

SAILPLANE & GLIDING

VOL. 60 NO. 6

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'New girl' **Ayala Liran** was leading the way throughout the Women's Worlds in Szeged, right up until the last day. Find out what happened to Ayala and the UK team

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Flying at Bloemfontein during the South African summer, **Alan Munro** experienced concentrated gliding of a quality dreams are made of

50 RESULTS/RATINGS

Four pages of results from BGA-rated UK competitions, plus the announcement of the BGA provisional ratings list



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COVER STORY

Struggling to find the time (and weather) to progress his gliding, Alan Munro took a winter trip to South Africa and bagged a Diamond goal. Our cover shows an ASH25 over Vanderkloof on the Orange River (Francois Caffa)

DEADLINES

February/March 2010

Articles, Letters, Club News: 4 December
Display advertisements: 22 December
Classifieds: 5 January

April/May 2010

Articles, Letters, Club News: 9 February
Display advertisements: 23 February
Classifieds: 5 March

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> The BGA office has 'gone live' with a new back office system including a new database. This is a big step up in potential capability for the BGA but, while everyone gets used to a new way of working, clubs and members may experience delays when dealing with BGA HQ. The BGA Office Manager, Debbie Carr, and her small team are working hard to ensure normality returns as soon as possible and meanwhile your patience is greatly appreciated. Once the back office system has bedded in, a further modernisation process will be established that will offer greater access to BGA services through the web.

> BGA Child Protection Awareness seminars, offering free training, will be held on 10 January (Bristol area), 28 February (Newcastle area), and 14 March (High Wycombe area). Sessions run from 10:00-13:00 and will be given by the BGA Child Protection Lead, Philip Burton.

> The Airspace and Safety Initiative has published an interactive guide to UK radio phraseology, aimed at GA pilots. Containing many audio clips, the guide explains the most common phraseology and the rationale behind words and phrases used. The aim is to help improve safety by raising RTF standards. Download from www.caa.co.uk/docs/33/AviationGuideFinal20090917_LOCKED.pdf

> The CAA has announced revised phraseology for pilots wishing to access information about the status of danger area activities. The information is contained in CAP493, available at www.caa.co.uk/docs/33/CAP493SupplementaryInstruction200912.pdf

> A report on the impact that changes to IMC glider flying proposed in EASA NPA 2008-17b would have been published by the BGA. The implications are very significant to UK glider flights. The report is at www.gliding.co.uk/bgainfo/documents/imc_survey.pdf and a supplement containing detailed responses to the survey received from member clubs that provided the information for the report is at www.gliding.co.uk/bgainfo/documents/imc_responses.pdf

> The BGA Operations Group met in November to review a number of issues across the BGA operations spectrum, including safety, airworthiness, flying operations, instructing and future licensing. On the same day, Diana King, Patrick Naegeli and Pete Stratten met to consider a number of performance and development opportunities following discussion with BGA club chairmen earlier in the month.

BGA AND CAA JOIN FORCES FOR A NEXT DAY DELIVERY



Trooper Simon Hawkin with the K-6 he was keen to fly while home on short leave

DURING the late summer, the BGA received a request from Bob McLean to see if we could help one of our young men shortly to be posted to the Middle East, **writes BGA Chief Technical Officer Jim Hammerton.**

Simon Hawkin who flies from York Gliding Centre, Rufforth, is a trooper with the Royal Dragoon Guards and was home on a short leave. Simon has been gliding since he was 14 and, now the proud owner of a nicely restored Schleicher K-6, very much wanted to get back into flying his glider.

Unfortunately, as Simon had been on detachment, the transition of his glider had not been completed. Bob pulled out

all the stops to complete the transition work and asked if there was anything the BGA could do to help to speed up the normal transition process.

To help, as CTO Jim reviewed the transition personally and made a recommendation to the CAA to issue the CofA and ARC. The CAA Application and Approvals team that has been processing all the transitions, rose to the challenge and after the transition documents were hand-delivered to CAA head office at Gatwick, the recommendation was processed the same day.

Simon received his new CofA and ARC the next day.

DATES

NATIONALS, REGIONALS AND OTHERS

Competition Enterprise (not rated)	Lasham	3-10/7/10
Worlds (unflapped)	Prievidza (Slovakia)	3-18/7/10
15m Class Nationals	Nympsfield	3-11/7/10
Club Class Nationals	Hus Bos	24/7-1/8/10
Worlds (flapped)	Szeged (Hungary)	24/7-8/8/10
VGC International Rally	Tibenham	31/7-8/8/10
Open Class Nationals	Aston Down	7-15/8/10
Standard Class Nationals	Aston Down	7-15/8/10
18m Class Nationals	Lasham	21-29/8/10
Junior Championships	Bicester	21-29/8/10
UK Mountain Soaring comp	Aboyne	5-11/9/10

- BGA Conference and AGM - 20 March, 2010 at the Barcelo Daventry Hotel
- Contributing to S&G in 2010 - copy deadlines can be found at www.gliding.co.uk along with notes for contributors

EASTERN REGIONALS

Tibenham 29/5 - 6/6/10

BIDFORD REGIONALS

Bidford 19-27/6/10

HUS BOS REGIONALS

Hus Bos 19-27/6/10

SHENINGTON REGIONALS

Shenington 3-11/7/10

DUNSTABLE REGIONALS

Dunstable 24/7 - 1/8/10

BICESTER REGIONALS

Bicester 24/7 - 1/8/10

NORTHERN REGIONALS

Sutton Bank 31/7 - 8/8/10

LASHAM REGIONALS

Lasham 21-29/8/10

GRANSDEN REGIONALS

Gransden 21-29/8/10



■ **CHRIS WILLS'** contribution to gliding was recognised at the Vintage Glider Club's annual dinner with a specially commissioned certificate from the BGA. He also received the Medal of the Royal Dutch Aero Club – previously awarded to great aviators such as Lindbergh and Fokker. Chris (pictured above left, with Jan Förster) is the founder of, and untiring drive behind, the Vintage Glider Club.

Representing their country in the Worlds

BRITISH teams for the 2010 World Gliding Championships taking place in Prievidza, Slovakia (unflapped classes) and Szeged, Hungary (flapped classes) have been announced:

- Open Class: Peter Harvey, Steve Jones (reserve Ian Ashdown)
- 18m Class: Russell Cheetham, Philip Jones (reserve Mike Young)
- 15m Class: Leigh Wells, Tim Scott (reserve Ed Johnston)
- Standard Class: Jay Rebbeck, Howard Jones (reserve Jez Hood)
- Club Class: Gee Dale, Andy Davis (reserve Ian MacArthur)



BGA Junior Gliding Development Officers Claire Connor and Steve Pozerskis (Paul Morrison)

GLIDING IS SELECTED FOR GOVERNMENT INITIATIVE



Northumbria GC was one of 20 clubs taking part in the government initiative "Try Fly Day", part of the October Festival of Learning (Frank McLoughlin)

TWENTY clubs took part in the Learning Revolution October Festival of Learning, which showcased gliding as an activity for people looking at getting involved with a new learning activity.

The Department for Business, Innovation and Skills allocated funding to enable 20 gliding clubs (in England) to take part in the festival, which aimed to

showcase informal learning activities that are already available for people to take part in.

Gliding was identified as a suitable sporting activity and the BGA was invited by the Central Council for Physical Recreation (CCPR) to make a bid for funding.

See full report in a future issue of S&G.

FACING THE CHALLENGE

TWO Junior Gliding Development Officers, Claire Connor and Steve Pozerskis, have been appointed by the BGA. Both Juniors themselves, Claire and Steve are enthusiastic about the involvement of young people in the sport and have a lot of new ideas.

"We hope to make many positive changes during our time as Junior Gliding Development Officers," said Claire.

"There is no denying the fact that gliding is an ageing sport, and we realise the challenge which we face. However, we are confident that we can help clubs to increase Junior participation. It is essential to draw in young members to keep the sport alive and we know that, with your cooperation, gliding will continue to excite and inspire members of all ages for years to come."

Claire learnt to fly at the Devon and Somerset GC, while studying at the University of Exeter. She went on to be treasurer then captain of the university club and has since moved to London for further study. Steve has grown up in the community, heavily involved with The Gliding Centre, where he is currently on the committee. He has been competing for a number of years and has been a regular competitor in the Junior Championships.

- Claire Connor: claire@gliding.co.uk
- Steve Pozerskis: steve@gliding.co.uk

FLYING A PERFECT CIRCUIT?

I CANNOT believe what I have just read in the Oct/Nov *S&G* (*The circuit*, p30). "There is absolutely no perfect circuit. The only good circuit is one that ends with a safe landing, preferably on the airfield."

I totally disagree. An article by Bob Pettifer (*Circuit planning*, Feb/March 2003, p28) clearly showed the perfect circuit and how we can hope to achieve it. Don Puttock also put his two penneth in with his article (*The final turn*, June/July 2009, p42). Both give good reasons on why we should aim to fly a perfect circuit – the main one being safety.

"The circuit is a judgement exercise which cannot be taught." I strongly disagree. A correctly flown circuit is a flying manoeuvre, just like a loop or stall turn. Of course, I do agree there is a degree of judgement required but that applies to all aerial manoeuvres. Flying a good circuit requires experience, skill and judgement, not necessarily in that order.

As instructors, we must be able to demonstrate and teach the basic elements

of good circuit planning. To do that, we can always refer to "the book" and the Site line angle technique.

When our students have a reasonable grasp of what is required, we bring in the whys and wherefores of an abbreviated circuit, when it is acceptable to fly straight onto base leg, or land straight in. However, these manoeuvres are normally the result of poor decision-making earlier in the flight, or plain bad luck, chosen landing area now blocked, other traffic, excessive sink during your planned circuit.

What we must always exercise is flexibility with our circuit planning. We fly a circuit to put our final turn in the right place at the right height, with safe options always in mind. A by-product of a circuit puts traffic into an acceptable order.

However, to state there is no such thing as a perfect circuit simply is not true. I have occasionally witnessed a beautifully flown circuit with all the elements included, in particular levelling the wings after each turn.

Like a well flown loop or slow roll, a perfect circuit is a joy to watch. Needless to say, a well flown circuit results in a neat accurate landing. The only problem is, I don't see them often enough, and the opposite is true – poor circuit equals poor landing.

John Marsh, Assistant Instructor, YGC

■ WHEN I had my first annual check after returning to this country recently I was surprised to be told I should fly a wider and lower approach (lower energy), and that it was wrong to use airbrakes during the final turn. Having for the last 30 years done just that, and having experienced it to be a lifesaver when hitting downdraughts or rain flurries at Aboyne, Jaca, Ontur and Ireland, I wonder does this come from the reluctance of instructors to retrieve gliders from more than slightly up the airfield?

Reading the BGA Accident Summaries they always have a large crop of undershoot accidents – the last issue had eight, so the policy of arriving on finals low and slow

New
Venue

BGA Sporting Conference 2010 Awards Ceremony & Dinner Barcelo Daventry Hotel, Saturday 20 March 2010

Main Conference

Opens: 10:30 - Closes 18:00

As ever this annual event is free to attend and offers something for everyone, from club officers to competition and aerobatic pilots to instructors and club volunteers. Why not come along and see for yourself what the BGA Annual Conference can offer? Enjoy presentations from some of the country's leading pilots, see the new upgraded BGA simulator, and have a browse around the many exhibition stands.

Make a weekend of it and bring your partner, and take advantage of the hotel leisure facilities (including pool, sauna and steam room).

Programme Includes...

'Gliding the Boeing 747'

"Good evening ladies and gentleman. This is your captain speaking. We have a small problem. All four engines have stopped. We are doing our damnest to get them going again. I trust you are not in too much distress."

Down into a sunless sea... The anatomy of an incident

--- plus ---

John Bally tells us what it is like to travel the Globe in search of some truly awesome gliding. Take one Saudi Prince, a fleet of gliders, global travel and you end up with some fantastic stories.

Lunch (pre-booking required) - £15.50 for buffet, £6.50 for rolls/sandwiches.
Dinner £33pp (or £28 for ages 25 and under)

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Accommodation bookings, contact Barceló Daventry Hotel directly: Tel: 01327-307000, Fax: 01327-706313.
<http://www.barcelo-hotels.co.uk/hotels/central-england/barcelo-daventry-hotel/>



seems to be having an effect – but not a good one! In the article *The circuit* in the last issue I applaud the comment that “airbrakes are a flying control, and if you need to use them, so be it”. It was a shame to dilute that with “it is a pity to use the airbrakes as you could have used that energy in a slightly wider search for lift”.

Are we really advocating trying to enter a thermal on finals? I don't think so. Stick to the aim of the circuit: To achieve a safe landing. To do that you must keep enough energy to penetrate safely into the field. I see no problem in using half airbrake and adequate speed all the way round finals. Then, when you are CERTAIN that you can get in, add airbrake as required – but more importantly reduce it immediately there is ANY DOUBT WHATSOEVER that you will reach well into the field.

I say this because the danger of arriving in the downwind boundary ditch at flying speed is EXTREME, compared with landing long, even if the instructor always tries to land short by the bus you play it safe. They would be better to copy the Northern Ireland fundamentalists' who have signs saying “The Wages of Sin is Death” and put notices saying The Wages of Undershooting is Death! Extreme, but it gets the message over.

John McWilliam CGC & BGGC

Mike Fox replies: *There are all sorts of techniques for achieving a good circuit, approach and landing. The method the BGA teaches is the straight approach from a conventional circuit. It is possible, using any of these techniques to perform an approach to land with insufficient margins of energy for safety.*

I certainly do not advocate arriving low and slow on final. John is correct; there are lots of undershoot accidents. We need to advocate setting up steeper approaches so that when you are low and exposed, you have the required, managed energy in hand to cope with the conditions. A major change of technique is not the answer. A change in culture and awareness of the risks is.

My aim with these articles is to get pilots to THINK! There are many techniques that achieve similar aims, especially when it comes to judgement exercises (which a circuit most certainly is). 'Levelling the wings after each turn' may look nice, but I would rather my student concentrate on judgement, lookout and retaining a safe amount of energy for the approach rather than making the circuit aesthetically pleasing. Sport gliding requires judgement and, as instructors, we need to foster that judgement and decision-making to produce pilots flexible enough to cope.

VNE AND ALL THAT

I SHOULD like to raise one point from Steve Longland's excellent article on ASI's and Airspeed (Aug/Sept, p40). That is where he says that the true airspeed should never be allowed to exceed the placarded VNE, so as to avoid flutter.

Things may have changed since I worked in flight testing, but at that time there were two unrelated considerations which limited the permitted flying speed. The first was the balance between the static strength of the aircraft's structure and steady aerodynamic forces. This depended on the equivalent airspeed, which in turn was converted conservatively into indicated airspeed for the placard.

The second consideration was flutter. Flutter speed depends mainly on Mach number, which, as Steve said, is roughly equivalent to true airspeed. Aircraft were designed to have as high a flutter speed as reasonably possible. For example, the Britannia 102 (the only figures I have to hand) had a VNE of 276kt IAS and 0.63 Mach. At sea level, 0.63M is equivalent to about 410kt, and it is not until about 23,000ft that this falls to 276kt.

In other words, below 23,000ft it is the static strength of the structure which is critical and it is only above that height that flutter takes over and the ASI reading has to be trimmed back. For aircraft without Mach meters, the speed limits were commonly quoted as some constant ASI up to a certain altitude, and then dropping by so many knots per 5,000ft.

I realise that modern glass gliders are more floppy in some respects than other aircraft, but I find it hard to believe that they would be designed so that flutter was the critical factor down to ground level. I would have thought that the designers would have to ensure the critical altitude at which flutter became the dominant limitation would be many thousands of feet, so that the ASI limit could be relied upon for most practical conditions.

I should be interested in any comments from present day structural engineers and glider designers.

Ken Brown, Portishead, Bristol

REFLECTING ON FIRST FLIGHT

AFTER more than 50 years of powered flight – military and civilian – I finally got around to gliders a year ago and am having a great time in my re-gelled ASW-20 searching for the elusive thermals in eastern North Carolina.

My first glider ride was in England in 1960 and I am looking for help in getting accurate details for my war story of the hop. I was a new pilot on a Strategic Air Command B-47 crew at the time. Our permanent station was in Nebraska, but we spent a lot of time at RAF Upper Heyford on alert duty. On the drive from Upper Heyford to Oxford there was a glider club operating on weekends from a grass strip. One Saturday, while off duty, I went to the field and hung around all afternoon hoping to get a ride.

Everyone was friendly enough, but it was obvious a Yank from the nearby base was low priority. But late in the evening as things were winding down, one of the instructors, a crusty ex-Blenheim bomber pilot, waved me over to a marginal-looking ship and told me

to hop in. The glider had patched red fabric and looked well seasoned. It had a sparse open cockpit protruding in front of the wings with side-by-side seating and was certainly not designed for the acrophobic. We hooked up to a barrage balloon winch and were off.

The Blenheim pilot later said we got a thousand feet from the tow, so I'm taking him at his word that all our manoeuvres were performed from that altitude. On release he dumped the nose for speed then hauled her up into a loop. Going over the top I thought we were a little short on altitude for a loop but at the bottom he pulled it back up to vertical, kicked into a spin, did a full turn, rolled out and landed. Flying time from release to landing was something less than a minute. I was duly impressed, which was obviously his objective.

Despite the short duration I would like to get the flight in my log book. Would any of your grey-beard readers be able to identify the club and take a guess at the glider type?

Hal Bowman, Cary, North Carolina

OXYGEN AT HIGH ALTITUDES

BEING an incorrigible wave-hound (with a few runs on the board) I was initially excited to see Aki Inaba's article (*Flying in thin air*, Aug/Sept, p38). At last, a medical practitioner's viewpoint of the complex subject of high altitude flight and hypoxia.

However, the more I read, the more disappointed I became on the clear lack of practical experience and assistance that the article could have offered, particularly relating to the system failure scenario and the virtual dismissal of the value of pulse oximeters as monitoring tools.

In my opinion the following are the critical issues:

- It is an accepted fact that the vast majority of glider pilot hypoxia events occur, not from system failure, but from pilot failure to carry oxygen or not effectively use what system they have, early enough. It is a bottom-up problem not a top-down one, but all that seems to be taught is an attempted recognition of the latter.

- With the exception of nausea (that most pilots cannot ignore or mistake) symptom recognition is the very last option the pilot should resort to in attempting to avoid or remedy hypoxia. Prevention is unreservedly the best medicine and comes from diligent planning, preparation and monitoring. Just remember the well-known words - "Any pilot who attempts self-diagnosis of hypoxia has got a fool for a doctor"!

- In terms of altitude-induced hypoxia, the pulse oximeter with audible alarms is the best thing since sliced bread. Aki's comment on hyperventilation is valid, but misplaced, due to the very small percentage of glider pilots that suffer from it. The biggest problem by far is "lazy breathing" brought on by low blood CO₂ levels (higher levels trigger breathing) due to relaxation and lack of physical effort. Disciplined, effective steady breathing of supplemental oxygen needs a lot of practice and the oximeter is your best insurance!

- An independent back-up system capable of being invoked within seconds is a highly desirable feature. Mine is always on active standby when flying above 20,000ft - which is not infrequently.

- Ceasing oxygen use during descent and landing is foolish and hardly a demonstration of good airmanship. Keep oxygen on until you roll to a stop. The practice has well



documented benefits and is very cheap insurance.

However, what really provoked me into putting finger to keyboard was Aki's final comment "Hopefully over the next few years we can begin to answer some of these questions". The mind boggles! We have answers to ALL BUT ONE of the issues right now. There is excellent oxygen delivery technology, equipment and personal monitoring gear readily available. What seems to be lacking is comprehensive hypoxia prevention training, good understanding of oxygen management and routine surveillance of potentially high altitude operations - not just wave.

Geoff Vincent, Grampians Soaring Club, Australia

Dr Aki Inaba replies: *If Geoff wants a quite rigorous account of the shortcomings of pulse oximeters, I'm more than happy to forward him a presentation John Ernsting and David Gradwell presented back in 2005.*

When it comes to self-diagnosis of hypoxia or of physiological abnormality, I think it's sensible to think of it two ways. A pilot might say to himself, "well, because I'm not feeling any of the symptoms of hypoxia, I should be ok". That's obviously dangerous because it leads the pilot into a false sense of security. If, on the other hand, the pilot's flying around with oxygen and incidentally notices a symptom of hypoxia, the sensible thing would be to descend. Maybe there's been a oxygen systems failure. I don't know if you call the second example self-diagnosis

or just being cautious, but surely that's one instance where it would be sensible to have symptom recognition.

Dr Peter Saundby adds: *Military experience is that symptom recognition depends upon altitude and hence rate of onset of hypoxia. Below 25,000ft the onset can be recognised, but above this altitude unconsciousness usually occurs without warning. That is the reason why most military aircraft are pressurised to this altitude.*

We have warned previously that pulse oximeters are unreliable at altitude and that is supported by experimental evidence. Hyperventilation and low blood carbon dioxide levels are the same condition, called respiratory alkalosis. This blocks oxygen transferring from the blood to the tissues.

Nausea is not a usual symptom of hypoxia, but air sickness is a common consequence of motion at low altitude. Training in a decompression chamber is standard for the military, but liability considerations have made it more difficult for this to be obtained by civilians. Hypoxia training can also be achieved by breathing low oxygen gas mixtures.

It is a Royal Air Force specification to have an independent emergency oxygen system. In all my service I never remember one being activated except automatically upon ejection.

Although not recorded in gliders but once common in higher performance military aircraft, descending while breathing high concentrations of oxygen can lead to scattered lung collapses. Modern military systems are designed to avoid breathing high concentrations of oxygen during descent. The problem is that if a little bronchiole is temporarily blocked, that portion of lung beyond contains only oxygen which is rapidly absorbed leading to a collapse.

For technical as well as operating reasons oxygen cylinders should never be allowed to empty completely. They will fill with moist air on descent and have to be purged to avoid possible internal corrosion.

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 4 December

NEW PEUGEOT 3008 CROSSOVER
WITH GRIP CONTROL* AND
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3008
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*Grip Control and Head Up Display are available as optional extras. *130 g/km CO₂ on the combined cycle is the official emissions figure for the 3008 with HDi 110 FAP engine and electronically-controlled manual transmission.

THOSE WHO DEFINE WHAT GLIDING IS

BGA Chairman **Patrick Naegeli** acknowledges Chris Wills' contribution to gliding and asks whether we can all put the same energy and drive into ensuring safe gliding. Safety is a collective responsibility, not something to be taken for granted



IN MY last column, I reflected on visits that I had made to the Southdown and Midland gliding clubs. Each club was marking a particular historic anniversary and celebrating the occasion with past and current members as well as members of the public. I was especially struck by the accounts that were shared of those people whose vision and passion had been especially instrumental in the establishment and development of gliding at Parham and Long Mynd.

These, as well as other club visits, have left me with the clear feeling that, whilst we all have an important hand, directly or indirectly, in portraying what gliding is about, it is the relatively few that truly define what gliding is.

A *Who's Who* of great people in gliding would contain names from history familiar to us all. Were such a book to exist then I would want to make sure that Chris Wills was on the list as well.

Chris, being part of the Wills gliding dynasty, had something of a head-start in gliding. He was exposed to many of the people and events that contributed significantly to the development of our sport and has an encyclopaedic memory of such things.

His individual contribution to gliding is not just down to his family roots or his very sharp mind, it is really a function of his selfless consideration, drive and contribution. As the founder of, and then untiring drive behind, the Vintage Glider Club, Chris has created a pan-national community of interest and activity that can be entirely and accurately described as the largest gliding club in the world.

His achievements have been rightly honoured by the most auspicious bodies in international aviation. I was, therefore, very pleased to receive an invitation to the Vintage Glider Club's annual dinner where he was the centre of attention. The BGA presented Chris with a specially commissioned certificate as a mark of our gratitude, and it was moving to see him receive the Medal of the Royal Dutch Aero Club - he is now part of a very select group of recipients that include great aviators such as Lindbergh and Fokker.

Chris is the embodiment of what can be achieved when someone puts their mind and energy to something. I very much hope that we are all capable of doing something similar in an area that is fundamental to day-to-day gliding.

Safety - a single word that everyone recognises, but which we sometimes forget about at the very moment when we can least afford to. Ensuring safe gliding is a collective responsibility. The BGA can work with clubs to make sure that areas of particular risk are identified, better understood, and that our various operations and training activities are organised in such a way as to minimise, in as practical a manner as possible, the risk of an accident occurring. In the main, however, it is down to us as individuals to make sure that we take advice on board, exercise appropriate levels of judgement and fly as we have been taught as befits our circumstances.

I don't think that anybody would take exception with anything that I have said so far. Where I feel on equally confident ground, however, is in my view that things are not working as either they are meant to or as all of us would like. The long and the short of it is that we continue to have the type of accidents that we should not have.

Where we have put our minds to it we have been able to make measurable improvements in our safety-related performance - the BGA Safety Initiative's focus on winch launching is an obvious example; that we were able to reduce the number and seriousness of tug upsets is another. Both examples, however, also highlight the fact that improvements cannot be achieved and then assumed - we have to work relentlessly on maintaining improved performance levels.

The BGA will be thinking long and hard on ways in which we can improve the situation. We will, of course, be working closely with clubs, and I intend to major on this issue during the forthcoming Chairmen's Conference. In the meantime, I want you to do your bit as well. Don't take safety for granted:

- **Are conditions really suitable for the flight you are intending to take - or are you going to assume they will be when you are airborne?**
- **Are you going to fly in line with the extra responsibility you have towards someone that is with you - or will you just be taking them along for your ride?**
- **Are you going to fly the winch launch consciously in the manner prescribed by the BGA in its latest guidance - or are you going to let physics and chance do the work for you?**
- **Do you have a plan for what you will do if you have a launch failure - or will you figure it out at the time?**
- **Are you going to be ensuring consciously that your approach and landing are spot on while you are flying them - or leave it to chance?**
- **Will you be flying a carefully planned field landing - or looking to arrive in whatever likely landing area presents itself low down?**
- **Will you recognise when things are starting to go wrong and start sorting them out promptly - or fly on in the hope that they will either sort themselves out or that divine intervention will come to your aid?**

Quite frankly, when I read accident reports, as I do in my capacity as an SRE never mind my interest as the BGA Chairman, I sense that too much flying is done by people who would only answer "yes" to the second part of the above questions.

Let's all help make 2010 a safer year. Stay safe, have fun.

Patrick Naegeli
Chairman, British Gliding Association
October 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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Alison Randle
BGA Development Officer
alison@gliding.co.uk

MEMBERS of No. 138 1st Nottingham ATC Squadron are pictured below with the 1st Gedling Scouts and instructor Steve Dodds at Buckminster GC. The Air Cadets have helped the Scouts to gain basic and intermediate levels of their Aviation Skills badges, as well as Aeronautics badges. Plans are afoot to start working towards their advanced Aviation skills badge. When they achieve this, they will be the first in their district to do so. Both Air Cadets and Scouts have gained a great deal from the arrangement.
(Tracy Dodds)



**ENCOURAGING
YOUNG PEOPLE
TO TAKE UP
GLIDING IS
CHALLENGING,
BUT SOW THE
SEEDS NOW
AND MANY
WILL BE BACK**

Junior strategy sowing seeds for future pilots

HOW OLD?! The fact that glider pilots are getting older has not passed unnoticed by the BGA Executive Committee. A few years ago they set up a specific Junior Strategy, led by Andy Perkins, to address this worsening situation. It's not that clubs don't recruit young people ('young' being under 25), it is more that there isn't the volume that there was 40 years ago – and pilots do seem to live for a long time!

Asking around clubs, it quickly becomes apparent that many pilots had their first flying experience as an Air Cadet, yet the flow between Cadet and sport gliding is not as straightforward as one might expect. The BGA and Air Cadet Organisation (ACO) have been working together to make it easier for Cadets achieving their Blue and Silver Wings to get involved with sport gliding. Five gliding clubs agreed to take part in a pilot project, which introduced Junior Gliding Centres (JGCs). These JGCs will become clubs that specialise in working with young people. Initially the BGA is concentrating on Air Cadets but, once the JGC model is established, clubs will be given the tools to allow them to diversify regarding what they offer to young people.

This will allow an appropriate and structured approach to make sure clubs can offer facilities for a whole range of groups such as Scouts, Guides, schools, colleges and so on. This will allow us to complement the University gliding, Junior Team and annual Junior Championships, already a part of the BGA Junior Strategy.

Last summer, the JGCs ran open days for local Air Cadet Squadrons, involving a small number of Air Cadets.

In early October a roomful of glider pilots, club officials and gliding instructors – some of whom have many years' experience within Air Cadets – met to discuss the BGA Junior Strategy and new Juniors website www.juniorgliding.co.uk; lessons learned by JGCs; and to debate ideas for future work.

The event was funded by the Sport England grant that the BGA secured

to cover this six-month 'Junior Winter Development Project'. We are extremely grateful to the 20 people who gave up their time to share their experience with the Junior Development Team of Andy Perkins, Claire Connor, Steve Pozerskis and Alison Randle. Their views and insight have helped to hone the work plans for the remainder of this phase of the project, which aims to build on the youth participation work carried out to date, strengthen the junior gliding centre model and lay the foundations for long-term youth participation in gliding.

At the Chairmen's Conference, the Junior Development Team launched the JGC club support pack and invited all BGA clubs to sign up to become Junior Gliding Centres. Clubs have until the end of December to sign up and will be expected to ensure they have certain minimum standards in place. These are based on Sport England Clubmark criteria, designed to support young people taking part in sport and have been specifically tailored to gliding. Between now and the BGA Conference in March, when the scheme will be formally launched, clubs will have dedicated junior development support to assist them with preparing to become JGCs. The focus this winter continues to be Air Cadets, so new JGCs will be opening their doors to Air Cadets next spring.

Andy, Claire and Steve will be continuing to build working relationships with youth, aviation and grant-giving organisations to ensure that more young people get the opportunity to fly and that they get good support whilst they are doing so.

Learning to glide is a commitment and there are many reasons why young people don't get into gliding – often they are out sampling a whole range of experiences, many of which are better tried young when bones bounce. We can't expect them all to start learning to fly now. Neither can we expect them to stay without a break for their entire lives – a proportion will leave to concentrate on careers and families. The clear message from the mini-conference is that encouraging young people to take up gliding is challenging, but sow the seeds now and many will be back. As a bonus, some will start now and stay forever.

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The general consensus from club chairmen and treasurers was that the event was a valuable day (All photos by Paul Morrison)

WE NEED TO LOOK AT HOW WE DO THINGS, HOW WE CAN IMPROVE TO MAKE SURE THE CLUB IS STILL RELEVANT IN FIVE YEARS

– PAUL MORRISON, CHAIRMAN, OXFORD



BGA Chairman Patrick Naegeli emphasised the safety message

I HAVE TAKEN AWAY LOTS OF TITBITS – QUESTIONS LIKE, IF WE ARE INSURED FOR CERTAIN AREAS

– CHRIS WOOLLER, TREASURER, STRATFORD ON AVON



THERE IS A LOT TO DO ON SAFETY. IF WE DON'T CHANGE THE WAY WE DO THINGS, NOTHING WILL CHANGE

– CRAIG LOWRIE, CHAIRMAN, SOUTHDOWN



Stark safety messages awaited delegates at the Chairmen's Conference and Treasurers' Forum on 14 November, but there were also many positive stories, including initiatives to grow participation in the sport

EIGHTY-FIVE representatives from 41 clubs, together with BGA volunteers and staff, travelled through shocking weather to catch up with news, discuss pressing issues and gather tips, ideas and actions to bring home to help improve your gliding facilities, **writes BGA Development Officer Alison Randle.** Much networking took place and the Development Team is confident that clubs will be borrowing ideas from one another – after all, time is too short to re-invent everything from scratch and we all need to fly more.

