

DEC 2010/JAN 2011

# SAILPLANE & GLIDING

VOL. 61 NO. 6

**WHY NOW IS THE  
TIME TO THINK ABOUT  
NEXT YEAR'S THERMALS**

**THE RACING YEAR:  
RESULTS AND RATINGS**

**SCHEMPP'S ARCUS M  
DISPLAYS THE AGILITY OF A  
SMALL SINGLE-SEATER**

## MAGIC OF THE MOUNTAINS

**One man's mission to share Alpine passion**

**£3.99**





Vertigo Canopy Glove



# Vertigo Covers



Vertigo Covers' range of covers are second to none. We are the only users of our special fabric, which in itself puts the covers ahead of other manufacturers. The covers are **breathable**, **water resistant**, **robust**, **durable** and have many great features that are exclusive to us, such as **Night Glow** and Gore 'Tenara' sewing threads.



We've got it covered.....



CHECK OUT OUR WEBSITE!!

*'The Ultimate fabric that  
Performs where others fail'*



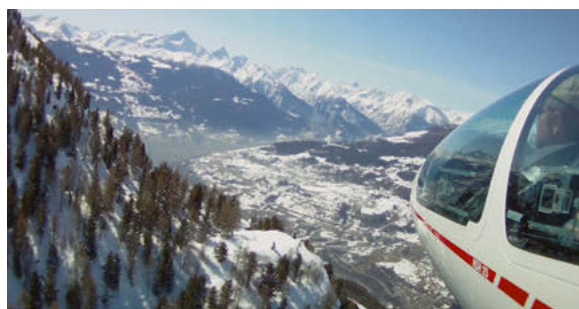
Follow us on:



Specialist aircraft covers...

## we've got it covered!





## CONTENTS

- 04** BGA NEWS
- 06** YOUR LETTERS
- 10** DEVELOPMENT NEWS
- 14** OLYMPIC DREAM
- 20** WAITING FOR THERMALS
- 26** GLIDING GALLERY
- 28** WELSH WAVE IN THE WINTER
- 32** COMPETITION ENTERPRISE
- 35** COMFORT ZONE
- 42** WORLDS: SZEGED
- 44** SCHOLARSHIPS

## CLUB

- 12** CHAIRMEN'S CONFERENCE
- 49** CLUB SEIZES THE MOMENT
- 54** CLUB GALLERY
- 56** CLUB NEWS
- 62** CLUB FOCUS: DARTMOOR
- 66** ACCIDENT/INCIDENT SUMMARIES
- 68** BGA BADGES
- 68** OBITUARIES
- 72** CLASSIFIEDS
- 74** INDEX TO ADVERTISERS

## FEATURES

### 16 FLIGHT TEST: ARCUS M

**Jochen Ewald** takes to the skies with the Arcus M, a self-launching 20m two-seater, which delivers all that it promises and is as agile as a single-seater

### 24 DON'T WASTE WINTER

Find out why now is the right time to think about next year's thermals, as BGA National Coach **Mike Fox** suggests how you can make the most of the winter months

### 38 FILMING IN ITALIAN ALPS

**Fred Pelder** explains his motivation for spending so much time (and money) flying and filming over the Italian Alps

### 50 RESULTS/RATINGS

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



MEMBER OF THE ROYAL AERO CLUB AND THE  
FEDERATION AERONAUTIQUE INTERNATIONALE



 **THE MAGAZINE OF  
THE BRITISH GLIDING  
ASSOCIATION**

DEC 2010/JAN 2011  
VOLUME 61 No 6

**EDITOR:** SUSAN NEWBY  
C/O BRITISH GLIDING ASSOCIATION,  
8 MERUS COURT, MERIDIAN  
BUSINESS PARK, LEICESTER LE19 1RJ

**EMAIL EDITOR@**  
SAILPLANEANDGLIDING.CO.UK

**TEL:** 01763 246657



#### COVER STORY

Henk Koudijs took this striking image of a Ventus (which he owns with a friend) on the slopes of Blavy, near Aosta, Italy. Henk was flying with Fred Pelder, who describes his mission to motivate others to experience flying in the Italian Alps through his gliding videos, on page 38. (Henk Koudijs)

#### DEADLINES

*Feb/March 2011*

Articles, Letters, Club News: 3 December  
Display advertisements: 22 December  
Classifieds: 6 January

*April/May 2011*

Articles, Letters, Club News: 9 February  
Display advertisements: 23 February  
Classifieds: 8 March

© British Gliding Association 2010/2011  
All rights reserved. Views expressed  
herein are not necessarily those of the  
Association nor the Editor

#### PUBLISHER

British Gliding Association,  
8 Merus Court, Meridian Business  
Park, Leicester LE19 1RJ  
**tel: 0116 289 2956** fax: 0116 289 5025  
[www.gliding.co.uk](http://www.gliding.co.uk)

email: [office@gliding.co.uk](mailto:office@gliding.co.uk)

**To advertise in S&G:** Debbie Carr  
[debbie@gliding.co.uk](mailto:debbie@gliding.co.uk)

**To subscribe to S&G:**  
[office@gliding.co.uk](mailto:office@gliding.co.uk)  
Or subscribe at [www.sailplaneandgliding.co.uk/subscribe](http://www.sailplaneandgliding.co.uk/subscribe)  
**UK £22.75 Overseas airmail £41.50**

› The EASA rulemaking programme continues, with the Flight Crew Licensing (FCL) proposals currently under scrutiny at the European Commission. The following provides a summary of where each piece of relevant EASA regulation has reached in its path to becoming law: Part 21 - passed into EU Law; Part M - passed into EU Law; Part FCL - NPA, CRD and EASA Opinion published; FCL008 (IR); Part Med - NPA and CRD published; Part Ops - NPA published.

› The CAA has announced its consultation on future airspace, that closes on 7 February, 2011. The future airspace strategy that is proposed aims to provide a 'modernised air traffic management system that provides safe, efficient airspace, that has the capacity to meet reasonable demand, balances the needs of all users and mitigates the impact of aviation on the environment'. The BGA is working with its GA Alliance colleagues on all significant UK airspace issues, including this consultation.

› Karon Matten is now the BGA Child Protection Leader, replacing Phillip Burton, who has stood down after several years in the role. Karon flies at Dartmoor Gliding Society and has extensive experience of working with local authorities, specialising in working with children in child protection. Karon will be running child protection training sessions during the winter; details will be published on the BGA website and circulated to clubs.

› The BGA has secured Sport England funding to run club management training for club officials. Training sessions will take place this winter. Full details of the project, including the dates and venues, will be published on the BGA website and circulated to clubs.

› Author and photo-journalist Lance Cole has produced a DVD of this year's Vintage Glider Club 2010 International Rally at Tibenham. Filmed and edited using professional equipment, the DVD has a run time of approx 40 minutes and costs £10 plus P&P. Order via the VGC or Lance at [info@videographics.co.uk](mailto:info@videographics.co.uk)

› Buckminster's Horst Lange and Cathy Lawrence were among 53 nominees for the first Leicester-Shire & Rutland Sport Oldest Athlete Celebration Event, in September. The event celebrated the achievements of sports people, volunteers and physical activity participants. Horst Lange, 85, is an active glider pilot with over 3,000hrs flying time. Cathy Lawrence, 78, is a gliding instructor. She is an active glider pilot with over 900hrs flying time and was recently featured in Wall's 'Proper Food' advertising campaign (see S&G, p5, Oct/Nov 2010).

# YOU'RE NEVER TOO OLD TO GO GLIDING?

MOST people don't wait until they are 100 before taking their first flight in a glider, but then Les Wiltshire is not "most people", **writes Stephen Ottner**.

Les confounded his family when his response to the repeated pleas of "well, what can we get you for your birthday?" was to request to go flying with his neighbour, Stephen Ottner (an instructor at Shalbourne Gliding). The smallest aircraft Les had ever flown in previously was a 30-seater.

Les, accompanied by quite a few of his family, joined the mid-week flyers at Rivar Hill on 30 September. No soaring was available on the day, so it was just a gentle glide down from a 1,500ft winch launch in a Puchacz. Totally unfazed and relaxed about the experience, Les said he enjoyed getting a new perspective on an area he knew well, but declined a second flight in favour of a celebratory pub lunch.

Some days later he was telling his many visitors and the folks at his main party (held at Trafalgar House, Salisbury, where he had been butler before the war) how much he had enjoyed his flight and regretted not taking another launch, but that he now knew what he wanted to do for his 101st birthday.

The local newspaper sent a photographer and gave the event good coverage. BBC local radio interviewed

Stephen over the phone and used clips from that in the local news. The promised cameraman from local ITV news was unable to attend, but a picture of Les with the Puchacz was given prominence at the end of the news, wishing him a happy birthday.

Members at Shalbourne are now wondering whether Les is the oldest person in the UK to have taken to the skies in a glider?



Les Wiltshire, 100, enjoyed a flight at Rivar Hill (Photo courtesy of Newbury Weekly News)

## DATES

### NATIONALS, REGIONALS AND OTHERS

Women's Worlds	Arboga (Sweden)	15-27/6/11
Standard Class Nationals	Bidford	25/6-3/7/11
Competition Enterprise	Sutton Bank	2-9/7/11
18m Class Nationals	Tibenham	9-17/7/11
European Champs (unflapped)	Nitra (Slovakia)	17-30/7/11
European Champs (flapped)	Pociunai (Lithuania)	31/7-14/8/11
Junior World Championships	Musbach (Germany)	6-20/8/11
Club Class Nationals	Pocklington	6-14/8/11
Open Class Nationals	Lasham	20-28/8/11
15m Class Nationals	Hus Bos	20-28/8/11
Junior Championships	TBA	20-28/8/11
2-Seater Competition	Pocklington	21-28/8/11

■ **BGA Conference and AGM, 5 March, 2011 at the Belfry Hotel, Nottingham**

#### LASHAM REGIONALS

Lasham 28/5 - 5/6/11

#### EASTERN REGIONALS

Tibenham 28/5 - 5/6/11

#### BICESTER REGIONALS

Bicester 23-31/7/11

#### DUNSTABLE REGIONALS

Dunstable 23-31/7/11

#### NORTHERN REGIONALS

Sutton Bank 23-31/7/11

#### MIDLAND REGIONALS

Husbands Bosworth 23-31/7/11

#### SHENINGTON REGIONALS

Shenington 6-14/8/11

#### GRANDSDEN REGIONALS

Gransden 20-28/8/11





■ **Simon Jones is pictured being interviewed by Bethan Lloyd. The Channel 5 series *Your Sport* followed Windrushers' member Simon as he completed his first solo flight at Bicester. The programme was shown on 13 November. Photo by David Smith.**

## Increased awareness leads to a growth spurt for Burn

AFTER several lean years without many new members, Burn Gliding Club has gained a total of 18 from the start of its financial year in April, pushing its total membership figures back over the 100 mark.

These new members come from all walks of life, with ages ranging from 13 to over 70. Whilst the increase in income is obviously welcome, it is good to see a busy launch point on most flying days, especially on Thursdays when the attendance figures had been falling.

When asked the reason for this sudden surge, Chris Cooper, the club's PR Officer, said: "It is hard to pinpoint any one reason, especially when the country is supposed to be in a recession. I believe that increased public awareness is the main factor, together with an attractive new website that allows easy online booking of trial lessons.

"We have had a number of mentions in the local press and a very successful Open Weekend in July, when we flew over 80 members of the public. Several

of the new members had their first flight that weekend and subsequently joined us, demonstrating the value of the event for recruiting purposes."

As all but one of the new members is pre-solo, it has put pressure on the club committee to train more instructors, but at least this must be seen as a good problem to have.



Burn's youngest and oldest new members: 13-year-old Nicole Hatton and Sylvia Stanyon, 72 and a great-grandmother (Stan Stanyon)

## Enterprising nominations

NOMINATIONS are being sort for the 2010 winner of the Philip Wills National Enterprise Trophy. It will be awarded at the BGA annual awards ceremony on 5 March, 2011.

The trophy is presented annually by the Enterprise club to the pilot(s) achieving the most enterprising flight launching from anywhere in the UK. Flights that qualify as 'enterprising' could be record-breaking or even quite a short distance, perhaps in a low-handicapped glider. They may involve lift other than thermal and wave - ridge or cliff running, convergences, sea breezes or perhaps crossing unusual terrain.

If you feel one of your flights qualifies, or know of such a flight by someone else, send details to [jhart.jon@gmail.com](mailto:jhart.jon@gmail.com) by 31 December, 2010. The winner/s will be announced by 31 January, 2011.

## On the lookout

FIFTY delegates attended the BGA SLMG instructor's seminar at Bicester in November, which included updates on all the latest topics concerning motorgliding, and more. The principal topic was lookout, with a presentation from light aircraft pilot Dave Rae, who is a member of the RAF team investigating last year's Air Cadet mid-air collision over South Wales.

Hugh Woodsend, of the UK Airprox Board, provided an overview of his work in pushing the message about where and how gliders operate across the entire aviation community. He highlighted the need for better awareness and communication all round, emphasising that reducing the risk of conflict through awareness of other activity is vitally important. The event was sponsored by Airborne Composites.

## RAeC seeks PR

THE Royal Aero Club Trust is looking for a voluntary Press Officer to promote its activities and to encourage donations. The post is not salaried, but reasonable expenses will be paid for this home-based appointment. Previous experience is preferred. Applications (letter of application and CV) by email to the Trust's Bursar, David Bills [david.bills@btinternet.com](mailto:david.bills@btinternet.com)

# The time to stop flying solo

THE first half of John Turner's article (*Age no barrier*, p48, Oct/Nov 10) draws attention to the important role of older pilots in supporting the gliding movement. He also makes important suggestions about maintaining physical and mental health. John's emphasis on the importance of checklists and a consistent and disciplined approach to launches and circuits should be strongly supported. The second half of his article about his stunning flights in South Africa will just depress 99 per cent of his older colleagues!

The older pilot also needs to give some thought as to when he/she should stop flying solo. Physical and mental health and

flying competence are important parts of this dilemma. We are perhaps fortunate in the gliding movement that everything we do, from dragging gliders and tugs out of the hangar, climbing in and out of the cockpit, coping with the winch or aerotow launch, and the circuit and landing, are seen by many knowledgeable observers.

This contrasts with power flying. I am in a Bulldog syndicate based at a grass strip outside controlled airspace and can go flying with no one seeing what I am up to.

Another issue that presents itself to the older pilot is the pleasure/hassle ratio. We all know the pleasure of flight and of the companionship at most gliding clubs. As you get older, the hassle of rigging/

de-rigging, helping colleagues, getting your glider out of a hangar (if you are lucky enough to have one), dragging the glider across the airfield, waiting for a launch, doing all these chores in reverse, taking your share of club matters such as hangar packing and being duty pilot, may all become very onerous.

These hassles may eventually outweigh the pleasure of flying.

A point that the older pilot needs to keep in mind is the important influence of "tipping points". I know of pilots who have stopped flying instantly after a public reprimand from an instructor, after a few flights where you missed the lift, and after a long and tiring day as "duty pilot". These episodes need to be kept in context and we need to be careful not to overact.

However, at the end of the day we have to stop flying. My view, at age 79, is that this should be a positive decision taken when you are still doing well.

Gliding is a wonderful recreational activity, but has to be placed along a lifetime of other experiences. Better to stop by your own choice than to be told you can no longer fly.

**Gordon Pledger, Northumberland**

**Mike Fox, BGA National Coach, replies:**

*I can sympathise to a certain extent with our reader. I had to stop flying solo recently for a year on medical grounds. I flew instead with trusted friends in two-seaters on a number of occasions. Those experiences were wonderful.*

*Quite apart from the 'job' side of my flying, I love gliding for the reasons of club camaraderie and sheer beauty. While I do love flying solo with the freedoms of decisions that can give you, flying with a friend who is a safety pilot can introduce other aspects to a flight that you may never have experienced. A shared cold pizza for lunch on a ridge in a Janus is a very unique experience...*

*You only have to look at the rising numbers of high performance two-seaters to appreciate that maybe some pilots are missing a trick! I could name quite a few pilots who have - very quietly - decided that they will now enjoy gliding as an enthusiastic P2. In my experience they are missing out on very little.*

## HELP PROTECT YOUR AIRSPACE

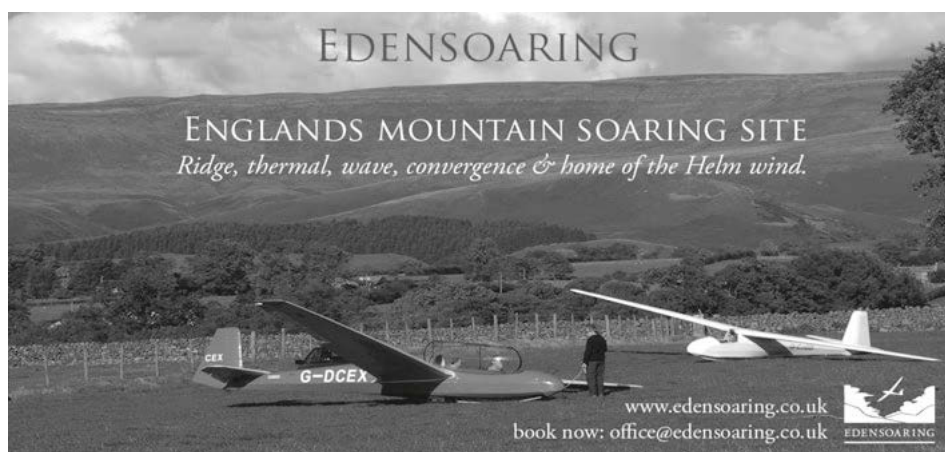
AFTER 16 years as chairman of the Airspace Committee, I am retiring in December. Over these years, there has been a huge increase in controlled airspace and I cannot recall just how many meetings with NATS, CAA and ATC units around the country I and others, usually Bruce Cooper, have attended to put our case to retain as much Class G airspace or sensible pragmatic arrangements to share airspace with other users.

Recently Pete Stratten sent round a letter from Sarah Kelman, who is vice-chairman of the Airspace Committee, to the chairman of BGA clubs to ask their members to volunteer to help in this vital work. Sarah received just two replies, one of whom was already on the team. In my

view this is totally unacceptable. I know there are plenty of airline pilots who are very active glider pilots and who would be ideal to help with this absolutely vital task. We do have some excellent volunteers, but the work continues to grow all around the country and, with the CAA at long last having a procedure to release unused controlled airspace, we desperately need more volunteers to roll back some of this unused airspace.

So please stop being selfish and put back something into our wonderful sport. If we do not have more volunteers, I can guarantee that in the next 10 years there will be less airspace for us to fly in, more TMZ's and more restrictions.

**Carr Withall, BGA Airspace Committee**





# TEN THOUSAND HOURS?

**Platypus's piece in the Aug/Sept issue of S&G, reacting to the Malcolm Gladwell's best-seller *Outliers*, in which 10,000 hours are seen as essential to mastering a wide range of skills, has prompted these responses:**

**HANS-WERNER GROSSE:** Ten thousand hours? Definitely not. Youngsters with a good-working brain fly quite well after 1,000 hours. In another 1,000 hours they have probably fallen into enough traps that they'll avoid next time. Then they can fly in Nationals and Worlds. Hours flown in competitions and over changing terrain are more important than milk runs.

**GEORGE MOFFAT:** *I had only 1,400-2,600 hours through the 1970s when I won two Worlds and many Nationals. There is the burn-out factor: most of the top pilots who have won two or more Worlds have had no more than a decade at the top of their form, often quite early in their gliding careers. Ingo, Helmut, George Lee, Selen, and I spring to mind. Few have been late bloomers like Andy Davis. Hours without goals and challenges soon become useless in terms of growth. Genius in the arts and sciences usually shows itself by the mid-20s, if not earlier, and has a tendency to decline after 39.*

**CHRIS GARTON:** How do we define mastery in gliding? Within the overall framework of gliding are several distinct areas of speciality, including record breaking, test flying and instructing, where the assessment of individual excellence or mastery is essentially subjective.

For an objective benchmark, an obvious measure would be results of top-level international competitions. Is winning one World Championships enough, or

should the criterion be multiple wins and consistent top placings?

The evidence from World Championships seems to be there is little correlation between top results and quantities of hours flown. If there were a high correlation, we would expect results to be dominated by the pilots with 10,000 hours, or at least by those well on their way to that figure. How often does that happen? Ingo Renner comes to mind with multiple National and World Championship wins, and, eventually, some 30,000 hours in total, achieved through a combination of full-time professional soaring instructing and competitive flying. But this is exceptional. For non-professionals, 500 hours per year is beyond their reach on a regular basis, and that rate alone implies 20 years to reach 10,000 hours.

Would the whole standard of World Championships be higher if all the competitors were 10,000-hour pilots? The reality seems to be that while some pilots may take some years to achieve and maintain peak performance, others, often the younger ones, can rise to the top quickly and remain there in relatively short order. It is also clear that many lose their competitive edge or motivation and this happens well before the 10,000 hour mark. At best we can say the concept is unproven.

My own feeling is that amassing huge numbers of flying hours is not helpful as an aim in itself. The handling of the glider is a very basic skill, which once acquired will not be improved by huge amounts of hours in the air, though continued practise is desirable to maintain competency. More flying means more experience of differing weather and competition situations, but again, beyond a certain point, there is probably little to be gained.

The root of outstanding competition performance, I suspect, lies more in areas like perception, decision-making, consistency in the avoidance of mistakes, and natural ability to rise to the challenge of the competition environment. It is more about the innate mental specialisation of the individual and motivations. Some people have it. Others do not – their skills may lie in other areas.

**JUSTIN WILLS:** There are no perceptible patterns. Bernard Fitchett was reported to have put his ASW-17 away at the end of one Nationals and not flown again until the next, which he won. In my own case, I found that practice did help, not so much in increasing the days I won, but reducing the number of disasters.

**ED JOHNSTON:** *For me practice is important, but the key outcome of good practice is a good state of mind. The honing of exact co-ordination of stick and rudder comes back in a few minutes of flight, an hour or two at most. The confidence of your own convictions is the thing that generates real speed, and this can be built up over many hours in the back of a Nimbus 3D behind a multiple national champion father, or knocked for six following a bad experience or poor result.*

*Thinking back to my own early days of flying, I couldn't really afford the time or money to do lots of hours, but I did have the benefit of a very supportive club atmosphere in which I was always confident of getting home, by road if necessary, and learned as much from failure and success alike, whether they were mine or other peoples, carefully diagnosed and considered clinically at the club bar!*

**MIKE BIRD:** The real issue is, how many hours should be flown in one's earliest years? Many musicians start age six. UK glider pilots can start at age 16 – earlier if their parents are champions. For example, Steve Jones, son of Ralph and brother of Howard and Phil, completed his three Diamonds a few days after his 17th birthday. He must have done a fair bit of aviating in the Janus and Nimbus 3D before being going solo at 16.

But talent and opportunities are not enough. You need systematic, intelligent, goal-orientated work. The trick is to make practice fun and energising; this is where a good coach is essential.

The ability to stay out of trouble, especially in poor weather, is key. George Moffat warns that another kind of trouble is when you find yourself out in front and under pressure.

**Please send letters (marked "for publication") to the editor at [editor@sailplaneandgliding.co.uk](mailto:editor@sailplaneandgliding.co.uk) or the address on p3, including your full contact details. The deadline for the next issue is 3 December**

## WE WOULD FLY ONE MILLION MILES

BGA Chairman **Patrick Naegeli** reflects on a good year for gliding as a whole, with around 1,000,000 miles being flown by UK pilots, a talent pool getting increasingly richer, and appreciable progress being made on proposed EASA legislation



# D

ECEMBER – a good month from which to look back over a year. What went according to plan? What did not go quite as intended? What can we learn from any unexpected events or developments?

These questions are significant for gliding at all levels – from the individual, through club to the national. If we do not ask and honestly answer such questions, and then act on what we learn, we will never influence our environment for the better.

From what I have both seen and been told, 2010 looks like it will have been a good year for gliding as a whole.

It is, for example, clear that pilots have been making the most of whatever circumstances they find themselves in.

By the end of October, more than 1.1 million kilometres of cross-country flying had been recorded on the National Ladder. Add to that the distances flown in competitions, by pilots that did not submit flights to the Ladder, and by UK pilots on overseas expeditions, and we probably have a true figure approaching a million miles!

Numbers like that are hard to get your head around, at least for me. They certainly feel very impressive, and more than a little inspiring to a typical club pilot like me.

Of course, cross-country flying is only part of what our sport is about. This year has also seen:

- a very good brace of badge claims from pilots that have achieved significant milestones in their gliding
- our junior gliding scene continuing to go from strength to strength. It has benefited from a mix of dedicated effort and other support including, for example, the grants and bursaries generously offered to our young pilots by organisations such as the Air League
- the training of a significant number of new instructors in order to maintain the momentum of our work.

All this suggests that we have a very capable cadre of highly

motivated people in our sport, and that there is plenty of potential for us to bring more through in the future. Clearly, we must be doing a good many things well for that to be the case. This should encourage us all greatly. Having a talent pool that is getting continually richer is vitally important to our sport and it contributes directly to our objective of increasing participation levels.

None of this comes without a lot of hard work, and at times during the year not everything has gone either smoothly or entirely according to plan.

Our continuing “dance” with EASA over proposed legislation remains something of a one step forward and one step back form of manoeuvre. Slow but appreciable progress has been made in getting our points across on licensing and medical matters. At the same time, EASA seems to have developed a new and entirely frustrating ability to arbitrarily drop previous proposals that we had thought agreed, and choose to reinterpret basic regulations in a totally unhelpful way that defies logic and the basic principles of proportionate regulation.

Even EASA cannot stretch out a dance forever. We do expect some things to come to a conclusion next year. When I say “conclusion”, I do not mean that we will be all need to be in possession of EASA licences, ratings and medicals in that period. Rather, I mean that a clear set of proposals will finally begin to leave the realm of the bureaucratic drafters and make their way to the European politicians for formal approval. I am optimistic that we will achieve a set of sensible outcomes – though there is much work to be done – because we are working ever more closely with the CAA, the Department for Transport, and other air sport bodies, and are receiving the support of a number of equally concerned MEPs.

Whatever happens in 2011, we will have several years to move over to the new systems. There is, therefore, absolutely no need to be concerned about what might happen – and every reason for everyone to continue enjoying their gliding without a second thought.

So, our year has been a pretty good one. From a weather perspective, it may well have been a year of two halves – August, in particular, was felt to be disappointing by many – but what an overall outturn. What would be possible in a year with two good halves? Like many, I am looking forward to 2011.

Thank you for your support of the BGA and the volunteers in your own club. Enjoy the upcoming holidays. Good luck in your planning for next year.

Have fun, stay safe.

**Patrick Naegeli**  
**Chairman, British Gliding Association**  
**November 2010**



# 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).*

## EXPERT ADVISERS

# SO WHY LET SOMEONE WHO SORT-OF KNOWS THE WEB BUILD YOUR WEBSITE?

### What other people say about us

"The members section of our club website is brilliant. It has transformed the way our members organise flying days, communicate both with the public and each other, and stay up to date."

Gally, CFI, Wrekin GC.

"Valtex was able to understand our needs quickly and worked with us to deliver beyond our expectations – saving us time and money but without compromising the system's effectiveness."

Tony Wickenden, Technical Connection Ltd.

"Valtex's design fitted our requirement perfectly, for both image and functionality. They are intelligent and creative, with excellent technical capability, and deliver a quality service."

Mike South, Factura Ltd.



VALTEX  
PROFESSIONAL WEBCON



for the full story visit  
[valtex.co.uk](http://valtex.co.uk) 01384 468563



email:  
[office@thegliderworkshop.co.uk](mailto:office@thegliderworkshop.co.uk)

## SOUTH EAST AIRCRAFT SERVICES

[www.thegliderworkshop.co.uk](http://www.thegliderworkshop.co.uk)

South East Aircraft Services, Unit 19 Huffwood Estate, Partridge Green, West Sussex, RH13 8AU

### 07868 255994

COMPOSITE AND WOOD REPAIR, ANNUAL INSPECTIONS, ARC RENEWALS  
GLIDER, TMG & SLMG SALES, SEE OUR WEBSITE FOR WORKSHOP IMAGES.



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

# Don't bury your head in the sand

GLIDING clubs are complex organisations and their overall success and activity levels rely on a whole range of factors. Some of these factors are easier to control and influence than others. The focus for the Chairmen's Conference this year was firmly on those that can be influenced, but what can a club do about the, often unwelcome, external factors for which an ostrich philosophy is rarely helpful?

Quite simply, someone needs to carry out a risk analysis of eventualities. We do it every time we fly, so why not for the club?

It may not be possible to remove the risk of something happening, but it is possible to plan and prepare for a specific event and to minimise the impact and the consequences should it happen.

This need not be a complicated committee exercise that calls for a weekend of deep analysis, it is more a systematic marshalling of thoughts; a rationalisation of those areas where the club may be unnecessarily exposed. For instance, if the winch breaks down, how do you get people airborne? There are a range of solutions, many of which are

probably already in place, such as: ensure access to spares and people who can fix it; have a spare winch, borrow a spare winch from a neighbouring club; use the tug.

It is useful to arrange the scenarios on one side of A4 by making up a grid with likelihood, subdivided into high, medium and low down the side, and impact, subdivided into high, medium and low, along the top. Placing each scenario in the appropriate box with bullet points listing the ways the club can mitigate the risk underneath gives a summary where the relative risk can be gauged easily. Items towards the top left are more likely to happen and to have a greater impact than those to the bottom right. A written document can be created, setting out greater detail, as required. Some people advocate giving the top and sides a scale of 1 to 3, which, when multiplied together, give each item a risk score. It doesn't matter how

the risk analysis is carried out and presented to the rest of the committee, the important thing is that everything has been quietly considered.

Many of us remember only too well the impact on clubs of the K-7 groundings of a few years ago – especially in clubs where K-7s were the entire training fleet. A key factor in minimising the impact on club income was to take swift action to locate an alternative training glider. Valuable time can be lost in such a situation simply by reeling and wondering what on earth to do next. A risk analysis exercise will save your club (flying) time and money.

Others scenarios to consider:

**Reducing personal risk to individual club officials.** Mitigation includes: limited liability status for the club; taking out relevant indemnity insurance; governance training for committee members; transparency in committee work, recorded in minutes; ensuring adequate records are kept (letters, notes from phone calls and discussions, emails etc); good handover to new post holders.

**Your landlord denies the club access to the field.** Good communication is the key. But the landlord may need the field for a specific event, in which case, can the club turn it into a fundraising and PR opportunity or perhaps arrange an expedition to another site for the period? If for a prolonged period, what are the alternatives? What can the club do now to speed up a sudden move?

**Increase in rates/loss of discretionary rate relief.** Mitigation includes becoming a CASC where 80 per cent mandatory rate relief is the current norm; review of all expenditure to ensure no silly leakage and seepage of cash is going on.

**Increase in insurance bills.** Is there the right level of cover for the best price? Are there multiple policies when perhaps a smarter solution could be negotiated?

**Too many eggs in one basket.** Does the club rely on one target market (eg age group or from one company) that could be affected by health or financial matters in the next five years?

The list is endless and will be unique for each club.



Cartoon by Matt Wright,  
Devon & Somerset GC

■ For more information, look in the Business section of the policies pack on the BGA website [www.gliding.co.uk/bgainfo/clubmanagement/policies.htm](http://www.gliding.co.uk/bgainfo/clubmanagement/policies.htm). Support is also available from your regional BGA Development Officer, either Roger Coote or me, Alison Randle



# *LX* avionics Ltd [www.lxavionics.co.uk](http://www.lxavionics.co.uk)



## LX 9000

price from  
**£3975.00**  
incl VAT  
With New colour  
vario



**The LX9000** (left) is a high-end vario navigation system with an extremely bright colour 5.6" (140mm) display. Running well proven LX8000 firmware with multi-language interface, its simple and logical user interface is designed for top-level competitors, club operation, as well as for gliding beginners. It offers user friendly data exchange using the supplied SD card. Integrated FLARM collision avoidance system is available as an option. It will compute for complex tasks such as assigned area manipulation and offers real-time flight optimisation according to FAI and OLC rules.



**GIFT IDEA**

## Personal Flight Recorder

supplied with NiMH batteries and USB charger. The FlywithCE Personal Flight Recorder is approved by the BGA as a Position Recorder for Silver and Gold Badge flights only. Unlike some other products this comes with full operation and analysis software. **Only £99.00 incl VAT and delivered to any UK address**

## LX Mini Map & Vario



Dimensions of the mini map 80x110x27mm and 80x133x27mm for the version with keyboard.



Vario size standard 57mm cut out. New colour Vario is standard  
**£2027.00**

Not to the same relative size as the LX 9000 shown above

## Nano



An all-new flight recorder with internal battery, SD card, USB, Bluetooth and more. See [www.lxavionics.co.uk](http://www.lxavionics.co.uk) for more details price **£470.00 incl VAT**

## LX 8000 v 2.3



**The LX8000** (above) is a high performance vario navigation system with an extremely bright colour display. A simple and logical user interface is designed for top-level competitors, club operation as well as for gliding beginners. User friendly data exchange is by use of SD Card or USB interface. LX8000 has an integrated FLARM collision avoidance system (option) and flight recorder to IGC specification for all flights. LX8000 copes with complex assigned area tasks. During flight, it shows the optimum solution according to FAI and OLC rules. from **£3975.00 incl VAT With New colour vario**

Please go to **[www.lxavionics.co.uk](http://www.lxavionics.co.uk)**

for full information

Prices to change on 1 Jan 2011 due to VAT increase

## NEW LX 166



OPTION: New colour vario

**The new LX166** (above) system consists of two 57 mm units. The vario unit has no controls and serves as a vario with audio. All controls, and the graphic display, are on the control unit. Six push buttons and one rotary switch ensure user friendly operation. The unit can receive NMEA, and also Flarm data, at several baud rates thanks to its auto detection function. A stand-alone port serves as data and power source for a PDA, to run Winpilot, SeeYou Mobile and others. A Bluetooth option is also available. The LX 166 is plug-and-play connectable to Colibri, LX 20, Volkslogger and any Flarm unit - all can be powered from the LX 166. A particularly useful function is continuous presentation of final glide to home airfield. And it does lots more too!!

**Price: now from £1045.75 incl VAT**



Club chairmen and treasurers enjoyed a valuable day, with a positive focus on the factors that can be changed to safeguard the future of gliding  
(All photos by Ron Smith Photography)



**PEOPLE GIVE SO MUCH TO THE DAY – I FIND HEARING WHAT PEOPLE HAVE TO SAY IN RESPONSE TO SESSIONS INCREDIBLY USEFUL**

**A SPLENDID DAY. WELL WORTH MISSING A DAY AT THE CLUB (FLYABLE OR NOT)**



# CHAN

The importance of change for survival was the key message at the Chairmen's Conference and Treasurers' Forum on 20 November. Alison Randle reports on a positive day, with a focus on factors we can change

**I**T NEVER ceases to amaze me. We have such talented, committed and hardworking people running the gliding clubs in the UK. Ninety-two delegates, representing 43 clubs, attended. Their attention and commitment to the day is always a major contribution, but somehow this year, against a backdrop of various European aviation proposals, the less than rosy economic conditions and the issues we were asking them to grapple with, it was more impressive than usual.

