

JUNE / JULY 2009

SAILPLANE & GLIDING

VOL. 60 NO. 3

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On any cross-country flight the potential for landing out always exists. An airfield is not always the best option, as **Peter Moorehead** explains



MEMBER OF THE ROYAL AERO CLUB AND THE FEDERATION AERONAUTIQUE INTERNATIONALE



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COVER STORY
Nick Smith flying LS-8 R3 from Bannerdown GC, RAFGSA, looking back at the Wiltshire countryside during a local soaring flight www.cloudrider.co.uk

DEADLINES

August/September 2009
Articles, Letters, Club News: 10 June
Display advertisements: 25 June
Classifieds: 6 July

October/November 2009
Articles, Letters, Club News: 6 August
Display advertisements: 21 August
Classifieds: 4 September

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› David Roberts, a past Chairman of the BGA and an active glider pilot, has been appointed as the President of Europe Air Sports, to succeed Sir John Allison. Europe Air Sports is an association of the European National Aero Clubs and European Air Sports Unions, whose objective is to co-ordinate and represent the views of these bodies concerning regulatory matters in Europe.

› The JN Sommers ATPL Scholarship scheme is to continue into the coming year. The aim of the Scholarship is to assist the successful individual, who might otherwise not have the necessary resources, to achieve their Airline Transport Pilot License. It is thought that this is the only fully funded training available. The closing date for applications is 15 June. More details and an application form are at www.gapan.org/career-matters/scholarships/

› Chief Executives and General Secretaries of the BGA, BHPA, BMAA, BMFA, BPA and the LAA met recently to discuss business interests, challenges and opportunities that impact on all associations and their membership. The group will meet periodically to share good practice and, where appropriate, to engage in collaborative business activity to further the interests of their members.

› Chris Finnigan has been appointed as the CAA's Manager Flight Operations Inspectorate (General Aviation) within the Safety Regulation Group's Flight Operations Division. Chris has worked for the CAA for over two years and is currently Head of Policy in the CAA's Personnel Licensing Department.

› The new Northern England and Northern Ireland 1:500,000 VFR chart (edition 32) will be available on 4 June from the usual stockists.

› A date for your diaries. The BGA Chairmen's Conference and Treasurers' Forum is on 14 November at Woodside, Kenilworth. The day is likely to follow the usual format.



Samantha Pink is joined by other Air Cadets attending the youth gliding roadshow as she prepares for a flight at Cambridge GC, now one of the BGA Youth Gliding Centres, during the club's open day at Gransden Lodge on 10 May

FOCUS ON YOUNG PILOTS

A JUNIOR gliding roadshow marked the launch in May of the BGA Junior Gliding Centre scheme. This scheme aims to encourage young people to glide and to provide an environment in which they can flourish.

There is a strong emphasis on creating a bridge between the Air Training Corps and the BGA. Each year hundreds of 16- 20-year-olds go solo in the ATC, only for many of them to give up as there are limited opportunities after solo. The Junior Gliding Centre scheme aims to give these cadets a natural path into advanced soaring.

Five Junior Gliding Centres have been created at BGA-affiliated clubs: York, Bowland Forest, Cambridge, Chilterns and Bannerdown. The roadshow is visiting each of these clubs in May with the simulator and a member of the BGA team. Each club promoted their event, with a focus on local ATC squadrons.

As S&G went to press, three centres

had been visited by the roadshow, with more than 30 young people expressing an interest in joining the clubs.

As an incentive, a scheme has been developed to give Air Cadets joining Junior Gliding Centres assistance with their flying costs. A scholarship scheme has been established, which will fund the flying of 80 post-GS Air Cadets who join a BGA or RAFGSA gliding club in 2009.

This funding is being provided by GAPAN and The Air League. Air Cadets who have completed their ATC Gliding Scholarship will be able to apply for funding online, once £50 has been spent on their flying account. The scholarship will be paid direct to the club to offset the next £200 of the recipient's flying charges.

The Junior Gliding Centre scheme aims to bring a new flow of young pilots into our sport, as well as to build upon the cadet schemes already in place at clubs. More information can be found at www.juniorgliding.co.uk

LEARN FROM PAST ACCIDENTS

RECOMMENDED reading for all glider pilots is the review of 2008 gliding accidents, published at www.gliding.co.uk/bgainfo/documents/accidentreview08web.pdf

By being aware of the nature and causes of the most common accidents,

individual pilots may be able to anticipate the possibility of these accidents and avoid them.

The accident review document offers advice in the hope that lessons can be learned from past accidents and that future accident levels can be reduced.

RAE FARNBOROUGH'S 50TH

BY MICK WELLS

ON 14 March RAE Farnborough GC held a reunion at Lasham to celebrate 50 years since the formation of the club. The club's title these days is Crown Service Gliding Club and operates from Lasham.

Around 100 people attended, including gliding celebrities such as John Williamson of John Willy fame and Derek Piggott.

We had a line-up of RAEGC gliders past and present on display, including an Oly 2b (Brimston) kindly loaned to us by John Herring, Bocian (196) and K-13 (199) kindly loaned to us by Garry Pullen, and the Sport Vega (EJE) that the club has had from new.

We were blessed with good weather, the two-seaters (Bocian, K-13 and Grob 103) were kept busy all day, until after sunset, getting people reacquainted with gliding.

At the welcoming ceremony Tony Newbery, the current club chairman, gave a presentation on the history of the club. There was some debate on the actual formation date, with some claiming that it went back to 1952. We do know that the RAEGC formed as part of the RAE Aero Club in 1959 and became an independent club at the RAE in 1965. There was gliding at the RAE prior to that, including using ex-Luftwaffe gliders and a Feisler Storch.



Chris Gibson, Guy Westgate, Alex Truman and Chris Whitehorne remember the time 20 years ago when the RAE Farnborough GC made the front cover of *S&G*. They are pictured with the K-13 that, along with an IS28B2 with Alex and Guy as pilots, was photographed over Aldershot turning towards Farnborough

We had various photographs, pictures and memorabilia on display. From this we are compiling a book containing memorabilia and stories of the club. Even as I write this, I have just had a story come in about the day when the T-21 on autotow had a lightning strike!

Roger Marson is compiling a DVD containing photographs and film of the club's history submitted by the members. Many thanks to Lasham for letting us host the event there. Thanks also to the LGS members for putting up with the disruption of an extra 100 people wanting to use the bar and restaurant facilities.

HONOURS AT RAeC

THREE members of the gliding community received awards at the Royal Aero Club Annual Award Ceremony held at the RAF Club in London on 21 April.

HRH Prince Michael of Kent presented an RAeC silver medal to Howard Torode for his many years of service to the BGA on technical issues and his important role in negotiating the flood of new regulation generated by EASA.

Marilyn Hood was awarded an RAeC Diploma for her communications and marketing role in raising the profile of gliding.

The Ann Welch Memorial Award went to Les Merritt for his many achievements, including the club facilities at Buckminster GC, which have greatly expanded under his leadership.



Howard Torode receiving his RAeC Silver Medal from HRH Prince Michael of Kent. (Inset) Les Merritt and Marilyn Hood receive their awards (fergusburnett.com)

DATES

NATIONALS, REGIONALS AND OTHERS

Overseas Championships	Ocana	18-29/5/09
World Air Games	Torino	7-13/6/09
Glider Aerobatic Nationals	Saltby	11-14/6/09
Junior World Champ	Finland	21/6-5/7/09
European Champ (flapped)	Slovakia	27/6-11/7/09
Competition Enterprise (not rated)	Long Mynd	4-12/7/09
Club Class Nationals	Pocklington	11-19/7/09
European Champ (unflapped)	Lithuania	25/7-8/8/09
Women's World Champ	Hungary	25/7-8/8/09
18-Metre Nationals	Hus Bos	25/7-2/8/09
Inter-Services	Keevil	1-9/8/09
Inter-University Task Week	Pocklington	1-9/8/09
Standard Class Nationals	Nympsfield	8-16/8/09
Open Class Nationals	Lasham	8-16/8/09
15-Metre Nationals	Aston Down	22-30/8/09
Junior Championships	Dunstable	22-30/8/09
Saltby Open	Saltby	11-14/9/09
Power vs Glider	Wickenby	2-4/10/09

BIDFORD REGIONALS

Bidford 20-28/6/09

SHENINGTON REGIONALS

Edgehill 4-12/7/09

BOOKER REGIONALS

Booker 11-19/9/09

BICESTER REGIONALS

Bicester 18-26/7/09

DUNSTABLE REGIONALS

Dunstable 25/7-2/8/09

NORTHERN REGIONALS

Sutton Bank 1-9/8/09

LASHAM REGIONALS

Lasham 8-16/8/09

MIDLAND REGIONALS

Hus Bos 8-16/8/09

GRANSDEN REGIONALS

Gransden 22-30/8/09

THE LONGEST TOW?

WHAT is the record for the longest aerotow for a glider?

Glider pilots often tell tall stories and yet reality often lies in anecdote.

In Australia's land of big skies and large distances, it is quite common for one or even two gliders to be towed behind a powerful tug to drag them across country to inter-state gliding competitions. Double or dual glider aerotows of 200 miles or more, using two cables hanging in 'V' formation off the back of a large engined Pawnee, are not unusual.

The Americans are quite keen long-haul tow artists as well. In Britain, the art of the aerotow is of course, well practised and again, long tows across country or from site to site, are known about, but less dramatic in their scale.

In the world of paragliding and hang gliding, 200 miles seems to be about the maximum claim for a tow.

Steve Fosset took a tow to 13,000ft when he flew a DG 500 over the Andes - but it did not take long to get up there! The Soviet era also saw claims of military troop gliders being towed long distances.

But during research, I found a tale of a 1,200 mile aerotow involving a British glider.

According to William Morrison's excellent book, *Horsa Squadron* (Publ: Kimbers. 1988) 1943 saw the Glider Pilot regiment - the first independent glider squadron, tow eight Horsa glider from Portreath in Cornwall, non-stop to Sale, French Morocco, in order to deliver troop-carrying gliders for the Sicily invasion.

The Horsa weighed nine tons, had a span of 88ft and required a three-position tow yoke.

Towed by a four-engined Halifax or

Stirling bombers, the Horsas were pulled along at 150mph in a track out across the Scilly Isles, Finistere, the Bay of Biscay, and beyond Portugal's Cape St Vincent in order to avoid German fighters.

The first tow took just under nine hours. Subsequent tows were as quick as eight hours 20 minutes duration. One crew was shot down - with the crew spending 10 days in a raft; Beaufighters escorted the gliders as far as Biscay.

In order to reduce weight the Horsas, which could normally carry up to 30 troops, were fitted with jettisonable main gear, yet carried spare main gear that could be attached after a skid-landing at Morocco to allow onward flight to Tunisia.

One attempt was aborted after two hours due to sea fog, but several Horsas were aerotowed non-stop from Cornwall to Morocco under operations named 'Beggar' and 'Turkey Buzzard'. William Morrison undertook three non-stop Horsa tows from Cornwall to Africa. He tells of gripping blind-flying behind a large bomber over the sea.

The well-known story of keeping dozens of massive Horsa troop-carrying gliders on station behind Dakotas during the D-Day landings has always been one of the great achievements of the glider pilots' war, but the tribulations of holding a Horsa in position behind a four-engined bomber for nearly nine hours of Atlantic weather cannot be under-estimated. Surely this must be one of the lesser-known, great feats of gliding history?

Can anyone supply a story on a modern single or two-seat glider tow that matches this feat?

Lance Cole, Northamptonshire



Shobdon in the snow, March 2009, taken by David Corbett

MISTAKEN IDENTITY

I IMAGINE that the Midland GC members were as surprised as the Herefordshire GC members were to see the item and pictures in the last issue (*Club Gallery*, p52) saying that Herefordshire members had been unable to get to the club because of the snow and that the talk on wave flying that Phil and I gave had been transferred to the village hall.

The picture of snowed-in trailers was in fact on the Long Mynd, the Midland club site. Full marks to the MGC and in particular the talk organiser Mike Witton for their efforts in finding another venue, which enabled the talk to go ahead.

To put the record straight, I attach a photo of Shobdon, the home of the Herefordshire club, taken a few days later (see above). The hard runway and easy access makes it possible for us to fly all the year round even when there is snow or wet ground making life difficult elsewhere.

Diana King, Warwickshire

Oops, sorry! - Ed

Please send letters (marked 'for publication' to the editor at editor@sailplaneandgliding.co.uk or the address on p3, including your full contact details. The deadline for the next issue is 10 June



RALPH JONES

WE WOULD like to acknowledge all the lovely cards and notes of condolence that we received after Ralph passed away in March. We were quite overwhelmed by the number of friends that managed to attend the funeral and donate so generously to the nominated charities. Thank you so much for making a sad occasion so memorable for all of us.

Jane, Phil, Steve and Howard Jones

(See obit on p63)

REACH FOR THE SKIES

GRAEME Cooper returned to the skies at Dunstable on 18 April, 10 years after a flight that almost ended in tragedy when lightning destroyed the glider he was in.

He had been celebrating his 30th birthday with a day's gliding at London GC when the last flight ensured it would become a day never to be forgotten.

"On the way back to the airfield we noticed a very black cloud off to our right but nothing to worry about," said Graeme. "In a split second everything had changed. I remember talking to the instructor (Peter Goldstraw) when there was a tremendous bang, the plane jolted and it felt as if a missile had hit us."

Eyewitnesses saw a ball of lightning streak across the sky and hit the glider. Both Graeme and Peter parachuted

to safety. Graeme landed on the roof of a disused petrol station, with just minor scratches, bruises and perforated eardrums.

His 40th saw him back at Dunstable for another flight with Peter. "I was owed a landing!" said Graeme. "I felt fine about going up and wasn't too nervous as I was in Peter's safe hands. Peter told me that he had over 700 hours of flying under his belt since our last flight that ended so dramatically."

Graeme also experienced an aerobatic flight with Adrian Hobbs.

The event attracted the interest of the media with an ITV film crew in attendance on the day (along with S&G, of course), and interviews with BBC local radio stations. Graeme has used the occasion

to raise awareness and funds for the Parkinson's Disease Society (also 40 this year).

"So far this has raised over £1,500 for the Parkinson's Disease Society," said Graeme. "The London Gliding Club funded the event so all the money will go to the charity. I would like to thank all those who have supported me on this, it really is appreciated and it's not too late for anyone still wanting to!"

www.justgiving.com/big4Oreachfortheskiesagain



Graeme is holding Peter's jacket with burn marks around the collar. Peter is holding a section of the aluminium steering rods that buckled and twisted from the powerful magnetic force of the lightning



Picture of the wreckage that appeared in the AAIB report



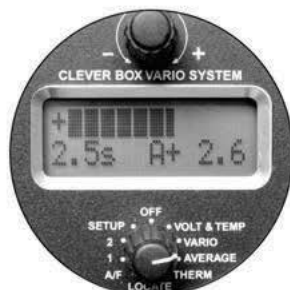
Graeme experiences an aerobatic flight with Adrian Hobbs



Graeme Cooper and Peter Goldstraw prepare for their first flight together in 10 years (Adrian Hobbs)



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for modern gliders - Nose CW400 series £199, C of G CW300 Series £269, Exchange OM Series £117, CW Series £117, Spring kits available all series. "Ottfur" launch safety weak link carrier. £9.50.

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TIME TO INFLUENCE OUR FUTURE

BGA Chairman **Patrick Naegeli** reflects on the importance of getting the right balance between reactive and proactive future thinking, and on the fitting celebrations of Yorkshire GC's 75th anniversary



A

T ONE level

- and an important one at that - the role of the BGA is to think about the future. Usually, however, we are trying to predict what decisions and actions others will take and how we may need to respond. Occasionally, we find ourselves with the luxury of being able to think about what it is that we want to define and influence about the future.

Two recent events brought home the importance of getting the balance between reactive and proactive future thinking - in reality, the need to do more of the latter along with the former.

The first came about when Pete Stratten and I were discussing his recent visit to Aero Friedrichshafen and the wide variety of microlight aircraft and new flight technologies that he had seen on show. Our conversation soon turned to the opportunities that these developments might open up for gliding.

Of course, gliding has never been averse to exploiting, sometimes even initiating, new technology. I am, as a consequence, confident that we will naturally find ways to take on board technical developments from other spheres of aviation and use them to our advantage without too much trouble.

As a movement, however, we have sometimes found it difficult to understand what form of relationship we should have with new soaring disciplines. I am not sure why this presents such a challenge but can only feel as though all disciplines might be losing out as a consequence.

On the face of it, gliding has much in common with other well-established airsports such as, for example, hang gliding and paragliding. There also appear to be significant potential areas of common ground between "mainstream" gliding and the (now well-established) emergence of ultra-light sailplanes.

Whilst the specific forms of aircraft that are flown do differ between soaring disciplines - though this distinction is being rapidly diminished in many areas - we are all fundamentally

concerned with exploiting the same characteristics of geography and the atmosphere. It begs the multi-faceted question, therefore, just what is it that makes us different from each other and why should we not be doing more to learn from one another and, maybe even, doing things together?

This is something that I and a number of others within the BGA feel is important. If you feel the same, and have either experience or expertise that might be helpful to us in identifying what we might do about it, then please drop me a line.

The second event that prompted me to spend some time thinking about the future came about as the result of an invitation for my wife and I to attend Yorkshire Gliding Club's 75th Anniversary Dinner. The evening was a truly splendid occasion - the club and its members did themselves proud by marking such a significant milestone in a truly fitting way. It was a great honour to be there to share it with them and I would like to thank them for the very kind invitation.

Any anniversary is special, but some are more so than others. If one remembers that British gliding only really emerged and began to organise itself during the 1920s then any club that can celebrate 75 years in existence can properly describe itself as a formative element of the modern gliding movement.

During the evening, I had the great pleasure to meet Moyra Johnson, a club member since its very earliest days and now its President. Moyra has, I hope she won't mind me saying, seen three-quarters of a century of gliding at close quarters. As you might expect, she has a wonderful library of priceless memories from the days when gliding was very much defined by the vision, enterprise and enthusiasm of a small number of pioneers. I felt very humbled as I listened to Moyra recount times when there were genuinely no bounds to what people could do in furthering gliding. She is, along with a small number of others, one of the Dames of British Gliding.

Graham Evison, YGC's Chairman, asked that I say a few words on the future of gliding. I won't attempt to summarise what I said then here - in any event, I never prepare notes or much else in advance and so find it hard to remember such things. But I do remember that I found the very process of thinking about what the future might hold liberating. It reinforced the value and enjoyment of getting the right balance between reactive and proactive thinking that I mentioned at the very start of this column.

Robert Louis Stevenson wisely observed that "Sooner or later, we sit down to a banquet of consequences".

In closing, I would just like to say a big "thank you" to the people at Clevelands Gliding Club at Dishforth. They very kindly allowed me to fly in on the day of the YGC dinner and leave my aircraft in their hangar overnight. A nice bunch of people.

Have fun, stay safe.

Patrick Naegeli
Chairman, British Gliding Association
April 2009

SAILPLANE & GLIDING



Andy Davis
Competition flying



Andy Miller
SLMG



Howard Torode
Airworthiness



John Marriott
Tugging



Mike Fox
Instructing



Dr Peter Saundby
Medical



Andy Holmes
Winch operating



Carr Withall
Airspace



Alison Randle
Development

S&G is privileged to be able to call on the advice of some of gliding's leading experts. If you have a question for our experts on any of the subjects listed above, contact the editor (details p3).

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Active People Survey (APS)

INFORMATION for Sport England's APS2 to October 2008 is now in and shows a slight increase in those taking part in gliding in the previous four weeks compared with APS1. The numbers aren't huge (0.018% of the population), but we have had enough response for gliding to be listed as statistically significant. Only one other air sport was able to achieve this.

10



Alison Randle

Thanks to those of you who have taken part in the phone surveys. Interestingly, APS3 has been widened to include dance, gardening and elements of non-recreational walking and cycling in order to provide information on physical activity for the Department of Health. This further increases the chances for the physical activity aspects of gliding being recognised as legitimate part of our sporting activity.



Alison Randle
BGA Development Officer
alison@gliding.co.uk

Strategic advice helps to secure club funding

HERE is our irregular smorgasbord of news and information for you to pick through. I can't promise a gripping read, but some or all will be relevant to your club and hopefully useful.

Funding - I will be updating the Project Planning Guide in the next couple of months - although the principles, and therefore the general advice on how to plan and prepare a project for funding, remain the same. You can find the current guide under 'documents' in the club management section of www.gliding.co.uk. Please email alison@gliding.co.uk if you would like further information or assistance with your project planning and funding applications.

Your club strategy should include reasonably small annual or biannual projects that you can use to access some of the £millions made available specifically to support clubs like yours each year.

Recently Sport England and Awards for All have opened new programmes.

Sport England - five new programmes have been launched and aim to support community sports clubs. The small grants programme (up to £10k per year per club) should be particularly useful. All gliding clubs should be looking at ways to use these funds to recruit and retain members.

Or how about the 'Rural Communities' theme? It aims to support projects that encourage people living in rural communities to participate in and/or to sustain their participation in sport, and help those with talent to fulfil their potential. You will need to match some of the funding (closing date 30 June).

<http://funding.sportengland.org/default.aspx>
Awards for All - with its focus on creating healthier, more active communities and improving rural facilities, the freshly re-launched Awards for All offers £500-£10k in any two-year period (£5k per year in Wales) for club projects. This perennial favourite is one to consider.
www.awardsforall.org.uk/index.html

Business Legislation changes - there have been changes to employment and business legislation that came into place on 6 April. The link to the relevant business link webpage is ridiculously long, but you should be able to navigate from your local business link home page to 'recent updates' for full details.

Business Link, together with its website, help sheets and other published information, can be invaluable for cutting straight to something useful - especially when time is short and, as a government agency, it is straight from the horse's mouth. If you need to discuss it with someone, staff on the helplines are accessible.

You can register with your local business link to receive email updates. The BGA has access to further expert HR and business support and information via CCPR. If you need access to it, contact either myself or Roger Coote.