Patrick Naegeli welcomed delegates and opened the conference before handing over to Pete Stratten, who focused on current BGA work on the Junior Strategy (see *Development News*, p12), Airspace and the new BGA CRM system (explained by Keith Auchterlonie). Andy Miller gave a clear and insightful presentation about the important work of the EASA FCL008 working group in protecting the interests of all glider pilots. He thanked club chairmen for their swift response to a questionnaire about flying in or near cloud – information which has been used to develop a regulatory impact assessment and has changed attitudes.

The Treasurers' Forum was well attended by club treasurers, with a mixture of chairmen and CFIs also in attendance. A range of club governance and active management techniques were discussed, including risk management, succession planning and performance indicators – some of which echoed or supported parallel discussions in the Chairmen's Conference. The VAT presentation, followed by a useful technical discussion, overran its time. Trial lessons were discussed including marketing, VAT treatment and financial benefit. We will be focusing on topics from the Treasurers' Forum in the next *Development News*.

Meanwhile, Roger Coote informed chairmen how to safeguard gliding sites so that gliding clubs become automatic consultees when a development, such as a windfarm that could affect flying operations, is put forward for planning permission. Craig Lowrie, (Southdown GC), the first of four clubs to share experiences, gave a practical illustration of how aerodrome safeguarding fits into a longer-term club strategy – one that includes plugging gaps that club cash may leak through.

Graham Evison (Yorkshire) shared how YGC have been managing trial lessons, transforming the experience from a negative, frustrating one for all to a positive one. Top of his list of tips was selling the right product to the right people – offering a day course or a one-off experience and then backing this up with effective diary management.

SHARIN

YGC have a comprehensive daily briefing and the duty instructor is required to think about fleet capacity and whether to position their advertising trailer on the public footpath.

Michael Sheehan (Buckminster) explained how they will be saving money on fuel and water and improving their trial lesson conversion rates by converting a standard gliding toilet block into a shiny new 'green' one, including highly-insulated walls, waterless urinals, solar panels and a grey water system. In an amusing presentation, he showed that it is possible for our environmentally-friendly, low carbon sport to further reduce our carbon footprint as well as cut fuel bills.

The safety session made for uncomfortable listening. Hugh Browning yet again reported that the long term statistics remain the same – same numbers and types of accidents. **Except that the accident rate per launch has increased for the fourth consecutive year** because there are fewer of us doing less flying than we did 18 years ago. Of particular concern was the high number of trial lesson accidents. Hugh also highlighted the fact that, for most pilots at most clubs, crashes don't happen that often, so we need to reduce accident rates that may already *appear* to be low. Hugh finished by stating that the immediate priorities are to eliminate ALL trial lesson accidents and all fatal or serious injury instructing accidents and to winch launch safely.

To highlight the sorts of things we could do to improve the safety record, Phil King asked delegates to consider the scenario of the last trial flight of the day, when emotive pressure to fly is high. Mitigating risks such as misting canopy, fatigued instructor, landing into sun etc, is not rocket science. If you cannot eliminate the risk, then stop flying for the day. In short, it falls to *you* and me, dear reader, to tighten up on *our* behaviour and really look after ourselves and our friends – we need to be vigilant and disciplined. We must ensure we eat and drink enough, don't fly whilst tired, clean gliders daily and use our judgement to prevent ourselves from getting into difficult flying conditions.

Patrick Naegeli asked clubs to relate their operations and supervision to the objective that a trial lesson is 'a flight with the least

possible risk'. Commenting on the number of winch launch accidents, he asked chairmen to ensure that every member is familiar with the safe winch launch page on the website:

www.gliding.co.uk/bgainfo/safety/safewinchlaunching.htm

He finished by saying that the BGA Operations Group would be looking at new ways to work with the clubs during 2010 to reduce the accident rate. (See also Patrick's questions about safe flying on page 10.)

The treasurers in their forum spent much time discussing insurance, mitigating business risks, big financial hits and threats to club survival. The clear message from both conferences is that being able to get insurance is not something we should take for granted. Logically, the positive spin-off from increased vigilance is fewer silly dinks – especially the ones that result in insurance claims. Fewer claims mean a slower rise in insurance premiums, leaving you with more money in your pocket.

With the emphasis on reducing time spent on paperwork and increasing flying activity, Alison Randle talked about creating a stronger club by using good governance, existing resources, succession planning and spreading the load. Included was a brief update on child protection (BGA guidance will be issued when further government guidance has been published).

The treasurers re-joined after tea to hear Keith Auchterlonie talk about marketing to widen participation in gliding. This was illustrated by Paul Graham (Vale of White Horse) who recounted the club's many positive experiences with the recent 'Try Fly Days' government initiative. After this, the participating clubs who were present received the remaining half of their £1,000 grants.

The day was rounded off with a question time discussion, the panel of Patrick Naegeli, John Birch and Pete Stratten supplying answers to questions from the floor.

Full details on all the topics covered at this year's conference (including relevant slides) will be made available in the conference report on the BGA website.

WE NEED TO IMPROVE SAFETY AND NOW IS THE TIME TO DO SOMETHING. WE SHOULD ALL ATTEND ANNUAL BRIEFINGS ON CURRENT ISSUES

**– JOHN DICKINSON,
CHAIRMAN,
STRATFORD ON AVON**



Delegates were encouraged to give their feedback, with the promise of a lollipop for each completed form returned at the end of the day

It would not have been possible to run this event without a few key people:

- Debbie Carr and the BGA office staff
- The presenters
- Claire Connor and Steve Pozerskis, the new Junior Gliding Development Officers who were this year's Conference Assistants
- The staff at Woodside

TAILFEATHERS

Why winners win – and why you and I trail behind - part two

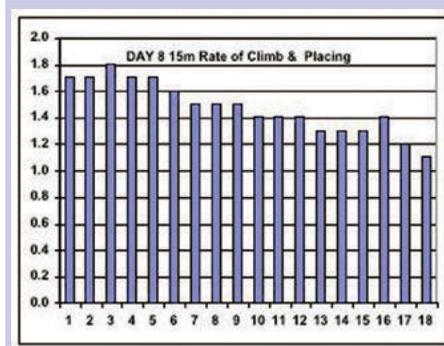
IN THE last Tailfeathers I started to analyse the key factors in competition success. I came to the conclusion that rate of climb really is paramount, and inter-thermal flying important – especially distance flown between climbs – but less important than climb.

BUT – top pilots that I've talked to are unanimous that the big factor in winning races is *how you glide between thermals*. Here is a typical quote from one pundit:

"The importance of glide should be high up on your scale. We spend 80% of time gliding, and the ones who find the lifting areas are the winners. Of course to find strong climbs is also important, so I would put them both on equal valuation. The ability of Wolfgang Janowitch (world champion from a few years back) to glide in areas that are lifting, or with less sink, is just amazing. I cannot keep up with him on the glide; he just disappears higher up the horizon. But I think I do find equally strong thermals as he does."

Despite this unanimity among pilots who are far better than me, I still (rather cheekily) believe climb rate is paramount. Yes, I maintain, if you are in a busy thermal, the aces and the dummies will indeed all appear to go up at more or less the same rate. The dummies will be helped by the aces – and the aces will be hindered by the dummies.

I suspect that it is this apparent uniformity of rates of climb in gaggles that gives rise to



Here are a typical world championships day's results: 18 finishers' placings and their climb rates in metres per second. (One m/sec is approximately 2 knots). The correlation is around 0.90. Other examples were shown in the last issue, with correlations of around 0.80 between climb and speed round the course.

the belief that people at world championships level all climb about as well as each other.

But I suggest that the crucial thermals in a competition are not the ones that are full of gliders, but the ones with only one glider in, or at least where the number of gliders is small and the amount of separation between them is large, so that helping and hindering is less important.

(Yes, if I had infinite patience I could analyse people's climbs on SeeYou and I could separate gaggle-flying from solo climbs, but life's too short. Some switched-on, computer-savvy young guy can try that this winter – see my last paragraph.)

Therefore my hypothesis (as yet not proved) is that the top pilots climb a lot faster than the also-rans when they are NOT in busy gaggles and therefore cannot easily be

compared – except by diligent use of modern software.

Here is a challenge to younger (or nerdier or more persistent) brains this autumn and winter:

Using logger analysis software, look at a wide range of serious competitions – preferably in which span and glider performance are reasonably close, eg 15m or 18m contests.

- Examine only "pure races" round fixed turn-points – Assigned Area Tasks just introduce too many extra variables
- Analyze the rate of climb, speeds, glide angle and distance covered per glide etc of all finishers in a race and produce the sorts of table I have attempted here, but in more detail over a large number of contest days
- Find out whether the difference in rates of climb between winners and losers is more pronounced when they are on their own than in gaggles
- Find out whether there is a systematic and pronounced difference between winners and losers in the time it takes them to get centred.

To help you get started, in addition to downloading IGC contest logs from the web, you might try these links to Dale Kramer's quite astonishing Flight Analysis sites. I do think Dale's approach will indeed make it possible in every competition to identify, not to say pillory, the "Leech of the Week" for whom I am trying to design a suitably ugly Hall of Shame trophy.

www.sailplanes.info/2009_18m_analysis.pdf
www.sailplanes.info/wgc2001flightanalysis.xls

More on this tantalising topic in 2010!

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No champagne for Charlie

A PILOT we shall just call Charlie, taking part in an international contest, had the best glide angle of the entire class on that day. His 71 was well above the theoretical polar curve, and well above the winner, Alfie, at 58. Charlie had obviously flown through some pretty good air and carefully avoided the bad, and therefore he will surely have wiped the floor with the others.

Not so! In fact Charlie came bottom for the day. Look at Charlie's distance flown between thermals: 16km or just two-thirds of Alfie's 24km per glide (see chart below). The fact that Charlie stopped so frequently is no doubt linked with his very poor climb rate, again about two-thirds of Alfie's. It indicated Charlie was tip-toeing along, stopping for every thermal that would have him – and for quite a few thermals that didn't want to know.

You can see why I am concealing names to protect the guilty. Though the task was 420km, Charlie manages to exceed Diamond distance, nearly 100km further than the task length, and 57km further than the winner, Alfie. Just as you might wrongly assume that the finest glide angle would be strongly associated with victory, you might likewise assume that the successful pilot would lose the smallest amount of height between thermals. Again, not so.

Winners lose more height between climbs than losers. That is because they fly much longer

	Speed	Kms Flown	Rate of Climb	Av Glide Kms	Glide Ratio
Alfie	109	460	2.2	24	58
Charlie	84	517	1.4	16	71

distances between climbs (and no doubt at faster cruise-speeds – though I need to research that assumption at Christmas, with a bottle of Jack Daniels at my elbow, trying not to spill it into the Dell's keyboard this time) and at the end of each long, fast glide they catch a stronger thermal. They are willing to get lower in that pursuit. The dread fear of getting close to that brown and green stuff known as Mother Earth keeps the Charlies high – and slow.

A bit of simple arithmetic on those glide angles and glide distances shows that Charlie lost only 731ft between climbs and Alfie lost 1,360ft – nearly twice as much.

Winners fly fewer excess kilometres than losers. We also need to research how those wasteful extra kilometres are clocked up. Is it due to people like Charlie wandering vast distances away from the course line, maybe into the next country? I think it is more likely to be fiddling about trying to find a core – and not succeeding.

Winners are more decisive and are either climbing fast or gliding fast. The “grey area”, that frustrating and wasteful no-man's-land between purposeful climbing and purposeful gliding, is small for them, but for the rest of us it is far too large.

Again the extent of that grey area for different pilots can be researched – the numbers are all there.

To the three Rottweilers* in hot pursuit of Platypus – farewell!

IN A lovingly-preserved copy of the December 1960 edition of the *London Gliding Club Gazette*, I recently found the very first item under the nom de plume of Platypus.

Since I was just starting to edit the *LGC Gazette* and, like most editors with no budget, having a thankless struggle getting other pilots to write for the journal, I started writing stuff myself and printing it under different authors' names, so as to make it appear that I had at my disposal a variety of highly literate aviators all lined up eager for the chance to inform or amuse the club membership. Disguise, dishonesty and deceit were therefore an inherent part of the Platypus persona from the very start.

December 2010 will be the 50th anniversary of that first Platypus piece, and that anniversary looks like a very good point at which to hand over this column to someone younger, more energetic and more au fait with what's new in our noble sport.

However I do promise, if you step into my tattered slippers, you will not have to toil for half a century before being allowed to graze in some quiet meadow, unmolested by slavering hounds.

“Yeah, 10 years should be enough” (Ed.)

Please form an orderly queue.

**These are the editor's pets, Headline, Deadline and Misprint, who start howling and pawing the ground whenever a column is overdue. They are only placated by immediate receipt of copy that is the right length, arriving on time, without blatant spelling or grammatical errors and ideally not libelling anybody who can afford a lawyer.*

Years to remember – and one or two to forget

AS WE bid farewell to 2009, we should note that this has been a good year for aviation anniversaries. Especially the centenary of Louis Bleriot's proof that Britain was no longer an island. For this £1,000-prize-winning feat he captured a French government contract and built 800 planes before World War One.

Ten years later, a £10,000 prize went to Alcock & Brown for crossing the Atlantic. The year 1929 is only famous for the Great Crash, which had nothing to do with flying, though a huge amount of aviation crashery was going on as designers and pilots struggled along the learning curve.

Jump to 1939 and Geoffrey Stephenson soars a glider across the channel – for no prize that I know of except undying fame among aviators and especially soaring folk.

Oh, and Platypus went solo in the ATC in

1949 and got his Silver C in 1959.

That the interval between my A badge and my Silver was as long the interval between the respective feats of Bleriot and Alcock & Brown may cause unkind comment in gliding club bars, but my years in the Navy as a trainee secret agent* and then at university were the chief cause of the delay.

PLATYPUS

*Though a fluent Russian-speaker, I would have been the world's worst spy. A couple of vodkas and a pretty girl and I would have been boasting about our latest aircraft-carriers without having to be tortured, as the KGB recording machine turned under the bed. The only hope for our country might have been that the KGB would say: “This information far too good. Is obviously MI6 plant. Disregard everything he says!”

INSTRUMENTATION

G METER AND T/S

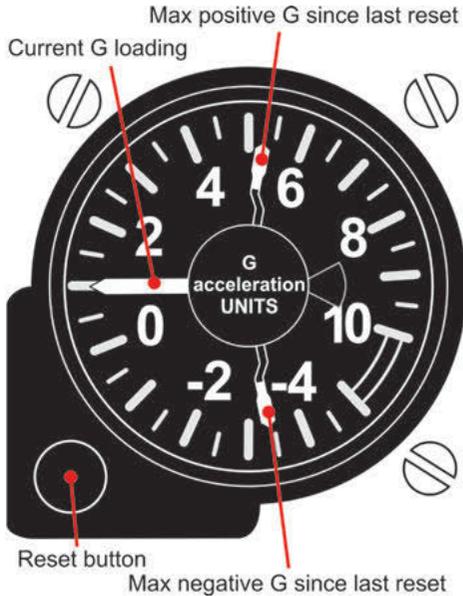


Figure 1: G meter display

In the third part of a series on how aircraft instruments work and what they are really measuring, Steve Longland takes a look at the role of the G meter (accelerator) and the Turn and Slip (T/S)

THE G meter, or accelerometer, measures G/acceleration units (figure 1) ie, how much more or less an object being accelerated weighs in relation to its normal 1G weight.

The mechanism

In this case, the object isn't the glider but a sliding reference weight inside the G meter, free to move up or down along two fixed vertical rods (figure 2). The weight is both balanced and restrained by a circular spring attached to the central drive shaft, with

the mechanical connection between them being made by a thin piece of string running around pulleys A, B and C.

Viewed from above, A and C sit at 45° to B. This allows the string to go from A to B – wrapping several times round B and attached there to stop it slipping – round C, and then back up, passing behind B, where the two ends of the string pass through a hole in the weight and are clamped firmly to its back.

The main display needle ('Current G loading' in figure 1) is driven by the shaft from B, and indicates the instantaneous, or 'now' value of G. The other two, kinked needles, sit on separate sleeved and friction braked shafts (figure 2), moving only when the 'now' needle pushes one of them up for positive G, and the other down for negative G. The mechanism isn't illustrated. These two needles stay where they're put until there's a greater load, and serve as maximum + and - G markers. Pressing the reset button returns all three needles, not to zero, but to 1G.

Under normal 1G the weight is suspended just over halfway up the rods, held there by the drive shaft torque created by the spring, and acting through pulley B and the string.

When the glider pitches nose up (inset, figure 2) inertia causes the weight to slide down the vertical rods until, via the string and pulleys, the spring-created torque in the drive shaft exactly balances the current effective weight. Pitch down causes the weight to slide up the rods.

The G meter isn't essential unless you want to do aerobatics, but beware! Only vertical accelerations are measured, so you don't get the complete 'load picture'. Some of the really damaging loads are torsional

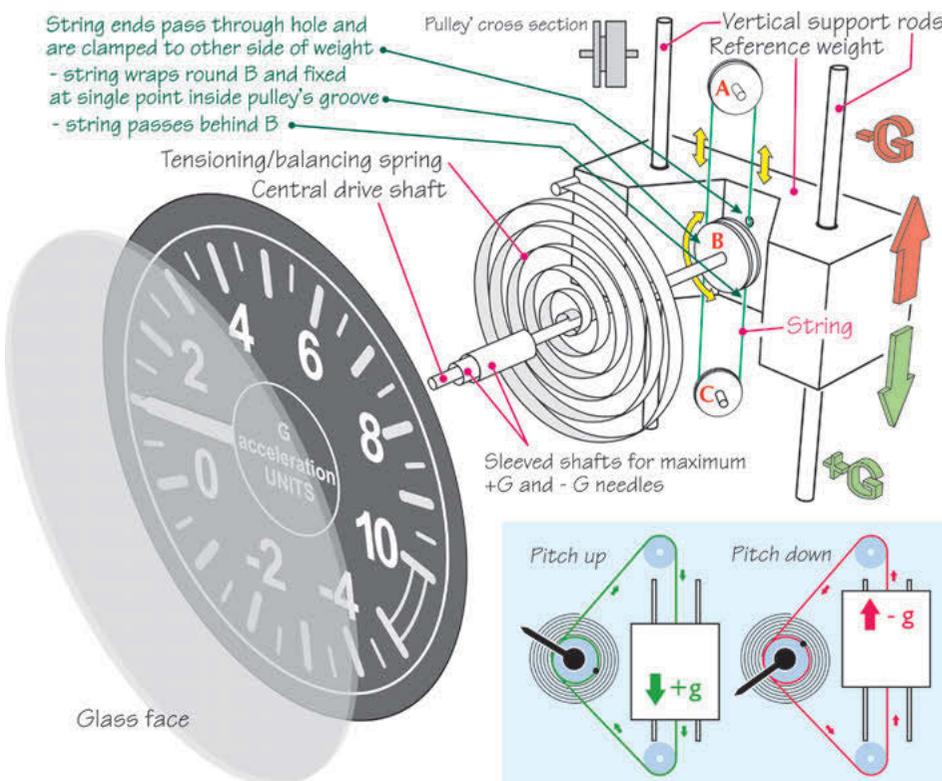


Figure 2: G meter mechanism

INSTRUMENTATION

G METER AND T/S

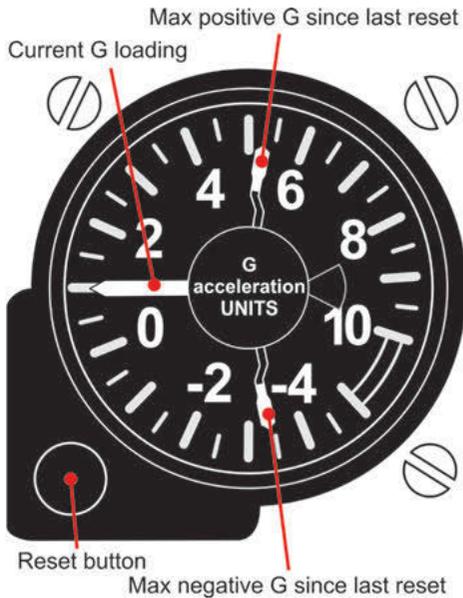


Figure 1: G meter display

In the third part of a series on how aircraft instruments work and what they are really measuring, Steve Longland takes a look at the role of the G meter (accelerator) and the Turn and Slip (T/S)

THE G meter, or accelerometer, measures G/acceleration units (figure 1) ie, how much more or less an object being accelerated weighs in relation to its normal 1G weight.

The mechanism

In this case, the object isn't the glider but a sliding reference weight inside the G meter, free to move up or down along two fixed vertical rods (figure 2). The weight is both balanced and restrained by a circular spring attached to the central drive shaft, with

the mechanical connection between them being made by a thin piece of string running around pulleys A, B and C.

Viewed from above, A and C sit at 45° to B. This allows the string to go from A to B – wrapping several times round B and attached there to stop it slipping – round C, and then back up, passing behind B, where the two ends of the string pass through a hole in the weight and are clamped firmly to its back.

The main display needle ('Current G loading' in figure 1) is driven by the shaft from B, and indicates the instantaneous, or 'now' value of G. The other two, kinked needles, sit on separate sleeved and friction braked shafts (figure 2), moving only when the 'now' needle pushes one of them up for positive G, and the other down for negative G. The mechanism isn't illustrated. These two needles stay where they're put until there's a greater load, and serve as maximum + and - G markers. Pressing the reset button returns all three needles, not to zero, but to 1G.

Under normal 1G the weight is suspended just over halfway up the rods, held there by the drive shaft torque created by the spring, and acting through pulley B and the string.

When the glider pitches nose up (inset, figure 2) inertia causes the weight to slide down the vertical rods until, via the string and pulleys, the spring-created torque in the drive shaft exactly balances the current effective weight. Pitch down causes the weight to slide up the rods.

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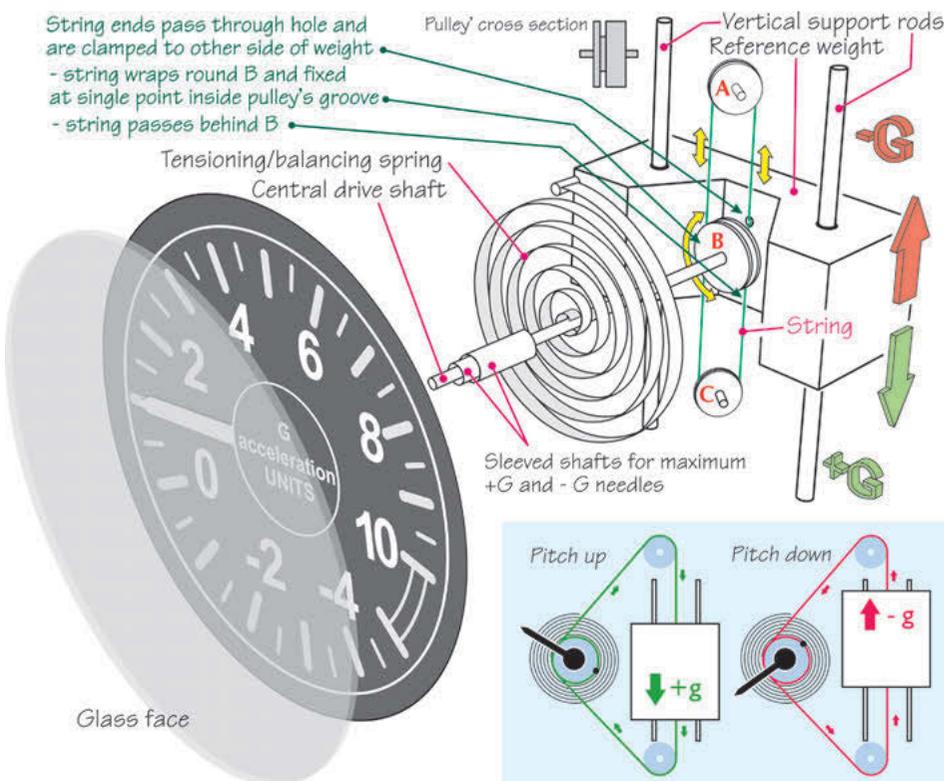


Figure 1: G meter mechanism

INSTRUMENTS

(twisting), and because they're not G loadings as such, we don't feel them and the G meter doesn't register them. During a rolling, high G, high-speed pullout (a combination to avoid), indicated G may be within acceptable limits, but parts of the structure could be teetering on the edge of theirs.

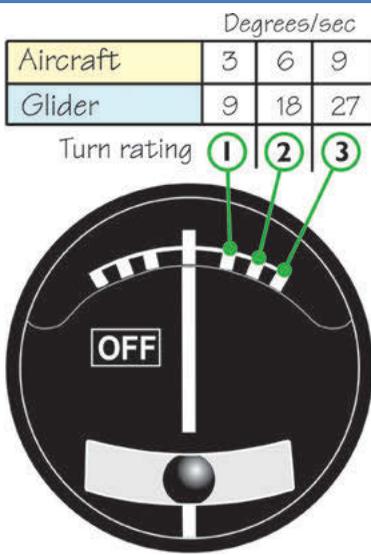
A bump during the ground run can create a transient load as brief and violent as a kick to a football, with loads being indicated that ought to, but don't, result in immediate and catastrophic structural failure.

The instrument is designed to measure steady loads, or those that don't change abruptly. Hit a bump, though, and the panel and the G meter case jerk upwards, and the weight gets left behind. The spring thinks it has to balance a load, but as it tensions, suddenly the panel and the case are returning, and the weight has been catapulted in the opposite direction. It didn't start moving instantly and won't stop and reverse direction any quicker, spring or not, so this initial 'left behind - accelerate to catch up - overshoot' sequence repeats itself, even if the panel and the case have already stopped bouncing up and down! Either way, the reference weight's oscillations tend to be few and damp out rapidly. Genuine damage is rare, despite the readings, but check out anything that felt or sounded unusually violent, or odd.

TURN AND SLIP (T/S)

The UK is one of the few countries in the world where glider pilots are still allowed to cloud fly, almost without restriction, so it's odds on the regulators will put paid to that. Should you wish to find out more about cloud flying before that eventuality, a good article on the techniques appeared in S&G, December 1996/January 1997.

The performance of modern gliders and the increasing prevalence of get-you-home engines makes cloud flying a less useful skill than it once was, but it can still improve your general competence. In the past, pilots often taught themselves how to cloud fly. Best not these days. A charitable description of the 'functionality' of many modern

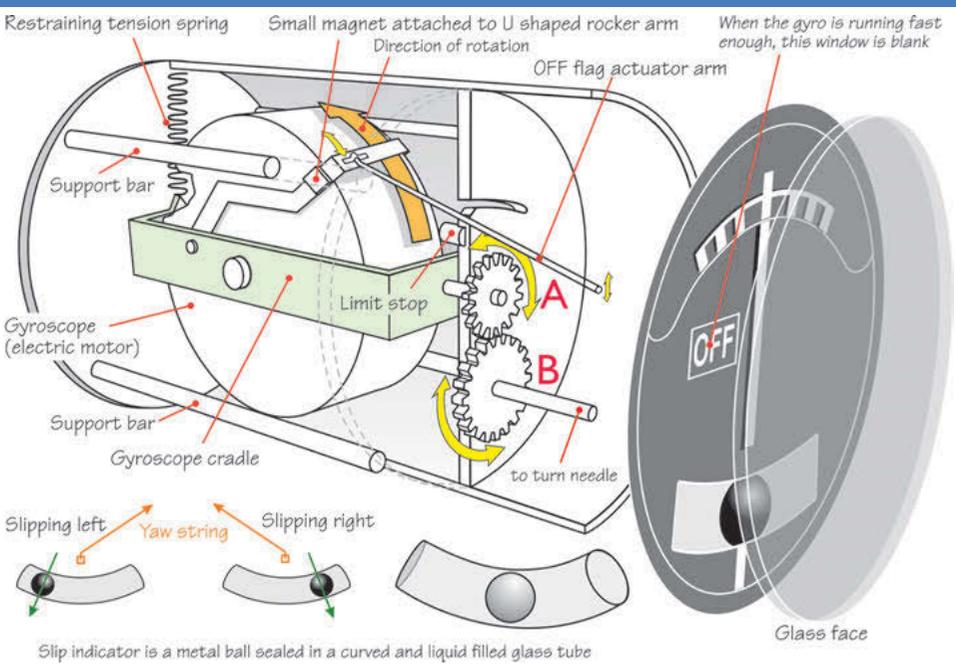


DURING A ROLLING, HIGH G, HIGH-SPEED PULLOUT (A COMBINATION TO AVOID), INDICATED G MAY BE WITHIN ACCEPTABLE LIMITS, BUT PARTS OF THE STRUCTURE COULD BE TEETERING ON THE EDGE OF THEIRS

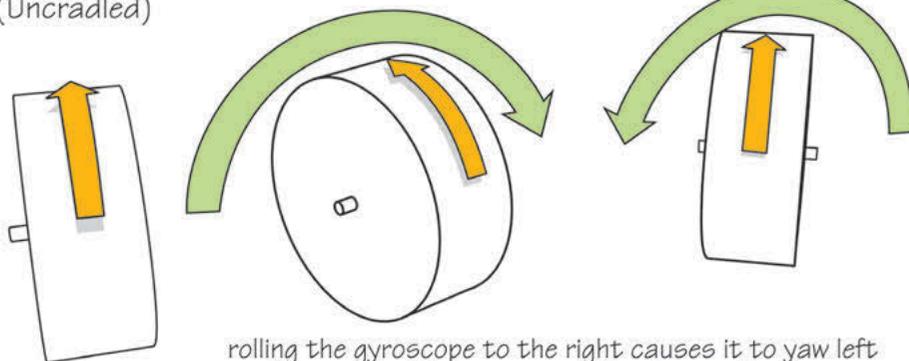
(Left) Figure 3: T/S and rates of turn

(Below) Figure 4: Simplified version of T/S mechanism

(Bottom) Figure 5: Gyroscope responses to roll and yaw

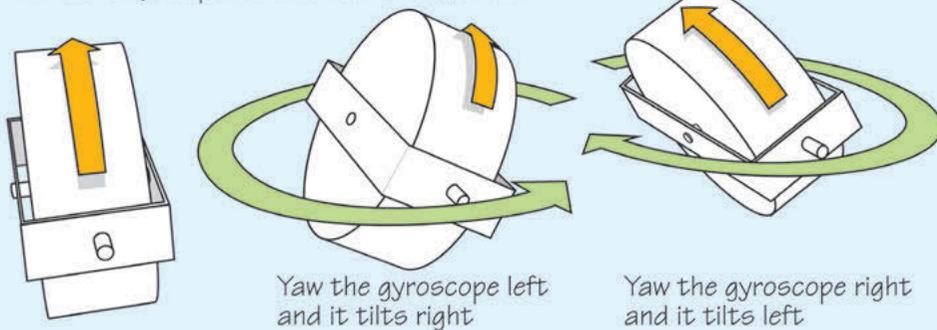


(Uncradled)



rolling the gyroscope to the right causes it to yaw left and vice versa. When supported by the cradle

..... the only response 'allowed' is roll, or tilt



Yaw the gyroscope left and it tilts right

Yaw the gyroscope right and it tilts left

Illustrations by Steve Longland

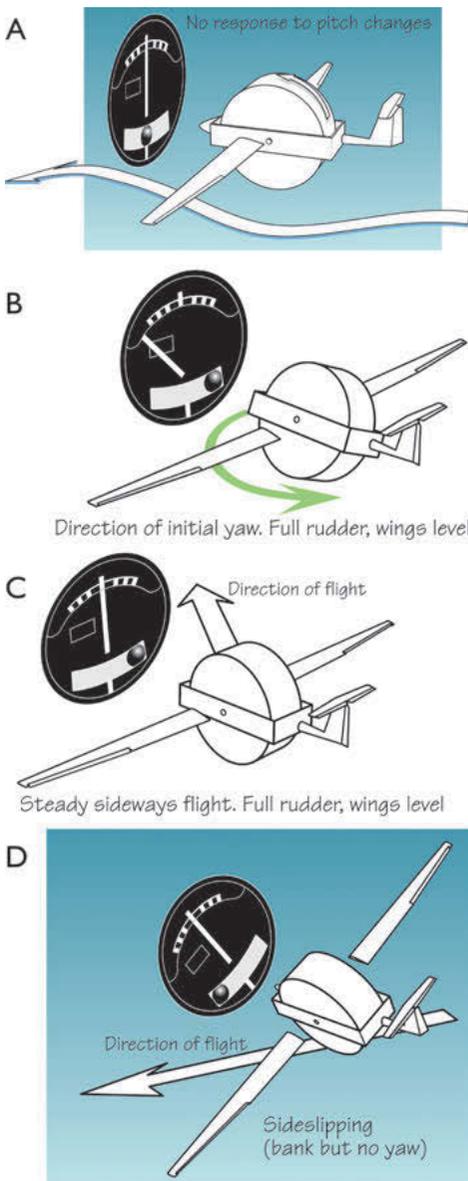


Figure 6: T/S responses to pitch, yaw and roll

A GLIDER RATE 3 TURN IN A CRUISING 747 WOULD CAUSE IT TO FALL TO BITS, AND A 360° POWER RATE 3 TURN IN A GLIDER WOULDN'T FIT INSIDE THE CORE OF MANY THERMALS, PARTICULARLY IN THE UK

✂ sailplanes' airbrakes would be that, while they can indeed constrain your velocity somewhat, they only do so if you haven't lost control of the situation, so they aren't exactly fail-safe for cloud flying.