Rather than spending time dwelling on those hard to influence, gloomy and negative factors, the agenda focused on factors that club officials can do something about. In most sessions, the 'old ways' of doing things were regularly questioned. Things that we put up with because 'that's the way of things around here' were often seen in a new light.

We are living in the midst of a major revolution. Society has changed and is changing. Delegates were asked some challenging questions. In the coming weeks and months, they may be asking you some challenging questions too.

Clubs that have already made significant changes spoke of initial unease and hostility, but now those changes have happened, the gliding experience for club members (like you) is improved.

Space here is short, so only the highlights and main messages of over 15 hours of conference time are included. The full report will be published on the BGA website.

The message of the day was clear and repeated over and over again – change has been going on for some time; survival depends on change.

This year, all delegates spent the morning together. Patrick Naegeli opened the day by welcoming everyone and providing the context of British gliding today, describing the BGA's recent work on your behalf, including work to fend off the external threats, and setting out how work is developing over the coming year. Stating "Don't worry, be happy and fly" is not always a helpful communication, Patrick made it clear that the BGA is continually striving to achieve the right environment for clubs, pilots and instructors to operate unhindered and that it will continue to communicate with and involve pilots as required. Part of that process involves listening to clubs and their needs, which is why the conference is as valuable for



# GLIDING IS VITAL

## CHAIRMEN'S CONFERENCE AND TREASURERS' FORUM

BGA delegates as for clubs.

The majority of the morning was spent looking at ways to improve and strengthen clubs, with the focus firmly on improving the lot for you, the existing club member.

### **'Keeping monsters at bay – breeding bigger dogs'**

Diana King discussed the monsters (SERA, the economy and so on), suggesting that fear in the face of such threats is not constructive. The BGA is working to keep threats at bay – assisted by excellent response from glider pilots when asked. What of the metaphorical dogs? Well-managed clubs can do much to ensure that club facilities are good quality (and clean and tidy), that club members are enjoying rewarding flying and that balance is maintained in areas such as trial lessons and income.

Mike Fox discussed 'a perspective on quality training to retain members', focusing on the profile of training within the club structure and, more specifically, how ground training can be used to increase value for club members. Many pilots don't continue with gliding after the first year – a senseless waste – and we don't properly understand why people leave gliding. However, we do know that new members (student pilots) are here to learn, so reviewing the quality of training at a club makes sense.

More time spent training, including ground training, will result in faster progress for students, which should improve membership retention and justify the time spent. It is clear many clubs are doing good work in some areas, and sharing information between clubs will result in improvements. In short, if club leaders seriously value the role of training in club life, so will everyone else.

To aid the sharing of information between clubs, the BGA has an 'Innovation Bank' for clubs to use (club management section of the BGA website).

### **Treasurers' forum**

Treasurers spent several useful hours discussing financial matters. Important topics this year included rating re-valuation and what clubs can do to mitigate increases.

An important weapon in the arsenal is CASC status – where 80 per cent rate relief is mandatory and Gift Aid can be claimed on donations. Some clubs reported how volunteers are now choosing to donate their expenses back to the club.

Much of the session focused on club management software packages, their use and clubs' experience of them. Clubs then discussed how they are fairing in the current economic climate and the challenges involved with balancing the needs of club members; people visiting for trial lessons and keeping the volunteer run gliding club going as a thriving, rather than failing, business.

### **Safety**

Phil King reported what clubs have done this year to reduce the level of incidents involving trial lessons and flying instruction and to re-inforce the Safe Winch Launching Initiative. Mike Codd from Black Mountains GC described the safety loop that they have brought in at their club to assist everyone to learn from all incidents that take place.

Hugh's presentation is always greatly valued by delegates. This year, for the first time, there is a significant improvement in the accident statistics – which shows that change works. It has been a long and hard slog to achieve it, and will require work by all of us to ensure that the improved safety record continues.

It was an overwhelmingly positive day. Clubs are working hard and are beginning to learn to look to the medium, rather than short term, in their planning.

However, more change is on the way – 2010 could have been a mere warm up for 2011. We've been gliding for nearly 100 years. If we change what we can and keep sharing what we learn between clubs and the BGA, as a sport we will be strong enough to weather the storm.

■ **Turn to page 15 for more conference coverage.**

**GLIDING CAN  
FIND ITS WAY  
FORWARD PAST  
EASA AND THE  
ECONOMIC  
ISSUES. CLUBS  
ARE LOOKING  
FOR WAYS TO  
SUCCEED RATHER  
THAN TO FAIL**



Networking is an important part of the day for delegates

### **A BIG THANK YOU**

- **For leading the sessions:**  
Diana King and Les Kaye
- **Assisting with Treasurers' Forum:** John Birch and Michael Corcorran
- **Presenters**
- **Delegates**
- **Conference support:**  
Lizzie Pike, Malcom Morgan and Josh Veitch-Michaelis
- **BGA Office staff –** Debbie Carr, Lizzie Pike and Jenny Hartwell
- **Input to overall agenda:**  
Patrick Naegeli, Pete Stratten, Mike Fox, Keith Auchterlonie, Roger Coote and Alison Randle

# GLIDING'S LOST OPPORTUNITY

Can the 2012 London Olympics turn the dream into a reality?

**T**HE dream continues to occupy us over the decades; soaring as an Olympic discipline, as planned for the 1940 Olympics in Helsinki, *writes Vintage Glider Club secretary Bruce Stephenson.*

However, this was to be cruelly prevented by war... until now that is.

As many of you will know, the standard

glider chosen for the Helsinki Olympics was the DFS-Meise, which was built in many countries under different names after the war in anticipation of soaring finally making its full Olympic debut.

As a result, many examples of the Meise and her sisters survive today and our unfulfilled dream is always with us.

In 1988, Dr J Ziller organised the first Meise meeting in Winzeln, Germany, but with the Olympics coming to London in 2012, we are offered a unique opportunity to catch up where the 20th century failed, and the spirit of that event is in our hands.

If there is sufficient interest, we intend to organise a meeting of Meise gliders to symbolically mark gliding's lost opportunity under the shadow of the Olympic flame, here in England in 2012.

Primarily, it would be for those that own Meises, Olympias, Nord 2000s etc, and although it is not intended to be purely a competition-based event, we intend to run it in the

spirit of the original 1940 Olympic rules.

Participants will receive rules for all events in due course. For those that do not wish to compete, there will be ceremonial events that are not competitive, so there will be something for everyone.

All entrants will be sent official registration documents and will be involved with a communication network as the event develops, so you can have your say in the way in which the event is structured.

But now it's time to start thinking about making some preparations. It is hoped that we will gain token support for our event from the British host, the British Olympic

Association, and our Governing Federation, the FAI.

Enquiries are already under way on the mammoth task of planning the logistics, and there have already been reports of interest from some UK clubs in hosting such an event.

We are also looking into the possibility of opening this up to K-6 owners, to bolster numbers if needs be and to run the event over the two classes of gliders.

Why the K-6? Well it was the very first FAI Standard Class design winner in 1958. The FAI 15m class was, of course, heavily influenced by the old Olympic Class specifications.

What's more, this standard class would, no doubt, have formed the basis of the Olympic monotype glider had gliding made it back into the Olympic programme after the war. So, symbolically, the K-6 has a small place in the evolution of Olympic gliding.

Furthermore, even today the K-6 is a popular glider amongst glider pilots, testimony to the type's pleasant handling and design!

In order to plan for this exciting event, we need the commitment of Olympia and K-6 owners, and therefore ask you to register NOW, as we need to gauge the levels of interest out there in order to continue with the planning. (If there is not sufficient interest, we will discontinue the idea.)

So, if you would like to be part of this exciting event, we need to hear from you now to ensure there is sufficient interest for the planning to continue.

■ **If you are interested, then we would ask for your cooperation in helping us to plan for this unique event, and welcome your feedback as soon as possible.**

**Contact:**

**Patrick Zimmer:**

[patrick\\_zimmer@gmx.net](mailto:patrick_zimmer@gmx.net)

**Bruce Stephenson:**

[stephensons@talktalk.net](mailto:stephensons@talktalk.net)



The Meise was the standard glider chosen for the 1940 Helsinki Olympics (Lance Cole)

**A MEETING  
OF MEISE  
GLIDERS TO  
SYMBOLICALLY  
MARK  
GLIDING'S LOST  
OPPORTUNITY  
UNDER THE  
SHADOW OF  
THE OLYMPIC  
FLAME, HERE IN  
ENGLAND IN 2012**



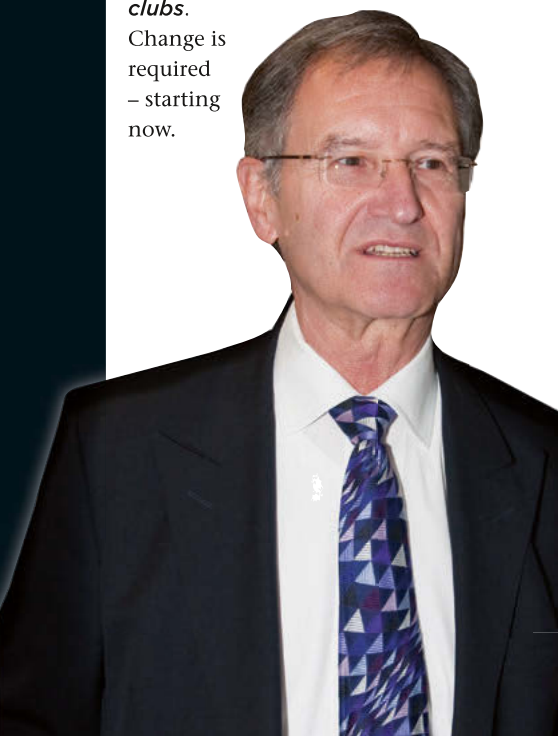
## A marketing role for all

**W**E WERE delighted to welcome Sir George Cox as our guest speaker. A self-confessed responsibility junkie, he has extensive experience running business, voluntary and sports organisations during periods of change. He put sport in the context of past, ongoing and future economic and societal changes.

A clear highlight of the day, Sir George shared his experiences with delegates – even hilariously describing a typical (soarable) morning (rigging but not flying) during his role as chairman of Booker, that would have had a sensible person reaching for a resignation letter.

He still talks about gliding to people who either already fly or express an interest in doing so. They generally haven't considered it. Gliding should be seen as sexy, green and cost effective. People aspire to flight. The first solo moments in the air, the thrill of learning, it's all good. Glider pilots fly further, higher, faster and in more interesting places than most power pilots, but gliding is not perceived as an exciting sport. We need to get better at marketing ourselves. This includes taking time to give people (members and visitors) proper attention at our clubs. The message was clear: **everyone has equal responsibility for marketing at our clubs.**

Change is required – starting now.



The 2010 Chairmen's Conference and Treasurers' Forum provided club officials with valuable food for thought. (Conference photography by Ron Smith [www.ronsmithphotography.co.uk](http://www.ronsmithphotography.co.uk))







Jochen Ewald takes to the skies with the Arcus M, a self-launching 20m two-seater with excellent flying characteristics, which delivers all that it promises

**M**ANY years have passed since Schempp-Hirth first built a self-launching two-seater motorglider for the FAI 20m Class – the Janus CM. Its successor, the DuoDiscus, came without the self-launcher option. The reinforcements necessary to install an engine in this 20m unflapped two-seater would have been so heavy that it would have shown poor take-off performance, certainly not satisfactory for everyday use.

During the design of the Arcus, installation of a self-launcher engine was implemented right from the beginning. Its equipment with flapped wings shortens ground run and improves take-off performance. In addition, the engine manufacturer, SOLO, had a new, modern and more powerful engine on its drawing boards, the SOLO 2625-03. This engine, combined with the Arcus concept, promised really good self-launching capabilities.

The 'marriage' worked out as planned; shortly after the maiden flight of the Arcus T, the new drive unit, developed together with the Binder factory, was ready to be installed in the first Arcus M. This motorglider had already been ordered by Wolfgang Emmerich, CEO of engine manufacturer SOLO, resulting in ideal teamwork during testing and optimising of the new drive. Shortly after its maiden

AR

flight, I was invited to try the prototype at the Kirchheim/Teck Hahnweide airfield.

The prototype (D-KBWE) is 'luxury equipped' and, in addition to the 16-litre fuselage fuel tank, has two (optional) 12-litre wingtanks installed. Their connection to the fuselage fuel system is really easy. In the fuselage, after rigging, there are two hoses to be 'snapped on' to the corresponding ends on the root rib – and that's it. For refuelling from a jerrycan, there is another snap-in link in the baggage room for the refuelling hose, and a switch to start the integrated refuelling pump. During refuelling, the fuel indicator in the ILEC engine control instrument needs to be watched, or 'tank full' will be indicated by fuel coming out of the ventilation opening at the top of the tailfin – there is no automatic shut off when the tank is full.

The drive unit has been developed by Binder Motorenbau, working closely with Schempp-Hirth, SOLO and engine control unit manufacturer ILEC. The water-cooled SOLO 2625-03 is based on the 2625-02, well known as a reliable engine for earlier 'heavy ships'. It comes with electronically controlled dual ignition and fuel injection and delivers more power at lower rpm, runs smoother and shows better efficiency than its predecessor. With its sensors measuring the engine data and surrounding conditions, it can control the engine's characteristic diagram settings to obtain best performance in any situation. So, this engine needs no special treatment like throttle and choke position or extra manual fuel injection for starting it up at different engine temperatures or altitudes – factors you have to handle carefully when trying to start up older two-stroke motorglider engines.

The engine control electronics also have an integrated event and fault recorder, enabling the maintenance people to read out and fix any problems. This feature is standard in modern cars and makes maintenance and resolving problems easier and cheaper. To make sure the engine still works in the event of electric or electronic problems,

it is equipped with a simple redundancy system, which runs it in a 'fixed-wired emergency mode', where it delivers slightly less performance. In the prototype, there were still separate fuses/switches to operate to switch it into this emergency mode, in serial production there will be only one main emergency switch. The take-off and permanent power of the SOLO 2625-03 is 68hp/50kW at 6,500rpm; the engine is protected against over-revving by an electronic ignition limiter at 6,700rpm. With its full-throttle consumption of 24 l/h 1:50 two-stroke mixture, this engine appears quite economic for a 68hp two-stroke engine.

The engine is mounted at the bottom of a carbon fibre dual mast, extracted via a spindle drive, which also holds the tensioning rolls for the flat multi-v-belt and the water radiator, and the Technoflug propeller, and is secured by a cable to the rear. Using such a flat multi-v-belt is a new development for Schempp-Hirth motorgliders and, compared to the previously used toothed belts, it runs smoother. The resonance silencer has a large, flat exhaust slot on its top surface, and the engine bay doors remain open during engine use. The new ILEC engine control is, for the first time at Schempp-Hirth, a fully automatic working one: switching the ignition to 'on' makes the engine extract, and then only the starter button has to be pressed to start the engine. After switching the ignition to 'off', the drive is stopped by an electric brake in front of the engine and then, by automatic intermittent opening of the brake, 'stepped' into vertical position before it disappears in the fuselage without any further action required. In an emergency, this brake can be operated mechanically from the cockpit. Switching to 'manual retraction' is, of course, also possible.

The Arcus M's tail load is quite heavy, ➤

## **THIS STEERABLE TAILWHEEL ENABLES COMPLETELY INDEPENDENT TAXIING**



The stick top, designed by Klaus Baumann, holds radio and starter button



The new ILEC engine control instrument – for normal engine use, only the yellow 'Ignition on/off' switch has to be operated

# ...AS AGILE AS A SINGLE-SEATER





(Above) The snap-in connections of the optional wing tanks...  
(Below) ...appear in the fuselage behind the rear seat. The hoses need only to be snapped in. In front of them, the snap-in connector for the internal refuelling pump system (Bottom left) the cockpit



✎ but the prototype is equipped with a nosewheel to protect the belly from damage when braking hard or when full throttle is set on soft ground. This is not really needed as long as brake and throttle are handled sensibly, and (especially for competition pilots wishing to reduce fuselage drag) can be replaced by the small 'mini skid' as is standard in the Arcus T. The tailwheel is integrated into the rudder and, in front of it, the rudder's mass balance weight is placed. Together with the slim, large diameter wheels at the outer end of the inner wing sections, this steerable tailwheel enables completely independent taxiing – a feature Schempp-Hirth self-launcher pilots have waited a long time for.

In the cockpit, there are no significant changes to that of the Arcus T, except for the ILEC engine control (which, optionally, can be installed in both panels with a selection switch), the additional fuses and switches required, the emergency propeller brake in front of the airbrake lever and the throttle at the left cockpit wall. The cockpit interior has had a makeover, with nice looking cloth-covered walls, and new colour pictograms making the levers easier to identify – simply step in (over the not too high cockpit wall) and feel good!

Preparations to start the engine are as easy as can be: throttle to 'idle', main switch on, ignition on, and the engine extracts. A short press on the starter button on the stick, and it starts, running smoothly at low-noise levels from the first moment on. Taxiing is also easy, the direct rudder control allows turning around one wingtip. I start the ground run as recommended with the flaps set to -1 and the stick fully back. On the dry grass surface I can push the throttle rather quickly forwards without the tailwheel showing a tendency to lift. After a very short ground run, I can level the wings and switch the flaps back to +2 or L. Although this well-equipped Arcus M weighs about 730kg including me, Bernd Weber, fuel and 6-litre waterballast in the tail tank – the thermometer at the airfield shows 28°C and there is only a bit of crosswind on the runway – it lifts off after less than 200m ground run and shows an impressive climbing angle at the recommended climbing speed of 95km/h. No need to worry when taking off from small fields! During the climb, the engine revs with 5,400rpm, and I like the smoothly running engine, as well as the relatively low

cockpit noise level. After 5 min 55 seconds full throttle climb, we reach 1,000m (3,281ft) above the Hahnweide, while the engine temperatures remain well in their 'green arc'. At 2.8m/s (550ft/min), this is an excellent climb rate for a 730kg motorglider, which also allows the use of the waterballast tanks to bring its AUV up to the maximum of 800kg. The most efficient way to cruise is, of course, the 'sawtooth-flight', and if you want to travel horizontally with the throttle reduced to the max permanent rpm of 6,500, speed increases to nearly 160km/h. The engine installation is excellent – the previously trimmed speed settles back to the same value after changing the throttle setting from 'idle' to 'full'.

Following a short period running the engine idle to cool it down, I switch the ignition off and keep the speed at 90km/h. After the rpm comes down a bit, a short whistling sound from the engine bay informs me that the automatic brake is working. Soon the propeller stands still and the brake opens intermittently, letting the propeller driven by the air to slowly turn forward until it is held in vertical position. During my flight, I tried it several times, and it did not always work perfectly: sometimes the propeller 'snapped' over its vertical position and I had to wait until another half turn was completed (or give a bit of accelerating help by pushing the starter button briefly). But this is a prototype, undergoing some test flights, and not all the parameters of the brake system were at optimal settings.

After the propeller reaches its vertical position properly, it is held there and the drive retracts automatically. For re-starting the engine in flight, I need just 17 seconds between switching the engine on and starting it. I tried this several times with the engine cooled down to different temperatures, and it always started immediately and reliably. The well-known 'two-stroke problems', especially sensitivity to choke and throttle setting, or extra fuel injection before starting half-cooled-down engines and initial rough running, no longer seem to exist with this engine.

I already described the comfortable, safe and handy flying characteristics of the Arcus in my report on the Arcus T prototype (S&G, Oct/Nov 09). There is no need to repeat them as very little has changed, apart from stall speeds being 1-2 km/h higher due to the higher wingloading. The rollrate has even been improved a bit by optimisation of the control deflections. With the flaps set to +2, I now measure just 3.5 seconds for the 45°-45°



bank change at 110km/h – a value better than that offered by many single-seaters! The flap position +L, still installed here, will not appear in the serial Arcus. After thorough testing, it was found that there is no gain in thermaling performance in this position, while the adverse yaw increases significantly.

During the landing, I once more enjoy the well suspended undercarriage, the steerable tailwheel and the efficient, easy-to-control Beringer main wheel disc brake. All this allows me to taxi the Arcus M easily to the chosen parking position, without further engine use. Personally, I would even recommend ordering 'pure' Arcus gliders with this steerable tailwheel option: although rudder inputs during winch or aerotow launching have to be 'revised' a bit with a steerable wheel, this offers a lot more possibilities and safety during the ground run after landings. The glider is then 'under permanent control until standstill', avoiding the risk of hitting obstacles while slowing down 'like on rails', as experienced with fixed tail- (or nose-) wheel equipped gliders.

In their 75th year (Martin Schempp founded the enterprise in 1935 in the town of Göppingen), Schempp-Hirth has, with the



Schempp-Hirth design engineer Sven Lehner and senior sales manager Bernd Weber in the cockpit of the Arcus M prototype

Arcus M, presented a self-launching FAI-20m two-seater showing excellent, easy and gentle flying characteristics, combined with the agility of a small single-seater.

The Arcus T has already clearly shown its superior performance during competitions this year. The Arcus is a difficult to beat synonym for top performance combined with fun for two, and it's also well suited for club use.

■ *The Arcus E – the world's first serial built two-seater glider with an electric engine – had its maiden flight in September. A wind turbine on the roof of the hangar charges the wing batteries either directly via a converter, or it charges large truck batteries, which can charge the Arcus even when there is no wind, giving a completely emission free flight.*

## TECHNICAL DATA

Span: 20,00m  
 Wing area: 15,6 sqm  
 Aspect ratio: 25,64  
 Length: 8,73m  
 Empty weight: ca. 520kg  
 Equipped empty weight D-KBWE 540kg  
 Max. take-off weight: 800kg  
 Max. waterballast wings: 180l  
 Max. waterballast tail: 11l  
 Wing loading: ca. 39-48.7kgm²  
 VNE: 275km/h  
 Engine: SOLO 2625-03  
 2-Cyl. 2-stroke water-cooled,  
 68hp/50KW at 6,500rpm  
 Propeller: Technoflug KS-1G-160R-120



AA rated security  
 Competitive premiums  
 No hull excess to pay  
 Protected no claims discount  
 Established reputation and experience  
 Specialist insurance supporting our sport

The natural choice

01765 690777  
 hillaviation@btconnect.com  
 www.hillaviation.com

# WAITING FOR THERMALS...



Figure 1 A Met site with surface instrumentation and a tethered balloon at dawn

Ever wondered what is going on in the lower layers of the atmosphere during the morning when two-seater training flights are being flown in short circuits while pundits are rigging their gliders and polishing their canopies? Alan Lapworth investigates

**A**FTER a clear night, dawn breaks and the rising sun starts to warm up the earth's surface. The air begins to warm, apparently in response to the sun's heat, but it is many hours – usually not until nearly midday – before wisps of cloud begin to appear, heralding the first thermals of the day. This is very different from the other end of the day, when thermals will continue to rise until well into the evening on a summer's day.

So what is going on in the lower layers of the atmosphere during the morning when two-seater training flights are being flown in short circuits while pundits are rigging their gliders and polishing their canopies?

This has been the subject of measurement campaigns at instrumented sites, such as the one pictured here, by a number of people who missed out on a good night's sleep.



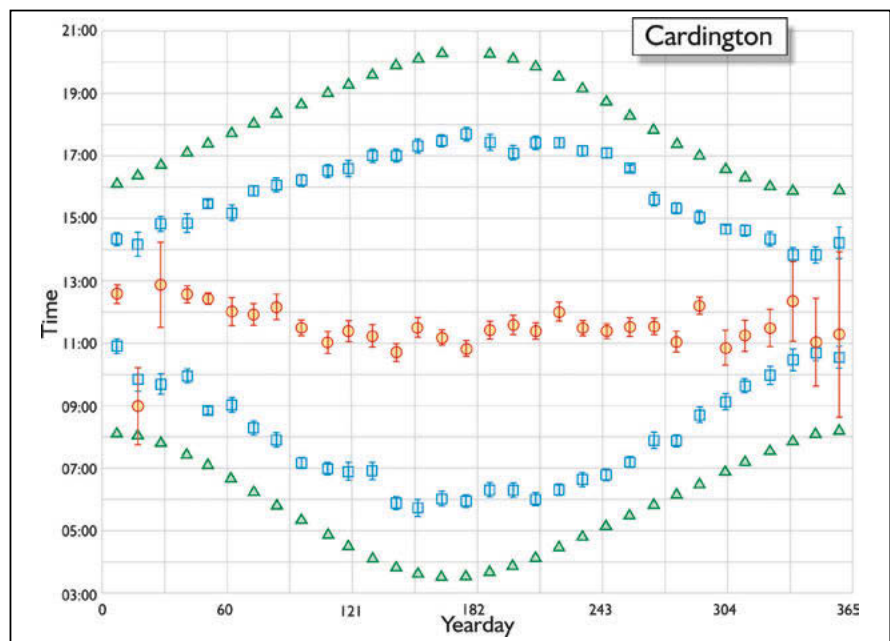


Figure 2: Plot showing average times throughout year of sunrise and sunset (green triangles), average times that surface convection starts during the morning and convection dies in evening (blue squares) and average times that the air becomes fully convective to the level of the upper inversion (red circles). Times are GMT

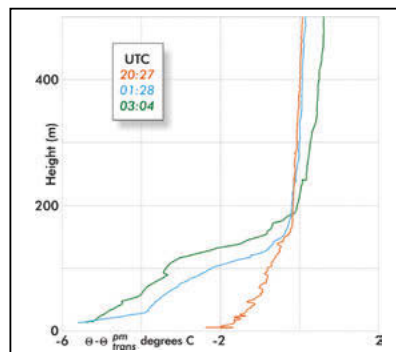


Figure 3: Three vertical profiles of potential temperature during a clear summer evening

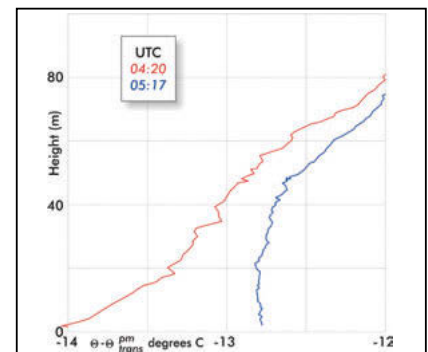


Figure 4: Two vertical profiles of potential temperature soon after dawn the following morning after a clear night

The story begins the night before. In the anticyclonic conditions that typically give rise to clear nights, there will be an inversion at a height of several thousand feet above the surface. The surface cools in the late afternoon until, fairly suddenly, all surface convection ceases. This generally happens at two to three hours before sunset – the average time for a particular month being shown in Figure 2.

Figure 3 shows typical vertical temperature profiles at three times during the evening of a summer's day. These were measured by instruments carried aloft on a tethered balloon cable. The plots do not show temperature

itself, but rather 'potential' temperature, which is similar to temperature, but with the background lapse rate of 3°C per thousand feet subtracted. Thus, a vertical line on this plot would show a 'neutral' profile. This is one that is neither convective (produces thermals) nor actively suppressing convection – ie is not 'stable'.

The first profile in Figure 3 shows that a surface inversion initially forms as the surface cools quite quickly. The inversion itself is shown by the fact that, just above the surface, the potential temperature slopes from bottom left towards top right. The air in

**WHEN THE INVERSIONS JOIN UP, THE AIR BENEATH THEM BECOMES FULLY CONVECTIVE, LARGE THERMALS GROW AND USUALLY SMALL FAIR WEATHER CUMULI START TO APPEAR**

Illustrations enhanced by Steve Longland

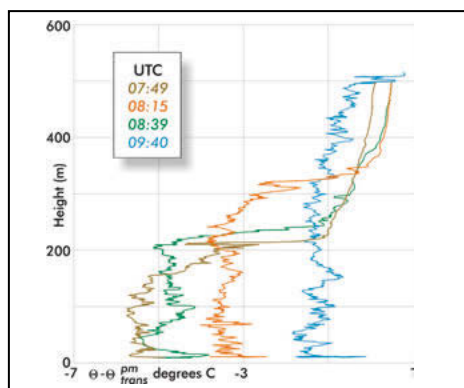


Figure 5: Four vertical profiles of potential temperature later on in the same morning

↙ this layer is actively stable – suppressing turbulence so that the airflow is smooth and any remaining eddies are feeding heat down into the surface. The next two profiles show this layer growing until, at around midnight, the profile curvature is bent ‘upwards’ rather than ‘downwards’.

A major change takes place after dawn the following morning. This is seen in the two profiles of Figure 4. The surface temperature itself starts to rise, but at first the near-surface temperature profile stays stable, as is shown in the first profile. In fact, the near-surface layer of air is being completely heated by the warmer air above rather than by the sun heating the surface.

The surface layer itself only starts to become convective between one and a half and two and a half hours later – the average time at which this occurs during the year is also shown in Figure 2. After this, the near-surface part of the profile in Figure 4 starts to slope from bottom right towards top left, which means it has become convective and small thermal bubbles will start to appear.

This point has just about been reached in the second profile of Figure 4. However, the layers above are still very stable and, in fact, as can

be seen in the sequence of profiles in Figure 5 that follow on from those of Figure 4, the layer immediately above the convective layer has a progressively more horizontal temperature profile and is becoming a very sharp, stable inversion.

The interesting and unusual thing is that this inversion is steadily rising, slowly at first and then more and more quickly. As it does so, the warm air above it is being entrained down into the cooler lower layers and, for the next hour, these layers continue to be warmed almost entirely by heat flowing down from the air above.

Inversions are a boundary surface between cold denser air below and warmer lighter air above and, as such, behave like a water surface. They can become covered with travelling (or even breaking) waves that cause them to rise and fall periodically. However, they rarely rise steadily and continuously, except in this situation – the post-dawn hours after a cloudless night.

Over the following hours, it can be seen from the sequence of profiles in Figure 5 that the inversion continues to rise, while the convective layer immediately below it gets deeper and solar heating of the surface becomes an increasingly important factor in warming the near-surface layers of air.

Eventually the inversion rises too fast for the balloon to follow. The final stages are shown in Figure 6, which is a time series of the echo returns from a UHF radar wind profiler on another similar day. The rising inversion and convective layer below it are marked by a stronger echo that reaches upwards increasingly quickly during the

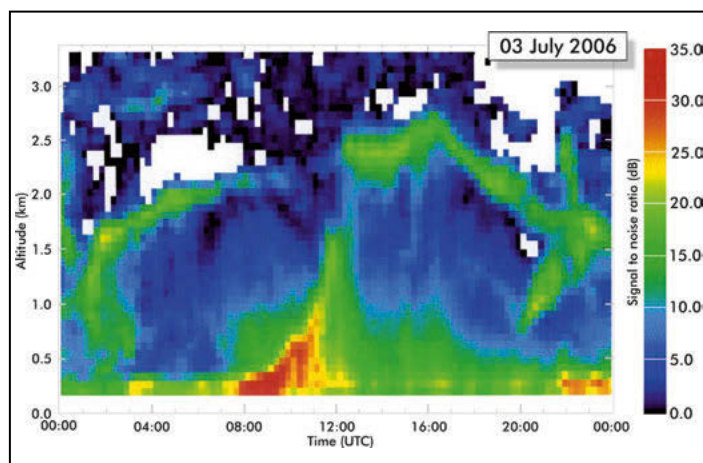


Figure 6: Time series plot of return echo strengths from a radar wind profiler during a day with conditions similar to those in the preceding three figures



**Specialist Sailplane &  
Sport Aircraft Repair  
and  
Maintenance Centre**



**Bristol & Gloucestershire Gliding Club**  
**Nymphsfield, Nr. Stonehouse, Gloucestershire GL10 3TX**

Tel: Workshop (01453 860861 - Home (01453) 823319 - Mobile 07850 769060 - Email: [sailplane@btconnect.com](mailto:sailplane@btconnect.com)  
Web: [www.targettaviation.com](http://www.targettaviation.com)



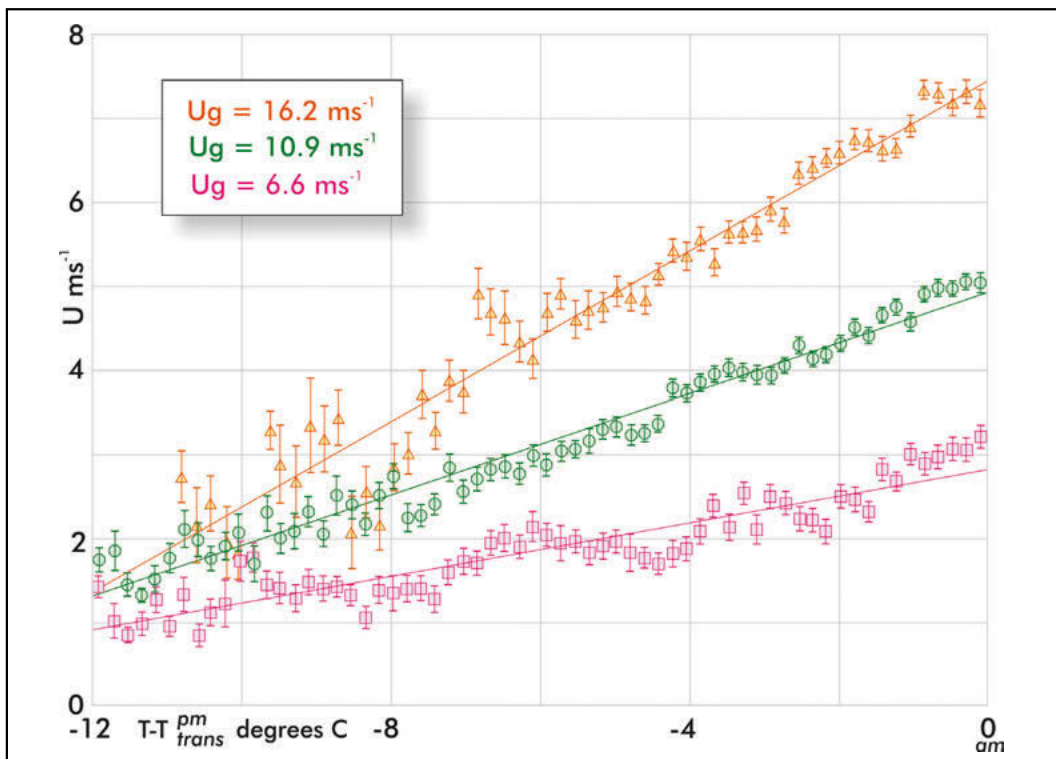


Figure 7: Plots showing how the average wind speed during the morning increases with temperature (measured at four feet). The temperature scale is set to read zero as the atmosphere becomes fully convective over a depth of several thousand feet. The three different sets of symbols are for three different wind speeds at 2,000ft

#### ACKNOWLEDGEMENT

The author would like to thank Dr EG Norton of the University of Manchester, who supplied Figure 6. The UHF radar wind profiler is part of the Facility for Ground-based Atmospheric Measurements operated by the National Centre for Atmospheric Science. All other figures © Crown Copyright

period 08:00 to 12:00 to the main inversion aloft, which is seen as a fainter echo in the upper part of the figure.

