thursday morning. By nine am I was at a local dealership picking up our car. It turned out that the one I booked had apparently "*broken down*" the day before so a more expensive VW Tiguan was offered as substitute. Few Hungarians over thirty speak any English. On this and many other occasions we were very glad to have Andy on our side to translate and haggle!

The Three Musketeers (contd)

I collected the lads from the house and we were at the airfield by ten thirty. There we met Noémi Mihalcsek, the airfield bookkeeper who manages the catering at the “Ittas Urge” (tr. Drunk Groundhog) bar. Breakfast was served and Noémi opened tabs for all our food, ice creams, drinks, airport fees and glider launches during the visit. We settled up in Euro using Revolute on our departure. (Hungary is a member of the EU but the national currency is the Florin (HUF). So, there are currency exchange charges when you use Irish cards).

Climate

When we arrived, temperatures were in the high thirties. Hats and factor 50 were vital and I drank litres of water during the first few days. This brought its own issues as the body’s electrolytes are flushed out leading to craving even more water. It’s a vicious cycle. I went to the local Tesco and bought lemon flavoured isotonic tablets and Gatorade.

General Airfield Ops

Hungarian airfield operations are *laissez faire* compared to the LGC and there was no ops manual to read. Andy’s briefings were sometimes sketchy too so there was a lot of suck it and see in the beginning. As far as the airfield operator was concerned, we were visiting pilots with SPL’s. There was no CFI, no daily briefing, no site check, *“you’re qualified pilots so just get a launch and get on with it.”*

Radio Etiquette

Dunaujvarosi Repuloter has a derelict communist era control tower and like Gowran Grange there is no air traffic control. Operational radio traffic is transacted via a handheld in the bar, and a

handheld at the launch point mixing winch launch commands and food orders and much chit-chat. Conducted entirely in Hungarian!

Field landings

The main crops grown in the region are sunflowers and maize, both harvested in September. Walk into



A hangar—Hungarian style (and size)

one of these fields and you quickly get lost amongst seven-foot stalks. You definitely don’t want to land out in one. The advice was *“If you must land then land in the brown fields, don’t land in anything green!”*

Our Gliders

Kevin flew an ASW20CL and Colin an LS4. Both came with Clouddancer covers so could be tied down out on the airfield by their trailers overnight unless there was a storm forecast. There were only two occasions during our stay when bad weather forced them to de-rig.

Colin’s steed was an LS4

I flew a Schempp-Hirth Ventus B 15m with winglets and optional 16.6m tip extensions. No fancy covers so it was hangered each night. It was rigged when I ar-

The Three Musketeers (contd)

rived and during the two weeks there, I never had to de-rig it.

Andy handed over the glider logbooks, batteries and chargers, “*there will be clouds*” and “*it’ll be a great day*”, “*make sure you get down to the launch point early lads, they don’t hang around here!*” Andy provided his old Irish reg. SUV as our



Packing the hanger

airfield buggy.

Kevin was keen to fly immediately so we set about doing our preflight. I got a briefing from Andy about the interaction of the airbrakes and flaps when landing in the Ventus. He suggested that I do a couple of circuits before I set off cross country. I had downloaded and read the flight manual but it was not very helpful on many features.

A little personal history

I joined the DGC in August 1975 at Baldonnell, and completed my Silver C in September 1978. I bought into a Skylark 4 syndicate and took many cross-country flights in it. In those days out landings were common and I survived quite a few. I once took the Skylark to almost twelve thousand

feet in wave at Farrenfore but no barograph and no oxygen so no cigar! (*Just as well – cigars and oxygen make dangerous companions! – Ed*)

Declaring an FAI cross country involved a map, pencil, eraser, scale ruler, a circular slide rule to calculate a heading offset by the magnetic variation, a smoked, wound and sealed barograph to record the height and distance achieved and an Instamatic camera stuck to the canopy to photograph the designated ground feature at each turn point.