Sadly, dual instruction in cloud flying is hard to find, but talk to your CFI, or go power flying for a few lessons.

The basic T/S found in most gliders doesn't indicate bank, but rate of turn (figure 3), which is the speed at which the nose is yawing left or right along the horizon. We'll look at this in a bit more detail later.

The mechanism

Rates of turn for powered aircraft and gliders differ, with those for gliders being three times faster; the reasons are related to 'normal' operating speed ranges, the G forces in well-banked turns, and structural limitations. A glider rate 3 turn in a cruising 747 would cause it to fall to bits, and a 360° power rate 3 turn in a glider wouldn't fit inside the core of many thermals, particularly in the UK. The instrument's literal 'degree of response' is set by the restraining tension spring (figure 4), which is stronger in T/S modified or designed for gliders than it is in powered aircraft.

Not shown is a damper – either magnetic, or a 'leaky' piston – in a separate compartment at the back of the instrument. Without these and the spring, even quite small yaw rates would produce full deflections of the turn needle.

The overwhelming majority of T/S used in gliders are electrically driven, with the internal gyroscope being both a flywheel and its own electric motor, typical rpm about 4,000. The gyroscope needs to be relatively massive, and so the instrument is heavy.

Venturi (air-driven) T/S are extremely rare in gliders because they are susceptible to water ingress and icing – ie, things you tend to find in clouds – and create significant drag.

The cradle supporting the gyroscope pivots along the instrument's fore and aft axis. Gyros like to stay upright if they can, and respond to most efforts to make them do something else by reacting in rather odd ways, to say the least. For example, try to roll a gyroscope (figure 5, top) and it yaws, and if you subject it to yaw it rolls (figure 5, bottom). The latter is the crucial response because it is the only one which can tilt the supporting cradle and deflect the turn needle. Were the gyro to try and respond in any other way, let's say to twist horizontally, absolutely nothing would happen and the turn needle wouldn't move.

The turn needle doesn't connect directly to the axle shaft of the cradle, because if it did, turn would be indicated in the opposite direction to yaw ie., left for right, which wouldn't be very helpful.

Cog B reverses cog A's rotation so that turn rates are indicated as being in the same direction as yaw, ie, left for left, which is a lot easier to get to grips with! Cradle tilt is limited to about 45° left or right of the vertical by a stop, preventing the turn needle being broken against the case and the gyro rolling upside down.

When the gyroscope is spun up sufficiently fast in the direction illustrated (figure 4), electromagnetic 'drag' between it and a small magnet attached to the U-shaped rocker arm tilts the arm up a few degrees; just far enough for the spindly actuator arm to lift the spring-loaded OFF flag up, out of the window in the instrument face. There's no ON flag. The window is empty when the instrument is working.

The slip part of the instrument usually consists of a metal ball in a curved glass tube, partially filled with liquid to act as a damper. Slip or skid slides the ball left or right in response to the apparent change in the direction of gravity. The more sensitive yaw string responds to the airflow direction to indicate slip or skid, and moves in the opposite sense to the ball ie, ball left = string right, and vice versa.

Despite the fact that a basic T/S doesn't indicate bank, if the glider is being flown in balanced flight (string and ball in the middle), a higher or lower indicated rate of turn will then correspond to a steeper or shallower angle of bank.

Practical things to do

Probably the best way to find out about the T/S is to use one – out of cloud first! Try the following exercises in a two-seater, with a safety pilot in the front for lookout.

Turn on the T/S! Fly in a dead straight line, string or ball in the middle. Raise or lower the nose fairly smartly. The turn needle doesn't budge (figure 6A) – ie, a T/S doesn't respond to pitch, or, by association, to fore and aft accelerations.

Bank the glider into a steady sideslip such that you continue on in a straight line (figure 6D). The turn needle stays central even if the ball is way out to one side. The gyroscope must have tilted with the glider ie, no response to roll (it's forbidden!). Maintaining the same bank angle, gradually remove the sideslip, allowing the glider to turn and

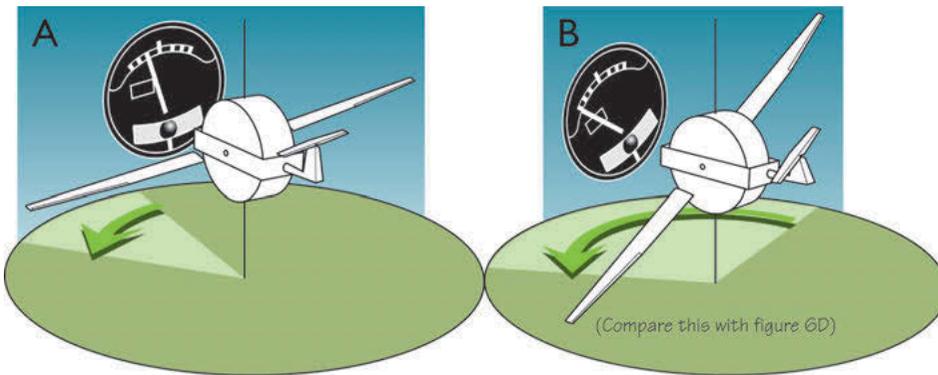


Figure 7: Bank and yaw rates in balanced turns

return to balanced flight. Note that the ball slides back to the centre, and the turn needle indicates a gradually increasing rate of turn.

In straight flight, keep the wings level and bash in a bootful of rudder. The turn needle whacks off in the direction of the yaw (figure 6B). Once the initial swing has stopped and the glider is flying steadily sideways with full rudder applied (figure 6C), the T/S ball will be jammed into one corner, the string out at right angles on the other side, and the turn needle back in the middle. Ergo, as they say, yaw is being measured. Again.

OK so far? Maybe not. Here's a question. Why, as bank becomes steeper and a turn more pitch than yaw based, does the T/S indicate a high and increasing rate of turn rather than a decreasing one?

From the experiments it looks as if the T/S responds only to yaw, but there's a frames of reference issue here. The yaw isn't in relation to the glider ie, from the pilot's point of view, but in relation to the gyroscope itself (figure 7, A & B). In balanced flight the gyroscope senses increasing bank as the accelerating rate at which it is being yawed. Eventually, at some steep but, for cloud flying, impractical angle of bank, the gyro cradle will hit the limit stop, and the turn needle will be fully

deflected, not far beyond the rate 3 mark.

At very steep angles of bank the turn needle starts coming back to the centre. Don't let things go that far. Reduce the bank if you're about to go beyond rate 3, or at least prevent it increasing any further.

Closing comments

T/S are relatively cheap, mechanically simple, don't suck the battery dry in 30 seconds flat, and are generally more reliable than many artificial horizons (A/H). They will also continue to indicate something useful even as their batteries die, which most A/H won't because, at some point, they lose their orientation and topple – it's a bit like watching clothes in a tumble dryer. The T/S has several drawbacks:

- it doesn't tell you the bank angle, except indirectly
- you need to fly reasonably accurately for the indicated rate of turn and the bank to run, as it were, in parallel
- the vital speed/attitude information is somewhere else on the panel.

As a result, continual cross-reference has to be made between the ASI, the T/S and the slip ball – in a damp cloud the yaw string will eventually stick to the canopy. The pilot's workload can be fairly high.

WHY, AS BANK BECOMES STEEPER AND A TURN MORE PITCH THAN YAW BASED, DOES THE T/S INDICATE A HIGH AND INCREASING RATE OF TURN RATHER THAN A DECREASING ONE?



Born 1941. First glider flight in 1968 at Mere, Staffordshire. Joined Cambridge University GC in 1970. Soloed 1970. Instructor 1972 – lots of free time and requirements then far easier. Completed Diamonds in 1988. CFI twice (lack of judgement). Stopped instructing in 2005. Currently nearly 5,000hrs and still not getting it quite right. Date of decease, pending

● Steve is on the lookout for broken variometers to aid his research for this series. If you can help, contact the editor (contact details on p3)

75

On **Saturday 17th April 2010** the Cambridge Gliding Centre and the Cambridge University Gliding Club celebrate the anniversary of their first flight in 1935, 75 years (and a day) ago

Dinner in Jesus College, Cambridge, starting at 1930hrs. Black tie

Tickets £50 a head (£45 for current members of CUGC or CGC), obtainable from office@glide.co.uk and CUGC, or online from www.glide.co.uk



Cambridge Gliding Centre

IN PURSUIT OF MEDALS

HUNGARY – you've got to go there. Sell the spouse, put the kids down the mines, but do organise a trip to Hungary! See www.flatlandcup.hu

I've flown before in central Europe's 'huge thermals, high cloudbase' – and it rained. This time the promise was delivered. Here's an example of how good it was: GB Base thought they'd screwed up the start time reporting because the task was 220km and we're calling final glide after an hour and a bit. How often do you do 113kph in a Cirrus in Europe?

Cloudbases were often 7-8,000ft with regular 6kt+ climbs over wide areas. Conditions did vary a lot though across this quite small country – roughly southern England without Devon and Cornwall.

The east of the country is flatter than any pancake, while eventually past the Duna (Danube) the west rolls gently from vines into hills.

The two big rivers, Duna and Tisza, cross N/S and cause big problems if you arrive low; but basically it's good easy soaring country.

Ayala's blog tells the comp story. I would like to thank our sponsors.

I thought about one photo captioned 'The Women's team in their Mile High sunglasses and It's a Wing Thing uniform assess the soaring conditions while entering tasks into SeeYouMobile', but I couldn't work out how to name-check PJ Hayman, who provided the insurance, without needing a larger photograph.

Sponsors augment the BGA funding so the team can deliver their best in pursuit of medals for GB; and we thank them sincerely for it.

They do this for the good of gliding as a whole – do give them your business.

Liz Sparrow

SZEGED: WOMEN'S WORLDS

Ayola Liran tells a tale of how to lose a competition after leading all the way

SUNDAY, 19 July
En route – Vienna – five and a half countries down, one and a half to go...

Monday, 20 July
Turf war: Arrived late last night and found a nice patch in the shade to stake our flag. Woke up this morning surrounded and had a friendly territorial bust-up with the Hungarian team... finally sorted with a little help from the comp director. Actually everyone is extremely nice and helpful, including the Germans, who lent us milk for breakfast. Quick trip to Tesco...shock, horror! They don't sell Marmite...!

Wednesday, 22 July
36 degrees in the shade, no one is flying – even us mad Brits. In queue for technical check.

Thursday, 23 July
Practice day, hotter, 37 degrees. We have a task but no one wants to fly. Spent the morning revising airspace and SeeYou. I am the geek (I prefer technical expert) in the team, so keeping busy.

Lunchtime, had improvised birthday party for Norman, Kay's crew, and we dunked him in our "pool". The Germans have a much bigger pool but they wouldn't let us in it. 2pm, everyone's given up. Spotted a glider thermalling and decided to take a launch, everyone thinks I'm mad. But managed 2.5 hours soaring locally.

Friday, 24 July
Last practice day: Finally a proper task, launched at 2pm, all blue. Very good first leg then went horrible on the second, climbs

going from 7kt to scratchy 1.5kt. Respectable 80kph and won the day... a bad omen? The Germans didn't get round, so moral victory. Rose Johnson and Hannah Hay tried out the local fields. Tomorrow evening is opening ceremony.

Saturday, 25 July
How to lose a gliding competition: There are infinite ways to lose a gliding competition, but the worse one has to be getting first degree burns in a cooking accident two days before the comp start, which is what happened to one of the Club class German pilots. She is now back in hospital in Germany and we all wish her well.

The most common way to lose is taking weak climbs. Others include:

- Getting Swine Flu
- Forgetting to switch your loggers on
- Missing the start line
- Missing the finish line
- Confusing the start line with the finish line
- Flying too slow
- Flying too fast
- Infringing airspace boundary
- Infringing country boundary

Sunday, 26 July
Day 1 at last: First day of school and I am the new girl in town and a bag of nerves. 310km Racing task for clubbies, grid launch in one hour, so much to do, arrggghhh!

The tugs finally arrived today and the grid is launching dead on time, Standards first then us. Here we go, don't blow the first day! Off tow and first climb in the bag, finally can relax a little. First leg west, Liz and I are sticking together and going well, then



Girl power (left to right): Ayala Liran, Gill Spreckley, Liz Sparrow, Rose Johnson, Hannah Hay and Kay Draper

the French catch us up but we are catching up with the Germans ahead. Into the 2nd turn point and Liz is pushing ahead. I'm falling behind and trying to keep up with the now leaders, the pace is frantic, everyone is running very fast, very intimidating.

After the turn Liz ahead is calling 6kt, I'm behind and lower and just can't get that climb!

Now behind and completely alone, probably last... Must keep calm and get myself out of this hole! Had a good run alone on the long third leg and managed to catch up with the lead gaggle on the last turn, then a fantastic 60km final glide to find out I've finished 2nd. Rose is 4th and Liz 6th. Standards also doing well with 5th, 11th and 13th, good first day for the team.

Monday, 27 July

Day win: On day one everyone got back, so the tasksetter clearly thought the task was too short for the conditions (it was). Day 2 task then 439km for the Club class was a long day and we're all knackered now.

After a great first leg, the clouds disappear on the long leg to the east and now the whole class is now together.

Turning the north east TP at 4:30 with 3kt climbs at best, I said to Liz "S**t, we still have 145km to go in the blue...". "Don't look at the numbers," came the reply.

Liz and I pair-flying, now at the top of the stack pushed very hard, conscious that the day is running out and managed to lose the hunting pack. Last 60km, climbs now down to 1.8kt under top cover. Slow climb on the edge of the cirrus gave us marginal final glide and a good finish.

Day win for me and first overall, Liz in 5th and second overall. A grand day out!

Wednesday, 29 July

Swine Flu scare! Today Paul, my crew, was complaining of sore throat and we banished him from the camp... he was later cleared by Rose, our doctor, who diagnosed a hangover.

Thursday, 30 July

Two long days of flying and Assigned Area Tasks. Last couple of days were long and hard, particularly yesterday when a five-hour(!) AAT gave me my first 500km. Liz and I have been team-flying and it works well.

Friday, 31 July

Outrageous day: The forecast was for a blue day with weak conditions. It turned out to be a mega racing day, Liz winning with a whooping 113kph and I'm second with 110kph and Rose third with 113kph (all un-handicapped!).

By 12:45 the sky was full of great looking cumulus. By now, with me in the lead and Liz second, we had a string of followers everywhere. We started early and had fantastic run all the way, cruising at 90-95kt and only stopping to climb seven times with one 10kt climb.

The last 50km was tricky, with showers ahead. We took the last climb very high and got home to find out we devalued the 220km task in just under two hours – my personal best speed in the Libelle. ☺

(Below): Ayala and Liz with Brian Spreckley on final day of comp



TURNING THE NORTH EAST TP AT 4:30 WITH 3KT CLIMBS AT BEST, I SAID TO LIZ "ST, WE STILL HAVE 145KM TO GO IN THE BLUE..." "DON'T LOOK AT THE NUMBERS," CAME THE REPLY**

📅 **Saturday, 1 August**

The Shabbath: Today is mandatory rest day so we're off to the local water park. Liz and Alan have gone to have ice-cream in Romania...

Sunday, 2 August

Second half – a tough day: In football the first few minutes of the second half are critical if you are the leading team. The opposition are psyched up by their manager and will be raring to have a go at you. You need to sit tight, keep your focus and not concede an early goal.

Today felt the same, after yesterday's rest day and with six days to go, we knew the Czechs will come out all guns blazing. However we didn't need to take big risks and so with the forecast for weak conditions and early shut-off, we decided to start early.

This really was a horrible flight, the climbs were extremely rough and narrow and my Libelle did not like it at all. I was having a terrible time in the climbs and spent the entire flight 1,000-1,500ft below everyone, trying to catch up. However, very good last climb gave me third place.

Monday, 3 August

The start game: Yesterday's forecast was not good, predicting a blue stable day with weak conditions. We got in a good position and this time managed to hide away from the others. Then saw the Germans leave, followed shortly by the Czechs (two gliders Germans, three Czechs) and everybody else.

Made an excellent start and caught up with the early starters then great runs and climbs. Finished 2nd again with 107kph and Liz 3rd with similar speed.

Tuesday, 4 August 2009

Scrub: Woke up to complete cloud cover. The word from the organisers was "grid will open

at 10:15 but don't rig". The day was finally scrubbed at 10:00.

Went sight-seeing to the Danube which, contrary to rumours, is definitely not blue.

Thursday, 6 August

Scrubbed again when a massive thunderstorm exploded over the airfield. Tomorrow is the last day, I'm still in the lead with Liz second and everything still to play for. Everyone is asking if I'm nervous.

Friday, 7 August

The last act: Well, the fat lady saved her most dramatic verse for last. With three-hour AAT and forecast for showers we didn't want to try anything clever, so got in a good position and started.

Had a very good first leg but then got bogged down in the river air and later had to tiptoe around showers on the way back for 65kph, but how did others do?

Everybody is back but the results are slow to come, the scoring system doesn't seem to cope with the pressure.

Finally, three hours later, we learn that Natalie Hurlin (France) with 80kph, managed to leapfrog from fourth to win the comp. Liz is 5th, Rose 6th and I am 4th, so all out of the medals with the two Czechs 2nd and 3rd.

The results also didn't go our way in the Standards with Gill finishing 4th, Kay 7th and Hannah 16th .

As Brian Spreckley said, this is a game of musical chairs and you have to be sitting when the music stops and, having led for most of the comp, both Liz and I are very disappointed. However, we do take heart from the way we flew, the fantastic team flying and the results we achieved on all but last days.

So I start planning the next campaign now. Step one: set up Sweden 2011 blog...

TOMORROW IS THE LAST DAY, I'M STILL IN THE LEAD WITH LIZ SECOND AND EVERYTHING STILL TO PLAY FOR. EVERYONE IS ASKING IF I'M NERVOUS



Ayala started gliding in 2001 almost by accident after a friend who was given a trial flight as a present was too scared to have a go. She joined Reading University Soaring Society based at Shalbourne GC and went solo in 2002. Ayala flew her first Regionals at Dunstable in 2004. Since then she has been flying in the Club Class Nationals. An instructor at Lasham, Ayala also flies powered aircraft from Popham. Her other sporting passion is football and she has played for Charlton and Southampton in the Women's Premier League and earned 12 International caps playing for Israel

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**FACTS AND FIGURES FROM
37TH ANNUAL VGC RALLY:**

- 355 people, including families and crews, enjoyed this meeting and some excellent summer weather, which permitted thermal flying on all days but one
- 104 vintage gliders
- 204 pilots from 19 countries
- 1155 launches were made
- the vintage gliders were airborne for 965 hours
- an average time per flight of 50 minutes was achieved during the rally

Information about the VGC and its activities can be found at www.vintagegliderclub.org

Pictured on this page, clockwise from top left: A beautiful Minimoa 38 is flown by the Aventoft vintage group in Northern Germany; This replica of the pre-war R11 Cimbara, a design of the Hungarian Erno Rubik, came from Budaörs in Hungary; a beautifully-restored Cumulus 2f – type-certified in post-war Germany, this first new type had the Grunau Baby II wings; The L-10 Libelle is a one-of-a-kind and has A-Spatz wings and a wooden fuselage built by Bitz in Germany; The Osnabrueck vintage group's perfectly restored Condor IV/4

VGC ANNUAL

ACHMER was the venue for the 37th annual Vintage Glider Club Rally, **writes Jochen Ewald.** Host of the rally 10 years ago, Osnabrueck was celebrating a centenary year. Flying started there 100 years ago, and the anniversary was celebrated with an open day, a rendez-vous-week at the airfield of Nordhorn/Lingen close to the Netherlands border and, of course, the VGC rally itself (27 July – 7 August).

The Osnabrueck team led by president of the German section of the VGC, Harald Kaemper, offered guests a tremendous meeting at the beautiful and well equipped airfield.

The hangar became the briefing room and the festival hall for the traditional events held during each VGC rally: The opening ceremony, the international evening (during which each nation presents itself with national tradition, food and drinks), the national evening (held by the hosts, presenting their region and nation) and the closing ceremony.

Among the gliders present, besides many 'old comrades', there were some interesting 'newcomers' in the skies above Osnabrueck, including the rally's 'flagship' – the DFS Reiher replica built by members of the Osnabrueck club. This famous 19m gullwing, (original designed by Hans Jacobs and built in 1937) is the second built by VGC members. The first, built by the OSC Wasserkuppe, is on

display in the Wasserkuppe Gliding Museum.

Another vintage glider, newly-restored at Osnabrueck, was a beautiful Cumulus 2f. This type, based on Grunau Baby II wings and a steel tube fuselage with a thin steel tube tail boom, was the first single-seater to get its type certificate after WW2 in Germany. Together with Christian Kroll's Cumulus IIIf (with wings of the Baby III), the only two flying samples of this type in Europe were present at the meeting!

This year, both DFS Habicht replicas could be admired in the air above Achmer. The OSC Wasserkuppe and the Zahn family both brought their beautiful replica of this fully aerobatic pre-war gullwing glider and did nice displays. Peter Zahn even flew a fine synchronous display together with the Osnabrueck club's Lo-100.

Professor Bernd Ewald displayed the structure of the new Horten IV flying wing replica. During the next year, this impressive glider, of which re-designing and building was organised by him with the Felix Kracht foundation (the late Felix Kracht was the designer of the FVA-10 Rheinland in 1937 and later the Airbus Industries senior vice president), is expected to fly!

The number of DFS Olympia Meises during this year's rally was very impressive. This 1938 type was designed to become the Olympic standard glider for the 1940 games (which, due to the war, were not held, and so gliding



RALLY 2009

unfortunately never became an Olympic sport). Five examples in beautiful condition were present and joined by their successors EoN (Elliot's of Newbury) Olympia from Great Britain and Nord 2000 from France as well as a rare, later development based on them, an EoN Oly 419, with 19m span and laminar airfoil from 1958. The very active members of the Lithuanian VGC section found this rare British glider in Slovenia and took it to their country.

The large airfield, up to four tugs well-suited to vintage gliders, the Osnabrueck twin drum winch and a four-drum winch from friends from the Netherlands, permitted a high launch frequency. Good thermals made long flights possible.

Among the long flights (of which several lasted more than seven or even eight hours), was a special one deserving of mention. Ulf Kern flew the Hol's der Teufel primary replica for 7 hours 3 minutes, up to 2,000m (6,562ft) with bare feet! His next goal is to complete his Silver C on the Hol's der Teufel with a 50km flight.

It is interesting to see the development in the launching methods during the history of the VGC rallies. In earlier years, most of the launches were made by aerotow. Recently, this changed, and during this year's rally two-thirds of all launches were made cheaply by winch. For winching during the rally, the British (BGA) signalling system was

used, because many of the vintage gliders were not equipped with radio, and lots of languages spoken. Even the otherwise quite radio-controlled Germans had to admit that this system appears to be the easiest and safest one: If the launch is too slow, just lower the nose, and if it becomes too fast, waggle the tail. These signals were immediately recognised by the winch drivers, who launched everything perfectly, without misunderstandings, hectic commands on the radio or the winch phone.

Looking back, everybody could congratulate the VFL Osnabrueck members on a perfect rally. The 38th rally will not take place as planned in the Netherlands – transponder problems in this country destroyed the plans of the Dutch VGC members (they made transponders mandatory in all aircraft in nearly the whole country and now have problems with the 'lots of dots' on their screens in some regions).

Instead, next year's rally will be held in the country the VGC originates from, Great Britain. Norfolk Gliding Club has offered to organise this rally for the second time, from 31 July until 7 August 2010 at Tibenham. Before that, a rendezvous week at Challock/Kent is planned.

Pictured on this page, clockwise from top left: Osnabrueck's perfectly-restored Kranich IIb shows its transparent silhouette; A really rare glider is the 1958 EoN Oly 419. The Lithuanian group found this 19m glider with laminar airfoil, an Open class successor of the Olympia Meise, in Slovenia; Herbert Gomolzig designed and built some Baby V with a steel tube two-seater fuselage and reinforced Grunau Baby III wings. This is the only one still airworthy; The Grunau Baby III was the first single-seater for many glider pilots during the 1950s; The Scheibe Bergfalke 2 still has the round rudder of the elder Mue-13



Graham Saw's Slingsby T-8 Tutor was originally a T-6 Cadet before it received the larger T-8 wings

ALL PHOTOS BY
JOCHEN EWALD



This page, clockwise from top:
 R2 coming in on the last day of the Inter-Services competition, hosted at RAF Keevil in August. It was winning this day and took 2nd place overall (Simon Attack)

With his own glider overdue for annual inspection, Bermuda High Soaring's Ted Goranson rented one of the club's 1-26's. A "sport" canopy, which is a glorified windscreen leaving the pilot pretty much in the open to the wind and sun, enabled this great self portrait (Ted Goranson)

Super Club G-TTUG flown by Phil Hazelhurst towing Ulster GC's K-21 G-CKOT off the beach at West Strand, Portrush, after a display by Ian Gallacher during the Northern Ireland International Air display. Ulster GC was assisted by The Sport Northern Ireland Lottery Fund and The Enkalon Foundation to enable purchase of this specially-adapted glider that provides equality of access for people with disabilities (Ian Gallacher)

Heading for wave in a flight from York GC (Justin Bronk)

This page, clockwise from top:

Flying on the Cross Fell ridge close to Skelling Farm, climbing up the ridge flying north with Cross Fell in the background (Alastair Mackenzie)

Taken during an early October wave flight with Robin May (Steve Lynn)

Ed Downham and Steve Lynn enjoyed a 330km late-September flight on the South Downs (Steve Lynn)

Early October sunrise at the Long Mynd (Joe Drury)

If you would like your previously-unpublished photographs to be considered for inclusion in Gliding Gallery, send them to editor@sailplaneandgliding.co.uk





Journalists were invited to witness a glider being launched by the Peugeot 3008 at a press launch, held at Stratford on Avon GC

LAUNCHED INTO THE SPOTLIGHT

From a YouTube debate to a feature in *The Sun*, the Peugeot launch at Snitterfield created significant interest in both the club and gliding. S&G editor Susan Newby was there

HAVING experienced aerotow and winch launches, I was intrigued when Stratford on Avon instructor Andy Sutton invited me along to Snitterfield to witness a glider being launched by a car.

Andy also happens to be the PR director at Peugeot and was looking for a different, memorable launch venue that suited the characteristics of the Peugeot 3008. As a crossover type of car, Peugeot sees it as ideal for a family with adventurous and diverse needs, especially those enjoying outdoor sports and needing to tow equipment such as glider trailers.

The gliding club offered an interesting alternative to the usual type of car launch venue – often simply a drive away from the car park of an expensive hotel.

“We actually planned for the club to be mainly an exciting and interesting backdrop rather than a straight invitation to fly,” said Andy. “In the end we did 230 launches over four days with about 40 per cent of these being visitor flights by journalists.”

With three days for the motoring press and day four aimed at lifestyle editors of magazines including hiking, flying, shooting, cycling, golf and country, Peugeot aimed to see 75 journalists in total. “We reached this target and the Peugeot 3008 is getting great reviews, no doubt helped by a memorable event,” said Andy.

The services of the club’s new neighbours, Stratford Armouries, were also enlisted for museum shoots and clay pigeon shooting with future joint marketing ventures planned.

A feature of the Peugeot 3008 is Grip Control, which gives the 2-wheel drive car a similar offroad capacity to a 4-wheel drive but without the expense of such a car – and is said to use a lot less fuel.

“We originally thought to show Grip Control in action by driving on rough parts of the airfield,” said Andy. “However, this seemed a bit tame so I wondered if I could get a glider into the air towing with a 3008.

“We made a special Otfur release mechanism up to fit on a standard towbar – always putting safety and compliance with rules and best practice at the top of the list.

“We used a 150 bhp manual 3008 simply because it was the only one in stock with the Grip Control system fitted – a diesel auto would have been easier!

“We decided to use reverse pulley to keep the tow rope level behind the car. We used a pulley on the front of our Skylaunch winch (the Tost head) just because it was easier than making a special item. AT NO TIME did the winch provide any power or mechanical advantage. For interest the Skylaunch is brilliant at its job but uses a V8 7.2 litre engine and autotransmission giving a full 340 bhp!

“Our first attempts had to be made crosswind on soaking wet grass so we used a K-8 for minimum load, launching it straight away to 1,300ft.

“Later we moved to the more photogenic and aerobatic Junior achieving heights of up to 1,500ft in 10kt of breeze. We have also launched the venerable T-21, two up, to 1,500ft twice.

“On the four event days we made just one demo flight each lunchtime, creating some sense of theatre, I think. Especially on the fourth day when we accidentally used a lower powered 3008 with just 120 bhp still reaching 1,100ft.

“The car has been a revelation even to us



pulling itself (1.5 tonnes) and two occupants across the damp grass, and on one occasion the Skylaunch and its Shogun tow vehicle over the chocks!”

Media coverage has exceeded all expectations and of the journalists attending the launch, two-thirds flew (some three or four times) and two asked to join the club.

Peugeot’s *Lion Has Wings* video has almost 11,000 views already on YouTube. gliderpilot.net and YouTube both saw a debate about whether the stunt was a fix or not – all good publicity for Peugeot and gliding in general.

So what has it meant to Stratford on Avon GC? “In one week we beat our full season trial lesson budget,” said Andy.

“The sense of teamwork was awe-inspiring. I cannot state too strongly how proud it made us all feel to be a part of such a strong team – it was a real event and piece of motivation for the club.

“The club’s name in the *Sun*, other daily newspapers, YouTube and a series of motoring and lifestyle monthlies, is worth a fortune in PR and publicity. We hope for a membership blip as a result.”

The launch event proved motivational for the club with a real sense of teamwork for volunteers, kitted out in SOAGC sweatshirts



British TV presenter and motoring expert Quentin Willson (front) with the club’s Geoff Butler



Motoring journalist Stuart Birch (right) and Andy Sutton in the T-21

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MAKE IT HAPPEN

Motivated, but strapped for cash? Then consider a scholarship

DESPITE the turbulent economic outlook, industry and charitable organisations involved with young people in aviation are keen to ensure that there are still some incredible opportunities to be had, *writes Andy Perkins.*

Here we highlight what is available for young pilots to progress within gliding or powered flight. These scholarships and bursaries are open to a wide range of young pilots of various abilities so have a look through and see what is applicable to allow you to enhance your flying skills.

BGA clubs – Most gliding clubs in the UK offer special rates and opportunities for young people. See www.juniorgliding.co.uk for a list of clubs, what is available through the club and contact details.