When the inversions join up, the air beneath them becomes fully convective, large thermals grow and usually small fair weather cumuli start to appear. The average time of day at which this happens is also marked on Figure 2 and is generally around 11am GMT (noon BST) throughout the year. At this point, the surface wind, which has been

increasing continuously since dawn, reaches about 95 per cent of its maximum value. The average rate of rise in wind speed for three different upper level wind speeds is shown in Figure 7.

Gliders with pundits on tasks now all launch at a rapid rate and disappear for the day. Club gliders stay aloft and the rate of removal of names from the top of the flying list slows down dramatically. Another day on the field is getting into its stride.



Alan Lapworth has been gliding on and off since 1972, mainly with Oxford GC. He joined the Met Office in 1974 and retired in 2005

## ZULU GLASSTEK LTD

**ZULU GLASSTEK SOLE UK AGENT TO ALEXANDER SCHLEICHER SAILPLANES  
16 DIFFERENT SAILPLANES, SELF LAUNCHERS AND SELF SUSTAINERS**



#### SALES, REPAIRS AND MAINTENANCE CONTACT:

Zulu Glasstek Ltd...Peter & Sally Wells, Baileys Farm, Westfield Road, Long Crendon, Bucks HP18 9EN  
Tel: Pete/Workshop 01844 208157 - Office/Fax 01844 201028 - email: [zuluglasstek@clara.net](mailto:zuluglasstek@clara.net) - Parts Office Hours 9.30-12.30  
[www.zuluglasstek.co.uk](http://www.zuluglasstek.co.uk) - [www.twister.airshows.org.uk](http://www.twister.airshows.org.uk)



Now is the right time to think about next year's thermals. BGA National Coach Mike Fox suggests how you can make the most of the winter months

# BE P

**W**HEN our editor asked me to write an article about winter activities, my first thought was that it has all been done before! Therefore I'm not going to regale our readers with tales of antipodean adventures, or indeed the different locations within the UK that you can get some really good winter flying (there are lots). What I would like to do is to make some suggestions with the aim of better preparation for the coming season; whatever your ambitions. Yes – this is the right time to think about next year's thermals!

Whatever your plans, it's always good to try to stay in practice with your flying. There are several ways to do this over the winter months, and they are not all related to flying pure gliders. You may wish to brave the winter temperatures with an engine and a heater!

I guess most of us are probably at our most practised as I write this during early October, at the end of the summer season. Remember that, even if we do some flying with an instructor at the beginning of next season, we will not be as sharp as we were. Don't fly yourself into a corner by being over ambitious too early in the season.

Stalling, spinning and winch launch failure practice really will prepare you well for the season ahead, and need not be boring if you get to choose one of your more enthusiastic instructors. We have all been there – stood on a wet, cold airfield in January thinking, what the hell am I doing here!

Whether you want to fly locally next year or enjoy some relaxed cross-country, why not consider the following suggestions?

- **Keep current over the winter.** If you don't fancy bashing the circuit endlessly, why not try a bit of motor gliding?

- **Set yourself some simple goals.** You could ask an instructor to give you something to focus on every flight. Perhaps you could use some of the personal flying skill sets at the beginning of the BI and Assistant rating notes to improve your flying and become a really accurate pilot? (Available on the BGA website.)

- If you own a glider, now is the time to get it prepared for the soaring season. If you look at the Ladder website, you will find that there are loads of long cross-countries and soaring flights in April. Will your glider be ready in time, or will you still be in the workshop when your club mates land and tell you they have been on a nice 120km flight?

- Will your trailer survive for another season, or is this the winter to fix it?

- If you fly club gliders, can you help to make sure your



# DON'T WASTE WINTER

preferred glider is ready? Could you help with maintenance? If the glider has a power output for a PDA or GPS, is your kit wired to use it?

- Are you confident to fly when there is a crosswind or other challenging conditions? Winter is the time to practise, so you are confident in summer.

## **Have you got a specific badge or cross-country goal for next summer?**

- Have you prepared for the flight by planning what you can now?
- Have you looked at the chart and planned the flight? Do you really know what all the symbols on the map mean, and whether you can or can't fly in them? Are you sure about Altitudes, Heights and Flight levels? You could use Google Earth to 'fly' the flight and note the landmarks etc (caution the age of the images!)
- Do you really know how to use the Vario and GPS kit in your glider?
- Perhaps flying through class 'D' airspace would be useful – could you do an RT licence?
- Could you fly your badge route in a motorglider with an instructor?
- Is all your electronic kit ready for next year? Have you got up-to-date airspace and waypoints loaded up?
- Do you really know what you need on board before that crucial flight by heart? I have a checklist. I have taken off too many times without my sandwiches!
- Does your club ask you to do annual checks? Do them now!
- Are you confident that you can land in a relatively small field, or pick a good one to land in? Get some training in a motorglider – it's fun!
- Do you know how to get the NOTAM? Can you get them quickly without messing about? Can you help to set something up on a club computer? If you have no internet, will a 3G USB device work onsite?
- Do your aspirations lie in aerobatics? You may want to study for some of the badges, or organise a flight or a course at a

club that runs them.

You don't have to fly rigid manoeuvres with high 'g' loads – I enjoy the gentle smooth aerobatics on a summer's evening the most. It is, however, best to plan these aerobatics just as carefully as the competition type. Get some advice from an experienced instructor.

## **Do you want to become an instructor and carry out your BI or Assistant rating course sometime next season?**

- Download information from the BGA website and study the instructors' manual.
- Work on your general handling skills and decision making as discussed in those manuals. This is the most important thing of all. If you can fly the aircraft accurately under a bit of pressure, you will have no problems.
- Get advice – perhaps from someone who has just completed the course, as well as experienced club instructors.

## **Maybe you simply enjoy the social atmosphere at the club**

The general atmosphere is one of the most important things to enliven a club – no matter the size.

- Could you organise a working party to further a club project with a few beers afterwards?
- Could you persuade an experienced local club member to talk about some of their experiences, or simply do a workshop on a Bronze subject?
- I always enjoyed the annual Burn Gliding Club pantomime!
- If you are an experienced pilot, could you guide some of our less experienced members through some of the items above?

Above all, now is the time to get all those chores out of the way that you really don't want to be doing on a nice sunny summer Saturday afternoon. Kate – let's get the hall decorated!

**STALLING,  
SPINNING  
AND WINCH  
LAUNCH FAILURE  
PRACTICE  
REALLY WILL  
PREPARE YOU  
WELL FOR THE  
SEASON AHEAD,  
AND NEED NOT  
BE BORING**



Set yourself some simple goals. You could ask an instructor to give you something to focus on every flight (Mike Fox)



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







*This page, clockwise from top:*  
On 16 October, a rainbow settled each side of the Twin Astir HBK at Burn...

...Steve and Lesley Naylor were inside waiting to winch launch, with the rainbow seeming to end in the front seat where Lesley was sat (Kevin Moseley)

Two stunning shots of Steve Lynn in 13, taken on 2 October by Nick Tillett from Peter Claiden's K-16

Another rainbow, this time seeming to hit K-21 HTV at Gransden Lodge during an evening course, when flying had stopped for the rain (James Kellerman)

*Facing page, clockwise from top:*  
Schweitzer SGS 2-32 on tow over Acadia National Park on Mt. Desert Island, Maine, USA. The *Queen Mary 2* was visiting Bar Harbor and can be seen in the background at anchor in Frenchman Bay (Barry Gutrad, Stealthvader Photography)

Vintage gaggle at this year's VGC international rally, Tibenham (Mike Greenwood)

Over Yasa Lake, descending from a wave flight over the Pyrenees near Jaca, Spain (Mark Player)

■ If you would like your previously-unpublished photographs to be considered for inclusion in Gliding Gallery, send them to [editor@sailplaneandgliding.co.uk](mailto:editor@sailplaneandgliding.co.uk)



# WELSH WAVE IN THE WINTER

This cloud marks the reliable west-wind wave primary, downwind of Pontypool (Eugene Lambert)

John McWilliam experiences a superb way to spend a winter's flying day – and still be home for afternoon tea!



John McWilliam in his PIK-20E,  
G-OPIK

**E**VERY winter, wave becomes the only show in town and – either in the PIK-20E, or in the Nimbus – I am ready to go hunting for it, rather than doing three-minute circuits or nothing at all!

This New Year's Day, the evening forecast showed a 25kt wind from the west and a decent Fairford sounding for the next day so, with John Williams' theory that it is always waving up there and a Labrador's opportunism, I planned another Welsh wave task for the next day.

(I do think it IS always waving up there – a performance test on my PIK-20E on a dead-still day showed a perfect, if modest, sine wave once I drew the graph to see if the long-boarding I had done on the wings had helped. It did, it produced a 41.6:1 glide from the 33:1 caused by a shiny but orange-peel repaint job!)

The plan for the 2 January, 2010 flight in the Nimbus 3DT, G-NYMB, with Eugene Lambert (partner in our PIK-20E, G-OPIK) was to use the wave in the lee of the Beacons and Black Mountains. Ian Hey, in the

Nympsfield Pawnee, pulled us due west to 3,000ft and threw us off near Stinchcombe. Nothing brave or foolhardy at this point you understand – Nympsfield was still an easy glide and was soon to be replaced by Usk, our diversion airfield for the day and held as a Go-To on the GPS.

Once off tow we pushed on west, reaching the far side of the Severn at 2,000ft. No wave yet so there we donned ear-defenders and lit up our own dainty 25HP to continue towards our start at Raglan. Turning on course by Raglan we tried some wisps that suggested wave, but they proved too weak so we continued towards the decent primary wave cloud visible downwind of Pontypool.

As we passed abeam of Usk we could see gliders out, so they too were hopeful – and we heard Welsh accents on the radio later – nice to have company after years in the Irish gliding wilderness.

Approaching Pontypool, the sink eased and, when we got directly downwind of the ridge above Pontypool and Cymbran, the lift



built steadily to 4.5kts up. You can see on the SeeYou map and trace (to the right) that we did a few beats there, crosswind and up and down wind, to check out the best lift zone.

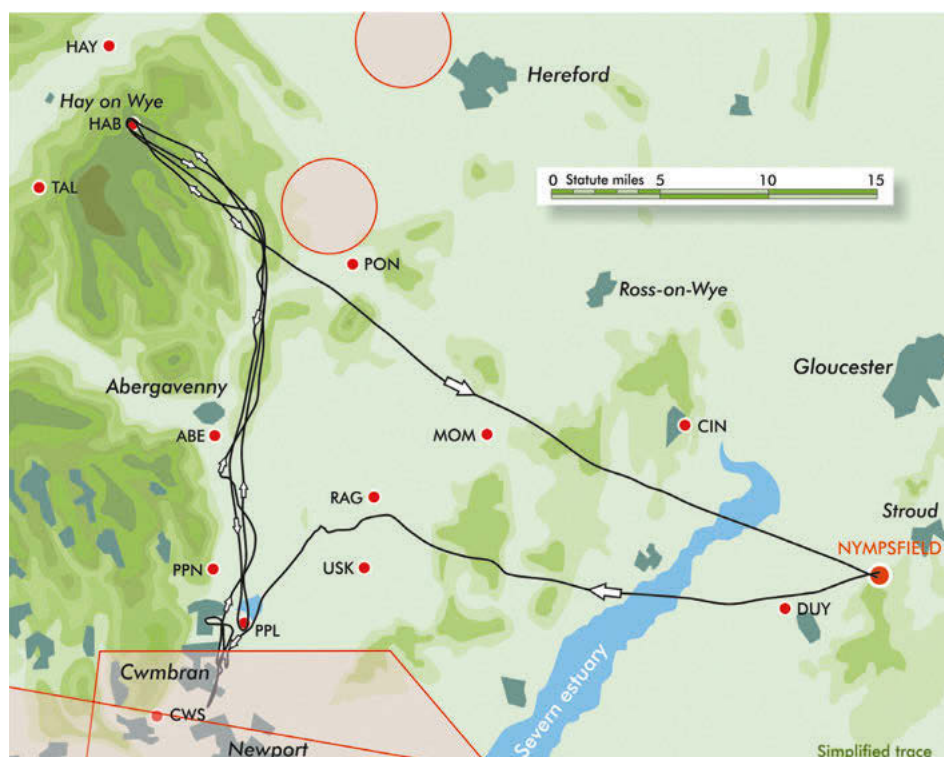
We were using the red dot track-marking on our iPAQ 3760 with SeeYou Mobile that kept us oriented to the wave and we found it was best to the south, towards Cardiff's Class D airspace. We parked and requested clearance into it from their controller. He sounded a bit shell-shocked to hear from a stationary-in-wave glider, but after much to-ing and fro-ing, with no hint of us giving up on the request, he finally cleared us in, up to 7,000ft.

Once south and over Cymbran we went up like a rocket – look again at the SeeYou map and you will see the reason is the sharp ridge there at right angles to the wind. It creates great wave so we very quickly approached the controller's 7,000ft limit. It was very good of him to give us the clearance he did – I was refused last time despite hearing no other traffic, yet this man was genuinely busy, particularly when trying to attract the attention of a punter in a light aircraft, routing from Welshpool to Dunkswell and about to spear into Cardiff's airspace. Eventually the punter caught up with his aircraft enough to hear the R/T and dived hard left – it kept us amused as we climbed rapidly and silently.

Approaching 7,000ft, we shot off north at 100kts, pushing hard to stay level until out of Cardiff's airspace. A "thank you" to the controller and off – high enough to glide home to Nympsfield, or wherever, and with plenty more wave lift in store up north. A very pleasant sensation, particularly when you are wearing heat pads under your toes!

The SeeYou trace now shows us following a curved path to maintain distance from the ridge. That kept us in the up wave, but it weakened as we approached Abergavenny and, to investigate that, we made one hunt upwind to check whether it would be better closer to the ridge (you can see this kink on our trace). It was no better close in, so we set course straight north, assuming the flat Usk valley would give no lift but good wave would re-appear by the Hay Bluff ridge itself (distant cloud patterns reinforced this assumption).

Once beside Hay Bluff, its wave lifted us to 8,500ft ready for expected sink as we push upwind to Hay Bluff and lost the lee wave effect. Six kilometers short of HAB we hit that sink – 10kts down! With -2 flap and flat out



we had dropped 3,000ft by the time we got back to the up wave, but, once there, it was easy to climb again. We radioed Diane King in her LS8 out of Shobdon to tell her about the sink at HAB and she told me later she came down well clear and avoided it – but she did not go on to Pontypool and perhaps missed the best bit.

The views of the snow-covered mountains were just superb. Eugene was sharing the flying with me and got some great photos. Eugene really enjoyed the logic and smoothness of the wave and, in steadily improving conditions, we belted south to PPE and up to HAB again, no detours needed this time. From HAB we started our final glide home with 3,000ft to spare and so drilled our way down to Nympsfield to land before 2pm!

This is typical of many winter flights using the wave off the Black Mountains and/or Beacons. When I first moved here from Ireland in 2006, I thought it was very adventurous to go that far – especially downwind in a strong easterly. I took land-out money, emergency gear, a full tank of fuel – the lot – and was amazed to get back with my money still in my pocket and the tank still near full! I had got up to 12,500ft over Talgarth and so returned home at 90kts with no engine needed. After that it seemed easier!

Certainly with an SLMG or a turbo, a remote wave flight is, after the first tense

On 2 January, 2010, John McWilliam and Eugene Lambert enjoyed a winter flight in a Nimbus 3DT from Nympsfield, using the wave in the lee of the Beacons and Black Mountains

**HE SOUNDED A BIT SHELL-SHOCKED TO HEAR FROM A STATIONARY-IN-WAVE GLIDER, BUT AFTER MUCH TO-ING AND FRO-ING, WITH NO HINT OF US GIVING UP ON THE REQUEST, HE FINALLY CLEARED US IN, UP TO 7,000FT**

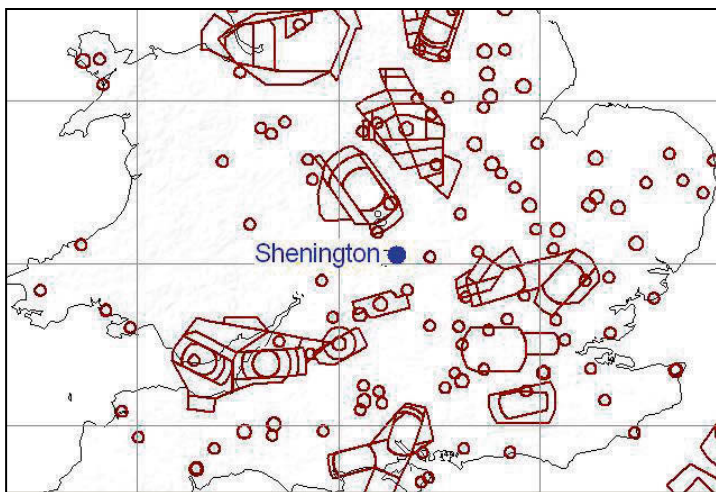
Trace enhanced by Steve Longland



John McWilliam is a member at Aston Down (PIK-20E) and Nympsfield (Nimbus 3DT). He flew Gnats and Phantoms in the RAF, then set up a sail-making business in Ireland, delivering racing sails all over Europe in a PA23 Geronimo twin. When Ryanair made commercial flying viable again the twin was sold and a Piper Cub bought for entertainment. That proved dull, so an L-Spatz glider was next – bungee-launching off a coastal hill-top farm. A PIK-20E was next, self-launching off a 1,200ft grass strip. Irish gliding conditions are poor, illustrated by John's Irish Gliding Licence being No 83, his UK one is No 94,965! He moved to England in 2006 for better gliding



From Hay Bluff looking south – the Pontypool primary wave bar is still there, sitting centre horizon



## Shenington, the ideal site for your club expedition

### Club expeditions welcome

Central location in best thermal soaring area of UK  
Training and courses in addition to club flying  
7 days a week  
Winch, aerotow and motorgliding  
Good thermal area and NW facing ridge  
Bunkhouse, camping and kitchen

**Shenington Gliding Club, OX15 6NY**

**Website: [www.shenington-gliding.co.uk](http://www.shenington-gliding.co.uk)**

**Tel: 01295 680008**

✍ experience, a superb possibility – as John Williams and Kevin Hook have already shown.

For variety on this theme, we flew G-OPIK to Scotland and Edenshoaring, and to the South Downs in November 2009 to do a 300km task there, getting back to Aston Down at 3pm with two gallons of fuel used – pretty good compared to a car tow with a 4am start, plus much more petrol!

On a safety note, especially on a wave flight in winter when the fields are soggy and cold, I route to hold a final glide to an airfield such as Usk or Talgarth – handy in case my theories turn to worms. Using that policy these flights are very do-able in a turbo, provided you wear ear defenders to maintain your sanity and have a bit of peace. You can do it in non-motorglider if you pay enough for the initial aerotow.

We chose to use some aerotow and some turbo and the variety is simply a personal choice. Phil King used the Usk get-out on another weekend in his LS8 and was made very welcome – the west wind was just too weak for him at 10kts, we had 30kts at height on 2 January.

Try it. It is a superb way to spend a winter's flying day – and still be home for afternoon tea!



# **BGA AGM, CONFERENCE AND TRADE EXHIBITION 5TH MARCH 2011 The Belfry Hotel, Nottingham**

---

The gliding environment is constantly evolving. With a central theme of supporting, protecting and developing gliding, the day's programme includes;

- CFI's and Chairmen's forums (before the main event)
- A number of short, topical, interesting and inspiring presentations
- A reflection on 2010
- The BGA AGM and Awards
- Speakers from the BGA, CAA and European Parliament with Q&A

**AWARDS DINNER MENU AND DINNER  
TICKETS AVAILABLE SOON ONLINE  
£35.00 PER HEAD**



**BRITISH  
GLIDING  
ASSOCIATION**

Photograph by kind permission of Ron Smith, copyright 'ronsmithphotography.co.uk'



Being both the met man and a competitor called for a lot of early starts. As a newcomer to Competition Enterprise, winning was an added bonus for David Masson

Adrian Emck, in his K-6, kept David McCarthy and Sandy Hawkyard under pressure in the Duo ([www.sandyprints.co.uk](http://www.sandyprints.co.uk))

# FUN APPROACH TO COMPETING



Modern gliders are not nearly such good sunshades, or umbrellas, as a T-21 (Andrew Reid)

I WAS delighted when I heard that Competition Enterprise was coming to Lasham in 2010 (3-10 July). Although the weather had not been kind for the last couple of years, the Enterprise regulars always seem to come back happy, having made the most of the available conditions. And, when they do have a good year, boy do they do a lot of flying and some big tasks!

Enterprise does **not** claim to be better than modern gliding competitions, just different. But I have to say I have been a bit frustrated by, and disillusioned with, them.

So I've just been flying the BGA Ladder for the last few years, setting myself meaningful (declared) tasks, usually trying to use most of the day and sometimes risking pushing the limits of what is the soarable area. When it does go wrong and it seems stupid to continue, I try to do something meaningful – carry on with

the remainder of the task, go somewhere interesting, or try to put some undeclared distance on to OLC (Online Contest).

The Enterprise website [www.comp-enterprise.co.uk](http://www.comp-enterprise.co.uk) has had a makeover and nicely collects together the history of the competition, write-ups of previous years and venues, the rules (minimal) and, most importantly, the philosophy. The promise is there – I translated it into “we will do lots of fun, interesting flying and make the best use of the day”.

I was asked to be the met man and was happy to do that “so long as it didn't get in the way of flying”, though I knew it would mean some long hours on the PC, as well as flying.

Enterprise regular Paul Kite was to be task setter and Mick Wells director, so I had a few conversations where I tried to learn what these funny-named tasks (The Curate's Egg, The String of Beads, etc) were



all about and when to use them.

The scoring system is simple – a point per kilometre plus bonus points for visiting named turning points, all adjusted by glider handicap. I approve of that. I liked the idea of building a bit of flexibility into the tasks to allow for the vagaries of the weather, pilot ability and glider performance, but was worried that too much flexibility and it could turn into a meaningless wander.

As the week approached, the weather outlook was quite good with possibilities for some big days. How well could we use them? This would be interesting...

The way we set the tasks most days was for me to say what I thought the weather would do where and when. I would suggest what tasks I would have set myself, or what the options were. Then Paul used his experience to pick one of the Enterprise task types and we adapted/tuned it from there.

#### **Day 1: "East is east and west is west..."**

A big day (a possible 750km), with the best weather in the middle and east of the country later in the day, but probably having to go west or northwest first to make best use of the day. We had a line of turning points between Chilbolton and North Hill (the west) and another line of turning points between Calvert and Tibenham (the east). The task was to fly to one TP in the west and then to one in the east via Didcot (for a bonus), with the option of covering a big area or yo-yoing between east and west collecting turning points and bonus points. The results were interesting with a joint first between Justin Wills, who did 651km, and Andrew Reid, who did not go as far, but did more yo-yoing and collected more bonus points. I would have made better use of the day if I had turned at Crewkerne instead of carrying on to prove North Hill was possible. Thinking I had to go to Didcot before returning to Lasham made me land. Now I appreciate the rules better, I know I could have missed it out, carried on soaring, returned home and collected more points. A good rule.

**Day 2: Curate's Egg.** A 20-25kt WSW wind, 2,500-3,000ft cloudbase with a soaring window before increasing cloud cover killed it. A line of TPs running N from Lasham and another line of TPs running N from Andover, with more bonus points for visiting the upwind TPs, time limited to three hours with bonus points to encourage getting back to Lasham. Not an easy day to fly, with mostly broken rough thermals. Justin managed

178km and five TPs, several managed more than 100km and most managed at least two TPs. It was pleasing to get a meaningful, though not too high-scoring, day on a day that would have been very hard to get a normal task out of.

**Day 3: Visit your friends.** GFS (the US National Weather Service global mode) could not make its mind up between this being a very good day or a good day spoiled by too much cloud. On the morning itself, it decided "too cloudy". I didn't have time to re-forecast and couldn't be sure enough which way to set tasks. So we opted for "visit your friends", which allows pilots to fly where they want and use any gliding clubs as TPs, with extra bonus points for visiting previous Enterprise venues. With only a bit of spreadout, the weather ended much better than the best I could offer in the morning and every bit as good as it had been promising before that. We were in the air early and, when it turned good, we had the flexibility to use it. I declared a 600km triangle, LAS-HUS-TAL-RIN-LAS (just in case), with more after (just in case), and ended up claiming 786km. What a fantastic day with good visibility, great views of Talgarth and some memorable streeting down to the south coast. It would have been iffy setting a 500km task on the morning forecast. I don't see any other competition setting or allowing us to do a task that big. In retrospect, this is the one day that may have offered the opportunity of a cross-Channel task, but we didn't think of that with the rush in the morning.

#### **Day 4: String of Pearls – Coast to Coast**

This had been looking like our best day, but, as it got closer, there was a bigger risk of top cover spoiling it and the return to Lasham might be tricky later on with the risk of it blueing out from the SW with the wind picking up. Still it was pretty clear that the best line for big flights would be from the SW into East Anglia. The task was basically to fly between a set of TPs spread on a line between Somerset, through the Devizes gap to Norfolk, with extra bonus points for flying over the sea on either coast. No one managed either coast as it was already windy and blueing out in the SW. Some brilliant

**I LIKED THE IDEA OF BUILDING A BIT OF FLEXIBILITY INTO THE TASKS TO ALLOW FOR THE VAGARIES OF THE WEATHER, PILOT ABILITY AND GLIDER PERFORMANCE**



Competition Enterprise, 5 July – an excellent day with 6,000ft cloudbases and strong climbs. Ed Smallbone and his 14-year-old son, Daniel, were following a street out over the Channel, south of Shoreham. It appeared to run for quite a distance out to sea with good climbs although dropping in height. On that day they flew for just over eight hours, covering about 550km, including two 70km glides in streets (Ed Smallbone)

The competition always attracts a wide variety of pilots! ([www.sandyprints.co.uk](http://www.sandyprints.co.uk))



## ENTERPRISE TASKS BUILD IN AN ELEMENT OF FLEXIBILITY THAT ALLOWS YOU TO CARRY ON DOING SOMETHING MEANINGFUL, EVEN WHEN THE WEATHER DOES NOT GO AS EXPECTED



Enterprise regulars always seem to come back happy, having made the most of the available conditions ([www.sandyprints.co.uk](http://www.sandyprints.co.uk))



David Masson flies an LS6 from Lasham, where he also does the weather forecasts. A past 18m champion, David holds the UK 15m distance record. He has twice won the BGA Weekend Ladder (plus other BGA trophies) and has been the winner of the OLC-FAI (UK) in two of the past three years. David has flown 250 hours and over 16,000km so far this year

✂ air across the middle of the country with strong climbs and good lines of energy, but then significant amounts of top/medium cover formed over a big area and slowed us down. Two of us managed over 600km, but most were put off by the top cover and 300-400km was more typical. Those that came back late did struggle or fail to make the last few miles back to Lasham. It would have been possible to turn back east from somewhere like Calvert and go downwind into the better weather (the sun had come out) and do another 150km+, but land away.

**Day 5: How Big Can You Go?** After rain cleared, we thought the weather was going to be good enough for a 300-500km task, but in a confined area to our north and north-west with risk of top cover. So we set a triangular route around Brize. To cope with the lesser performance gliders and allow them to do a smaller triangle, we had a string of TPs along that route and allowed people to choose their own triangle or to reverse the direction of their task once. It is just as well, because there was thick top cover cutting off the north and north-west task area. Graham MacAndrew and Simon Marriot made the most of the rules and flew twice round a small triangle for 300km. This kind of task has potential, but I don't think we debugged it properly on the day. Still, we would have all landed out after 100km or so if we had had to carry on all the way round our original 300km triangle, so it still gets my thumbs up.

**Day 6: Blue or Cu?** My forecast was for cumulus to our north and north-west and blue to the SE of a line roughly Oxford-Graffam and the best weather was likely to be roughly along that line. We set an assigned area task, 30km radius of Membury, then 50km radius of Graffam Water, back to the first sector and home. The task was not time limited, but there were enough bonus points to make it worth trying not to overdo it and to get home. It was low and blue at Lasham for ages and I ended up limping off and dumping water when it was going only to 2,000ft. After a struggle, I got to the cumulus, but half an hour before most of the others. I flew in the mainly blue bit, always with better cumulus to my NW and mainly blue to my SE. I turned Upwood Hangar

and had a nice run for a bit in a nearly blue convergence marked by a few wisps. I had a right old struggle back into wind, but managed to connect with cumulus again near the M4, which turned into another convergence zone with good cumulus that took me to Andover and back to Lasham for 400km.

**Day 7: Blue or Cu 2 (time limited)?** A similar task today for similar reasons. The best weather was going to be on a line roughly to the Wash, with increasing amounts of cumulus and top cover to the NW and blue to the SE of that. So the task was assigned area again with a 30km radius of Membury, a 50km radius of Eyebrook, back to the first sector and home. Today (the last day) it was time limited with no scoring after 4pm except for a generous bonus for getting back to Lasham by 5pm. This is to encourage people to get home in time to do the scoring and sums before the presentation and party – what a good idea. Justin flew furthest for 453km. I was a bad boy and just declared Newbury-Newark-Newbury, did it, but came back too late for bonus points.

### Conclusions

I really enjoyed my first Competition Enterprise. I did end up winning, but I would have enjoyed it anyway as we were blessed with good and interesting weather and it was a great excuse to do lots of flying. It probably is an advantage being the met man, but I think it would be a greater advantage if I wasn't!

I still prefer to declare something and attempt it, but I really appreciate how the Enterprise tasks build in an element of flexibility that allows you to carry on doing something meaningful even when the weather does not go as expected (which is to be expected). And it does allow a group of people who all want to fly and have fun to do so together and to fly to their own abilities and the performance of their aircraft. It is not geared to the best pilots or aircraft. And it's not limited by the worst pilots or aircraft. It caters for all pretty well.

I did a 500km the next day, so my totals were 51 hours and 3,700km for the week, which you can't say very often. I don't think Enterprise held me back!

I will say "thank you" once more to my crew, Nigel Pocock, without whom I would not have been able to spend so much time on the met. And thank you to all the organisers and other competitors. What a good crowd and what fun!



# COMFORT ZONE

Adrian Emck evaluates fatigue during Competition Enterprise

**A**MAZING! The first day gave us eight hours of flying 10,855 task kilometres. Lots of wonderful flying all week, where a total of 45,569km were flown by 26 pilots. On one day, Enterprise tasked us further than both the Regional and Nationals tasks put together! This created its own problem: fatigue. Having just recently battled a 15kt headwind, rain, and land-out followed by a (long) tiring, late night road retrieve, this aspect was reinforced with a vengeance.

George Moffat, winner of the World Soaring Championships in 1974, describes "The last day...the enormous strain on Ax, Grosse and Zegles, fighting it out for second place, was clearly apparent. Grosse looked exhausted and even the usually imperturbable Ax showed the strain, a fact that may have contributed to his landing-out at the first turn...Since ship choice and skills are less of a factor, what then prevents a contest from being won by luck? My feeling is basic competitiveness and ability to treat personal energy as an apportionable and expendable resource, rather like altitude, largely supplants ship choice..." George Moffat *Winning on the Wind*, pp221/222, 1974 *The Soaring press*, CA USA.

## Managing your "expendable resource"

My last BGA competition was eight years ago, in 2002, when I flew four competitions. I stopped competing due to ever worsening cockpit discomfort, when "personal energy" was largely expended even before a competition had started, but since then comfort has been dramatically improved. This year, Mick Wells persuaded me to reconsider Enterprise at our home club, Lasham, reassuring me it would involve no departure from my normal flying, using the whole day to best advantage.

The 2010 Enterprise, with its reputation for attracting canny pilots, had outstanding pilot-organisers. Flying non-powered gliders were Director Mick Wells, David Masson providing weather and Paul Kite as task setter; I thought they would accurately gauge our best flying possibilities since they too would plan to get home. (My K-6 otherwise was expected to land out every day, so full marks to David Masson, who asked me whether a proposed

## 03/07/2010 - COMPETITION ENTERPRISE, LASHAM

GLIDER	PILOT	DISTANCE (KM)			
Antares 18	Justin Wills	*734			
K-6	Adrian Emck	*572			
*total distance including task					
AVG CLIMB (KTS)	TIME:	CIRCLING TIME	CIRCLING %		
Antares: 3.1	7hrs 18	2hrs 13	31%		
K-6: 3.1	8hrs 31	3hrs 8	37%		
THERMALS	GAIN HEIGHT	NUMBER GLIDES	KILOMETRES GLIDE AVG	MEAN L/D	
Antares: 47	48,179ft	48	15.3	57	
K-6: 69	62,776ft	69	8.3	32	
K-6: 22 (46%) more thermals	K-6: 14,597ft (30%) more height gain		Antares: 7km (84%) further per glide		

task he was setting was practical for this lowest performance glider entry.) These factors reduced the very considerable inequality from competing with those who simply fire up the engine to get home for tea when the powerless glider lands out day after day, the pilot suffering ever decreasing performance, while the well-rested power pilot enjoys an increasing competitive advantage, without penalty.

That aside, very careful stamina management flying a low-performance glider was needed. By rule of thumb, after an eight-hour K-6 flight compared to a fast, modern glider in six hours, you are not 25 per cent more tired, but twice as tired. Why? Surely the K-6 is so easy to fly? The figures above show that more time is spent in a K-6 circling a greater number of thermals: 69 climbing 63,000ft compared to the modern Antares' 47 thermals climbing 48,000ft.

G Dale pointed out, when taking part in the Lasham seating cushion tests, if you circle in a rate one turn, the pilot is significantly heavier than in straight flight. In a 45-degree turn you are 1.414 times heavier and, at 60 degrees, twice as heavy. The K-6 pilot may weigh 1.414G or more, whilst circling for 3 hours and 8 minutes, the pilot in the modern Antares circling 2hrs 13 minutes. Poor body support and posture is ruthlessly exposed, resulting

(Above) Figures show that more time is spent in a K-6 circling a greater number of thermals

(Below) A two-day retrieve for Gerry Lee, helped by John White and Andrew Sandison (Mike Weston)



**ON ONE DAY, ENTERPRISE TASKED US FURTHER THAN BOTH THE REGIONAL AND NATIONALS TASKS PUT TOGETHER!**

### FINAL POSITIONS

- › 1st: David Masson (LS6C), with 3,585 points (and he got up very early to provide our weather!)
- › 2nd: Justin Wills (Antares), 3,382 points
- › 3rd: Bill Payton (Ventus 2cxt), 2,902 points

Let's hope some women enter next year at Sutton Bank 2-9 July, 2011 – there were eight in the Club Class Nationals this year.

Many thanks to Paul Kite, who sacrificed himself for others. To Sandy Harrup; Trish Williams; Tim Newport Peace for the logs for analysis. Thanks to Wally Kahn for his generous donation of champagne and prints of his late wife's painting as special prizes



Bill Paton, Andrew Clusky and their wives discuss the size of thermals that day (Marc Corrence)



Adrian Emck is a member of the OSTIV Sailplane Development Panel. He flies a K-6e from Lasham

■ If you would like to attend a presentation of comfort research findings at the Lasham Pilot performance and Cockpit Comfort 2003-2010 workshop by Adrian Emck and Colin Jackson, provisionally on 26 February, 2011, ring Lasham Office 01256 384900 or email [office@lasham.org.uk](mailto:office@lasham.org.uk)

✎ in fatigue that inflicts a high depletion of "personal energy". This affects the pilot of the modern glider too. Ask Justin Wills.