Starting a task required an Official Observer on the ground to record the start line crossing using a sight string. Then you tracked your progress with the map, while hoping all your calculations were correct and the wind didn’t shift.

As years went by, I sold my Skylark share, took up power flying and began towing gliders. Cross countries became few and far between. Then came a fifteen-year break from gliding and flying.

After I retired and rejoined the club, cross countries were all about glide computers and GPS navigation had taken over. I modified a Kobo reader, installed XCSOar, learned a little about cup and cub files and task planning. I managed several cross countries in the club Pegase, (only one out landing) but nothing badgeworthy before tugging and instructing took over again.

Thursday 25th July

Back in Hungary the day was building and my companions were getting ready to go. We are out in the open in the 38°C blazing sun. My Ventus sported an LXNav 8000 flight computer. I had skimmed the one-hundred-and-ten-page manual the week before. Luckily, I had brought an SD card as there was none in the instrument. I installed two batteries, flicked the master

The Three Musketeers (contd)

and things woke up with assorted noises and warning messages.

During the walkaround I noticed the tail-wheel was a little soft but topping it up required un-bolting a fairing so I made a note to do that in the cool of the evening.

I walked back to the cockpit, opened the canopy and with a twang the restraining strap parted way followed by the dread sound of cracking hinges! Disaster, before I'd even got aboard!

I found parachute chord to make a stronger canopy



The Ventus Cockpit

strap while Andy phoned the owner. Not the first case of hinge damage apparently, "Please order replacements from Schempp" (well good luck with that!). We decided on a temporary repair involv-

ing glass fibre strips and metal plates bonded with epoxy. After two hours or so with the help of Erwin Moskovits it was ready. But on first opening one of the hinges failed again. Repeat, and leave to cure, overnight this time...

Meanwhile Colin K and Kevin were in the air, in Kevin's case a long upwind free task to the NW and then a high-speed run back down a cloud street to the SE that with hindsight were the best conditions of our stay. Meanwhile I took a look around the area with Andy in a motor Falke and tried to chill. Later I removed the tailwheel fairing and pumped the tyre, not at all convinced that the hinge bodge would hold in the morning.

That evening Andy took us for our first taste of Hungarian food. Many variations based on freshwater fish, carp, catfish, perch, pike and much pork, duck, and some beef, almost everything heavily coated in breadcrumbs. Huge quantities of potatoes and salads with sour cream on the side. But the best by far were their heavily spiced meaty bean soups.

We had between us in the gliders at least five different navigation computers that were either primary or backup instruments. Back at the house that night we started the first of many debates on the best waypoint and airspace files to use.

Friday 26th July

We arrived on the airfield early to find the hangar already unpacked. My glider was sulking out in the sun. I cautiously opened the canopy. The hinges creaked but held. Breakfast followed. Scrambled

The Three Musketeers (contd)

eggs, fried onions, tomato and diverse sausage meats. It tasted a lot better than it looked.

I began the DI. The tailwheel was a bit soft again, definitely a slow puncture but airworthy for the moment. The LX booted but no FLARM and another unidentified box on the panel was display-



The author awaits the tug

ing "GPS Bad" in red. The LX would not read the airspace and waypoint files from my new SD card either. Never mind, "I'm only local soaring today"...

Towed out to the launch point, I joined the grid, sixth in line for take-off with Colin K and Kevin somewhere behind me. Two tugs taxi up and begin to launch. The radio is blaring incomprehensible Hungarian. A quick CBSIFTCBE (almost caught myself saying "Flaps not fitted" instead of "Flaps to -1"!) Then I was next. Rope attached and I heard "Golf 6, Uniform Charlie?" amongst the stream of Hungarian. I responded "Unifor Charlie,

Golf 6, up slack". No response. I called again, no response. Andy called me from a handheld and exploded, "We are not hearing your radio!". I was unceremoniously shoved out of the way into the long grass and the circus continued without me.