Air Cadets – With over 48,000 members, this is the perfect start point for many young people who want to get flying as well as take part in a huge number of different activities. www.aircadets.org

Air Cadet to Sport Gliding – 80 scholarships of £200 available for Post GS Air Cadets to continue and develop their gliding skills at a Junior Gliding Centre. This generous support is available thanks to GAPAN and ALET. Check out www.juniorgliding.co.uk for details.

Churchill Scholarship – £100 paid direct to your club to offset flying fees at your club on achieving your Bronze before the age of 18. www.juniorgliding.co.uk

IF YOU HAVE THE MOTIVATION BUT NOT THE CASH IT APPEARS THAT HELP IS AT HAND! COMBINE THIS WITH SOME DILIGENCE AND DEVOTION TO THE CAUSE AND YOU SHOULD BE WELL ON YOUR WAY TO A CAREER IN AVIATION

Caroline Trust – Awards bursaries to young people generally under the age of 18 and disabled persons of any age who want to experience gliding. www.carolinetrust.org.uk
Fleet Air Arm – Gliding course of up to eight days in three locations across the country. This opportunity is available to male or females who are between 16 and 19. www.fleetairarmoa.org

British Aerobatic Association – BAeA bursaries for glider pilots. In association with Mazda, these offer young people the opportunity to develop their skills in the Sports, Intermediate and Advanced categories. www.aerobatics.org.uk

Royal Aeronautical Society Centennial Fund – www.aerosociety.com This fund has generously supported young glider pilots during 2009. We are hopeful of support in 2010. Keep your eye on www.juniorgliding.co.uk for details of scholarships.

Royal Aero Club Trust – In 2010, the Trust intends to award one bursary to the value of up to £1,000 (The Peter Cruddas Foundation Scholarship), two bursaries to the value of up to £750 and a number of further bursaries worth up to £500, to suitable candidates. Grants available for 16- 21-year-olds. www.royalaeroclubtrust.org/bursaries.html

POWER FLYING OPPORTUNITIES:

Air League Educational Trust – The Air League offers a wide range of scholarships and bursaries for young people to get involved in aviation.

- Flying scholarships – 12-hr NPPL flying training.
- Gliding scholarships – aerobatic, cross-country, NPPL SLMG training.
- Flying bursaries – Between five and eight hours of advanced flying training to PPL holders. For example, IMC ratings, Advanced Manoeuvring.
- Balloon PPL – a full PPL sponsored by Breitling.
- Engineering scholarships – week-long placements with the leaders of UK engineering. www.airleague.co.uk

See advert for application dates on page 35

BAeF – British Aerobatic Foundation – Offers an amazing scholarship for an

individual looking to take part in competition aerobatics. www.baef.org.uk

GAPAN – The Guild of Air Pilots and Navigators offers full PPL scholarships as well as the unique JN Somers ATPL scholarship. This full ATPL worth in the region of £80,000 will be available again in 2010! www.gapan.org

Disabled Flying Scholarships – Each scholarship student completes a six-week residential course of training, which includes ground school and up to 40 hours of dual and solo flying. This is provided at no cost to the student and currently flight training takes place at flight schools in the USA and South Africa.

www.worldwings.org
or www.toreachforthesky.org

RAF – The RAF offers many opportunities to get you into a flying career. www.rafcareers.com

RAF Association Flying Scholarships – Separate from the RAF awards, the association offers PPL training. www.rafa.org.uk/scholarships.asp

University Air Squadrons – There are currently 14 UASs in the UK. Check out: www.universityairsquadrons.com

BWPA British Women's Pilot Association – Offers young pilots the opportunity to start from scratch or to expand their experience. www.bwpa.co.uk

The Scouting Association also offers gliding opportunities for young people. www.scout.org/

Looking through what is available, I am overwhelmed by the possible opportunities available within our sport and in general aviation. If you have the motivation but not the cash it appears that help is at hand! Combine this with some diligence and devotion to the cause and you should be well on your way to a career in aviation.

The new website www.juniorgliding.co.uk has information on these opportunities and we will endeavour to highlight what is available and when applications are required throughout the year.

Plus, with a lot of new initiatives under way, this will become the portal of information for all in Junior Gliding so keep your eyes on it.



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PART M IMPACT

Pete Stratten describes changes to the BGA Airworthiness Organisation now necessary under its Part M approvals

PART M or, to give it its full title, Regulation EC 2042/2003, is the European regulation that defines how the continuing airworthiness of aircraft must be managed within the European Aviation Safety Agency (EASA) environment. Part M now applies to all EASA aircraft, including sailplanes.

As all inspectors and most owners will be aware, the BGA has a long-established airworthiness management and maintenance organisation, which has now been adjusted to accommodate the Part M requirements and costs. Funded through the annual BGA CofA or ARC fee, this fundamentally volunteer-manned organisation maintains a high level of gliding airworthiness rigour and focus on safety while

OWNER OR INSPECTOR - THREE FUNDAMENTALLY IMPORTANT POINTS TO REMEMBER:

1 A BGA ARC is renewed by an authorised BGA Chief Engineer, not the BGA office

2 A BGA ARC is only valid if payment has been made and a signed copy of the ARC is received by the BGA office, processed and then forwarded to the CAA, all within 10 days of the ARC renewal date. It is very important therefore to send the ARC copy to the BGA within five days of issue. Failure to complete the process accurately will contravene a requirement of Part M and therefore invalidate the ARC

3 Inspectors are not authorised by or insured by the BGA and its airworthiness approvals to carry out any airworthiness activity on gliders and other aircraft which are not deemed by the BGA to be within the BGA airworthiness organisation

meeting the needs of BGA clubs and thousands of individuals.

In the Aug/Sept 2009 *S&G*, the article *Part M – How to Stay Airworthy* explained what glider owners need to know to comply with Part M. Other more detailed guidance exists on the BGA website. What follows is a description of a number of changes to the BGA airworthiness organisation brought about by Part M that all owners and inspectors need to be aware of.

Annex 2 – nothing new

The BGA airworthiness process and owners' interfaces to the BGA airworthiness organisation remains unchanged for Annex 2 gliders. The CAA has seen no need to change the status quo of these arrangements. Annex 2 gliders are unaffected by changes described here.

The BGA airworthiness organisation and BGA inspectors – Part M

Part M has brought about a number of significant organisational and process changes. The actual airworthiness standards, however, are very similar to those that have always been required. The difference with Part M is that the CAA is involved in a whole-system audit process. BGA inspectors can be expected to formally demonstrate a reasonable understanding of and compliance with Part M and with what are almost universally common airworthiness standards.

Organisation and process changes

BGA inspectors are authorised under the BGA Part M subpart F approval rather than nationally by the CAA. They can only work on, certify or issue an ARC to EASA gliders and other aircraft that are within the BGA airworthiness organisation and therefore receiving BGA Airworthiness Support..

All gliders in the UK are currently deemed to be within the BGA airworthiness organisation. However, this is about to change. From 1 January, 2010:

- Gliders and other aircraft with an ARC

issued by the BGA (or with an initial ARC issued directly by the CAA) that is current or which has expired within the previous three months, are automatically within the BGA airworthiness organisation. We estimate that this represents the situation for well over 90 per cent of UK glider owners.

● Owners whose ARC does not meet the above criteria but who wish to use the services of any volunteer or professional BGA inspector, or who require access to BGA airworthiness information and support, will first need to bring their glider or other aircraft within the BGA airworthiness organisation by purchasing the BGA Airworthiness Support Package which includes the fee for a BGA issued ARC. The ARC component can be used anytime within the following 12 months as payment for a BGA ARC. Special arrangements exist for owners of newly-imported gliders whose ARC is issued by the CAA.

● Owners of gliders and other aircraft within the BGA airworthiness organisation will be advised by email regarding BGA-issued ARC expiry, ARC renewal advice, airworthiness directives, airworthiness news – providing the BGA has been supplied with the correct email address.

Complex maintenance tasks

Part M has specific requirements relating to what EASA calls 'Complex Maintenance Tasks'. The BGA has produced guidance material (Leaflet 2-13) to help owners and inspectors establish whether a maintenance task is complex or not.

A small number of professional repairers have completed a rigorous approval process and hold a BGA List 1 site approval to carry out complex tasks. Any BGA inspector can apply to the BGA for authorisation to carry out an occasional complex task within the scope of their inspector rating and the resources available to them. The information is in Leaflet 2-13.

■ For more info and FAQ's, please see www.gliding.co.uk/bgainfo/technical/part-m.htm
■ Details of how to renew a BGA ARC are at www.gliding.co.uk/bgainfo/technical/ampmanual/2-11.pdf

■ Advice regarding complex maintenance is at www.gliding.co.uk/bgainfo/technical/ampmanual/2-13.pdf
■ Details of all fees are at www.gliding.co.uk/forms/bgafees.pdf

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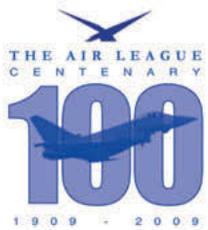
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TAKING PART IS WHAT COUNTS

Emilie House tells about her competition debut at Gransden

ON THE eve of possibly the windiest week of the year, I found myself washing the dust off the wings of a club Junior, HEK. With mixed feelings of excitement and trepidation, I was getting ready to make my competition debut, at the Gransden Regionals. I wasn't kidding myself about my chances of being competitive; I was just there to take part.

Ever since I joined the Cambridge GC cadet scheme seven years ago, I have spent the last week of August at Gransden Lodge soaking up the atmosphere, meeting new friends and generally living in the competition bubble for a week. I've worked my way up from rope runner to glass washer to working on the bar, and I've been lucky enough to hop into the back seat of several private gliders and fly the tasks. But this year I was in charge of my own destiny...

Despite being a BI and spending a

disproportionate amount of my time at the club over the last few years, my cross-country experience was limited, mostly due to my own uncertainty about when, how and where to send myself on tasks. This appeared to be a bit of a dark art, finding a glider, reading the weather, setting a task, and finding a crew – it all seemed a bit overwhelming. A comp appeared to be the perfect solution: weather researched and task set for me, all I had to do was find a glider and fly it!

Finding a glider was remarkably easy. The committee agreed to let me book out a club Junior. I had never been overly keen on the Junior but I was just happy to know I would have a glider for the comp. I bought a house this summer and suddenly a week of flying was looking very expensive. I was encouraged to write to the CFI and treasurer, as the club had a bursary to put to good use, and was delighted to receive £400 towards the cost of renting and launching the glider during the week.

The comp opened with an AAT on day one. An AAT could only be good news for me. I picked some points just over the minimum distance with the intention of treating it like a normal task. I started early, on the basis that I would be flying slower than the rest of the grid, so by starting before them, they would overtake me and I could see where they went and tag along for as long as possible before they got too far ahead.

Nice idea but it didn't really work for an AAT. As most of the group headed west, deep into the first cylinder, I wanted to just clip the NE of that sector and then head to area two. I was soon on my own, battling a 20kt headwind. I turned downwind as soon as I could and the second leg was a breeze. On track to the third sector I met another glider and we made our way to what looked like an amazing street, but pretty soon we were both scratching away in the same thermal, slowly drifting north to the next sector.

The Junior scratches well, but when the

Discus was high enough to hop to the next cloud, from the same height I couldn't make it in the Junior. When I had finally worked my way to somewhere east of March (my northernmost turnpoint) I decided to push west but, with not many clouds to head for, it was a bit of a shot in the dark. The sky looked like it was dying and at some point I must have subconsciously decided that I was not going to get round. Had I looked at my watch I would have known that at 14:30, it was more likely that the sky was re-cycling. I didn't look at my watch and I learned the lesson 20 minutes later when I was sitting in a field just SW of Downham Market, looking up at a booming sky wondering why I wasn't up there.

Unbeknownst to myself and my crew, but unquestionably proved by the wonders of SeeYou maggot racing, Peter (my crew) flew overhead my field just after I landed. It was about 30 minutes before his phone was on; he was in a field not far away from me, close to an adult themed shop... Kate jumped at the chance to retrieve him, whilst Kevin and Dave who were visiting from Portmoak volunteered to come and get me – thanks again! Conveniently enough, Kevin and Dave had clearly de-rigged a Junior before and it was a quick and simple retrieve.

The lesson learnt on day one went straight into practice on day two. I spent a memorable 45 minutes in an undesirable equilibrium, scratching in a string of bubbles which were popping off some warehouses to the north of Corby and blowing downwind away from my turnpoint. I climbed away from 1,200ft at least five times before I finally got high enough to push over Corby and round the turnpoint. This flight ultimately gave me my highest placing of the comp at 14th, while only six people finished, and I met a good bunch at Crowland while I waited for Peter to arrive.

As always, a good time was had in the bar at the end of each day, and the atmosphere





(Above) Emilie House made her competition debut in a CGC Junior

was buzzing with so many comp days and some great flights for both classes. Things were livened up somewhat with a cadet's 18th birthday (still hungover, Tom?); magic tricks and hilarious whale and cow stories from Steve Eyles, who won the Club class very convincingly; great food from Judith; and of course the excellent real ales and dynamic cocktail menu on offer.

It was during one of these evenings in the bar that John Glossop summed up the flavour of the week and his words have stuck with me: "every competition has a theme... this one is windy". It was windy from start to finish. Every day, turning on to the final leg (invariably into wind), was like a kiss of death for me and my Junior. Despite hanging on through the scratchy periods waiting for the sky to recycle; starting early; watching and learning from the other pilots; and even with John helpfully setting an AAT with a minimum distance of just 100km on day four, HEK and I triumphantly achieved six field landings out of six competition days – which you will be pleased to know I will not detail on these pages!

As the days sped by and I accumulated a plethora of landout stories, I travelled probably the steepest learning curve I can remember. Experience gained by flying cross-country in two-seaters was invaluable in getting me started, but flying on my own taught me so much that I didn't know I didn't know. It would have been easy to get disheartened by the landouts and to give up on the week, but the many words of encouragement from competitors and club members spurred me on. In the end I learnt to really enjoy being in control of the flight.

In the week running up to the comp I had

been asked "What PDA do you have? And what software do you use?" to which I would answer "I don't have a PDA"; "What's the trailer like?" and I had to say "I have no idea – I've never even de-rigged this glider before!" I knew from the looks on people's faces that they thought I was awfully unprepared, but I had a logger, a map and a crew – surely that was all I really needed!

Well it turned out I also needed spare battery fuses (thanks to Alan Head and Robert Welford for helping me out there), a backup GPS (thanks Robert Theil), a comp licence (I didn't know to look out for a card in the post in return for my £15.50).

I was surprised to find out at briefing on day two that I also needed an umbrella (thanks Neil Goudie and Price Bailey). It was technically a consolation prize for being the only actual landout on day one. It didn't fit in the glider but it came in very handy as a parasol on the grid (Formula 1 style!), which brings me to my crew, Peter, without whom I would never have got through the week. Dubbed the 'landout twins', no doubt it will not be long before the retrieves are repaid in kind!

Finally, thanks to the fantastic team who organised the comp and, as always, made everything run so smoothly.

I had a fabulous week, and I can't wait to take part again next year. Speaking of next year, does anyone have a shiny glider they would like to lend to a worthwhile cause in the last week in August?!

(Far left) A consolation prize for first landout of the comp proved useful as a parasol for 'landout twins' Emilie and her crew, Peter

(Below) Emilie's final preparations before launch
(Photos by Susan Newby)



AS THE DAYS SPED BY AND I ACCUMULATED A PLETHORA OF LANDOUT STORIES, I TRAVELLED PROBABLY THE STEEPEST LEARNING CURVE I CAN REMEMBER

Escaping the UK winter to fly at Bloemfontein during the South African summer, Alan Munro experienced concentrated gliding of a quality dreams are made of

I CAME late to gliding, as many of us did. I have a business to run, a long way to travel to my club, and I'm not a particularly good member, although I'm keen enough. Like many of us, I never quite give gliding the time and dedication it deserves. So for me, thermalling at 8kt up through 12,000ft is not exactly an everyday event.

However, this was Soaring Safaris, based at Bloemfontein, New Tempe Airfield in the South African Free State. It's run by Dick Bradley and Iain Baker during the South African summer, coinciding with winter in the UK. The weather can be perfect but it can also produce quite nasty thunderstorms, and of course 8kt down is also not at all uncommon.

Dick, whose home base is the Magalies Gliding Club near Pretoria, runs Soaring Safaris from the somewhat comatose Bloemfontein Gliding Club. That said, facilities are excellent with hangar, workshop, briefing room, bar and diner all functioning well. A GPL is essential but the paperwork requirement is small. A hired car is essential, but inexpensive.

There is a wide choice of gliders, which are booked for the week. Dick brings a number of aircraft down from Magalies and arranges for gliders to be shipped out from the UK. The fleet ranges from an LS4 at entry level through to a Nimbus 3 and his own beloved ASH 25 when dual is required. Launching is by Cessna 182 tugs and there is a highly competent back-up crew. Last year there was Henri, the hours-building tug pilot, François, a French student and glider pilot (who managed his Diamond Goal last year) and Chris, a South African motor mechanic, who

all willingly turned their hand to anything. Iain acts as a vastly helpful club pro. That's the first secret actually, that there was always a retrieve crew after a landout, and three or four gliders can be retrieved simultaneously.

So, back to the thermal in the Discus XW, and a little black dot which appeared in the corner of the eye. I used to dabble in air defence many years ago, and this dot was undoubtedly closing. Then it started to match itself to the glider's turn, then became two dots, and then two large brown birds. In fact, they made a perfect intercept, then split, one on to each wing, and followed the glider to the top of the thermal. They even moved forward at one point to check the meat content and turned out to be Lappet-Faced Vultures, I discovered afterwards. No camera available, as ever. What an experience though, flying with raw nature.

That's really what brings people back to Soaring Safaris, including many non-Brits. It's more than the good weather factor, the food and drink and the company. As Ole Maskar, who was on a return visit from Norway put it: "There's no jet lag. That's important. And the flights, even via London and Jo'burg, are cheap. It's the raw energy from the sun, up to 3,000m (9,842ft), when you only have to think about going fast, and not about landing out.

"I love the South African nature with its incredible colours and the lightning that can appear. I like the atmosphere. It's enjoyable, and I've even been able to camp there. In some ways it's typically Brit, but it has a unique character of its own.

"A downside? Well, maybe the guesthouse breakfast and the



ESCAPING WINTER IN SOUTH AFRICA

NEW TEMPE LIES AT 4,500FT AND THE IAS/TAS RELATIONSHIP CAN CATCH THE UNWARY, AS WELL AS 180° WIND SHIFTS AND MASSIVE LIFT IN THE CIRCUIT



Front of the launch grid at New Tempe on 21 December, 2008, where another UK visitor, Rose Johnson, prepares to fly a JS1 Revelation. That day she broke the British female 300km out-and-return record with a speed of 156.75kph (Iain Baker)



Alan Munro has been flying since he was 16. Starting gliding at 60, as a new flying discipline, wasn't easy so two gliding trips to South Africa were intensely satisfying. He lives in Rutland and flies at Husbands Bosworth

✂ need to be a bit cautious."

That raw energy is real. The thermals are strong but are well spaced, maybe 10km apart, so the cross-country tactics are a little different from home. I actually managed one leg of 98km without a turn. Normally I'd be delighted with 20km. Massive sink is ever present and the possibility of a fast change in the weather can happen. I was caught in such a change and four gliders all landed out. And you have to be a little more careful where you land, not just for the concrete termite mounds but also uninhabited farmsteads. You may be in for a long wait and sunburn, dehydration and survival may very quickly become real considerations.

Airstrips are few and far between and much of the landscape is fairly bleak and inhospitable as you fly off to the south. In the local area there is almost an over-abundance of suitable farm fields. New Tempe lies at 4,500ft and the IAS/TAS relationship can catch the unwary, as well as 180° wind shifts and massive lift in the circuit. It's the only airfield I've flown a glider from where a go around is not just a possibility, but occasionally a necessity.

Impressive achievements do happen though, despite the available airspace around Bloemfontein being ridiculously restricted both horizontally and vertically. Many manage a Gold distance for the first time, even a Diamond Goal – 500km is within reach, 750km is not uncommon and Iain managed 1,000km out and return half way to Cape Town (OK, with a turbo for the warm furry feeling). Forty hours in the two weeks is a reasonable expectation, and one gifted youth managed 70 hours in 13 days, flying 7,500km. To my amazement I even came away this time with a Diamond Goal and just missed my first 500km on my last day (the landout).

New Tempe gliding is not for total beginners, but neither is it the preserve of the experts. I asked Phil Jeffery of the Cambridge Gliding Club (who is pretty expert) why he keeps going there with his glider, and the reply is interesting.

"It's concentrated gliding of a quality one can only dream about in the UK," said Phil. "Dick makes shipping my glider out and back fairly painless and the cost approximately equals hiring one of his gliders for three

weeks. I know which I'd rather be flying, particularly having gone to the dark side and acquired a turbo. I only lend or hire it to people I know to be suitably experienced and trustworthy. Obviously it defrays a bit of the cost of my winter fun.

"To get the sort of winter gliding I enjoy, and it's definitely not Scottish wave flying, involves going to the Southern hemisphere. South Africa is my choice of the available options as it's easiest to get to, least expensive, and involves minimal time changes. For two or three years I went to Mafeking, and then moved to New Tempe. On balance, the SA gliding weather probably just favours Gariep, but I couldn't imagine enjoying it anything like as much as Soaring Safaris, where I've been made to feel one of the family. I haven't done any sums but think it most likely that gliding in the UK works out more expensive when related to hours and/or kilometres flown."

To sum up then, the general consensus is that the mainly good weather lets pilots build experience and progress, as opposed to flying every other weekend and making little progress. Less in my case. Good quality gliders are there to suit all levels of pilot, equipped in the main with adequate instrumentation. Expert coaching and instruction in advanced cross-country techniques, including post-flight analysis and two-seater flying, are excellent, and for me not having to arrange a crew allowed progress which would have been impossible at home.

Flying in classic flatlands thermals develops skills and experience that export back home (implicitly, not flying in the mountains – which is fantastic, but not directly relevant to flatland soaring). On top of that, it's the friendly positive atmosphere, the good local infrastructure and facilities, and of course the one or two hours time difference from Europe.

Would non-flying WAGS enjoy it? Maybe not. Even though the many guesthouses are pleasant and friendly, breakfast is variable and not all have pools. The cultural delights of Bloemfontein fade after a few days and there really is nothing much to see or do, and nowhere else to go. Most people can only shop at the Mall so many times. Conversely, compared with some gliding sites it's civilisation itself, and joining up before or after the gliding to enjoy the delights of South Africa is a pretty good compromise.

But Soaring Safaris is all about the gliding, which is totally fantastic. I'm going again.



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The great north/south divide was put to the test in a grudge match – sorry, competition development event – run at both Lasham and Pocklington. Participants experienced some splendid flying and useful trace analysis, but which side won?



AS MANY of you know, the British Team run competition development events each year. This started as a move by the Women’s team to encourage more women to do more cross-country and comp flying, but demand has been such from across the gender divide that two years ago we opened it to all-comers. This year we thought it would be a bit of fun to have a grudge match, and, with the aid of the Pocklington contingent – notably Tim Milner – the North and South Comp-ette was inaugurated earlier this year.

Plan as ever was to have team members and coaches talking in non-flying time and setting the pace in single-seaters and coaching in two-seaters when weather permits. But this time with the added competition of which venue could fly further and faster.

It wasn’t entirely clear how we could run it in two places, but in principle the two locations would score separately, and the venue who got closest to the others’ club – or did the O/R fastest – would win honours. There was a £10 entry fee to cover prizes, which were awarded for whatever seemed most in the spirit of developing cross-country skills – in the event we were so busy flying we hardly got a chance to award prizes!

As it turned out, contrary to past history, weather permitted a relatively small amount of talky bits, and we got on with some splendid flying and did some useful trace analysis. At Lasham, Dave Masson’s ‘how I do the weather’ talk caused much plotting of kidnap and imprisoning at various home clubs around the country.

As it’s comp development, winning is less important than taking part and learning from what you and others did. If you want to fly faster, analysing what you did compared with what was possible is of real benefit. So read what Tim has to say on the next page on what transpired at Pocklington.

Meanwhile, our thanks go to the British Team members and coaches who helped run the event, the two-seater owners who offered gliders to fly for the weekend and to Wally Kahn for donating splendid prints as prizes.

History should, I suppose, record that while the most cross-country km were flown at Lasham, the honours go to Pock for getting slightly closer to Lasham than vice versa. We’ll fix that next time...

Liz Sparrow



Those taking part in the first North and South Comp-ette rose to the challenge of friendly rivalry, while experiencing some great flying (Tim Milner)

NORTH

ALL OF THE RIGHT STUFF

JUST like Roger Federer, Lewis Hamilton and Lance Armstrong, those who reach the pinnacle of their chosen sport are probably born with natural talent. Whatever genes make up Sarah Kelman and Pete Harvey, we all hoped some would rub off on us during our cross-country training weekend at Pocklington.

Morning briefing and the obligatory front is on its way – who chose April to run a soaring course! Never mind, we’ve got 10 hours of soaring by PowerPoint plus some group therapy “The Meaning of Tephigrams”.

Curtains close, projectors on and Pete’s got a full house. He works the floor like a pro, captivating stuff. Curtains twitch open – it’s clouding over. “What are your goals for the season?” he asks. We all get our one minute of fame, and we all want to do better. Curtains twitch – looks like rain. “What makes a good soaring pilot?” Ah, we know that one, “follow the energy, climb faster, use operating bands”. Our ideas soon dry up. Pete to the rescue: “Here’s a few more.” One click reveals a wall full of fresh ideas.

Physiology. “How many of you can beat Andy Davis at a comp?” No hands. “How many think that someone else could beat Andy at a comp?” All hands. We talked morning and afternoon, then suddenly a curtain twitch reveals 3/8 cumulus with the club fleet spiralling upwards. The room quickly empties.

Brilliant white cumulus against a pure blue sky, perfect for a racing 80km triangle. It was a late start but round and round we went – the day just wouldn’t end. Derrick Roddie started at 18:50 climbed to over 5,000ft on the first leg which gave him 50ft to spare for a final glide around the task. He flew the task and arrived with 50ft to spare, “magical” (not Derrick’s words!).

Flying the small task worked well, it encouraged everyone to have a go late in the day and we all got back for the tall stories.

Day 2 – up early, calm, clear skies and a slight frost, you can almost smell a good day! No time for lectures, rig and grid it’s gonna be

a big one! Sarah and Pete announce the task – north to Barnard Castle then south to Newark.

The locals look uneasy, folk law says “Barnard Castle is where thermals go to die”. I need to assert myself and stop this madness. Too late, we’re all airborne and heading north. Classic soaring against a canvas of Wolds, Moors and Pennines.

The Barney Castle story does have some credence, set in base of a wide, shallow valley wave and ridge interference can suppress thermals. On reaching the town, I connect with the best climb of the day up to 5,000ft.

I spot Pete and Gordon Bassey in the Duo shadowing junior team members Charlie Tagg and Stuart Carmichael. My competitive instinct takes over and I whip my little Cirrus into action. I’m up with them and about to give them a quick lesson in soaringmanship.

Twenty minutes later I’ve dug myself a hole at 1,400ft trying to summon enough courage to leave the security of a 1kt climb; my adversaries have bounced off into the distance long ago.

All that great advice in the classroom seems wasted now; I must learn to tame that competitive streak. I slowly climb back up and as the clouds spread out everyone gets challenged.

Sarah shows the big wings a clean pair of heels with a little help from the Doncaster controllers who slam the door behind her. Even Jon Ellis, hoping for a return on his transponder investment, gets refused. The performance differentials spread us around the task, but we all tend to call time together and scrape back to Pocklington.

As we de-rig, the consensus was we’d had the right people in the right place with the right weather, something that doesn’t happen very often in UK gliding.

Tim Milner

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UK GLIDING**



Pete Harvey near Barnard Castle which, according to folk law, is where thermals go to die

WHAT THE COMPETITORS SAID:

“Although far from pundit, even I noticed the improvement in my cross-country flying speeds”

“I really enjoyed it and thanks also to the Duo pilots who gave some of us the opportunity to fly with them and to see how they do it”

“Many thanks for organising a most successful weekend – you must let us into the secret of organising the weather. Yes please – do it again next year”

ENTERPRISING!

James Fisher's first experience of Competition Enterprise redefined the boundaries of what he thought was achievable



James Fisher's Ventus about to be aerotowed during Enterprise (Mike Greenwood)

James Fisher (pictured below with the John Cadman Trophy) started gliding in 1994, aged 15, at Staffs club, Seighford Airfield. After a four-year lay-off spent learning to fly power, James returned to gliding during 2006 and now flies his Ventus-C from the Mynd. He has Silver, Gold Distance and Diamond Goal, 365 hours gliding and holds an Assistant Instructor rating



AS A newcomer to Competition Enterprise, I was asked to share my thoughts and experiences of this year's 35th event, held at my home club. I hope my words might be in contrast to that of more experienced pilots and maybe inspire some of you to get involved for the first time in next year's event.

I had planned to fly in a competition of some sort this year and, as Enterprise was to be held at the Mynd and with it also being the club's 75th year, I couldn't think of a better way of spending my summer holiday.

Plenty of my fellow Mynd pilots had competed before so the home team was quite strong, but there were also many visitors too and a total of 32 competitors took part. I have to confess that prior to this year's event I didn't know much about Competition Enterprise or its history, the little bit I did know had filtered down from other pilots.

One thing that was clear from the outset was the desire of the founders through to the present-day organisers to re-ignite the pioneering spirit from the early days of our sport, by freeing the pilot of many of the rules, restrictions and complications that may be apparent in a more traditional style of competition flying. I really liked the sound of Enterprise as it struck a chord with my own motivations for gliding.

Before this comp I had only flown in the Midland Gliding Club task week and had a few days experience at two-seat flying in a regionals. Although excited about competing I was a little apprehensive about how I might fare flying on my own for the first time in a more competitive environment. I need not have worried, the atmosphere of Enterprise was very friendly and relaxed.

Generally any over-complicated rules and scoring methods didn't really get a look-in. Task setting was excellent with a real variety of different flying on offer as the week unfolded. We had mixed weather for the whole comp and a run of brisk north-westerly winds did favour the higher performance ships, but the flexibility of the tasks allowed the pilot to make the best of the weather and to use their own initiative,

skill and bravery to the maximum to gain advantage.

Having said that, my own bravery faltered slightly on the day when the Isle of Wight was set as a turnpoint!

My most memorable flight was on day 2 when I circumnavigated Birmingham TMA in my Ventus. The day's task was to visit as many BGA clubs as possible. I was able to stay with a window of good weather between two frontal systems as it tracked north-eastwards across the country.

Shobdon Airfield, Bidford, Edgehill, Hus Bos, Cross-Hayes and Seighford were all visited before managing to glide home just ahead of the showers under a rapidly deteriorating sky.

After rolling to a halt abeam the trailers, I climbed out of the glider and looked back in the direction of my final glide at a sky that was completely overcast. I was amazed at what had been achieved that day. When my logger was downloaded it revealed a flight of 326km flown on a day when I would probably have only attempted 100km. On that same day, pilots flew away from site in a variety of directions using the weather as best they could to score maximum points. Alex Ward flew to Camphill, Justin ended up in Yorkshire. I heard later that a Regional comp held in the centre of the country set a 150km triangle!

On another task I found myself over Lasham taking in a view of Portsmouth harbour and the Solent. Heading northwest towards Swindon I was treated to a fabulous sunburst illuminating the ancient Uffington White Horse. All this occurred on a day when the forecast was not kind with strong winds and 6-8 Octas Stratocumulus. I don't think I would have even bothered to rig normally, but inspired by thoughts of what might be possible I bagged another 300km eventually admitting defeat at Aston Down (please don't ask how much the aerotow retrieve cost).