BGA Chairmen's Conference Nov 2009 - note for your diaries: the next Chairmen's Conference and Treasurers' Forum will be held at Woodside, Kenilworth on Saturday 14 November 2009. We'll bring you further information in due course, but the day is likely to be of a similar format to previous conferences with the emphasis on supporting club management. If you have suggestions for items to include in the agenda or feedback from previous events, please email alison@gliding.co.uk

Good Practice Awards - you may recall that by sharing their ideas and putting themselves forward for an award, Highland GC won themselves a free place on a BGA instructor's course.

Applications are now invited for the next round of awards that will be made at the next Chairmen's Conference. Full details, along with ideas that clubs have already posted, appear on the Good Practice Sharing page of the BGA website at www.gliding.co.uk/bgainfo/clubmanagement/best-practice.htm

There is no limit on the number of ideas you can submit. Go on, make the judging difficult and submit your club's ideas today.



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FROM ARCS TO AIRSPACE NEEDS...

BGA Chief Executive **Pete Stratten** thanks owners and inspectors for their patience and cooperation and predicts that transition to Part M will settle into efficient airworthiness routine by the end of the year



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VER recent months, a significant number of BGA inspectors have completed the required training and testing to qualify as Airworthiness Review Certificate signatories under the BGA's airworthiness organisation and processes. This marks a significant step forward in the overall plan and, as these individuals get into the groove over coming months and years, BGA ARC renewals will become an efficient club level activity.

We live in hope that the CAA will, in due course, take up our proposal to remove the need to continually send them thousands of bits of paper to be stored at Gatwick. Meanwhile, we are where we are and thanks again to all owners and inspectors for their patience and co-operation. It is clear that the transition and change to Part M that has occupied and frustrated so many owners, inspectors and BGA staff for so long will settle into efficient airworthiness routine by the end of the year, aided by an overhauled and better resourced BGA office.

During early April, a number of glider pilots from the UK joined the thousands who visited Aero Expo at Friedrichshafen. This event is the biggest Air Sport and GA exhibition in Europe and once again enjoyed an impressive presence by the gliding industry including, for example, Skylaunch - the leading European winch developer and manufacturer, based in Shropshire. It was very clear from the number of new manufacturers of gliders appearing on the scene that, in the short term, choice is increasing. It will be interesting to see how the traditional market leaders producing the beautifully-crafted, mega performance but increasingly costly gliders we have all become accustomed to face up to the competition of newcomers from the Czech Republic, Slovakia and Hungary, building a variety of EASA and currently non-EASA unpowered and self-launch gliders.

It's a commonly held view that good regulation can only develop following expert analysis of long-term statistics and a

clear view of how regulation can mitigate systemic problems. Discussion during April with participants, senior gliding volunteers and professionals, glider designers and manufacturers alike, indicates that almost everyone is agreed that, where gliding is concerned, EASA still needs to understand exactly what safety issues it aims to mitigate, and to consider its inconsistent approach across the Air Sport sector where illogical requirements can add considerable cost to, and limit, development and ownership.

It's clear that EASA has so far developed the safety regulation of air sport in the shadow of commercial air transport and, to a certain extent, is holding a wet finger in the air regarding air sport needs. There is some light at the end of the tunnel. The European Light Aircraft category, which was developed following lobbying by Europe Air Sports, and which includes gliders, should continue to provide increasing levels of alleviation from the excesses of existing EASA regulation, present a level playing field and open up opportunities for designers, manufacturers and, in due course, owners.

Moving back to UK issues, the Stansted TMZ consultation and its disproportional proposals will have closed by the time this has been published. Clearly Stansted has an aeroplane infringement problem that needs to be resolved somehow, but whether or not the TMZ proposals rather than clearer CAS boundaries will achieve the aim remains to be seen. The BGA is, of course, engaged with the CAA in discussing specific non-transponder mitigation for gliders in the proposed Stansted TMZ, in TMZ's generally, in Class D and in airspace above FL100 in anticipation of UK mode S requirements over the coming years. There is a long road and much work ahead.

Although commercial air transport is experiencing a dip, in time it will return to growth. Gliders and glider pilots are increasingly capable of carrying out long, high and far-ranging flights. Gliding needs airspace. There is plenty of room up there for everyone, but we can only continue to justify our place as an equal stakeholder in the sky if glider pilots continue to improve their understanding of airspace structure, their personal obligations and their ability to navigate accurately using both technology and a chart.

Individual pilots, instructors, examiners, CFI's and clubs are urged to do everything they can to make sure that airspace safety awareness is an integral element of every flight.

You can continue to read some helpful guidance on this subject in this magazine, the BGA newsletter and on the BGA website. Advice is always available at clubs and no question is too stupid. Learning by mistake is not an option. If you're unsure, please check.



Airspace safety awareness needs to be an integral element of every flight (Mike Greenwood)

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> **GEORGE MOFFAT**

In the first of a series of interviews with gliding greats, Platypus talks to world champion George Moffat

AMONGST many international gliding achievements, George Moffat became Open Class World Champion in 1970 in Texas in the Nimbus 1, and in 1974 in Australia in the Nimbus 2. Before competing in gliders, he had many victories in International 14ft dinghy-racing and is still an active sailor. In 1975, George published *Winning on the Wind*, and in 2005, *Winning II*. "Each of these books is a must-read for any ambitious soaring pilot", says Platypus. "But don't just read them, go out there and do what they say!"

PLATYPUS: Which technical developments in soaring do you approve of?

GEORGE: The biggest change in the last dozen years has been the advent of computer variors, GPS navigation and loggers. The

GEORGE: I am not a fan of PDAs and especially the moving-map displays that dominate the instrument panel. On one shown in the latest issue of *Soaring* I count 34 bits of information that can be contacted by a busy cursor. Most of these are in tiny script and hard to read. In a crowded thermal? At 120 knots on a ridge in Pennsylvania or in the French Alps? Let's see, 120 knots is about 200ft per second, and suppose – if you're quick – it takes three seconds to pick out and read the info you want?

PLATYPUS: Do you think gliding can truly be called an environmentally-friendly sport?

GEORGE: I doubt if many people take up gliding in order to be environment-friendly. Of course, once launched, ignoring the drive to the airport and the tug's contribution, we have a small carbon footprint. One must be careful not to land out and need a retrieve... I guess we are on par with sailing and skiing.

PLATYPUS: Does the increasing trend towards self-launching destroy club spirit and camaraderie?

GEORGE: Most new Open Class ships are power-equipped.

If I were going to the expense of power I would want self-launch capability despite its high initial cost. Strong clubs will survive, especially if they have good bars.

PLATYPUS: Do you think the Golden Age of soaring is past?

GEORGE: The Golden Age was the Sixties and early Seventies, because of enormous development in terms of sailplanes, instruments and flying skills. In order to stay competitive in the Sixties, I flew eight different sailplanes with L/Ds that advanced from 30 to 50, sticks and fabric giving way to glass. World records could be broken without a ticket to Chile. It was a heady time...

PLATYPUS: What good things to you think young pilots can look forward to?

GEORGE: In competitions, the Brits have set the example in recent years. I recall in 2002 giving talks at several UK gliding clubs and finding myself convinced by the amazing amount of young talent that this would be the Brit Decade as the Nineties had belonged to the French. The depth, commitment and enthusiasm of the young pilots was and is extraordinary, as was their realisation that team-flying and coaching are the road to Gold. It was also fortunate that the major clubs were within a modest radius of London, affording much shared contest practice. We in the States, with pilots thin-scattered over 3000 miles, were envious.

PLATYPUS: What bad things to you think young pilots will have to contend with?

GEORGE: Airspace: ever more greedy. There is also the age factor. Historically the gliding greats – Ingo, George Lee, Reichmann, and a couple of others who have won two or more Worlds – have lasted only about 10 years or less at the top of their game. The skills remain but the fire seems to die. Of course there are exceptions: Andy Davis and Centka come to mind.

PLATYPUS: What advice would you give to a young person wishing to become a serious glider pilot?

GEORGE: Practise: especially team-flying. Find a coach or mentor. When you reach a plateau, get some dual with a better pilot; it can save months. Enter all the contests you can, at least one a year on the Continent. Keep a log of results and use it to set goals. Use SeeYou or equivalent to review flights. Look especially at transitions from level flight to thermalling and visa versa. Were thermals centred promptly? Did you stay in thermals after lift began to taper off? (See Page 33 of *Winning II*, especially suggestion number 1.)

PLATYPUS: What should gliding organisations, individuals and interested governments do?

good news is that these allow a great deal more time and attention to be given to the actual flying of the sailplane without the bother of shuffling around with charts – invariably folded the wrong way – and those fingernail-chewing final glides, with their paucity of landmarks and wind information, especially in the featureless American West. Without GPS, contest flying would be nearly impossible in today's airspace, especially in Britain and on the Continent. The bad news is the tendency to spend too much head-in-the-cockpit time fiddling with endless gadgets, most of which are distractions.

PLATYPUS: Which technical developments do you NOT approve of?

Photo courtesy of Soaring Society of America



GEORGE: Identify and aid young talent. A critical period is the 25- 33-year-old age bracket: young pilots can afford to be single-minded but, as history shows, the lure of sirens becomes a danger to young airmen, and rings and things lead to houses and soon an urge to procreate. Young mothers have been known to develop warped priorities and grow deaf to cries of "Honey, I need a new glider, vario, etc". Would I have become a world champion had I not sought out a bride who had soloed at 14, complete with mother-in-law who was a regional champion?

PLATYPUS: Is the present economic "winter" a disaster or an opportunity for our sport?

GEORGE: Disaster might be a little strong, but there may be some pretty good opportunities for cheap gliders among those who find fibreglass a non-nourishing diet.

PLATYPUS: Which country offers the best opportunities to soaring pilots? (Let's ignore the cost or time taken to get there!)

GEORGE: Areas with fantastic soaring do not breed world champions. The big contests are won in weak and dicey – dare I say British? – weather. In the States, all our world champs have come from the rainy, short-seasoned East, not the ever-booming West. But the aspiring pilot ought to try to fly in New Zealand for its ever-changing challenges – not to mention marvellous people. Fly with Ingo or George Lee in Australia: it would be difficult not to learn a lot from either. Gavin Wills – good heritage there! – runs a good gliding school in the American West, and the States is a relative bargain in these impoverished days.

PLATYPUS: How do you think international contests are developing? For better or worse?

GEORGE: I think a weakness lies in the almost endless variety of world championships now available. Splinterisation? In the States, with its lack of gliding tradition, funding is nearly impossible, and it's impossible to say to government that such-and-such are the REAL championships. Oh, for the good old days when there were only two classes and our helpful Air Force was willing to load teams and trailers into a C-5A, all for free.

PLATYPUS: What kinds of records are worth pursuing?

GEORGE: It's tempting to say hardly any, since they all seem to live in Western South America. They are there, doubtless, but as always, will belong to people who are willing to travel to the right place and sit for a long time, which is how I won my three records, many long years ago.

PLATYPUS: What you think of online contests?

GEORGE: I think they are a great idea and have very much increased cross-country flying. In the past they have encouraged thermal-less flying up and down ridges, cloud streets, waves, etc., but the new 2009 rules allow for more interesting tasks, having more to do with contest-like situations.

PLATYPUS: How many hours are in your log-book now?

GEORGE: Total hours 5,415, of which 4,699 hours in 91 types of glider; the rest in 30 types of powered aircraft. Glider cross-country miles, not counting flights of under 100 miles, 157,840.

PLATYPUS: Which of these were the most enjoyable hours?

GEORGE: In a masochistic sort of way, it's hard to beat world championship flying, especially when you win! I have also very much enjoyed flying in some nine different countries all over the world. I like team-flying and two-place competition flying a lot.

PLATYPUS: What are you looking forward to most in the next 12 months?

GEORGE: Reading, working on my boat, a lot of sailing. Since eyesight problems prevent contest flying I now take out competitive urges on the water, having come 1-1-2 in recent 30-boat Nationals.

PLATYPUS: Are you interested in flying two-seaters as you get older?

GEORGE: Well, I guess I must have started getting older in 1987 when I started competing in an ASH-25 in three nationals. One of the most enjoyable two-place ventures was in 2003 when the redoubtable Plat and I teamed up for the Transcontinental Return to Kitty Hawk race, accompanied by the Motorhome from Hell...

If you would like to make comments, or put further questions to George Moffat, please let us know at S&G. We will publish them (space permitting) with George's answers in the next issue.

BEING ENTERPRISING MEANS BEING WILLING TO BE SURPRISED

IF YOUR idea of a great gliding contest is seven triangles round Birmingham, this may not interest you one bit. However it was from Birmingham that I vividly remember cycling, in my very early teens, up to the top of the lovely Long Mynd. It was wet and pitch dark, illuminated only by lightning bolts; my friend (and fellow Air Cadet) Trevor and I must have been mad, since we actually enjoyed it.

I have also been driven to the Midland GC clubhouse in the winter, somewhat hung-over after giving a speech to a bunch of glider-pilots – I do not recall a great deal except it was a very fine clubhouse. And I have soared over the Mynd many times, chiefly from Dunstable, as part of some giant task. But I have never taken off from the Long Mynd, nor have I landed there. I hope to put that right this year, when Competition Enterprise is held there from 4-11 July. Sunday 12th is "Fly Home Day".

I especially like the fly-home tradition, having taken off in light drizzle from Sutton Bank some years ago – being too lazy to derig and drive home as the better-organised pilots had done. Somehow I found modest but effective wave, and soared the ASW22 back to Dunstable in three jumps at 6,500ft. It was only 200kms but so satisfying – and unexpected. The fact that you can explore sea-breeze, ridge, wave, cloud-flying and thermals all in one flight means that Enterprise means surprises. "What surprises?" you ask. I don't know. If I knew what surprises to expect they wouldn't be surprises, would they?



Jochen Ewald climbs into the cockpit of Schempp-Hirth's optimised two-seater flagship, the Nimbus 4DLM, and reports on a high performance glider with light controls, good feedback, high roll rate and improved cockpit comfort

FOR THE past 15 years, the Nimbus 4D has been the flagship of the Schempp-Hirth two-seaters. To date, 80 'pure' sustainer-powered (T) and self-launching (M) gliders of this type have been sold. And it is certainly not at the end of its career – recent competition results clearly show that it remains one of the top competing gliders in the Open Class, despite the larger and much more expensive gliders now competing against it.

Like the DuoDiscus XL, the Nimbus two-seater is now in production in an upgraded version with the new 'Standard' fuselage of the Schempp-Hirth two-seaters. At the Hahnweide airfield of Kirchheim/Teck, where the factory is located (east of Stuttgart), I was invited to try this new version fully equipped as a self-launcher, the Nimbus 4DLM.

Let's start with the rigging. Although the Nimbus 4DLM comes with 26.5m wingspan, this requires no more than the rigging of a usual training two-seater. Its 4.17m long inner wing sections, equipped with spar fork and tongue, are inserted into the fuselage and secured by one main bolt. Airbrake, ailerons and flaps interconnect automatically via Hänle links. The outer wings are then pushed on to the outside spar tongues of the inner wing. Before they are completely inserted and the gap closes, their flaperon pushrods have to be interconnected and secured by one l'Hotellier ball connection each side. Pushed in completely, the horizontal bolt is inserted using a special tool, and then secured by a Fokker needle.

This wing section also contains the waterballast tank, a total of 120 litres can be carried. To complete the wing, the lightweight 1m wingtips are added. They are pushed in with their aluminium tube spar, and secured automatically by a spring-loaded bolt. The flaperon section on these tips is moved by the inner flaperon, but only upwards.

The tailplane is connected to the fuselage using the Hänle system,

NIMBUS

and the tailfin contains a battery box and also a 12-litre waterballast tank with its outlet valve interconnected to the wing's valves to compensate for the moment of the wing water ballast. Up to four batteries can be installed – one in the tailfin, two underneath the rear seat front-end, and a larger one, required to operate the engine, underneath the baggage bag in front of the rear stick.

While the Nimbus 4 single-seaters have a complicated mixer system to steer the different flap and aileron sections of the wing, the two-seater comes with a simpler system. The flaps at the inner wing work as flaps, but they are overlay-connected to the airbrakes via a gas spring strut. This ingenious system, also found in the DuoDiscus X (without flap overlay), results in a complete compensation of the loss of lift caused by opening the powerful, double-bladed Schempp-Hirth airbrakes. It allows steeper, slower approaches with a better view of the landing ground. A mixer in the inner wing overlays the flaps with the ailerons, so the outer wing needs only one connection to operate its flaperons. The wingtip flaperon sections move only upwards by the outer wing's flaperons to avoid high aileron drag.

The Nimbus 4DM fuselage is manufactured in the moulds of the DuoDiscus and Arcus, with only the internal structure being different. Because of the higher AUW, its Beringer main wheel is larger, but not suspended (except from the suspension the larger tyre gives). As in the DuoDiscus, there is a gain of length in the front cockpit of 10cm, and holes in the front seat shell are no longer needed to give room for the rear pilot's feet. The rear seat has also gained 5cm in length, compared with the older Nimbus 4Ds. The pedals and backrests in both seats are adjustable to nearly any pilot's size.

The baggage bag underneath the rear instrument panel, and several sidewall bags, offer sufficient room for all the things you might need in-flight and, above the main

spar tunnel behind the rear seat, besides the spindle drive to extract the engine, there are holders for two oxygen bottles installed.

The large one-piece canopy, which opens to the right-side, is locked by a lever at its left frame. It has an improved sealing system, which puts an end to the well-known problems of large two-seater canopies: jamming in hot weather and whistling if it's cold.

Getting rid of the canopy in an emergency is easy with Schempp-Hirth's system: only the normal closing lever has to be operated, after pushing the canopy open a bit, it flies off, tearing off the hinges at its right side. While the rear cockpit has large handles right and left of the instrument panel, which make the exit easy, I would like to find small steps on the floor of the front cockpit between pedals and knee support enabling the pilot to push himself out easier.

The Nimbus 4D engine installation has been developed by Walter Binder. It is a renowned and reliable unit, controlled by the ILEC unit, which is installed in both panels. The water-cooled 64hp Solo 2625 02 two-cylinder two-stroke double ignition engine is fixed to the bottom of the propeller mast. The engine bay doors remain open during powered flight because the silencer swings out between them. A protected switch in the socket of the instrument panel lets you hand over the engine control to the second ILEC installed in the rear panel, giving the pilot in the rear seat 'full authority'.

For take-off, the Nimbus 4 DLM has to be aligned with the runway, because its tailwheel can not be steered. Underneath the wing's lowest point, at the end of the outer wings, narrow wheels with relatively large diameter are fixed, permitting self-launches on smooth ground without a wing-runner. For competition flights, these wheels can be removed.

Aluminium plates with a hole to tie the glider down for parking outside, act as

TECHNICAL DATA

Span: 26.5m
Length: 8.73m
Wing Area: 17,96sq.m
Aspect ratio: 39.1
Empty weight: 595kg (this one, fully 'luxury' equipped, 620kg)
Max. weight: 820kg
Wing loading: 37.5-45.7kg/qm
Minimum speed (at 820kg): 79km/h
Vne: 285km/h
Min. sink (at 820kg): 0.51m/s
Best Glide (at 110km/h): ca 1:60
Motor: Solo 2625 02, 2-cyl.-2-stroke water cooled, 47kW/64hp at 6500rpm
Fuel content: 44l
Range horizontal flight: ca 300km
Range 'sawtooth': ca 700km

THE RELATIVELY STIFF WINGS AND THE LIGHT CONTROL FORCES WITH GOOD 'FEEDBACK' SUPPORT THE IMPRESSION OF FLYING A SMALLER GLIDER AND MAKE CENTRING THERMALS EASY

**TOP OF CLASS...
GREAT FUN TOO**



In the socket of the front instrument panel, a protected switch permits handing engine control over to the rear seat. The second one serves to operate the retraction manually in case of an emergency



The two-bladed Schempp-Hirth airbrakes are efficient and connected via a gas spring strut to the inner flap section to compensate for the loss of lift caused by the airbrakes



The engine installation in the Nimbus 4DLM was developed by Walter Binder

✎ 'protecting skids' when the wing is on the ground.

Comfortably strapped in the perfectly ergonomically-designed cockpit (similar to the DuoDiscus XL except for the extra levers and instruments for flap and engine operation), I prepare to start the engine. After checking the propeller brake 'open', I switch the electric main switch 'on' and set the drive switch in the ILEC to 'extend'.

Within 20 seconds, the engine is up in its working position, confirmed by a green LED in the ILEC. Ignition 'on', press the pump ball left of my knee twice to inject fuel (if the engine is cold), throttle a bit forwards, and the Solo springs into life immediately after pressing the starter button, integrated into the stick handle. For the initial ground run, I select fully negative (-2) flaps, which offer best aileron efficiency from the first moment on, and hold the stick fully back to

prevent the nose nodding down. Nevertheless, the throttle lever has to be pushed forwards quite carefully, especially when taking off from soft ground, otherwise the momentum of the powerful drive lifts the tail off and the small nose-belly protecting front wheel comes into action.

The rapid acceleration, efficient ailerons and the good wingtip-ground clearance make self-launching easy and safe,

although this well-equipped Nimbus 4DLM with me, Bernd Weber and a $\frac{3}{4}$ filled fuel tank aboard weighed about 790kg. After about 200m ground run, I switch the flaps to 'L' (the stop of the flap lever, there is no looking on the scale needed to lock it into the right position), and the large glider is soon airborne and climbs 'best angle' at 85km/h. The undercarriage retracts and extends easily; the lever clearly displays its locked positions at both ends where it snaps behind a notch.

Visibility from the cockpit and the fresh air supply through the canopy front and the right sidewall adjustable nozzles are also perfect. To reach the best climb rate, I take the flaps back to '+2' and accelerate to 90km/h. So we reach 500m GND after three minutes, which means an average climb rate of 2.8m/s. In horizontal flight, throttled back to the max permitted permanent rpm of 6500, we reach a 'cruising' speed of 140km/h. The engine installation is perfect: trimmed to 80km/h with the engine running idle, speed levels off at 85km/h after setting full throttle.