Back across the scorched earth of the airfield to the car for my iCom. One of the tugs taxied to a halt outside the hangar and a rather shook tug pilot emerged. When I got back to the grid, Kevin who was still in the queue said "Did you hear the screaming on the radio?" Apparently, the pilot of a Jantar got way too high on his tow. The tuggie yelled "release, release" and the tug, pulling a lot of G managed to recover from the dive with very little altitude to spare. We later heard that the Jantar pilot was furiously tugging the rudder pedal adjust cable instead of the tow release.

Eventually it was my turn again, Paddy last! (no pun intended). Andy held my wingtip and translated my hand signals into Hungarian for the tug and off I went in a cloud of dust from the parched earth on what appeared to be an impossibly short tow rope.

The wind was blowing fifteen knots gusting into the mid-twenties at twenty degrees to the runway. At 70k I cautiously shifted the flap lever back to 0 and the Ventus left the ground, somewhat twitchily. Then began the wildest aerotow I have ever experienced, on either end of the rope. I have flown hot rough aerotows in the US but nothing tops the turbulence on a 40°C blue day over the plains of Hungary!

I don't know how I made it to release height without breaking the weak link. I used full aileron deflection and bootfulls of rudder to remain centred. The tug

The Three Musketeers (contd)

seemed to change direction on a whim every twenty or thirty seconds too, often at 45° bank angles without any sign of lift on the vario. Finally, after what seemed an eternity I released, bathed in sweat.

Open clear-vision, gear up. I appeared to be flying in the airborne equivalent of a kettle of vigorously boiling water. Trim for 90km/h...

Trimming the Ventus

Ah yes, the trim on a Ventus. Andy's briefing "you will need to trim a lot" But the translated flight manual says "At 100km/h with 0 flap with the green knob opposite the green marking on the edge of the flap cut-out then the aircraft is practically always well-trimmed for the other flap settings in the optimal performance speed range" In other words, "set it once and forget it". But sadly, the green marking had long worn away. The trim is a collar that slides along the flap push-rod, secured by tightening a small knob. I found that I this needed to be almost fully rearward to neutralise the stick forces at 90km/h. Worse still when tightening the knob the flap lever jumped out of its detent and suddenly I'm off to the races! I persevered with this problem for three flights before mentioning it to Andy (also flying a Ventus). Turned out he had removed a lead ballast weight from the tail thinking the owner was much heavier than me. Once replaced I could set the trim slider mid-range and rarely needed to touch it again! I was still be-devilled by the hair trigger flap handle though and developed a habit of holding the lever in place by jamming my fist between it and my thigh.

My first flight

Some areas of the boiling kettle were going up at 4-5 m/s (8-10 knots in our money) and other places only a wing span away were going down equally rapidly. With the stiff winds and no clouds to mark the thermals Kevin's advice was "The cores will be small and broken, when you feel the lift wind up into a really steep bank and pull!"

The countryside is dotted with small villages, most of them with their own thermal parked overhead. On blue days you can treat these ground features like inverted clouds and fly according to the wind drift to find the lift. In no time at all I was bouncing around under an inversion at 1800m (6000'). Even with straps dragged painfully taught the turbulence and sudden drops were gut wrenching and every creak and bang made me uncomfortably conscious of the jury-rigged canopy hinges. After almost two hours of this my eggs, onions and sausage breakfast diluted by gulps of water from the Camelback was sloshing queasily in my



A Room with a View—the Hungarian countryside

stomach. And a very disorienting optical distortion in the side of the canopy did not help either. It was time to try my first Ventus landing before air sickness became a safety issue.

The Three Musketeers (contd)

The first landing

The other gliders were well out on tasks so I had the choice of three empty runways. Lookout, Undercarriage, Speed, Trim, the old reliables, to which I later preppeded Water Ballast. I made a wide circuit, called downwind, turned base and then finals over the west bank of the Danube. My philosophy has always been to treat every approach as an out landing in a small field, and land as short as conditions permit.