We also experienced some memorable soaring into the land of the dragons, I went further into Wales than I had ever been before in thermal. I inspected several ridges from low level late in the afternoon and was sure gravity was going to win. Amazingly, I had the lowest save of my gliding career milking the weak ridge lift that evolved into



Phil King in his LS8 over the launchpoint (Mike Greenwood)

an evening thermal breaking away from the hilltop. This carried me eventually up to a height where I could glide home to the Mynd. I logged only 116km for the day but it was definitely one of my most challenging flights, just trying to remain airborne.

So, at the end of the week, I was placed 4th overall and was surprised to be awarded the John Cadman Trophy for most enterprising flight (for my trip around Birmingham).

My feelings about Enterprise are all positive, I really liked being able to launch when I wanted and set off when I wanted – not milling around in the overhead trying to

avoid others before the start was opened. The have-a-go attitude that prevailed led to some really good flying that otherwise might not have happened.

The Long Mynd offered a beautifully dramatic setting to all who took part, the organisation was good and the MGC did a brilliant job of launching 32 aircraft quickly and efficiently with just one winch and tug. Importantly, I surpassed my own expectations from a flying point of view redefining the boundaries of what I thought was achievable and having a great time.

Now I am looking forward to next year at Lasham, 3-10 July.

PHILIP WILLS NATIONAL ENTERPRISE TROPHY

Alongside Competition Enterprise, a national trophy is awarded to the pilot/s believed to have achieved the most enterprising flight launching from anywhere in the UK.

This year Justin Wills has kindly allowed us to add his father's name to the title; it was Philip Wills who was the originator of the Enterprise ideals. However, the trophy has been spirited away so we are seeking a design for a new trophy encapsulating the spirit of Enterprise. There is a budget of up to £1,000 and entries should be submitted by 31 December 2009 to jhart.jon@gmail.com

The winner will be announced by 31 January 2010, with the expectation that the trophy will be ready to be awarded at the 2010 BGA conference.

Nominations are sought for 2009. A qualifying flight is not necessarily the longest or one that will receive a BGA trophy. It is more likely to be one involving various combinations of lift, ridge running or using cliffs, convergences or sea breezes, perhaps crossing unusual terrain or any such combination as the first-time flight from the club where the flight started. It could be a short distance, perhaps in a low-handicapped glider. In other words it is "Enterprising".

The trophy has been a well-kept secret, being awarded just 10 times since its inception in 1985. Currently we are "missing" the following years and are seeking nominations retrospectively for: 1987, 1988, 1989, 1991, 1993, 1995, 1997, 1999, 2000, 2002, 2003, 2004, 2005 and 2007.

If you feel that one of your flights qualifies or you know of such a flight by someone else, send details to: jhart.jon@gmail.com by 31 December, 2009. Winner/s will be announced by 31 January, 2010.

Jon Hart
Chairman, Enterprise Club
www.comp-enterprise.co.uk



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GOLD SERVICE

Nene Valley CFI Roger Morrisroe is celebrating 50 years as an instructor. Kerry Mertz looks back over his gliding career



NVGC chairman Phil Alexander presents Roger Morrisroe (pictured above and below right) with an engraved crystal decanter to mark 50 years as an instructor (Kerry Mertz/Dave Mansfield)



HIS ENTHUSIASM AND PASSION FOR THE SPORT RUB OFF ON ALL WHO MEET HIM AND THROUGH IT ALL HE'S MANAGED TO RETAIN HIS KEEN SENSE OF HUMOUR

ROGER MORRISROE (fondly known to us as Romo) has laudably achieved 50 years of experience battling it out as an instructor and has incredibly managed to remain in one piece throughout.

Romo's illustrious career in gliding began at the tender age of 17 during Easter of 1955. He joined an Air Cadet course at the 106 Gliding School at RAF Henlow. The smitten teenager soloed in August of that year and managed a few solo flights in the club's Tutor before the club was disbanded due to government cost-cutting.

The club was re-opened in July 1958, operating under the new name of 616VGS (volunteer gliding school). Romo returned as a staff cadet shortly after re-opening, flying the club's T-21 and T-31 (Kirby Cadet Tandem Tutor) Prefect and Swallow. During his time at Henlow he held a variety of posts, notably being commissioned by the RAFVRT (Royal Airforce Volunteer Reserve) as Flight Lieutenant in post as CFI.

On 3 September, 1959 (in a later year to become the date of his nuptials to his wonderful and 'incredibly understanding' wife Margaret) he gained his first instructor's ticket; the equivalent to a BI rating in new money. Then came the C Cat, B cat, A2, A2 Star rating, adding five years as CFI for good measure.

Unfortunately in 1978, Henlow moved over to Motorglider flying only, but Romo remained, gaining 800 hours on the club's Slingsby Venture and the Grob 109s. The call of the wild beckoned once more and Romo followed his instincts and decided to get back to his first love, engine-less flight! After a short stint at Cranfield in the late 70s, Romo joined

the Nene Valley Gliding Club in July 1984, joining the instructors' team in 1987.

At NVGC, Romo has held a variety of committee posts over the years, culminating in the role of CFI from April 2004 – until now (he is due to retire from this post shortly – if we let him!). He has gained his Diamond whilst with us, flown at a number of clubs within the UK and has enjoyed gliding sorties to three separate clubs in Australia.

From the start, Romo has proved himself to be an extremely knowledgeable, hard-working, popular and highly respected member of the club. His enthusiasm and passion for the sport rub off on all who meet him and through it all he's managed to retain his keen sense of humour (his one-liners are legendary!)

And so, what does the future hold for our intrepid septuagenarian? His retirement from 'active duty' looms like a gigantic cumulonimbus on the horizon!

Well, Romo says he is looking forward to a successful future at NVGC, endeavouring to chase his own gliding dreams. He would like to achieve his 500km, something that has eluded him during his years in the back seat teaching others. He also hopes to see his 14-year-old granddaughter, Daisy (pictured with him below), continue the family tradition and solo on her 16th – just as her mother Joanna (Romo's middle daughter) did.

Everyone at NVGC would like to offer huge congratulations to Romo for hitting the 50-year mark, and thank him for all his hard work and dedication to the club and its members. We all wish him the best for his retirement. The 500km is surely just around the corner!

(I would like to add my congratulations to Roger, who gave me my first experience of a T-21 when I became S&G editor. Congratulations too to Buckminster instructor Norman Revell, also celebrating 50 years of instructing – Ed)





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TOP OF LEAGUE

Essex & Suffolk take home the 2009 Inter-League trophy

SHENINGTON won the 2008 Inter-League trophy at Lasham, who hosted last year's final, *writes Mike Jefferyes*. It was team captain Alan Langlands, Intermediate Class winner, who invited us to Edgehill for this year's final, held on 5/6 September.

Alan directed and scored the 2009 final, with task setting (and resetting) ably handled by John Whiting, who had won the 2008 Pundit Class. It should be recorded that Philip Scott of Cambridge (K-8) won the Novice class in 2008.

The Soaring Centre (Hus Bos – Eastern League), Essex & Suffolk (Wormingford –

EasAnglian League), Bristol & Gloucestershire (Nympsfield – Rockpolishers) and The Park for the South Western League, all arrived at Edgehill to compete with Shenington themselves, Midland League winners. Southern League have not competed in 2009, but resolve to do so next year. The Yorkshire League is alive and well, but sadly did not join us owing to miscommunication.

Alan welcomed us all in the new briefing block, delivered and assembled within the preceding week. Graham Wright set the scene for the Saturday's prospects with a thorough met briefing showing the likelihood of breaks in the cloud, but a losing

battle between wind strength and thermal weakness. We gridded and Russell Cheetham sniffed, confirming that usable lift was non-existent, and the day was scrubbed.

Sunday saw a small improvement in the prospects of lift for a while, but still the wind was likely to win. A Goal Race to Husbands Bosworth was contemplated, direct for Novices and doglegs for the others. However, further met data and satpics increased optimism – the Pundits were therefore set 107km O/R Olney and the Intermediates 83km O/R Stony Stratford.

Andy Davis sniffed, finding enough lift for the other Pundits to be launched after him. Then, while Intermediates were being launched, the Novices were rebriefed for 64km O/R Towcester.

Gillian Crabb counted them all out and, pleasingly, counted a fair number of them back again.

First home was Andy Davis (JS1, Bristol & Gloucestershire) at 114kph, but Russell Cheetham (ASW-29E, Hus Bos) was two minutes quicker at 118kph. There was a third Pundit finisher, Robbo Roberts (ASW20) whose 52kph was more than enough to give Essex & Suffolk 3rd place.

Intermediate Peter Bagnall (Discus B, Bristol & Gloucestershire) flew 54km to

come 3rd. Two Intermediates finished – Frank Roles (LS3/17) was 2nd for Hus Bos at 75.7kph, but Day Winner at 88kph was George Green (Discus) for Essex & Suffolk.

Novice Martin Hargreaves (ASW-19B, Essex & Suffolk) flew 61.7km into 2nd place. Paul Fletcher (Std Cirrus, Shenington) flew 50km into 3rd place. But his son, Tim Fletcher (Jeans Astir, flying for The Park) won the day at 67.4kph (handicapped), the only Novice finisher.

Congratulations, Tim – reinforcing Brian Spreckley's message when launching the Inter-Club League in S&G in the early 80s under the heading "Novices Rule – OK!"

Tim helped the Park to 8 league points in overall 3rd place alongside Bristol & Gloucester, with the Soaring Centre (Hus Bos) in 2nd place with 11 points.

Scores always depend on the combined team – and with a 1st in the Intermediates, 2nd Novices, 3rd Pundits, gaining 12 league points, were Essex & Suffolk. Congratulations to Essex & Suffolk, 2009 League Winners – a great team effort.

Another great team effort was Shenington, who put so much energy into giving us a most enjoyable weekend and extracting an exciting contest out of the limited conditions that they failed to focus on their own entry in the contest.

Very many thanks to all the Shenington team, those mentioned already, plus Gavin Preuss and Tess Whiting – launch marshals when they weren't flying as Intermediates, Mike Cuming – Tug Pilot until they'd all gone, then he launched last as Shenington Pundit and too late in the deteriorating conditions, Derek Woodforth – CFI when he wasn't masterminding the barbecue, Paul Gibbs – landlord and overall encouragement, Trish Langlands – everything else that nobody else was already doing, and the club members – who all made us welcome.

All teams/leagues are invited to send me any local rule variations they have found it useful or necessary to make.

If there appears to be a consensus I'll open the debate about possible changes to the central rules.

Good luck with preparations for 2010.



Novice Tim Fletcher's win helped The Park to overall third place, alongside Bristol & Gloucester (Tessa Whiting)

**CONGRATS TO TIM
– REINFORCING
BRIAN SPRECKLEY'S
MESSAGE WHEN
LAUNCHING THE
INTER-CLUB LEAGUE
IN S&G IN THE EARLY
80s UNDER THE
HEADING "NOVICES
RULE – OK!"**



Pete Harvey (Paul Morrison)

> **SAILPLANE & GLIDING**
DEC 09/JAN 10



Steve Jones (www.glidingimages.com)

> **BGA PROVISIONAL RATINGS LIST**



Russell Cheetham (fifteen)

1 RA Cheetham	51 FJ Davies	101 PE Baker	151 DWK Allison	201 J Sage	251 JD Williams
2 PJ Harvey	52 PC Naegeli	101 M B Jefferyes	152 JS Wand	202 D L Jamin	252 D Dunwoody
3 SG Jones	53 M Collett	103 D J Langrick	153 MR Fox	203 TJ Wheeler	253 PR Hamblin
4 LMP Wells	54 AJ Cockerell	104 R J Smith	154 JG Wilson	204 DC Chappell	254 SW Bradford
5 EW Johnston	55 SR Jarvis	105 P J Coward	155 AJ Limb	205 LJ Gregoire	255 GK Payne
6 MJ Young	56 P Crabb	106 S J Roberts	156 RS Jobar	206 R Tietema	256 OH Constable
7 I MacArthur	57 BD Scougall	107 A P Moulang	157 RJ Nunn	207 AR Hill	257 AH Freeborn
8 TJ Scott	58 JG Arnold	108 J W White	158 TR F Gaunt	208 HA Rebbeck	258 D S Pitman
9 AJ Davis	59 PH Rackham	109 A D Tribe	159 RE Francis	209 S Carmichael	259 GN Thomas
10 MJ Cook	60 MS Armstrong	110 GR Glazebrook	160 CJ Bryning	210 SL Chappelland	260 R Arnall
11 KD Barker	61 JE Roberts	111 NV Parry	161 SCJ Barker	211 RA Cole	261 MJ Witton
12 TJ Milner	62 KM Draper	112 AD May	162 MP Robain	212 PF Brice	262 S Astley
13 GG Dale	63 SS Shah	113 OS Barter	163 RC Bromwich	213 PE Jessop	263 GC Beardsley
14 DS Watt	64 MR Parker	114 BF Walker	164 FB Jeynes	214 JR Taylor	264 SR Wilkinson
15 PR Jones	65 SJ Eyles	115 RN John	165 ADW Hyslop	215 RM Crockett	265 AR Hughes
16 RS Hood	66 J Craig	116 EC Crosbie	166 W Aspland	216 J Westwood	266 M Clarke
17 B Flewett	67 AP Durston	117 RA Walker	167 MC Moulang	217 TM Mitchell	267 J Nash
18 ND Tillett	68 BA Birlison	118 L Dale	168 MJ Jordy	218 RJ Griffin	268 JK G Pack
19 DP Francis	69 RD Grieve	119 NH Wall	169 GS Goudie	219 L Hornsey	269 GC Alison
20 SR Ell	70 KR Atkinson	120 P McLean	170 PJ Kite	220 CJ Alldis	270 GA King
21 I Ashdown	71 AFW Watson	121 ME Newland-Smith	171 TP Newham	221 A Eckton	271 MW Dickson
22 MD Wells	72 PE Rice	122 D Williams	172 FG Bradney	222 RJ Welford	272 S Pozerskis
23 RC May	73 M Holden	123 S J Kelman	173 WD Inglis	223 JP Gorringe	273 TM World
24 GP Stingemore	74 MT Davis	124 F Aitken	174 A Ward	224 C Luton	274 S Barter
25 RA Browne	75 M Davis	125 GJ Bass	175 AS Ramsay	225 DJ Miller	275 CM Davey
26 A Liran	76 JT Hitchcock	126 AR MacGregor	176 CC Cobham	226 CA Hunt	276 MC Foreman
27 JC Meyer	77 NA Weir	127 DR Smith	177 IR Cook	227 SM Nock	277 P Ryland
28 C Curtis	78 AVW Nunn	128 JAL Tanner	178 T Stuart	228 RM Starling	278 MJ Philpott
29 H Jones	79 DR Campbell	129 PM Sheahan	179 RA Chapman	229 M Jenkins	279 CJ McInnes
30 JN Rebbeck	80 AD Holmes	130 NO Atkins	180 DH Gardner	230 H Hay	280 RB Witter
31 GM Spreckley	81 GK Drury	131 JL Whiting	181 G Paul	231 PG Sheard	281 SM Platt
32 PE Thelwall	82 WDG Chappel	132 Z Marczynski	182 DA Coker	232 A Henderson	282 AD Betteley
33 RF Thirkell	83 MW Durham	133 K Woods	183 G Macdonald	233 OJ Walters	283 R Berry
34 GC Metcalfe	84 RA Johnson	134 MJ Webb	184 CF Jordan	234 JM Denton	284 P Yeo
35 CG Starkey	85 KB Tipple	135 JA Stephen	185 S McLaughlin	235 TS Marwaha	285 E Matthews
36 PJ Masson	86 SG Olender	136 TAJ Smith	186 MC Costin	236 TJ Wills	286 JA Inglis
37 E Sparrow	87 GND Smith	137 GJ Lyons	187 SD Codd	237 JP Gilbert	287 C Cole
38 JM Hood	88 DJ Graham	138 MS Howey	188 AL Farr	238 P Whipp	288 S Lapworth
39 J Williams	89 IM Evans	139 JP Simmonds	189 DM Jones	239 R Jones	289 M Robinson
40 JD Ewence	90 DM Byass	140 AG Hall	190 WT Craig	240 JP Galloway	290 JA McCoshin
41 O Ward	91 WJ Murray	141 AA Baker	191 RJ Large	241 DD Copeland	291 RJ Lodge
42 AA Darlington	92 GW Craig	142 RCW Ellis	192 S Roddie	242 CR Sutton	292 C Lawrence
43 RA Johnson	93 DA Booth	143 PC Fritche	193 NP Wedi	243 DA Roddie	293 AG Reid
44 TE Macfadyen	94 GE McAndrew	144 R Kalin	194 JD Spencer	244 L Brandt	294 S Helstrip
45 PR Pentecost	95 G Baker	145 LM Rebbeck	195 H Kindell	245 CV Heames	295 TJ Davies
46 JN Wilton	96 PR Stafford-Allen	146 CR Smithers	196 M Truelove	246 DF Crowson	296 F Hofmann
47 DP Draper	97 PF Whitehead	147 CJ Peters	197 MHB Pope	247 RP Brisbane	297 KW Payne
48 W Ellis	98 GD Morris	148 GC Corbett	198 C Teagle	248 RAF King	298 CC Marshall
49 DE Findon	99 CPA Jeffery	149 MJ Smith	199 D Heslop	249 RJ Hart	299 AP Brown
50 JE Gatfield	100 ER Smith	150 PL Hurd	200 M Tomlinson	250 PA Rowden	300 JF Goudie

Provisional ratings list compiled by John Wilton. Pilots are advised to check their own ratings (by 1 January) and can do so by following the instructions on the BGA website (info for clubs - cross-country & competitions - Ratings: www.gliding.co.uk/bgainfo/competitions/ratings.htm If you shared a glider, did not renew your FAI licence or used an incorrect FAI number to enter a competition, you are particularly advised to read the instructions. From some time in December, application forms for nationals places and FAI licences will be available at www.gliding.co.uk/competitions

THE RACING YEAR

Four pages of BGA-rated UK competition results start here – turn to pages 52 & 53 for the remainder. For the provisional 2009 Ratings List, see page 49. The Competitions Calendar for 2010 is on page 4 – updates will be at www.gliding.co.uk/bgainfo/competitions/news

SHENINGTON REGIONALS 2009
Edgehill, 4-12 July

Pilot	Glider	Points
1 David Findon	Nimbus 4Dt	2116
2 Angus Watson	Ash 25	2055
3 Andy Davis	Duo Discus	2035
4 David Williams	Std Libelle	1683
5 Frank Jaynes	Duo Discus	1629
6 Graham Paul	Lak 19	1627
7 Rowan Griffin	Std Cirrus	1519
8 Jane Nash / Steve Nash	Mosquito B	1357
9 Gavin Wrigley	Std Cirrus	1292
10 Tess Whiting	Discusbwl	1193
11 Mark Hawkins	Asw 20C	1162
12 Colin Mcewen	Ventus2Cxt	1249
13 John Strzebrakowski	T-65A	1153
14 Donald Puttock	Ls4	1078
15 John Donovan	Dg505	1035
16 David Smith	Nimbus 3	1061
17 Alan Montague	Dg300	789
18 Peter Berridge	Discus B	827
19 Peter Scheiwiller	Ls4	739
20 Andrew Preston / David Keith	Discus Cs	635
21 Mark Stevens	Pegasus	507
22 Malcolm Lassan	Ventus 2Cxm	0

MIDLAND REGIONALS 2009
Husbands Bosworth, 8-16 August

Pilot	Glider	Points
1 Andy Davis	Libelle	3567
2 Jon Meyer/ Rachel Hine	DG 505M Orion 20m	3482
3 Matthew Davis	Std. Cirrus	3390
4 Paul Crabb	Ventus 2ax	3338
5 Dave Booth	LS 8	3309
6 Peter Coward	ASW 28	3188
7 Kevin Houlihan	DG 800S/18m	3008
8 Derek Westwood	LS 8	2985
9 John Whiting	Discus bwl	2954
10 Richard Johnson	ASW 27	2824
11 A.S. Ramsey	Discus	2771
12 Mike Costin	ASH 25M	2754
13 Richard Large	DG 1000/20m	2709
14 Rolf Tietema	ASW 20C	2703
15 Derrick Roddie/ John Norman	ASW 24	2680
16 Chris Alldis	LS 8	2635
17 Rod Hawley/ David Crowson	Duo Discus	2625
18 Rory Ellis	ASG 29/18m	2621
19 John Roberts/ Julian Fack	Duo Discus T	2611
20 Steven Pozerskis	ASW 27	2577
21 John Inglis	Antares 18m	2493
22 Simon Armitage	Discus CS	2420
23 Kieran Commins	ASW 20	2376
24 John Stuart/ Mike Witton	DG 505 20m	2279
25 Claudia Buengen	LS 4a	2246
26 Mike Tomlinson	LS 4	2205
27 Simon Edwards	ASH 26E	2175
28 Basil Fairston	LS 6C	2135
29 Graham Paul	LAK 19/15m	1822
30 Paul Armstrong	Duo Discus	1541
31 David Sandells	Astir CS	1459
32 Richard Bennett/ Luke Sanders	LS 4	1323
33 David Holborn	LS 7WL	1273
34 Martin Boulton/ Steve Derwin	LS 7W	1199
35 Gavin Wrigley	Discus	1134
36 John Bugbee	ASW 20	575
37 Brian McDonnell/ Andy Smith	Duo Discus	567

CLUB CLASS NATIONALS 2009
Pocklington, 11-19 July

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5
1 Tim Milner	Std. Cirrus	3272	9/645	1/985	7/506	4/416	1/720
2 Gerrard Dale	ASW 24	2995	3/704	2/965	16/346	12/361	3/619
3 Jon Meyer	Std. Libelle	2975	8/655	5/925	2/706	28/79	4/610
4 Pete Thelwall	Std. Cirrus	2921	5/682	7/899	17/339	3/429	6/572
5 John Williams	Std. Libelle	2902	4/690	8/898	3/613	22/144	10/557
6 James Ewence	Std. Cirrus	2881	14/598	14/700	5/562	1/463	9/558
7 Tim Macfadyen	ASW 20	2837	24/410	9/894	1/720	20/179	2/634
8 Andy Cockerell	LS 4	2746	18/549	11/864	14/395	9/373	7/565
9 Mark Holden	Std. Cirrus	2657	7/679	4/930	22/273	21/175	5/600
10 Iain Evans	LS 4	2533	17/562	18/630	10/412	10/372	10/557
11 Paul Whitehead	LS 7	2501	1/716	19/618	20/285	15/323	8/559
12 Shack Roberts	Discus	2465	15/588	20/600	11/404	6/377	14/496
13 Ewan Crosbie	ASW 19	2364	2/707	3/955	33/145	2/432	28/125
14 Rose Johnson	ASW 19	2271	10/640	15/676	9/424	5/383	22/148
15 Alan Baker	Std. Cirrus	2260	29/298	10/879	28/236	8/374	17/473
16 Gav Goudie	Discus	2129	20/503	13/853	6/510	23/132	25/131
17 Doug Gardner	LS 3	2122	13/600	28/290	8/453	18/306	17/473
18 Luke Dale	LS 4	1979	31/262	21/590	26/248	13/325	12/554
19 Melissa Jenkins	LS 4	1918	16/574	24/570	24/249	31/53	19/472
20 Derrick Roddie	ASW 24	1902	12/616	25/341	4/565	13/325	33/55
21 Jack Stephen	DG 400	1892	11/618	12/858	30/234	30/59	29/123
22 Steve Wilkinson	PIK 20 D	1832	19/510	17/650	28/236	15/323	32/113
23 Mike Armstrong	Marianne	1772	21/466	23/572	32/230	6/377	27/127
24 Chris Cole	Pegase	1751	23/447	22/588	31/233	11/367	31/116
25 Stephen Archer-Jones	ASW 20	1696	28/324	6/908	21/281	32/50	24/133
26 Steve Woolcock	LS 7	1689	5/682	26/323	13/401	24/121	21/162
27 Darren Lodge	LS 7	1613	29/298	32/167	15/348	15/323	16/477
28 Jamie Denton	ASW 24	1594	25/404	31/208	12/403	33/43	13/536
29 Martin White	LS 7	1333	27/345	33/61	27/237	19/196	15/494
30 Mike Tomlinson	Std. Cirrus	1243	22/458	30/264	23/250	27/82	20/189
31 John Tanner	ASW 15	1221	32/0	16/672	17/339	28/79	25/131
32 Phillip Scott	Pegase	1157	26/389	27/303	24/249	26/95	30/121
33 Julian Hitchcock	DG 1000/18m	777	33/-54	29/271	19/312	25/104	23/144

STANDARD CLASS NATIONALS 2009
Lasham, 8-16 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1 Leigh Wells	LS8	4756	2/965	6/949	8/343	2/941	4/561	3/997
2 Ben Flewett	Discus 2	4678	3/948	2/975	1/498	15/705	7/554	2/998
3 Martyn Wells	LS8	4484	4/935	17/842	7/349	3/918	8/553	6/887
4 Jay Rebbeck	LS8	4389	5/932	10/943	8/343	5/876	12/547	20/748
5 Jez Hood	LS8	4311	7/853	8/945	13/311	5/876	8/553	17/773
6 Oliver Ward	Discus 2	4274	18/768	21/755	4/420	10/778	8/553	1/1000
7 Dave Draper	LS8	4210	16/769	12/937	23/161	8/806	6/555	4/982
8 John Williams	LS8	4146	15/771	13/929	5/415	1/1000	25/163	8/868
9 Bob Grieve	LS8	4101	20/672	9/944	18/172	7/846	2/611	10/856
10 Andy Holmes	LS8	4058	11/828	4/960	18/172	16/693	13/546	9/859
11 David Byass	LS8	4030	14/784	18/822	10/323	8/806	8/553	22/742
12 Peter Baker	LS8	3906	12/808	22/746	2/444	11/768	18/256	7/884
13 Michael Jefferyes	LS8	3906	13/805	20/795	21/169	4/880	14/513	21/744
14 Sarah Kelman	ASW28	3757	6/890	1/1000	3/433	25/0	3/581	11/853
15 Luke Rebbeck	LS8	3624	10/833	7/947	6/398	24/49	1/617	15/780
16 Russ Francis	LS8	3622	9/849	16/863	17/179	17/646	16/352	24/733
17 Wayne Aspland	LS8	3605	16/769	15/867	12/312	12/753	24/170	23/734
18 Paul Fritche	LS8	3528	19/767	11/939	15/304	20/455	20/231	13/832
19 Mark Davis	LS8	3437	8/850	14/871	21/169	19/561	21/226	19/760
20 Owain Walters	Discus 2	3389	1/1000	4/960	13/311	23/122	21/226	18/770
21 Andy Cockerell	LS4	3340	21/636	19/811	11/314	21/422	17/316	12/841
22 Steve Eyles	LS4	3298	23/547	23/609	24/126	14/707	15/511	14/798
23 Howard Jones	Discus 2	3183	25/0	3/970	18/172	18/590	4/561	5/890
24 Alan Eckton	ASW28	1859	22/590	24/59	16/197	12/753	19/233	25/27
25 Shaun Lapworth	Discus 2	1775	24/419	25/0	25/0	22/392	23/190	16/774

OVERSEAS CHAMPIONSHIPS 2009
Ocana, Spain, 18-29 May

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8	Day 9	Day 10
1 Russell Cheetham	ASG29E	8520	3/848	2/988	2/686	2/887	1/800	1/614	4/867	1/1000	1/966	7/864
2 Richard Browne	ASG29E	8327	11/679	1/1000	5/475	1/1000	3/677	2/584	1/976	2/985	5/953	2/998
3 Gary Stingemore	ASG29E	7682	2/909	3/968	1/696	4/830	2/737	3/555	3/967	6/862	4/954	18/204
4 Nev Weir	ASG29E	7091	7/732	8/809	3/629	11/630	8/607	7/463	5/827	16/721	8/845	8/828
5 Steve Olender	Ventus 2ct	7016	10/688	9/760	4/552	6/781	14/477	6/479	9/774	10/814	13/737	3/954
6 Phil Jeffery	Ventus 2cxt	6897	9/700	16/534	11/430	10/645	4/652	11/419	2/974	4/898	7/863	13/782
7 Gill Spreckley	LS8	6896	6/754	10/720	13/368	14/577	5/650	16/394	10/770	3/917	12/746	1/1000
8 Graham Smith	ASG29E	6852	1/915	7/858	17/262	5/827	11/542	4/531	7/807	11/795	16/397	4/918
9 Iain Evans	LS4	6711	16/584	4/945	9/434	3/832	6/647	14/405	11/763	8/824	10/799	16/478
10 Ian Cook/ Tony Moulang	Ventus 2ct	6286	4/775	11/668	7/463	18/499	17/300	15/404	6/824	12/789	3/959	15/605
11 Chris Luton	ASW27	5905	8/730	14/569	8/459	8/705	19/45	17/393	14/663	14/773	11/785	12/783
12 Kevin Houlihan	DG 808c	5683	13/669	12/595	19/66	17/539	9/559	20/264	19/598	19/600	2/965	8/828
13 Henry Freeborn	ASW27	5669	17/583	15/552	18/183	13/613	10/553	18/332	18/610	15/756	14/707	14/780
14 John Spencer	ASG29E	5620	12/674	13/585	10/433	12/623	13/505	9/446	20/569	5/868	22/132	11/785
15 Shaun Lapworth	Discus 2T	5582	14/606	6/891	14/365	7/732	15/450	10/428	12/735	9/821	20/183	17/371
16 Rose Johnson	ASW 19	5438	5/755	5/931	15/354	19/276	18/142	8/458	8/777	7/831	9/839	19/75
17 Chris Cobham	ASG29E	5270	19/572	18/484	12/413	20/57	12/533	5/481	13/726	20/229	6/900	5/875
18 Jorge Madrigal	ASW 27	4430	18/576	17/496	15/354	16/553	16/446	12/418	15/657	17/696	18/234	21/0
19 John Tanner	Duo Discus	3287	21/0	20/0	20/0	9/691	7/627	13/410	16/618	13/777	21/164	21/0
20 Pedro Rodriguez	ASW 27B	2997	20/399	20/0	6/474	15/555	20/36	22/0	21/539	22/0	19/185	10/809
21 Jose-Antonio Blanco-Quesada	Pegase	2378	15/592	19/158	20/0	21/29	21/1	21/224	22/391	18/608	17/307	20/68
22 Francisco Almeida	LS7	2231	21/0	20/0	20/0	22/0	22/0	19/272	17/614	21/38	15/435	6/872

15M CLASS NATIONALS 2009
Aston Down, 22-30 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4
1 Matt Cook	Ventus 2a	2843	11/789	11/97	1/1000	3/957
2 Dave Watt	Ventus 2a	2833	7/831	17/86	2/977	4/939
3 Nick Tillet	ASW 27b	2811	14/747	4/197	3/929	5/938
4 Stephen Ell	ASG 29E	2742	5/858	19/81	13/803	1/1000
5 Ed Johnston	ASG 29E	2732	1/961	22/53	16/788	7/930
6 Chris Curtis	ASG 29E	2691	2/899	7/106	6/894	21/792
7 Gary Stingemore	ASG 29	2687	8/830	1/227	25/714	10/916
8 Chris Starkey	ASW 27b	2678	4/859	24/51	5/899	17/869
9 Leigh Wells	ASG 29	2653	6/847	10/101	17/783	8/922
10 Tim Scott	ASW 27b	2650	9/827	9/103	11/809	11/911
11 Derrin Francis	Ventus 2cxa	2632	10/814	13/96	15/789	6/933
12 Frank Davies	LS 6c	2589	15/740	16/94	8/846	12/909
13 Howard Jones	Discus 2a	2518	12/788	2/209	30/624	15/897
14 Brian Birlison	Ventus 2c	2511	16/731	13/96	21/765	9/919
15 Richard Johnson	ASW 27b	2477	18/706	11/97	12/807	18/867
16 Jon Arnold	Discus 2c	2429	22/556	21/65	4/922	16/886
17 Jerry Langrick	LS 8	2388	20/654	5/181	10/815	24/738
18 Allan Tribe	LS 8	2382	17/719	32/33	28/672	2/958
19 Nick Wall	LS 8	2285	19/699	3/204	9/836	26/546
20 Guy Corbett	LAK 17AT	2145	22/556	26/50	20/776	22/763
21 Roy Pentecost	ASG 29E	2094	3/872	6/145	17/783	29/294
22 Trevor Stuart	ASW 27b	2091	26/536	24/51	29/645	19/859
23 John Spencer	ASG 29E	2045	25/539	26/50	26/705	23/751
24 Jamie Sage	LS 8	2020	29/481	26/50	27/679	20/810
25 Ayala Liran	LS 8	2013	27/532	23/52	32/530	14/899
26 Bob Thirkell	ASG 29E	1797	21/560	26/50	7/864	28/323
27 Wayne Aspland	LS 8	1731	33/0	17/86	23/738	13/907
28 Jim White	ASW 27	1666	32/127	20/80	22/751	25/708
29 John Wilton	ASW 20c	1645	22/556	13/96	13/803	30/190
30 Tochi Marwaha	Discus 2	1547	31/367	26/50	24/728	27/402
31 Hannah Hay	Discus 2a	1294	30/467	26/50	19/777	32/0
32 Pete Healy	ASW 27	1235	28/489	33/0	31/617	31/129
33 Bruce Cooper	ASW 27b	1073	13/780	7/106	33/187	32/0