Approaching the stall, the 26.5m bird behaves in gentle fashion: flying full throttle with the flaps set to +2, the controls start feeling mushy below 75km/h IAS, and at 72km/h buffeting and rising of the nose indicate first airflow separation. At 70km/h IAS, it enters a slightly staggering stall, which can be stabilised by careful rudder use. Flown with the engine throttled back to idle, or in gliding configuration with the engine retracted, the Nimbus 4DLM shows the same behaviour at the same speeds, only the stall itself is not longer stable, underneath 70km/h one wing drops. Easing the stick forwards and opposite rudder stops this movement with little altitude loss.

With the flaps set to 'L', I experienced the same behaviour at 2km/h slower indicated speeds, and opening the large two-bladed Schempp-Hirth brakes with their automatic connection to the inner flaps shows no changes at all compared with the Nimbus' 'clean' behaviour.

Conversion to gliding is easy: after letting the engine cool down a bit by running it idle, I switch the ignition off to bring it into 'gliding configuration'. At 85km/h, the propeller soon stops (well visible in the small mirror right of the instrument panel), and I swing the propeller stopper in. After increasing flying speed a little, the propeller slowly moves until it reaches the stop. Now I can retract the drive, which is done by holding the switch in the ILEC down until the LED confirms 'completely retracted'. Now I can remove the propeller stopper to be ready for another start.

The average time required to 'stow' the engine was 35 seconds – it depends a little on the position where the propeller stops. Extracting and starting the drive in flight (following the same procedures mentioned 'before flight') took me about 20 seconds.

The control harmony of the Nimbus 4DLM is excellent at 105km/h, even with the flaps set to +2 or L.

Like all the 'big ships', the aileron deflection has to be reduced when the glider started rolling to avoid sideslipping. Using full rudder and aileron deflection at a speed of 105km/h, I measured a 45°-45° roll rate of 5.1 seconds with the flaps at 0, and 5.5 seconds at +2 and L. This is excellent for 26.5m span, and thermalling is almost as much fun as with a 20m glider, although, with an 1:60 glide angle, you will definitely not need this anywhere near as often as when flying in a small glider! The relatively stiff wings and the light control forces with

good 'feedback' support the impression of flying a smaller glider and make centring thermals easy. The rudder has to be used carefully, because it is efficient and the directional stability of the Nimbus 4DLM is relatively low: Its fuselage originates from the DuoDiscus and it was designed for 20m span. For the larger wing, its rear section might be a bit longer to achieve 'optimal harmony'.

Careless flying easily causes light sideslipping, and that costs performance. But as soon you get used to this behaviour, you will realise that it finally supports the 'agile' feeling and 'thermal indication and feedback' the Nimbus 4DLM offers pilots, and start loving it. During our mid-March flight above the still partially snowy Schwaebische Alb region around Kirchheim I found it very easy to 'sniff' the first, still weak and 'bubbly', thermals and make best use of them.

The connection between flap setting and trimmed speed is also good in the lower speed range: With the trim set to 80km/h with the flaps at L, the Nimbus accelerates to 100 in +2, 130 in 0 and 140km/h in -1 and -2. This means, for faster flying the trim has to be set forward a bit.

I found this easy with the trim lever on the left console, which requires less force to unlock and operate than the one in the DuoDiscus XLT I flew last year. At high speeds, the large two-seater is stable and comfortable, and I liked the effect of the new canopy sealing, which resulted in a really quiet cockpit even under these 'low temperature conditions'.

Landing the Nimbus 4 DLM is also easy. The Schempp-Hirth airbrakes are efficient, connected to the inner flaps via a gas spring strut (the gas springs serve to prevent from overloading the flaps at high speed). This compensates precisely for the loss of lift caused by the airbrake, and the approach can be made using the relatively slow basic speed (+1/2 wind speed) of 90km/h with the flaps set to L. A side-effect is that the nose comes down a bit when the airbrakes are opened, and this improves the view of the landing field.

Even in turbulent weather there is no need to choose less flap because the aileron efficiency remains excellent even in the landing position – see the measured rollrates. The airbrakes are efficient, and steep approaches are also possible using the sideslip. This large glider sideslips efficiently with low bank and large sideslip angle. Opening the airbrakes causes only a little noseheavy moment, which can easily be

compensated for with the elevator. During the sideslip, the rudder wants to be sucked towards its stop, and has to be held back with moderate pedal forces.

Held off until touchdown in two-point attitude, the Nimbus 4DLM touches the ground softly, and the large mainwheel's elasticity smooths the ground run well, although this undercarriage is not suspended. It is only on rough ground that it rumbles a bit. The ailerons remain efficient, it is only after reaching very low speed or in crosswind conditions that it is recommended to switch them back to -2. The large Beringer disc brake is also very efficient and easy to control via the bicycle-type brake lever in front of the stick. If 'sharp' braking is needed, the small nosewheel protects the cockpit belly from damage.

Still competing at the top of its class, the Nimbus 4D's span of 26.5m appears, with regards to the actual possibilities of technology and materials, to be the best compromise between the gain of performance by increasing span and by the gain of performance by more handiness with smaller span. The 'vivid' feeling it gives pilots with light controls, good feedback and high rollrate are highly appreciated, while the new 'L-fuselage' offers clearly improved comfort in the cockpit not only for large pilots. Of course its 'harmony' could still be improved by a slightly longer rear fuselage, and also a real suspension of the undercarriage (the smaller, well suspended DuoDiscus undercarriage is not suitable for the 820kg AUW) would make sense. But these modifications would require changing the whole fuselage design and building an extra mould, which (including certification and flight testing costs) would increase the price by an amount that is not justified by the gains.

Whether you order it as a pure glider, sustainer (T) or self-launcher (M), the Nimbus 4DL comes with ultimate performance in competition and record-breaking and easy handling, and gives a lot of fun – and all this for an acceptable price.

THE SPAN OF 26.5M APPEARS TO BE THE BEST COMPROMISE BETWEEN THE GAIN OF PERFORMANCE BY INCREASING SPAN AND BY THE GAIN OF PERFORMANCE BY MORE HANDINESS WITH SMALLER SPAN

61



The rear seat has a stowage bag in front of the stick as well as bags on the sidewalls, and is also equipped with efficient fresh air supply through the nozzle at the right sidewall

There has been a reduction in the winch accident rate during the first three years of the BGA's safe winch launch initiative. Now, phase two aims to drive accident rates even lower, as Hugh Browning reports

WINCH launch accidents are infrequent, with one fatal or serious injury accident for every 90,000 launches. However, BGA clubs carry out a very large number of winch launches. In the past 35 years these have resulted in 693 accidents and incidents, including 35 fatalities and a further 73 serious injuries. A total of 276 gliders were destroyed or substantially damaged.

An analysis of these 693 accidents showed that the overwhelming majority resulted from a very few circumstances:

- Wing drop on the ground followed by groundloop or cartwheel
- A stall during rotation followed by wing drop or a flick roll to inverted flight
- Power loss below 100ft followed by a stall or a dive into the ground
- Power loss in mid-launch followed by a stall and spin
- Power loss in mid-launch followed by a recovery to controlled flight and then an overshoot, undershoot, or a collision during landing after a demanding circuit
- Getting tangled up with the cable on the ground, or hitting it in flight

The main sources of fatal injury were stalls during rotation and spins after power loss in mid-launch. The main causes of serious injuries were these two groups and also power loss below 100ft.

Safe winch launch initiative

In an effort to reduce the frequency of winch accidents, the BGA embarked on a safe winch launch initiative. The analysis of winch accidents and new studies into the mechanics of winch launching had suggested that accidents could probably be reduced if pilots and instructors were offered additional guidelines on the hazards of winch launching and how to manage or avoid these hazards. The ensuing communications programme began in October 2005 and has now run for three complete BGA accident years.

During this period of three years:

- there have been two fatal or serious injury accidents, whereas seven such accidents could have been expected if the long-term (32 year) average rate had been maintained.
- neither of these two accidents resulted from a stall or spin, whereas six or seven such accidents could have been expected at the long-term rate; both accidents resulted from a wing drop and cartwheel.
- the winch launch crash rate was halved (actual 10, expectation 21).
- instructing accidents continued to occur.

SAFER WINCH LAUNCHING

The reductions in fatal and serious injury accidents and crashes from 2005-2008 are statistically significant. This suggests, but does not prove, that the reductions are a result of the actions taken at club level to enhance the ability of trainee pilots to winch launch safely. Well done!

However, three years is a short time, the number of accidents in that period is small, and a few very serious accidents in 2009 could reverse the reductions in rates which have been seen in 2005-2008. Indeed, in the period October 2008 to March 2009 there has already been a serious injury on an instructing flight after a cable break, and one other winch launch crash.

In previous years, the majority of fatal and serious injury winch accidents have resulted from uncontrolled flight by inexperienced pilots. The inference is that they did not fly the correct winch profile and/or were unable to cope with an emergency in the limited time available. The accident data from the past three years would suggest it is these pilots who have benefitted from enhanced education and training.

There were four wing drop crashes in 2005-2008. This is close to the long term average rate. Unlike stall/spin accidents following power failure, these accidents occur predominantly to experienced pilots.

There are no grounds for complacency. In 2008 a glider was allowed to climb to a stall after it had hit the ground and the cable had back released, in another incident the glider stalled because the pilot slid away from the stick and inadvertently pulled it back during the launch, and in yet another incident insecure ballast led to a stall on the launch.

The challenge now is to consolidate and, if possible, further reduce the lower winch accident rate achieved in 2005-2008.

A new safe winch launch initiative

The chairman of the BGA instructors' sub-committee has recently written to all CFIs asking them to drive winch accident rates even lower. To assist in this, the BGA has produced new material, designed for use by all pilots and instructors. This material reinforces previous advice, concentrating on a few key messages:

- If you have difficulty in keeping the wings level before take-off, release before the wing touches the ground.
- After take-off, maintain a shallow climb until adequate speed is seen with continued acceleration. Then allow the glider to rotate



at a controlled pace. If power is lost near the ground, immediately lower the nose to the appropriate recovery attitude.

- After power loss in mid-launch, adopt the recovery attitude, wait until the glider regains a safe approach speed, and land ahead if it is safe to do so.

Website

There is now a section of the BGA website dedicated to safe winch launching, which contains a booklet, a quiz, and simulated accidents.

You can find this at www.glidering.co.uk/bgainfo/safety/safewinchlaunching.htm

● **Safe winch launch booklet**

This booklet repeats the advice found in the earlier leaflet, but adds guidance drawn from the instructors' manual and represents a mini reference manual for many aspects of safe winch launching. All CFIs have received copies and the BGA office has ample stocks for everybody who requests one. A PDF version is also available for download from the BGA website.

● **Interactive quiz**

An interactive quiz with answers and explanations is also available on the BGA website. All pilots are invited to try this to test their knowledge of safe winch launching.

● **Simulated winch launch accidents**

Few people have ever seen a cartwheel, a flick roll during rotation, or a spin after power loss in mid-launch. Video simulations of these departures from controlled flight have been placed on the website to highlight the severity of these accident types, and to make the point that when things go wrong on a winch launch they do so very rapidly.

It is hoped that pilots and instructors will use this material in an effort to maintain the improvement in winch launch safety.

If you are unsure about anything, ask an instructor.

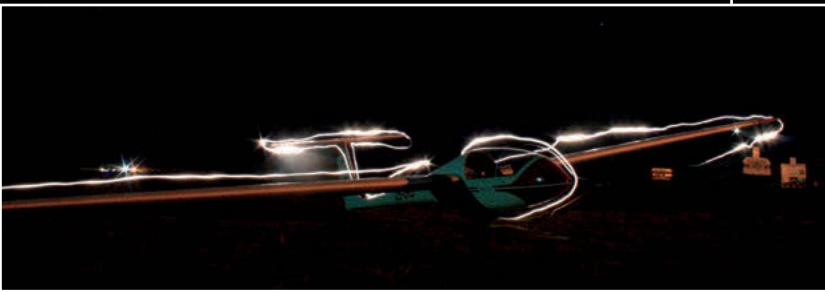
FOOTNOTE FROM MIKE FOX, BGA NATIONAL COACH

The results of the winning initiative show that we can make a difference to the accident statistics and, in doing so, keep more of our gliding friends safe if we try. Here is an example of a safety initiative that seems to be working, yet does not detract from the fun of the sport. Thanks to all those who have made a contribution to this initiative – pilots, instructors, examiners, and of course Hugh himself. I would like to plead now with experienced pilots and instructors. **YOU ARE NOT IMMUNE!** Please pull the release if the wing is going down. Instructors – please take over early if things are going wrong after a simulated launch failure, or if things are going wrong during a launch. There is little time to deliberate or explain!



Hugh Browning is a regional safety officer. He flies a Ventus CT from Lasham and has held a full instructor rating since 1961





This page, clockwise from top left:
Morgan Sandercock soaring over the Hunter Valley Gliding Club, near Sydney, Australia in a Duo Discus (Morgan Sandercock)

Just how far can John Henry go with the Primary? (Jim Cooke)

Charlie Jessop (17) flies the Grob Acro with his father Paul on a soaring flight over Oxfordshire (Paul Jessop)



Taken during a wave flight in February showing Dundee and the bridges over the Tay (John Riley)

Nympsfield had flights in a Grasshopper during its last open day (Bernard Smyth)

Getting creative with the Single Astir at Howick (South Africa) gliding camp's recent training camp in Harrismith (Iain Rennie)

Opposite page, clockwise from top left:
View from an 18.8m Open Cirrus during a flight from Long Mynd to Llandrindod Wells, Rhayader, Staylitttle, Newtown and back to Long Mynd (Mike Greenwood)

Eddie Room flying Bob Holroyd's Nimbus 2, on final back to Pocklington (Richard Halliburton)

Twin Astir HBK in wave with John Firth (front) and Richard Truchan at approx 7,500ft, close to Church Fenton, North Yorkshire (Alastair Mackenzie)

Berdun, just west of Santa Cilia de Jaca airfield. Taken from a Pegasse during Midland's expedition to Santa Cilia (Mike Greenwood)



If you would like your photographs to be considered for publication in *Gliding Galley* or included elsewhere in *S&G*, do please send them to editor@sailplaneandgliding.co.uk

THE FUN STARTS HERE

New to gliding? Then don't miss this series by BGA National Coach Mike Fox, which will include tips and advice from some of the most experienced pilots in the country

A DECENT launch – I think as I head to our local ridge on the edge of the Wolds. I had managed to get a winch launch one autumn afternoon in my LS4 to enjoy a lunchtime sandwich while soaring our local hill. Glancing at the panel shows 1,400ft and only a couple of miles or so to go to drop onto the gentle slopes of Bishop Wilton. Other than the ridge, there seems to be a chance of convection as the cloud breaks up to the west, the gaps slowly getting closer to the rolling Yorkshire Wolds.

The hill lift is gentle, but as a patch of sunlight drifts through, a thermal leaves the hillside. Circling within the rising, warmer air, it lifts me with it to the base of the cumulus cloud at 3,000ft. Heading west, I enjoy the view of historic York as I latch into another climb over the minster. Turning the runways at the York Gliding Centre at Rufforth, it looks like they are also having fun, with plenty of activity on the ground and in the air.

Deciding that a tour of North Yorkshire would be nice this afternoon, I head out towards Sutton Bank, observing the lengthening shadows as well as crosswind gaps in the clouds. A lowish save over the A19 sees me on glide to

✂ the ridge at Sutton Bank. Arriving on the second ridge of the day, this one has more reliable lift and plenty of company! I'm soon topping up in a late afternoon thermal.

With the sun already diving towards the horizon, I realise that I may have left it a bit late to get home. Wondering if I can make it at least to our neighbouring power airfield at Full Sutton, I set off east towards the Howardian hills. Suddenly an enormous bump precedes the best thermal strength of the afternoon which, as I drift back, soon fades to nothing. Pushing into wind I climb again, this time wondering if there is any possibility of climbing in the wave that has been evident all afternoon.

Near cloudbase at 3,500ft, I wind up the speed and my little LS4 shoots out under the leading edge of the cloud to be rewarded with half a knot of smooth lift. No matter where I go, I can't climb at more than a hundred feet per minute, but it doesn't matter. I'm going up!

I realise before long that I can make it home, but keep climbing to make it an easy ride. By now, the sun is getting lower, and I have the opportunity to sit back and take in the view. I switch off the radio and turn down the audio vario to provide some time for reflection.

The view is stunning. Into sun and to the west sit silhouetted the Pennines; mighty wave producers for the North of England. They have produced wave that has propelled gliders close to the stratosphere in this region.

To the east and south – the vale of York; my playground for the last 15 years of gliding, and further, the deep blue of the North Sea. To the north, the scenic hills of the North York Moors national park. And below the brilliant white of the cloud several thousand feet away from my almost silent cockpit.

It's getting late, so I make my way back towards Pocklington, finding a large gap through which to descend. As I approach the cloud, I pause to look out at the magnificent view of the red cloud and setting sun laid out before me, before plunging into the darkness below.

It's a different world down here, and it takes some time to adjust to the dingy light below the clouds.

My sense of reality winds up in opposition to the altimeter as I descend towards the airfield. As I fly the circuit, watching the lights in Pocklington blinking on I ask myself the question I have asked myself and fellow pilots so many times: 'This is wonderful. Why doesn't everyone do this?'

The fact is that most people can do this. They have just never seen what is possible, or what to aim for.

In this series of short articles, I will bring you tips and advice from myself and some of the most experienced pilots in the country.

We will start from the beginning, with learning to fly the glider itself, and move on to cross-country flying, aerobatics and becoming an instructor. I welcome feedback and requests, so feel free to contact the editor to request a specific explanation of a subject, or to comment on an article.

We derig in the twilight, before helping re-pack the hangar and joining the rest of the members in the bar. From solitary reflection to teamwork in just 20 minutes! Isn't this sport great?

(Facing page) Descending at sunset for a beer. Mike captured this stunning shot in New Zealand, returning from a wave flight through a hole back to the airfield

(Below) Starting to climb on Bishop Wilton ridge, near Pocklington, in Mike's LS4



Mike Fox is the BGA National Coach. He flies an LS4 from Pocklington

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SET FOR SILVER

SOME are keen on badges; others are not. The former see the good in setting new targets and developing the skills to get there. They want the challenge. The latter are by no means slackers. They are often the ones who simply fly for the relaxation and camaraderie, for the escape from life's pressures, or for the sheer pleasure of chasing the thermals for a couple of hours on a beautiful Sunday afternoon. No apologies.

I had been a little bit of both. I wanted to go for badges, but it was not a searing ambition. I would get to it when I could. Meanwhile I was just enjoying the sport. Furthermore, I had a special deterrent: I was restricted to fly the beloved but low-

Bored with just circling in thermals locally, Bruce McGhie set himself a challenge to achieve Silver duration in a 23 to 1 trainer

performing, 23:1 Schweitzer 2-33A trainer because, as a quadriplegic, I had special hand controls certified to that glider only. I had been the first person ever to be licensed to fly gliders with hand controls. So I was stuck with my trainer (later, I was able to move up the performance ladder with a hand-controlled Grob 103A Acro and ultimately a 103C-SL, a motorglider version).

Don't get me wrong, I loved to fly my ungainly trainer and had a great affection for the aircraft in which I "got my wings".

Another problem was that my work schedule was demanding, meaning that I could only fly on weekends (assuming decent conditions). I live in the State of Connecticut, which is not known for great soaring. A fine day would be a cloudbase of 5,000 to 6,000ft msl, there was no ridge-flying, and maybe once-a-year weak wave.

After a few years, I had about 125 hours of solo time in my log book. But I was getting a little bored just circling in thermals locally in my 2-33 and set out to tackle the Silver badge. I would start with the five-hour duration flight, which could also be used to meet the modest altitude gain

requirement. So I got the forms, located a barograph, lined up an official observer, and watched the weather reports.

The day came in early June, usually the strongest time of year with the longest usable period of lift. The skies were clear, winds modest, and a temperature lapse rate prediction that looked good.

I arrived at the field early, got set and waited for the first slight sign of thermal activity. That came a little after eleven o'clock when I noticed intermittent stirring of the leaves around the field – a sure sign that the air was coming alive. I didn't want to wait for cumulus clouds to form. So I got aboard,

was hooked up and took off, releasing from the tug at about 11:30. During the first hour, I stumbled around in modestly strengthening lift as cumulus appeared and turned from wisps to ever-widening canopies. I was relieved. It looked like a good day.

By the start of the second hour, I had touched 5,000ft msl and was solidly established in strong lift. And thus it continued well into the third hour. Then I noticed more blue sky showing and greater distances between thermals. "Now," I thought, "this is where it may get more difficult." And sure enough, I began to struggle to get from one cloud to another, losing altitude fast with my low L/D.

At about three-and-a-half hours into the flight, I was finding it harder to concentrate, and my backside began to burn. Subversive thoughts crept into my mind: "This is really getting tiresome, not to mention uncomfortable." Then, even stranger, an insidious inner voice whispered things like, "Why am I putting myself through this ordeal? What's the big deal with the Silver badge anyway? What are you trying to prove, Bruce? Actually, nobody wears badges around here; and who cares if you have the damn thing anyway?" Finally, I thought, "You already have set a personal duration record. Why don't you just call it a day?"

Adding to my malaise, the conditions continued to weaken as the clouds began to dissipate. Now I was down to 4,000ft in mild sink. As I hit the four-hour mark, I had slipped to 2,500ft. It was then that things changed. My mind rejected the defeatist bent and hardened up. "Hey," I thought to myself, "I'm four-fifths into this and I'm still airborne. I only have one more hour to go. No quitting now, for sure. I'm going to get this done, dammit."

As I settled down, my focus sharpened, and I located enough residual lift to claw my way slowly back up to 3,600ft. I thought, "Only a half-hour left, Bruce. You've got to stay up." Well, try as I could, the late-in-the-



Almost there.
Bruce McGhie
in his Schweitzer
2-33A trainer
(R Linck)

IF YOU ARE WORKING TOWARDS A BADGE YOU ARE SHARPER, MORE FOCUSED, AND CONSTANTLY RAISING YOUR SKILL LEVEL. I BELIEVE THAT A PILOT'S PROFICIENCY AND MENTAL ACUITY IN THE AIR CAN DEGRADE UNLESS IT IS REGULARLY CHALLENGED

day air got weaker and weaker, and with 10 minutes left, I had drifted down to about 1,200ft agl near the field – only 400ft above standard pattern entry. I was really almost there, but still in sink.