Of the 34 hours I spent in the K-6 cockpit during Enterprise, 10 hours 25 minutes (31 per cent) were circling at x 1.414 body weight or worse. At 1.414G, a poorly supported 23lb leg now weighs 32lb – that may increase static muscle strain considerably. Pilots who are often criticised for not circling sufficiently steeply for efficient climbing may find it too exhausting and are distracted from flying accurately, since, one of the reasons being according to Liu et al\*, our brain employs increasingly more cells to compensate for fatiguing muscles. (\**Neurophysiol* 90:300-312,2003)

In addition to the very high workload from turning in a tight narrow thermal near the ground (in your low performance glider at 60 degree bank), your leg now weighs 46lb and your torso, at 2G, weighing twice as much as normal, is pressed hard into the seat, interrupting capillary blood flow. If not properly supported, the torso muscles strain to hold you in a position where you do not damage your spine. In S&G in Jan 2003, I quoted that "fatigued muscles are less able

to compensate any perturbation in the load or position of the trunk...loss of the ability to protect these weakened passive elements makes the spine susceptible to industrial and recreational injuries". (*Parnianpour et al, Volvo Award, Spine*, 13(9)982-92 1988).

These factors are the reason why I wear a spine-shell to spread load below the critical 1.6psi and to maintain perfect posture when circling up to twice my normal weight. I fully reported the spine-shell in S&G Jan 2003. Martin Baker suggested the glider cockpit comfort-safety team test Confor energy-absorbing foam and the samples they sent me after testing were duly installed in this spine shell in 2007, which improved my comfort even further. Tony Firmin is currently using finite element analysis (FEA) to determine if the shell is impact crash impact neutral, so in future it may be recommended as a comfort aid. Comfort of the pilot emerges as a dominant factor enabling the learning and the sustaining of flying skill.

### Workload, discomfort and land-out-fatigue

Workload-fatigue may accumulate over one flight and over the strenuous competition week. As Pete Masson says: "If you are not working very hard on a cross-country, then you

are doing it wrong." But also discomfort-fatigue accumulates as the body increasingly protests against a less than perfect posture, to widen the performance between those who are relatively comfortable and those who are not.

In our research, we found pilots become more uncomfortable with the passage of time. Flight-discomfort-fatigue (particularly important at the end of the flight when so much can go so wrong so quickly), is inextricably coupled to the dreaded land out-fatigue that destroys enjoyment and flying competence: Catch 22. The less competently you fly, the more you land-out, accumulating the very special fatigue all on its own. Combined with flight-fatigue, this is far worse than the sum of the two separate parts, causing decline in performance from which there is no recovery until after the competition. In recognition of this, there could be no flying my K-6 on the competition day following a road retrieve, so landing out is not an option.

### Final notes

That powered gliders compete without penalty against gliders very nearly put me off flying Enterprise. This was partially off-set by pilot choice turn points and setting their own task length, which considerably reduces land-out risk for those who wish to fly as I do.

The Lasham pilot survey showed seven out of 10 pilots had suffered cockpit discomfort. I try to avoid gaggle flying since the chance of circling with another flying unsafely due to muscle fatigue is high. Fortunately, Enterprise was gaggle free.

Present handicap rules ignore the considerable extra wear-and-tear the lower performance glider inflicts on the pilot. The Enterprise rule that pilots calculate their own completed task distances proved unworkable. I underestimated one flight by 100km, because after consecutive flights in a K-6, the only thing I could do was to go into a dark room and lie down. Fatigue accumulates alarmingly during a competition and low performance gliders require more physical stamina to sustain competition flying. What is certain is I would not have been able to fly the long hours in Enterprise without being comfortable.

Lack of consistent windcapping while suffering longer at x1.414G remains a large issue. Hopefully Enterprise organisers are aware of these dangers and perhaps matters will be resolved for next year.

I landed out once – on the last comp day – and did not have stamina to fly the day after that retrieve, whereas winner David Masson had energy to do his usual 500km+...



# FLY FOR FUN!



Lake Keepit Soaring Club is the perfect place to glide... if you're learning or if you want a relaxed place to extend and improve your cross-country flying, come and fly Australia!

The welcoming 7 day a week club operation, varied terrain with plenty of safe out-landing options and year-round good conditions make LKSC ideal for pilots wanting to find their cross-country wings or fly badge flights.

A good fleet, high-cloudbase, plenty of CU and big thermals, aerotow or winch launch, air-conditioned accommodation, English spoken, roos and reasonable prices. What are you waiting for!



**www.keepitsoaring.com**

Tel: +612 6769 7514  
enquiries@keepitsoaring.com

## RESIDENTIAL COURSES 2011

For all levels of experience our courses are custom designed to give you exactly what you want from solo to cross country and aerobatics. With professional instructors and winch drivers we maximise your flying time and offer a guarantee against unflyable weather. We provide comfortable modern accommodation from bunkrooms to en suite doubles, on site catering and a well stocked bar. Our club fleet comprises K13, two K21s, DG505, K23, K8, Me7, Discus, Pawnee and Falke 2000 motorglider.

## BOOK NOW FOR 10% DISCOUNT

We are holding our course prices for 2011 at the same cost as this year and are offering a 10% discount for early booking. They can be any duration from 1 to 5 days, for individuals or groups. We welcome expeditions from other clubs from the UK or abroad.



The highest gliding club in the UK we offer ridge, wave and thermal conditions over Shropshire and the Welsh Marches and are largely unrestricted by controlled airspace. Even unflyable days are enjoyable in Shropshire with an abundance of museums, country houses, fishing, walks and motor sports within easy reach. Visit our website for full details or call Martin or Caroline in the office.

## MIDLAND GLIDING CLUB

The Longmynd, Church Stretton, Shropshire SY6 6TA 01588 650206

**www.longmynd.com**



## Get ready for 2011...

### 2011 Competitions

Regionals 28th May - 5th June

Open Nationals 20th - 28th August,

book your place early to avoid disappointment...



### 2011 Courses

Solo to Bronze, Bronze to Silver, X-Country, Aerobatics, Task Weeks, Social Events, Advanced Meteorology, NPPL, PPL to glider solo in two days and bookable flying slots...

### 2011 Club Expeditions

France, Spain and Scotland.

**www.lashamgliding.co.uk**

**Lasham**  
GLIDING

A close-up, low-angle shot of a white glider's wing and tail section against a clear blue sky. The glider is flying over a mountainous landscape with snow-capped peaks and green slopes. The cockpit area is visible on the right, showing a pilot wearing a blue helmet. The wing has red markings near the tail.

## Fred Pelder explains his motivation for spending so much time (and money) flying and filming over the Italian Alps

**E**VERYBODY has a motivation for doing what he or she does. We glider pilots go gliding. While some of us remain just local to the home airfield, others go for the FAI kilometres and another few go cross-country, flying over the mountains.

Once back home from a nice day in the sky, all of us try to explain to those not into gliding how beautiful and exciting the day has been. Most of the time you get a look of 'what on earth...' or – worse – 'what is the fun in all that circling?'. This happened to me several times and I decided to do something about it. It is called video!

I was first motivated to go mountain flying by Claus Dieter-Zink (who died earlier this year, aged 70) with his famous Segelflug Kalender. Those pictures of the gliders, mainly over the mountains, were and are amazing! I decided to make videos instead because I couldn't beat Claus in creating those pictures and I didn't want to try to be a second Claus, because there is only one! And I liked video because the films were cheap and offered sound as well. All those early years, I filmed with the well-known 8mm film. I could just afford 35



> **SAILPLANE & GLIDING**  
DEC 10/JAN 11

> **FEATURE**  
FILMING IN ITALIAN ALPS



# TA FILMING N

## I WANTED MY FRIENDS BACK HOME TO SEE WHAT I EXPERIENCED AND TO MOTIVATE THEM AS MUCH AS CLAU HAD MOTIVATED ME

✂ one film every three month (only three minutes!) because it was so expensive.

For some reason, my friends at the gliding club weren't so keen on going to the mountains as they had read and heard terrible stories about how dangerous it could be. Yeah, right, crossing the street can be dangerous as well. I still saw the pictures of the calendar in my mind and, after reading as much as I could about it and attending some mountain flying classes, I decided to go.

### Getting started

My first experience of mountain flying was in the Italian Alps, Aosta, in 1992. I have been flying since 1978 and, after about 100 cross-country flights, I couldn't resist the attraction of the mountains any more.

I borrowed my father's Video 8 camera because I wanted my friends back home to see what I experienced and to motivate them as much as Claus had motivated me.

However, being in the mountains for the first time, it isn't a very good idea to have a (pretty big) camera in your hand instead of the stick. So, flying with an instructor, I tried to video what flying in the mountains

was like. Although the quality of the video at that time wasn't anything worth comparing with the cameras nowadays, I managed to get three friends of mine excited enough to join me next time.

It worked. I got people motivated by watching my video. This gave me the incentive to search for better (affordable) cameras to improve things.

### Experience

It took some years to get experienced in filming and at the same time riding the ridges. That's why I took a two-seater with me all the time, a K-21, so one can fly and the other one does the filming. Kees van Schaick, the guy who would accompany me later, saw my (shabby) video from 1992 and heard my "wow" and "cool" during the flying. He got curious, came with me the next year, and has joined me ever since. Right up until now! That's my motivation to carry on making videos.

He also has the same idea as me about making better quality videos so others can also enjoy it from the TV screen back home. And to motivate those who still have doubts about how beautiful gliding can be.

### The cameras

We soon found out that even though the picture quality was improving, it was getting boring (especially for the non-pilots among us) to see the same shots from inside the cockpit again and again.

In those days (1995) small video cameras (sometimes called bullet cameras) were already on the market and were perfectly suited to fit on the outside of the glider. This way you really can get nice shots, but unfortunately the prices of those cameras were very high and the quality very low.

It took until 2004 until we found some affordable, pretty good quality bullet cams, which we saw in action mounted on the powerboats of Dubai's Victory Team. Just like Formula One racing, but on water...

Now we got the chance to improve things. We had some professional brackets made to fit outside the K-21, on the wings and on the fuselage.

We spent a fortune on those brackets. It cost more than the cameras. We had to, because you can't afford to lose them mid-flight. Safety first!

### YouTube

The first video we released is called *zweefvliegen bergen Aosta* and you can see it on YouTube [www.youtube.com/watch?v=PcuSp7FqICw](http://www.youtube.com/watch?v=PcuSp7FqICw)

Here we have flown with four cameras and a recorder unit. We had a switchboard inside to change between the cameras – a bunch of cables going inside, lots of duck tape and, of course, checking everything extensively before take-off. We then discovered that, after five minutes of flying, the sound was gone and one outside camera didn't work. Back to



(Above) Fred Pelder, far left, and Kees van Schaick, far right, ready for another day of filming in the Aosta mountains

(Below) Time for an oxygen check in the wave







the drawing board...

Our second video, *Aerobatic Aosta "Get the Wave"*, was released at the end of last year and we won the first prize with it during a video competition organised for glider pilots in the Netherlands. See it on YouTube at: [www.youtube.com/watch?v=cwdFycGgh4g](http://www.youtube.com/watch?v=cwdFycGgh4g)

It took us two years to make this film, because the shots we wanted were spoiled by the weather. From the 14 days we had planned, we could only film on three!

When it was finished you could hardly see that there is a two-year difference between flights. Kees did the aerobatic flying and we were very keen on doing everything the same as the year before. We wore the same jackets, the same sunglasses and the same haircuts (which wasn't difficult). We also released from the tow plane at the same height and direction, at the same location and flying exactly the same aerobatic pattern. And, of course, the same weather conditions.

Only by knowing this can an experienced eye see the time difference. Now I know why making films costs so much time and money!

These videos were spotted by the Dutch Airforce and they used my knowledge and camera systems to film inside a F-16 for the

TV series *Top Gun Holland*.

This year, we went to Aosta again but this time with an ASH-25, with professional brackets specially made. With video cameras it is the same as computers; they change every month, getting better and better.

So now we have joined the High Definition age as well. We attached special small HD cameras outside to create nice angles. Although it influenced our wallets and sink ratio, it was worth the trouble.

Of the 20 hours of video we made this season in Aosta, we reduced it into 10 minutes! Called *ATMOS-SFEER*, this video is on YouTube at [www.youtube.com/watch?v=YEosFxnBaDw](http://www.youtube.com/watch?v=YEosFxnBaDw) When you see this, flying in the wave from Mont Blanc to and around the Matterhorn at different heights, we imagine this will motivate you to go mountain flying as much as the calendars of Claus Dieter-Zink did us. **STOP PRESS:** On 6 November, *ATMOS-SFEER* won first place at this year's Netherlands national gliding day videofestival.

(Above) Looking out of the ASH-25 over the Valpelline Valley, Blavy

(Below) Ventus passes in front of Mount Emilius

(Below left) Flying in formation with K-21



**IT TOOK SOME YEARS TO GET EXPERIENCED IN FILMING AND AT THE SAME TIME RIDING THE RIDGES. THAT'S WHY I TOOK A TWO-SEATER WITH ME ALL THE TIME, SO ONE CAN FLY AND THE OTHER ONE DOES THE FILMING**

# TEAM GB FLIES FLAG IN SZEGED

GB team manager Phil Sturley reports on a demanding Worlds in Hungary from which the team came home with three medals



Leigh Wells' glider, LE, pictured on the day that all but the 15m Class were scrubbed (Steve Jones)

**S**ZEGED is a charming city, an hour's drive south of Budapest on the Serbian border and the airfield is a very large grass field on the west side of town. The locals are very friendly and the young people mostly speak some English, which is just as well because Hungarian is so difficult for us.

The weather in that area is usually hot and humid in July, and the site annually hosts the Flatland Cup. This gives a clue as to the terrain, which is dominated by the flood plains of the River Danube to the west, and Tisza River to the north and east. For this competition (held on 24 July – 8 August), the organisers had negotiated use of Serbian airspace to the south and Romanian airspace to the east, which was a first for Szeged.

## Weather

The weather in late July in the Carpathian Basin is usually defined by local effects resulting in hot, sunny and humid convective conditions. This was certainly true for the Official Practice period, when tasks were flown each day in reliable conditions.

However, that all changed during the Opening Ceremony

and for the next four days, which were dominated by a depression lying to the north of Hungary, causing a total scrub for three days, with only the Open Class flying a task on the fourth day.

Thereafter, the weather was flyable with weak fronts coming through from the west, and each day offering different conditions from blue to over convective with thunderstorms in the afternoon.

A very wet early spring and a succession of depressions bringing storms meant that the general water table was very high and most fields ranged from muddy to resembling paddy fields, even after an interlude of several dry and sunny days.

On the taskable days, soaring conditions were generally soft and weak and tended to cut off alarmingly early and sharply. On the morning of the last planned competition day, an upper trough brought severe thunderstorms and a rapid derig to bring the event to a soggy end.

## 15m Class

Team GB was represented by Leigh Wells (ASG29) and Tim Scott (ASW 27b). This class achieved seven competition days, being tasked mostly to the west, north and east of Szeged in a split of AATs and racing tasks of distances from 160km to 340km.

The exception was Day 4, when they were tasked with a tour south into Serbia in conditions that guaranteed that all would land out. I could only conclude that this was done deliberately to test the border crossing procedures, but it resulted in very lengthy waits at the border for the crews in both directions, and the next day being scrubbed for the class.

The results were mainly dominated by the Italians flying their Diana 2s, but our pair acquitted themselves very well, with Leigh winning Day 2, leading for most of the competition, and coming 2nd overall to Stefano Ghiorgio of Italy. Tim came 3rd on Day 1 and 20th overall, in a field of 49 gliders.

## 18m Class

We were represented in the 18m Class by European Champion Russell Cheetham in his new JS1 and by Phil Jones (Ventus 2cxa) in a very tight field of 51 gliders. They also flew seven competition days, with their tasks again a balance of AATs and racing tasks of up to 360km, mainly west to the Danube and then NE of Szeged.

This class was dominated by the Poles in their ASG 29s (1st and 3rd), but the Jonkers brothers from South Africa were very impressive in their JS1s, both finishing in the top five. Russell came 3rd on Day 4, and 10th overall, and Phil finished 30th overall

**THIS WAS THE LARGEST WORLD GLIDING CHAMPIONSHIPS TO DATE, WITH A TOTAL OF OVER 140 GLIDERS IN THE THREE CLASSES**





Phil Sturley leads Team GB through the streets of Szeged (Antal Szcs)

**ON TASKABLE DAYS, SOARING CONDITIONS WERE GENERALLY SOFT AND WEAK AND TENDED TO CUT OFF ALARMINGLY EARLY AND SHARPLY**

out of 51 pilots, having had a nightmare landout on Day 2 in Serbia.

### Open Class

Team GB was again represented in the Open Class by the stalwarts Peter Harvey (Nimbus 4T), current European Champion, and Steve Jones (Nimbus 4M).

This class achieved eight competition days, with tasks mainly west over the Danube and then east of Szeged with a balance of AATs and racing tasks up to 440km. Michael Sommer (EB29) from Germany dominated the class, leading from Day 4, but our pair were always up with the hunt, with Steve snapping at Michael's heels and finishing 2nd overall, and Pete finishing 6th.

### Team Cup

The two Silver medals won by Steve Jones and Leigh Wells were very gratifying, and the strength in depth of Team GB in a field of 33 nations led to us also winning the Bronze medal in the Team Cup, behind a very impressive Polish team (Gold) punching well

above their weight and narrowly beaten by the French team (Silver).

### Conclusions

This was the largest World Gliding Championships to date, with a total of over 140 gliders in the three classes. It was also the biggest competition Szeged had ever run, and it showed. It may be that we were spoilt last year with the organisation demonstrated by Vladimir Foltin at the Europeans in Nitra, but the Szeged team, with limited support staff and woeful pre-competition preparation, struggled to cope in every area, from the initial trailer layout, through the briefing, tasking, launch and recovery safety, and into the results production. Only with daily team captains' meetings, frantic work by the Stewards, the forbearance of the competitors, and thanks to careful mentoring by Brian Spreckley as chief IGC steward, did the competition proceed. The competitors took much of this in their stride, but they really deserve better at this highest level of international competition.



Above and below: over 140 gliders took part in the largest WGC to date (Peter Majdan)



# FUNDED FLIGHT

Andy Perkins provides a round-up of available scholarships

**T**HIS time of year sees the launch of most of the scholarships and bursaries for glider pilots across the UK. Although some elements are still to be finalised, here is a brief rundown of the opportunities available to keen junior glider pilots in the UK.

## **Air Cadets**

The Air Cadet Organisation is a large organisation and covers areas of aviation and personal development that are diverse and varied. Several different types of training are available for 13- to 20-year-

olds: flying in Grob Tutors, Vikings or the Grob 109B motorglider. These can take you from being a novice all the way through to becoming an instructor within Air Cadets. Funded courses of 40 launches in a Viking or eight hours in a Vigilant are available. These scholarships are awarded to cadets and run through the Volunteer Gliding Squadrons. With over 1,800 gliding scholarships offered each year, the options are huge.

[www.aircadets.org](http://www.aircadets.org)

## **Air League Educational Trust (ALET)**

November saw the launch of the ALET gliding scholarships. These offer cross-country gliding, aerobatic gliding or SLMG flying towards an SLMG NPPL. This is in addition to Power Flying scholarships and bursaries that are offered to young people in the UK. Over £100,000 in flying training is awarded each year by ALET, so it's worth a look. The applications for gliding specific scholarships close 25 February, 2011. Other scholarships close earlier in 2011. Check the website for details.

[www.airleague.co.uk](http://www.airleague.co.uk)

## **Air Scouts**

Air Scouting is for Scouts and Explorer Scouts. These groups still run a programme that involves all the elements of a balanced programme in the main award and challenge badge work, but they plan a certain part of their programme around

air activities. In particular, Hertfordshire Scouts lead the way in having a lot of activity based around motorgliding. For details, see [www.scoutbase.org](http://www.scoutbase.org) and [www.hertfordshirescouts.org.uk](http://www.hertfordshirescouts.org.uk)

## **Air League Educational Trust (ALET)/GAPAN Sport Gliding**

An exceptional opportunity for Air Cadets; 80 scholarships of £200 are available for Air

Cadets to continue and develop their gliding skills at a BGA Junior Gliding Centre. Any Air Cadet that has completed a Gliding Scholarship (GS) with The Air Cadets is eligible. This funding, combined with a specific syllabus to convert to sport flying, is available thanks to ALET and GAPAN. The scholarships are available until the end of 2010, so Air Cadets need to log on and take advantage of this opportunity whilst it is available. Regardless of funding, the syllabus will always be valid. So, if you are an Air Cadet and want to convert your experience to sport gliding qualifications, then ensure you give your instructor the conversion syllabus! [www.juniorgliding.co.uk](http://www.juniorgliding.co.uk)

## **Caroline Trust**

This organisation awards bursaries to young people, generally under the age of 18 years, and disabled persons of any age who wish to experience gliding. The Trust's emphasis is on assisting young people in achieving the milestones such as solo, Bronze C and Basic Instructor. It is not unheard of for enthusiastic and motivated individuals to receive scholarships for concurrent years.

[www.carolinetrust.org.uk](http://www.carolinetrust.org.uk)

## **RAeS Centennial Funding**

This year, 15 £200 scholarships were made to junior glider pilots to further their gliding experience. The Centennial Fund is currently being reviewed. It is hoped that further opportunities of this kind will be available in 2011. [www.raes.org.uk](http://www.raes.org.uk) and [www.juniorgliding.co.uk](http://www.juniorgliding.co.uk)

## **Royal Aero Club (RAeC)**

For 2011, RAeC bursaries will include The President's Award (two bursaries each worth up to £750), The Peter Cruddas Foundation Scholarship (a further bursary worth up to £1,000) and a number of additional bursaries worth up to £500 each, to be awarded to suitable candidates. Bursaries will be awarded to 16-21-year-olds who wish to upgrade their existing qualification in a wide range of air sports and aviation-related activities. The bursaries are split into



**OVER £100,000  
IN FLYING  
TRAINING IS  
AWARDED  
EACH YEAR  
BY ALET, SO  
IT'S WORTH  
A LOOK**



# Our task, your security

...the security you get with the best value gliding insurance.

Established by prominent figures in British gliding, Joint Aviation is the leading, independent sailplane insurance agency in Europe.

Joint Aviation has in-depth knowledge of gliding and gliding insurance as well as providing the personal contact that ensures every sailplane client receives the same high standards of services and competitive prices.



**Joint Aviation Services Ltd**  
...Our task, your security

0044 (0)1420 88664

for enquiries

0044 (0)7802 708670

Terry Joint mobile

0044 (0)1420 542003

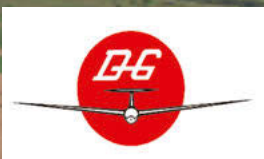
Facsimile

email: office@jointaviation.co.uk

**Joint Aviation Services Limited**  
8 Old Aylesfield Buildings  
Froyle Road, Shalden, Alton  
Hants GU34 4BY

[www.joint.co.uk](http://www.joint.co.uk)

Authorised and Regulated by the Financial Services Authority



[www.dgflugzeugbau.de](http://www.dgflugzeugbau.de)

## McClean Aviation

[www.mccleanaviation.co.uk](http://www.mccleanaviation.co.uk)

**DG1001M -  
Deliveries start 2010**

**Sole UK and Eire Agents for  
the complete DG Flugzeugbau range**

**Full repair and maintenance facility  
for composite structures,  
modifications and ARC renewals**

**Member of the Guild  
of Master Craftsmen**

**The Aerodrome**  
Rufforth, York YO23 3NA  
Tel: 01904 738653 Fax: 01904 738146  
E-mail: [mccleanaviation@aol.com](mailto:mccleanaviation@aol.com)



[www.ams-flight.si](http://www.ams-flight.si)

**AMS CARAT - Demonstrator  
available - please call for details**

**NEW! LS -10s/st - Now Certified**

**Re-launching - LS -8s/st  
back by popular demand**



## Great Winter Gliding Holidays in South Africa

### The Country

Magnificent Scenery and Unique Wildlife

No jet lag - Same Time Zone  
as Central Europe

Convenient overnight flights  
to Cape Town and Johannesburg

### The Site

Friendly Club Atmosphere  
Good airfield facilities

World Class Guest Houses  
within 4km's of the airfield

### The Gliding

Ideal cross country environment  
Strong thermals, high cloud bases  
and safe outlanding conditions

Excellent fleet of well equipped gliders

Daily Met Briefings  
Task Planning and Guidance  
Comprehensive post flight analysis



**www.soaring-safaris.com**

info@soaring-safaris.com

Dick Bradley : +27 83 280 1028

SEASONS GREETINGS from PARASENTIAL

# SOFTIE

## Emergency Parachutes

### UK Agents

**www.parasential.co.uk**

**NORTH YORKSHIRE SAILPLANES**  
dereknysailplanes@onebillioninternet.co.uk



**TEL: 01845 524107 MOBILE: 07711 889 245**  
**NORTH YORKSHIRE SAILPLANES, THORPEFIELD, SOWERBY**  
**THIRSK, NORTH YORKS YO7 3HH**



Tim@Airbornecomposites.co.uk

Tel: 01985 840981 (Workshop)  
or 01985 841125 (Home)  
Mobile: 07778 963277

Repair and maintenance workshop for sailplanes of composite structures

Specialised in **REFINISH**

We offer:

- :: Complete refinish in Schwabbelack or Acryl
- :: Cockpit renewals, replacing seals, all kinds of repairs and modifications
- :: C of A renewals, 3000 hrs inspections
- :: Anti-collision painting, applying registration, competition and other markings

Your benefits:

- :: Best quality customer oriented service at reasonable prices
- :: Guarantee certificate for the quality of service
- :: Simple order procedure, organisation of transport and other services available on request
- :: All services according to EASA Part 145 and Part M - CAMO

## GLIDER SERVICE

Glider Service Franc Novak s.p.,  
Alpska cesta 43, SI-4248 Lesce, Slovenija  
info@gliderservice-novak.si  
Phone: +386 4535 3400 Fax: +386 4535 3410

At your service since 1988 – more than 850 refinished sailplanes from all over the globe

www.gliderservice-novak.si



two categories: first, flying bursaries/grants for those wishing to advance from one recognised level of air sport to the next and wishing to upgrade their existing qualifications; and second, bursaries/grants for computer flight simulation enthusiasts wishing to gain practical experience of flying or an air sport. Applications are now open, closing on 31 March, 2011.  
[www.royalaeroclubtrust.org](http://www.royalaeroclubtrust.org)

#### **Royal Navy Gliding Scholarships**

The RN awards cover the full cost of a gliding course – approximately eight days – food and accommodation in the officers' mess at the appropriate naval air station or naval establishment, plus all travel costs. Courses are held at Lee-on-Solent, Yeovilton and Culdrose.  
[www.fleetairarmoa.org](http://www.fleetairarmoa.org)

#### **Upward Bound Trust**

Although no specific scholarship is offered, all the Trust's flying for the young is heavily subsidised, as it was set up with the specific aim of sending 16- to 21-year-olds solo. Costs to solo vary depending on your circumstances: disadvantaged youths who

can demonstrate a desire to learn have in the past been trained free of charge, and even the full cost is limited to very affordable levels. All the Upward Bound asks in return is that the individual shows dedication in terms of mucking in to keep up the launch rate! [www.ubt.org.uk](http://www.ubt.org.uk)

#### **Competition Enterprise**

The John Fielden Junior Scholarship Award is awarded each year to encourage junior glider pilots to be adventurous in their flying and develop a different skill set from those gained at traditional competition. This is an exceptional opportunity to do some real adventure flying. Up to four scholarships will be available in 2011. To apply email Jon Hart [jhart.jon@gmail.com](mailto:jhart.jon@gmail.com) explaining why you are applying, with your personal and flying details, and you will be considered for the scholarship. Alternatively, if you know of a budding pilot in this category, please encourage them to make contact.

## **THIS IS AN EXCEPTIONAL OPPORTUNITY TO DO SOME REAL ADVENTURE FLYING**



Air Cadet Sienna Whiteside received a post-GS scholarship earlier this year. Could you benefit from one of the many scholarships on offer to keen junior glider pilots in the UK?



# THE AIR LEAGUE

KEEPING BRITAIN AT THE FOREFRONT OF AVIATION



**The Air League Educational Trust is offering the following opportunities in aviation and aerospace to young men and women permanently resident in the UK. The competition for flying scholarships opens in November 2010 and all other competitions on 1st December 2010.**



Leigh Wells (Susan Newby)



Steve Jones (www.glidingimages.com)



G Dale (www.whiteplanes.com)

## > BGA PROVISIONAL RATINGS LIST

1	S Jones	51	G Morris	101	M Armstrong	151	J Staley	201	O Peters	251	G Lyons
2	G Dale	52	A Watson	101	P Stafford-Allen	152	C Tagg	202	C Watt	252	I Gutsell
3	L Wells	53	A Liran	103	P Baker	153	B Scougall	203	C Smithers	253	A Hall
4	P Harvey	54	R Beatty	104	G Wrigley	154	S Nash	204	C Hill	254	A Eckton
5	R Cheetham	55	L Hornsey	105	P Thelwall	155	P Kaye	205	S Carmichael	255	A Baker
6	I MacArthur	56	D Graham	106	G Metcalfe	156	M Robain	206	R Parker	256	M Bond
7	J Rebbeck	57	S Ell	107	H Hingley	157	G Baker	207	P Whitehead	257	G King
8	P Crabb	58	R Hart	108	G Glazebrook	158	S Shah	208	J Norman	258	A Hyslop
9	H Jones	59	T Pridgeon	109	J White	159	R Cole	209	R Witter	259	T Marwaha
10	T Scott	60	O Barter	110	P Masson	160	P Whitehouse	210	R King	260	L Rebbeck
11	M Young	61	W Ellis	111	C Hunt	161	S Eyles	211	A Farr	261	R Hodge
12	A Davis	62	R Bromwich	112	F Davies	162	L Dale	212	A Ramsay	262	S Lapworth
13	A Tribe	63	B Cooper	113	I Campbell	163	M Jefferyes	213	J Gorringer	263	C Peters
14	C Starkey	64	F Aitken	114	M Davis	164	P Barley	214	G Paul	264	C McEwen
15	G Stingemore	65	S Nock	115	R Maisonnier	165	A Durston	215	M Philpott	265	A Wells
16	S Kelman	66	R O'Connor	116	D Bromley	166	M Webb	216	R Brisbane	266	G Corbett
17	P Jones	67	R Hood	117	G McKnight	167	K Atkinson	217	P Hunt	267	P Hurd
18	A Darlington	68	B Flewett	118	M Lavender	168	T Newham	218	J Goudie	268	M Clarke
19	M Cook	69	A Cockerell	119	M Foreman	169	P Rice	219	T Davies	269	D Allison
20	J Meyer	70	M Roberts	120	J Tanner	170	G Tabbner	220	M Howey	270	J Wilson
21	T Macfadyen	71	D Booth	121	Z Marczyński	171	C Lawrence	221	B Walker	271	A Limb
22	R May	72	T Stuart	122	J Simmonds	172	R Hines	222	G Hibberd	272	R Jobar
23	E Johnston	73	G Bass	123	M Pope	173	J Hitchcock	223	N Wedi	273	R Nunn
24	A May	74	C Jeffery	124	R Grieve	174	N Weir	224	R John	274	P Ruskin
25	K Barker	75	R Johnson	125	O Ward	175	D Byass	225	E Crosbie	275	T Gaunt
26	I Evans	76	G Green	126	M Durham	176	T Mitchell	226	S Pozerskis	276	R Tietema
27	M Fox	77	R Kalin	127	S Tape	177	R Large	227	R Walker	277	C Bryning
28	T Smith	78	J Wilton	128	P Rackham	178	D Campbell	228	D Gardner	278	P Whipp
29	J Williams	79	M Parker	129	S Roddie	179	C Teagle	229	M Birch	279	S Barker
30	P Naegeli	80	S Codd	130	M Holden	180	S Roberts	230	J Strzebrakowski	280	M Lassan
31	K Tipple	81	A Clarke	131	S McLaughlin	181	S Woolcock	231	P Sheahan	281	R Condon
32	E Sparrow	82	M Davis	132	A Moulang	182	G Drury	232	C Cobham	282	M Moulang
33	P Fritche	83	W Inglis	133	K Draper	183	G Pursey	233	N Wall	283	M Jordy
34	A Nunn	84	P Pentecost	134	N Goudie	184	W Chappel	234	T Webb	284	G Goudie
35	D Watt	85	J Stephen	135	W Aspland	185	D Williams	235	A Jenkins	285	B Stott
36	T Milner	86	J Hood	136	D Draper	186	R Johnson	236	M Witton	286	P Kite
37	C Curtis	87	I Ashdown	137	R Jarvis	187	M Dickson	237	A MacGregor	287	B Fairston
38	D Findon	88	R Thirkell	138	P McLean	188	M Waters	238	D Smith	288	F Bradney
39	A Holmes	89	M Wells	139	P Coward	189	C Cole	239	M Burton	289	A Ward
40	R Browne	90	W Head	140	J Davies	190	P Sheard	240	R Abbott	290	I Cook
41	J Roberts	91	R Smith	141	O Walters	191	G Thomas	241	D Westwood	291	R Chapman
42	N Tillett	92	M Tomlinson	142	F Jaynes	192	S Olender	242	A Freeborn	292	D McCarthy
43	J Nash	93	D Langrick	143	M Smith	193	G Smith	243	N Atkins	293	L Tanner
44	R Ellis	94	R Francis	144	D Roddie	194	N Smith	244	C Alldis	294	O Llewellyn
45	D Francis	95	G McAndrew	145	M Gatfield	195	W Murray	245	M Davenport	295	A Armstrong
46	B Birlison	96	G Craig	146	E Smith	196	P Jessop	246	K Woods	296	D Coker
47	J Ewence	97	J Craig	147	C Marshall	197	M Szymkowicz	247	P Hayward	297	G Macdonald
48	J Arnold	98	A Langlands	148	M Collett	198	A Preston	248	A Head	298	A Sampson
49	M Newland-Smith	99	G Spreckley	149	J Pack	199	J Whiting	249	A Reid	299	C Jordan
50	N Pary	100	J Sage	150	M Stringer	200	D Crimmins	250	J Wand	300	D Jones

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](http://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](http://www.gliding.co.uk/competitions)





Girl Guides, pictured here with instructor Nick Bowers, embarked on the Ultimate Adventure with a flight in a motorglider at Bath, Wilts & N Dorset Gliding Club (Bob Rogers)

# CLUB SEIZES THE MOMENT

**I**T IS a never-ending challenge for clubs to promote gliding and attract new members, writes **Nick Bowers**. So when a local event involving several thousand young people turns up virtually on the doorstep it was an opportunity not to be missed!