NORTHERN REGIONALS 2009
Sutton Bank, 1-9 August

Pilot	Glider	Points
1 Mike Armstrong	Ventus 2cT/18m	4436
2 Graham Morris	ASW 27b	3986
3 Jack Stephen	DG 400	3541
4 Chris Teagle	LS 6/18m	3116
5 Richard Cole	DG 1000/20m	3102
6 Robert Starling	ASW 15	3086
7 Richard Brisbane	Kestrel 19m	3049
8 Geoff Beardsley/ Rupert Puritz	Duo Discus	2983
9 Steve Nash/ Jane Nash	Mosquito B	2975
10 Steve Wilkinson	PIK 20 D	2870
11 Brian Stott	LS 4a	2665
12 Robin Parker	Libelle 201B	2647
13 Mike Pope	Ventus 2cT/18m	2626
14 Peter Ryland	DG 400	2505
15 Stephen Bradford	Pegasus 101	2375
16 John Klunder	ASW 27	2161
17 Nick Gaunt	DG 500 Trainer	2104
18 John Marsh	Discus B	1527
19 Barry Pridgeon	ASW 15b	1380
20 Reg Watson	DG 303	1357
21 Alex Maitland	ASW 15	1180
22 Mike Fairman	ASW 19	539

INTER-SERVICES OPEN REGIONALS 2009
Keevil, 1-9 August

Pilot	Glider	Points
1 Jon Arnold	Discus 2c	3983
2 Kevin Atkinson	Duo Discus	3944
3 William Chappel	LS8	3876
4 Gaz Baker	Discus 2/18m	3823
5 Paul McLean	Ventus 2ct/18	3468
6 Neil Atkins	LS8	3458
7 Carl Peters	LS8/18m	3390
8 Andy Hyslop	Duo Discus XT	3334
9 D Jones/P Barley	ASW 27	3261
10 Jamie Sage	LS8/18m	3244
11 Luke Hornsey	ASW 20	3178
12 Tochi Marwaha	Discus WI	3176
13 Oscar Constable	Janus Ce	3071
14 Gwyn Thomas	Nimbus 3/25.5m	3067
15 Tony World	ASW 27	3058
16 Allan Tribe	DG1000/20mT	3042
17 Tim Davies	ASW 20w	3015
18 Phil Sturley	ASH 26e	2988
19 Arran Armstrong	Discus	2798
20 Dominic Conway	Ventus 2ct/18	2625
21 Ian Campbell	LS8/18m	2573
22 Dave Fidler	Discus	2444
23 Jono Davidson	Discus WI	2164
24 Angus Watson	ASH 25/25.6m	2112
25 Ian Harris	Discus	1935
26 Paul Wright	Nimbus 2a	1806
27 Peter Field	Duo Discus XT	810

UK MOUNTAIN SOARING COMPETITION 2009
Abovne, 6-12 September

Pilot	Glider	Points
1 Robert Tait	LS 8/18m	3658
2 Dave Latimer	Ventus cT 17.6m	3263
3 Charlie Jordan	Std. Cirrus	3117
4 Roy Wilson	Ventus 2cxt/18m	3076
5 John Williams	DG 505 ORION 20m	2947
6 Stuart Naylor	Duo Discus	2466
7 Phil Penrose	LS 7 WL	2436
8 Pete Gray	DG 600/18m	2329
9 Roy & Lyn FD	Duo Discus	2191
10 Phil King	LS 8/18m	2042
11 John Ellis	Nimbus 3T/25.5m	1927
12 Roy Garden	Discus	1862
13 Pete Ryland	DG 400/17m	1544
14 Scott Napier	Discus	1476
15 Ron Ogston	ASW 19	245

INTER-SERVICES SPORT REGIONALS 2009
Keevil, 1-9 August

Pilot	Glider	Points
1 Andy Durston	Std.Cirrus w	3849
2 DJ Graham	LS4	3752
3 Daz Smith	ASK 21	3386
4 Chris Bryning	Pegase	3270
5 Andy Farr	ASK 21	3243
6 Paul Jessop	Std Libelle	3204
7 Pete Yeo	SZD51 Junior	2748
8 Alec Watt	Astir CS 77	2559
9 Rob Hines	Astir CS 77	2214
10 Giles Austin	ASK 21	1763
11 Jim Hasker	Ka6E	1662
12 Mike Wood	Astir CS	1433
13 Dan Carter	LS4	930
14 Tony Gee	ASK 21	62

GRANDSEN SPORT REGIONALS 2009
Gransden Lodge 22-30 August

Pilot	Glider	Points
1 Rob Jarvis	ASW20	4542
2 Paul Rice	Duo Discus	4483
3 Graham Drury	ASW 27	4482
4 Peter Stafford-Allen	Ventus 16.6m	4390
5 Geoff Glazebrook	LS 6/17.5m	4303
6 Colin Smithers	ASH 25E	3942
7 Derek Coker	Duo Discus	3763
8 Mike Pope	Ventus 2CT	3760
9 Rob Welford	ASG 29/18m	3658
10 Paul Rowden	LS 8/18m	3546
11 Colin Davey	ASW 20	3399
12 Ed Mathews	Ventus cT 17.6m	3394
13 John Inglis	Antares 18m	3159
14 John Whiting/ Tessa Whiting	Discus BWL	3142
15 Steve Nash/ Jane Nash	Mosquito	3012
16 William Parker	Discus	2701
17 Paul Whipp	ASW 28	2638
18 James Kellerman	ASG 29/18m	2344
19 Julian Bayford	LS 8T/18m	2222
20 Andy Beatty	Duo Discus	1806

GRANDSEN CLUB REGIONALS 2009

1 Steve Eyles	LS 4	4392
2 Norman Parry	LS 4	3781
3 Gerald Bass	Pegase	3722
4 Tony Limb	Discus	3542
5 Tom Newham	Pegase	3517
6 Mike Tomlinson	LS 4	3399
7 Joseph Westwood	Discus	3394
8 Steve Bradford	Pegase	3183
9 Mark Robinson	Janus 18.2m	2894
10 Z Goudie	Discus	2883
11 Jem Davies/ Colin Cownden	ASW 20	2864
12 Steve Codd	Acro Twin2	2798
13 Ian Gutsell	PIK 20 D	2785
14 John Strzebrakowski	Slingsby T-65 Vega	2702
15 Richard Maisonpierre	Speed Astir II	2573
16 Paul Copland	ASW 19B	2419
17 Andrew Preston	Discus	2223
18 Russell King	Slingsby T-65 Vega	2059
19 Peter Whitehouse	PIK 20 B	1646
20 Emilie House	SZD 51 Junior	1143
21 Richard Brickwood	ASW 19	447

BIDFORD REGIONALS 2009
Bidford, 20-28 June

Pilot	Glider	Points
1 Phil Jones	Ventus 2cx	3526
2 Howard Jones	Discus 2	3066
3 George Metcalfe	ASW28	3015
4 Matthew Cook	Ventus 2b	2927
5 Barry Walker & Friends	Duo Discus X	2849
6 Alistair Macgregor	Ventus 2cx	2790
7 Tony Moulang/ Mike Moulang	Duo Discus	2512
8 Dave Findon	Nimbus 4d	2501
9 Michael Truelove	LS8-18	2463
10 Ian MacArthur	LS4	2423
11 Richard Large	DG1000	2276
12 Frank Jeynes	Duo Discus X	2204
13 Ken Barker	Std. Cirrus	2187
14 Julian Hitchcock	DG1000	2180
15 Bill Inglis	ASG29	2058
16 John Inglis	Antares	2039
17 Graham Paul	Lak 19	2002
18 Melissa Jenkins	LS4	1888
19 Malcolm Lassan	Ventus 2cx	1842
20 Jeremy Pack	Std. Cirrus	1770
21 Jon Wand	ASH26	1709
22 Derek Piggott	Duo Discus	1584
23 Mike Costin	ASH25	1577
24 Rod Witter	Duo Discus	1506
25 David Williams	Std. Libelle	1493
26 John Clark	Nimbus 2c	1324
27 Dave Bell/ Dave Peters	Nimbus 3d	1117
28 Dave Bellamy	Lak17a	1054
29 Kevin Hook	DG400	951
30 Oliver Bosanko	Kestrel 19	343
31 Geoff King	DG300	305

OPEN CLASS NATIONALS 2009
Lasham, 8-16 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1 Peter Harvey	Nimbus 4	4721	3/970	2/900	4/692	4/885	1/441	1/833
2 Steve Jones	Nimbus 4	4539	2/979	1/902	9/646	1/1000	3/342	10/670
3 Ian Ashdown	Nimbus 3 (25.5m)	4265	8/788	12/695	2/739	12/829	2/419	4/795
4 Robin May	EB28	4254	7/843	6/742	10/642	3/925	7/328	5/774
5 Phil Jones	Nimbus 4	4177	5/897	10/706	14/592	2/999	4/338	12/645
6 Afandi Darlington	ASG29 (18m)	3856	1/1000	3/776	25/257	8/879	23/135	2/809
7 Bob Thirkell	ASG29 (18m)	3826	9/778	9/723	18/563	4/885	26/126	6/751
8 David Findon	Nimbus 4d	3752	19/695	14/690	5/686	6/882	28/120	8/679
9 Mark Parker	Nimbus 3 (25.5m)	3746	15/720	22/609	1/740	25/539	6/335	3/803
10 Alistair Nunn	Nimbus 3 (24.5m)	3634	10/777	12/695	6/673	15/716	30/103	10/670
11 Kim Tipple	Nimbus 4	3564	6/878	7/731	31/216	6/882	4/338	22/519
12 Graham McAndrew	Nimbus 4d	3560	15/720	8/724	23/294	10/853	8/325	13/644
13 Richard Smith	Nimbus 3d (25.5m)	3451	18/696	5/766	24/282	11/849	20/141	7/717
14 Mike Young	ASG29 (18m)	3331	4/922	4/771	20/456	13/91	9/322	33/69
15 John Tanner	ASH25 (25m)	3214	20/661	15/686	7/671	17/677	13/232	25/287
16 Zenon Marczyński	Ventus 2cx (18m)	3206	24/612	17/638	8/661	22/561	21/137	20/597
17 Richard Kalin	Nimbus 4	3194	25/606	16/648	11/625	9/864	16/157	24/294
18 David Allison	Nimbus 3d (25.5m)	3193	22/643	11/703	27/242	16/684	11/301	16/620
19 Angus Watson	ASH25 (25.6m)	3184	11/765	23/603	29/228	19/645	11/301	14/642
20 Gordon MacDonald	Nimbus 3 (24.5m)	3084	21/644	31/322	13/594	24/540	10/305	8/679
21 John Spencer	ASG29 (18m)	2986	23/640	18/636	19/488	28/488	24/132	19/602
22 John Taylor	ASG29 (18m)	2934	26/577	23/603	16/579	30/441	29/112	15/622
23 John Gorringer	ASG29 (18m)	2915	14/725	20/625	32/206	20/643	27/123	21/593
24 John Williams	Antares (20m)	2755	30/491	19/633	21/451	21/565	33/0	17/615
25 Mike Clarke	ASG29 (18m)	2647	31/486	30/404	17/573	31/429	18/144	18/611
26 Steve Barter	Nimbus 3d (25.5m)	2635	27/558	25/571	3/695	23/556	18/144	30/111
27 CR Smithers	ASH25 (25m)	2405	17/708	26/562	26/251	18/659	22/136	31/89
28 Peter Hamblin	Ventus 2cx (18m)	2295	29/543	33/319	12/596	26/510	17/149	29/178
29 Ian Cook	Nimbus 4d	2262	12/742	21/613	33/163	29/471	15/199	32/74
30 John Giddins	Ventus 2c (18m)	2258	28/549	27/550	15/590	32/155	25/131	26/283
31 David McCarthy	Duo Discus (20m)	2011	32/423	28/524	30/218	26/510	32/80	27/256
32 Chris Cobham	ASG29 (18m)	1625	13/740	29/470	22/420	33/72	34/-77	34/0
33 Gav Goudie	Duo Discus (20m)	1291	33/373	32/320	28/234	34/68	31/81	28/215
34 Peter Sheard	Nimbus 4	1287	34/0	34/0	34/0	14/753	14/217	23/317

18M CLASS NATIONALS 2009
Husbands Bosworth, 25 July - 2 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5
1 Andy Davis	JS1	4141	2/992	1/850	11/351	2/989	3/959
2 Russell Cheetham	ASG29	4019	6/918	4/714	3/410	1/1000	2/977
3 Phil Jones	Ventus 2cxa	3972	1/1000	7/671	4/398	6/907	1/996
4 Derren Francis	Ventus 2cxa	3964	3/991	13/644	2/432	3/975	6/922
5 Leigh Wells	ASG29	3867	8/886	5/694	7/373	4/969	4/945
6 Gary Stingemore	ASG29	3775	5/964	3/742	16/328	9/853	8/888
7 Bob Thirkell	ASG29	3661	9/873	8/670	1/454	8/867	14/797
8 Richard Browne	ASG 29	3606	4/965	19/626	8/372	19/752	7/891
9 Roy Pentecost	ASG29	3445	12/847	2/831	14/338	16/774	26/655
10 Patrick Naegeli	Ventus 2ct	3342	13/838	12/653	12/341	14/777	17/733
11 Martyn Wells	LS8-18	3327	32/632	21/605	5/391	7/874	10/825
12 Brian Birliison	Ventus 2c	3318	17/823	6/674	15/329	15/775	19/717
13 Steve Ell	ASG29	3272	19/766	35/258	6/382	5/940	5/926
14 Alistair Nunn	LS6c	3245	11/850	17/628	18/316	17/768	21/683
15 Graham Smith	ASG29	3235	33/611	10/656	9/359	18/763	9/846
16 Dave Watt	Ventus 2a,b,ax	3204	10/860	16/631	28/277	25/625	11/811
17 Chris Starkey	ASW27a,b	3170	14/836	11/655	19/307	21/706	23/666
18 Chris Curtis	ASG29	3088	20/739	8/670	33/207	23/695	16/777
19 Afandi Darlington	ASG29	2945	7/917	15/637	41/-145	11/817	18/719
20 Rory Ellis	ASG29	2795	25/672	26/503	17/322	24/694	29/604
21 Jon Wand	ASH 26E	2775	34/599	20/614	26/278	22/703	31/581
22 Frank Davies	LS6c	2749	35/598	14/640	29/275	28/610	28/626
23 Ian Cook	Ventus 2ct	2694	22/727	39/73	31/268	10/830	15/796
24 Dennis Heslop	Ventus 2cxt	2580	29/639	29/418	26/278	30/585	25/660
25 Phil Jeffery	Ventus 2cxt	2558	18/821	38/94	37/41	13/793	12/809
26 Chris Cobham	ASG 29	2509	41/289	24/555	35/54	12/808	13/803
27 Bob Bromwich	ASG29	2482	38/459	18/627	13/339	31/584	37/473
28 Chris Sutton	Ventus 2cxt	2478	31/634	37/168	10/357	27/615	20/704
29 Pete Hamblin	Ventus 2cxt	2431	27/654	22/585	19/307	36/288	30/597
30 Chris Allid	LS8-18	2424	30/636	25/519	30/273	33/496	36/500
31 Jerry Langrick	LS8-18	2332	24/695	34/285	32/262	32/555	34/535
32 John Gorringer	ASG29	2329	21/728	31/409	19/307	35/440	38/445
33 Zenon Marczyński	Ventus 2cxt	2325	16/831	30/417	34/162	26/621	39/294
34 Kevin Houlihan	DG800	2287	37/546	28/436	19/307	34/493	35/505
35 Rory O'Conor	DG800	2198	23/723	36/245	19/307	37/261	24/662
36 Colin Watt	LS8-18	2146	36/566	32/321	38/28	29/600	27/631
37 John Spencer	ASG29	1961	15/832	23/582	36/50	41/-44	33/541
38 Andy Holmes	LS8-18	1950	26/665	33/502	19/307	38/107	32/569
39 Mike Jefferyes	LS8-18	1932	39/451	27/442	19/307	20/732	40/0
40 Richard Large	Antares	1027	40/357	41/0	39/0	39/0	22/670
41 Bill Inglis	Antares	724	28/651	39/73	39/0	39/0	40/0

■ For Competition Enterprise see www.comp-enterprise.co.uk

■ For the non-BGA rated Glider Aerobatic Nationals see www.aerobatics.org.uk

■ For the Two-Seater Competition see www.wolds-gliding.org

JUNIOR CHAMPIONSHIPS 2009
Dunstable, 22-30 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5
1 Will Ellis	ASW15	3565	2/982	2/631	7/48	1/1000	2/904
2 Mike Collett	Std. Libelle	3518	4/925	1/639	6/51	2/999	2/904
3 Matt Davis	Std. Cirrus	3278	5/913	7/545	13/40	4/899	5/881
4 Andy Cockerell	LS4	3185	6/844	13/485	11/42	3/949	8/865
5 William Chappel	LS8	3182	3/957	14/481	3/63	7/873	13/808
6 Oliver Barter	Discus	2993	7/813	9/539	18/26	16/773	11/842
7 Luke Dale	ASW24	2977	15/690	8/544	31/14	12/845	4/884
8 Fran Aitken	Discus	2959	14/695	6/546	19/25	6/877	12/816
9 Tom Smith	LS8	2881	1/1000	3/585	9/45	35/285	1/966
10 Matt Robain	ASW20	2734	10/744	37/278	11/42	14/804	7/866
11 Alex Ward	ASW20f	2716	11/737	11/524	2/107	11/849	22/499
12 Charlie Jordan	Std. Cirrus	2693	19/671	18/467	27/15	10/856	15/684
13 Sam Roddie	ASW24	2675	28/575	21/443	35/11	15/788	9/858
14 Richard Crockett	Nimbus 2	2558	37/531	25/417	17/31	16/773	14/806
15 Stephen Nock	Std Jantar	2523	16/678	19/465	5/52	5/885	24/443
16 Ewan Crosbie	ASW19b	2398	8/797	5/560	1/111	37/279	17/651
17 Stefan Astley	Speed Astir	2324	23/655	27/388	34/13	30/411	10/857
18 Stuart Carmichael	LS8	2305	12/725	12/505	13/40	8/868	37/167
19 Steve Pozerskis	ASW19a	2295	29/560	16/468	10/43	16/773	23/451
20 Ryan Berry	DG101	2278	22/659	4/566	45/-79	39/252	6/880
21 Chris Lawrence	ASW19b	2265	27/582	36/318	7/48	25/702	19/615
22 Felix Hofmann	ASW20bl	2264	30/558	34/349	20/24	16/773	20/560
23 Rory Condon	ASW24	2254	24/642	43/82	22/22	9/859	18/649
24 Alex O'Keefe	DG202	2158	20/670	26/397	36/10	16/773	30/308
25 Rob Starling	ASW15	2123	17/672	22/442	4/53	27/565	26/391
26 Carl Hutson	Astir CS	2109	31/541	15/474	38/7	24/708	27/379
27 Tom Pridgeon	Hornet	2031	9/768	24/433	27/15	38/260	21/555
28 James Francis	Std. Cirrus	2029	31/541	16/468	38/7	16/773	33/240
29 Luke Sanders	LS4	1993	31/541	29/368	16/37	13/813	34/234
30 David Bennett	ASW27b	1880	13/699	10/527	15/39	41/208	25/407
31 Pete Hibbard	Kestrel 19	1862	25/632	23/437	25/16	23/723	42/54
32 Philippa Roberts	Std. Cirrus	1809	39/480	35/320	31/14	32/321	16/674
33 David Lisk	ASK23	1671	26/622	41/203	25/16	26/597	35/233
34 Alex Jones	Std Jantar	1667	31/541	33/352	27/15	28/535	36/224
35 Claire Alston	LS7	1616	21/661	29/368	27/15	43/194	28/378
36 Callum Harkness	K-6e	1514	31/541	29/368	24/18	31/343	32/244
37 Philip Scott	Pegasus	1349	43/0	27/388	21/23	16/773	38/165
38 Laurie Gregoire	Discus 2c	1217	17/672	44/78	22/22	29/445	dnf/0
39 Ellie Armstrong	ASW15	1160	38/489	29/368	40/0	42/195	39/108
40 Oli Llewellyn	Astir CS	1132	40/474	38/269	44/-36	32/321	40/104
41 Jonathon Morris	Discus	1125	41/366	42/192	43/-1	40/219	29/349
42 Dave Hayden	Discus	791	43/0	20/448	31/14	36/283	43/46
43 Anthony Claiden	DG100	657	42/15	39/231	36/10	34/297	40/104
44 Robert J Hines	Astir CS	532	36/532	dnf/0	dnf/0	dnf/0	dnf/0
45 Mike Rogers	K-6e	457	45/-34	40/222	40/0	44/0	31/269

LASHAM REGIONALS 2009
Lasham, 8-16 August

Pilot	Glider	Points
1 Brian Scougall	Discus 2c	3289
2 Julian Hitchcock	DG1000	3216
3 Bill Murray	Ventus 2cx	3114
4 C. Marren/E. Smith	Duo Discus X	3030
5 Norman Parry	LS4	2972
6 Matthew Sheahan	Std. Cirrus	2846
7 John Simmonds	LS8-18	2822
8 Steve Jobar	Ventus 2cx	2790
9 Richard Chapman	Ventus 2c	2706
10 Laurie Gregoire	Discus 2c	2568
11 C. Hunt/B. Westlake	Ventus 2c	2522
12 Derek Copeland	DG1000	2504
13 David Dunwoody	Discus	2493
14 H. Kindell/R. Pentecost	Duo Discus	2472
15 John Galloway	Discus 2c	2463
16 M. Philpott/A. Perley	Duo Discus	2452
17 Carol Marshall	LS7	2361
18 Mark Holden	Ventus 2cx	2247
19 Jens Franke	Std. Cirrus	2194
20 Chris Lewis	Ventus 2c	2143
21 Tony Moulang	Duo Discus	2142
22 Tom Newham	Pegasus	1913
23 Mike Brooks	LS6c	1831
24 J. Hoolahan/M. Kemp	Ventus 2c	1722
25 C. Ullrich/M. Wintle	Astir CS	1712
26 Alan Boyle	Discus	1559
27 Liam Brady	Discus	1100
28 Graham Bell	Discus	937
29 Mike Small	DG101	664

DUNSTABLE RED REGIONALS 2009
Dunstable, 25 July - 2 August

Pilot	Glider	Points
1 Paul Rackham	LS6c	4360
2 Mark Davis	Discus	4303
3 Matt Cook	Ventus 2a	3968
4 Jon Gatfield/ Mike Collett	ASW27b	3937
5 Rob Brimfield	ASW24	3917
6 Mark Newland- Smith	ASW28	3914
7 Martin Smith	ASW27a	3727
8 Bill Craig	ASW27b	3483
9 Graham Paul	Lak 19	3410
10 Paul Whipp	ASW28	3270
11 Geoffrey Payne	ASW27b	3218
12 Tony Hughes	LS6	3176
13 Robert King	ASW27b	3047
14 Andrew Brown	ASW27a	2994
15 Melissa Jenkins	LS4	2897
16 Robert John/ Geoff Beardsley	Duo Discus	2864
17 Francis Russell	LS6c	2825
18 Mark Burton	ASH26	2817
19 David Miller	ASW20	2817
20 Robin Hodge	ASW22	2770
21 Volker Pacher	ASW20	2744
22 Andrew Roch	ASW24	2730
23 Andrew Sampson	ASG29	2597
24 Geoff Glazebrook	LS6	2034
25 Aidan Paul	LS8	1382
26 Trevor Nash	Mosquito b	1164

BLUE REGIONALS 2009

1 Justin Craig	Std. Cirrus	2552
2 Gordon Craig	LS4	2450
3 Andy Cockerell	LS4	2397
4 Kieran Commins	ASW20	2326
5 Ken Woods	LS4	2238
6 Oliver Barter	Discus	2165
7 Daniel Jamin	Pegasus	2056
8 Peter Denman	DG200	1787
9 Richard Lodge	ASW24	1642
10 Tom Beckwith	Discus	1597
11 David White	Discus	1425
12 Alan Harrison	ASW24	1422
13 Helen Hingley	LS4	1261
14 Anthony Claiden	DG100	1255
15 Brian Spriggs	ASW19b	931
16 John Jeffries	ASK21	792
17 Alan McKillen	ASW20	712
18 Jim Slater	Discus	675
19 Phil Warner/ Roger Banks	ASK21	431

BICESTER SPORT REGIONALS 2009
Bicester, 18-26 July

Pilot	Glider	Points
1 Sunay Shah	Std. Cirrus	2733
2 Ian Smith/ Micky Boik	Janus 18.2m	2458
3 Cris Emson/ Red Staley	LS 4	2390
4 Mike Howey	DG 200	2222
5 James Wilson	Std. Cirrus	2202
6 Gerald Bass	Pegase	2074
7 Tim Wheeler	Std. Cirrus	2040
8 Andy Henderson	Discus	1971
9 Lucas Brandt	Discus	1964
10 Luke Hornsey	ASW 20	1933
11 Geoffrey King	DG 300	1914
12 Seth Helstrip	LS 4	1796
13 Alan Jenkins	Discus	1725
14 Steve Bradford	Pegase	1725
15 Mark Lavender	ASW 19	1706
16 David Keith/ Andrew Preston	Discus	1609
17 Alexander Ramsay/ Patrick Musto	Discus	1559
18 Paul Copland	ASW 19	1537
19 Richard Chapman	Pilatus B4	1392
20 Debbie Thomas	Ka 6 E	1380
21 Derek Staff	LS 4	1184
22 Jerry Berringer	Cirrus 17.7	905
23 OUCG	K21	880
24 Alex Eden	Discus	728
25 Paula Aitken	DG 300	518
26 Derek Kitcher	Astir CS 77	510
27 Clive Dalzell	Std. Cirrus	314

BICESTER OPEN REGIONALS 2009
Bicester, 18-26 July

Pilot	Glider	Points
1 John Wilton	ASW 20C	3511
2 John Roberts	LS 8	3401
3 Martin Durham	LS 8	3225
4 Tony Moulang	Duo Discus T	3041
5 Mick Webb	LS 8	2740
6 Roy Gaunt	Nimbus 2 b	2676
7 Peter Stafford Allen	Ventus 16.6m	2663
8 Steven Codd	Nimbus 2 c	2631
9 Francesca Aitken	ASW 27	2555
10 Terry Mitchell	Nimbus 3/25.5m	2550
11 Graham Drury	ASW 27	2437
12 Gareth Baker	LS 8/18m	2332
13 Peter Baker	LS 8	2281
14 Andrew Reid	Ventus bT 16.6m	2276
15 Mark Szymkowicz	DG 600/18m	2235
16 Mike Costin	ASH 25M	2193
17 Alan Garrity	LAK 17/15m	2112
18 Dickie Feakes	ASH 25E	2000
19 Al McNamara	Discus 2	1915
20 John Ferguson	Ventus 17.6m	1867
21 Pete Davey	ASW 20 16.6m	1720
22 Derek Coker/ Colin Davey	Duo Discus	1617
23 Anna Wells	LS8	1556
24 Derek Jones	ASW 27	1300
25 Basil Fairston	ASW 27	1224
26 David Shearer	LS 8	880
27 William Chappel	LS 8	348

S&G's thanks are due as always to John Wilton, who is a member of the BGA Competitions and Awards Committee, for all his hard work on collating and supplying the vast majority of the information that is contained on these results pages





This page, clockwise from top:
Karen Williams' first solo landing at East Sussex (Jim Izzard)

World War 2 RAF pilot Dudley Steynor celebrated his 100th birthday in style on 16 October. Dudley is Booker's oldest and longest-serving member and was an instructor for more than 30 years. His transport for the day was a Lagonda and he was treated to a flypast from Booker of two Tiger Moths, a Lunak and a Spitfire. Also present on the day was the steam roller owned by Dudley in the 1960s, which he used to roll the Booker airfield after damage caused during filming of *Those Magnificent Men In Their Flying Machines* (Carole Jeddere-Fisher)

T-21 and Skylark formation landing at Essex & Suffolk (Andy Sanderson)

Facing page, clockwise from top left:
North Wales' Ken Payne briefing Derek Brockway, BBC Wales weatherman, who covered a visit to the club by 40 British and Norwegian Scouts as part of his tour of Welsh outdoor sporting activities (Neil Hughes)

Black Mountains' founders John Bally and Derrick Eckley celebrate the club's 30th anniversary (Robbie Robertson)

Lisa Humphries is Devon & Somerset's newest basic instructor (Cheryl Smith)

Jane Nash on hearing that she is to be made CFI of the Vale of the White Horse club (Jay Myrdal)

Sarah Lee looks delighted to be handing over the role of Rattlesden CFI to Chris Pollard

Ulster pupil Michael Hunter (seated) with Peter Richardson, pictured on Peter's last day serving as a volunteer instructor after 20 years' highly valuable service to the club. Peter will continue to fly his syndicate single-seat glider (Tom Snoddy)

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*, send them to editor@sailplaneandgliding.co.uk



CLUB NEWS

ANGLIA (WATTISHAM)
WWW.ANGLIAGLIDINGCLUB.ORG.UK
520739N 0005722E

CONGRATULATIONS to Lee Davidson and Matt Oakes for completing their Bronzes, and to Alex Jones for converting to the LS4. Further kudos goes to Alex for his wave flight above Wattisham. A visit by some CCF cadets unfortunately clashed with unflyable weather, but we successfully ran a number of our Friday evening flying sessions for corporate groups over the summer; thanks to all those club members who spared their time to help out.

Andy Smith

BANBURY (AQUILA)
WWW.BANBURYGLIDING.COM
5204355N 00118784W

IN SEPTEMBER Martin Gould, Brian Morris and David Sibthorpe soloed. Brian had the added bonus of not only managing a very creditable soaring flight but he also saw the only flying Vulcan pass some 2,000ft below and to the north of him. He said it was magnificent. Tim Wheeler came 7th in the Bicester Sports Class and Tony Limb came 4th at Gransden in the Club Class. It has been an excellent year for trial lessons, cross-country flying and new members. We exhibited at the Banbury Annual Canal Day, a family day on the banks of the Cherwell Canal in the centre of Banbury, where our Astir generated a great deal of interest.

Rod Watson

BATH, WILTS AND NORTH DORSET (THE PARK)
WWW.BWND.CO.UK
510742N 0021445W

THE marketing efforts of displaying our gliders in shopping centres and taking part in carnival parades have paid dividends. We have encouraged lapsed members to rejoin and gained new recruits. We have also recruited Ben Collins as a very welcome addition to our cadet scheme. Bath University students have also been busy recruiting – they took a single-seat aircraft to the University to display during fresher's week, and signed up over 60 students. The club's mechanical infrastructure is being upgraded – we have purchased a very smart Land Rover in a versatile truck cab version. With just a few modifications it'll be able to perform cable retrieves and other duties.