But then I noticed a farmer tilling his field nearby. I went over and, sure enough, the warm soil was still throwing off enough heat to give me a knot or so of lift. In my continuing tight turns, I looked down on the farmer and noticed the warm late sunlight glinting off his brightly painted tractor and had a split-second thought, "He doesn't even know I'm up here just as quiet as a hawk circling a few hundred feet above him. This is a beautiful moment." I looked at my watch, and it was 16:30. I had made it!

However, I decided to stay up another quarter hour just to be sure and landed at 16:45 with a nice rollout to my tie down. My observer and several others ran across the field, clapped me on the back, and pushed my wheelchair over so I could disembark. What a great feeling! They had never seen the duration done in a trainer, and there were congratulations from all hands.

We headed to the hangar with barograph in hand. It had functioned perfectly, and we

finished up the paperwork. The task was done! Needless to say, I drove the hour home "on a cloud" and sat around before dinner with a generous glass of whiskey in hand regaling my long-suffering wife with a blow-by-blow account.

It wasn't until I moved up to the 36:1 Grob 103A that I did the distance phase and received my Silver badge.

By then, I had come to see quests for badges in a different light. For one thing, you can measure yourself against objective standards of proficiency. Furthermore, when you are working toward a badge, you are sharper, more focused, and constantly honing your skills.

Finally, I believe that a pilot's proficiency and acuity in the air can degrade unless it is regularly challenged. Boredom can be dangerous. Go for it!



Bruce McGhie is a disabled veteran (quadriplegic with functional use of hands following a training accident), with 1,272 hours total time; 1,153 PIC. He voluntarily stopped flying a few years ago due to severe shoulder problems



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A group of RAFGSA pilots visited Chile's Club de Planeadores de Santiago, shortly after this year's qualifying Grand Prix. Phil Sturley tells of a warm welcome and experiencing flying in some of the most dynamic scenery in the world

MOUNTAIN

FOR THOSE of you who were lucky enough to attend the Dinner and Awards Ceremony at the BGA Conference, you will have heard Uli Schwenk's charming account of his experiences flying in the qualifying Grand Prix from the Club de Planeadores de Vitacura airfield in January. A small group of RAFGSA pilots visited the club a week later, and this article is intended to introduce you to the club, and to whet your appetite enough to visit one day.

Vitacura airfield (2,250ft amsl) is located on the northern fringe of the sprawling city of Santiago, which dominates the so-called Central Valley of Chile. It is in the suburbs, and bounded on one side by the Mapocho River and a main motorway into the city, but is not as daunting as it looks. The hard runway faces south-west down the valley, and the aerotow takes a spectacular route over the river bed and around the suburbs to the local ridge called Manquehue. This is a very reliable thermal generator, which allows quick climbs to approx 7,000ft amsl, and opens the door to flying north and east. Long ridges allow you to climb step by step towards a spectacular natural funnel feature called the cement works above the Aconcagua Valley at approx 10,000ft amsl. Then, if you can break the medium level inversion, you continue on oxygen into the higher mountains in the direction of Mt Aconcagua itself (at 22,831ft the highest mountain in both the Southern and

Main pic: Paul McLean

FLYING

Western hemispheres), and scenery that is second to none in its colour and variety. All lift types are exploited, from long undulating ridge runs maintaining height to strong (10kt+) thermals and occasional local wave. The run south can either be fast back along the western slopes or, if you can get above 15,000ft amsl near the Argentine border, you can cross the Junchal Glacier for a spectacular run down the Olivares Valley, with sheer sides of nearly 10,000ft, passing Laguna Negra and further south past the aptly-named Devil's Tooth, towards the enticing Maipo volcano. The way home is now a high-speed romp north along

the western facing slopes that have been in the sun all afternoon. A typical such flight is four hours and 400km in some of the most dramatic scenery in the world.

The Club de Planeadores de Santiago is famous for the warm welcome it offers to any visitors who take the trouble to drop by. The club enjoys first class facilities, with an excellent clubhouse, restaurant and swimming pool, as well as extensive workshops to support the large fleet of gliders and light aircraft. The club glider fleet comprises a wide variety of types from Nimbus 4M to Spatz, but the most likely glider to fly would be a Janus,

or perhaps a Blanik. For insurance reasons, it is not possible for visitors to fly solo in Chile. However, this is not an impediment as flying with a local guarantees best use of flight time, and the opportunity to explore deeper into the high mountains with the English-speaking and very enthusiastic Chilean pilots. While flights with club pilots can be arranged at short notice, it is wise to book ahead if you wish to have a dedicated instructor.

Prices are less than those in the Alps.

The summer gliding season is generally November through March, and the Chileans hold their nationals in January. This year, of course, there was also the very successful first Qualifying Grand Prix, where 450km tasks were flown at average speeds of 170kph. Uli Schwenk was too modest to mention it, but he won by a margin, and made many new friends.

The hospitality is also warm in the affluent local area, where there is plentiful reasonably-priced accommodation, and most people speak some English. Besides gliding, there are many other attractions, including the famous vineyards of the Maipo Valley.

There are regular flights from Europe to Santiago, and the best route has proved to be via Madrid using LAN Chile.

Do visit the club's website at www.planeadoreschile.cl and, to arrange a visit, contact the club manager, Arturo Diez, at club@planeadoreschile.cl or telephone 005622184109. If you wish to discuss your plans before committing yourself, please feel free to contact me at philipsturley@yahoo.co.uk

CHECKLIST – ESSENTIALS FOR THE ANDES

- Good sunglasses
- Soaring hat
- Drinks – from club
- Pee bags
- High factor sun lotion
- Quality camera
- Sturdy footwear
- Good fleece
- Change of socks

(I always change socks before mountain flying as there is nothing worse than frozen feet at high altitude and, although it is too warm for the fleece at launch, it is handy for a wrap around at altitude, and essential for a late land-out, although this is rare)

GETTING TO CHILE

- Book instructor slot with club
- Arrange airline flights as early as possible
- Route via Madrid to Santiago for shortest route
- I use ebookers for cheapest deal, and use LAN Chile for best ride
- Hotel booking can be arranged through the club
- Recommend hire car from airport to get around (Chilean driving is similar to Europe)
- Take Spanish phrase book – although glider pilots and many others speak English, they all appreciate the effort



Phil Sturley has completed a full career as a fast jet pilot in the RAF, and has extensive mountain gliding experience in the Alps and the Andes. He has also toured the Pyrenees and Atlas Mountains with his ASH 26E



Vitacura airfield with the Grand Prix line-up (Arturo Diez) and, inset, Chilean hospitality is warm! (Alex Chanes)

IF YOU CAN GET ABOVE 15,000FT AMSL NEAR THE ARGENTINE BORDER, YOU CAN CROSS THE JUNCHAL GLACIER FOR A SPECTACULAR RUN DOWN THE OLIVARES VALLEY, WITH SHEER SIDES OF NEARLY 10,000FT, PASSING LAGUNA NEGRA AND FURTHER SOUTH PAST THE APTLY-NAMED DEVIL'S TOOTH, TOWARDS THE ENTICING MAIPO VOLCANO



Bug wiping systems are based on a nylon string, which is pulled along the leading edge of the wing, scraping off the remains of the bugs. Pictured above is the cleaning procedure from the parking position to the position at the wingtip showing the 'MP' Mückenputzer (streckenflug.at)

DOES IT BUG YOU?

Flying competitively overseas, Gary Stingemore invested in bug wipers. But can they help improve your performance?

TO WIPE or not to wipe? Whether it is nobler in the mind to suffer the bugs and marrows of outrageous fortune and land one field short... that is the question. Clever bloke that Bill Shakespeare – way ahead of his time.

The decision whether to fit bug wipers boils down to expense and necessity.

They're expensive. The cheaper system is a manual winding set, with the Gucci alternative of an electric system setting you back a considerable amount (some systems cost over £1,000 for blades and motor). Fitting is fairly straightforward. But, like most things, it helps immensely if someone who has experience of fitting them can give you a hand and guide you through fitting them to a particular aircraft.

The most traumatic element is drilling the holes; measure and mark, go and have a coffee, then check and check again before letting loose with the 'bad boy gel-eating drill' or you could end up with a flying colander.

As a young man I built up a strong wrist, so I went for a manual system. This has both

advantages and disadvantages. The downside is the physical effort and apathy in winding them in – maybe five times or more per flight. Once before start and again before final glide, then as many times as you see fit throughout the flight. You need to think ahead when to use them. I let them out when thermalling (no effort, they just whiz out – more of this later) and as I climb bring them back in. Trying to wind them in over 65 kts is nearly impossible. So if they're out and the climb drops off, and you decide to press on, you need to stay at slow speed to drag them in, which is not efficient, ie flying slowly through sink.

The electric system is much more efficient. Same again, in and out when thermalling and off, it takes seconds. But it's not all positive. They have been known to miss their electronic 'stop' and fly off the wing, which is incredibly satisfying to us manual winders after numerous smug comments from the electric racers. Also battery life and storage are factors to consider, as certain electronic units can be fairly large and thirsty on amps.

The main question that needs asking is – do you need them? This question is two-fold; does your glider warrant them and do you fly competitions, very long distances or go for records?

Bugs in the UK normally only pose a serious problem on a limited number of days. Trying to guess those days is an art which is not always successful. In the rest of Europe bugs are much more prevalent. In Spain where I fly the Overseas Nationals they are a must on most days. When it's buggy, and after a period of time with bug build-up, you notice two things when flying with people

who do not have them – you out-glide them, especially at higher speeds, and you also gain in the climb. The climbing problem is often forgotten. When bugged up and without wipers, one way to help is to dump some water to stop making the wing work so hard – yes climbing is improved but you will now lose out two-fold in the glide.

As for the drag from the blades, if fitted well with a snug fit on the side of the fuselage, there appears to be little disadvantage in carrying them – especially as most of the other competitors will have them as well, giving a level playing field. DG, I believe, are the only manufacturer who have the blades recessed into the fuselage, giving the ultimate smooth finish.

Finally – a tail of woe. I was on final glide about two fields out, 130 kts and, in the 'good old days' of crop dusting, low. As I leant forward to open the dump valves I hit turbulence, this set off a chain reaction. My elbow rose sharply, knocking the cables housing the string to my bug wipers. This in turn unlatched the lock mechanism on the reels and both bug wipers departed stage left and right like juniors on heat.

Before I knew it, I had about eight metres of string trailing each side of the glider with no blades. After landing, I trudged back and looked for them in the crop with no success. Two weeks later a kind soul found one of them and I was re-united. The other ended up in the gullet of a small child tucking into their morning Weetabix.

If after all of the above you're still not sure if you need them; don't bother and spend the money on launches, which will definitely improve your flying.

**MEASURE AND MARK,
GO AND HAVE A
COFFEE, THEN CHECK
AND CHECK AGAIN
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LOOSE WITH THE
'BAD BOY GEL-EATING
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SAFE LANDINGS

On any cross-country flight the potential for landing out always exists. An airfield may at first seem to be the best option and in many situations it will be. However, as Peter Moorehead explains, there are many airfields where you might not be welcome and you might be refused permission or even face a hostile reception

IT IS estimated that there are more than 1,000 airports, airfields or airstrips in the UK. Many are shown on the air maps. Some are more discreet. Pre-planning should give you a better understanding of problems.

Aerodrome Traffic Zones (ATZ)

More than 140 civil airports and airfields have an ATZ. Most major airports are inside Class A or D airspace, so we are unlikely to get close to them. It is the smaller airports and the busy airfields licensed for public transport in Class G airspace that present the biggest problem to glider pilots.

Many airfields have some form of Instrument Approach Procedure (IAP). Your air map gives you a big clue; airports with IAP in Class G airspace have a large arrow on the map depicting the approach track. You need to appreciate that an aircraft making an instrument approach to an airfield will establish on final approach at about 6-7 miles at about 2,000ft above the airfield. A controller may be using radar, the radar might see a glider but at many airfields the approach will be under a "procedural service" without the benefit of radar so nobody will know you are there.

If you are thermalling near cloudbase on the approach to one of these airfields don't be surprised if a Boeing 757 pops out of cloud near you.

Claiming right of way is not a sensible option – fly defensively.

In the Rules of The Air, rule 8 requires a pilot "to take all possible measures to ensure that his aircraft does not collide with any other aircraft".

Military airfields – maze or minefield?

Thirty-four airfields have a Military Air Traffic Zone (MATZ). Legally we can fly inside a MATZ, however inside every MATZ there is an ATZ. Some smaller military airfields only

have an ATZ. Many military airfields notify the ATZ as being active 24 hours a day even if the airfield is closed!

You may also encounter many former airfields, still owned by the services, no longer active for military flying. They may be used for other activities, including flying. The Air Cadets, gliding, parachuting, paragliding, microlights and small flying clubs operate from many active and disused airfields. It can be quite difficult to determine the status of an airfield without either local knowledge, pre-planning or use of the radio.

During the 1960s, a well-known glider pilot landed at an American airbase in East Anglia. All was well until they found his ticking barograph. They put it in a bucket of water!

Communication

At an airfield with an ATZ there will be somebody on the end of a radio when the airfield is open. It could be an Air Traffic Control Officer (ATCO), a Flight Information Service Officer (FISO) or an Air/Ground (A/G) radio operator. Each has different levels of authority and responsibility.

Controllers use callsigns with the suffix 'Tower', 'Approach' and 'Radar'. They can refuse permission to enter an ATZ and when you are inside the zone their instructions are mandatory.

A powered aircraft can be told to hold in a certain position. You can't always do that in a glider so you should appreciate why controllers will be very cautious about letting a glider near a busy airport.

FISOs give information; pilots are expected to make their own decisions.

Air/Ground operators, call sign "Radio",

make statements of fact. In particular, an A/G operator cannot use the expression "land at your discretion".

Prior permission required (PPR)

Many airfields are PPR. This can be obtained by radio or in advance by telephone. Some airfields will only give permission by phone.☞



Landing out at an airfield can be a sensible option, but make sure you have done your pre-planning (Steve Lynn)

IF YOU ARE THERMALLING NEAR CLODBASE ON THE APPROACH TO ONE OF THESE AIRFIELDS DON'T BE SURPRISED IF A BOEING 757 POPS OUT OF CLOUD NEAR YOU. CLAIMING RIGHT OF WAY IS NOT A SENSIBLE OPTION

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Alexander Schleicher announces their new 18/20m self launching motor glider the ASH31MI. Watch this space for news of this exciting development!



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✎ The reasons for this are many and varied. The airfield might have limitations on the number of movements, there may be other activities taking place, they may not accept non-radio aircraft or quite simply the gates are locked and you can't get out!

If you do land at an airfield uninvited the situation will be no different to a normal field landing. The reception might be good or bad!

Getting information

Your current in date map is a good start. Whilst planning a flight you can identify which airfields might affect you. The amount of detail around the airfield will give you an idea of its status. Frequencies and airfield elevation are all there. Many pilots use a flight guide to obtain information about airfields. Pooleys and AFE flight guides are very popular. These guides show airfield layouts, opening times and state if you need prior permission. They also warn of obstructions and unsuitable areas on the airfield. Some glider pilots are reluctant to use flight guides, but they are a tremendous source of information and are well worth the money.

Flying in an ATZ

There are a number of things to beware of when landing at a licensed airfield. Generally only the runways or defined areas are approved for landing. Whilst grass areas may look inviting they may be littered with obstructions.

Disused runways and taxiways are also risky. There is no guarantee on the state of the surfaces or control over other users and vehicles. If you do decide to land off the runway you will probably get a very firm "at your discretion" from the controller. Remember he has his licence to protect!

With larger aircraft around you need to think about wake turbulence. The recommended spacing for a light aircraft behind a Boeing 737 is six miles!

Large helicopters create turbulence, smaller helicopters on landing use full power. Helicopters that have been hovering over a runway will leave a lot of disturbed air. It's not something you would wish to encounter as you come to roundout on landing.

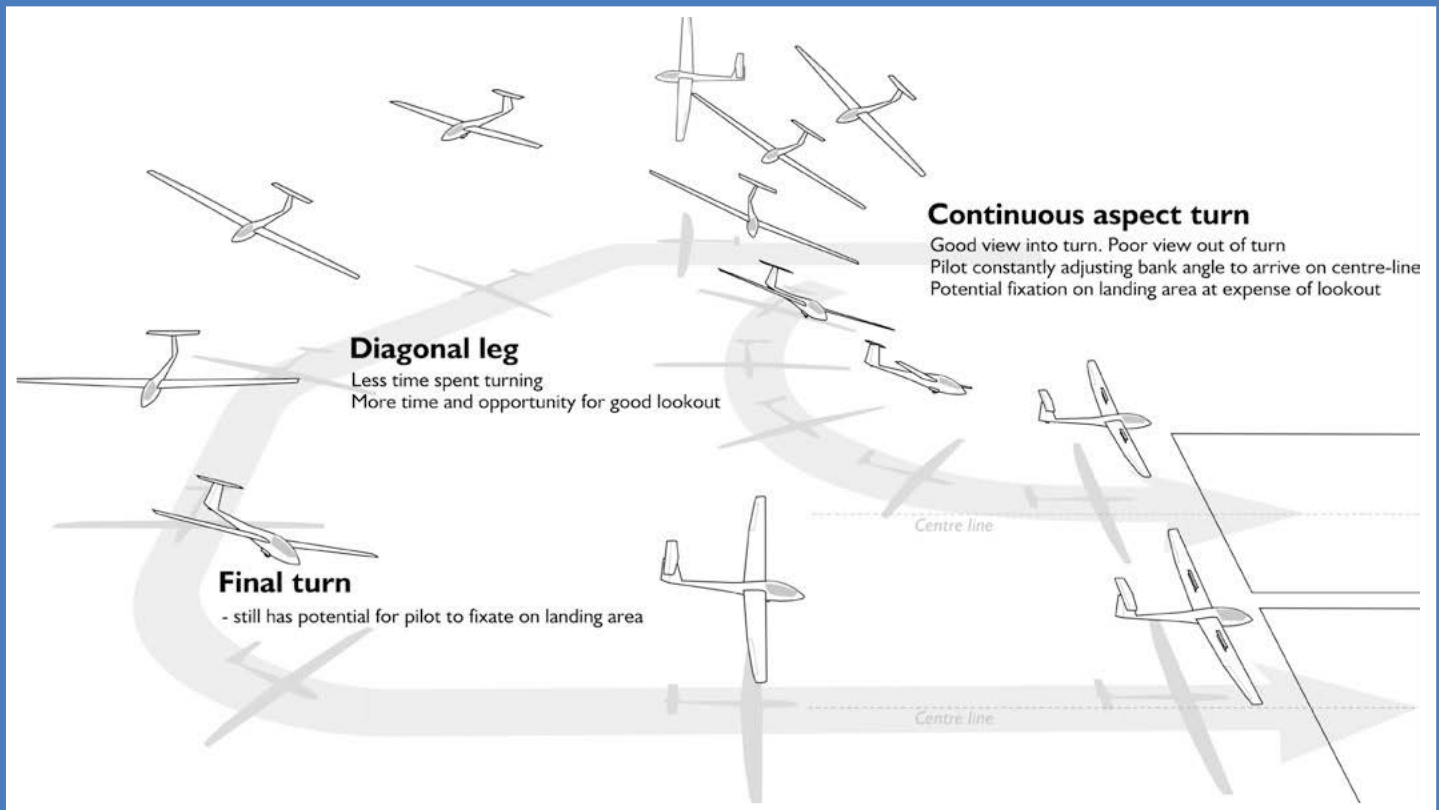
We all tend to know the airfields near our own club. It is on the longer cross-countries that we encounter something new. Pre-flight planning has already been discussed. Use the radio. If you haven't got a radio licence there's nothing to stop you listening on the

EGBS		2009			
N52 14.50 W002 52.87		SHOBDON 317 ft AMSL			
6 nm W of Leominster.		HON 113.65 265 45.2. BCN 117.45 028 34			
c/s Shobdon Information/Radio 123.500 AFIS or A/G. AFIS Sat & Sun 10-1600 only.					
NDB 'SH' 426.0 (On A/D) Nav. only.					
Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
09/27†	836x18	Asphalt	09-799 27-799	09-836 27-836	Thr Rwy Thr Rwy APAPI 3.5° Nil. Nil.
Northside	940x30	Grass	Unlicensed		
Southside	308x21	Grass	Unlicensed		
† Rwy 09 unlicensed for night use.					ABn Wh
Op hrs: PPR. WINTER: 0900-1630 (until 2100 Thur). SUMMER: 0900-1800. O/T by arrangement.					
Landing Fee: Microlights £4 (£5 Sat/Sun); Single £10 (£12 Sat/Sun); Twin £20 (£24 Sat/Sun)					
Hangarage: Ltd.		Maintenance: M3. Tel: 01568- 709170.		Customs: 24 hrs PNR	
Remarks: Operated by Herefordshire Aero Club Ltd, Shobdon Aerodrome, Leominster, Hereford HR6 9NR. Visitors welcome. PPR non radio aircraft. Powered aircraft circuits LH on 27, RH on 09. Wide circuits (2nm) to S of EARDISLAND and PEMBRIDGE villages for conventional aircraft at 1000' aal. Land on asphalt runway. Tight circuits for Helicopters at 700' aal and Microlights at 500' aal. Land Southside grass. Glider circuits RH on 27, LH on 09. Intense activity at weekend. Land Northside grass. Overhead Joins: Descend not below 1500' aal on deadside, further descent to circuit height when South of runway.					
Mandatory Noise Abatement - See Chart opposite.					
Warnings: Pilots landing at night should land as near as possible to the centre of the runway due to rough outer sections in many places. Fence on undershoot Rwy 09. Fence and Power lines on undershoot Rwy 27. High ground to North and West of aerodrome. Windshear may occur when the following conditions apply: Mountain wave accompanied by wind with a northerly component.					
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right frequencies to gain information and improve "situational awareness".