Of the many events nationwide organised to celebrate the Girl Guide Centenary, few were as popular as the one on 25 September, 2010, when 3,000 members from across Wiltshire invaded Longleat Safari Park for a "Grand Day Out". They took part in a variety of activities, including It's A Knock-Out, playing African drums and exploring the many permanent attractions at the Longleat site.

As an extra attraction, the Bath, Wilts & North Dorset Gliding Club offered the chance for a small group of Guides to come to our airfield, The Park, four miles south of Longleat House, for a flight in a motorglider. In conjunction with the organisers of the main event, a competition was set up to select the lucky few and seven young women duly arrived for a full day of aviation-related activities at the airfield under the grand title of the Ultimate Adventure.

This Ultimate Adventure, designed for the Senior Section girls (14 to 25 years old), set 10 challenges for the girls to complete during their day at the airfield. These included helping out at the launch point, practical experiments in aerodynamics with paper aeroplanes and other activities related to flying. The high point of the day for each of them was a flight in a motorglider taking in views of the local area, including Longleat House and grounds – from a safe distance (ANO Rule 5, rules!).

For each of the girls, this was their first flight in a motorglider. Even so, after a demonstration of the basic flying controls, all of them were able to hear those magic words "You have control" and were indeed able, for part of the flight, to control the speed and direction of the aircraft. A first flight is always a memorable experience, and "amazing", "brilliant" and "wow" were among the descriptions heard after each flight.

Time will tell if this event has been an effective recruiting tool for gliding club membership, but seizing this opportunity has certainly raised the profile of gliding in the local press and among a large community of keen young people.

The Bath, Wilts & North Dorset Gliding Club has a long tradition of, and strong commitment to, introducing young people to the sport of gliding. In addition to its place as a local club for people of all ages, it is the home of the Bath University Gliding Club and has a long association with Guiding and Scouting.

Junior and Cadet members enjoy subsidised rates to help them to learn to glide from the age of 14 upwards. In early 2010, the club was awarded registration as a Junior Gliding Centre, with the aim of furthering its reach to young people, particularly in conjunction with the Air Scouts.



## 'SOMETHING FOR THE GIRLS'

WAY back in the days when it was not lady-like to run or raise your arms above your head, girl-power was in evidence.

A small group of girls gate-crashed a Boy Scout Rally, being held at Crystal Palace in September, 1909. The girls asked founder Lord Baden-Powell for "Something for the Girls". They were wearing home-made uniforms and wanted to join. When Baden-Powell told them that he would think about it, they knew they had won.

Later, when asked who started the Guides, he said "They did!". Within a year, BP's sister Agnes and later Olave, his wife, started and ran the Girl Guide movement.

In the early days, those girls chose to belong and wanted to do something to be heard. Today, 500,000 girls in the UK choose to belong, and they too continue to have a voice. This is apparent when we discover just how many women in

influential careers were once members of the Girl Guides.

Guides have always had a reputation for being enterprising and ready to take on new challenges. Contacting the Outdoor Activity Adviser for the

Guides in your local area is a good way of creating opportunities to host groups of Guides for Air Experience flights.

For those young people seeking to qualify for a Duke of Edinburgh Award, gliding is one of the options available for the activity element at all levels of that scheme.  
[www.girlguiding.org.uk](http://www.girlguiding.org.uk)

# THE RACING YEAR

## **SHENINGTON REGIONALS 2010** Shenington, 3-11 July

	Pilot	Glider	Points
1	Angus Watson	Ash 25	5454
2	Bill Inglis	Antares	5113
3	Gordon Craig	LS4	4945
4	Ian Campbell	LS8-18	4859
5	David Findon	Nimbus 4Dt	4705
6	Frank Jeynes	Duo Discus XT	4646
7	Steve Tape	DG200	4421
8	David Williams	Std Libelle	4418
9	Simon Ramsay	Discus	4137
10	Steve Nash/Jane Nash	Mosquito B	4096
11	Robert Bromwich	DG505(20m)F	4040
12	Colin McEwen	Ventus 2CX	3894
13	Arran Armstrong	Discus B	3705
14	Zenon Marczyński	Ventus cxt 18	3551
15	Rowan Griffin	Std Cirrus	3543
16	Mike Tomlinson	LS4	3309
17	Dave Smith	Nimbus 3	2929
18	Graham Paul	Lak 19	2911
19	Peter Scheiwiller	LS4	2655
20	Tess Whiting	Discus bwl	2536
21	John Donovan	Dg505	2201
22	Peter Berridge	Discus B	1481

## **MIDLAND REGIONALS 2010** Husbands Bosworth, 19-27 June

	Pilot	Glider	Points
1	Gary Stingemore/ Richard Browne	ASG29E	7152
2	Andy Davis/ Matt Davis	Duo Discus	7151
3	Iain Evans	JS1	6310
4	Jerry Langrick	LS8	6231
5	Paul Crabb	Ventus 2ax	6173
6	Rory Ellis	ASG 29	5917
7	John Tanner	Duo Discus	5803
8	Peter Coward	ASW28	5533
9	Jeremy Pack	Std Cirrus	5445
10	Ayala Liran	Libelle	5429
11	Liz Sparrow	Std. Cirrus	5397
12	Richard Large	DG1000	5318
13	John Whiting	Discus bwl	5078
14	Kevin Houlihan	DG808L	5071
15	Derrick Roddie/ John Norman	ASW24	4869
16	Tim Davies	ASW27a	4770
17	Steve Pozerskis	ASW 27a	4726
18	Matt Sheahan	Std Cirrus	4725
19	Chris Alldis/ Neal Clements	Duo Discus	4623
20	Gavin Wrigley	Std Cirrus	4572
21	Claudia Hill	LS4a	4569
22	Rolf Tietema	ASW20C	4531
23	Shaun Lapworth	Std Cirrus	4436
24	Helen Hingley	LS4-a	4370
25	David Williams	Libelle St	4241
26	Gordon Basey/ Simon Barker	Duo Discus	4081
27	Colin Davey	ASW20L	4052
28	Steve Wilkinson	PIK 20D	3890
29	Brian McDonnell	Duo Discus	3685
30	Mike Witton/ John Stewart	DG505 Orion	3579
31	David dArcy/ Mark Sanders	LS4	3386
32	Steve Derwin/ Sam Roddie	LS7 WL	3199
33	Peter Bagnall	Discus b	2757
34	Alan Sparrow	Mini-nimbus	2560
35	Mark Tolson	Lak12	2200
36	Mike Truelove	LS8-18	2158
37	Carol Marshall	LS7	2098
38	Stafford Lintott	ASW-24	1714
39	Graham Thomas	LS7 wl	1140
40	John Strzebrakowski	Vega	418

Four pages of BGA-rated UK competition results start here – turn to pages 52 & 53 for the remainder. For the provisional 2010 Ratings List, see page 48. The Competitions Calendar for 2011 is on page 4 – updates will be at [www.gliding.co.uk/bgainfo/competitions/news.htm](http://www.gliding.co.uk/bgainfo/competitions/news.htm)



## **STANDARD CLASS NATIONALS 2010** Aston Down, 7-15 August

	Pilot	Glider	Points	Day 1	Day 2	Day 3
1	Sarah Kelman	ASW 28	2317	5/968	2/980	4/369
2	Matt Cook	Discus 2	2250	2/994	3/974	20/282
3	Howard Jones	Discus 2	2175	8/958	12/760	1/457
4	Andy May	LS 8	2159	11/921	7/864	2/374
5	Tom Smith	LS 8	2145	6/966	4/931	28/248
6	Paul Fritche	LS 8	2098	16/817	1/1000	21/281
7	Andy Holmes	LS 8	2036	13/850	5/908	22/278
8	John Roberts	LS 8	2014	14/838	8/808	5/368
9	Derren Francis	Discus 2	1989	7/959	13/728	15/302
10	Fran Aitken	LS 8	1913	12/904	16/696	11/313
11	Dave Booth	LS 8	1907	18/810	10/764	9/333
12	Mark Parker	LS 8	1890	19/806	9/790	17/294
13	Jez Hood	LS 8	1877	1/1000	6/877	32/0
14	Russ Francis	LS 8	1862	10/931	18/667	25/264
15	Jerry Langrick	LS 8	1832	22/798	15/699	8/335
16	Andy May	LS 4	1760	33/699	10/764	16/297
17	Bob Grieve	LS 8	1752	20/803	20/656	18/293
18	Kay Draper	LS 8	1731	24/789	22/631	13/311
19	Owain Walters	Discus 2	1704	3/986	26/381	7/337
20	Charlie Tagg	LS 8	1695	16/817	14/700	31/178
21	Mike Jefferyes	LS 8	1690	30/753	19/659	22/278
22	Oil Barter	Discus	1686	15/827	23/615	29/244
23	John Williams	LS 8	1668	25/780	17/672	30/216
24	Will Chappel	LS 8	1653	31/715	24/585	6/353
25	Colin Watt	LS 8	1635	34/674	21/634	10/327
26	Peter Baker	LS 8	1628	9/941	29/317	3/370
27	Graham Paul	LAK 19	1547	32/712	25/582	26/253
28	George Metcalfe	ASW 28	1404	26/775	28/320	14/309
29	Anna Wells	LS 8	1400	21/800	27/351	27/249
30	Mark Davis	Discus	1370	27/772	31/286	12/312
31	Dave Draper	LS 8	1286	4/980	30/306	32/0
32	Nick Wall	LS 8	1197	29/754	33/155	19/288
33	Chris Alldis	LS 8	1112	28/769	34/67	24/276
34	Jan McCoshim	LS 8	986	22/798	32/188	32/0

## **EASTERN REGIONALS 2010** Tibbenham, 29 May - 6 June

	Pilot	Glider	Points
1	Ray Hart	ASW 19a	2500
2	George Green	Discus B	2493
3	Peter Stafford Allen	Ventus B (16.6m)	2371
4	Steve/Jane Nash	Mosquito	2137
5	Gwyn Thomas	Nimbus 3T/25.5m	2043
6	Chris Lawrence	Std. Cirrus	1953
7	Phil Hayward	DG 202 (15m)	1875
8	Peter Ryland	DG 400 (17m)	1538
9	David Taylor	LS 4	1373
10	Simon Urry	Mosquito B	1207
11	Paul Wilkinson	Std. Cirrus	1128
12	Edd Weaver	ASK 21	730
13	Norman Clowes	ASW 20C	519

## **BOOKER REGIONALS 2010** Booker, 29 May - 6 June

	Pilot	Glider	Points
1	Jon Gatfield/ Tim Scott	ASW 27	3627
2	Jim White	ASW 27	3176
3	Wayne Aspland	LS 8	3100
4	Geoff Tabbner	Ventus bT (15m)	2969
5	Denis Campbell	Ventus 2cx (18m)	2868
6	Nils Wedi	LS 4	2790
7	Geoff Lyons	LS 6 (18m)	2372
8	William Parker	Discus B	2172
9	John Herman/ Steve Williams	LS 6 (18m)	1924
10	Ben Crook	ASW 19	1491
11	Jim Pengelly	Discus bT	1142
12	Yan Clave	Pegase	-556



**CLUB CLASS NATIONALS 2010**  
**Husbands Bosworth, 24 July - 1 August**

	Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5
1	Allan Tribe	LS 4	2788	5/929	1/422	1/576	11/354	4/507
2	Jon Meyer	Std. Libelle	2642	1/1000	10/369	6/492	2/389	19/392
3	Tim Macfadyen	ASW 20	2558	10/882	2/416	13/453	12/339	12/468
4	Ken Barker	Std. Cirrus	2493	3/954	25/339	17/437	10/365	18/398
5	Mike Fox	LS 4	2492	8/900	3/414	18/435	8/369	25/374
6	John Williams	Std. Libelle	2480	4/947	6/390	5/504	30/102	2/537
7	Liz Sparrow	Std. Cirrus	2475	9/885	11/367	4/515	14/309	16/399
8	Iain Evans	ASW 19	2472	6/924	20/346	9/474	8/369	29/359
9	Tim Milner	Std. Cirrus	2443	2/967	4/402	35/163	1/418	7/493
10	Jane Nash	Mosquito	2328	21/710	14/357	14/451	13/338	11/472
11	James Ewence	Std. Cirrus	2321	17/723	20/346	8/477	16/274	5/501
12	Ayala Liran	Std. Libelle	2299	26/686	11/367	15/442	6/377	15/427
13	Oliver Barter	Discus	2287	11/877	18/351	20/422	27/155	8/482
14	Andy Cockerell	LS 4	2256	14/744	7/377	30/275	5/382	10/478
15	Rose Johnson	DG 101	2236	7/902	7/377	11/470	32/88	16/399
16	Robbo Roberts	ASW 20	2113	28/683	15/355	22/412	22/209	13/454
17	Justin Craig	Std. Cirrus	2078	32/660	19/348	3/516	24/184	27/370
18	Gavin Wrigley	Std. Cirrus	2062	15/737	20/346	32/263	21/237	9/479
19	Jack Stephen	DG 400	1965	35/647	31/326	19/432	7/376	41/184
20	Gill Spreckley	Std. Libelle	1963	25/690	30/333	10/471	32/88	20/381
21	Shaun McLaughlin	Std. Cirrus	1950	31/673	5/393	25/387	42/2	6/495
22	Rob Jarvis	ASW 20	1943	23/704	24/341	29/337	37/49	3/512
23	Derrick Roddie	ASW 24	1920	29/675	27/337	7/487	34/86	33/335
24	Luke Dale	ASW 24	1862	26/686	9/373	41/0	19/253	1/550
25	Tom Newham	Pegase	1856	20/717	33/287	31/267	17/264	37/321
26	Chris Cole	Pegase	1751	36/643	32/309	23/411	41/10	22/378
27	Claudia Hill	LS 4	1707	17/723	38/0	34/225	3/385	25/374
28	John Norman	ASW 19	1701	37/614	34/283	16/438	39/20	31/346
29	Steve Eyles	LS 4	1691	16/734	25/339	27/359	18/259	42/0
30	Graham Hibberd	LS 7	1597	12/863	43/-143	28/352	35/85	14/440
31	Douglas Gardner	LS 3	1594	19/720	16/352	41/0	25/175	30/347
32	Mike Witton	Std. Libelle	1579	21/710	23/344	37/107	29/106	38/312
33	David Williams	Std. Libelle	1509	29/675	36/212	40/64	23/197	28/361
34	Shaun Lapworth	Std. Cirrus	1503	40/194	28/335	2/533	31/98	32/343
35	Stephen Nock	Std. Jantar 2	1499	34/653	42/-124	26/383	19/253	34/334
36	Rory Condon	ASW 24	1471	24/693	16/352	39/69	38/30	36/327
37	Pete Thelwall	Std. Cirrus	1463	13/787	44/-157	38/74	4/383	24/376
38	Jeremy Pack	Std. Cirrus	1257	41/63	28/335	24/397	15/275	40/187
39	Alison Booker	Std. Cirrus	1113	33/657	41/-115	36/116	36/78	23/377
40	Sarah Platt	Std. Libelle	979	39/288	40/-111	33/249	26/173	21/380
41	Martin White	LS 7	891	43/7	37/130	21/414	40/11	35/329
42	David Graham	LS 4	736	44/-394	35/228	12/469	28/149	39/284
43	Mike Truelove	ASW 15	401	42/43	13/358	41/0	43/0	42/0
44	Stephen Archer-Jones	ASW 20	363	38/363	38/0	41/0	43/0	42/0

**15M CLASS NATIONALS 2010**  
**Nympsfield, 3-11 July**

	Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1	Leigh Wells	ASG29	4715	3/797	4/762	2/984	1/1000	2/823	19/349
2	Chris Starkey	ASW27b	4704	1/954	1/899	5/968	6/939	18/515	4/429
3	Tim Scott	ASW27b	4650	4/778	5/755	2/984	3/997	3/810	25/326
4	Matthew Cook	Ventus 2a	4381	5/774	9/723	1/1000	17/709	1/840	22/335
5	Gary Stingemore	ASG29	4332	7/753	3/772	11/849	2/999	14/535	5/424
6	Ed Johnston	ASG29	4224	9/732	2/825	4/981	23/676	13/544	2/466
7	David Watt	Ventus 2a	4137	2/876	5/755	15/700	12/746	15/531	1/529
8	Nick Tillett	ASW27b	4039	13/590	5/755	12/844	14/744	11/728	10/378
9	Brian Birlison	Ventus 2c	4006	8/740	14/608	23/619	7/881	9/755	7/403
10	Bruce Cooper	ASW27b	3876	24/446	11/625	9/897	16/723	6/766	6/419
11	Trevor Stuart	ASW27b	3856	17/520	8/728	13/776	15/742	8/756	23/334
12	John Wilton	ASW20c	3855	12/624	19/565	14/757	4/959	17/517	3/433
13	Robert Thirkell	ASG29	3813	10/704	12/624	28/384	5/951	4/797	17/353
14	Graham Morris	ASW27b	3733	18/506	20/522	7/933	9/868	16/530	11/374
15	Paul Fritch	LS8	3723	11/658	18/588	6/941	13/745	20/464	24/327
16	Matt Davis	LS8	3709	6/770	25/427	17/651	10/747	10/753	14/361
17	Russell Francis	LS8	3527	14/566	23/465	22/626	10/747	7/758	13/365
18	Martin Smith	ASW27a	3460	23/470	13/616	21/629	24/626	5/781	21/338
19	Ayala Liran	LS8	3363	26/406	15/605	18/650	18/706	12/595	8/401
20	Frank Davies	LS6	3357	15/550	21/504	10/863	21/698	25/390	18/352
21	Sheradan Roberts	Ventus 2b	3354	20/493	22/491	8/916	19/705	25/390	15/359
22	Kay Draper	LS8	3129	26/406	24/456	20/641	8/872	24/414	20/340
23	Gareth Baker	LS8	3060	19/505	27/359	16/662	20/703	22/458	12/373
24	Jim White	ASW27b	2894	16/539	10/633	24/614	22/688	27/26	9/394
25	T S Marwaha	LS8	2749	25/411	17/589	29/381	25/517	19/497	16/354
26	Steve Eyles	LS4	2593	26/406	26/396	25/542	26/484	21/463	26/302
27	Andy Cockerell	LS4	2454	21/484	28/331	26/431	27/482	23/456	27/270
28	Dave Draper	LS8	1724	22/480	16/601	19/643	dnf/0	dnf/0	dnf/0
29	John Spencer	ASG29	984	29/273	29/311	27/400	wdrwn/0	wdrwn/0	wdrwn/0

**NORTHERN REGIONALS 2010**  
**Sutton Bank, 31 July - 8 August**

	Pilot	Glider	Points
1	Graham Morris	ASW 27b	785
2	Rory O'Connor	DG 800/18m	779
3	Jack Stephen	DG 400	751
4	Mike Armstrong	Ventus 2cT/18m	720
5	Mike Pope	Ventus 2cT/18m	696
6	Richard Cole	DG 1000/20m	641
7	Chris Teagle	LS 6/18m	629
8	Robin Parker	Libelle 201B	603
9	Richard Brisbane	Kestrel 19m	583
10	Mike Bond	Kestrel 19m	527
11	Brian Stott	LS 4a	502
12	Jon May	Duo Discus T	455
13	Robert Starling	ASW 15	447
14	Sam St Pierre	DG 200	400
15	John Klunder	ASW 27b	345
16	Mark Tolson	LAK 12	297
17	Ian plant	DG 500 Trainer	289
18	Rupert Puritz	Duo Discus	231
19	Steve Wilkinson	PIK 20D	231
20	Reg Watson	Discus B	230
21	Warwick Hall	ASW 20FL	205
22	Barry Pridgeon	ASW 15b	197

**INTER-SERVICES OPEN REGIONALS 2010**  
**Keewil, 7-15 August**

	Pilot	Glider	Points
1	Jon Arnold	Discus 2c 18m	2235
2	Will Ellis	Discus 2	2196
3	Robbo Roberts	ASW 20	2182
4	Alan Clarke	Ventus 2ct 18m	2157
5	Alan Tribe	LS 8/18m	2145
6	Ged McKnight	LS 6/17.5m	1982
7	Luke Hornsey	ASW 20	1963
8	Derek Jones/ Pip Barley	ASW 27	1823
9	Angus Watson	ASH 25	1812
10	Nick Smith	LS 6 w	1758
11	Paul McLean	Ventus 2ct 18m	1755
12	Kevin Atkinson	Duo Discus	1712
13	Neill Atkins	LS 8	1558
14	Andy Hyslop	Duo Discus X	1548
15	Tochi Marwaha	DG 1000/20m	1521
16	Arran Armstrong	Discus	1374
17	Ian Mountain	LS 8/18m	1275
18	Carl Peters	LS 8	1224
19	Terry King/ Andy Gibson	SZD 55	1201
20	Ian Harris/ Oscar Constable	Janus C	1152
21	Mick Lee	DG 400/17	1095
22	Paul Wright	Discus w	1060
23	Dom Conway/ David Zarb	Ventus 2ct 18m	880
24	Jim Hasker	Discus	764
25	Dave Fidler	Discus 2c 18m	734
26	Tim Davies	ASW 20 w	424
27	Tony World	ASW 27	284

**INTER-SERVICES SPORT REGIONALS 2010**

1	DJ Graham	LS 4	1881
2	Jamie Sage	LS 4	1660
3	Steve Tape	DG 200	1598
4	Carol Marshall	LS 7	1543
5	Rob Hines	Std Libelle	1508
6	Paul Jessop	Std Libelle	1468
7	Andy Farr	ASK 21	1427
8	Ian Campbell	ASK 21	1201
9	Daz Smith	Pegasus	1188
10	Jonty Sharp	Astir CS 77	997
11	Andy Sawicki	Astir CS	989
12	Pete Yeo	Astir CS 77	967
13	Alec Watt	Astir CS 77	937
14	Dan Carter	SZD 51 Junior	802
15	Martin Wintle	Astir CS 77	726
16	Mike Wood	Astir CS	533
17	Ian Padgett	ASK 21	394
18	Cat Stevens	BG 135	321

**BICESTER OPEN REGIONALS 2010**  
Bicester, 24 July - 1 August

Pilot	Glider	Points
1 David Watt	Ventus 2	4318
2 Derren Francis	Ventus 2cxa 'J'	4086
3 Phil Jeffery	Ventus 2cT/18m	3965
4 Gary Stingemore	ASG 29	3941
5 John Roberts	Duo Discus T	3931
6 Francesca Aitken/ Andy Perkins	LS 8	3888
7 Peter Baker	LS 8	3825
8 David Bromley	LS 8	3751
9 Martin Durham	LS 8	3696
10 Bob Bromwich	ASG 29/18m	3668
11 Bill Inglis	Antares 18	3630
12 Mick Webb	LS 8	3444
13 Terry Mitchell	Nimbus 3/24.5m	3435
14 Mark Szymkowicz	ASW 20	3301
15 Robert King	ASW 27	3209
16 Owain Walters	Discus 2	3062
17 Henry Freeborn	Duo Discus	2902
18 Felix Hofman/ Oliver Bosanko	ASW 20	2822
19 Guy Corbett	LAK 17/15m	2808
20 Basil Fairston	ASW 27	2727
21 Steve Codd	Discus	2718
22 Peter Strafford Allen	Ventus 16.6m	2677
23 Michael Boik/ Ian Smith	Nimbus 2 b	2503
24 Nigel Gough	LAK 17/15m	2501
25 Richard Chapman	Ventus 16.6m	2433
26 Derek Jones	ASW 27	2421
27 John Clark	Nimbus 2 c	2327
28 Richard Feakes	ASH 25E	2068
29 Colin Davey	ASW 20	2000
30 John Giddings	Ventus 2c/18m	1927
31 Mike Costin/ Clive Groves	DG 1000/20m	1868
32 John Ferguson	Ventus 17.6m	1859
33 Michael Codd	Ventus 16.6m	1562
34 Roy Gaunt	Nimbus 2 a	1002
35 Mike Greenwood	Duo Discus	833
36 Graham Bambrook	Jantar 19m	297

**BICESTER SPORT REGIONALS 2010**

Pilot	Glider	Points
1 Luke Hornsey	ASW 20	3432
2 Mike Tomlinson	LS 4	3164
3 Mark Lavender	ASW 19	2901
4 Neil Goudie	ASW 24	2837
5 John Staley	LS 4	2757
6 Andy Preston	Discus	2472
7 Jon Gammage/ Alastair Harrison	Std. Cirrus	2461
8 Mike Howey	DG 200	2359
9 Alan Jenkins	Discus	2302
10 Geoff King	DG 300	2226
11 Paula Aitken	DG 300	1930
12 Ken Hartley	Twin Astir II	1872
13 Philippa Roberts	ASW 15	1814
14 Martin Langford	Std. Cirrus	1733
15 Tim Wheeler	Std. Cirrus	1682
16 Alex Eden	Discus	1661
17 Jerry Beringer	Cirrus B 17.7m	1607
18 Lukas Brandt	Discus	1496
19 Andy Gibson/ Terry King	SZD 55	1378
20 Mike Blocksidge	ASW 24	1370
21 Greg Corbett	Astir CS	1115
22 Mike Entwisle	SHK	990
23 Mike Small	Discus CT	556
24 Alan Ellis	LS 7	266
25 Debbie Thomas	Ka 6 E	103

**LASHAM REGIONALS 2010**  
Lasham, 21-29 August

Pilot	Glider	Points
1 Kim Tipple	Nimbus 4	1525
2 Steve Jones	Nimbus 4	1518
3 David Findon	Nimbus 4d	1388
4 Graham McAndrew/ Hugh Kindell	Duo Discus	1356
5 Colin Hunt/ Robert Westlake	Ventus 2c cx (18m)	1326
6 John Simmonds	LS8-18 (18m)	1305
7 Tony Moulang/ Mike Kemp	Duo Discus (w)	1293
8 Eric Smith/ Chris Marren	Duo Discus X	1266
9 Anna Wells/ Mark Parker	LS8 (15m)	1200
10 Peter Sheard	Nimbus 4	1176
11 Oliver Peters	Discus 2c (18m)	1173
12 Mike Philpott/ Andy Perley	Duo Discus	1127
13 Richard Abbott/ Mervyn Saunders	DG1000 (20m)	1049
14 Alan Eckton	ASW28-18 (18m)	1031
15 David McCarthy	Duo Discus	948
16 Shaun Lapworth/ Jeremy Pack	Std. Cirrus	882
17 Graham Smith	Ventus a b (16.6m)	826
18 Steve Jobar	Ventus 2c (18m)	807
19 Bill Bullimore	Mosquito a b	731
20 Liam Brady	Discus (w)	586
21 Matthew Sheahan	Std. Cirrus	515
22 Darren Blackman	DG202 (17m)	507
23 Darren Judd	Discus	221
24 John Hoolahan	Ventus 2c cx (18m)	218
25 Sarah Curtis	Discus (w)	166
26 Derek Piggot/ Roy Cross	Stemme S10	141
27 Glyn Bradney	Discus	29
28 Peter Webber	PW 5	-303

**BIDFORD REGIONALS 2010**  
Bidford, 19-27 June

Pilot	Glider	Points
1 Steve Jones	Nimbus 4	6944
2 Bill Inglis	Antares (18m)	6456
3 David Findon	Nimbus 4d	6119
4 Tony Moulang	Duo Discus w	5865
5 Phil Jones	Ventus 2cx (18m)	5827
6 Rod Witter	Duo Discus	5312
7 Frank Jeaynes	Duo Discus X	5214
8 Andrew Reid	Ventus b (16.6m)	5052
9 Graham Paul	Lak 19 (18m)	4939
10 Malcolm Lassan	Ventus 2cx (18m)	4530
11 John Clark	Nimbus 2c	3623
12 Chris Cole	Pegasus	3185
13 Julian Hitchcock	DG500 (flapped)	2273
14 Mike Costin	DG1000 (20m)	2252



**GRANSDEN SPORT REGIONALS 2010**  
Gransden Lodge 21-29 August

Pilot	Glider	Points
1 Robert Verdier/ Andy Beatty	Duo Discus T	1688
2 Sarah Kelman/ Gavin Goudie	ASW 28	1646
3 Steve Codd	Discus W	1642
4 Wendy Head	ASW 27B	1641
5 Geoff Glazebrook	LS 6/17.5m	1521
6 Mike Pope	Ventus 2cT/18m	1451
7 Paul Kaye/ Ariane Decloux	LS 6/18m	1423
8 David Crimmins	ASW 20L	1293
9 Steve Nash/ Jane Nash	Mosquito	1288
10 Graham Drury	ASW 27B	1280
11 Colin Smithers	ASH 25	1206
12 Alan Head	LS 8/18m	1204
13 Paul Whipp	ASW 28	1161
14 Paul Rowden	Discus 2CT	1101
15 Ed Mathews	Ventus cT 17.6m	1091
16 Julian Bayford	LS 8-18	1049
17 Francis Russell	LS 6w/18m	1015
18 Tess Whiting/ John Whiting	Discus bW	988
19 Paul Rice	Duo Discus WT	952
20 Dennis Heslop	Ventus 2cT/18m	932
21 David Shearer	LS 8	913
22 Peter Ryland	DG 400-17	670
23 Richard Chapman	Ventus bT 16.6m	362
24 James Kellerman	ASG 29E/18m	342
25 Mark Hawkins	ASW 20 16.6m	216

**GRANSDEN CLUB REGIONALS 2010**

Pilot	Glider	Points
1 Norman Parry	LS 4	1585
2 Gerald Bass	Pegase	1516
3 Alan Langlands	DG 300W	1416
4 Richard Maisonnier	Speed Astir II	1386
5 Jem Davies/ Colin Cownden	ASW 20	1300
6 Peter Whitehouse	PIK 20 B	1269
7 Steve Woolcock	LS 7W	1231
8 Steve Eyles	LS 4W	1213
9 Mike Tomlinson	LS 4W	1192
10 Z Goudie	Discus bT	1180
11 John Strzebrakowski	Vega	1163
12 Ian Gutsell	PIK 20 D	1116
13 Paul Ruskin	ASW 20	1104
14 Tony Limb	Discus	973
15 Andy Preston	Discus	966
16 Daniel Jamin	Pegase	921
17 Alexander Ward	ASW 20	678
18 Steve Wilson/ Martin White	LS 7	649
19 Emilie House	LS 7WL	488
20 Russell King	Vega 15	466
21 Darren Lodge	LS 7 WL	358
22 Mark Robinson	Janus A	206
23 Richard Brickwood	ASW 19B	141
24 John Armstrong/ Dan Thorogood	LS 7WL	61

**UK MOUNTAIN SOARING COMPETITION 2010**  
Aboyn, 5-11 September

Pilot	Glider	Points
1 Phil King	LS 8/18m	1702
2 Roy Wilson	Ventus 2cT/18m	1590
3 David Latimer	Ventus cT 17.6m	1354
4 Roy and Lyn Ferguson	Duo Discus	1277
5 Pete Gray	DG 600/18m	1274
6 John Williams	Antares 20m	928
7 Stuart Naylor	Duo Discus	819
8 Robert Tait	LS 8/18m	790
9 Alex Maitland	ASW 15	619
10 Phil Penrose	LS 7	616
11 Julian Fack	Duo Discus T	602
12 Richie Toon	LS 7	566
13 Alasdair Lewis	Ventus cT 17.6m	235
14 Peter Ryland	DG 400/17	181

■ For Competition Enterprise see [www.comp-enterprise.co.uk](http://www.comp-enterprise.co.uk)  
 ■ For the non-BGA rated Glider Aerobatic Nationals see [www.aerobatics.org.uk](http://www.aerobatics.org.uk)  
 ■ For the Two-Seater Competition see [www.wolds-gliding.org](http://www.wolds-gliding.org)



**JUNIOR CHAMPIONSHIPS 2010**  
Bicester, 21-29 August

Pilot	Glider	Points	Day 1	Day 2	Day 3
1 Tom Smith	LS 8	1285	5/921	3/304	1/60
2 Steve Nock	Std. Jantar 2	1239	4/930	5/293	13/16
3 Andy May	LS 8	1166	7/842	2/309	16/15
4 Andy Cockerell	LS 4	1054	1/1000	16/40	22/14
5 Sam Roddie	ASW 24	1027	11/714	6/288	2/25
6 Matt Davis	Std. Cirrus	982	3/948	34/15	4/19
7 Matt Robain	ASW 20	966	2/951	41/0	16/15
8 Chris Lawrence	ASW 19b	937	12/683	8/237	8/17
9 Matt Waters	ASW 15	904	13/676	10/208	3/20
10 Stuart Carmichael	Discus 2	878	8/830	20/35	28/13
10 Charlie Tagg	LS 8	878	6/846	32/17	16/15
12 Peter Hunt	Discus B	839	15/616	9/213	36/10
13 Tim Webb	LS 8	795	9/758	30/18	4/19
14 Fran Aitken	LS 8	776	10/721	19/36	4/19
15 Rob Hines	Std. Libelle	728	14/674	16/40	22/14
16 Oli Llewellyn	LS 6	686	19/488	11/188	36/10
17 Luke Dale	ASW 24 wl	638	28/313	1/313	32/12
18 Rob Starling	ASW 15	615	26/334	7/267	22/14
19 Colin Field	Astir CS	606	17/548	15/41	8/17
20 Pete Davey	ASW 20	601	16/576	37/13	32/12
21 Alex Saunders	Astir CS	538	18/517	35/14	40/7
22 Charlie Jessop	Astir CS	483	20/463	30/18	41/2
23 Ellie Armstrong	ASW 15	446	21/423	35/14	39/9
24 Nick Smith	Std Cirrus w	443	23/386	16/40	8/17
25 Philipp Schartau	DG300 Elan w	428	22/402	37/13	28/13
26 Timothy Fletcher	LS 6	427	24/383	24/28	13/16
27 Charlie Jordan	Std. Cirrus	383	27/331	20/35	8/17
28 Richard Crockett	Nimbus 2	376	25/346	32/17	28/13
29 Rory Condon	ASW 24 wl	350	34/166	12/170	22/14
30 Steve Pozerskis	ASW 20 wl	341	29/300	26/24	8/17
31 Stefan Astley	Speed Astir IIB	309	30/274	28/20	16/15
32 Philip Scott	Pegase	282	31/239	25/25	7/18
33 Ryan Berry	LS 7	265	33/217	20/35	28/13
34 Oliver Barter	Discus	259	32/238	40/9	32/12
35 Felix Hofmann	ASW 20bwl	192	35/147	23/33	32/12
36 Callum Harkness	Astir CS	158	41/-151	4/294	16/15
37 Philippa Roberts	ASW 15a	80	36/48	27/22	36/10
38 James Francis	Std. Cirrus	66	37/39	37/13	22/14
39 Jonathon Morris	Discus w	46	40/-28	14/59	16/15
40 Greg Corbett	Astir CS	17	39/-16	29/19	22/14
41 Alex Jones	Std Jantar	4	38/-12	41/0	13/16
42 Julia Robson	ASW 19B	-238	42/-238	41/0	42/0
43 Will Chappel	LS 8	-435	44/-500	13/65	42/0
44 Mike Gatfield	Pegase	-480	43/-480	41/0	42/0