The Ventus has 45° landing flaps, but if you open the wide trailing edge air brakes beyond half way the flap angle increases closer to 80° and with full brake the aircraft descends at 1:6. Very handy if you have to clear high trees or power lines into a small field.



Andy, Kevin and Colin discuss the day' flying over a few pints....

The *gotcha* though is you must not reduce full airbrake to half too near the ground because the flap angle reverts suddenly back to 45° and the aircraft sinks like a stone.

One of the few things I liked about the Ventus was its landing characteristics. I flew it only seven times in the two weeks but every landing was a pleasure.

I sat in the glider for a while on the empty runway then with no retrieve in sight I struggled out of the cockpit and hauled the aircraft into the long grass. I walked back up to the deserted bar, took an ice cream from the fridge, stretched out on a sofa, and fell fast asleep.

Mid-afternoon Erwin appeared "*Would you like another flight?*" Two students helped me to push the Ventus back to the threshold and off I went again up the wild aerotow into the boiling blue cauldron. The Ventus has long legs and from 1600m I could explore a wide area of the countryside pulling up in the lift, learning to spot the airfield through the murky haze and trying to get used to the relentless turbulence.

An hour into the flight, total electrical failure! Switching to the backup battery made no difference. I carried on in booming conditions for two hours more until the air sickness returned. My instruments sprang to life after again after the bumpy landing run. Something loose somewhere to add to the list

Kevin and Colin returned in high spirits after an eventful out and return; I'll leave them to tell their own stories. Once the Ventus was parked in the relative cool of the hangar I used the LX itself to format the SD card and that night successfully installed the latest FLARM firmware and yet another waypoint file. The radio issue turned out to be a faulty mic. Andy found a spare, and after some work with a soldering iron and gaffer tape I had a functioning radio.

So, I thought, tomorrow I'll attempt a task...

Efficient Thermalling

Part 2

Kevin Houlihan



Kevin began his gliding career at the Dublin Gliding Club in 1981, went solo in 1982 and became an Instructor in 1983. He has also served as the DGC Chief Flying Instructor.

A retired solicitor, Kevin has many records under his belt including the only glider pilot to have flown 500kms in Ireland. He is also the only pilot to have flown between LGC and the Ulster Gliding club – in both directions. We intend to run this column as a regular feature

In [the previous piece](#) we imagined a thermal as a giant ring doughnut with the air rising up the middle and we aimed to get better climbs by circling in that core of rising air. To this end, we discussed angle of bank. The other factor which determines the diameter of our circle is speed. This is a bit more involved.



We'll

start with a basic – the speed must be constant. Watch the attitude. Keep the

same amount of ground in view. This is possible even when banked over. If speed is not constant then the circle is not circular! It's more like a 50p piece. If speed increases the circle is moved out and vice versa. Resuming the chosen speed effectively shifts the circle sideways resulting in the "half in half out" thermal.

So what speed? There are several considerations but essentially we are looking for efficiency. The first is the glider. A K8 can be thermalled at a slower speed than a K21 for instance. The second is wing loading. That K8 with a 95kg pilot needs to be flown faster than with a 70kg pilot. Ditto the K21 two up compared to being flown solo, a ballasted glider compared to it being flown dry. The third is control. Thermals are dynamic places. We need to fly at a speed that gives

good control response. And remember that stall speed increases with angle of bank. So we need to be at a speed well above the stall given all the above.

Considerably

above – not just above. Obviously a pilot stalling (or spinning off a turn) in a thermal with others below wouldn't win any popularity contests. But apart from that remember that we are looking for efficiency. Generally, we thermal too slowly – a legacy of the rag & tube era. Modern gliders are designed to be flown faster. A fully ballasted ASW 27b, for instance, will climb efficiently at 60-65 knots. Our K21s, two up, are happy thermalling at 50 knots yet I see the needle hovering around 40 knots frequently. That's even below the bottom of the green arc the manufacturer went to the bother painting onto the ASI – for level flying!