Many pilots will find a busy frequency a challenge. If, however, you are used to the mayhem that sometimes occurs on the gliding frequencies where some pilots selfishly chatter, you might find an airfield frequency refreshingly quiet.

Flight guide information is useful, informative and comprehensive. Guides show airfield layouts, give opening times and tell you if you need prior permission to land. They also warn of obstructions and unsuitable areas on the airfield (Illustration courtesy of Pooleys)



THE FINAL TURN

Don Puttock highlights the dangers of a two-stage turn and the importance of the diagonal leg, particularly in field landings

BASED in part on the interesting research undertaken by S Jarvis et al of Cranfield University, this article has adapted the material to underscore the practical safety implications for pilots and instructors.

The reader will become aware of the human factors at play during turns in general, and the final turn in particular.

The safety implications are quite significant, pilots who guard against the hidden traps are far more likely to avoid mid-air collision situations in circuit. A high proportion of mid-air collisions are within the circuit area – how can it be that we fail to see another aircraft?

The article offers no solutions to the difficulties raised, but if you as pilot are aware of your human limitations you may be less likely to become an accident statistic.

We are taught that there are three stages to a turn:

- Going in
- Staying in
- Coming out

Instructors are quite rightly concerned that pilots look out before and during the turn. We take great care to ensure that pilots look before manoeuvring, but look over the nose of the aircraft while actually rolling in and rolling out of the turn. We also go to pains to ensure the pilot scans for other aircraft and maintains the attitude during the turn itself.

If we don't look over the nose during the manoeuvring stage, the aircraft will inevitably accelerate or decelerate as a result of attitude changes.

The two-stage turn

If we wish to line up on a runway, or our intended approach path, the turn becomes more complex.

Most pilots, me included, find it difficult

to estimate the angle of bank required so the radius of turn places the aircraft exactly on the centreline of its approach.

Pilots almost always resort to making subtle changes to the angle of bank to ensure the turn is completed in the right place.

These subtle changes normally happen through the entire turn (for gliders this may be six or seven seconds).

If the situation for the pilot is further complicated by crosswinds or a restricted landing area, the pilot may become fixated on the task of aligning the aircraft for its approach and neglect his other task of looking out.

In any event the turn has changed to

- Rolling in
- Rolling out

The middle stage "staying in" has effectively been removed by the pilot because he is graduating his angle of bank to achieve a desired alignment for landing.

This means the pilot looks (if we are lucky) just before entering the final turn and may not look out again until he has landed. This observation is supported by research undertaken by Steve Jarvis.

Lookout is put at risk at a time when it is needed most.

Fixation

People often talk about multi-tasking and assume we are able to do several tasks at the same moment in time. In reality, we divide our attention between several activities, spending a few moments on each in turn.

While on the circuit to land, pilots have several tasks demanding their attention, including monitoring speed, attitude, yaw string, the activities of others, and our position relative to our landing area. More experienced pilots will have an advantage because some tasks (like co-ordinating stick and rudder) become automatic and demand little conscious attention.

During the final turn the pilot is:

- Judging his progress as he intercepts his approach path
- Monitoring activities of other aircraft
- Monitoring his attitude (and therefore his speed)
- Monitoring the activities of people and vehicles on the ground

If one of these becomes a concern to the pilot, he will spend more time observing that at the expense of the other activities.

Looking out for other aircraft and checking attitude are often the first things to be discarded by the busy pilot.

Circuits and the diagonal leg

The diagonal leg was introduced to help pilots make continuous accurate assessments

of their progress during the latter part of the circuit. A square circuit is more difficult because the landing area becomes difficult to see, and the relative distances and therefore angles change, making assessment more difficult.

The diagonal leg is derived from the constant aspect circuit, which is sometimes taught to power pilots if they fly aircraft with difficult forward visibility, or when they need fine judgement for landing.

The constant aspect circuit has a continuous curved approach from the downwind leg. The diagonal leg circuit is similar in shape but has definite turns within it.

The diagonal leg is a sensible compromise because it allows the pilot to fly straight and level, maintain a good lookout and keep his landing area in view.

When landing in a field many experienced glider pilots revert to a constant aspect turn, because of the pressure for greater landing accuracy.

The danger with a constant aspect turn is the pilot looks out just before commencing the turn from his downwind leg and then may not look out again until on final. This may be OK landing in a field (not too many aircraft around) but is highly dangerous if landing at an airfield.

Abbreviated circuits

Occasionally a glider pilot will need to abbreviate his circuit and turn in early.

Pressures will be on the pilot to reduce his visual scan to a minimum; he probably feels the judgement of his final turn need most of his available attention.

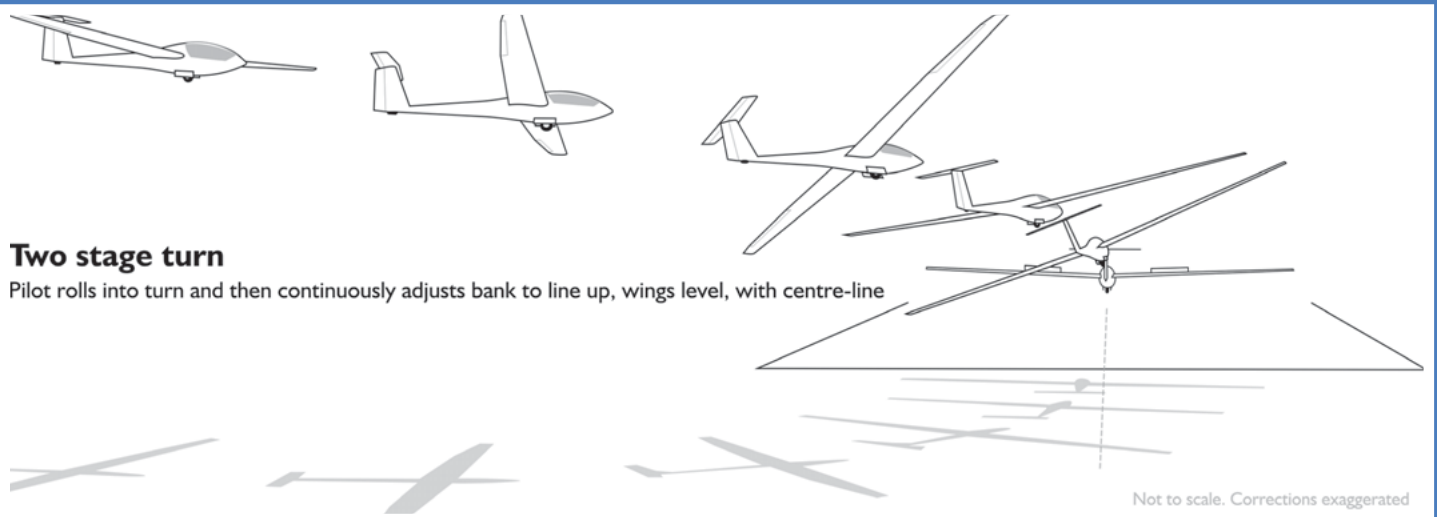
Again the pilot is undertaking a two-stage turn and a risk of fixation is very high.

SUMMARY

- The final turn is often a two-stage and not a three-stage turn
- Our visual scan is compromised in a two-stage turn
- Our visual scan includes lookout, attitude, ASI, yaw string, position, threats to our landing area
- If we have a concern about any part of our scan, we risk becoming fixated on that one part at the expense of the others
- As a pilot you can reduce the risk to yourself by understanding your limitations



Don Puttock is a professional gliding instructor and DCFI at Bristol and Gloucestershire GC with 4,000 hours gliding, PPL and MGIR





Made in the UK, Trig's TT 21 is a Mode S transponder designed especially for gliders and light aircraft. Retailing at under £1,500, it weighs less than 500gms and, we were told, won't drain your battery too quickly!



DG was displaying its new self-launching two-seater – the DG 1001M – with retractable engine and electrically-retractable main wheel. Deliveries are planned for late 2009/early 2010.



AMS was displaying its LS4-b, with increased vertical height and shorter fuselage. The LS4 went back into production in 2006 with the first two LS4-bs delivered two years ago.



Pulling in the crowds was the SCE Cirrus 05 glide simulator. Freedom of movement is provided through up to three axis. A three-channel viewing system, giving a 120° angle of viewing, adds to the realism.



Europe's biggest aviation fair, held in Friedrichshafen in April, attracted 46,600 visitors and more exhibitors than in previous years. Susan Newby reports on the sailplane highlights



Skylaunch's reconditioned winch attracted a lot of attention. Now delivered and in use at Surrey Hills GC, at around £24,000 it is a cost-effective alternative to buying new. Among the clubs expressing interest was one based in Athens. Skylaunch is considering the opportunity for travelling roadshow delivering via other interested clubs in Hungary, Poland and Germany. It is also looking at the four to six drum market for multi-drum winches.



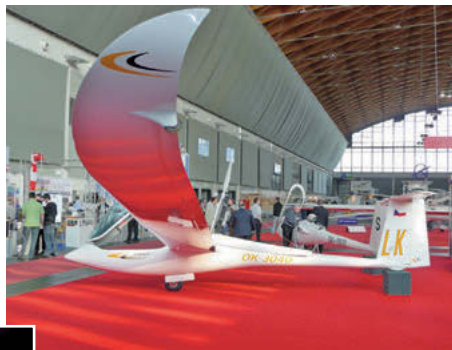
Schempp-Hirth's new flapped 20m two-seater Arcus T, with sustainer engine, had its maiden flight just days after the exhibition. "There's no other glider like it," said CEO Tilo Holighaus. "It is going to be a leader in the two-seater 20m class. It stores in a trailer and is easy to assemble, so people are more likely to actually take the cross-country flights they plan."



Tilo is pictured with his daughter. A jet-powered sustainer unit has been developed for the Ventus 2cxa by Schempp-Hirth. The extra inches of the 2cxa cockpit accommodate pilots up to 1.9m tall.



David Roberts and Roland Stuck of EGU in discussion with EASA's Matthias Borgermeir.



HPH Sailplane's Shark 304M, is a self-launching version of the Shark. In the pipeline is the 304TS Twin Shark, with a wingspan of 21m. With a maiden flight due in 2011, this was represented by the model pictured left.



Schleicher's ASH 31mi, successor to the ASH 26, is a new 18m self-launcher. Fit the optional 21m outer wing panels and it can also be flown in the Open Class. The fuselage of the ASH 30 was also on display. With the wings being built by early summer, a maiden flight is anticipated for the autumn.



Lange displayed its Antares 18S/T. The Antares 18T comes equipped with a two-stroke self-sustainer engine. The sustainer prop is larger than others and this, says Lange, gives it the advantage. Available by the summer, there is also a strobe option on the fin leading-edge.



Stemme's S-10VT motor glider has a wing span of 23m and propeller blades that extend automatically by centrifugal force when the engine is started. Also on display was Stemme's club and tug motor glider, the S6.



ALL PHOTOS BY SUSAN NEWBY/PETE STRATTEN



The successor to the Puchacz, the SZD-54 Perkoz, was on display by the Polish company. It is designed and approved for aerobatic flying. The version with attached wingtips has a span of 20m.



Duo refinished by Glider Services of Slovenia with leather upholstery, anti-collision painting and UV protective varnish.

BGA CLUB ANNUAL STATISTICS

1 OCTOBER 2007 TO 30 SEPTEMBER 2008

	MEMBERSHIP					FLEET					FLYING					NEW PILOTS			
	Full Flying Members (Adult)	Full Flying Members (Junior)	Temporary Members	Club Two-seat Gliders	Club Single-seat Gliders	Privately Owned Gliders	Club Owned Tugs	Privately Owned Tugs	Club Owned SLMG	Privately Owned SLMG	Total Launches	Number of Aerotows	Total Hours Flown	"A" Badge	Bronze Badge	Cross-Country			
Andreas Gliding Club	11	1	10	1	0	4	0	1	0	0	0	228	0	21	0	0			
Angus Gliding Club	12	3	44	2	1	0	0	0	0	0	0	457	0	65	1	0			
Banbury Gliding Club	39	3	102	2	2	18	2	0	0	0	0	962	920	358	1	0			
Bath Writs & North Dorset Gliding Club	85	12	43	5	3	36	1	0	0	0	0	2939	724	2654	1	3			
Bidford Gliding Centre	63	6	321	3	3	22	2	0	1	1	1	1300	1300	1900	0	0			
Black Mountains Gliding Club	66	2	347	3	2	33	1	0	0	0	0	2066	2066	2095	2	0			
Booker Gliding Club	174	14	946	6	6	80	4	1	1	3	0	5501	5501	7400	14	6			
Borders Gliding Club	96	10	130	3	2	32	3	0	0	0	0	1976	1846	1725	5	2			
Bowland Forest Gliding Club	111	9	284	3	4	30	0	0	0	0	0	2858	0	1189	1	1			
Bristol & Gloucestershire Gliding Club	169	12	499	4	5	74	2	0	3	3	0	5661	1326	4302	8	5			
Buckminster Gliding Club	109	6	421	3	2	35	1	1	2	0	0	3368	2046	1858	1	1			
Burn Gliding Club	93	8	155	4	2	10	1	0	0	1	0	3675	806	113	4	1			
Cairngorm Gliding Club	36	1	59	2	0	10	1	0	0	0	0	887	812	1046	0	0			
Cambridge Gliding Club	162	23	971	4	5	67	2	0	1	1	0	8497	1677	4800	8	12			
Carlton Moor Gliding Club (ceased ops)	5	0	3	1	1	0	0	0	0	0	0	75	0	45	0	0			
Channel Gliding Club	20	4	227	2	2	2	0	0	1	0	0	994	0	182	0	0			
Connel Gliding Club	6	0	0	0	0	0	0	0	0	0	0	0	0	74	0	0			
Cotswold Gliding Club	160	11	471	6	4	45	0	1	4	0	0	6527	615	1434	8	4			
Dartmoor Gliding Society	55	4	146	3	3	13	0	0	0	0	0	1822	0	387	0	0			
Dartton Gliding Club	54	5	112	3	2	17	0	0	1	0	0	3208	3	896	3	0			
Deeside Gliding Club	62	12	251	3	3	19	2	1	2	0	0	2434	2434	2880	4	4			
Derby & Lances Gliding Club	147	6	427	4	3	40	0	0	0	0	0	4657	4657	1761	13	1			
Devon & Somerset Gliding Club	140	5	63	4	1	14	1	0	3	3	0	6318	495	2226	7	1			
Dorset Gliding Club	45	1	175	3	3	4	1	0	1	0	0	1941	525	556	3	2			
Dumfries & District Gliding Club	16	0	10	3	1	4	0	0	0	0	0	315	0	59	0	0			
East Sussex Gliding Club	95	14	449	3	3	28	1	0	2	0	0	2751	1004	1155	5	4			
Eden Soaring	12	1	2	0	0	2	0	0	0	0	0	53	0	80	3	4			
Essex & Suffolk Gliding Club	109	12	320	4	4	18	0	0	0	0	0	5645	45	2408	1	0			
Essex Gliding Club	47	3	161	4	2	18	1	0	0	0	0	2246	663	640	0	0			
Herefordshire Gliding Club	29	0	120	2	1	7	1	0	1	0	0	407	407	328	3	0			
Highland Gliding Club	38	6	46	1	2	13	0	0	0	0	0	1077	529	666	0	0			
Kent Gliding Club	130	24	697	4	2	42	1	1	3	0	0	6220	1701	1832	7	5			
Lakes Gliding Club	35	1	187	2	1	12	1	0	0	0	0	633	633	158	0	1			
Lasham Gliding Society	557	87	1270	14	6	122	5	2	4	0	0	15086	8796	7600	31	25			
Lincolnshire Gliding Club	30	2	143	2	2	4	0	0	0	0	0	1719	0	233	1	0			
London Gliding Club	253	14	1423	7	5	111	5	0	3	0	0	13585	7500	6782	5	5			
Mendip Gliding Club	56	11	180	2	3	11	0	1	1	0	0	2128	295	625	0	0			
Midland Gliding Club	135	35	465	4	3	42	1	0	1	0	0	6935	383	2918	5	5			
Needwood Forest Gliding Club	45	7	246	3	2	7	0	0	0	0	0	1798	0	396	0	0			
Nene Valley Gliding Club	46	1	243	1	1	1	0	0	1	0	0	2004	6	507	1	1			
Norfolk Gliding Club	118	19	290	3	2	27	1	0	2	0	0	3726	2434	1586	2	3			
North Devon Gliding Club	7	2	48	2	1	8	1	1	1	0	0	120	120	200	0	0			
North Wales Gliding Club	33	2	52	3	3	5	0	0	0	0	0	925	0	155	0	0			
Northumbria Gliding Club (last year's fig)	69	19	279	3	1	10	1	0	1	0	0	1672	561	403	2	3			

Oxford Gliding Club	86	7	361	4	4	26	0	0	0	0	0	0	0	3374	0	1024	4	2	1	
Oxfordshire Sportsflying Club	64	1	35				1	1	3	6	0	0	0	0	0	1600	0	0	3	
Peterborough & Spalding Gliding Club	51	6	198	3	2	19	2	0	0	1	0	0	0	1374	1374	753	6	0	0	
Rattlesden Gliding Club	63	9	173	3	2	0	0	1	0	1	0	0	0	2627	414	724	1	1	1	
Sackville Vintage Gliding Club	2	-	11	1	1	3	1	0	1	0	1	0	0	160	100	20	0	0	0	
Scottish Gliding Union	257	13	522	3	4	71	1	0	0	4	0	0	0	9620	1263	6480	10	10	7	
Shalbourne Soaring Society	57	5	240	3	3	19	0	0	0	0	0	0	0	3120	0	842	2	3	0	
Shenington Gliding Club	100	6	253	8	23	23	1	2	1	3	1	0	0	5202	488	1650	0	1	3	
Shropshire Soaring Group	19	0	25	0	0	9	1	0	0	0	0	0	0	147	147	160	0	0	0	
South Wales (last year's fig)	70	6	128	3	4	31	1	0	0	3	1	0	0	1869	719	1017	1	0	1	
Southdown Gliding Club	201	40	525	3	2	44	3	0	1	2	4	0	0	4710	4100	4005	2	2	3	
Staffordshire Gliding Club	60	6	209	4	1	16	1	0	0	3	0	0	0	3386	612	988	3	1	1	
Stratford On Avon Gliding Club	94	6	508	4	3	0	0	0	0	0	0	0	0	4789	0	1516	3	4	4	
Suffolk Soaring Club	15	0	0	0	0	10	0	1	0	0	0	0	0	125	125	375	0	0	0	
Surrey Hills Gliding Club	61	8	260	3	2	6	0	0	0	0	0	0	0	3967	0	671	4	1	0	
The Motor Glider Centre	19	2	11	0	0	0	0	0	0	2	0	0	0	600	0	500	0	0	0	
The Gliding Centre	280	20	725	5	4	83	3	3	1	1	0	0	0	9056	3884	4475	8	2	1	
Trent Valley Gliding Club	46	5	182	3	2	18	1	0	1	0	1	0	0	2905	284	835	1	1	2	
Ulster Gliding Club	75	3	241	1	1	21	2	0	0	4	0	0	0	1510	1415	1011	1	1	0	
Upward Bound Trust Gliding Club	27	1	28	2	2	7	0	0	0	0	0	0	0	1148	35	214	0	0	0	
Vale of Neath Gliding Club (last year's fig)	17	0	6	2	1	3	1	0	0	0	0	0	0	185	169	137	0	0	1	
Vale of White Horse Gliding Club	37	0	104	2	1	10	1	1	0	2	0	0	0	816	816	563	0	0	0	
Vectis Gliding Club	26	0	86	2	1	7	1	0	0	1	0	0	0	504	494	195	2	2	1	
Welland Gliding Club (last year's fig)	39	5	3	3	18	1	0	0	0	0	0	0	0	2284	198	736	2	2	0	
Windrushers Gliding Club	119	16	203	6	5	54	2	1	2	1	0	0	0	5555	2077	5040	6	8	2	
Wolds Gliding Club	179	23	150	4	3	34	3	1	1	0	0	0	0	9017	1223	2535	7	3	6	
York Gliding Centre	144	24	508	4	3	20	2	0	0	3	0	0	0	2553	1471	1900	3	0	0	
Yorkshire Gliding Club	154	13	538	4	4	50	3	0	0	1	0	0	0	3931	3187	3290	3	2	1	
SERVICE CLUBS (AGA, RAFGSA, RINGS)																				
Anglia Gliding Club	28	5	93	2	1	4	0	1	1	0	0	0	0	1381	43	286				
Bannerdown Gliding Club	63	0	182	3	3	23	1	0	1	2	0	0	0	3162	245	1163				
Cleavelands Gliding Club	59	14	0	2	3	13	2	1	0	3	0	0	0	2180	1256	1405				
Cranwell Gliding Club	60	16	274	3	4	15	1	0	1	1	0	0	0	4876	269	1336				
Crusaders Gliding Club	34	2	4	3	2	1	0	0	0	1	0	0	0	3000	0	406				
Fenland Gliding Club	85	4	50	2	2	6	0	0	0	1	0	0	0	2042	18	450				
Four Counties Gliding Club	35	9	20	3	2	4	0	1	1	0	0	0	0	2307	116	640				
Fulmar Gliding Club	25	1	35	1	2	4	1	0	1	0	0	0	0	271	183	139				
Heron Gliding Club	44	4	43	2	2	5	0	0	1	0	0	0	0	617	456	340				
Kestrel Gliding Club	41	3	79	2	1	4	0	0	0	1	0	0	0	1113	35	172				
RAF GSA Centre	94	13	36	6	5	16	2	0	2	0	0	0	0	5638	2617	2301				
Seahawk Gliding Club	23	0	40	3	3	2	1	0	1	0	0	0	0	1800	1401	421				
Portsmouth Naval	82	19	236	5	5	15	2	0	0	1	0	0	0	4133	1999	1139				
Wrekin Gliding Club	30	0	134	2	2	6	1	0	1	0	0	0	0	1361	410	904				
Wyvern Gliding Club	59	2	86	3	3	7	0	1	1	0	0	0	0	5417	113	1118				
															Service Club totals		52	20	19	
															Air Cadet totals		97	2	0	
Subtotals															261228	86586	124174	368	169	139

8531 Total Membership (excludes Temporary)
28914 Total Participants (includes Temporary)
88 Total Clubs
2514 Total Aircraft

The British Gliding Association (established 1929) is the governing body for the sport in the United Kingdom, representing and furthering its interests in an increasingly competitive environment.
 Its mission statement is "to provide effective leadership and continuity of gliding and soaring in the UK". You can find out more at www.gliding.co.uk/bgainfo/aboutthebga.htm
 You can use the interactive map at www.gliding.co.uk/findaclub/ukmap.htm to locate the club you require. University gliding clubs are listed at www.gliding.co.uk/findaclub/university.htm

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THIS IS A HUGE BOOST TO ME AS I AM AROUND PLANES AND FLYING WITH PEOPLE WHO UNDERSTAND MY OBSESSION

THE 10 SELECTED WINNERS EACH RECEIVE A FLYING CREDIT ON THEIR FLYING ACCOUNT. THIS EQUATES TO £300 PER PERSON

WINNING WAYS

Andy Perkins gives a scholarship update

WITH the UK season well and truly under way the following lucky people, embark on flying scholarships funded by The Air League Educational Trust and The Royal Aeronautical Society Centennial Fund. With 10 awards from each organisation the opportunities they give to advance the skills of these Junior pilots within gliding is awesome.