**18M CLASS NATIONALS 2010**  
Lasham, 21-29 August

Pilot	Glider	Points	Day 1	Day 2	Day 3
1 Mike Young	ASG29	2080	2/566	4/540	3/974
2 Andy Davis	JS1a b	2035	1/618	8/497	7/920
3 Gary Stingemore	ASG29	1983	7/436	1/567	2/980
4 Afandi Darlington	ASG29	1902	17/372	6/530	1/1000
5 Leigh Wells	ASG29	1891	5/463	2/548	8/880
6 Ed Johnston	ASG29	1796	23/344	7/511	6/941
7 Iain Evans	JS1a b	1795	4/476	13/472	11/847
8 Patrick Naegeli	ASG29	1772	19/368	18/440	4/964
9 Howard Jones	Ventus 2c cx	1756	22/346	14/463	5/947
10 Chris Curtis	ASG29	1715	3/515	23/402	16/798
11 Chris Starkey	ASW27a b	1699	8/420	17/457	14/822
12 Russell Cheetham	JS1a b	1679	18/369	3/542	21/768
13 Rory Ellis	ASG29	1675	13/384	19/439	10/852
14 Stephen Ell	ASG29	1617	26/341	5/534	23/742
15 Richard Browne	ASG29	1592	27/329	16/459	15/804
16 Darren Francis	Ventus 2cxa	1582	15/381	21/419	18/782
17 Peter Harvey	Antares	1572	6/459	38/253	9/860
18 Roy Pentecost	ASG29	1565	36/252	12/474	12/839
19 Phil Jeffery	Ventus 2c cx	1553	28/326	10/482	22/745
20 Bob Thirkell	ASG29	1542	33/286	9/484	19/772
21 Alistair Nunn	LS6c (18m)	1482	9/419	31/351	25/712
22 Frank Davies	LS6c (17.5m)	1481	11/398	30/373	26/710
23 Matt Cook	Ventus 2a b ax	1480	32/312	27/385	17/783
24 Zenon Marczynski	Ventus 2c cx	1474	16/373	24/400	29/701
25 Mark Holden	Ventus 2cxa	1442	31/314	20/424	28/704
26 Paul McLean	Ventus 2c cx	1434	30/315	22/406	24/713
27 Gareth Baker	Ventus 2c cx	1366	12/392	11/476	34/498
28 Andy Holmes	LS8-18	1191	10/417	29/378	38/396
29 Nick Tillet	ASG29	1174	43/8	15/460	27/706
30 Bill Inglis	Antares	1172	34/262	33/330	30/580
31 John Gorringe	ASG29	1163	23/344	44/50	20/769
32 John Tanner	JS1a b	1150	44/2	36/316	13/832
33 Jamie Sage	LS8-18	1113	23/344	37/297	35/472
34 Mark Davenport	Ventus 2c cx	1061	40/174	32/343	31/544
35 Jon Wand	ASH26	1059	29/318	40/222	32/519
36 Mike Clarke	ASG29	1031	20/353	35/323	40/355
37 Malcolm Lissan	Ventus 2c cx	1003	41/152	25/399	37/452
38 Lemmy Tanner	LS8-18	974	37/228	39/241	33/505
39 John Taylor	ASG29	916	38/227	25/399	42/290
40 Garry Coppin	Ventus 2c cx	914	34/262	28/383	43/269
41 Ian Cook	Ventus 2c cx	830	14/382	42/132	41/316
42 Laurie Gregoire	Discus 2c	777	42/89	34/328	39/360
43 Christopher Cobham	ASG29	762	39/179	43/122	36/461
44 Phil Jones	Ventus 2cxa	490	21/352	41/138	44/0

**OPEN CLASS NATIONALS 2010**  
Aston Down, 7-15 August

Pilot	Glider	Points	Day 1	Day 2	Day 3
1 Andy Davis	JS1	2651	2/971	1/1000	2/680
2 Robin May	EB 28	2504	1/1000	3/908	6/596
3 Kim Tittle	Nimbus 4t	2385	3/932	9/770	1/683
4 Alistair Nunn	Ventus 2cT/18m	2376	5/861	5/873	3/642
5 David Findon	Nimbus 4Dt	2372	4/870	4/882	4/620
6 Bob Bromwich	ASG 29	2171	10/781	7/793	5/597
7 Richard Kalin	Nimbus 4t	2130	11/766	6/852	10/512
8 Richard Smith	Nimbus 3Dt	2093	6/826	8/775	11/492
9 Chris Curtis	ASG 29	1972	17/670	12/722	7/580
10 Mike Foreman	Nimbus 3DT	1965	8/799	14/674	11/492
11 Stephen Ell	ASG 29	1950	9/791	2/936	18/223
12 Bill Inglis	Antares 18	1921	16/686	13/714	9/521
13 Dave Byass	ASW 22BL	1820	14/720	16/561	8/539
14 Mark Dickson	Nimbus 3/25.5m	1810	13/721	10/736	14/353
15 Colin Smithers	ASH 25E	1794	7/811	11/724	16/259
16 Chris Cobham	ASG 29	1588	12/757	15/594	17/237
17 Zenon Marczynski	Ventus 2cxt	1361	20/405	18/496	13/460
18 Steve Barter	Nimbus 3Dt	1280	15/688	21/266	15/326
19 David Crowson	Duo Discus	836	19/412	19/424	19/0
20 John Williams	Antares 20E	823	22/316	17/507	19/0
21 David Gardiner	Nimbus 3/24.5m	818	21/394	19/424	19/0
22 Peter Hamblin	Ventus 2cT/18m	607	18/542	22/65	19/0

**DUNSTABLE RED REGIONALS 2010**  
Dunstable, 24 July - 1 August

Pilot	Glider	Points
1 Mark Newland-Smith	ASW28	3789
2 Mark Davis	Discus (w)	3578
3 Geoff Glazebrook	LS6c (17.5m)	3385
4 Paul Rackham	LS6c (17.5m)	3337
5 Michael Stringer/ Robert John	Duo Discus	3250
6 Graham Paul	Lak 19 (18m)	2766
7 Mark Burton	ASH26	2653
8 Robin Hodge	ASW22 (24m)	2640
9 Andrew Sampson	ASG29 (15m)	2517
10 Amelia Nash	LS8 (15m)	2377
11 Paul Whipp	ASW28	2318
12 Ryan Berry	LS6c (18m)	2283
13 Errol Drew	Antares (20m)	2219
14 Andrew Brown/ Nick Tillet	ASG29 (18m)	1877
15 Aidan Paul	LS8-18	1531
16 Gordon Craig	DG500 (22m)	1523
17 Kieran Commins	Lak17a (18m)	753

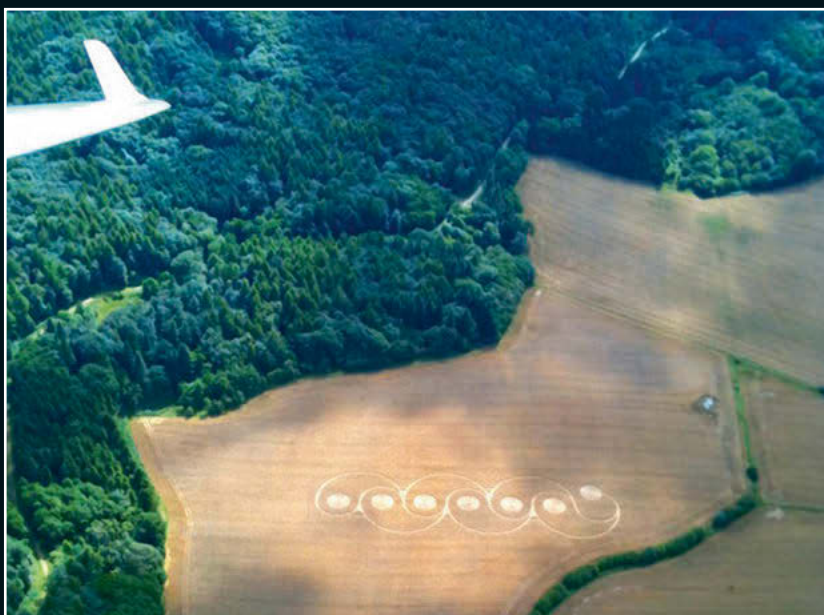
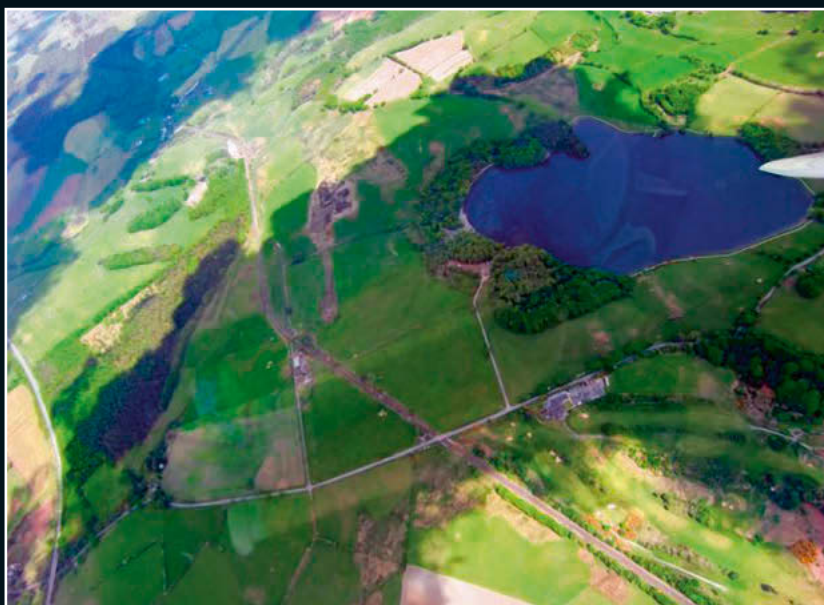
**BLUE REGIONALS 2010**

1 Tom Pridgeon	LS3 (15m)	2861
2 Helen Hingley	LS4	2610
3 Graham Pursey	ASW24 (w)	2258
4 Malcolm Birch	Std. Libelle	2062
5 Ken Woods	LS4	1809
6 John Jeffries	ASK21	1205
7 Stefan Astley	Speed Astir	761
8 David White	Discus	692
9 Martin Smith/ Melissa Jenkins	LS4	434
10 Peter Denman	DG200	409

**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**  
**Photos: [www.sandyprints.co.uk](http://www.sandyprints.co.uk)**







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](mailto:editor@sailplaneandgliding.co.uk)







*This page, clockwise from top:*  
James King in his Astir CS (with winglets, clearly visible in the photo), on his last flight of the day at Four Counties on 30 October (Chris Armstrong)

Member of BLESMA (British Limbless Ex-Service Men's Association) were given free trial lessons on 21 September by Burn GC as its contribution to the Help-for-Heroes campaign. The photo, courtesy of the *Selby Post*, shows the BLESMA and Burn members grouped around the club's K-21

Ian Easson reflects that the money spent on limbo dancing lessons may not have been wasted after all! (Jim Cook)

*Facing page, clockwise from top left:*  
Nick Gaunt was puzzled to spot this 'Flying Saucer', sitting at the bottom of Talkin Tarn near to Carlisle at the end of the Cross Fell, in a photograph taken flying from his home club, Sutton Bank, in an LS7 on the way round the Lake District in May. It is, of course, a reflection of the buckle on his harness

Rhoda Partridge, well known to UK glider pilots in the '70s and '80s through her amusing articles in *S&G*, celebrated her 90th birthday by returning to gliding. She had an hour's flight at Shobdon in early August in Herefordshire's Twin Astir, accompanied by Phil King

Booker's aerobatic cadets featured on the BBC1 Breakfast Show on 4 September. The gliding feature by Mike Bushell (pictured here in the cockpit) showed four times during the four-hour programme (Chris Collett)

Devon & Somerset's 'H' (Hilary Evans) has handed over the tea towel and is enjoying her retirement. 'H' was presented with honorary life membership of the club (Cheryl Smith)

It's not just power station soaring at Burn (Pete Milthorpe)

Some clubs will do anything to attract trial flight visitors! These crop circles were spotted near Sutton Bank (Stuart Black)



DEC 10/JAN 11

\_VOL61 NO6

# CLUB NEWS

## **BANNERDOWN (RAF KEEVIL)** **WWW.BANNERDOWN.CO.UK** **511858N 0020631W**

WE'VE had some good achievements at Bannerdown recently; a number of solos, Bronzes and Steve Tape completing his 500km Diamond flight. During August we hosted the Interservices Regional Gliding Competition with a couple of our own pilots doing very well; Jon Arnold won the Open Class for the second year running and Steve Tape came third in the Sports Class. The Army gliding team should also be congratulated on winning the Interservices trophy, the first time that the Army has won the trophy since 1959. Well done! You will face some fierce competition next year as the RAF team attempts to reclaim the trophy.

**Arran Armstrong**

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

OUR inter-club league team have done well coming second in the final after a tie breaker. All who flew enjoyed themselves. Thanks to Steve Lambourne for his organising and also to his team. The Bath University team also did well in the Inter-university competition, coming first in the cross-country and progression and second in the soaring competition. Members have had a good and successful competition year. Congratulations to Ben Dews, who on his 16th birthday went solo and did the solo part for his motor glider licence. The club still sees many members turning out to fly and other recent activities include refurbishing the road to the hangar.

**Jan Smith**

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

WE send our thoughts and sympathy to the parents and boyfriend of Amy Barsby, who died whilst competing in the Inter-University Competitions at Bicester in August. Two notable badge flights happened on 25 June. Nige Gough claimed 500km goal and Debbie Thomas 300km goal. The extensive practice flights for many months of the Bicester Aerobatic Team paid off with success in the Worlds in Finland for Maz Makari and Mike Newman. Bicester now has Junior Gliding Centre status. We would like to thank the Scouts of Halfpenny Green and Swindon for

their help rope running during the Regionals and Juniors. We are very pleased to have three new Assistant Cat Instructors.

**John Staley**

## **BLACK MOUNTAINS (TALGARTH)** **WWW.BLACKMOUNTAINSGLIDING.CO.UK** **515848N 0031215W**

AS the wave season approaches, we have our first expedition of the season from London GC. The weekend gave us super ridge soaring with thermals and, of course, wave as well! We are usually able to accommodate visitors at short notice, just ring the office first as capacity is limited – avoid all those long drives north! Our August Task Week was one of the best ever with super weather for cross-country and fun tasks with BBQ's under the Talgarth Oak. John Clark scooped the trophy again! A major upgrade to the instrumentation in the club fleet is nearing completion thanks to sterling efforts by many members, especially Don Gosdnen.

**Robbie Robertson**

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

OUR best publicity achievement this year was our three-minute spot on BBC Breakfast's Saturday sports section with Mike Bushell. The item on glider aerobatics featured Graham Saw with cadets Siena Whiteside and Will Hilton. We congratulate new Full Cats Bob Davey and Richard Crockett and Assistant Cats Emily Trodd and John Herman. Recent solos include Bruce Giddings, David Champredon and Simon Vardigan. Bronze congratulations go to Eric McCleod and Adam Clarke. We were immensely saddened by the death of instructor and stalwart of the BBC Group, Martin Ffoulkes (obit p69). Our sympathies are with his family. A large number of members are enjoying the annual club expedition to Aboyne.

**Roger Neal**

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

WE have celebrated our 40th year. Flt Lt Charlie Brown was the guest speaker for our anniversary dinner at Alnwick Castle. It was a fantastic night with a lot of old friends being re-united. Thanks to Helen Fraser, who organised the event and Graham White, who compiled a 40-year photo archive and history.

The badge front has been busy: Steve Marriot flew the 'Old Gits Triangle' to complete his Silver. Dave Key and Tom Farquar both completed their five-hours. Tony Sales and John Brown both got their two-hours. Congratulations all. Our Wave weeks are just ending. The wave set up on cue – happy days.

**Rich Abercrombie**

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

IN August, the club held a celebration to mark its 60th year with an open invitation to past members to return, fly with us and enjoy a buffet. The day was enjoyed by all, especially those who returned after many years to experience again the sport they enjoyed in their younger years. New pilots continue to progress, with solos for Marjorie Morris, Tony Perry and Peter Whitehead and Silver distances for Laura Maksymowicz, Yvonne Stott and Glynn Whittingham. A 300km flight by Paul Kamp in Spain, and Andy Huggon and Keith Clarke completing their Silver badges made it a memorable 60th year for the club.

**Russ Weaver**

## **BRISTOL & GLOS (NYMPFIELD)** **WWW.BGGC.CO.UK** **514251N 0021701W**

WE were very sad to hear of the death of Bill Meyer, husband of Christine and father of Jon (obit p70). Trevor Stuart persuaded the brave to go to the Isle of Wight. They could see the cumulus over France. It is a fabulous flight and strongly recommended, said Tim Macfadyen. Martin Talbot and Stefano Longo finished a BI course. A brisk westerly September day brought out some ridge-happy pilots for a romp to Bath and back. A start was made levelling and re-seeding parts of the airfield and chairman Colin McEwen was among those painting clubhouse windows as part of a DIY effort. A strategy meeting was planned in October.

**Bernard Smyth**

## **BUCKMINSTER (SALTBY)** **WWW.BUCKMINSTERGC.CO.UK** **524912N 04228W**

WE have introduced dedicated motorglider NPPL training on Mondays. Please get in touch if you would like to take advantage of this. We ran a successful ATC Bursary course for four cadets in August, three of whom soloed. Poor weather dampened this year's



(Left to right) First solo flights for: Ben Dews at **Bath, Wilts & North Dorset** on his 16th (Mike Thorn); Dave Key (left) and Steve Marriot (right) congratulated by Colin Sword at **Borders**; and Tony Pery at **Bowland Forest**; Emma Collins had a flight with Dave Hallsworth at **Nympsfield** as a present for doing well in her GCSEs



Saltby Open Aerobatics contest. Our own Michael Corcoran won with a very polished display and David-John Gibbs came a close second. The competition had an international flavour and it was refreshing to see so many youngsters participating. Congratulations to Paddy Yeoman, Stuart Black and Gary Bustin who are new Assistant Instructors. Stuart Black has earned his Gold badge and Diamond goal, whilst Andy Rattray gained his Gold distance.

**Stuart Black**

**BURN (BURN)**  
**WWW.BURNGLIDINGCLUB.CO.UK**  
**534445N 0010504W**

WE welcome Tony Flannery as our new chairman and thank predecessor Dave Bell for all his hard work. With the announcement by the Government that it is disbanding our landlord, Yorkshire Forward, Tony has stated that his top priority is to ensure our security of tenure at Burn Airfield. He has already commenced discussions with our local MP and the leader of the local council. We also welcome our new secretary Chris O'Boyle and thank Heather Ellis for all her hard work. During the summer, we saw an increase in group trial lessons culminating in a visit by BLESMA, the limbless war veterans association, who enjoyed trial lessons donated by the club.

**Chris Cooper**

**CAIRNGORM (FESHIEBRIDGE)**  
**WWW.GLIDING.ORG**  
**570613N 0035330W**

AT the time of writing we are halfway through a very busy Octoberfest with visitors enjoying the great mountain flying that Feshie offers. Badge claims this month include Roger Fothergill, Silver and Gold duration. Not a man to be rushed our Roger, having completed his five-hours 40 years after his Silver height. Next year's Mayfest is now heavily subscribed with the first week fully booked. There is still space during the second week (7-15 May 2011). Our aerotows are only £22 for 2000ft with free trailer parking and camping. Please book with Chris on [chris@cabrich.com](mailto:chris@cabrich.com) to reserve your slot.

**Chris Fiorentini**

**CAMBRIDGE (GRANDSDEN LODGE)**  
**WWW.GLIDE.CO.UK**  
**521041N 0000653W**

GRANDSDEN Lodge hosted another hugely successful Regional competition in August – thanks to Neil, John and the team for all their hard work. The sport class was won by

our very own Andy Beatty and Robert Verdier, while visitor Norman Parry won the Club Class. Congratulations to Mike Margetson, David Moore and Tim Barraclough on all going solo. Well done too to Doug Greenwell and Rebecca Byran, who completed their Bronzes, Silver duration and height; Rebecca also completed her cross-country certificate. Martin Whitehead reached 18,000ft in wave, although not for the first time. The club is planning another series of informative lectures and social events over the winter.

**Lorna Sleigh**

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

THANKS to hard work by members, the club has been awarded Junior Gliding Centre status, allowing us to consolidate our association with UWE Bristol. We say goodbye to Andy Cockerell for a while as he has been selected to relocate to Seattle to work alongside Boeing engineers integrating Rolls Royce engines into the Dreamliner. Well done Andy – what an opportunity! We hosted this year's Standard and Open Class Nationals with almost the entire membership involved. Special mention must go to Sam and Max Lazenby for their hard work setting out and helping on the grid.

**Frank Birlison**

**CRANWELL (RAF CRANWELL)**  
**WWW.CRANWELLGC.CO.UK**  
**530231N 0002936W**

THE club has had quite a good soaring season with many kilometres being flown and badges achieved. Our congratulations go to Nick Hunton and Dave Thorne, who have re-soloed after a numbers of years away. Peter Kingwill has been busy keeping his feet off the ground not only in gliders but more recently has flown both Tiger Moth and Chipmunk solo, great fun no doubt. The winch has done sterling work with little or no trouble mainly thanks to Ian Campbell and the team.

**Zeb Zamo**

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

THE heat is at its best now – around 30 in the day and 22 at night – cool enough to sleep after a sticky day on the airfield. The guys from Halton are here running their JSG courses and enjoying some slightly longer

flights. This year we have Pete Brown, Paul Moslin and Matt Davidson. They have been kept busy flying, sailing and socialising and will need a holiday when they return home. At the end of each course we have had a barbecue to celebrate – and the beers go down well. Also during the last week, our new solo member was converted to the K-8 – congratulations Matt Moores.

**Jo Rigby**

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

OUR August Club Flying Week was blessed with exceptional conditions, with an enthusiastic membership taking full advantage. Congratulations then for a number of achievements; Dave King Silver distance, Andy Lucas and Dave Redfearn completion of SLMG NPPL, Mick Noon 100km Part 1 Diploma, Amy Sentence and John Paskins a Janus conversion and finally, Dave Kassube re-solo after an eight-year lay-off. Work is still ongoing for our band of skilled in-house craftspeople on the Darlton site with final fitting out of the new clubhouse. The installation and commissioning of a new drainage and waste system is also imminent, to the obvious relief of the entire membership. The Darlton Team is working well together.

**Geoff Homan**

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

CONGRATULATIONS to Ron Ogston, who has qualified as a Basic Instructor. Unfortunately the weather for the UKMSC, which ran from 5-11 September this year, was very disappointing, with only two days of competition. The overall winner was Phil King, with Roy Wilson runner-up. The height gain trophy was won by Lyn and Roy Ferguson-Dalling.

**James Addison**

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

CONGRATULATIONS to Dave Spencer (solo), John McKenzie (Diamond distance), Cathy Page (Silver distance), treasurer Mike Corcoran for winning the Saltby Open Aerobatics, Mike Armstrong and John Collins for winning the Two-Seater Competition



(Left to right): ATC Bursary Cadets and instructors at **Saltby** (Chris Morley); **Cairngorm's** Roger Fothergill achieved Silver and Gold duration; Tim Barraclough after his first solo, with Andy Beatty at **Cambridge**; **Darlington's** Dave King, Andrew Lucas, Mick Noon, Amy Sentance, Dave Redfearn and John Paskins (John Maddison)



at Pocklington, and to Mike again, and Peter Gray for creditable performances in the Northern and UKMSC respectively. Chris Ramler has completed his Assistant Rating course. Thanks to Chris Knapp, who has retired as editor of *Camphill News*. We are extending the use of our simulator, which has a linked PDA, for navigation training and controlled airspace avoidance. The online flight logging system is fully operational, paper backup no longer needed.

**Dave Salmon**

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

CONGRATULATIONS to Roland Clarke, our newest Basic Instructor. He has been relishing his role with a good number of trial lessons. Well done to both Nigel Everett and Peter Stoker on their first solos. The weather has brought some mixed fortunes, but September saw some good cross-country flying, including Steve Westlake, Pete Startup, Mike Fairclough and Matt Wright. A fantastic party was enjoyed to say a fond farewell to 'H' (Hilary Evans) who has catered for us over many years, and provided an endless supply of tea and bacon butties. She was presented with many gifts including an original cartoon by Matt Wright, and honorary life membership of the club.

**Cheryl Smith**

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

SHAUN Reason has now completed his Silver with an out-and-return to Longleat. Peter Robinson has all three legs of his Diamond confirmed. We have a new syndicate, a very smart K-6e which will be flown by Peter Molloy, Dave Poole, Anthony Sanders, and Tim Ambler. Tim Ambler re-soloed in a glider in September. He managed a Bronze half-hour, in a K-13, off the winch after only his fifth solo. Well done. The complete refurbishment of the K-13 is now nearing completion, thanks to a Stirling effort by Barry Thomas and his helpers.

**Colin Weyman**

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

WE had a successful flying week August with many trial lessons and new members. Our junior membership has more than doubled,

and club membership increased from eight to 47 in under three years. Thanks to all our members we are growing in strength. The culmination of our flying week was a wonderful BBQ provided by Richard Charnley who donated all proceeds to club funds. A recent trial lesson was Tom Jardine, a 91-year-old member of our original club, who was able to provide names to 1930/40 photographs.

**Wendy McIver**

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

EDENSOARING has seen local members solo this summer. Frank was first; then he bought a K-6. Ian, nearly solo owns a K-6, and Bill soloed one day, converted to the K-8 and went ridge soaring on his next flying day. Bill flew for 35 minutes on his third flight in the K-8. Well done guys. Flying in the Helm wind is a challenge – sometimes it's great wave, other times a rough, teeth chattering affair, but there is no doubt Skelling farm sits under the wave formation in various wind directions. Over 35 clubs have been recorded visiting Edensoaring over the last two years.

**Sandy Hawkyard**

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

INSTRUCTORS and tug pilots have been busy with trial lessons before the winter sets in. Our thanks go to them and all the other helpers who have kept us flying. Many congratulations to Mike Harris on his Silver height gain in the club's K-6. Not many clubs can claim to have created a brand new meaning of the phrase "Building Castles in the Sky", but we can with new family members Stephen, Jake, Susan, and Kelly Castle, who together with Nick Jones, Robert Giles and John Coles, make seven new members in the last two months. Club members enjoyed a great curry cooked by member Shruti Thaker who is moving to New York.

**Peter Perry**

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

WITH sadness, we report the death from cancer of Elvin Hibbard, past CFI and a well known character of the gliding world. Our condolences go out to his family including

sons Eric and Peter, who continue the Hibbard tradition and fly with us as instructors. Dave Bolsden had hoped to piece together the data from his 50km Silver distance. It didn't happen – so he repeated the flight and got the data. Well done also to Ray Rogers and Michael Endicott, both of whom re-soloed after a break from gliding. The "technical support team" have been working hard around the site and we now have a shower block installed behind the clubhouse.

**Dick Skinner**

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

CONGRATULATIONS to Jo Honour on soloing within five days of his 16th birthday and to his father Dave for his Bronze. Well done Pete Sperry for converting to the single-seat Astir. Members visited Four Counties at Wittering and others visited Yorkshire GC at Sutton Bank. We had two good thermal days when we flew out over the Vale of York. Fenland has acquired a K-8, and taken delivery of a Rotax Super Falke, which is used for aerotowing. We are sorry that Del Ley is leaving the area after many years as a member. We welcome back Don Jonstone and John Roche Kelly, who is helping out with instructing.

**John Doubleday**

#### **HEREFORDSHIRE (SHOBDON)** **WWW.SHOBDONGLIDING.CO.UK** **521429N 0025253W**

OUR August Task Week was spoiled by weather. The only cracking day closed down as we were all at the furthest point of our tasks, leaving us with a struggle to get home. We were luckier with a pre-solo week organised by Mike Hayes; congratulations to Mark Smith and Charlie Hewitt-Dean on soloing. Mark's father Eddie flew the tug for Mark's solo. The Blanik has been grounded along with all others worldwide. Fortunately the Twin Astir had just been refurbished when the AD arrived, so we have been able to continue operations. We are indebted to all those who played a part in getting the Astir back in the air, particularly Peter Poole.

**Diana King**

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

THE snow-damaged hangar has finally been demolished and we await a start on the new



(Left to right): First solos for: Peter Stoker pictured with John Street at **Devon & Somerset** (Cheryl Smith); Charlie Hewitt-Dean at **Herefordshire**; Lewis Alderstone at **Lakes** on his 16th; Roger Emms congratulates Peter Valentine on his re-solo at **NVGC** (Tony Walker)



hangar soon. Our K-21, damaged at the same time (it was inside the collapsed hangar) is still away being repaired, but the Acro is doing sterling service and we cannot thank the syndicate enough. The club now has a private Pirat based at Easterton, it belongs to Bruce Gordon. The new engine for the tug finally started once the main fuel valve got turned on – much embarrassment and monkey points all round.

**John Thomson**

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

THE move into the new hangar has now been completed, with the addition of a new entrance approach to improve access. Next on the agenda is a move into a new clubhouse, due to take place in January 2011, which will leave only the workshop building to be replaced in due course. Membership has steadily increased with a number of new trainees and the first of our Air Training Corps GAP students starting their scheme. Congratulations go to Tony Thomas, who went solo in October, proving that you can teach old airline pilots new tricks.

**Neil Armstrong**

**LAKES (WALNEY)**  
**WWW.LAKESGC.CO.UK**  
**570752N 0031549W**

DESPITE indifferent weather in July and August, flying continued with several good soaring flights, and progress with training. Lewis Alderstone arrived on his 16th birthday with many supporters who watched him fly his first solo. A few weeks later, Simon Hobson also soloed. Our K-21 has been out of action awaiting spares so all two-seater flying has been in the IS-28. We managed to complete its annual with no disruption to flying, thanks to great efforts from Roy Jones. Seven members and five gliders went to Le Louroux in France for the 100 Chateaux Competition. Team Capstan finished the season at Pocklington two-seater competition with 1st in the "wood" class and 3rd overall.

**John Martindale**

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

AFTER a fantastic start, the poor August has left us with a disappointingly average flying activity for the season as a whole.

Membership has held up well, however, and we have now completed the last phase of our south caravan and log cabin site, with five new log cabins and five more caravans. Negotiation with a film company has provided us with another regular income stream from our large estate. One of our three Disci is going to be re-finished this winter with new instrument panels to the other two. Planning is under way for next year's cross-country courses and competitions. As I write, we have an expedition in Aboyne.

**Richard Moyse**

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

CONGRATULATIONS to Derek Napier on his Bronze, and to Peter Deane on his Silver. We have had club expeditions to Talgarth, Edensoaring and Shobden, with lots of fun. The work to improve club facilities continues, with various repairs to our main building including new showers and toilet facilities. We are lining up a long list of projects to keep members busy over the winter and, to entertain them, there is a series of social events including the famous Quiz night, Xmas Dinner, Bronze lectures and a number of visiting speakers. Meanwhile flying continues into the winter, thanks to our well-drained field. Next year our regionals have moved back to the late August slot.

**Andrew Sampson**

**LOUGHBOROUGH STUDENTS UNION**  
**(RAF WITTERING) WWW.LSUGC.COM**  
**523645N 0002840W**

WE were able to field one of the biggest teams at the inter-unis this year, which gave us close second in the progression contest. Lots of pre-solo training was achieved as well as various parts of the Bronze for a number of members. The week would not have been possible without Trent Valley GC who kindly lent us their K-13 trailer. Four of our members flew the juniors this year so well done to all of them, especially Matt Davis for coming 6th and Sam Roddie for 5th, and also best under-21.

**Sam Roddie**

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

WOOD Week in August was well attended with visits from a Skylark 2, Kirby Kite, T-21 and T-31, amongst others. Our task week was challenging weather wise, as illustrated by

the picture of a shredded windsack on our blog. Winners were Dominic Haughton (1st) Team 494, Duo Discus (2nd) and Nick Heriz-Smith 3rd. In the Inter Club final held at RAF Wittering we came 3rd, with Chris Aldis as pundit, John Stuart/John Parry intermediate and Keith Laidler novice. We have welcomed plenty of visitors over the summer including individuals from Germany, Switzerland and Norway. Congratulations to Clive Jones on the fastest "Tim's triangle" this year and to Guy Joseph on going solo.

**Steven Gunn-Russell**

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

MANY congratulations go to one of our newest members, Peter Valentine, for re-soling after a very long break. I have two sad items to report. Firstly, the loss of our dear friend James (Jim) Rignall who passed away peacefully in July (see obit p68). Secondly, our clubhouse was broken into and ransacked with all manner of things being stolen from laptops and loggers to sausages and baked beans. The workshop and all private caravans were also broken into and tools, GPS systems and MG headsets have been taken. Thankfully they didn't make it into the hangar. We are now assessing the losses and repairing the damage to the clubhouse.

**Kerry Mertz**

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

WE have flown a lot of trial flights this season, which is good for the treasurer, and attracted four of five keen, and very useful, members which is helping to keep our numbers up. We did our bit at a local village show and it turned out not flyable on that day so nobody lost out. Our annual pilgrimage to Feshiebridge is upon us, always a highlight of our gliding year.

**Brian Williams**

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

AS summer ends, we were lucky with reasonable weather for our flying fortnight in August. Thanks to Phil and Fi who managed a brilliant 60s theme party and pig roast. We were pleased to see Xin Xhu flying solo, and Jean Fre Fachon taking the K-8 to Sackville

(Left to right): First solos for: Xin Xhu, pictured with Paul Morrison, at **Oxford** (Liisi Laks); **Rattlesden's** Mark Henley, being congratulated by Colin Pitt; James Grantham at **Southdown**; **Stratford on Avon's** Jamie Dickson (Nick Jaffray)



✈ Farm for his 50km. Congratulations to Andrew Butterfield, who achieved his 500km this summer. The clubhouse continues to improve, with CFI John Hanlon installing new double glazing, and Phil Pratley continuing his solo slab laying campaign. The club recently returned from an expedition to Talgarth, thanks to them for their hospitality and supplying us wave on six of our seven days.  
**Neil Swinton**

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

OUR expeditions to Millfield and Aboyne were great successes with wave flights at both venues. The club's band evening fundraiser earned around £650 towards repairs for the main hangar roof. Congratulations to Tony Claydon for completing his Bronze. This year's Open Day was a fantastic success. Many thanks go to Gary Lacey, Kev Fear and Dave Crowhurst, plus the members who helped on the day. The club has a new website, which has a much more modern look to it. Many thanks to Cadet Connor for all his work. This will be my last club news entry. Having done this for the last four years, it's time to hand it over.  
**Merv Bull**

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

OUR autumn course saw abysmal weather. Nevertheless it was enjoyed by all, and the Captain of *HMS Ark Royal* attended the closing BBQ and prize-giving. We hosted a successful RINGS development week in September for 20 *ab-initio's* and experienced pilots. At the same time we were delighted to welcome Mike Fox, who ran an Assistant Instructor course and learnt a lot of Navy language. Congratulations to Chris Moore, on his Basic Instructor rating. Two other Instructor appointments are pending. We were pleased to acquire a Duo Discus, which increases our capabilities.