When a glider is approaching a stall the airflow is detaching from the wing, beginning at the rear and moving forward. Studies have shown that this happens well before any buffet is felt. This means that not only is a section of wing not producing any lift but the breakaway air is producing drag, both robbing us of the energy we are fighting so hard to gain!

As stated regarding angle of bank, getting speed nailed is something that can be practiced by anyone any time while soaring even locally, including students flying dual. When in a thermal, try differing speeds with different angles of bank and note from the vario the best combination for that thermal.

Meteorology Mentor

Kieran Commins - When a Day is not a Day



Having started life as a power pilot, Kieran moved to flying gliders in 1998. He became AE instructor in 2004, U/T in 2006 and gained a Class 2 rating in 2009. When not flying or managing our fleet inspections, Kieran is a keen photographer and has provided many of the pictures used in WA. Until his retirement in 2021, Kieran was a meteorologist with Met Eireann and can thus explain many of the mysteries of Irish weather!!

Back in May we had a sky that looked like this:



The promising looking sky on May 15th

People were saying “300k day” or even “1000k day”. The sky certainly looked very good with nice looking cumulus clouds and some evidence of streets. Alas, it was not to be and most

pilots struggled to even stay aloft. The longest flight from a 2000’ launch was 28 mins in a K8. So, what went wrong?

One thing to notice is that the clouds appeared to be arranged in a grid, almost regularly spaced in both N-S and E-W directions rather than the random sky you would expect or a few streets.



Cloud pattern with grid

So what was going on?

Meteorology Mentor (contd)



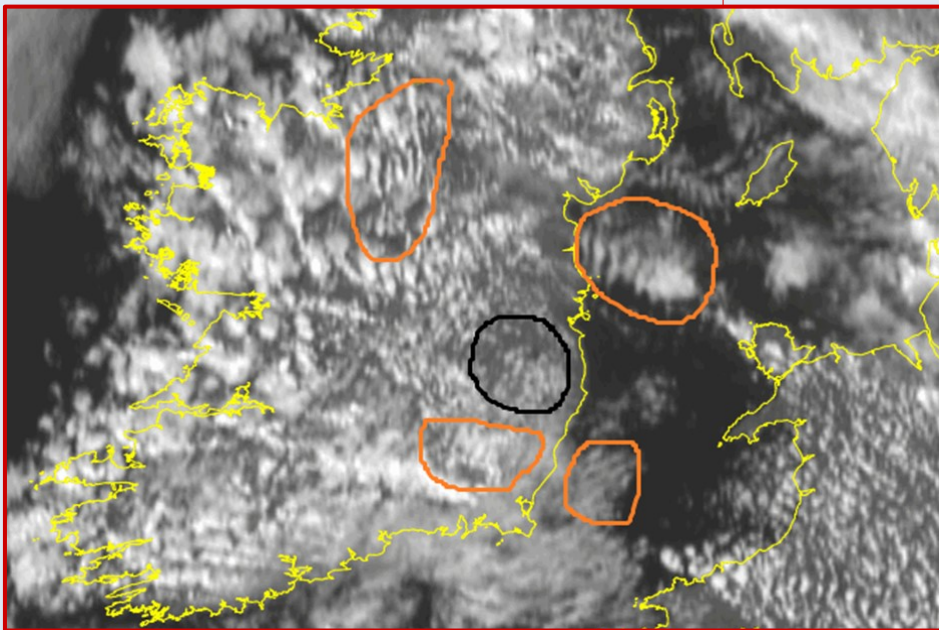
Normal good looking sky—note the random clouds

Photo: Colin Hadden

So what was going on?