So what have they won?

RAeS Centennial Scholars

The 10 selected winners, listed right, each receive a flying credit on their flying account. This equates to £300 per person and will allow each pilot to develop his or her skills.

Last year the following comments were made by scholars:

"I really enjoy my lessons at North Devon GC where all staff are good to me and understand my learning difficulties. This one

day per week is a huge boost to me as I am around planes and flying and with people who understand my obsession."

"This support will allow me to make a greater amount of progress towards my bronze 'C'."

"This money will be used to improve my flying – one step closer to my goal of becoming an instructor."

We will hear more from this year's winners and their experiences later in the year.

ALET Scholars

The Air League scholarships are more specific and target three areas of our sport – aerobatics, cross-country and motor gliding.

● **Aerobatic** – an award aimed at two to three days of learning the skills and discipline involved in aerobatic gliding. Whether you want to learn how to fly inverted, fly the perfect loop or roll until your stomach 🌀

RAES CENTENNIAL SCHOLARS 2009:

1. Andrew Watkinson, *Upward Bound Trust*
2. Edward Tonkin, *Mendip GC*
3. Jack Tonkin, *Mendip GC*
4. Siena Whiteside, *Booker GC*
5. Matthew Stewart, *Ulster GC*
6. Thomas Hogarth, *Mendip GC*
7. Benjamin Pringle, *Lasham GC*
8. Jonathan Phillips, *Wolds GC*
9. Daniel McLeman, *Highland GC*
10. William Parr, *Northumbria GC (not pictured)*

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✂ doesn't know which way is up; the skills gained are essential in developing accurate flying and managing energy. These handling attributes are "highly beneficial" according to the leading flight training schools in the UK.

● **Cross-country** – an award typically taken as a week-long course. Designed to enable the scholar to fly faster and further than they have before. The BGA already caters for experienced junior's pilots with aspirations of flying in the British Team, through development training and team training camps. The aim is to bridge the gap, build self-reliance skills and ideally fly at least one flight in a two-seater, spending time honing skills to enable pilots to reach the next level.

● **SLMG** – an award ideal for those with previous gliding experience that are ready to make the move into a career in aviation. NPPL SLMG flight training of either five or 12 hours is awarded with the intention of working towards, and hopefully attaining, an NPPL. After gaining a motor glider NPPL, a conversion course of several hours is required to gain a Single Engine Piston (SEP) rating, allowing towing and further exploits in powered aviation. This national rating is a brilliant development and provides an ideal pathway and stepping stone into a full career in aviation.

We hope to announce the winners of 2009 ALET scholarships in the next issue.

Finally, what else is happening for junior glider pilots in the UK this year?



Well the quick answer is so much that getting a summer job might have to be put on hold!

● **Junior gliding website** – a central hub and news/event banners across the country to keep you in touch with what is happening around the country.

● **Junior gliding centres** – centres that focus on young people, with discounted rates and an approach that suits the get up and go attitude. These centres will also specialise in converting Air Cadets that have finished their gliding scholarship and want to remain gliding.

● **Roadshows** – led by Poz (Steve Pozerskis) – around the country to show everyone what gliding is really about.

● **Junior nationals** – the only competition worth flying in the UK (that should get the old boys going!) at the London Gliding Club – Dunstable.

● **Flying Day** – the annual Air League Flying Day at Windrushers – Bicester will change to involve everyone in gliding and flying to finish the season in style.

As you can see there is plenty going down this summer. See you around. Enjoy...

■ The last word goes to Florence Maybury (pictured below left), a previous scholar, who gives an insight into a typical award.

"I have had a lot of firsts to thank The Air League Gliding Aerobatic Scholarship for: first aerotow, first humpty bump and first time inverted for any extended period of time.

"I also experienced the world of civilian flying for the first time as all other flying I have ever done has been military.

"Initially I found civilian flying the less stressful environment of the two, but when I was 90° to the ground, building speed and feeling as if I could almost see the leaves on the trees, I had to revise my opinion.

"It's thrilling and empowering to hold your nerve; playing chicken with the ground in an unpowered aircraft as you wait for the speed you want.

"That's how it seems anyway, when you're used to having a minimum of 4,000ft difference between body and ground when at that attitude as I am."

If you didn't apply for a scholarship this year, why not? It is FREE flying!!! However, there will be more opportunities available to apply for in the New Year.

● **BEYOND GLIDING DISTANCE - STEPPING OUT OF YOUR COMFORT ZONE**

● by Flavio Formosa

● ThinAir Project, 2008

● 212-pages £32

● (Available at www.gliding.co.uk/shop)



FLAVIO Formosa started gliding in 1992, since when he has gathered an impressive understanding of cross-country soaring techniques. While this book is targeted at pilots new to cross-country soaring, it also offers

many insights for the more established pilot.

We begin with a description of the fundamental piloting skills required for cross-country soaring, starting with a lengthy section on the one element that most concerns pilots who have yet to make that step into the unknown – field landings. Having exorcised these ghosts, we press on to climbing techniques, exploring the relationships between airspeed, bank angle and the speed polar.

We then move on to the longer-term tactics that dictate the outcome of any cross-country flight. A chapter on climbing strategies explores where the next thermal is likely to be found, and whether or it should be used or rejected, while a further chapter on cruising strategies discusses the use of energy lines, such as cloudstreets and long cross-wind ridges.

Lastly, we explore the psychological and physiological demands associated with spending many hours in a cramped cockpit under varying levels of stress. The final chapters describe fine-tuning glider performance, instrumentation selection and the value of post-flight logger analysis as a tool for self-improvement.

So what did I think of this book? Before I had opened the covers, I was wondering how it would compare to earlier reference works that had inspired my own progress (such as Reichmann's *Streckensegelflug*), but after the first few pages I was hooked. The text is well laid out with informative diagrams and some excellent colour photographs.

The author not only knows his subject well, but has a natural ability to put it across in a way that can be easily understood. Mike Young mentions in the Foreword that he wishes this book had been available 27 years ago – he's not the only one.

● **John Bridge**

IT'S THRILLING AND EMPOWERING TO HOLD YOUR NERVE; PLAYING CHICKEN WITH THE GROUND AS YOU WAIT FOR THE SPEED YOU WANT





This page, from top:

A joint **Booker/London** club expd to Cerdanya experienced good wave and thermal conditions

Sunset at **North Hill** (Joe Drury)

Opposite page, clockwise from top left:

'Time to moo-ve on in **Cyprus**?' (Greg Marshall)

London's EB28 "13" is back in the skies out of Dunstable again (Steve Lynn)

John Jeffries is celebrating 60 years of membership at **Dunstable!** (Adrian Hobbs)

Bidford MD Gordon Burkert with the club's new SF-25C Rotax Falke (Big Future Marketing)

Burn's John Friend praying for a thermal and (kneeling) Bob Robertson offering up wishes to the thermal gods (Kevin Moseley)

Award winners at **Yorkshire's** 75th annual anniversary dinner (Claire Hamlett)

Paul Summers in **Devon & Somerset's** 'Bubble' (Cheryl Smith)

Rattlesden's ASK21 towards the end of the day coming on to final approach (Graham Drewery)

Primary at **Shuttleworth**, being flown by Frank Chapman during a training and display authorisation renewal day (Jamie Allen)

Rob Nichols returning to **Burn** in his Nimbus 2CS (Kevin Moseley)

Our thanks to all the photographers and to our *Club News* contributors for sending these in. If you'd like to submit your previously-unpublished photographs for possible inclusion somewhere in *S&G*, do send them to editor@sailplaneandgliding.co.uk



CLUB NEWS

ANGLIA (WATTISHAM)

WWW.ANGLIAGLIDINGCLUB.ORG.UK
520739N 0005722E

THE YEAR kicked off with a change of chairman with Major Gus Dennis now at the helm. We were joined by members of Essex Gliding Club over the winter, but spring has allowed their home airfield to dry out so they can restart operations from Ridgewell. Their efforts have been highly valued by all at Anglia and we welcome their return towards the end of the year. We have seen a number of achievements in the past few months, including: Lee Davidson going solo and converting twice in as many weekends (first to the Junior, then the K-8); more Junior conversions by his brother Brett and by Russell Mansfield; and your correspondent was also delighted to fly all three parts of his Silver badge in one flight just before Easter.

Andy Smith

BATH, WILTS AND NORTH DORSET (THE PARK)

WWW.BWND.CO.UK
510742N 0021445W

A NUMBER of pilots have completed some or all of their Silver claims. Most club activities are at weekends or on Wednesdays, and we have managed to take advantage of the good weather that has come our way. Our flying average for the first three months is well up, and there have been several good cross-country flights already completed. We have started our town centre display programme. These displays generated a lot of interest last year. We are holding an open day on 23 May and, although these have been rained off for the last two years, we had a lot of visitors and we are hoping for the same this year.

Jan Smith

BIDFORD (BIDFORD)

WWW.BIDFORDGLIDING.CO.UK
520803N 0015103W

A VERY successful start to the year, with congratulations to: Mark Lewis for achieving first solo; Maddie Findon for converting to single seat and gaining first Bronze flight; Peter Fabian and Clive Smith for achieving their cross-country endorsement; Dave Curry, Alan Wallace, John Clarke and Dave Sandells who all gained their NPPL SLMG licences. We are looking forward to our aerobatic weekend in May, regional comp in June, and two-seat challenge in August (bring your club gliders along). We hold quizzes on the last Saturday of every month throughout the season and anyone can come along and join in.

Lynne Burkert

BLACK MOUNTAINS (TALGARTH)

WWW.BLACKMOUNTAINSGLIDING.CO.UK
515848N 0031215W

WE ARE having the best season for many years with launches and soaring well ahead of target,

thanks to great winter and spring weather.

Many visiting pilots are experiencing the joys of wave soaring in all wind directions for the very first time with spectacular views over the Welsh Mountains. Bo Nilsson is back with us as our summer instructor. Congratulations to Mike Codd for his Gold height and Martin Pingle for the first 300km, at the end of March. A new hard-standing for trailers is nearing completion and regular working parties are putting the touches to our super new briefing/training room and workshops. Despite the recession, BMGC seems to be going from strength to strength with a fantastic club spirit in force.

Robbie Robertson

BOOKER (WYCOMBE AIR PARK)

WWW.BOOKERGLIDING.CO.UK
513642N 0004830W

WELCOME to new committee members Geoff Tabbner (chairman), Dennis Campbell, Adrian Hegner, John Herman, Emily Todd and Steve Williams. Anne Roberts takes the post of company secretary. Thanks go to retiring chairman Roland Wales, and members Jane Moore and Symeon Economou. Tugmaster Bob Davey is standing down and Andy Betteley is heading up a "tugmaster team". Flying progress has been excellent, with Steve Williams gaining Gp1 Motor Glider Instructor and Full Cat ratings and John Portwin, Chris Ransom and Mike Gatfield completing their Bronzes, whilst Henry Scott and David Clarke have soloed. The two expeditions, to Shobden, led by Dave Richardson and to Cerdanya, were very successful with wave and thermal conditions. Aero Expo is from 12-14 June and our regionals are from 11-19 July.

Roger Neal

BORDERS (MILFIELD)

WWW.BORDERSGLIDING.CO.UK
553514N 0020510W

AT OUR AGM, chairman Alastair Fish stepped down after seven years and a remarkable period in the club's history; our move back to Milfield, expansion of the membership and building the single-seater hangar. We would like to thank Alastair for all he has done. Mark Fielding replaces him, becoming our youngest chairman. Len Dent retired as treasurer with John Richardson taking over. Our president, Jimmy Hogarth presented Alastair with the President's Cup for meritorious service. The Height trophy went to Ian Surley for his 19,500ft Diamond climb. Graham Mitcheson was awarded the 'Old Gits Triangle'. Helen Fraser was awarded the Coulson trophy for progress. Helen's flight completed her Silver C and she then went on to qualify as Border's first female instructor.

Rich Abercrombie

BOWLAND FOREST (CHIPPING)

WWW.BFGC.CO.UK
535301N 0023714W

CHAIRMAN Steve Robinson and the full committee were reappointed at the AGM. Awards were handed out; some notable ones being Glyn Whittingham – for progress in early solo and Malcolm Dean – for height. Chris Jones received the award for 'enthusiasm'. An award for 'services to the club' went to Dean Eden for his unstinting work on the field. Bowland Forest now has a durable hardened centre track that services take-off and landings, making it possible to fly through the winter to a far greater extent than ever. Well done Dean. Lastly, our CFI of four years, Pete Desmond, has handed over the reins to Phil Punt, with Ian Ashton becoming DCFI. Many thanks to Pete for all the effort on behalf of the club.

Russ Weaver

BRISTOL & GLOCS (NYMPSFIELD)

WWW.BGGC.CO.UK
514251N 0021701W

SEVERAL members got into wave to around 10,000ft in March and were doing cross-country flights later that month. Visitors have learned winching and ridge soaring. Trevor Stuart swept the board at the trophy presentations, winning four awards. Other winners were Simon Bawden, Steve Eyles, Tim Macfadyen, Matt Davis, Greg O'Hagan, Alison Mulder, Richard Grey and Mark Thompson. Congratulations to Myles Joynet on his first solo and to Pat Greer on making Full Cat; also to Mike Platt, who re-soloed after an 18-month layoff and Greg O'Hagan on his 100km diploma. We said farewell to instructor/tuggee Dave Hallsworth in March. At Easter Chef Giuseppe began his all-day opening hours from Tuesdays to Sundays. Aerobatic training evenings were introduced by Pat Greer in May. A new noticeboard system is being prepared.

Bernard Smyth

BURN (BURN)

WWW.BURNGLIDINGCLUB.CO.UK
534445N 0010504W

OUR soaring season has got off to a great start with many cross-country flights, including several 300km, completed by the first week in April. We have also had more wave flights than usual this year so the omens for 2009 are looking good. There have been numerous Bronze and Silver legs achieved and congratulations to Mac McDermott on his first solo flight at our club. We are grateful to Heather Ellis for the organisation of regular social evenings which have been well attended and which we hope will continue in the future. Our K-21 is back flying after its refurbishment and looking very impressive; the Janus is currently undergoing similar treatment.

George Goodenough

(Left to right) Mark Lewis goes solo at **Bidford**. Lara Small after her first solo at **Aston Down** (*Simon Buckley*). Avo Mangoian has a final word with Petra Fantom before he sends her solo at **Crusaders** (*Jo Rigby*). Developing the site at **Darlington** (*Geoff Homan*)



CAIRNGORM (FESHIEBRIDGE)

WWW.GLIDING.ORG
570613N 0035330W

AT THE time of writing we are busy getting ready for the Mayfest, which is totally booked out! We would like to thank our tireless inspectors who beaver away in the hangar CofA-ing our fleet while the rest of us enjoy the superb soaring that Feshie has to offer. A report on the Mayfest will appear in the next issue. Early spring wave has seen our members and visitors enjoying climbs of up to 14,000ft on most flying days. Recent badge claims include Bill Anderson, Gold height. Our celebrated Octoberfest this year will run from 26 Sept - 11 Oct. Bookings are already coming in and spaces are limited. Please email chris@cabrich.com to book your Gold/Diamond height. Look forward to seeing you at Feshie, the friendly club.

Chris Fiorentini

CAMBRIDGE (GRANSDEN LODGE)

WWW.GLIDE.CO.UK
521041N 0000653W

CAMBRIDGE is ready for summer. Winter maintenance is complete, equipment is serviced and gliders are fettled, polished, and ready to go. We had a very successful 'Work Weekend' where members undertook all those airfield jobs that had mounted up over the winter. There is definitely a sense of eager optimism for the coming season. Richard Maskell has taken over as new CFI, assisted by two new deputy CFIs, building on the last five years' work put in by retiring CFI Rod Ward. All members wish Rod Ward a very happy and stress-free time flying his LS8.

Derek Coppin

CHILTERN (RAF HALTON)

WWW.RAFGSA.ORG/CGC/
514733N 0004416W

CONGRATULATIONS to Pete Brown on taking on the mantle of CFI; our thanks go to Ian 'Gally' Gallacher for his time and commitment as the out-going CFI. Congratulations also to Neil and Colin on winning, respectively, the club's Winter Weekend and Mid-Week Ladders. The club expedition to the Long Mynd in mid-March enjoyed good weather with some very good ridge days, but regrettably very little wave – so some are still looking forward to the competition (rainy?) season...

Andrew Hyslop

CHANNEL (WALDERSHARE PARK)
WWW.CHANNELGLIDINGCLUB.COM
511020N 0011636E

GOOD soaring conditions recently have led to some excellent flights by club members. The new blog at www.channelgliding.wordpress.com has been a great success. Members can check for the latest news and

weather forecasts. Also available from the glidemet site. A big thank you to Matt for all his good work setting up and updating the blog. A very positive pre-season meeting took place in March with an instructors' meeting preceding the main event. Paul Cronk was down from Welland, so we knew the weather would be bad, but the evening out at a local restaurant with club members made up for it. Welcome to the new members who have joined the club recently, especially Stella who was flying confidently after only two flights.

Nigel Shepherd

CLEVELANDS (RAF DISHFORTH)
WWW.CLEVELANDSGLIDING.ORG.UK
540826N 0012506W

THE club has made the most of some very mixed weather over recent weeks, but finally it looks like summer is trying to muscle its way in! The club fleet and private gliders have been well used and have clocked up plenty of hours. The club planned a mid-week course for *ab-initio's* from the forces during April, the first of several such weeks, we hope. The aim is to introduce a new group of people to gliding, and encourage greater uptake of the sport within the military. Cross-country renewals are progressing with the Venture, ready for cross-countries and Silver distance attempts.

Matt Woodhouse

(At the time of publishing, the future of Cleveland's GC at Dishforth is in some doubt - Ed)

COTSWOLD (ASTON DOWN)
WWW.COTSWOLDGLIDING.CO.UK
514228N 0020750W

CONGRATULATIONS to student Lara Small who soloed in the PW-6 and, in her second flight in the Astir, completed her first Bronze leg just in time for the university task week. A team led by Chris Gough has been working hard on our own gliding simulator with impressive results so far – the project will be completed by summer. Richard Kill organised a wine-tasting where teams were asked to verify the provenance of wines along the lines of *Call my Bluff*. During April we will be holding a Make Friends with your Club event where newer members get to know the rest. We have spring evening lectures organised so check the website for full details. Finally look out for our 1940s Summer Ball in June.

Frank Birlison

CRUSADERS KINGSFIELD (CYPRUS)
WWW.RAFKROTIRI.CO.UK/CRUSADERS
3501N 03344E

IT HAS been a busy period. Peter Brown, Guy Davidson and Andy Hill from Halton ran a couple of JSG courses, one of which prepared Petra Fantom for a solo later in the month. I completed my Bronze and Dimitri Savva qualified as a Basic

Instructor. Ian Shepherd, Pavel Kantor and I joined a couple of the Halton boys at Long Mynd and experienced their 300ft winch launch and wave. Greg Marshall, our vehicle member, took a trip to Victoria Gliding Club, Benalla in Australia and came back with his Silver. Well done everyone. On a more solemn note – Darren Down and Petra left for the UK in April and we will miss them very much – enjoy the UK flying.

Jo Rigby

DARLTON (DARLTON)
WWW.DARLTONGLIDINGCLUB.CO.UK
531444N 0005132W

MUCH-improved weather at Darlton ensured increased flying over the last month, but a shortfall on last year to date still exists. Annual flying checks are now virtually complete. Three junior members have won Caroline Trust Awards and we have a prospective new member of 83 years of age. Our club safety officer is very active with his safety audit and other initiatives. Thanks to Al Docherty for his dedication. Certain committee members have acquired, or hijacked earth-moving equipment to assist with the development of our second hangar and clubhouse. Our first club expedition of the year, to Borders, gets under way shortly with a strong team attending. On the social front we were well represented at Trent Valley's annual dinner, the BGA Chairman's Conference, AGM and dinner.

Geoff Homan

DARTMOOR (BRENTOR)
WWW.DARTMOORGLIDING.CO.UK
503517N 0040850W

IN THE last edition we promised feedback from our AGM. We learned that membership has grown by 10 and finances were stable. Our launch target of 2,000 had been missed – mostly due to the weather. In March, we hosted a film team from TwoFour Broadcast, who were making 24-year-old Bobbi Gracie's *Dreams and Aspirations* come true – which were, amongst others, to fly in a glider. The programme should be on BBC3 in late May-mid June. Finally, the prize for the first cross-country goes to Ged Nevisky – thanks to Bob Jones and 'Scratch' Hitchen for retrieving him. We are extremely pleased to see Allan Holland returned to Brentor – without whom the club as a flying concern would have folded years ago. It's good to see you back.