Jason Sanderson

BICESTER (WINDRUSHERS)
WWW.WINDRUSHERS.ORG.UK
515458N 0010756W

WE'VE been very busy with our gliding courses and have quite a few new faces joining us.

Particular congratulations to the Parr Brothers, who both went solo during their courses – Dave who went on to convert to the K-8 and get both Bronze legs the next week, and Simon who got a Bronze leg on his second solo. Many more cross-country pilots are joining us and our grid seems to get bigger every half-decent day. Thankfully we have four tugs and two winches. Catering is fully up and running on our "new" launchpoint bus. We are extending the commercial side of our operation throughout the winter and we will be offering bookable day intensives on Wednesdays and Fridays at £30 per day booking fee.

Alan Smith

BIDFORD (BIDFORD)
WWW.BIDFORDGLIDING.CO.UK
520803N 0015103W

WHAT a busy season. It was with sadness we said goodbye to one of our much-loved members, Andy Cox (also known as Doc Cox), who died suddenly in September. The service was very well attended, with a moving reading from Mike Pope. He will be greatly missed. Our own Two-Seater Challenge was a great success – congratulations to the Bo Derek team (Bob Starmer and Derek Piggott) – the oldest pilots beat off the competition. Congratulations to: Chris Allton and Jeremy Birkbeck – first solos; Roger Chamberlain and John Clark – first solo in towing; Ian Couper – first solo in the motor glider; and Maddy Findon for her 50km Silver distance. We welcome new members: Kirk Akdemir, Chris Allton, Caroline Allmark, Simon Hall and Simon Kelly.

Lynne Burkert

BLACK MOUNTAINS (TALGARH)
WWW.BLACKMOUNTAINSGLIDING.CO.UK
515848N 0031215W

AS I write this, a low loader is arriving with a damaged glider trailer – it contains an ASW28 which was part of the expedition from London GC to Wales which encountered a sleepy driver on the M4. Happily, no one was injured and the glider was ok. Don Gosden has completed another terrific aerobatics course but our annual Task Week in August was blighted by poor weather, although Greville Earle did catch the wave to FL125 to win the week. During Task Week, we were delighted to welcome back John Bally who, with Derrick Eckley formed the club 30 years ago. From the end of October, we are open weekends only, although a good wave forecast will see us flying midweek throughout the winter.

Robbie Robertson

BOOKER (WYCOMBE AIR PARK)
WWW.BOOKERGLIDING.CO.UK
513642N 0004830W

THIS is being written in the middle of a very enjoyable Aboyne expedition. Recent solos include Sanjay Goel, Andy Kensit, Stuart Lacey, John Lambie, Tom Woolf and John Hubberstey has resoloed. A September trip to The Henley Country Show with one of our Juniors proved very successful, with seven courses being sold. Six of our cadets are now solo. The winter programme of activities will include ridge flying, both on our own ridge at Chinnor and at Southdown; aerobatic training and lectures. We've also just heard that we've been successful with our application for one of the BGA grants for the Learning Revolution Festival and intend to use it to fly members of the "rethink" charity and a carers' group operated in association with the Princes Trust

Roger Neal

BORDERS (MILFIELD)
WWW.BORDERSGLIDING.CO.UK
553514N 0020510W

Well done to Trevor Dale who, in September, won the beginners class at the Saltby Open Aerobatic Competition and Steve Rae who completed his Bronze. Our Wave weeks have been another great success with (at time of writing) one week still to go. We have also managed to secure funding through the BGA and department of Business, Innovation and Skills (BIS) for an 'adult learning day of gliding'. A big thanks to our dept chairman Brian Brown for all his help with securing this.

Rich Abercrombie

BOWLAND FOREST (CHIPPING)
WWW.BFGC.CO.UK
535301N 0023714W

THE summer was the usual battle with weather, but gliders kept flying. We saw a large expedition to Shenington. Reg Wooller deserves special mention for relocating our K-21, himself and his wife to Shenington for two weeks to offer cross-country training to a number of *ab-initios* and early solo pilots. He also provided much help to a number of Silver badge chasers. Malcolm Dean, Andy Huggon, Roger Shackleton and Russ Weaver all set off in wooden ships to deposit themselves in various fields around the Midlands and claim their Silver distances. Roger then returned to Chipping and duly soared his Oly2b up to claim his Silver height, completing his Silver. Work to firm up the field continues apace, promising better flying through the coming winter months.

Russ Weaver

First solo flights for (left to right) Brian Morris at **Burn** (Bob Johnson); Dave (left) and Simon Parr, pictured with **Bicester** instructor Francesca Aitken; Charles Fisher of Buckminster; Ali Machinchy (of R/C model flying fame) at **Cambridge** (Andy Beatty); and making the most of the weather in **Cyprus** - barge style



BRISTOL & GLOUCESTERSHIRE (NYMPFIELD)
WWW.BGGC.CO.UK

514251N 0021701W

GREG O'Hagan and Will and Rob Amor finished BI courses. Elaine Townsend and Rupert Wasey returned to tugging. Congrats to Doug Wilson on his first solo. Richard Smith and John McWilliam flew 800km shortly after Trevor Stuart's record cross-country. Tim Macfadyen flew 538km O/R with Richard Smith in August, the day all but one of the 15m Nationals pilots landed out. Dave Hallsworth returned as our winter instructor and we said farewell to Mike Woollard who stepped in as our seasonal instructor. We were sad to hear of the death of Chris Hughes, a well-respected member and wave guru (see obit p71). Our chef, Giuseppe, is attracting many locals and we're liaising with him to get his customers interested in gliding. We're running the 2010 15m Nationals from 3-11 July.

Bernard Smyth

BUCKMINSTER (SALTBY)
WWW.BUCKMINSTERGC.CO.UK

524912N 04228W

CONGRATULATIONS on solos to Brady Allsop of 348 Air Training Corps Squadron (aged 17) and Charles Fisher (aged 72). This was Charles's second time around as he flew solo at RAF Hendon in October 1953! His instructor, Norman Revell, is celebrating his 50th continuous year as an instructor. This year's annual dinner was held at Belvoir Castle – thanks to the Duke of Rutland, one of our highly supportive members. The National Aerobatics Championship was held at Saltby in June and The Saltby Open Aerobatics Competition was held in September. Both were a great success. We have introduced an 'Aerobatics Only' membership allowing members of other clubs to conduct aerobatics at Saltby using either their own glider or one from our two-seater fleet. Congratulations to Steve Dodds our newest Half Cat'.

Stuart Black

BURN (BURN)
WWW.BURNLIDINGCLUB.CO.UK

534445N 0010504W

OUR rain-affected 50th anniversary celebrations turned out to be a greater success than it first appeared with many visitors returning for flights on later dates and the possibility of several new permanent members. The associated publicity also resulted in an increase in goodwill to the club by the local community. Chris Cooper and Ian Cudahy achieved their first solo flights and Alan Brownbridge gained his Silver and cross-

country diploma, with all four legs completed in one flight. We are increasing our profile in Regional competitions with Mike Howey and Ian Gutsell putting in creditable performances at Bicester and Gransden respectively.

George Goodenough

CAIRNGORM (FESHIEBRIDGE)
WWW.GLIDING.ORG

570613N 0035330W

AT the time of writing we are enjoying a very busy Octoberfest with visitors from all over enjoying our wave. So far the Barograph Bending award goes to George Crawford (Weston on the Green) for climbing to 20,000ft from a 600ft cable break! Thanks go to Nick Norman and his helpers for getting our Robin tug through another annual CofA. We also extend our gratitude to Alan Middleton at Aboyne for his support in this matter. Our Mayfest might seem a long way off, but the first week is already half booked out, so if you would like to sample the delights of late spring at Feshie now is the time to book.

Chris Fiorentini

CAMBRIDGE (GRANDSDEN LODGE)
WWW.GLIDE.CO.UK

521041N 0000653W

CAMBRIDGESHIRE was certainly the place to be in 2009. We had a fantastic season with good cross-countries continuing well into October. Congratulations to the many members who achieved personal goals flying from Gransden Lodge. A big 'thank you' to Rob Theil and Andy Beatty for their hard work and enthusiasm in making 2009 a very memorable year.

Derek Coppin

COTSWOLD (ASTON DOWN)
WWW.COTSWOLDGLIDING.CO.UK

514228N 0020750W

WE hosted the 15M Nationals at Aston Down during August and a great time was had. Organising a Nationals took a great amount of effort so thanks to all who helped. Congratulations to winner Matt Cook and to club member Brian Birlison, who came 14th. Next year we are hosting the Open and Standard Class Nationals, which will be directed by Ollie Ward. Thanks to Ollie for a great job this year. Our simulator made its public debut at Minchinhampton School fair followed by an appearance at UWE Fresher's Fair so we will have a number of student members. Look out for a feature on the club in the spring edition of *Cotswold Life*. Finally we record the passing of member Alf Blacklin.

Frank Birlison

CRANWELL (RAF CRANWELL)
WWW.CRANWELLGC.CO.UK

530231N 0002936W

CHRISTINE Davies gained her Silver height on a blue day. Congratulations to Howard Fielder and Richard West, who both soloed recently. Kev Atkinson and Neil Atkins came 2nd and 6th respectively in the inter-services. At the CGC annual awards the recipients were: Topham Gill Trophy, Brian Hutchinson; Challenge Cup, Neil Atkins; Dart Trophy, Ian Mountain; Cross-Country Tankard, Ian Mountain; Steiner Tankard, Mick Lee; Peterborough Sailplane Trophy, Ian Mountain; Lewis Lloyd Trophy, Bruce Ball; Bolton Cup, Zeb Zamo; CFI's Trophy, Mike Hale; Best flying achievement within the Nottingham University GC affiliates, Claudia Krehl.

Zeb Zamo

CRUSADERS KINGSFIELD (CYPRUS)
WWW.RAFKROTIRI.CO.UK/CRUSADERS

3501N 03344E

THE holiday wanderers have returned and we have been inundated with visitors. We were graced by Colin Pinnell (a memorable past chairman) and Ray Brownrigg (a memorable past CFI) with their family and friends. During my time away I went to both Cosford and Halton. At the latter I managed to pass my cross-country endorsement and get a much-needed two hours. Back on home ground Pavel Kantor completed his Bronze exam. The guys from Halton are here to run their JSG adventure training courses as I write. This time we have the company of Roger Davies, Taff Williams and Ian Padget – always a pleasure.

Jo Rigby

DARLTON (DARLTON)
WWW.DARLTONGLIDINGCLUB.CO.UK

531444N 0005132W

GREAT expectations and congratulations have been the themes here. Amy Sentence and Bob Grant set the trend with flights in wave up to 11,500ft – from a flat site too. A Silver distance for Ian Burgin plus a record retrieve return lasting to 01:00 the next day. Peter Theobald is solo. Dave King converted to the Vega with a Silver height. Dave Redfearn is solo in the motor glider and John Swannack put in a fine performance in his Nimbus notching up 50 hours, 1,000km cumulative. John Harrison and Robert Starling completed their Basic Instructor Ratings and Al Docherty his CAA F1 (SLMG) Rating. At going to press, a large team are heading for the Borders club for our annual visit chasing the Wave over The Cheviots.

Geoff Homan



(Left to right) Kevan Darby goes solo at **Aboyne**; Henry Ford after completing his five-hour duration in K-6 (Cheryl Smith); Karen Williams with **East Sussex** instructor (and husband) Phil after her 1st solo (Jim Izzard); **Dorset** club members enjoying the late summer sunshine outside the clubhouse



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

THERE were two significant events over the September-October period: first in September the repainting – after 19 years in place – of the hangar roof by Phil Hardwick with his cherry picker and a team of very willing volunteers armed with brooms, and second in October David Jesty's qualification to Basic Instructor as a much needed shot in the arm to our dwindling band of instructors. We are very pleased to report a steady stream of trial students and dual trainees over the summer months and that any BI, Assistant or above category instructors looking for opportunities to instruct would be very welcome.

Martin Cropper

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

CONGRATULATIONS to Kevan Darby on going solo and to Richard Taylor on his first solo in gliders. Congratulations to Fred Pell on going solo again after a short lay off from gliding. The last time he flew solo was 33 years ago in a Bergfalke. We had 15 entrants for this year's UK Mountain Soaring Competition. A lot of flying and a good time was had by all with five out of seven competition days. The overall winner was Robert Tait from the Highland Gliding Club in his LS8. Congratulations to our own Charlie Jordan for winning the fifth day and coming third overall. (Full results at www.ukmsc.co.uk/)

James Addison

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

MANY congratulations to Lisa Humphries, who is now our newest basic instructor having passed her training and check flights with flying colours. Henry Ford and James Hood have both completed their first solo aerotows. Henry also now has his five-hour duration. Joe Drury has gained both Silver height and distance, including his first field landing. A happy band enjoyed showing off the DG505 at an open day at Dillington House, generating a good deal of interest. Roly Clarke had a muddy adventure in the woods after losing the tail 'chute of his Kestrel just off the ridge and was very relieved to find it in the bracken with a team of helpful members! Some club members are currently on a trip to Portmoak, and we are looking forward to an expedition to Talgarth in October.

Cheryl Smith

DORSET (EYRES FIELD)
WWW.DORSETGLIDINGCLUB.CO.UK/DGC
502433N 0021310W

WE have had a good intake of new members so any instructors who are visiting would be more than welcome. Tony Law has passed his Basic Instructors exam. It's been much better soaring weather thanks to the 'Indian summer' style August and September, and this has enabled our 'new' trainees to get plenty of air time. Thanks go to Shaun Reason and Gerry Cox for getting our new website forum up and running, after the old one 'crashed'. A group of members, led by John Halford, finished refurbishing their syndicate Super Falke. Thanks to all those who helped, the hangar floor is now completely painted, and is much easier to keep clean. The newly-refurbished Launch Control wagon is up and running, with radio installation thanks to Alan, Dave and Jon.

Colin Weyman

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

THE last two months have again seen our membership grow. The club is now going from strength to strength with everyone working together for the success of the club. A big well done and congratulations to Allister McGregor for going solo. Our other *ab-initios* are progressing well and this, with progress of our junior members, is helping the club to go forward, and will hopefully see the club in existence for many more years. Finishing touches are being made to the clubhouse in readiness for the winter.

Wendy McIver

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

IT'S mostly good news from ESGC, although the saga of our fieldworks looks set to continue. August saw our usual stand at the RAFA Shoreham airshow. Around a dozen members gave up a weekend's flying to spread the word and, as ever, our K-21 was a hit with younger visitors as it was the only aircraft present that they could sit in and wiggle things. Our congratulations go to Karen Williams who was sent solo by her husband, Phil, on 29 September – just 371 days after their first date. Met, married and soloed in under a year and a week – well done to the pair of them. Tuesday and evening flying sessions have finished for the season but Wednesdays and weekends carry on as normal – unless the fieldworks do something nasty.

Jim Izzard

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

SATURDAY 8 August turned out to be a super day. Well done to Sam Fisher who, using only map reading skills, completed his Silver with a distance flight in the clubs K-6e. Excellent flying by Instructor Don Ling, with Tony Brook helping with the navigating, also took advantage of the conditions flying a 300km triangle in the club K-21 to Husband Bosworth. Steve Rhenius is well on his way to his cross-country endorsement with his first soaring flight of over two hours in his Dart 17r. Paul Bott has not only obtained his standard known aerobatic badge, but also took part in an aerobatic competition. Jeffrey Baker has rejoined and re-soloed. We welcome five new members: Gary Chapman, Martin Ryan, Paul Randall, Alex Harris and Liam Telfer.

Peter Perry

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

WITHIN the limits of space I can't list all the achievements of the past. First solos, 50kms, five-hours, 300kms; six members on the BGA ladder, plus special events like two Channel crossings (Johnnie Gilbert for the second time, this time in his Skylark!), Will Ellis 1st in the Juniors and Paul Rice 2nd in the Gransden Regionals. The 1st place in the Inter-club League was a great result as we head towards the autumn. The first re-furbished winch has done sterling duty throughout the season and the second winch is now approaching completion and will ensure continuity and security of flying operations during the winter. The work on the ground equipment may not carry the glamour of winning competitions or badge qualifications, but it is this work that keeps the club flying. Well done all.

Dick Skinner

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

WE HAVE been working hard to collect details of wave flights above 10,000ft, to help our case in negotiating for a Transponder Free Area over Shobdon. We received details of more than 100 flights – thanks to everyone who has contributed their information for this important work. Mike Hayes has bought an Auster with an aerotow hook, so now we will have a second stand-by tug for emergencies when our own is unexpectedly out of action. Ken Martin has masterminded the building of a mezzanine floor in our workshop, creating a

(Left to right) Dorset instructors Don Ling and Tony Brook after a 300km (David Jones); Phil King and Patrick Naegeli in Herefordshire's Blanik; London's James Innes and David Evans celebrate Silver Distance (Nigel Perren); Nene Valley's Roger Morrisroe and John Young prepare for a bombing mission!



generous storage area and opening up better space in the main workshop.

Diana King

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

THE Easterton contingent swept the boards at the UK Mountain Soaring Championships, held at Aboyne. Robert Tait, flying an 18m LS8 won the Championship overall. Stuart Naylor, in the Fulmar Duo Discus won the Height Gain Trophy and Phil Penrose in an LS7WL won the Novice Class and came second in the Height Gain section. Well done all. There are some excellent photographs of the event at www.ukmsc.co.uk, and there is also one of Robert and Stuart belly-dancing! Congratulations also go to Stuart for completing the CAA Motor Glider Instructor FI course. In August, the club was delighted to be visited by two old stalwarts from Dallachy days, Colin Haddow and Mike Foreman. Mike came back for a second visit in October and this time brought along his new ASG29e for our wave week.

John Thomson

KENT (CHALLOCK)
WWW.KENT-GLIDING-CLUB.CO.UK
511230N 0004945E

WE have had a good year supported by community flying groups who have either been self-funding or funded by sponsor organisations. Trial lessons have remained popular, with bookings up on last year. All of this keeps the club open seven days a week during the season. Four pilots have gone solo: Mervyn Dee, Tim Vickers, Andy Bucannon and George Darby; and we have had four Silvers – Richard Hill, Stuart Maxwell, Nigel Shepherd and Juergen Schaper. Colin McGinn did his Silver in two days in South Africa. David Pye is a new BI and Richard Schofield a new Full Cat. A good soaring season was capped by task week where we were able to set 317km^o congratulations to David Crimmins on winning the day. The Kent Vintage Gliding Group has been present at numerous rallies.

Stefan Bort

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

THE 2009 season started with good soaring almost every weekend until the first week in July, then winter came back. Fortunately the weather made a modest improvement for the third week in August when we held our competitions. This year we planned to hold the Open class nationals and regionals,

and we rescued the Standard class nationals from disaster. This resulted in a 90 glider competition, and thanks to G Dale and his great team we managed to get six flying days. We took delivery of our two new Skylaunch winches, which have been working hard ever since. Club activity has seen 22 first solos, 11 Silver distances and six complete Silver claims. Activity and membership for the year seems to have contradicted the state of the national economy, we believe largely due to weather.

Richard Moyse

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

OVERALL it has been a good year with a healthy increase in flying and a promising increase in membership. The soaring season lasted into the autumn, with James Innes and David Evans achieving their Silver distance, and Derek Napier achieving first solo, all on the same day in October. Congratulations also to Imad Atiat, Heather Northley, Jon von Radowitz, Michael Rouse, and Simon Welton on their solo's. The Talgarth exped was a great success; every day was flyable! Peter Thomas's LS3 "LS3" has flown again for the first time in three years after nearly a year of restoration work. Flying continues into the winter, thanks to our well-drained field (it's the chalk underneath) and plenty of wind on the ridge.

Andrew Sampson

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

CONGRATULATIONS to Mike Hudson who went solo recently and Barry Hogarth who completed his 10,000th flight, most of which I suspect were in the back of a two-seater whilst instructing at Mendip. Well done to Jeff Green, who achieved his Diamond height on a club trip to Aboyne in September and to Dave Maddicks, who has gained an Assistant instructor rating. Finally, it is with great sadness that we say goodnight to our very good friend, Bob Sheffield. Bob lost his battle with cancer on 25 September. Bob gave a great service to the club from the back seat of the training fleet for many years. His infectious chuckle from the back was a great comfort to us all when we really thought we would not make the airfield.

Terry Hatton

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

ON 15 August we celebrated the 75th anniversary of the first flight from The Mynd.

Members, former members, neighbours and friends were all invited for what proved to be a very busy day. There was flying for those who wanted it, the BGA simulator was made full use of and there was plenty of reminiscing. Then we had a splendid dinner for over 150 people. About a dozen Mynd pilots took part in the Midland Regionals at Husbands Bosworth. The club DG505 was flown by either John Stuart or Mike Witton enabling P2s to gain valuable experience of competition flying. Mike Rogers and Luke Sanders both flew in their first Juniors at Dunstable. Congratulations on solos to Paul Guest, Ben Moss, Martin Field and Sue Fletcher-Watts.

Steven Gunn-Russell

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

MANY congratulations to Alex Clarke for his first 50km cross-country flight. Also congratulations to Richard Boyton who has once again soloed. We hosted our annual task week in early August – we enjoyed a booming Saturday on the last weekend, enabling Alex to 'get away' to Hus Bos. NVGC were also very proud to be involved in a commemoration event hosted by the annual Ramsey 1940s weekend. Having sought permission directly from the CAA and as a mark of respect to the lives lost from Bomber Command stationed at old RAF Upwood, Roger Morrisroe and John Young took the skies in our privately-owned T-21 and dropped an enormous sack of poppy petals over the crowds below, thankfully reaching the target area on the first attempt, which was handy as we only had one sack!

Kerry Mertz

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

WE have had some good soaring during September. On the 26th the airfield closed early as we hosted a 5km charity runway run in aid of the East Anglian Air Ambulance. The run by about 200 competitors was preceded by a short service at our memorial as it was also the 65th anniversary of the ill-fated Kassel mission. Portmoak was the destination of our latest expedition. Congratulations to JRK on completing his Ass Cat rating Ben Kirk on going solo and George Baczcowski on completing his Bronze after going solo 53 years ago. We look forward to the International Vintage Glider Rally starting 29 July 2010 and the Eastern Regionals 29 May-6 June. Book early for a discount.

Mike Bean



(Left to right) 40 British and Norwegian Scouts flew at **North Wales**, with coverage from BBC Wales (see club gallery); Liisi Laks after her solo at **Oxford** with instructor John Hanlon; James Gedling pictured after his first solo flight at **Stratford on Avon**



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

THE Scouts visit I referred to last time was a great success, a mixed group of 40 British and Norwegian boy and girls flew with us over two days in August. We managed to persuade the BBC Wales weatherman Derek Brockway and his team to come and cover the day as part of his tour of Welsh outdoor sporting activities. The local press picked it up and a young lady reporter came and took a flight and published a great article with pictures which went into five publications, from which we have had some serious enquiries and hopefully some new members. At last our hangar extension is nearly completed – thanks to helpers.

Brian Williams

OXFORD (RAF WESTON ON THE GREEN)
WWW.OXFORD-GLIDING-CLUB.CO.UK
515249N 0011311W

OUR flying two weeks in August was an unusual event in that we enjoyed fine weather. Thanks to all those who took time off work to make it possible. The mid-summer pig roast was a great success with around 100 people enjoying the evening. There was a first solo and a Bronze leg for Liisi Laks, a fine regional 2nd place for Gordon Craig, and we have two shiny new Ass cat instructors to add to the team – Rob Jackson and Paul ‘chairman’ Morrison. We were also pleased to see Bronze qualifications for Paula Hastings and Jean Fre Fachon, and an aerobatic standard badge to Andrew Butterfield. Neil Swinton also eventually got his Full Cat rating.

Neil Swinton

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

FOURTEEN of 16 students went solo on our August course. This also attracted one new club member; six others who will carry on gliding at local clubs, and two who will be pursuing a flying career in the Navy. Thanks to Paula Aitken as Course CFI, and Phil Moore for all his hard admin work. Congratulations to new BI Stevens, and new Ass Cat’s Nick Lambert and Siggie Ingason. In September an RINGS Development Week was hosted, achieving six solos. We have some new members, and the club feels more vibrant and poised for a long-term future. Finally well done to those who flew at the Inter-Services at Bannerdown. Tony World and Mike Wood performed favourably, and new CFI Andy Durston won the Sport class.

Neil Shaw

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

SARAH Lee has handed over to Chris Pollard as CFI; Pete Harrison stood down at the end of September as the ‘Wednesday’ Instructor, a big thank you to both of them for all their work for the club. Congratulations to three of the youth pilots Roger Cottee, Alex Syzanski and Sam Woodgate on passing their Bronze papers, and to Robin Lloyd on going solo, and converting to the Junior. Chris Pollard has arranged for Rattlesden to have reciprocal membership with The Jordan Gliding Club. A popular stand at the Fresher’s Fair at University Campus Suffolk was for the new Rattlesden University Gliding Club, over 40 students signed up for more information.

Helen Page

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

DESPITE the fact that we did not see our colleagues from RAF/ATC this year, we have had a non-stop stream of visitors. The latest group, from Lakes GC had a very productive visit with excellent flying being had on most days. Some of our own members experienced the thrill of mountain competition flying when we shared our DG505 with John Williams at the UK Mountain Soaring Championships at Aboyne. John was just honing his skills before tackling the Andes in his Antares. I would like to express my thanks, not only to John, but to the whole team at Aboyne and particularly to the overall winner – Robert Tait.

Ian Easson

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

FIRSTLY, congratulations to Daryl Burton on successfully completing his BI rating. Our team once again achieved first place in the Midlands Inter-Club League. We then also had the privilege of competing in the National Final which we hosted here at Shenington. This gave us the opportunity of utilising our new clubhouse building for briefings only a matter of days after it was installed. Our youth flying programme continues. Hopefully, it will not be long now before we have our first solo from this enthusiastic group. We now have a T-21 gracing the skies over Shenington once more – owned by a large syndicate of members. 2009 has been a great year for us; we are now looking forward to an exciting time ahead in 2010.

Bob Winters

SHROPSHIRE SOARING GROUP (SLEAP)
WWW.SHROPSHIRESOARING.CO.UK
525012N 0024600W

THE website, *ShropshireSoaring.co.uk*, has been resurrected following a committee decision to encourage new members. The committee also decided to continue with the policy of “no ab-initio training”, ie Silver C only. Welcome to new member Jason Buglass who joined the soaring group in October. Don Badley, long-time pilot, retires as a full member and takes up associate membership. The wave season is upon us, so members are getting oxygen equipment ready.

Martin Woodcock

SOUTHDOWN (PARHAM)
WWW.SGC1.ORG
505532N 0002828W

IT may not have been a barbecue summer, but we had one at Parham anyway. It had an Aussie theme and happily coincided with England winning the Ashes, and Ian Ashdown coming third in the Open Class Nationals. In addition, Haken Andersson and Julian Hitchcock came a very close second in a Regional contest at Lasham flying a DG 1000. Guy Westgate performed his amazing aerobatics routine in the Swift at air shows up and down the country this summer and, just to keep the adrenaline flowing, aerotowed to a venue in Germany. Northerly winds, combined with late September sunshine, have provided us with hours of aerial delight over the South Downs this autumn, reminding us that this really is a club for all seasons.

Peter J Holloway

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

CONGRATULATIONS to Nick Swift for his first solo. Thanks to all who helped organize two very successful open days in August. CFI Alan Jolly and Peter Gill arranged a simulated accident on the airfield with the Staffordshire Emergency Services to practice their response plan. Special thanks this month to John Lerner for painting the outside of the clubhouse, and to those who attended the Fresher’s Fairs at Keel, Stafford and Newport Universities. Peter Gill and Louise Wildblood climbed to 5,500ft in easterly wave overhead the airfield in a K-13. Thanks to Paul Cooper for arranging our autumn expedition to The Yorkshire Gliding Club. As the season nears an end, Peter Gill leads the Club Ladder by a short length from Derek Heaton – the winner will be announced in the next installment.

Barney Crump

(Left to right) Chas Perry receives a 50-year Navy Gliding plaque from David Durston (Andy Durston). Larry Lawes completed his Silver Distance at **Surrey Hills**; **Vale of the White Horse** soloist Peter Jackson (Jay Myrdal); Duncan Pask was sent solo at **Yorkshire** by Ian Plant



STRATFORD ON AVON (SNITTERFIELD)
WWW.STRATFORDGLIDING.CO.UK
521406N 001431W

OPERATIONS over the summer have gone from strength to strength with three first solos – two by a couple of FlyBe First Officers based at BHX. Congratulations to James Gedling and Lucy Glenn who have seen that you don't need turboprops. Our third soloist of was John Hessing – congratulations to John. On the instructing side, we have two new BI's – Martin Palmer and I completed the BI course in August. Thanks also to Steve Brown, our CFI, and all at the club who were so accommodating and helpful over this 'stressful time'. In mid-September the club hosted the Peugeot UK launch of its new 3008. Members provided a 'flying backdrop' to the event and we flew several score of motoring journalists. Check out 'The Lion has Wings' on YouTube. (see feature on page 30.)

Richard Maksymowicz

SURREY HILLS (KENLEY)
WWW.SOUTHLONDONGLIDING.CO.UK
511820N 0000537W

AFTER a busy summer and high number of launches, there have some great achievements. Tom Merrels and Justin Fielder went solo, and Chris North and Larry Lawes both got their 50km Silver distance. Tom Arcscott gained his cross-country endorsement and then went on to get a Silver height and David Kirby-Smith also got his cross-country endorsement. The club was also represented at the Grandsen Regionals in August, with Russell King competing and Steve Codd flying hors-concours with one of the club's two-seaters. This gave a number of members an opportunity to experience some competition flying. Finally big congratulations to Stephen Skinner on becoming a BGA Chief Engineer and ARC signatory, and a big thank you to him for continuing to keep the club's fleet airworthy.

Marc Corrance

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

CHRISTINE Foster has completed her NPPL (SLMG). Tony Lintott flew his five-hours and completed his Silver. Josh Vettom-Michaelis went solo. Well done to our Inter-club League team who came second at the finals in Edgehill, losing by only one point. Task Week 2009 was a real success, with five task days, and three first 50kms done. The winners were Claude Woodhouse and Peter Mason. Rolf Tietema came a close second. The Juniors End

of Season Party was well attended. The Jazz Evening went with a swing in October. The children's Christmas party is on Saturday 19 December. We will be hosting the Club Class Nationals in 2010, along with the Midland Regionals and a Task Week. Get your entries in early for the latter two.

Siobhan Crabb

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

HIGHLIGHTS of 2009 have been yet another success in the 'Yellow Bung Trophy' event against our traditional rivals at Buckminster, a good number of successful flying events and a significant increase in the number of trial flight and day course visitors to the club. We were well represented in a range of national and regional competitions, with members taking part in the Standard Nationals (John Williams), the Northerns (Robin Parker and Barry Pridgeon), the Pocklington Two-Seater comp (Colin Metcalfe) and the Juniors (Callum Harkness, Carl Hutson and Steve Nock). The instructor team was boosted by Carl Hutson, Dave Bieniasz and myself gaining Ass Cat ratings.

Alan Spencer

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

WOW! What a great season we have had. Not only has the weather been much better, but we have also expanded our membership somewhat this season. Steve Nash, our hard-working CFI, has handed over the controls to his very capable wife Jane who will now be looking after the flying side of the club. We welcome her in her new role. Congratulations are in order for veteran hang glider pilot Peter Jackson on the occasion of his first solo in a proper gliding aircraft. I wonder what he will do with all that bent aluminium in his garage. The season is drawing to a close as I write this but we will still be doing lots of flying this winter. Did someone mention wave?