There was an easterly or south-easterly airflow coming over the Wicklow mountains. This had two effects: 1) streets of cloud triggered by uplift over the high ground and 2) wave bars. We had E-W streets broken by the N-S wave bars resulting in a grid like pattern. Worse, the wave interference killed almost all the lift. Result, a great looking but useless sky.

Result - the day failed to be a Day.



Satellite image from the day in question

Cecily Begley - New Members' Corner

How to Get your SPL (Sail Plane License)

Part 1 of 2



Cecily is Chief Flying Instructor of the Leinster Gliding Centre.

The first step is to train to be a good solo pilot!

Make the most of every flight you take: read up on the theory of basic turns, take-offs, circuits and landings; listen to your briefings before flight; ask to do certain exercises that you think you need more practice in (sometimes the instructor will have to decline to do some exercises if the conditions are not suitable); listen to the debriefing and ask lots of questions; read your gliding text book again, to remind yourself of key issues that arose in the flight. Think about using a Go-Pro or equivalent to record your flights so that you can review them later.

Technical skills (good co-ordination of aileron and rudder, using the nose on the horizon to maintain correct attitude, looking out frequently and carefully, holding off long enough to land wheel and tail together, etc) are important, of course. Knowledge of how to perform the checks correctly in various situations (CBSIFTCBE, HASAL, LUST) is also essential. But even more important are the skills of judgement and decision-making: knowing when to turn back to the airfield, appreciating the effect of wind on your drift, recognising and responding quickly to sink or lift, noticing and responding to changing weather during the flight, being able to judge height without an altimeter, etc. These skills are found in the later pages of your training record, are taught and tested once

you are competent in the basics, and take quite a while to develop. You will learn how to cope with circuits that are too high or too low, cable breaks at low height, overshoot and undershoot situations, emergency release signals, other gliders landing at the same time, etc.

When you have completed most of these exercises your instructor may ask you to get a medical examination done. This is an essential requirement before you fly solo, and must be done by an AME (Aeromedical Examiner) – see the IAA's list here <https://www.iaa.ie/personnel-licensing/aero-medical-section/examiners>

When you have that done, send a scanned copy to the CFI, and the date will be written into your record book. Once you are fully competent at all the training exercises, you will be sent solo, which must be done by a Class 1 or Senior Class 2 instructor, immediately following a successful dual flight. This is a lovely experience – you may feel slightly nervous, but all the instructors have confidence in you and your flying by that time, and you will have confidence in yourself also, just concentrate on your flying.

If your first solo happens early in the day you may be lucky enough to have another one later. From then on, every day you come out you will have a dual flight first, followed by one or more solos, if your flying is satisfactory. Occasionally, if the weather is

New Members' Corner—(contd)

rough, you will have the dual flight but not a solo; however, this is good experience as you will eventually need to be able to cope with all kinds of weather. The post-solo syllabus will be taught in these, and subsequent, checks - topics such as cross-country soaring, navigation, field landings. During this time of daily checks you can put your name on both the dual and solo lists so that you are likely to fly solo fairly soon after your dual. After about ten solo flights you will be signed "off daily checks", which means that you will only need a dual flight if conditions are not good, and can fly solo every day you come out, providing you have had a briefing from the duty instructor.

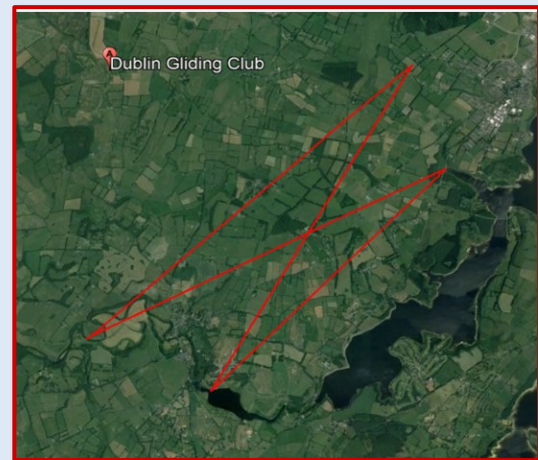
Around that time you will also be cleared to fly the Ka8, which will give you much the same feeling of exhilaration as your first solo 😊. It's a gorgeous little glider that climbs better than most others in thermals.