Martin Cropper

DEESIDE (ABOYNE)
WWW.DEESIDEGLIDINGCLUB.CO.UK
570430N 0025005W

FROM May, Deeside will have an instructor and tug pilot available seven days a week. So feel free to



(Left to right) Cheryl Smith after her first flight in **Devon & Somerset's Junior** – thermalled to 5,000ft and guess who didn't have a logger on board! (*Gill Harmer*). Also at **Devon & Somerset**, Joe (Maverick) Drury after his solo. **London's** new cadet group



visit us and enjoy a flight or two over the stunning Scottish countryside. The dates for UKMSC 2009 are 6-12 September 2009. Booking forms for the UKMSC are available online.

James Addison

DERBY & LANCS (CAMPHILL)
WWW.DLGC.ORG.UK
531818N 0014353W

WE HAVE had our first solo this year – congratulations to Roger Fenton, and Mike Corcoran has completed his 100km. We have also had some new members, and hope they're enjoying flying with us. One of our K-8s should emerge soon from the workshop, having been recovered and repainted by John Sconce. We bought this glider new in 1970, I remember doing my five hours in it that year, Mike Armstrong took it round our first 300km triangle, on a blue day, and after some years we sold it, only to buy it back a year or two ago. The Skyropes on our Skylaunch are standing up well, but a few people are having trouble with our new Chinese retrieve tractor, as its controls are somewhat different.

Dave Salmon

DEVON AND SOMERSET (NORTH HILL)
WWW.DSGC.CO.UK
505107N 0031639W

CONGRATULATIONS to KingAir pilot Joe (Maverick) Drury who was sent solo by John Street. Both Joe and I have converted to single-seater Juniors. I was delighted to thermal to 5,000ft on my first flight. Dave Reilly achieved the first 300km of the year from here in April and Simon Minson, John Burrow and Ron and Daniel Johns went cross-country to Shaftesbury on the same day. Roy Boddy had the first field landing after a great wave flight. The club welcomed a group from Kestrel GC over Easter. Preparations are under way for our open weekend in May and about 20 members planned a trip up to Portmoak for a week's flying after Easter.

Cheryl Smith

DORSET (EYRES FIELD)
WWW.DORSETGLIDINGCLUB.CO.UK/DGC
504233N 0021310W

SINCE January we have had some soarable weekends, with flights of three and four hours. A heath fire nearby was used by several members – it's not very often that the chance of thermalling by that means comes along. Stubble fires used to save many cross country pilots from unwanted landouts in the past. There's going to be quite a demand for club gliders as last year's new members will be working towards their Bronzes and Silvers. Our task week has been set for 25 July. We hope to have barbecues, camp-overs and lots of flying. If you are in the area call in. The new club membership fees and glider launch charges

have been announced and our committee have managed to keep increases to a minimum.

Colin Weyman

DUMFRIES & GALLOWAY (FALGUNZEON)
WWW.DUMFRIESGLIDING.110MB.COM
545638N 0034424W

OUR year is starting with optimism. Despite last year's rain, we have new members and had a flying week to celebrate our 50th anniversary. The week ended in a buffet attended by more than 60 people. Upgrading our clubhouse was one of our main improvements. This was kindly donated by local company Podwall. We are now well on the way to seeing the end of the build. Other noticeable achievements are that we have a CFI again, thanks to Robin Johnson. Thanks to him and our instructor, John McIver, launches have increased. We have *ab-initio* pilots progressing well, membership is up, and our two-seater fleet now has three aircraft. Anyone wishing to come to our flying week will be very welcome. We have a west-facing ridge that gives good flying.

Wendy McIver

EAST SUSSEX (RINGMER)
WWW.SUSSEXGLIDING.CO.UK
505423N 0000618E

THANKFULLY the improving weather has meant that work can start again on our long running field improvements. The bad winter not only curtailed flying at Ringmer, it also put the re-seeding and drainage work seriously behind schedule. Hopefully we'll soon be back on track for an ambitious summer programme of weekend, weekday and evening flying under the watchful eye of Adrian Lyth, our new CFI.

Jim Izzard

EDENSOARING (SKELLING FARM)
WWW.EDENSOARING.CO.UK
544152N 0023506W

AS WELL as welcoming visiting pilots and expedition groups to the club, we are now providing *ab-initio* instructing with some local pilots close to solo. Thanks to Bruce Cooper, our CFI. We welcome Scott Walker, the dynamic leader of the new University of Cumbria Gliding Club who should be re-soloed by the time of this edition, as well as other new local members. We have the use of two K-13's for basic training, site checks and winch-launch refresher training if needed. We are open all weekends, and many weeks including a long block September/October.

Pete Whitehead

ESSEX (RIDGEWELL)
WWW.ESSEXGLIDING.ORG
520253N 0003330E

WE ARE now back at Ridgewell after a great time with Anglia Gliding Club this winter. Our members

enjoyed flying Anglia's K-21's, K-6's and their Junior. Many thanks to all the members at Anglia GC for their help and making us feel so welcome. We do hope that they will come and visit us during the summer. David Jones has worked hard during the winter replacing the radiator of one of our winches, whilst other members have been busy doing all those little jobs to ensure that Ridgewell is ready. Thanks to everyone involved. We cannot let our last weekend at Wattisham go without congratulating one of their members Andy Smith on completing all the legs of his Silver in one flight. Well done Andy, come and see us at Ridgewell.

Peter Perry

ESSEX & SUFFOLK (WORMINGFORD)
WWW.ESGC.CO.UK
515630N 0004723E

THE season is properly started now with a number of significant cross-country flights and plans in hand for some cross-country training, and a task week. Andy Sanderson has got off to a good start completing 18 legs of our "Tiny Triangle" at an average of 70kt and throwing down the gauntlet to all-comers. Our second winch is back after refurbishment and awaiting final fitting out. Winch drivers will appreciate the simplified controls and the fact that the two winches have similar layouts and controls. At the recent AGM, membership fees were held within the inflation rate and launch and glider hire fees were held at last year's levels. This reflects a very satisfactory year in 2008 based on a good launch rate and turn-over from trial flights.

Dick Skinner

FENLAND (RAF MARHAM)
WWW.FENLANDGC.CO.UK
523854N 0003302E

CONGRATULATIONS to Alex Saunders on his 100km out and return to Rattlesden, Adrian Bramwell for taking a logger this time to Upwood for his 50km, Sid Wright for the first landout this year. The club also wishes to pass on sincere thanks and gratitude to Paul McLean whose contribution as CFI has progressed the club forward in both members and achievements, and also in encouraging new participants to the sport. We welcome Mitch Middleton in his new role as Fenland CFI. Shaun Mitchinsson and Terry Parnell have re-soloed.

Natalie Day

HEREFORDSHIRE (SHOBDON)
WWW.SHOBDON.COM
521429N 0025253W

WE HAVE been enjoying some excellent wave and thermal soaring over the last couple of months and some of the days have been good enough for us to make the most of the wave cross-country possibilities. Some of the best days fortunately coincided with visits by groups from Booker,

(Left to right) Sid looking sheepish on the first landout of the year in **Fenland's Discus**. **Nene Valley's Roal** enjoying his flight with Roger Emms (*Kerry Mertz*). **North Wales CFI Dave Holt** presents Neil Hughes with height award trophy, and members help with the club extension



Dunstable, Camphill and Aboyne, so our visitors had a good time and we hope to see them again soon. Congratulations to our xhairman Dewi Edwards on his five-hour flight in thermals in March. The tug is back on line after a protracted overhaul – we are grateful to the Midland and Banbury Clubs for helping us out with the loan of tugs while ours was out of action.

Diana King

HIGHLAND (EASTERTON)
WWW.HIGHGLIDE.CO.UK
573508N 0031841W

OUR task week in April started with strong wave and the first day's task was completed and won by Roy Wilson. Distillery company Diageo provided the prize for the winner of each day – a bottle of single malt whisky. Congratulations to Mark Norton on achieving Silver height; after descending through cloud, his flight ended with an emergency call to obtain permission to land alongside the Tornados at RAF Lossiemouth. Thank you to Stuart Naylor for his work in completing copious amounts of documentation related to GSA audits and the tug CofA and thus keeping us flying. The AGM, held in March was well attended. The board delivered an upbeat assessment of our situation, reminding members that there were things to be grateful for in 2008 despite the weather.

John Thomson

LASHAM GLIDING SOCIETY (LASHAM)
WWW.LASHAMGLIDING.COM
511112N 0010155W

LASHAM is ready for the summer with 14 two-seaters and, for the solo pilot, three Grob102s and three Discus's. Great start with a wave flight to 9,000ft in March and the first Silver distance in April. Marion Masson and Joan Bickers have retired from the office – we thank them for all their hard work. We welcome Sharon White and Sue Cook to the staff. We still have vacancies for our regionals in August – grab the opportunity as they will be running alongside the Open Class Nationals. Lasham will not be the same without Ralph Jones, he was a controversial figure, but if you ever had a problem with your glider, he was the first one to help. Our sincere condolences go to Jane, Phil, Steve and Howard.

Marjorie Hobby

KESTREL (RAF ODIHAM)
WWW.KESTEL-GLIDING.ORG.UK
511403N 0005634W

PLANNING for our replacement hanger is well under way. On a sad note we must report the loss of Barry Sealey, one of our club's older members. Having come to gliding late in life, Barry could always be found working on one project or another when not flying and was extremely proud of attaining his Bronze badge last year. His energy

and exuberance could put many of the younger members to shame and he will be sadly missed. Easter expedition to North Hill was interesting for those new to the site, with everyone enjoying the experience. Thanks go to Bernd Vermeulen and David Calvert for their efforts, especially with the motor glider and tug, while our Bronze pilots are progressing their endeavours with Silver legs.

Neil Armstrong

LONDON (DUNSTABLE)
WWW.LONDONGLIDINGCLUB.CO.UK
515200N 0003254W

THE cross-country season is off to a great start with more than 8,000km reported to the ladder in March. Seven young aspiring pilots have joined our cadet scheme, giving a group of 20 for this season. The club expedition to Cerdanya saw mixed conditions; Helen Hingley achieved her Silver height. Another group went to Shobdon for Easter and found wave on their first day. Congratulations to Phil Chalkley and Mark Innes on first solo, and to Ryan Berry on qualifying as a Basic Instructor. John Jeffries celebrates his 60th year of membership at LGC. There is insufficient space here to eulogise over his immense contribution to the club over the decades, above all as a truly inspirational teacher with an infectious love of gliding. Congratulations John!

Andrew Sampson

MENDIP (HALESLAND)
WWW.MENDIPGLIDINGCLUB.CO.UK
511544N 0024356W

A REALLY good start to the year. The day the clocks went forward we had a superb day with Andy and Mick both covering good distances on their cross-country trips. Well done to Becca who has finally got her hands on the club Astir. The club has now benefitted from a repaired section of track, which has been an expensive reminder to keep the speed of vehicles down on the airfield. Plans are in motion for a summer expedition to The Gliding Centre at Husbands Bosworth in June.

Terry Hatton

MIDLAND (LONG MYND)
WWW.LONGMYND.COM
523108N 0025233W

THE Jaca expedition enjoyed a variety of conditions leading to memorable wave flights in the mountains and also warm thermic days. Our Dutch friends returned again in March. Thirty members from five clubs. They also have the uncanny ability to bring the strong westerlies with them. Their enthusiasm for bungee launches knows no bounds, this year managing 110 in the week. Cross-country flying has got off to a prompt start. Jon Hall and Paul Shuttleworth both had a great day in their LS6 in early March. Jon reaching 12,500ft flying locally, returned after two hours to

let Paul have a flight who then managed 15,000ft, Talgarth and back. Chris Harris has already clocked up 40 hours this season in his Vega, including three five-hour flights.

Steven Gunn-Russell

NENE VALLEY (UPWOOD)
WWW.NVGC.ORG.UK
522612N 0000836W

WE'VE had an excellent start to the season with some fabulous flying. Plans are now well under way for our forthcoming Open Weekend. This proved hugely successful last year and the dates for this year are the 20-21 June. Flights for the day will be reduced – ideal for Fathers Day. We'd like to welcome our newest member to the fold, Brian Hutchins has recently joined the club and we look forward to his company (and his chocolate éclairs) over the coming summer season. Visiting gliders, motor gliders and glider tugs are most welcome to visit. Other powered aircraft and micro lights are, due to our lease, not permitted. During the soaring season, a listening watch is usually maintained on 130.1.

Kerry Mertz

NORFOLK (TIBENHAM)
WWW.NORFOLKGLIDINGCLUB.COM
522724N 0010915E

AT the AGM in February, Jackie Bradford took over as club secretary from Mike Judd and there were three fresh faces – Bob, Paul and Mike – elected onto the committee. Thanks to Mike J and the retiring committee members John, Mike and Chris for their valued service. Our offer of "come to Tibenham and fly at club rates with no day membership during March" was taken up by visitors from all parts of the country with good soaring for several of them. We are looking forward to the club's 50th Anniversary celebrations over the weekend 20-21 June with dawn to dusk flying, a vintage aircraft fly-in, marquee party etc. Everyone is welcome to come and join us.

Mike Bean

NORTH WALES (LLANTYSILIO)
WWW.NWGC.ORG.UK
530239N 0031315W

OUR AGM confirmed finances in a far better position than we faced last year. It is unfortunate that we have had to suspend our operation for two (maybe three) weekends due to an agreement with our farmer landlord not to fly during lambing, this is very frustrating but things like this are a fact of life for some clubs that do not own their own airfield. All but one of our club aircraft are on line, but the paperwork is now taking up as much time as the care and repair and is not going to reduce any time soon. We are lucky to have two qualified inspectors within our



(Left to right) Mark Wilson about to get into **SGU's** Discus. **Oxford's** James Lewis pictured on his first solo final turn (Richie Hale). **Trent Valley's** Geoff Lloyd after his solo, with instructors Tony Mawer and Ray Parkin. Phil Donovan was sent solo at **Wolds** by instructor Patricia Ridger



ranks for such a small club. Work continues on our hangar extension albeit slowly because it is not always a priority job.

Brian Williams

OXFORD (RAF WESTON ON THE GREEN)
WWW.OXFORD-GLIDING-CLUB.CO.UK
 515249N 001131W

AS THE winter drawers finally come off, we were pleased to see Tony Hart fly solo on a cold spring day. To lift our spirits, the start of season party was a great success, thanks to our stalwarts and head cooks Phil and Fi. I am told the wrong team were awarded the quiz prizes, but then scoffed the chocolates before anyone else noticed! An increasing number of the private gliders are appearing post CofA with Flarms, which is a welcome enhancement. And finally, the hardworking workshop team had both K-13 CofAs completed before Easter, which is the normal target. One of them even has a patch on the panel to stop me getting my finger stuck in the hole again!

Neil Swinton

PETERBOROUGH & SPALDING (CROWLAND)
WWW.PSGC.CO.UK
 524233N 0000834W

CONGRATULATIONS to Kev Fear for stepping into Martin Ewer's shoes as our CFI. A massive thank you to Martin for the service he has given. Rob Theil has agreed to take eight of our solo pilots through their field landings and NavEx exercises during April. Many thanks Rob. This year's Open Day will be held on Sunday 21 June. Our hangar floor fund is well on track, with the weekly raffle of a free aerotow, contributing a large amount. Our two summer flying weeks will be 23-31 May and 22-30 August. Visitors from other BGA-affiliated clubs are welcome but for the weekdays, we require any visiting pilots to hold a Silver.

Merv Bull

PORTSMOUTH NAVAL (LEE ON SOLENT)
WWW.PNGC.CO.UK
 504855N 0011225W

WE HAD a great dinner dance at *HMS Collingwood* in March, thanks to Paula Aitken for arranging it. The next day at our AGM, trophies and awards went to Peter Waugh, Alan Turner, Keith Morton, Mike Pascoe, Dave Howell, Mike Jarman, Nick Lambert, Tony World, Neil Shaw, Ben Bennett and lastly the Adams Family. Well done to all! Captain Durston set out a strong vision of the likely developments during 2009, and how members could best support the club. We've had good local soaring through March, and in April we look forward to the first of our week-long Naval flying courses. Plans now progress for the 2009 Ocaná exped and for our Families Day in June. Finally, the committee have agreed to acquire a Grob 109.

Neil Shaw

RATTLESDEN (RATTLESDEN)
WWW.RATAIR.ORG.UK
 521001N 0005216E

CONGRATULATIONS to our four Youth Pilots on winning the Caroline Trust award (photo in April/May 09 S&G) – Roger Cottee, Aidan Hughes, Alex Szymanski and Sam Woodgate. February saw Sam Woodgate convert to the K-21 and get his one-hour flight, and Steve Kiddy convert to the Mistral. Thanks to Mark Shaw and his assistant, Roger, the clubhouse has been transformed and by the time the 447th veterans return in July the redecoration will be complete. The AGM was well attended in March, with no increases to flying fees announced. Congratulations to David Salvage and Kevin Western on completing their BI course, and to Chris Pollard on renewing his Instructor rating ready to take over as CFI. Flying Weeks this year will be 4 May and 10 August; any visiting pilots are welcome.

Helen Page

SCOTTISH GLIDING CENTRE (PORTMOAK)
WWW.SCOTTISHGLIDINGCENTRE.CO.UK
 561121N 0031945W

MY FELLOW R/T students (Alan Gillanders, Fiona Gillanders, Malcolm Chalmers and Andrew Wilder) and I would like to thank Keith Buchan, Neil McAulay and Douglas Tait for their efforts in helping us gain our licences. Our club has gained four-star rating as a Visit Scotland Activity Centre. This is down to the teamwork of Vic Leitch, Scott Hardy, Gerry Marshal and Irene and Steve Donald. Our 2009 awards night found many collecting trophies, including: John Dunnington and Peter Clayton (Thorburn Two-Seater); Kevin Hook (Boyle Altitude and Height Gain Ladder); John Williams (Parker Distance, Docherty Distance, Sutherland O/R, Lomond, McLay Championship and the Peter Copeland Trophy). Congratulations to those reaching personal goals: J Cannon (Bronze), C Chatburn (Gold height and NPPL SLMG), F Joynes (Gold distance), V Leitch and M Dickson (Diamond distance).

Ian Easson

SHENINGTON (EDGEHILL)
WWW.SHENINGTON-GLIDING.CO.UK
 520507N 0012828W

CONGRATULATIONS to Mary Meagher on her recent award of a BGA Diploma. We are proud of you Mary! Just to emphasise her commitment to the club, at our recent AGM, Mary joined the committee, along with Andy Linfield and Al Cook. There has been quite a bit of work to improve our facilities. Thanks to a small group of hard grafting volunteers, we have re-concreted an area of the hangar floor. The bunkhouse has been redecorated, and we are installing a new toilet / shower area. The season's off to a promising start with our weekday courses. We have a full-time

instructor and winch-driver employed now until October, and the diary is starting to fill. We are keeping fingers crossed for good weather for the Shenington Regionals in July.

Bob Winters

SOUTH WALES (USK)
WWW.USKGC.CO.UK
 514306N 0025101W

FROM mid-February to the first weekend in April we have enjoyed a number of exceptional wave and thermal days. As a result, a number of members have made notable achievements. Congratulations to Stuart Edinburgh for converting to the Astir and taking full advantage of it and the weather. Individuals like Ken Morgan took a 1,000ft winch launch only to contact wave and proceed to climb to 7,000ft, while others approached heights of 12,000ft off aerotow. Dave Hendry gained his Silver height. By early March a number of cross-country flights had already been completed. At such an early stage in the season I do not want to make any predictions for the remainder of the year.

George Robertson

STAFFORDSHIRE (SEIGHFORD)
WWW.STAFFORDSHIREGLIDING.CO.UK
 524940N 0021212W

OUR engineers have everything ready for summer. Peter and Sue Gill organised our dinner and awards night with a Chinese buffet – to great success. Major prize winners were Derek Heaton with the Distance Boomerang, the Ladder Trophy and the Early Bird. Peter Gill took the Ken Sheriff Trophy for the best flight of the year. We have a full program of events and courses starting with the Saturday morning *ab-initio* group. At the start of the year, Warren Johnson took over the role of development officer with a new publicity campaign and we had over 20 new members by the end of March. Warren also found time to complete his Bronze C and cross-country endorsement. Our first Silver claim of the year (on 1 April) was by John Bates.

Colin Ratcliffe

THE GLIDING CENTRE (HUS BOS)
WWW.THEGLIDINGCENTRE.CO.UK
 522626N 0010238W

OUR club pilots who went 'Down Under' had a fabulous time – congratulations to Bob Nichols, who did two 1,000km flights, and Mike Cater, Nick Woods and Steve Turner who all did 750km flights. We welcome our new manager, John Olds. Special thanks to Sarah Ferns and various members for holding the fort. We also welcome course instructor Gavin Wrigley and tuggie Tim Treadaway. Congratulations to Ken Payne for the first 100km of the year, and Ken Payne and Dave Booth for separately doing the first 300km off the winch. Russell Cheetham completed the first 500km of the season in April. Guy Wilson and

(Left to right) Ian Redstone having just gone solo at **Wrekin** – that really was wave in the background. QinetiQ graduates group course at **Wyvern**. A double-first at **York** when Mike Bowman, newly-qualified Half Cat, sent Justin Bronk solo. Al McGregor went solo at **Yorkshire**



Gordon Salt have both gone solo. Chas Anderson has re-soloed after 40 years. We are hosting the 18M Nationals in July and the Midland Regionals in August.

Siobhan Crabb

SUFFOLK (ROUGHAM)
WWW.SUFFOLKSOARING.CO.UK
5214912N 0004600E

THE club operates on any soaring day out of Rougham Airfield near Bury St Edmunds. We are aerotow-only with no club-owned aircraft. Visiting pilots are welcome to take a tow behind our fully refurbished Rallye any time. The Rallye is available to hire by other clubs or by visiting PPLs. We have had a good start to this year so far with a number of early cross-countries in the bag.