**Neil Shaw**

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

CONGRATULATIONS to Mark Henley, one of our youth pilots, on going solo in August. Flying week at the beginning of September was full of distinctive flights; congratulations go to Darren Hatcher on flying for over five hours for his Silver, Mike Jillings on obtaining

flights towards his Bronze and to Bill Morse on completing his Bronze. The social events have included a visit to Shuttleworth for the flying proms evening and a social evening at the club with a live band 'US'. A firework party was planned for the beginning of November. The weekend of 18-19 September saw over 20 scouts flying and camping at the club.

**Helen Page**

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

VISITORS and members have had many good days during August and September to experience our thermals, ridges and wave – what more can you ask for? We have a newly-refurbished oxygen refilling facility – just in time for the wave season – oh, and another new hangar is almost complete. Well done to the following: Paul Maxwell, Sean Stone and David Carus (first solo); Gary Le Soeur (re-solo); Alex Rougvie (Bronze); Johnny Paterson (Bronze cross-country and Silver height); Andrew Wilder (Bronze, cross-country, Silver duration and Gold height); Ian Easson (Gold height); Martin Ling, Donnie Caldwell, John Ferguson and Steve Derwin (Assistant Instructor).

**Ian Easson**

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

AUTUMN started badly at Parham, with so little activity that balloonists took to landing here thinking we were a set aside field. By the end of September, a powerful northerly wind appeared, coupled with sunshine and sparkling visibility. James Grantham went solo on his 16th, cross-country pilots discovered that they were due some leave and attempted tasks considered over optimistic only a few months before. But the outstanding achievement came from Damien Le Roux, who successfully circumnavigated London. He flew his Lak 19 around the TMA in around five and a half hours.

**Peter J Holloway**

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

DURING the last throws of the summer, a number of us took advantage of an unusually dry August Bank Holiday Monday, with Rob Colson able to achieve his Silver distance by reaching Bideford. Also congratulation to one

of our newest recruits, Neil Andrew, for going solo within a month of joining, on our package membership. Rod Weaver has been appointed CFI as Dave Jeffries has stepped down due to increasing work commitments, with our gratitude and thanks from all at the club for all his hard work and dedication and his continuing support. Our AGM will be held 22 January.

**George Robertson**

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

WE have managed to progress and gather more new members. The congratulations list has a first solo for Darryl Cottingham and a Bronze Award for Steve Collins. The prize gong goes to our very own flying granny, Pauline Lerner, who went solo last month. We had another brave try for the club booby prize as a 15 metre glider was manoeuvred through a 14.99 metre gap but my demolition of the tractor window will still probably stand as the winner. It should go to the visiting instructor who borrowed our two-seater, got lost and landed out but we promised to keep quiet. Kate Fox and Warren Johnson completed their five-hour flights and Silvers.

**Neil Frost**

**STRATFORD ON AVON (SNITTERFIELD)**  
**WWW.GBUTLER.DEMON.CO.UK**  
**521408N 0014239W**

RECENT weeks have seen plenty of activity on the non-flying front. Our AGM in October was a mix of awards and reflections on the season. We couldn't separate Daniel Brown and Dave Martin at the top of the Badge Ladder or for progress, so both awards were given jointly. Mike Coffee, Phil Pickett and Barry Kerby were 1st, 2nd and 3rd on the cross-country ladder respectively, with Phil also receiving the trophy for the first 300km this year. We awarded a new trophy this season – the Derek Phillips 'wooden' trophy, awarded to Tony Murphy. On the flying side, congratulations to Jamie Dickson who flew his first solo in September.

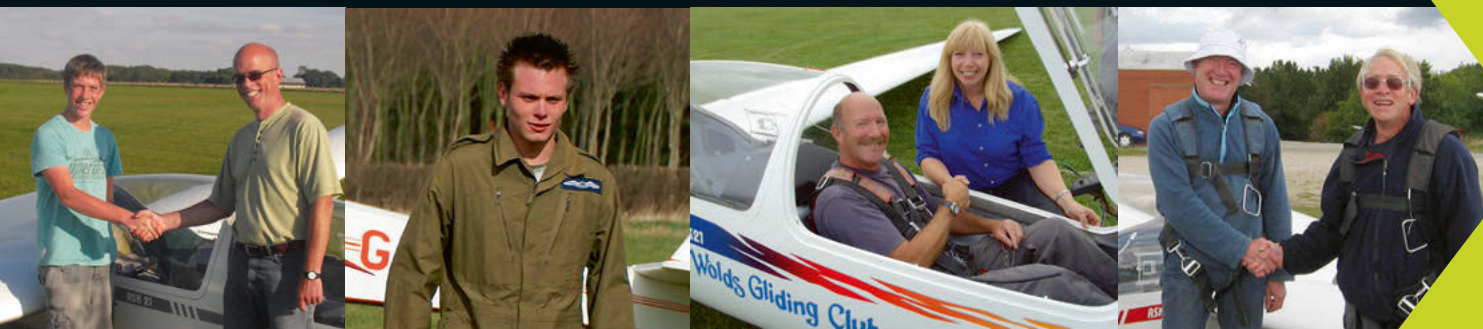
**Richard Maksymowicz**

**SURREY HILLS (KENLEY)**  
**WWW.SOUTHLONDONGLIDING.CO.UK**  
**511850N 0020643W**

AS well as having a busy summer flying at Kenley, a number of us managed to enter a few competitions. A large contingent went up to the Gransden regionals to support our two



(Left to right): Alex Stringer after first solo at **Hus Bos**, with instructor Kevin Willows; **TVGC's** Steve Nock, who came second in the Juniors in August (Geoff Lloyd); solo for **Wolds'** Tony Snowden, congratulated by Patricia Ridge; Peter Wright is congratulated on first solo at **Yorkshire**



pilots, Steve Codd and Russell King. Steve finished an excellent 3rd in the Sports Class. Steve Codd also performed well in the Bicester regionals. I entered Competition Enterprise at Lasham and was blessed with one of the best week's flying ever seen. As well as flying a huge number of hours, I managed to complete my Gold distance and Diamond goal. Back at Kenley there could be changes in airspace around us which would open up our cross-country opportunities. A final congratulation goes to Tim Horbury on going solo.  
**MARC CORRANCE**

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

THE Gliding Centre has had a successful season, hosting two excellent competitions. Congratulations to the Hus Bos team 2010 Inter-club League winners, captained by Chris Luton. Among the many pilots who took part were Kevin Fisher, Mike Larkin, Steve Poz, Russell Cheetham and Richard Browne. Three *ab-initio's* went solo recently – Troy Smith, Alex Stringer and William Su and well done to Richard Barber on gaining his Bronze. Our usual Winter flying fee deals are on offer – winch launches free after the third and 500ft free of charge is offered on aerotows over 2000ft. Other events included a Spooks Night, Hot Air Balloon and Bonfire night on 6 November and our annual Trophy Awards on 20 November.

**Tricia Pearson**

#### **TRENT VALLEY (KIRTON IN LINDSEY)** **WWW.TVGC.ORG.UK** **532745N 0003436W**

BELATED congratulations to new Basic Instructors Mark Gradley and Callum Harkness. New Assistant Cat and BI courses began in October under the tuition of Paul Holland. A final trip of the year to Portmoak in October preceded settling into winter flying and building and equipment renovation programmes. At least we are able to look forward to our famous 'Wednesday lunches' at the clubhouse when the weather is not favourable. Non-flying events include trips to the Yorkshire Air Museum at Elvington and the Battle of Britain Memorial flight at Coningsby, plus our Christmas Dinner on 11 December. Finally, our congratulations to one of our youngest pilots, Steve Nock, who came second in the Juniors way back in late August.  
**Geoff Davey**

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

WE are introducing a reduced rate for the second aerotow to encourage winter flying. This is available to visiting pilots, as well as members. A new glider syndicate has been formed by three of our solo members. Paul Kellett, Jeff Lynes and Peter Jackson have purchased an ASW 15B. This aircraft was flying here in the Vale until a few years ago and it is great to see it in the air again. Congratulations to Jeff Lynes for his Bronze and last, but definitely not least, our own Jane Nash has been selected to fly in the Woman's British team on the back of her success at Hus Bos. She'll be flying her first task in Sweden in June.  
**Jay Myrdal**

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

NOT a great year for weekend flying. Several members have been in hospital for various reasons and recovering well. Roger Tallwin achieved his five-hours, Andy Burton has completed his flights for his Bronze, and Paul Porter got as far as planning a 300km. Congratulations to Simon Pratt for accepting an RAF pilot scholarship. After getting his glider back from a ding at the Midland Regionals, Strzeb came in the top half at the Gransden Regionals, his best result so far. Mike Taylor, Paul Porter and the Coopers led an exhibition of our club Junior at the Burleigh Horse Trials, which gave us some television exposure for the club and gliding.  
**John Strzebrakowski**

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

CONGRATULATIONS to Michael D'Cruze and Tony Snowden, who went solo this autumn, and to Dave Binney who became a BI and Martin Boulton and Mark Ridger, who became AIs. The 25th Two-Seater Competition was won by the Camphill DG500 team; and thank you to all the competitors and members who raised £3,300 in the week for this year's charity – Sue Ryder Care. As usual, Charlie Brown arrived with his Spitfire for the "Proms. Concert" at Castle Howard and treated us all to a wonderful display. A club expedition was made to Edensoaring in October to give nearly 20 members an opportunity to experience a very different site. Thanks to Jan

Van de Hoek for organising this.  
**Avelyn Dell**

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

THE Army team has won the Inter-services for first time in many years and many were Wyvern pilots. Dj Graham and Jamie Sage were top of the Sports Class. Allan Tribe and Tochi Marwaha also managed respectable positions. Andy Gibson and Terry King both entered their first competitions and did very well. I have a feeling that they will be entering more in future. Preparations for the Wyvern clubhouse farewell party are ongoing, a building that has had been part of aviation since 1927. A sad day when it's handed back. However, a new challenge begins – the club is its members and not the bricks and mortar.  
**Matt Graeme-McMurdock**

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

AN outside viewing area, made of timber-decking and built by members, is proving very popular. Visitors look down and watch take-offs and landings, at the same time appreciating measures taken by pilots which ensure the safety of all concerned with our sport (we hope the facility will also help to attract new members to the club). Four cadets of the Air Training Corps have joined us, to do some extra flying at an affordable price.  
**Chris Brayne**

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

IN my last report, I mistakenly named Mike Armstrong as the winner of the 2010 Northerns. The winner was in fact Graham Morris, so congratulations Graham and commiserations to Mike. Our Open Day was a huge success, resulting in more members, who it is hoped will join our latest soloists Brin Evan, Peter Wright and Nick Muller. Harry Clark and David Ryall are our latest BIs. Don't forget Sutton Bank is open seven days a week during winter, with the first half hour free in our single-seaters.  
**John and Sarah Marsh**

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



Thirteen Combined Cadet Force cadets and two staff officers flew in September at Dartmoor. Cadets Stephanie Hole, Darcy Ball, Catrina Bell, George Harold and Christopher Barbour are pictured with club CFI Don Puttock and Instructor Martin Smith



## > CLUB FOCUS

### DARTMOOR

#### AT A GLANCE

##### Membership:

Full: £160pa  
Junior: £60pa

##### Launch type:

Winch: £5.25, 25p per minute (motorglider also available)

##### Club fleet:

2 x K-13, K-6, K-8, Scheibe Zugvogel

##### Private gliders:

12

##### Instructors/Members:

8/66

##### Types of lift:

Thermal, ridge, wave and sea breeze convergence

##### Operates:

Wednesdays, weekends and Bank Holidays. A radio watch is maintained on 130.1 MHz on normal flying days. Since the club is within the boundary of Dartmoor National Park, powered aircraft may be accepted only by prior arrangement

##### Contact:

Clubhouse: 01822 810712  
Launchpoint: 07773 161079  
[www.dartmoorgliding.co.uk](http://www.dartmoorgliding.co.uk)

##### Long and Lat:

503517N 0040850W

SITUATED three miles north of Tavistock and 13 miles north of Plymouth, Dartmoor is the most westerly BGA gliding club in the West Country. Forged from an amalgamation between MoD employees in the Royal Naval Engineering College at Manadon ('Thunderer') and like-minded enthusiasts in the Plymouth area, in 1982 the club moved from Roborough to its present site at Brentor on the western edge of Dartmoor, within sight of the tor and its prominent church.

The club has steadily developed and now boasts a well cared for 110-290°, 1,100m, grass runway, a clubhouse and purpose-built hangar to house the club fleet. The site benefits from traditional thermal lift in the prevailing westerlies, through ridge in northerly and wave in easterly wind directions – the latter being particularly beneficial in winter months, with heights in excess of 16,000ft being achieved 'off the end of the wire'.

Whilst its position in the Western peninsula might make it an ideal start point for cross-country flights (although we are an established BGA Turning Point, 'BRT'), the club's training record from

*ab-initio* through solo and Bronze to Glider Pilot's Licence, is above the UK club average, with eight solos/Bronze qualifications achieved in 2010 alone.

Capitalising on this training base, in August this year we became the one of the first clubs to be accredited by the BGA as a Junior Gliding Centre. This has led to a trial affiliation with the Combined Cadet Force contingent of nearby Kelly College, which aimed to provide trial lessons and ground school for 40 cadets and staff in the autumn term.

In addition to weekday and weekend trial lessons, the club recently introduced structured, individual, one-day introductory courses. These comprise six flying lessons and ground training, as well as 'hands on' experience. In the first six weeks, it attracted five participants, who may be encouraged to continue with our 'Fixed Price to Solo' scheme. Such is the need for trial lessons, the club is currently funding the training of three more members to become Basic Instructors.

In its peaceful but spectacular setting, with views over moor and sea, Dartmoor is a small, lively and friendly operation.

**Martin Cropper**





**STEMME S10-VT**  
The Ultimate self-launch 2-seater  
125 knot cruise or 50:1 glide  
2463km Gliding Record  
or fly to New Zealand!!  
Side-by-side comfort

Coming soon:  
S6, S8 & S2

Please contact:  
[www.STEMME.co.uk](http://www.STEMME.co.uk)  
Tel/Fax: 01277 823066  
MikeJefferyes@stemme.co.uk

Maiden Flight  
S6 Prototype

**See You**

**See You and See You Mobile**  
Probably the best Navigation,  
Task Planning and Analysis software  
**See You for PC £109**  
**See You Mobile PDA/PNA £169**  
**See You Upgrades £56**  
25% cheaper than the Web  
Supplied on 3 CDs with world  
wide topo and satellite maps

**Oudie £459 inc VAT**  
Goto [www.bas.uk.net/oudie.html](http://www.bas.uk.net/oudie.html)  
for full details

BGA and IGC Approved Calibration Centre  
for all types of GPS Flight Recorders  
£15 + £6 return post

**Dickie Feakes**  
**Bicester Aviation Services**  
11 The Poplars, Launton, Bicester OX26 5DW  
07710 221131 or 01869 245948  
[dickie@bas.uk.net](mailto:dickie@bas.uk.net)

**THE SCOTTISH GLIDING CENTRE**  
*Portmoak*

For more than 70 years our members  
have been enjoying one of the best  
Ridge Soaring and Wave Sites in  
Scotland

Why not join us and see for yourself

**Scotland's Premier Training Site**  
**Book early for 2011 courses**

To ensure that we can meet your requirements, advance  
booking for aircraft, clubhouse accommodation, caravans  
and camping is essential

Call us on 01592 840543  
The Scottish Gliding Centre  
Portmoak Airfield, Scotlandwell KY13 9JJ  
Web <http://www.scottishglidingcentre.co.uk>  
email: [office@scottishglidingcentre.co.uk](mailto:office@scottishglidingcentre.co.uk)

Call 01452 741 463



### Mountain High Oxygen

We are now authorised distributors  
for the full range of MH Oxygen  
EDS and XCR systems. Visit our  
website to view the full range.

### Gadringer Seat Harness

Replacement seat harness for most  
gliders in a full range of colours.  
**prices start at: £346.99**  
inc VAT

### Camelbac Unbottled 2 litres

Leak-proof fully insulated  
bottle offers up to 3 hours  
of cool, clean water.  
**£30.84 inc VAT**

**ATR500 Radio** Entry level  
57 mm radio with easy operation  
via 2 line LC-Display 9 memory  
frequencies, Auto TX off after 2  
mins Power supply: 10.5V - 14V  
**price £979.00 incl VAT**



### Winter Bordgerate Instruments

The very best German precision  
Instruments. Visit our website to  
view the full range.

### Colibri

Smallest  
logger with  
high level IGC  
approval. All  
you need to  
claim badges,  
records or competition flights  
It is small in size, but big in  
functionality. Standalone it  
is useful for navigation, wind  
calculation and tracking of engine  
status. Full details on our website.  
**£668.57 inc VAT**



### MicroRecorderSD

The FAI ratified microRecorder  
comes complete with a USB  
download/charging connect to a  
NMEA data out/external power  
connector and external antenna.  
It includes Engine noise detection  
and a SD card. The SD Flash card  
enables flights to be transferred  
to a removable flash card for  
easy downloading.  
**£564 inc VAT**



### \* NEW PRODUCT \* QstarzBT Q1000X

Personal Data logger record upto  
42 hours of flight data with this  
stand-a-lone GPS/Data Logger.  
Small size 72.2 (L) X 46.5 (W) X 20  
(H) mm mean that this unit can  
easily be placed in a pocket or the  
glider. Download data to Goggle  
Earth and convert to NEMA data  
for BGA Ladder Claims.  
**£79.95 inc VAT**

**CALL NOW  
FOR A  
FAST AND  
FRIENDLY  
SERVICE!**

To complement our  
existing workshop  
facilities you can now  
access a huge range of  
**Parts, Repair Materials  
and Accessories**  
from the comfort of your  
own home - simply give  
us a call or visit

**WWW.SVSP.CO.UK**

The Smartest Way to  
Purchase Materials!



**...and Remember!**  
We offer a  
complete  
instrumentation  
service - we can fit  
out your panel

and our Heritage is  
**REPAIRING GLIDERS**  
we have 15 years  
experience in all  
kinds of repair,  
simply call for advice.

**TEL. 01452 741 463**  
M. 07860 542028  
[SALES@SVSP.CO.UK](mailto:SALES@SVSP.CO.UK)

PASSAGE ROAD, ARLINGHAM  
GLOS, GL2 7JR

# The BGA Team and General Information



## Executive Committee

### Chairman

Patrick Naegeli  
[chairman@gliding.co.uk](mailto:chairman@gliding.co.uk)

### Treasurer

Les Kaye

### Company Secretary

Keith Mansell

### Executive Members

Matt Cook, Dave Fidler,  
Chris Gibson, Peter Harvey,  
Robert John, Andy Perkins,  
Ron Bridges, John Williams

## HQ

Tel: 0116 289 2956 Fax: 0116 289 5025

[office@gliding.co.uk](mailto:office@gliding.co.uk)  
[www.gliding.co.uk](http://www.gliding.co.uk)

### Chief Executive

Pete Stratten  
[pete@gliding.co.uk](mailto:pete@gliding.co.uk)

### Office Manager

Debbie Carr  
[debbie@gliding.co.uk](mailto:debbie@gliding.co.uk)

### Accounts

Peter Bishop  
[accounts@gliding.co.uk](mailto:accounts@gliding.co.uk)

### Administration

Lizzie Pike  
[lizzie@gliding.co.uk](mailto:lizzie@gliding.co.uk)  
Jenny Hartwell  
[jenny@gliding.co.uk](mailto:jenny@gliding.co.uk)

### Communications Officer

Keith Auchterlonie  
[keith@gliding.co.uk](mailto:keith@gliding.co.uk)

### FAI Badges Officer

Basil Fairston  
[basil@gliding.co.uk](mailto:basil@gliding.co.uk)

### Chief Technical Officer

Jim Hammerton  
[cto@gliding.co.uk](mailto:cto@gliding.co.uk)

### Airworthiness Quality Manager

Peter Johnson

### Magazine Editor

Susan Newby  
[editor@sailplaneandgliding.co.uk](mailto:editor@sailplaneandgliding.co.uk)

## Performance & Development

### Competitions & Awards

Russell Cheetham

### Team GB Manager

Phil Sturley

### Development

Diana King

### Development Officers

Alison Randle  
[alison@gliding.co.uk](mailto:alison@gliding.co.uk)  
Roger Coote  
[j-rcoote@talktalk.net](mailto:j-rcoote@talktalk.net)

### National Coach

Mike Fox  
[mike@gliding.co.uk](mailto:mike@gliding.co.uk)

### Communications & Marketing

Keith Auchterlonie

## Operations

### Safety

Phil King

### Future Licensing

Chris Gibson

### Airspace

Carr Withall

### Instructing

Don Irving

### SLMG

Andy Miller

### Technical

Howard Torode

### Flying Operations

Ted Norman

## 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 at [www.gliding.co.uk/bgainfo/instructors/motorgliding.htm](http://www.gliding.co.uk/bgainfo/instructors/motorgliding.htm)

## Regional Gliding Examiners

BGA gliding examiners are appointed on a regional basis and directed by Senior Regional Examiners. SREs are listed on the BGA web site at [www.gliding.co.uk/bgainfo/instructors/contacts.htm](http://www.gliding.co.uk/bgainfo/instructors/contacts.htm)

## Regional Safety Officers

RSO club allocations are listed on the BGA web site at [www.gliding.co.uk/bgainfo/safety/documents/rsolist.pdf](http://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 by BGA region at [www.gliding.co.uk/bgainfo/technical/contacts.htm](http://www.gliding.co.uk/bgainfo/technical/contacts.htm)

## Airworthiness Guidance

Guidance for owners of Annex II and EASA aircraft is at [www.gliding.co.uk/bgainfo/technical/news.htm](http://www.gliding.co.uk/bgainfo/technical/news.htm)

## Accident Investigation

### Chief Accident Investigator

Chris Heames

## Other Information

### Courses

BGA course information is at [www.gliding.co.uk/bgainfo/bga/courses.htm](http://www.gliding.co.uk/bgainfo/bga/courses.htm)

### Fees

BGA Fees are detailed at [www.gliding.co.uk/forms/bgafees.pdf](http://www.gliding.co.uk/forms/bgafees.pdf)

### Email News

Staying in touch with latest developments could not be easier. Just subscribe for Email alerts at [www.gliding.co.uk/subscriptions](http://www.gliding.co.uk/subscriptions)

## New BGA Office Contact Details

8 Merus Court, Meridian Business Park, Leicester, LE19 1RJ

tel: 0116 289 2956 fax: 0116 289 5025 email:[office@gliding.co.uk](mailto:office@gliding.co.uk)



# The BGA Shop

[www.bgashop.co.uk](http://www.bgashop.co.uk)



## The all new BGA online shop

### Your all new BGA Shop

The BGA Shop - long proven to be a great shopping resource for everyone in gliding - now has a whole new direction. Following research into members' needs, the BGA has re-launched its shopping experience with a whole new look and plans for a much wider range of stock.

The BGA Shop has always been the best source for club essentials such as DI books, log books, text books, Laws & Rules, Operations Manuals, BGA badges, and one of the best for specialist media supplies such as books, videos and CDs - you name it! There has also been a limited range of clothing and the obligatory beanie hat, without which no self-respecting soaring pilot should venture into the sky...

### The BGA Shop is moving forwards

Our commitment is to supply a diverse range of items to meet the needs of clubs and pilots along with an excellent level of service. The range of products will grow and grow - more gliding essentials will be added as the months pass.

Meanwhile, check out and bookmark [www.bgashop.co.uk](http://www.bgashop.co.uk) as a website favourite, or simply click on the link on the BGA website at [www.gliding.co.uk](http://www.gliding.co.uk) to keep up to date with our latest products and ideas.

**To access the all new BGA Shop go to [www.bgashop.co.uk](http://www.bgashop.co.uk)**



## BGA accident/incident summaries

### AIRCRAFT

Ref	Type	Damage	Date, time	Place	PILOT Age	Injury	P1 hours
68	ASW 19	substantial	2/06/10, 16:30	Norfolk GC	71	none	243
Undersurface damaged after the wheel hit a rut during a field landing, pitching the nose down. Deep vegetation concealed the ruts when the pilot was selecting a field.							
69	Lak 17	minor	5/06/10, 15:30	Burn GC	72	none	not reported
Minor paint damage after a wheel-up field landing. Unable to start the turbo, the pilot was busy with the engine retraction process during the circuit and omitted to lower the undercarriage.							
70	Vega T65	minor	9/06/10, 15:05	South London GC	36	none	338
Damage to undersurface, undercarriage doors, base of rudder and tailwheel after a wheel-up landing onto a hard runway.							
71	Open Cirrus	destroyed	22/04/10, 16:30	Kent GC	55	serious	147
Undershooting approach into a field ended with a wingtip brushing a treetop, rotating and pitching the glider into the ground. The pilot was being aerotow retrieved after a successful Silver distance flight when the rope back-released after a bow developed in turbulence.							
73	ASW 15	minor	19/06/10, 17:40	Bidford GC	--	none	228
Canopy became loose during the aerotow. After initially holding it down, the pilot decided to allow the canopy to fly off and then returned to the airfield.							
74	Vega T65	substantial	20/06/10, 16:15	Welland GC	53	none	not reported
Bent main spar pin and damage to spar. The glider's wingtip caught in crop when landing in a wheat field, groundlooping the glider.							
75	DG 300	substantial	20/06/10, 14:00	Black Mountains GC	68	none	276
Undercarriage, undercarriage doors and seat damaged during a heavy landing. The glider appeared to be sinking rapidly on approach and the undercarriage collapsed after touching down.							
76	ASW 20	minor	24/06/10, --	Southdown GC	63	none	410
Fuselage underside scratched, port wing and flap punctured by flint stones during an otherwise uneventful field landing.							
78	LS4	substantial	26/06/10, 15:00	Vale of White Horse GC	67	none	170
Rudder cut in two, fin and wingtip damaged after groundlooping and running backwards into barbed wire fence. The pilot rejected his first two fields due to wires and had to make a late field selection and hurried approach into a too short field.							
79	LS4	substantial	27/06/10, 13:40	Booker GC	73	none	196
Heavy landing into a suitable field damaged the fuselage and undercarriage.							
80	Ventus	substantial	29/06/10, 15:30	Herefordshire GC	80	none	2581
The turbo equipped glider flew down the length of the runway with the undercarriage up and the engine running intermittently before crashing into a field off the end of the runway. Starboard wing broken, fuselage damaged and other damage after skidding into a fence during the crash.							
81	Nimbus 3	substantial	27/06/10, 13:25	Darlington GC	58 / 73	none / minor	not reported
Glider stalled while turning after a winch launch failure at approx. 300ft agl. After losing height recovering from the stall, the pilot had to land straight ahead into an oilseed rape field, damaging both wings and removing an undercarriage door.							
82	K-21	substantial	29/06/10, 11:15	Southdown GC	51	none	<2
Rear canopy opened during the aerotow. The canopy hinge twisted before the perspex detached from the frame.							

*Winch and aerotow launches seven days a week?  
Bookable training seven days a week?  
2:1 trainee to instructor ratio?  
All glass fleet?  
Where else? 01767 677077 [www.glide.co.uk](http://www.glide.co.uk)*

*Cambridge Gliding Centre*






# BGA accident/incident summaries *continued*

## AIRCRAFT


Ref	Type	Damage	Date, time	Place	PILOT Age	Injury	P1 hours
83	ASW 19	destroyed	13/05/10, 17:30	Windrushers GC	49	none	82
Pilot mistook the undercarriage lever for the airbrakes and flew two low, fast beats of the airfield cycling the undercarriage. At the end of the second beat, the glider hit a boundary hedge and tree, cartwheeled across a public road, hitting a roadsign before coming to rest on a garden hedge.							
84	Standard Cirrus	substantial	19/06/10, 17:00	Midland GC	48	serious	375
Glider stalled and descended vertically from about 10ft agl, hitting the ground hard. The pilot's report mentions turbulence on the approach and a severe wind gradient may have been a factor.							
85	Grob 102	minor	17/05/10, 16:05	Lasham GS	67	none	not reported
Wingtip damage after a minor groundloop during a field landing. The non-XC rated pilot had strayed out of glide range of the airfield.							
86	Mistral	substantial	16/06/10, 17:20	Rattlesden GC	64	none	36
Wingtip caught in crop during a field landing. The subsequent groundloop led to delamination of the fin and possible further internal damage.							
87	DG 200	substantial	28/06/10, 15:30	Deeside GC	56	none	1143
Field landing groundloop after catching a wingtip in long grass. Port wing and fin damaged.							
89	ASW 20	substantial	3/07/10, 16:15	Stratford on Avon GC	49	none	750
Wing D-box damaged after striking a metal fence post during a field landing. The pilot landed crosswind and was unable to stop the glider before the end of the field.							
91	Cirrus	minor	3/07/10, 14:45	Windrushers GC	48	minor	50
Field landing overshoot ended up with the glider under a barbed wire fence, temporarily trapping the pilot. Tall trees at the approach end led to a high approach and a landing halfway into the field.							
92	ASG 29	minor	6/07/10, 16:00	Bristol & Glos GC	65	minor	not reported
Undershooting competition final glide ended in a late decision to raise the engine. Low, in sinking air in the lee of a ridge, the pilot was unable to start the engine and made a heavy wheel-up, engine-out landing into a field selected at 100ft agl, damaging the underside of the glider.							

## Incidents

72	ASG 29 Supermunk	none	16/05/10, 14:40	-	-	none	-
Very close airmiss between climbing towing tug and descending glider. Both pilots report a late sighting of the other aircraft as it appeared to the side of the blind spot directly ahead of the nose of their respective aircraft.							
77	K-21	none	26/06/10, 9:10	-	-	-	-
Inserting the battery incorrectly allowed the terminals to short. By the time this was noticed, the battery was very hot, smoking and distorted to the extent that it was very difficult to remove from the glider.							
88	PW-6	none	3/07/10	-	-	none	-
Glider nose wheel over-ran the cable assembly during the ground run, tangling the shock rope around the wheel. The wheel had to be removed to release the shock rope							
90	LS8	none	3/07/10, 17:10	-	-	none	-
Wheel-up landing.							



**EW microRecorder™**  
The new generation of flight data recorders



- ④ SD card and Engine Noise included
- ④ Power internally or from glider battery
- ④ No software required to upload files
- ④ Ratified for all flights
- ④ NMEA and 5 volts out for PDA

**ONLY**  
**£480** +VAT  
incl. antenna and USB  
data/charging cable  
and SD card

**Special offer- microRecorder, PDA, Cradle, moving map software, etc, only £550+vat**

Contact Graham on +44 (0)7968 066710, [graham@ewavionics.com](mailto:graham@ewavionics.com) or [www.ewavionics.com](http://www.ewavionics.com)

## BGA BADGES

No.	Pilot	Club (place of flight)	Date
<b>DIAMOND BADGE</b>			
759	Donald McKenzie	Derby & Lincs	31/08/2010

<b>DIAMOND DISTANCE</b>			
1-1151	Nils Peter Wedi	Booker	25/06/2010
1-1152	Peter Clay	Yorkshire	31/07/2010
1-1153	Benjamin Crook	Booker	11/08/2010
1-1154	Donald McKenzie	Derby & Lincs	31/08/2010

<b>DIAMOND GOAL</b>			
2-2407	Marc Corrance	Surrey Hills	03/07/2010
2-2408	James Hiley	Southdown	03/07/2010
2-2409	Matt Wright	Devon & Somerset	20/06/2010
2-2410	James Best	Bicester	03/07/2010
2-2411	Stuart Black	Buckminster	31/08/2010
2-2412	D R Taylor	Norfolk	11/08/2010
2-2413	Adrian Kamp	Bowland Forest	07/08/2010
2-2414	Benjamin Crook	Booker	11/08/2010
2-2415	Keith Morgan	SGU	17/09/2010

<b>DIAMOND HEIGHT</b>			
3-1730	Paul Barnett	Lasham	06/10/2009

<b>GOLD DISTANCE</b>			
	Marc Corrance	Surrey Hills	03/07/2010
	Nils Peter Wedi	Booker	25/06/2010
	James Hiley	Southdown	03/07/2010
	Matt Wright	Devon & Somerset	20/06/2010
	James Best	Bicester	03/07/2010
	Stuart Black	Buckminster	31/08/2010
	D R Taylor	Norfolk	11/08/2010
	Andrew Rattray	Buckminster	31/08/2010
	Adrian Kamp	Bowland Forest	07/08/2010

<b>GOLD HEIGHT</b>			
	Finbarr Cochrane	Ulster G.C.	18/05/2010
	James Best	Bicester	08/04/2010

<b>100K DIPLOMA PART 1</b>			
	Jonathan Phillips	Wolds.	10/07/2010
	Charles Jessop	Bicester	
	Benjamin Harker	Norfolk	23/06/2010
	John Lutkin	Kent	28/07/2010
	John Randall	Gliding Centre	01/09/2010
	Stephen Marriott	Borders	30/08/2010
	Richard Skinner	Essex & Suffolk	11/08/2010
	David Martin	Stratford On Avon	08/08/2010
	Morris Theo	Kent	12/09/2010
	M Noon	Darlington	02/09/2010

<b>100K DIPLOMA PART 2</b>			
	Benjamin Harker	Norfolk	23/06/2010

<b>SILVER BADGE</b>			
	Richard Hale	Oxford	11/08/2010
	Owen McCormack	Lasham	18/04/2010
	Murray Armes	Lasham	26/06/2010
	Claudia Krehl	Cranwell G.C.	28/07/2010
	David Bolsdon	Essex & Suffolk	
	Keith Clarke	Bowland Forest	08/08/2010
	Ali Machinchy	Cambridge	06/07/2010
	Bradley Hutchings	London	30/07/2010
	Martin Hollowell	Lasham	31/08/2010
	Andrew Huggon	Bowland Forest	21/08/2010
	Catherine Page	Derby & Lincs	11/08/2010
	Warren Johnson	Staffordshire	22/08/2010
	Stephen Marriott	Borders G.C.	30/08/2010
	Apsley Pellatt	Shropshire	30/08/2010
	Peter Deane	London	31/08/2010
	Neil Ernest Frost	Staffordshire	11/07/2010
	William Hilton	Booker	28/08/2010
	Philip Gardner	Bicester	13/09/2010
	Kate Frost	Staffordshire	31/08/2010
	Derek Mitchell	Lasham	31/08/2010
	Richard Wilkens	Bicester	08/08/2010
	Jonathan Phillips	Wolds	10/07/2010
	David Martin	Stratford On Avon	08/08/2010
	Morris Theo	Kent	12/09/2010

### Bill Meyer (1930–2010)



BILL was born to a farming family in Australia during the great depression and followed in his father's footsteps, becoming a farmer. He first sampled flying in the

1950s, learning to fly in the wonderful De-Havilland Tiger Moth before later progressing to the Auster. It was in the Auster that he showed an adventurous streak that would later take him all over the world. He flew this small single-engine aircraft all the way from his home in Victoria up to Mornington Island in the Gulf of Carpentaria and back – a round trip of over 3,000 miles. This was in the days before GPS, over mainly inhospitable terrain, stopping at unmanned airstrips to re-fill from fuel drums delivered through prior arrangement.