From then on, how you develop as a proficient solo pilot is largely up to you. Have lots of fun and fly often. You need to practise your basic skills frequently – turn reversals at constant attitude, steep turns, stalls, sideslips at height, and thermalling, always thermalling, try to get better and better at your centering technique.

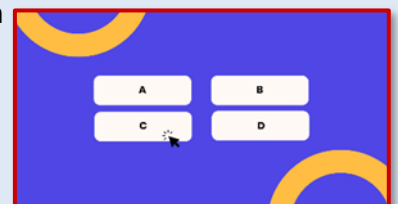
Practise precision landings so that you can land in exactly the place you want to land, every time. Around 20/25 solo flights, when you have

completed your 1-2 hours soaring flight(s)), ask to do some dual simulated field landings; once you have shown you can do these you will be allowed to do your local soaring 50k flight. This must be conducted within gliding range of the field at all times, will take you about an hour and a half, and cannot have more than 8 turning points.



That 50k is part of your SPL licence requirements and it makes sense to get that completed before you start doing the bulk of your theory exams, in case bad weather in one year would delay you too much. You have 18 months to get all the exams finished, from the date you take the first one, and the results are valid for just 2 years from the date of your last successful one, so all other aspects of the SPL must be completed by that time. There are nine topics to be studied and we suggest you attend the SPL lectures given every year, by Zoom, so that you attend each one twice, to help you assimilate all the information. The four common subjects (taken with PPL candidates) are:

- (i) air law;
- (ii) human performance;
- (iii) meteorology;
- (iv) communications;



New Members' Corner—(contd)

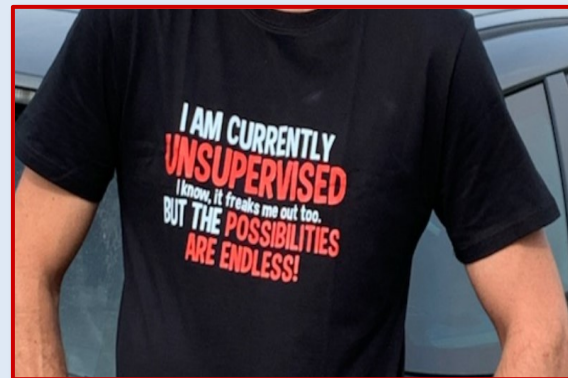
There are five specific subjects on flying sailplanes:

- (i) principles of flight;
- (ii) operational procedures;
- (iii) flight performance and planning;
- (iv) aircraft general knowledge related to sailplanes;
- (v) navigation.

The exams are all multiple choice (10 or 20 questions only) and have to be taken in the IAA offices. Once successful, all you have to do is the English Language Proficiency test (if you have trained with us to solo standard, you will pass this), and the Flying Skills Test. This must be done by a Flight Examiner (a Class 1 or some Senior Class 2s) and involves testing on all the skills learnt in the pre and post solo courses, over approximately three flights.

It is not essential to do an SPL, and many pilots just enjoy flying solo locally, sometimes visiting other gliding clubs to experience different types of flying. Anywhere you go, they will read your logbook, ask you to do a number of dual flights and may then let you fly solo if you meet their standards and local flying rules.

It may give you a lower insurance rate if you own your own glider. In the LGC, it is the basic qualification to fly cross-country, once you have been signed out fully on field landing technique. In conjunction with a Silver C badge, it allows you to fly from LGC sites without an instructor present.