Jay Myrdal

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

ALL season, half a dozen pilots have been flying from 100km to Mark Rushden's 300km task with August particularly hotting up the competition. It looks like Jo Cooper in his K-6e is leading on handicap even against a Nimbus 3. Richard Lovegrove even found wave to over 5,000ft. The flying week

celebrated flying achievements with the success of Mario Staniscia super barbeques, which have continued into the autumn. David Evans, one of our elder statesmen, marked his 3,000hrs in September and has regaled an adventure or two in our re-established club magazine, courtesy of Ian Cogin's arm bending and editorial skills. Finally as we head towards wave camps and annual dinners, Mark Rushden placed us on the local radio map by being heard on Northants Radio Club Call quiz.

John Strzebrakowski

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

THE results of our questionnaire made interesting reading for the committee. Eventually results will be posted for all to see. The purpose, in part, was to create greater involvement by members in the future of their club. One interesting aspect was the willingness for many to give more effort and assistance to the management. Predictably, nobody wanted higher subscriptions or more expensive flying fees but it was clear the large majority wanted more cross-country training, a matter which has received attention. Congratulations to retired RAF flying instructor John Brown, who had his first experience of gliding at our club, on completing his first solo. Rufforth continues to be a good wave site and at the same time has attracted thermals to 5,500ft as late as September.

Chris Brayne

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

IT'S been an interesting year, showing what a wide range of conditions we fly in and the abilities of the cross section of our membership. Steve Briggs went solo and soon moved onto the Astir. Martyn Johnson has been recalibrated and now joins the Assistant Instructors. David Latimer took second place at the Scottish Mountain Soaring Comp. Andy Darlington moved on to the Discus. Andy Wright did his 750km. Richie Toon climbed to 16,000ft. Congratulations to you all. David Lynch picked up the bargain of the year, purchasing a beautifully restored K-6 for just £2,000.

John & Sarah Marsh

S&G's thanks as usual to Debb Evans for editing this issue's Club News – Susan Newby, editor



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NESTLING in the Sussex Downs near the County Town of Lewes, Kitson Field, just outside Ringmer village, has been East Sussex GC's home for some 30 years.

Gliding in this area has a history stretching back to the 1920s, but ESGC was formed in 1974 atop the nearby Firle Beacon. By 1979 the club had grown and, for various reasons, decided to split with around half the members leaving to join Southdown at Parham. Those left clubbed together to purchase the current site outright.

Today we have 120 active members, including 12 instructors, who fly a wide variety of club and privately owned aircraft. Aerotow launches are provided by our venerable Piper Cub and winching is taken care of by our Bedford-mounted Supercat.

The field itself is always interesting! Currently only the southern half is in use due to an ongoing programme of leveling and drainage work. While this has taken a little longer than we would have liked, it does mean that, when finished, it should be a dream to fly from.

Launch directions are 06, which has a very slight incline, and 24. Conditions here can be vulnerable to sea breezes and, while we are surrounded by hills, the ridges are far enough away to make getting back an interesting

challenge sometimes.

One thing is certain, the views of the Downs and the coast on a good day more than offset any minor niggles with lift. Being as close to Gatwick as we are means that to the north airspace drops down to 3,500ft then 2,500ft. Overhead and to the south it's clear up to FL55.

Back on the ground, the facilities are basic but functional. We have a good-sized clubhouse with a bar, kitchen facilities and a briefing area. Club aircraft are stored in two hangars and we have a maintenance hangar where the ground equipment is stored. It's not high-tech here in rural Sussex but that, in its own way, is part of the charm.

We're a friendly club to visit whether you're taking your first trial lesson or you're an experienced pilot. There's a huge knowledge base among the people that fly here and it's freely passed on to anyone that needs it – often in the pages of *Grapevine*, our club magazine, which you can download as a PDF from www.sussexgliding.co.uk

While we aren't one of the biggest clubs around we are fairly active. It's rare to find a deserted airfield, even on non-flying days, as there's usually someone looking after the gliders or the hedges.

Jim Izzard

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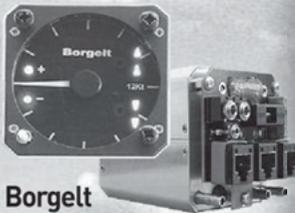
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BGA Site Operations manual	£6.50
<i>A must for all club chairmen, managers and CFI's</i>	
Standard Repairs to Gliders	£5.25
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The BGA Team and General Information

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Regional Gliding Examiners

BGA gliding Examiners are appointed on a regional basis and directed by Senior Regional Examiners. SRE's are listed here <http://www.gliding.co.uk/bgainfo/instructors/contacts.htm>

CAA SLMG Instructors and Examiners

The BGA has approved a number of CAA rated examiners and instructors under the management of the SLMG SRE to support SLMG activity.

Contact details are here
www.gliding.co.uk/bgainfo/instructors/motorgliding.htm

Regional Safety Officers

RSO club allocations are listed here
www.gliding.co.uk/bgainfo/safety/documents/rsolist.pdf

Airworthiness Inspectors

There are a number of BGA inspectors across the UK. A proportion of them are approved to issue an EASA ARC. The Regional Technical Officers and the ARC signatory 'Chief Engineers' are listed here by BGA region
www.gliding.co.uk/bgainfo/technical/contacts.htm

Airworthiness Guidance

Guidance for owners of Annex 2 and EASA aircraft is here
www.gliding.co.uk/bgainfo/technical/news.htm

Other Information

Courses

BGA course information is available here
www.gliding.co.uk/bgainfo/bgacourses.htm

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"www.gliding.co.uk, ARC renewal" or
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York Gliding Centre

BGA accident/incident summaries

AIRCRAFT		Registration	Damage	Date, time	Place	PILOT Age	Injury	P1 hours
Ref	Type							
99	Grob 102	G-OGGB	substantial	26/04/09, 12:45	The Gliding Centre	54	minor	1004
The glider stalled, dropped a wing and landed heavily from about 10'agl at the end of a Silver distance flight to Hus Bos. The pilot reached for the undercarriage lever to check that the wheel was down just before touchdown.								
101	ASW 24	G-CJEL	minor	21/06/09, 14:00	Windrushers GC	n / a	n / a	n / a
Trailing edge of rudder dented by a glider being ground towed. The driver didn't hear the wingwalker's shouts to stop.								
102	Puchacz	G-CJEC	substantial	12/07/09, 14:45	Cambridge GC	57 / 25	none / none	600
Tailwheel housing damage after untidy landing. A late takeover by the instructor in the gusty crosswind.								
105	Puchacz	G-FEVS	minor	4/07/09, 16:30	Deeside GC	62 / --	none / none	not reported
Undercarriage strut broken as the glider was swivelled round during ground handling.								
106	PA25 Pawnee	G-DSGC	none	2/04/08, 15:00	Devon & Somerset GC	not reported	none	not reported
Vehicle damaged by aerotow rope and rings trailing behind a tug. Van was being driven around the airfield perimeter from launchpoint as the tug was on approach.								
108	Discus	G-CHPH	substantial	10/07/09, 12:05	Essex & Suffolk GC	62	none	203
Wing damaged after hitting a sapling after landing. The pilot deliberately groundlooped the glider in an attempt to avoid running into a hedge after landing out into a small field.								
109	K6	G-DCEL	substantial	10/07/09, 11:45	Essex & Suffolk GC	76	none	107
Tailplane damage caused by landing in a crop field. The non XC endorsed pilot lost sight of the airfield and eventually landed downwind after selecting a field at about 600' agl.								
110	K21	G-CKEK	minor	8/05/09, ??	Devon & Somerset GC	23	none	not reported
The C of G hook broke early on during a winch launch and the recovery took the glider under the still inflated drogue 'chute. There was minor damage to the gelcoat and airbrake as the glider landed with the cable over the port wing.								
111	Libelle	G-DCNG	minor	10/07/09, ??	Bristol & Glos. GC	64	none	140
The low airtime pilot, distracted by a single glider in the landing area, retracted the undercarriage on approach and landed heavily without properly rounding out. After bouncing back into the air, the pilot lowered the undercarriage and landed normally.								
114	Ventus 2ct	G-EVII	none	28/07/09, 14:00	The Gliding Centre	63	none	not reported
114	Antares	D-KAIB	substantial	28/07/09, 14:00	The Gliding Centre	52	none	not reported
The upper port wing of the Antares collided with the tailwheel of the Ventus while thermalling, breaking the spar approx. 2m inboard from the tip. Competition flight during the 18m Nationals.								
115	LS4	G-DEUH	substantial	25/07/09, 15:15	Bristol & Glos. GC	54	none	437
Glider damaged after a heavy landing onto upward sloping ground after a local soaring flight. The recently re-soloed pilot had not noticed or allowed for a strong sea breeze.								
116	K6	G-DDJE	substantial	22/07/09, 14:30	Essex & Suffolk GC	67	none	320
The pilot underestimated the wind strength when planning his circuit and was unable to reach the landing area from his downwind leg. Glider nose and wing roots damaged after hitting an unseen earth bank at the edge of the airfield.								
117	ASW24	G-CJTH	minor	31/07/09, 14:20	London GC	45	none	258
The undercarriage doors, glider nose and canopy were damaged after a downwind, slightly downhill field landing ended up under a fence. The pilot lost sight of his original field after trying to climb away and had to choose a new field at approx. 1,200' agl.								
118	Mistral C	G-CJUR	minor	17/07/09, 12:00	Essex GC	17	none	not reported
The pilot pulled the cable release during the initial climb after feeling the acceleration falter. During the recovery, the glider flew under the drogue 'chute and landed with the winch cable over the wing.								
120	DG808	G-DGRA	minor	3/08/09, 12:15	Deeside GC	not reported	not reported	2315
The pilot returned to the airfield after feeling unwell but forgot to lower the undercarriage.								
121	Vega	G-EEAD	minor	2/07/09, 13:15	Wolds GC	68	none	208
The undercarriage collapsed during the landing ground run. The pilot believes that he may not have put the handle into the locked down position after lowering the wheel.								
122	Venture T61	G-OWGC	none	6/08/09, 13:00	Wolds GC	63 / 25	none / none	not reported
Engine failure led to a field landing. Investigation suggests that the P2's harness strap may have inadvertently shut off the fuel cock.								
123	Ventus	G-CFDE	minor	6/08/09, 13:30	Fuentemilanos, Spain	71	none	2141
A spare aerotow rope became caught on the pilot's rope and he was instructed to release soon after take off. Full of ballast and short of runway, he opened the airbrakes and the heavy landing bent the undercarriage.								

BGA accident/incident summaries *continued*

AIRCRAFT Registration	Damage	Date, time	Place	Age	PILOT Injury	Ref P1 hours	Type
124 K6e	G-GGDV	none	31/07/09, 12:00	London GC	55	none	85
An aerotow from the C of G hook, on an all-moving-tailplane glider led to PIO on takeoff, ending with the glider climbing steeply until the weak link broke at about 250' agl. Pilot currency was cited as a factor.							
125 Standard Jantar	G-DHUB	none	7/08/09, 15:00	Scottish GU	58	none	2600
Wheel up landing after the cord attached to the canopy to aid closing fell into the undercarriage lever slot, jamming the mechanism. The pilot was unable to release the cord during flight.							
126 Bocian	G-DDDN	substantial	14/08/09, 14:30	Bath, Wilts. & N.Dorset GC	59 / nk	none / none	1750
Damage to the front fuselage when the wingtip caught the ground as the P1 flew a low level 360 degree turn. The instructor allowed the P2 to take the glider too far downwind on the diagonal leg, leaving the P1 unable to overfly the trees bordering the airfield.							
127 Blanik L13	G-DDVD	substantial	23/08/09, 14:30	Vectis GC	54 / 50	none / none	750
Wing damaged after catching on the ground at the end of a 180 degree low level turn. The visiting instructor mistook the flap lever for the airbrakes and, even after flying a 360 degree turn, was unable to land within the airfield.							
128 K13	G-CFZN	minor	20/08/09, 12:20	Black Mountains GC	not reported	none / none	not reported
Minor nose puncture in the fabric after the instructor's attempt to steer the landing ground run close to the launchpoint overran slightly into the adjacent hedge.							
129 ASW27	G-CJSS	substantial	23/08/09, 17:00	Cambridge GC	44	none	2470
Damage to underside of wings and fuselage after landing in a ploughed field at the end of a competition flight. The pilot was hoping to reach a nearby airfield but could only reach the undershoot field.							
130 ASW19	G-CEXY	minor	25/08/09, 13:20	Kent GC	54	none	90
Leaving a climb below cloudbase the pilot flew into sudden severe sink. His head hit the canopy and his GPS flew out of its mount, making a hole in the canopy.							
131 DG505	G-CKOW	minor	30/05/09, 11:45	Southdown GC	57 / not reported	none / none	305
The trial flight instructor chose to land out in preference to making a marginal glide back to the airfield after 30 mins. local soaring in blue and breezy conditions. The glider damaged an aileron groundlooping after the wingtip caught a tuft of grass.							
132 ASW19	G-CHXU	substantial	31/08/09, 15:25	Wolds GC	45	none	70
Damage to the port wing caused during the landing ground run when the wingtip hit a tractor parked at the edge of the grass runway. Chordwise crack at the airbrake box and a split in the trailing edge.							
133 Junior	G-CHRG	substantial	7/09/09, 16:15	Scottish GC	81	none	129
An undershooting approach on a windy day ended with the glider flying into a fence. The pilot had the airbrakes out for most of the base leg after thinking he was too high.							
135 Discus BT	G-CHJH	substantial	29/08/09, 13:25	Vectis GC	70	none	191
After getting low on the downwind leg and making a low turn onto final, the experienced power pilot raised the nose in an attempt to stretch the glide. The glider stalled and dropped a wing at 10' agl before landing heavily and groundlooping.							
136 Janus B	G-DJAA	substantial	28/08/09, 12:00	Yorkshire GC	53 / 58	none / none	754
Broken fuselage, tailplane and other damage after the pilot was unable to level the wings after a low final turn; the wingtip caught the ground and rotated the glider as it landed. The pilots were landing out after attempting to ridge soar around rain showers.							
137 Slingsby Dart	G-DBWO	substantial	18/08/09, 15:15	Midland GC	not reported	none	256
Glider wingtip hit side window of passing car just after taking off. The visiting police car drove past the entry warning signs, down the wrong track and past the launch queue before the launch could be stopped.							
138 Libelle	G-LIBL	destroyed	12/09/09, 16:15	The Gliding Centre	62	none	not reported
Downwind and downhill field landing ended in a high energy impact with the far hedge. Glider fuselage snapped aft of the wings and other damage.							
139 Puchacz	G-CFWT	substantial	13/09/09, 13:15	The Gliding Centre	44 / 62	none / none	not reported
Side hinged canopy came open on final approach. The perspex shattered and the canopy frame damaged the starboard leading edge.							
141 T21	3324	minor	25/08/09, - -	Derby & Lancs GC	70 / 65	none / none	not reported
Uncontrolled flight ended in a heavy landing breaking the nose skid. Recent minor airframe work had prevented full elevator travel and the glider spent most of the flight stalled and spinning.							
142 ASW19	G-DELA	substantial	18/09/09, 14:40	Deeside GC	51	none	48
Downhill and down/crosswind landing led to a fast approach and landing run. At the end of the ground run, the glider turned, twisting the undercarriage frame.							
143 Nimbus 3dt	G-CHYY	minor	6/07/09, 18:30	France	51 / 42	none / none	203
The glider encountered heavy sink late on final approach and, despite closing the airbrakes, the glider landed in the undershoot area and groundlooped on the edge of the airfield.							

NB: Duplicated reports removed

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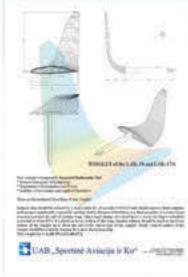
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BGA BADGES

No.	Pilot	Club (place of flight)	Date
FAI 750KM BADGE			
85	Stephen Ell	761.5	14.6.2009
POC-DID-SCU-LYV-POS ASG29E-18 "E11"			
86	David Findon	762.2	14.2.2009
BID-BSE-BUG-NMT-BID Nimbus 4DT "48"			
BGA 750KM 2 SEATER DIPLOMA			
16	Richard Smith & John McWilliam	798.2	2.8.2009
NYM-HAE-TOW-BUN-NYM Nimbus 3DT – 970			
DIAMOND DISTANCE			
1-1125	Andy Whiteman	Mendip (Hus Bos)	14.6.2009
1-1126	Ian Smith	Bristol & Glos (Nympsfield)	14.6.2009
1-1127	Ian Ashton	Bowland Forest (Fuentemilanos)	26.7.2009
1-1128	Derrick Roddie	Wolds (Pocklington)	25.7.2009
1-1129	Tim Davies	Norfolk (Tibenham)	14.6.2009
DIAMOND GOAL			
2-3271	Jeffrey Green	Mendip (Hus Bos)	14.6.2009
2-3272	Oliver Bosanko	Windrushers (Bicester)	16.6.2009
2-2373	Stephen Derwin	SGU (Jaca, Spain)	16.7.2009
2-2374	Mark Player	Bath & Wilts (The Park)	9.8.2009
2-2375	Seth Helstrip	Windrushers (Bicester)	16.6.2009
2-2376	Christopher Lewis	Cambridge (Gransden Lodge)	25.7.2009
2-2377	Simon Urry	Norfolk (Tibenham)	14.6.2009
2-2378	Francesca Aitken	Windrushers (Bicester)	29.5.2009
2-2379	Paula Aitken	Windrushers (Bicester)	2.8.2009
2-2380	Kenneth Powell	Herefordshire (Shobden)	7.8.2009
2-2381	Terence Crow	Windrushers (Bicester)	8.8.2009
2-2382	Gavin Preuss	Shenington (Edgehill)	14.6.2009
2-2383	Vernon Bettle	Essex & Suffolk (Wormingford)	22.8.2009
2-2384	Martin Boulton	Wolds (Pocklington)	14.6.2009
2-2385	Greg O'Hagan	Bristol & Glos (Nympsfield)	7.8.2009
DIAMOND BADGE			
	Simon Ramsay	743	
	Paul Gelsthorpe	744	
	Robin Parker	745	
	Robert Sinden	746	
	Andy Whiteman	747	
	Ian Smith	748	
	Ian Ashton	749	
	Derrick Roddie	750	
	William Chappel	751	
GOLD DISTANCE			
	Jeffrey Green	Mendip (Husbands Bosworth)	14.6.2009
	Oliver Bosanko	Windrushers (Bicester)	16.6.2009

Alf Blacklin

ALF WAS born in Liverpool in the 1920s and, according to his son, would have studied medicine or become a pilot had the war not intervened. As it was, he found himself in the 8th Army as a gunner, serving in North Africa, Greece and Italy.

This had a lasting effect on Alf and may well have been the cause of his respect for the great Middle-East civilisations. Anyway, Alf married and studied hard at night school to become a qualified engineer, working on some of the large nuclear projects in Wales plus many others abroad including Hong Kong.

In 1965 Alf went on a gliding course at the Derby and Lancs club which rekindled his interest in flying and he was soon a full member of the club, helping with the maintenance of the gliders and ground equipment.

When life brought him south, Alf became a member of the Cotswold Club and soon owned a share in a K-6, the "hot ship" of the day. I remember Alf proudly telling me that he achieved his Silver C in this glider. Alf became a member of the "Wednesday Club" and continued flying well into his 90s. A short illness took him from us this summer.

Frank Birlison

Andrew Jackson Cox M.B. Ch.B. 1936-2009

ANDY COX died on 12 September after a short illness.

In 1963 he became a partner in the Bidford Medical Centre and practiced there until he retired in 1996.

His car registration number was 666 COX – he had applied for 999 COX but sadly it was not available!

He married Lally in 1963, built a house in Marcliff and started the garden which developed into a world famous centre for Snowdrops with over 300 varieties.

He started gliding at Bickmarsh (now Bidford Gliding Club) in 1969 and flew his first solo that year in a T-31.

After his last flight of 1976, he took a long break from gliding to look after his family, his garden and his practice. He returned to gliding in 1996 and, after only seven flights, he flew solo again. He owned a Discus BT and also had a share in a Duo Discus syndicate.

Andy was a kind, quiet gentleman and will be sadly missed by his gliding friends at Bidford.

Mike Pope, Bidford GC

Jim Purves 1933-2009



ONE of York Gliding Centre's most generous members, Jim died after a short illness. A bachelor and keen cyclist, he pedalled up to 50 miles each day before arriving at Rufforth

to enjoy flying (in his younger days he was a competitive cross-country pilot) and to help out with the administrative side.

He personally financed many club projects, including paying for a new tarmac entrance road to our site and the adjoining car park. Each year he paid for a party for all members and their close relatives. Jim's generosity extended to the very end of his life when he donated his body to medical research.

Chris Brayne

Peter Wann (1942-2009)



PETER WANN died suddenly on 28 August while on business in Scotland at the age of 67. He was a reserved and modest man with a dry sense of humour. Peter was one of the longest-serving members of the Surrey Hills GC and had served for many years, variously, as the club's highly capable secretary and treasurer.

His gliding skills, particularly in older aircraft like the K-8 and SF27, were highly tuned and he was known to have undertaken long distance flights when competition pilots stayed on the ground because they thought the conditions were not good enough. He would return after five or six hours as the light was beginning to fade and, when told that we had assumed that he had landed out, his usual reply would be a wry "Oh ye of little faith".

Peter was also a basic instructor who could be relied upon to attend the club whenever his work permitted. He had flown at many sites in this country and also in Australia, where his son lived.

In his professional life he was a highly regarded economist whose understanding and knowledge of the American economy were much sought after, as witnessed by the number of American colleagues who attended his funeral.

Peter's other leisure pursuits included chess, at which he was particularly talented, and cricket. His undoubted intellectual ability was a strange bedfellow with his almost complete lack of understanding of anything mechanical

- exposing him to much light-hearted banter, which he always took in good part.

He suffered badly from asthma, which strangely seemed to disappear once he was airborne. But it was an asthma attack which caused the heart attack from which he died. Our condolences and sympathy go to his wife, Mabel, and to his son David. Peter was a very popular member of the club and he will be sorely missed.

Peter Bolton

Chris Hughes 1929-2009



CHRIS passed away peacefully on 19 September at Badgeworth Nursing home, after a short fight with cancer.

He was born near Hove in Sussex, high on the South Downs. His family used to take long walks in the countryside, and in 1938, on a walk to The Devils Dyke where they could see gliders flying, they met some members of Southdown GC. A glider, a gull-winged Kirby Kite, had just landed and was parked. After studying this for a while, Chris decided he was going to be a glider pilot.

During the war he and his brother built lots of model aircraft, including model gliders, and slope-soared these near their wartime home in Malvern. After the war they returned to Hove, and in 1948 he started helping out at Friston, the Southdown Club's new site. His first training flights were by the solo method in an SG38, and consisted of two slides, three low hops, one medium hop and one high hop in November 1948.

He gained his A and B Badges later in 1948 and his C in early 1949.

He was due to convert to the Grunau, but the aircraft cartwheeled into the fence behind the launch point before he could convert, and was a write-off. To the last, this rankled with Chris, not normally a man to hold a grudge, and he could barely bring himself to say the name of the pilot.

In 1950 he became an Instructor and one of his pupils at Friston was a young lady called Denise Brown, whom he later married. He was very fond of saying that he was, as far as he knew, the only man who had a wife who gained her C Badge off a bungee launch.

Chris progressed rapidly and gained his Silver Badge (380) in June 1952.

In 1953 his flying was interrupted by National Service. He joined the Navy as a Sub Lt. (E) and served at Ford and

Culdrose, but did manage some flying with the RINGSA, as well as Firle.

His flying was again curtailed in 1958, whilst working for four years as Chief Engineer with the British Phosphate Company in the Gilbert and Ellice Islands. Chris returned to gliding at Firle at the end of his contract, and after a break flying at the Midland Club (whilst he worked in Worcester), he returned to Southdown, and was persuaded, reluctantly, to become CFI.

Chris first flew at Nympsfield in April 1969, and became very engrossed with wave systems which appeared around the site and had long discussions with the late Tom Bradbury, a club member, and a professional met man.

His Gold Badge was completed with a height gain, in wave, at Portmoak in the syndicate Ka-13 in March 1972. The following year he joined a Std Cirrus (252) syndicate at Nympsfield. He was pleased that it enabled him to access the wave systems further into the Welsh Mountains, and he shared a Ka-6e based at Talgarth to achieve the same end.

Chris gave up instructing in 1985. Three years later he retested so that he could fly Air Experience members, as well as fly family and friends, in his syndicated T-49.

His interest in mountain flying led to him persuading 252 Syndicate to visit the French Alps for three weeks in 1986, the first of five expeditions to Gap/La Motte.

He became a Vintage Gliding Club member and, with Prefect S30 or his beloved 463 (BWE) and his tent (well stocked with red wine), he attended various Vintage rallies. Chris's annual delight during his later years was flying Roger Targett's T-38, usually on the club's Open Day.

Having decided to give up gliding at age 80, he was beaten by the rapid deterioration in his health. He parted with his 463 in May 2008, and last flew a Cirrus on 1 June 2009, and was upset that he could not manage his last flight in the T-38. He had also very much wanted to attend his old club's centenary rally at Southdown in July, but was too ill.

Despite his enthusiasm for gliding, his family were his number one interest. Chris was a gifted pilot, a gentleman and a great guy to have as a friend. We shall all miss his enthusiasm and humour. Our sympathies go to his son and daughter and their families.

Peter Bray, Nympsfield
Barry Smith, Southdown

BGA BADGES

No.	Pilot	Club (place of flight)	Date
GOLD DISTANCE continued			
Frederick Ballard		Bristol & Glos (Nympsfield)	14.6.2009
Steve Derwin		SGU (Jaca, Spain)	16.7.2009
Mark Player		Bath & Wilts (The Park)	9.8.2009
Seth Helstrip		Windrushers (Bicester)	16.6.2009
Christopher Lewis		Cambridge (Gransden Lodge)	25.7.2009
John Guy		SGU (Portmoak)	11.5.2009
Francesca Aitken		Windrushers (Bicester)	29.5.2009
John Thompson		London (Dunstable)	10.5.2009
Kenneth Powell		Herefordshire (Shobden)	7.8.2009
Terence Crow		Windrushers (Bicester)	8.8.2009
Gavin Preuss		Shenington (Edgehill)	14.6.2009
Vernon Bettle		Essex & Suffolk (Wormingford)	22.8.2009
Colin Field		Wolds (Pocklington)	8.8.2009
Martin Boulton		Wolds (Pocklington)	14.6.2009
Greg O'Hagan		Bristol & Glos (Nympsfield)	7.8.2009
GOLD HEIGHT			
Craig Chatburn		SGU (Portmoak)	22.2.2009
Will Chappel		Wyvern (Milfield)	13.10.2009
GOLD BADGE			
2499	Steve Derwin	SGU	16.7.2009
2500	Christopher Lewis	Cambridge	25.7.2009
2501	John Guy	SGU	11.5.2009
2502	Will Chappel	Wyvern	13.10.2008
SILVER BADGE			
12018	Paul Roche	Rattlesden	28.1.2009
12019	Oliver Llewellyn	Bristol & Glos	14.6.2009
12020	Alan Murdoch	Kent	19.6.2009
12021	Peter Crouch	East Sussex	26.5.2009
12022	Matthew Rourke	Lasham	2.5.2009
12023	John Haxell	Mendip	30.5.2009
12024	Mark Winters	Bidford	14.6.2009
12025	Barrie Stuckey	Dorset	14.6.2009
12026	Robert Purdie	Bath & Wilts	14.6.2009
12027	Richard Foreshew	Southdown	26.5.2009
12028	Jeremy Mitcheson	Bristol & Glos	16.6.2009
12029	Richard Hill	Kent	4.7.2009
12030	John Hire	Northumbria	28.8.2008
12031	Callum Harkness	Trent Valley	25.7.2009
12032	Peter Cunnison	Cambridge	12.6.2009
12033	Paul Woodcock	Norfolk	3.8.2009
12034	Rogier Westerhuis		25.7.2009
12035	Simon Phelps	Booker	2.8.2009
12036	Alan Turner	Portsmouth Naval	23.6.2009
12037	Venn Luscombe	London	24.6.2009
	Mahoney		
12038	Trevor Bailey	Bidford	16.8.2009
12039	Andrew McCann	Yorkshire	22.8.2009
12040	Peter Weston	Cambridge	25.7.2009

BGA BADGES

No. Pilot Club (place of flight) Date

SILVER BADGE *continued*

12041	Genevieve Francis	Kent	2.8.2009
12042	Frank McLoughlin	Northumbria	24.8.2009
12043	Stephen Pearce	Stratford	13.8.2009
12044	Richard Halliburton	Wolds	7.8.2009
12045	Jonathon Oakley	Fenland	22.8.2009
12046	Chris Scutt	Upward Bound	8.8.2009
12047	John Portwin	Booker	29.8.2009
12048	Philip Pain	Stratford	11.9.2009
12049	Tony Lintott	Gliding Centre	9.9.2009
12050	Peter Merritt	Stratford	11.9.2009
12051	Julia Robson	Cambridge	18.8.2009
12052	Christopher Parvin	PNGC	19.6.2009
12053	Richard Knight	Stratford	9.9.2009
12054	Berian Griffiths	Buckminster	22.8.2009
12055	Adrian Bramwell	Fenland	2.8.2009
12056	Mark Cass	Wolds	27.7.2009

UK CROSS COUNTRY DIPLOMA

1106	Peter Cunnison	Cambridge	16.6.2009
1107	Richard Foreshew	Southdown	3.5.2009
1108	Christopher Lewis	Cambridge	25.7.2009
1109	Robert Burton	Lasham	25.7.2009
1110	Alan Turner	PNMGC	23.6.2009
1111	Ian Paterson	SGU	25.7.2009
1112	Martin Lawson	Essex & Suffolk	9.8.2009
1113	Adrian Prime	Norfolk	31.7.2009
1114	Christopher Parvin	PNGC	19.6.2009

AEROBATIC BADGES

Standard Known	Owen McCormack	Lasham	14.6.2009
Sports Known	David Gethin	Bowland Forest	12.6.2009
Standard Known	Sally Cooper	Windrushers	13.6.2009
Standard Known	Rodolphe Herve	Lasham	2.6.2009
Standard Known	Rowland Bott	Essex	13.6.2009

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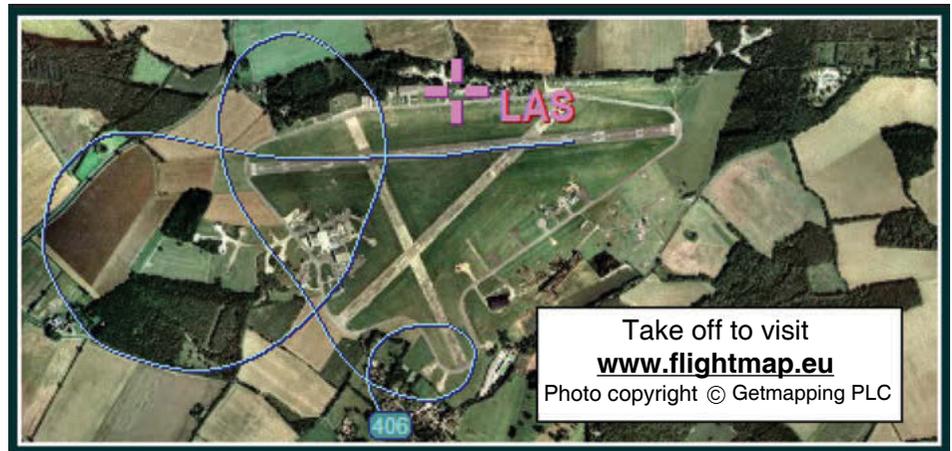
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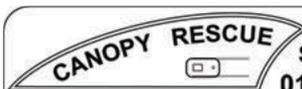
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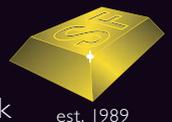
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