Clearly, Bill had a passion for travel and eventually his itchy feet took him away from his farming background to a new life in England, with a change of career in his mid-30s that would take his life in a completely new direction. Keen to become a successful marine engineer, Bill worked on a variety of interesting projects, including the development of the HM1 Hovercraft and the conversion of a wartime motor torpedo boat into the plaything of an exiled Indian sultan. It was during this time that Bill discovered gliding – soon the bug bit and he was hooked.

Bill met his second wife, Christine (also a glider pilot), at the Western Regional Championships at Nympsfield in 1976, where he was competing and she was helping the scorer (Bill didn't win, so this strategy clearly didn't work). They married shortly afterwards and moved to Scotland, where Bill was to pursue a career in the oil and gas industry. Bill had many happy flights from Dallachy, Portmoak and Aboyne during this time, before his new career took him and his young family to all sorts of far-flung places, including Brazil, South Africa, Dubai, Italy and Vietnam.

During his time living away from the UK he had less opportunity to glide, but did manage some interesting flying in Brazil, adding some rare local types to his logbook.

On returning to the UK after many years of travel, he returned to Nympsfield

and re-soloed, this time with his youngest son, Jon, learning alongside him. He enjoyed many years of gliding in later life, owning a share in an LS3 and renewing his interest in cross-country flying. He was also a superb and patient crew to Jon, who began to take a keen interest in competition flying. Bill was a well-liked member of the gliding fraternity, who was always friendly and keen to enthuse non-pilots with the joys of silent flight.

Sadly, at the age of 77, Bill had to give up solo flying for medical reasons. He still managed the occasional two-seater flight with Jon, taking his last flight on his 80th birthday – still keen to take the controls and soar. He never lost his passion for gliding, and would often look at the clouds on a good day and ponder over the best energy lines.

Bill passed away peacefully in his sleep, with his family at his bedside, on 17 September, 2010, after a long illness. He will be missed by many in the gliding community, who will have fond memories of this kind, friendly, and modest gentleman.

### James (Jim) Rignall (1934–2010)



JIM was the only child of Herbert and Mercy Rignall. The Rignalls had been blacksmiths in Warboys for two generations; indeed Forge Way in Warboys is where the business once was, opposite their home.

On leaving school, Jim joined a company on Upwood airfield – which fostered his interest in aeroplanes and aviation.

National service saw Jim in the RAF specialising in Signals and Radar.

In 1960, Jim met Pauline in a pub. They were soon 'going steady' and in March 1961 they were married in Trinity Church, Huntingdon, initially living in Godmanchester before Jim joined the local council and they moved to Warboys.

Twelve years later they moved to Upwood, where they settled into village life. Jim's public spirit led him to join Upwood Parish Council, serving eight years as chairman.

He was well known for his dry humour, which enlivened many a meeting and debate, and was also a keen musician playing both piano and electric organ.

Jim loved gliding, gaining Bronze and



Silver medals, he was a great supporter of NVGC and served as chairman during his many years as a club member. He once felt obliged to land on Broughton cricket field, an event that was one of the many anecdotes of his life that listeners always enjoyed.

Seven years ago Jim had a heart attack, from which he recovered. However, a heart infection struck him and, after eight weeks in intensive care, sadly he passed away. Our thoughts are with Pauline and his family.

**Kerry Mertz**

**Martin Ffoulkes (1948-2010)**



"FIND yourself a retirement project" was the advice given at a retirement seminar a short while before quitting the day job. During his long career

as a BBC Radio continuity operator and studio manager, Martin Ffoulkes had often dreamed of being a pilot, so it was not long before he found his way to Booker via the BBC Club Gliding Group. He was a talented pupil and, after a couple of years, became a Basic Instructor, then an Assistant Cat. His friendly, engaging manner made him an ideal staff instructor and he became a familiar figure at the launch point.

But somehow Martin had time for at least two other passions. Like many kids in the 1950s he got himself a guitar (a Fender Stratocaster) and started playing under the shadow of 'The Shadows'. Then, by some twist of fate, he encountered the Flamenco Guitar music of Spain and then spent the rest of his musical life under its spell. Once, just before a performance in Spain he bought a red shirt to wear onstage and this became his trade mark, "Martin, el de la Camisa Roja".

Back in the UK, his guitar playing was heard over the years at innumerable Spanish functions, but more recently he had been concentrating on giving recitals at London's concert venues.

Away from his music and gliding there was another passion, his interest in steam engines. He was a regular at the many 'Steam Fairs' that are held regularly across the country. To all our amazement there was a traction engine, under steam, accompanying the horse drawn hearse to the funeral chapel; he'd apparently arranged this the day before he died, from

a very aggressive cancer.

It will be difficult to get used to the idea that Martin is no longer with us. It must be especially hard for his partner, Erica, and her daughter, Claudia.

**Roger Limb and Roger Neal**

**Paul Gibbs (1947-2010)**



WITH great sadness, we report the sudden death of Paul Gibbs, Landlord, ex-CFI, founder member and friend to all at Shenington. Paul learnt to fly at

Bidford, but returned to form Shenington Gliding Club at Edgehill Airfield, having a certain advantage as the incumbent farmer and landlord! The club benefited over the years as he scouted new members, procured buildings and kit, and was generally our mainstay and support. Paul was CFI for a while and the perfect example of how you don't have to be showy to be a good pilot. He didn't like rule books, but always knew what everyone was up to, ensuring an informal, yet safe, operation. Paul particularly enjoyed pulling cable breaks and the opportunity to take one of us 'into the office' (his Land Rover) for a debriefing chat! Paul was also an excellent judge of people – he had no time for airs and graces and everyone was treated equally.

Being diagnosed with Parkinson's, Paul grounded himself before his flying was affected, but he always took great pleasure in the club flying and was proud of our achievements. He continued to take a very active role in the running of the club and was at the airfield on a daily basis.

Paul was the heart of Shenington and anyone who ever came to the club will have met him and understand how much we will miss him. Our thoughts are with his wife Tricia, and his children Emma, Holly and Joe.

**Tessa Whiting**

**Joanna Dannatt (1922-2010)**



JOANNA was a lady from the old school – energetic, determined and self-reliant – she knew her own mind, and was not afraid to speak it. If you heard someone say "well that's ridiculous"

you knew Joanna was nearby. Independent and always active, she devoted a lot of her time and energy to helping others – fellow

pilots, friends, several societies and a number of local charities.

An only daughter, Joanna was born in Scotland on 21 December, 1922, but grew up in Blackheath, London. Christened Jean, she later adopted Joanna to avoid confusion with a colleague. As a consequence, her family and oldest friends knew as her Jean while her more recent friends only knew her as Joanna. She studied German and Italian at Bedford College, University of London, until the war effort claimed her in 1943. As a member of the Auxiliary Territorial Service, she served at Bletchley Park. Although she spoke hardly a word about her time there, it appears that she played a role in intelligence analysis and translation. Later she served in Palestine, where she organised the evacuation of the King David Hotel when it was blown up. After leaving the services in 1947, she studied Modern and Medieval Languages at Girton College, Cambridge University, majoring in Russian and receiving her degree in 1950. A keen sports woman, Joanna represented the university in squash and tennis, captaining the squash team for two of her three years at Cambridge.

In 1961, two things happened that set the course for much of the rest of her life – she was appointed Warden of William Goodenough House in London and she discovered gliding. Goodenough House was a residential hall for overseas students studying for postgraduate degrees in London. Joanna managed the hall for the next 21 years, welcoming and supporting students and their families. In 1976, she was awarded an MBE for her services to the Goodenough Trust.

Joanna started flying with the Cambridge University Gliding Club in July 1961, but by mid-August was also flying with the Kent Gliding Club. The Kent club sent her solo six months later, but it was a further six months before Cambridge deigned to follow suit. Trained on T-21s and T-31s, Joanna's early flying was in Swallows, Olympias, Eagles and Prefects. Until around 1975, she flew largely with the Kent club, but by 1982, when she retired to her cottage in Sawston, she was flying solely with Cambridge.

I first got to know Joanna in 1987 when as an early solo pilot I joined her in the 198 (Skylark 3G) syndicate. I clearly recall how she would appear on the airfield to encourage my early Silver

✈️ C attempts, ready and prepared for the retrieve. During her retirement she enjoyed expeditions to other clubs, flying at the Long Mynd, Sutton Bank, Aboyne and Feshiebridge and Sisteron, amongst others. On one occasion she and John Williamson made an attempt on the UK two-seater 100km goal speed record. She continued to fly solo until nearly 70, when she joined a Nimbus 3D syndicate. Over the next 15 years she enjoyed nearly 600 hours flying as P2 with Robert Verdier and others. She finally hung up her flying boots in 2006 with a flight in a Duo Discus. But she continued to be an active member of the club, chairing the Sigfrid club which she had instigated in 2005 as a means for past and present members to meet and keep in touch with the club and gliding friends. And in the past year Joanna helped the Cambridge University Gliding Club to buy its new ASW19b.

Joanna was unwell for the last six months of her life, a situation which she described as “a bore”. Despite periods in Addenbrooke’s hospital and in a nursing home she remained resolutely positive – only three days before her death on 9 May, she insisted that her car be serviced ready for when she returned home.

All of us will miss her energy, can do spirit, enthusiasm and friendship.

**Chris Davis**

#### **Robert Whitelaw Mitchell (1936–2010)**



ROBERT Whitelaw Mitchell, 74, better known to everyone as Rab, died of a heart attack whilst on holiday in Spain at the beginning of October this year. He was on holiday with his long-time companion Ada Wilcox and, before he died, he was joined at his hospital bed by his two daughters, Lorna and Wendy. Rab was truly a larger than life character and loved being the centre of attention at any social gathering and this he achieved by virtue of his warmth and unstoppable humour. A double leg amputee, Rab was a loyal and central member of Walking on Air, having dispensed with his lower legs in a mining accident some years ago. The loss of his legs in no way prevented him from having a full life and doing the two things that he loved best, gliding and fishing, and he was achieved in both sports.

In fishing, he was a member of

the Scottish Disabled Angling Team, representing his country in international contests and gaining gold medals in the sport. He was Scottish Disabled Angling Champion for three years in succession. Rab was also a founder member of the ‘Lame Ducks’, a disabled angling organisation which benefited greatly from his individualistic style, drive and enthusiasm.

In gliding, Rab had over 200 hours flying and 58 solo flights to his credit. He loved flying at Portmoak, soaring on the Bishop or Benarty and was a regular member of the Friday Walking on Air group. On a number of occasions, Rab attended the Feshie Mayfest at the Cairngorm Gliding Club and flew there in WA1, the handcontrol adapted K-21 operated by Walking on Air. He travelled a great deal with his sports and gliding took him to many countries. In 2004, he was a representative member of Walking on Air when they took WA1 to Ulster Gliding Club to assist them set up a disabled section there. In 2007, he visited Freedom Wings at Zephyrhills Airport, Tampa Bay, USA, where he flew with Ray Temchus, founder of that organisation. Later in 2007, he attended a meeting in Switzerland hosted by Handflight, the Swiss disabled flying organisation and was a credit to Scottish gliding and the disability movement in general. Whilst there he entertained our Swiss hosts with a stream of jokes even though they probably did not understand them. It’s the way he told them you see.

He was never heard to complain about his disability or the problems it caused, such was his pragmatic approach to it. He just organised those around him to help overcome his disability by getting them to push his wheelchair, but only when absolutely necessary. He was independent to a surprising degree, doing more things with no legs than most people do with two.

He was once described as a ‘kenspeckle’ individual by the chairman of the SGU and when I looked that up in a dictionary it said ‘conspicuous, easily seen or recognised.’ Rab was certainly all of this. In a room full of people you could always pick him out. He was the one at the centre of the laughter, telling off-beat jokes or describing humorous situations to an attentive audience. On a previous holiday in Spain, Rab had persuaded a group of German tourists to assist him out of his wheelchair and into the surf. Once

there, he thrashed about in the shallow breakers shouting “Shark! Shark! A shark’s got my legs.” Naturally the beach cleared and Rab had a good laugh. Whether the Germans laughed or not is unclear.

Early in his disabled life, in July 1981, he had lunch with the Queen and Prince Philip at Holyroodhouse Palace in recognition of his involvement with the ‘Ramblers’ mobility scooter project. Later, on another occasion when Rab and a small group of fellow pilots from the Scottish Gliding Union went down to St James Palace to receive citations from the Royal Aero Club, he was seen to speaking to Prince Andrew, who burst out laughing. When questioned as to what he had said to Prince Andrew, Rab said he had merely asked the Prince to “tell your mum I was asking after her.” Nothing phased him.

Rab will be a sad loss to all who knew him and particularly to Walking on Air where he was an inspiration. On Monday 4 October he was laid to rest in the cemetery at Logie, Clackmananshire at the foot of the Ochills, the mountains he soared in life and where now his soul will soar forever. He will be sadly missed, but I know he would not want any tears. He’d rather hear you laughing with him.

**Steve Derwin**

#### **Jeremy Herbert Bryson 1936-2010**



JEREMY joined the club circa 1961 and soon became a stalwart member right up until his untimely passing after a short illness, making almost 50 years of unbroken membership. During his

membership, Jeremy served in many of the club office roles including director, CFI, chairman, instructor and tuggie.

He was also a huge contributor whenever hands on were needed at the pumps, so to speak, both on the airfield and at Hillsborough light industries as it was known. With his business connections, many an urgently needed item was either fabricated, repaired, welded, or machined and brought back into service to allow the club to operate the following weekend. Jeremy was part of a small group of members who, either by financial help, or by dint of effort, saw the club through a very quiet time in the development of the club.

On the airfield, both Jeremy and Tom Snoddy worked many a long hour on an American car, which was used for the



tow car for the autotow launch system used at the Long Kesh site. The system used was reverse autotow and by skilful co-ordination between the glider pilots and tow car driver attained a launch height up to 3,650 feet in a Blanik with Laurence flying, Jeremy instructing and Tom driving the tow car, which by this time had reversed all the way back to the pulley. The next launch, by Jim Wallace in an Eon Baby, achieved a height of 3,000 feet. The car used had a very big engine and an even bigger and very complex automatic gearbox which between Jeremy and Tom it was completely stripped down and rebuilt - no small feat without a workshop manual.

At Hillsborough light industries, a complete new trailer for a recently acquired new club Twin Astir was built and later a major repair carried out when it came to grief while on tow to a gliding expedition.

An accomplished soaring pilot, competing in three world championships, Jeremy held one Gold and two Diamonds, but his quiet manner and unquestioned skill as an instructor made him an absolute pleasure to fly with. I can recall being asked to fly with him in the Twin Astir one Sunday morning "just for a wee trip". We ended up down in Co Monaghan and the only reason we turned around was because it was completely blue ahead. On the way back, Jeremy asked could I see Binevenagh ahead, which I could just about see as it was so far away. At this point Jeremy, who had been working away with his whissy wheel and gliding circles marked up on his map (long before Ipod's and GPS) announced we were within final glide from our present position and announced "you have control" - what a memory for someone not long at the game.

It was also Jeremy who gave me my first flight at Bellarena, as he did with so many other current pilots. On one of his last visits, if not indeed his last visit to the club, and after coming from the glider which he had just landed, he told me that was his 5,000th launch. It alas turned out to be his last, but none-the-less quite a record. His undoubted piloting skills extended to the tugging role and he was an accomplished tuggie. Many are the people who enjoyed a flight with him in his beloved tiger Moth.

Many also are the stories that could be told about him and his parties, which, if the antics were carried out today, would leave one in jail.

Jeremy was an absolute gentleman and, like all gentlemen, he loved the finer things in life, which included a wee bit of bread that only served as the carrier for the large amounts of his strawberry jam - on many occasions the only reason for landing. We can only but hope that St Peter has adequate stocks of strawberry jam, because Jeremy will be soaring below many a heavenly cloud.

**Alan Mc Killen**

### Climate and Dusty Free Covers from



Sweden

**www.emfo.se emfo@telia.com**

For More Information Contact Lars-Erik Blom  
EMFO AB Sweden  
Fax 45 504 15161

### MASON RESTORATION



Glider and Motorglider  
CofA Inspections  
Weight and Balance  
Repairs and Refinishing on  
Wood and Glassfibre

**27 Kellet Gate, Low Fulney,  
Spalding, Lincs PE12 6EH**  
**Phone: Dave Mason 01775 723737**  
**E-mail: silent.flight@virgin.net**

## Bronze & Beyond

### A Christmas suggestion

The book that tells you what every British cross-country pilot should know.

Available from BGA, larger gliding clubs & direct from:

**<http://tinyurl.com/5n34z>**

less than

# 3

days in may

**At Lasham Regionals 2011 means entry to another Regionals for £50**

**Lasham GLIDING**

Book now  
**01256 384900**

Email us  
**office@lasham.org.uk**

Created by Howard Jones Design

...then we will run a second Regionals in August alongside the Open Class Nationals (20th-26th August) with a priority entry to anyone entered in May, all for a fee of only £50, thereby doubling your chance of a decent comp!

**28th May - 5th June 2011** (school 1/2 term)  
Entry fee £160  
Inclusive of end of comp BBQ tickets  
An early season competition with a difference. \* We guarantee that if we don't manage at least 3 scoring days...

**The Premier Motor Gliding School**

- \* Courses or by the hour for NPPL SLMG & TMG PPL.
- \* Bronze C Cross Country & Field Landing Checks.
- \* Convert your BGA Licence to an NPPL SLMG.
- \* RT Examination Centre.

**Competitive Prices**



**Oxfordshire Sport Flying**

[www.enstoneaerodrome.co.uk](http://www.enstoneaerodrome.co.uk)  
telephone 01608 677208



Take off to visit  
[www.flightmap.eu](http://www.flightmap.eu)  
Photo copyright © Getmapping PLC



PFT – HINTON

**The Motor Glider Club**

Use the dull Winter months  
to get your  
**Motor Glider Licence**

- 13 hr Course for Glider Pilots  
Include Ground Exams £980  
Also
- Motor Glider Hire – £60ph
- JAR/NPPL SEP Courses

**Hinton Airfield, Nr Banbury**  
Less than 1 hour from London or Birmingham – via M40

**01295 812775**  
[www.motorgliderclub.co.uk](http://www.motorgliderclub.co.uk)  
E-mail: [clivestainer@tiscali.co.uk](mailto:clivestainer@tiscali.co.uk)

**SOARING (OXFORD) LTD**

- UK agents for all Grob aircraft including full support for single seat Astir gliders
- Suppliers of all general gliding and winching parts and accessories including everything from tyres and instruments to weak links and winch cable
- All at very competitive prices

*We will save you money!*

**Soaring (OXFORD) LTD**  
Main Hangar, RAF Syerston  
Newark, Nottinghamshire, NG23 5NG  
Tel: 01636 525318 Fax: 01636 525287  
Email: [soaring.oxford@virgin.net](mailto:soaring.oxford@virgin.net)




**Aerolog 4**  
Flying Club Management

**The most comprehensive  
flying club management system on the market.  
Specially designed for gliding clubs and aero clubs.**

Flight log, flight costs, sales ledger, membership, flying account,  
flying account statements, finances, documents currency,  
aircraft currency, technical qualifications, club services,  
directory, correspondence, marketing, launch-point,  
web interface, extensive reporting and statistics,  
BGA annual questionnaire

**Suits clubs of all sizes and budgets!**

Further details at: [www.Datamodus.com](http://www.Datamodus.com)

Enquiries: [admin@datamodus.com](mailto:admin@datamodus.com)

Datamodus Systems Limited (UK) 96 Radnorshire Drive, Cheshire, Cheshire, SK3 5JS, UK.  
Datamodus Systems Limited (BR) Av. Santos Dumont, 2626 sala 501, 60150-125, Fortaleza, Ceará, Brazil.




**GLIDEomarama.com**  
New Zealand



**FOR ALL YOUR  
CHRISTMAS  
NEEDS VISIT  
[www.bgashop.co.uk](http://www.bgashop.co.uk)**



## GLIDER/AIRCRAFT INSURANCE?

Contact:  
**Tony Fidler**

Glider pilot for 35+ years  
40+ years insurance  
experience

**ANTHONY FIDLER & CO  
INSURANCE CONSULTANTS**  
27 High Street, Long Sutton  
Spalding, Lincs PE12 9DB

Tel: 01406 362462

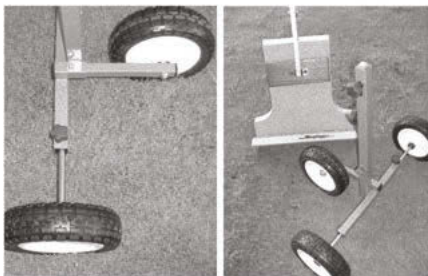
Fax: 01406 362124

E-mail: [robin\\_fidler@yahoo.co.uk](mailto:robin_fidler@yahoo.co.uk)

Authorised and regulated by the  
Financial Services Authority

## Wing Rigger™ Solo Assembly System

- >> Now with Sliding Axle for Lateral Adjustment
- >> Gas Spring Lifting Assist for Easy Height Adjust
- >> All Terrain 3 Wheel Stability + Quick Breakdown
- >> Versions for all Gliders including 2-place Ships
- >> Robust Construction: TIG welds, Powder Coat
- >> Most Preferred Design for Usage and Stowage



Video, Pricing, Details: [www.WingRigger.com](http://www.WingRigger.com)

### Professional Instructor Vacancy

Midland Gliding Club have a vacancy for a professional assistant course instructor at the Long Mynd 5 days a week from March to end October 2011. Plus points will include hill site experience, tug driver, motor glider instructor and a full cat rating though none of these are specifically required. We do require enthusiasm, hard work and an ability to inspire our course pupils. In return we offer a good salary, free caravan pitch, excellent fleet and one of the best gliding sites in the country. Contact the Chairman,

**Jon Hall** at [office@longmynd.com](mailto:office@longmynd.com)  
or on 07801 184668

## Classifieds

Please send the text of your classified advert to Debbie Carr at the BGA office (not to the editor) - [debbie@gliding.co.uk](mailto:debbie@gliding.co.uk) Call 0116 289 2956 if you have any queries about classified adverts.

Please remember that, if you are emailing text, your advert may not appear unless we have received payment by post or credit card by the deadline. The deadline for classifieds to be included in the **Feb/March 2011** issue of *Sailplane & Gliding* is **3 December 2010** after which any adverts received will be published in the following issue.

Text: 80p/word, minimum 20 words (£16).  
Black and white photographs: £6 extra.  
Box number: £3 extra.  
All prices include VAT.

### FOR SALE

**OLYMPIA 2B** (BLN), Annex 2, C of A to 20 June 2011, C/W Trailer, Parachute, Radio, Elec Vario, Tow Out Gear, Rigging Tools Etc. £1000 Good Vintage Glider, Contact Mike Derwent, [mikederwent@hotmail.com](mailto:mikederwent@hotmail.com) tel 07899076701

### WANTED

**WANTED** BGA rated Instructor for summer season with hill top winch launch site experience. Apply with CV and references to CFI, Derbyshire & Lancashire Gliding Club, Great Hucklow, Buxton, Derbyshire, SK17 8RQ

### ACCOMMODATION

**KIND HOLIDAY HOME** for soaring in southern Alps: [www.soaringnest-ceuse.com](http://www.soaringnest-ceuse.com)

**B&B AT VAUMEILH VILLAGE** - Two double rooms. Independent access, views of Hongrie and Gache. Single occupant - 35 Euros per night, Double - 45 Euros per night.  
Tel: +33 4 9262 1527 Mob: +33 6 76028367

**HOUSE TO RENT NEAR SISTERON, PROVENCE** Beautiful four-bedroom, two-bathroom house with terrace, convenient for gliding at Sisteron and St. Auban.  
[www.lesrouines.com](http://www.lesrouines.com) (01550) 779107 / (07774) 63089



## life cover for glider pilots

Glider and Motor Glider pilots can often face expensive premium loadings when applying for life cover. Some insurers will apply these loadings even if you only fly a few hours per year.

We can source cover with normal medical underwriting terms and no premium loadings provided you fly less than 100 hours p.a.

So if you're paying an existing loaded policy premium or considering a new policy then we need to talk!

- discounted premiums for all BGA members
- our aviation insurance advisor has 19 years flying experience
- we can also help with your income or critical illness protection enquiries
- Group A and Microlight enquiries also welcome

stein financial



pilot insurance specialists  
est 1989

01793 491888 [www.flyingcover.co.uk](http://www.flyingcover.co.uk)



**Gizmo**  
Instruments

### V100 Series Variometers

- Solid state transducer-based – no flask required
- Easy to use and fully programmable
- Sensitive vario, with audio and averager
- Speed to fly option

For full details and to buy online visit our website [www.gizmo-instruments.co.uk](http://www.gizmo-instruments.co.uk)  
Or call (01550) 779107 / (07774) 630899

# Black Mountains Gliding Club

The UK'S premier site for glider pilot development

- ✓ Over 100 kilometres of local ridges
- ✓ Longest average flight time of any UK gliding club
- ✓ Ample flight time to perfect ridge, thermal and wave soaring skills
- ✓ Full-time professional resident instructor
- ✓ **FREE** Courses for 2010:

**Ab-initio, Bronze C, Ridge and Wave Soaring, Cross Country, BI or Ass Cat course preparation, Aerobatics, Instrument appreciation, Confidence-building**

- ✓ Specific courses arranged on request
- ✓ Open 7 days a week from the beginning of March to the end of October
- ✓ Expeditions welcome



[www.blackmountainsgliding.co.uk](http://www.blackmountainsgliding.co.uk) Tel: 01874 711463 (weekday mornings)

## INDEX TO DISPLAY ADVERTISERS

APE/RD Aviation	inside back cover
Airborne Composites	46
Air League	47
Anthony Fidler	73
BGA	31+64+65
Bicester Aviation Services	63
Black Mountains GC	74
Cambridge GC	66
Datamodus	72
East of England	74
Edensoaring	6
Emfo	71
EW Avionics	67
Flightmap Software	72
Gavin Wills	72
Glider Service	46
Hill Aviation	19
John McCullagh	71
Joint Air Services	45
Lake Keepit	37
Lasham Gliding Society	37 + 71
LX Avionics (John Delafield)	11
Mason Restoration	71
McLean Aviation	45
Midland GC	37 + 71
North Yorkshire Sailplanes	46
Oxfordshire Sportflying	72
Parasential	46
Pilot Flight Training	72
Premier Electronics	73
Roger Targett	22
Scottish Gliding Union	63
Severn Valley Sailplanes	63
Shenington	30
Skycraft Services	37
Skylaunch	74
Soaring Oxford	72
Soaring Safaris	46
South East Aircraft Services	9
Southern Sailplanes	back cover
Stein Financial	73
Stemme Motor Gliders	63
Valtex	9
Vertigo	IFC
Wing Rigger	73
Zulu Glasstek	23



*"It's like going up on rails"*

**Skylaunch also re-engineers old (Non-Skylaunch) winches to modern standards at much lower costs than a new winch.**



**Another winch delivered to GOZC Hilversum, Netherlands**

Tel: 44(0) 1939-235845 Fax 44(0) 1939-234059 [www.skylaunchuk.com](http://www.skylaunchuk.com)



## EAST OF ENGLAND SAILPLANES

**For all your EASA and Annex II aircraft maintenance requirements**

- C of A transitions • Annual and other scheduled inspections
- Repair & insurance work • Composite & glassfibre repairs and refurbishment
- Wood & fabric recovering • Paintwork a speciality • Spares & service
- Gliders, Motor gliders, Ultra lights, Group A • Canopy repairs

**Now authorised repair agents for CT microlights**

**East of England Sailplanes**

Husbands Bosworth Airfield, Lutterworth, Leicestershire LE17 6JJ

Tel: 01858 880807 07729 322804 • [www.eastofenglandsailplanes.co.uk](http://www.eastofenglandsailplanes.co.uk) • [info@eastofenglandsailplanes.co.uk](mailto:info@eastofenglandsailplanes.co.uk)

*Sailplane & Gliding's cover and entire contents are the copyright of The British Gliding Association. Nothing herein may be republished in any medium or format, in whole or in part, without explicit prior written permission from the publisher. Views expressed herein are not necessarily those of the BGA, nor of the editor. The publisher reserves the right to accept, reject, discontinue or edit any advertising offered for publication. Publication and/or inclusion of advertising is not an endorsement, qualification, approval or guarantee of the advertiser or of the service or product advertised. Readers are advised to make their own enquiries in respect of advertisers they may use.*





# Christmas stocking fillers



## 2010 GLIDING CALENDAR

The 2011 gliding calendar once again takes its place at the top of its class, with stunning shots captured from the lens of renowned photographer Cornelia Temnitz. Printed on coated art-paper, 48cm x 29cm, the 12 stunning sailplane photographs include text descriptions in English, German and French, combined with detailed supplementary information and black & white drawing on the reverse.

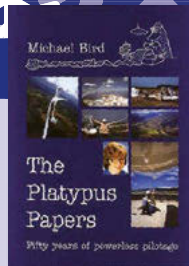
QuickFind:GLIDINGCAL2011 **£23.95**



## Platypus Papers

For over forty years the pages of Sailplane and Gliding magazine have been enlivened by the adventures and observations of the gliding world's favourite amphibian, Platypus – aka Mike Bird. Now, over 50 years of gliding anecdotes are encapsulated in this entertaining and highly irreverent anthology of observations, tall stories, recollections and legendary close shaves. Irresistible, unputdownable and in many places laugh-out-loud funny, this is the perfect read for those who glide and those who wonder about these strange people! *"In the whole canon of aviation humour, this book is a classic"* Bob Rodwell, Pilot magazine.

QuickFind:PLATYPUSPAP **£19.95**



**SPECIAL OFFER 1**  
GLIDING CALENDAR  
+ PLATYPUS PAPERS  
**JUST £29.95**  
**SAVE £13.95**

**SPECIAL OFFER 2**  
A GLIDER PILOT BOLD  
+ PLATYPUS PAPERS  
**JUST £19.95**  
**SAVE £12.95**

**SPECIAL OFFER 3**  
GLIDING CALENDAR + A GLIDER  
PILOT BOLD **JUST £27.95**  
**SAVE £8.95**

**SPECIAL OFFER 4**  
ALL THREE TITLES:  
GLIDING CALENDAR +  
PLATYPUS PAPERS +  
A GLIDER PILOT BOLD  
**JUST £33.95**  
**SAVE £21.90**

## A Glider Pilot Bold

This extremely funny book, with a wealth of stories about scrapes and escapes, machines and pilots book tells many stories about the people Wally met over fifty-odd years, their flying machines and the events of the golden years of gliding leading to the glider movement as it is today. Sailplane & Gliding: *"...an entertaining book to read.. I was sorry when I found I had reached the end."*

QuickFind:GLIDERPILOTB **£12.95**



## LEATHERMAN TOOLS

First produced in 1982, Leatherman are universally recognised as the leading brand in the field. Always at the forefront of innovation both in design and production quality, Leatherman tools really are the best. Each tool comes with a 25 year warranty for materials and workmanship.

### Leatherman Charge TTi

- Features:
- Pliers
- Wire cutters
- Crimper
- Clip-point knife
- Serrated knife
- Cutting hook
- Saw
- Diamond coated file
- Screwdrivers
- Bottle/can opener
- Wire stripper
- Fixed lanyard
- Removable pocket clip
- Length: 10cm
- Weight: 235g
- Deluxe leather belt pouch



(RRP £156.95)  
**our price**  
**£109.00**  
**SAVE £47.95**

QuickFind:LEATHERMANCH

### Leatherman Wave

- Features:
- Pliers
- Wire cutters
- Clip-point knife
- Serrated knife
- Saw
- Scissors
- Diamond-coated file
- Screwdrivers
- Ruler
- Bottle/can opener
- Wire stripper
- Lanyard attachment
- Length: 10cm
- Weight: 241g
- Leather belt pouch



(RRP £81.95)  
**our price**  
**£64.95**  
**SAVE £17**

QuickFind:LEATHERMANWA

### Leatherman Blast

- Features:
- Pliers
- Wire cutters
- Clip-point knife
- File
- Saw
- Scissors
- Screwdrivers
- Eyeglasses
- Ruler
- Bottle/can opener
- Wire stripper
- Lanyard attachment
- Length: 10cm
- Weight: 196g
- Leather belt pouch



(RRP £64.95)  
**our price**  
**£54.95**  
**SAVE £10**

QuickFind:LEATHERMANBL

## New Workshop

Need a new avionics panel for your glider, or perhaps a re-wire of your existing panel? Not only can we provide you with your instrumentation at unbeatable prices, but following our relocation to new, larger premises, we have an improved workshop facility to undertake any installation/re-wiring work required for your glider. Call our Oxford premises for further information: +44 (0)1865 841441.

## Oxygen supply/service

AFE continues to be the lead supplier of Mountain High oxygen systems in the UK. If you're heading for the wave, we can provide you with the most economical and highest spec systems available. Additionally, we can refill your oxygen cylinder at our Oxford premises while you wait. Alternatively, if your cylinder is due for re-test (every five years for steel and aluminium cylinders, or every three years for composite cylinders) then we can service your cylinder, turning it around in under 10 days.

Mountain High constant flow systems from **£369.95**

Mountain High demand systems from **£639.95**

Cylinder refill (while you wait) **£19.95**  
Cylinder service (includes refill) **£49.95**

**AFE Manchester Pilot Shop**  
1a Ringway Trading Estate  
Shadowmoss Road  
Manchester M22 5LH  
Tel: (0)161 499 0023

**AFE Wellesbourne**  
On Track Aviation Ltd  
Wellesbourne Mountford Aerodrome  
Loxley Lane, Wellesbourne  
Warwickshire CV35 9EU  
Tel: 01789 842777  
Fax: 01789 842755  
e-mail: ontrackegbw@yahoo.co.uk

**AFE Oxford Pilot Shop**  
Unit 2, Chancerygate Business Centre  
Langford Lane, Kidlington  
Oxford OX5 1FQ  
Tel: (0)1865 841441

**AFE Fairoaks**  
Synergy Flight Centre  
Fairoaks Airport, Chobham  
Surrey GU24 8HX  
Tel: 01276 858075  
Fax: 01276 858076  
e-mail: flightcentre@flightsynergy.com

**www.afeonline.com**

**AFE**  
airplan flight equipment

incorporating  
**RD aviation**





- Supply
- Maintain
- Repair
- Certify

Membury Airfield,  
Lambourn Woodlands,  
Hungerford,  
Berkshire RG17 7TJ

tel\_ 01488 717774 fax\_ 01488 72482  
evenings\_ 01488 668484  
mobile\_ 07774 429404  
email\_ office@southern sailplanes.com



# Make it a good break.



**Schempp-Hirth.** Performance through experience. [www.southern sailplanes.com](http://www.southern sailplanes.com)

If you are looking for a new glider, take the advice of the experts - Southern Sailplanes, the sole UK agents for Schempp-Hirth. Have you considered booking your Annual check and ABC now to avoid the spring rush? Call us for further details: 01488 71774