Committee Corner— Club News

Trevor McHugh

Activity at Committee level over recent months has been focused on:

- Club Development Plan work
- Grant Applications
- Courses

As you know, a Club Development Plan has been in the works for some months now. We noted earlier in the newsletter, an EGM has been called for October 12th in the Osprey Hotel, Naas at 16.00. Specific members of the Committee have been in active talks with our Landlord in relation to operational matters and how this may impact our plans for the future. In order to ensure that the necessary facilities remain available to us, it is imperative that such a crucial stakeholder is fully onboard as we drive forward with what are ambitious plans for Leinster Gliding Centre.

Efforts have also been directed towards our grant application for a gliding simulator. No sooner had we been informed that our application was successful than we learned that the original item we were seeking was no longer available. So, an urgent hunt for an alternative was commenced and agreement with the grant provider was achieved that the funding would remain available. We can confirm that LGC has now received formal approval for our application meaning that we can proceed with ordering the equipment. It is the Committee's intention to have this training equipment in position for the winter months, enabling us to become familiar with it and utilise it for training and coaching purposes.

This is going to require improvements to be made to our existing facilities, so if you feel you can help out please reach out to Ron, our Site Officer - SiteOfficer@leinsterglidingcentre.ie

Holding four courses this year was ambitious but proved very worthwhile. It also meant the Committee was extremely busy publicising, planning, arranging and running the courses as well as pulling together the various teams needed to make it all happen.

Our Child Welfare team have been working hard on the various renewals and first time Garda Vetting that have been necessarily taking place. The new arrangements that provide LGC an ability to go directly to the Garda Vetting Office is of great assistance and has streamlined matters considerably (we were previously required to put our applications in via one of the national bodies which inevitably slowed matters down).

We will take this as a quick reminder to any of our duty crew who went through Garda Vetting 3 years ago that it is time for a renewal. If you feel that you fall within this bracket, please discuss next steps with one of our Child Welfare team to ensure that the renewal is undertaken promptly.

On a final note, our new software has enabled us to create some new contact details. While individual accounts are available to the Committee, we have created some new generic addresses that will persist regardless of future changes to Committee members. Any emails sent to these generic addresses will forward automatically to the relevant mailbox:

Chairperson: chair@leinsterglidingcentre.ie

CFI: cfi@leinsterglidingcentre.ie

Treasurer: treasurer@leinsterglidingcentre.ie

Child Protection: childprotecion@leinsterglidingcentre.ie

Club Secretary: cosec@leinsterglidingcentre.ie

Membership Secretary: members@leinsterglidingcentre.ie

Social Secretary: socialsec@leinsterglidingcentre.ie

Technical Officer: TechOfficer@leinsterglidingcentre.ie

Site Officer/ Manager: SiteOfficer@leinsterglidingcentre.ie

CONTROLLED DEFLECTION

Q-Nim is feeling magnanimous this month and has set a straightforward puzzle

1. Identify these three words which differ in only one letter; two of the words have a gliding connection.

_l_____ (loftiness)-

_p_____ (flair)

_t_____ (posture)

2. What famous twentieth-century play has a speech that lists gliding alongside cycling, camogie, tennis of all kinds, and football – among other activities?

3. Which of the following terms would seem most appropriate for marking the score on sheet music for an LGC orchestra?

- A. Glissando
- B. Pizzicato
- C. Scorrendo
- D. Staccato

The Winner of the June quiz was Cecily Begley. Cecily wins a bottle of Q-Nims finest wine.

Useful and Educational Links:

[Aerotowing](#) - Collin King

[Stalls and Spins](#) - Kieran Commins

[Approach & Landing](#) - Peter Denman

[Circuit planning](#) - Walt Kilroy

[Turning](#) - Trevor McHugh

[Approach and landing](#) - Ron Staeps

[June Newsletter](#)

[LGC Website](#)

Thank you to all the contributors . If you have seen anything aviation related or read any books you think worth recommending, please send a link to Brian

Leinster Gliding Centre Newsletter

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