Richard Maison Pierre

TRENT VALLEY (KIRTON IN LINDSAY)
WWW.TVGC.ORG.UK
532745N 0003436W

MARCH saw our first solo of the year, for Geoff Lloyd, whilst Dave Bieniasz claimed his Gold height. Dave was also amongst the prize winners at our annual dinner and awards evening, picking up the Fournier Trophy for second place on the Club Ladder, with first place going to John William. Other winners included the Best Ab-Initio – Pete Jude whilst Steve Nock and Callum Harkness picked up a brace of trophies for their 187km flight in the club's K-13. Steve and Callum, along with Carl Hutson, were also awarded the Marcus Kimball Trophy for the Best Performance in a Rated Competition. Steve also won for the fastest 100km, while Callum also took the Arthur Tubby Award for the longest cross-country by a non-silver C Pilot.

Alan Spencer

VALE OF THE WHITE HORSE (SANDHILL FARM)
WWW.SWINDONGLIDING.CO.UK
513614N 0014030W

THE first day of our new Friday operation was 3 April and it was reasonably well-supported and will continue for the season. This extra day is largely for solo pilots but instruction may be available by arrangement. We have done well for a small club this spring and although 300km has not yet been broken this year, it's been close. Our club dinner at the Wrag Barn went very well. The weather was so poor last year, we have postponed the achievement awards until July – our now famous Summer Hog roast and Hangar Party, which is looking like a mini-festival.

Jay Myrdal

WELLAND (LYVEDEN)
WWW.WELLANDGC.CO.UK
522758N 0003430W

OUR relationship with Four Counties CG continues with members use of their concrete runway over

the winter and we are negotiating a merger for the inter-club league this year. The club Junior is slowly being fitted into its newly-acquired trailer with expeditions and retrievals in mind. Our own field has just become flyable into the cumulus and a few short cross-country flights have been logged on the ladder. Many of us enjoyed check flights including the use of Four Counties motor glider and Paul Sallis treated those present to beer after his five-hour's duration.

John Strzebrakowski

WOLDS (POCKLINGTON)
WWW.WOLDS-GLIDING.ORG
535541N 0004751W

MARCH and April have given us some very good flying weather with wave and thermal flights enjoyed by many. Our new Saturday night lectures and social evenings have proved a great success, with many pilots completing their Bronze Cs at the conclusion. We had a very successful annual dinner and awards evening, and record our thanks to Stacey McCann, who organised our evening visit programme for over 10 years. Mark Cass has now taken over. New BIs this year include Martin Boulton, Simon Richardson and Graham Thomas; and Mark Ridger completed his BI training last autumn. Congratulations to Matt Roberts and Phil Donovan who soloed earlier this year, to Sarah Sheard who attained her Silver height and to Dave Binney who completed his Silver.

Avelyn Dell

WREKIN (RAF COSFORD)
WWW.WREKINGLIDINGCLUB.CO.UK
523824N 0021820W

AT THE time of writing, things are going very well. Ian Redstone soloed in February having made solid progress. Several of our members joined the RAFGSA centre on their exped to The Mynd (see the *Chilterns report*). The trip proved to be a great success, Dave Vale and Nigel Lassetter achieving five-hour Silver legs, Andy Walsh got both Bronze legs, CFI Dennis Maddocks and Karen Turner enjoyed an 8,500ft wave flight. Back at Cosford during March, conditions have been especially good. Keith Sweeting and I got two Bronze legs each and Nick Lewington completed a 100km. Attendances and flying hours continue to improve and several trainees from the camp have been impressed with soaring BI Flights. The season has started well, let's hope it continues.

John Vincent

WYVERN (UPAVON)
WWW.WYVERNGLIDINGCLUB.CO.UK
511712N 0014700W

WARMER weather, a drier airfield and more accessible club gliders have lead to almost some lengthy and high local soaring and some tentative cross-country flights. The first five-day *ab initio*

course in March was attended by 11 serving soldiers. Four club members went on the AGA expedition to Talgarth and experienced some stunning hill-soaring. Annual maintenance, inspections and ARC renewals are being done at the Aircraft Technical Member's workshop at his workplace (many thanks to his understanding employer!) and almost all are complete. The nine new members of the QinetiQ Graduates Group began training in March and then attended a five-day course in April. Congratulations to Alicia Carpenter, Martin Anderson, Tim Dutton, Jason Wright and Gareth Pritchard, who went solo.

Andy Gibson

YORK (RUFFORTH)
WWW.YORKGLIDINGCENTRE.CO.UK
5357100N 00111332W

TO ENCOURAGE more cross-country flying in club gliders, it has been decided the present maximum two-hour fee will continue, regardless of the airtime involved. We plan to create on a website a library of club pictures taken throughout the years, so past and present members can see how lives and gliding have changed – and perhaps enjoy many memories in the process. Radio-controlled aircraft of the Large Model Association will take over the airfield again this year, during the weekend 8-9 August, providing a good income for club funds at a traditionally quiet period for gliding.

Christopher Brayne

YORKSHIRE (SUTTON BANK)
WWW.YGC.CO.UK
541338N 0011249W

EARLY spring saw the first of many cross-country flights taking place; many visiting pilots have also enjoyed their introduction to wave flying. Several of our own club pilots have exceeded 10,000ft with ease. Congratulations to Richard Cole on his appointment as SRE. Our well-attended annual dinner and dance was a great success and it was a pleasure to have BGA Chairman Patrick Neageli as our guest speaker. Congratulations to Phil Lazenby for receiving the Chris Wills Trophy and to all those others that received awards. Al McGregor has also joined the ranks of our solo pilots – well done Al. Why not come and enjoy our superb fleet and facilities at any time.

John Marsh

S&G's thanks as usual to Debb Evans for editing this issue's Club News. Don't forget to send your news and photographs to editor@sailplaneandgliding.co.uk, or the address on p3, by 10 June for inclusion in the August/September issue – Susan Newby, Editor



> CLUB FOCUS

WOLDS

AT A GLANCE

Membership:

Full: £195pa
Country: £155pa
Family: £290pa

Launch Type:

Winch £6.50
Aerotow £22.50
(2,000ft)

Club Fleet:

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Junior, LS4, K-8, Falke

Private Gliders:

37

Instructors/members:

33/208

Types of Lift:

Thermal, wave and small
ridge

Operates:

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summer
Weds-Sunday in winter

Contact:

01759 303579
www.wolds-gliding.org

Long and Lat:

N 53 55.559'
W 000 47.687'

THE Wolds Gliding Club in its present form came into being in 1971 on an ex-RAF bomber base in Pocklington. The name reflects its location, nestling at the foothills of the picturesque Yorkshire Wolds. Remembering its previous gypsy existence since 1969, the re-vitalised club seized upon the opportunity to buy part of the site in 1983. From then, the club has gone from strength to strength, purchasing most of the airfield in 1992, and converting to an (almost) all-glass fleet in 1994.

The mid-80s saw the launch of the two-seater competition. This was designed to allow new people to learn cross-country competition flying, as well as to let the steely-eyed pundits fight it out, no matter what the aircraft. As a testament to that, the comp is now in its 24th year with the entrants growing from 18 in the first competition to 40+ gliders ranging from ASH 25's to Capstans!

Building on the success of this, the club has been chosen to run quite a few nationals, with the Club Class being held at Pocklington once again this year.

Following the success of these competitions, it was felt that the club should update the facilities and in 2006, the new clubhouse was built. It was designed with large numbers of visitors in mind with bunkrooms, enough toilets and showers – and not just for blokes either. It also has a briefing room with overhead projection facilities, and a spacious clubroom and kitchen to support

it. Oh, and a rather nice 10-metre long bar with a 1.5m projection TV for those quiet nights in! A large camping area, backed up by the local town amenities a short walk away, makes this a firm favourite for many.

Now with some 200 members, we firmly believe we have some of the best club facilities in the UK.

Operating from two long and wide grass runways and open seven days a week in the summer and five in winter, we can offer impressive winch launches from our SkyLaunch winch and aerotows from one of our two tugs. We also have the use of a third privately-owned tug to help out when things are particularly busy.

Underpinning the development of the club is the memberships' constant trend for improvement; to fly cross-country and even to compete in this country and abroad. This, and the focus on our cadet scheme has borne fruit with national champions, as well as two juniors selected to fly for their country.

The club continues to flourish and grow, partly because of seven-day flying together with reasonable costs, but largely because of our enthusiasm...come and visit; it's infectious! It's also NOT as some people in the south believe, in the frozen north, but about half-way up on the right, near the ancient city of York and easily accessible by the motorways. We're on most of the maps... even at 1:500,000.

Andy Melville

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RALPH JONES

RALPH JONES, who died on 8 March 2009 aged 73, was certainly one of the most outstanding and successful British glider pilots of all time. His record of achievement is phenomenal – eight times British Champion, 2nd four times, 3rd five times. A Gold in 'Euroglide', three times in the British world champs team and he competed in nationals a staggering 59 times.

From his youth, aviation was his passion. He served his apprenticeship as a carpenter and joiner and his meticulous workmanship never faltered. He learnt to glide with the RAFGSA club at Andover before moving on to Nympsfield.

During his short spell in the Army, he and five friends bought the wreck of an Olympia, which Ralph rebuilt. For a time he worked for Elliott's of Newbury, the furniture company who, with Slingsby's, built the gliders that enabled the British clubs to re-equip after the war and prosper. Elliott's sold more than 200 Olympias.

In August 1965, while competing in the Nympsfield Regionals, Ralph flying his Skylark3 had his tail chopped off by David Roberts (not the illustrious ex-BGA chairman) and was able to escape at a low height from the now bunting machine. In typical Ralph style, after a safe landing he walked up the hill back to the club, opened parachute under his arm, saw his partner had just landed in their syndicate Olympia 403, jumped in and took off. When the press-hounds arrived soon after, hoping for a lurid story and asking for the pilot, they were shown the speck high in the sky.

With Mike King, his best friend from their Melton Mowbray schooldays, he created Southern Sailplanes and secured the agency of the Schempp-Hirth gliders. By breaking records – one year he held the 100, 200, 300, 400 and 500 triangular speed records – winning the nationals, superb workmanship and an ever willingness to help others, the gliders he

imported from Germany became the high-performance machines of choice for most competition pilots.

Ralph was an extraordinary character. A mini Jekyll and Hyde who was always first on the scene if you were unfortunate enough to have a prang – usually having flown in from his workshop at Membury. Always ready to be of assistance, he was kindness itself, an amusing and generous host and a real friend, yet at times many would cheerfully have throttled Mr. Hyde when he was in his 'impossible' mode. Happily, usually Jekyll had the upper hand and Hyde soon went back in to his box.

The remarkable Jones clan, Ralph and sons Philip, Steve and Howard, between them have won a fantastic 39 medals – a record no family has ever matched. All four Jones's have been British Champion, to date two have been World Champions and quite definitely there is more to come.

To Ralph all of us owe a huge vote of thanks and will always be indebted to him for his example, his total dedication to our sport and – as those of us who were lucky enough to fly with him and wondered at his uncanny reading of the weather – as a real master of his craft from whom we all learnt a great deal.

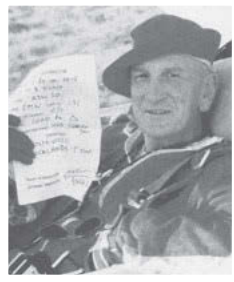
He will be sorely missed. Life will certainly be duller without him.

Wally Kahn



An outstanding glider pilot, Ralph Jones's record of achievement is phenomenal

MICHAEL STATHER HUNT, 1927 – 2009



MIKE HUNT was a principal founder of the Coventry Gliding Club at Baginton in 1952. Mike variously held office as secretary, chairman, and CFI, proceeding to become a

national pilot, placed high in League 2. That tiny operation grew under his leadership to become what is now The Gliding Centre at Husbands Bosworth.

A scion of an extraordinary, talented family Mike became chief designer of the most successful of the UK rocket engine teams, responsible for the first and second stage engines of the only UK satellite launcher, Black Arrow, which placed the Prospero satellite in orbit in October 1971.

By then, Mike had taken up residence in South Africa, where his career as an eminent engineering leader flourished in the state research institute. Having gained his Doctorate

at the University of Pretoria in the new field of high-duty composite materials, he then started his own design consultancy.

Before leaving England in 1965, Mike led the team that purchased the airfield at Husbands Bosworth. Organising the finance and dealing with the fragmented plot ownership was no mean feat, and at Hus Bos we bless their success almost daily. He designed the first massive wooden up-and-over hangar door to deal with the sloping ground. Replicated for the subsequent hangars, they stand today as a lasting tribute to a man of great inspiration, talent and foresight.

In South Africa, he flew first at the small Transvaal Club near Germiston, transferring to Orient under the Magaliesburg ridge west of Pretoria shortly after its establishment in 1973.

Holding all three Diamonds, in 1994 he became the first British national to obtain the 1,000km Diploma in a Standard Class glider.

Mike was a glider pilot to the last, flying his ASW20 – well into his eighth decade – in the annual Drakensberg Wave Camps.

Our deepest sympathies are extended to his wife Bertille and sons Clive, Philip and Francis.

Keith Nurcombe

TO RALPH ALL OF US OWE A HUGE VOTE OF THANKS AND WILL ALWAYS BE INDEBTED TO HIM FOR HIS EXAMPLE, HIS TOTAL DEDICATION TO OUR SPORT AND AS A REAL MASTER OF HIS CRAFT

PETER BELLHAM
(Trent Valley and Buckminster)



WHEN news of Peter's sudden death in February spread through the East Midlands gliding community, the membership across two clubs was utterly stunned and

unable to comprehend that we would never see him again.

Peter embraced and epitomised all that is great about gliding people: friendliness, camaraderie, a willingness to help one another and a keen sense of humour. A towering man, decent and modest, but calm and gentle in nature.

Born in Norfolk in 1944, Peter originally went solo at 16 with the ATC, but didn't progress his gliding any further until his retirement in 2004. His career was spent in the computers working for various multi-nationals, finishing

as European Head of IT Security for the Cargill Corporation.

After retirement, Peter joined Trent Valley where he re-solo'd in 2005. I had solo'd a few months earlier and Peter joined me in a syndicate, running a Pirat. We had a lot of fun as we picked off our respective badges, Peter completing his Silver in 2007 – always joking that it had taken him 46 years and 8 months to do it!

Living equidistant between Kirton Lindsey and Saltby, it was no surprise that Peter was involved with both clubs. He served on the committee at Trent Valley with dedication and aplomb. His 'tour de force' was undoubtedly the laptop-based flight logging system that he devised, implemented and managed for us. The system worked brilliantly, a masterpiece of clear logical thinking and simplicity that transformed the way our club was administered.

Peter served the committee at Buckminster in a similar vein and, following the acquisition of a hangar space, he decided to base his newly-purchased 19m Jantar at the Saltby club, as it offered the possibility of weekday flying. This proved to be a good decision, as he was

soon rattling off 300k's, topping their cross-country ladder in 2008. Trips to Millfield and Aboyne brought him Gold height, and a trip to New Zealand enabled him to experience a memorable two-seater flight over Mount Cook.

Like most of us, Peter did have his share of setbacks with gliding, particularly when converting to the flapped Jantar. His response however, was always the same: listen to advice, think it through and keep trying. Peter had the character and tenacity to overcome the difficult days. His achievements at Saltby last year are a testament to this.

Peter was busy overseeing the introduction of his flight logging system at Saltby and had spent what were to be his final hours patiently teaching their members how to operate the launchpoint computer.

Outside of gliding, Peter was involved with canal boating and enjoyed walking in the Scottish Highlands with his wife Pat. I know Pat has taken some comfort from the fact that Peter was able to enjoy a few years of very happy retirement, doing the things he loved and forging many new friendships.

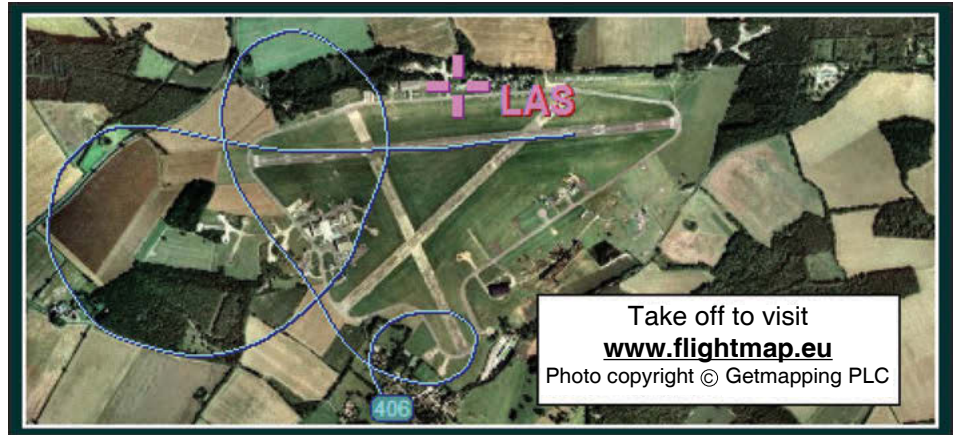
Alan Spencer

BGA accident/incident summaries

AIRCRAFT		Registration	Damage	Date, time	Place	PILOT Age	Injury	P1 hours
Ref	Type							
19	SF 25C	G-CCHX	minor	28/12/08, 13:20	Lasham GS	51	none	1060
A hard touchdown following a bounced landing damaged the undercarriage, propellor and engine. Lack of currency on type cited as a factor.								
20	K13	- / EUC	none	06/01/09	Bristol & Glos. GC	n/a	minor	n/a
The glider wingtip holder tripped and injured her shoulder when the glider was being towed back to the hangar. The retrieve vehicle driver had not heard the calls to slow down as the car windows were closed.								
21	K13	- / HDC	substantial	17/01/09, 16:15	Derby & Lancs GC	39 / 25	minor/none	525
At about 10-15' agl in gusty conditions at the ridgetop site, the glider's right wing dropped and the nose went down. Despite corrective inputs, the wingtip touched the ground and rotated the glider through 180 degrees as the fuselage impacted the ground.								
22	Pawnee	G-BFPR	minor	31/01/09	Windrushers GC	63	none	1055
A slow approach ended in a heavy landing.								
23	K13	3573 / FWB	minor	21/02/09, 9:00	Cotswold GC	n/a	n/a	n/a
A club vehicle was being reversed out of the hangar when it hit a club glider. The driver was concentrating on avoiding another glider and did not notice the accident glider until too late.								
24	SF25B Falke	G-BRRD	substantial	25/02/09, 15:10	Staffordshire GC	62 / 72	none/none	2155
The TMG lost about half of one wing after it hit a fencepost following an undershot glide approach. The pilots intended to land at the launch end of the airfield to hand the TMG over to another syndicate member.								
25	Janus C	G-DEOV	minor	1/03/09, 17:00	Burn GC	not reported/49	none/none	
A bounce after a heavy landing led to a nose down touchdown which damaged the nose wheel and wheel box.								
26	K13	4284 / HXJ	none	1/03/09, 12:35	Cotswold GC	16	none	
The lead ballast weights came loose at the top of the winch launch.								
27	Pegase 101A	G-CFRP	substantial	1/03/09, 11:35	Shalbourne SS	60	none	105
The winch cable released at low level. Although the pilot reacted swiftly, the glider was substantially damaged in the subsequent impact.								

BGA BADGES

No.	Pilot	Club (place of flight)	Date
DIAMOND HEIGHT			
3-1706	Alistair Harrison	Oxford (Minden, USA)	5.11.2008
3-1707	Alison Booker	Lasham (Minden, USA)	20.3.2008
DIAMOND DISTANCE			
1-1107	Chris Fox	Shropshire (New Tempe, S Africa)	16.1.2009
1-1108	Mark Dickson	SGU (New Tempe, S Africa)	16.1.2009
DIAMOND GOAL			
2-3250	Chris Bessent	Shalbourne (New Tempe, S Africa)	31.12.2008
2-3251	Alison Booker	Lasham (New Tempe, S Africa)	31.12.2008
GOLD BADGE			
2478	Lukas Brandt	Windrushers	11.5.2008
2479	Alison Booker	Lasham	31.12.2008
GOLD HEIGHT			
Lukas Brandt	Windrushers (Minden, USA)	11.5.2008	
John Friend	Denbigh (Minden, USA)	14.3.2008	
Alison Booker	Lasham (Minden, USA)	20.3.2008	
GOLD DISTANCE			
Chris Bessent	Shalbourne (New Tempe, S Africa)	31.12.2008	
Alison Booker	Lasham (New Tempe, S Africa)	31.12.2008	
Daniel Jamin	London (Dunstable)	21.7.2008	
SILVER BADGE			
11963	Peter Cadle	Windrushers	21.9.2008
750K DIPLOMA			
809	Steve Turner	From Benalla Australia	6.1.2009
UK CROSS COUNTRY DIPLOMA			
1094	Chris O'Boyle	Burn	13.7.2008
AEROBATIC BADGES			
Standard Known	Robert Kehr	Booker	15.2.2009
Standard Known	John Armstrong	4 Counties	11.3.2009
Standard Known	Adam Lindsay	Lasham	21.2.2009



YOUNG PERSONS CROSS COUNTRY TRAINING OPPORTUNITY

The BGA National Coach, Mike Fox, will be facilitating 2 seat training for young pilots in parallel with the Junior Nationals at Dunstable from the 22nd to the 30th August 2009. The BGA would like to encourage clubs to take part with their own young pilots. Clubs will need to provide their own suitably qualified P1 and 2 seat glider for this event. The BGA will provide task briefings and de briefing facilities and advice. Funding may be available for lunches. The number of places is limited. If your club would like to get involved, please e-mail **Mike Fox** at mike@gliding.co.uk.



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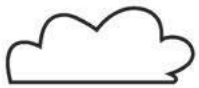
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Please remember that, if you are emailing text, your advert may not appear unless we have received payment by post or credit card by the deadline. The deadline for classifieds to be included in the **August/September 2009** issue of *Sailplane & Gliding* is **6 July, 2009** after which any adverts received will be published in the following issue.

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