

AUG / SEPT 2011

SAILPLANE & GLIDING

VOL. 62 NO.4



**GRAPHIC EVIDENCE OF
WHERE WE FLY IN THE UK**

**SHARING A SURREAL SOARING
FLIGHT ON SIDMOUTH CLIFFS**

**HOW THE ART OF SOARING HAS
DEVELOPED OVER PAST CENTURY**

CAYLEY GLIDER FLIES AGAIN

Historic craft takes to the air for BBC's *The One Show*

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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.

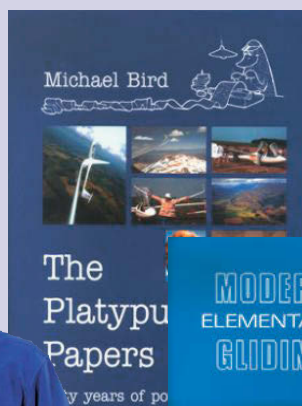
The BGA Shop has always been the best source for club essentials such as DI books, log books, text books, Laws & Rules, Operations Manuals, BGA badges, and one of the best for specialist media supplies such as books, videos and CDs - you name it! There has also been a limited range of clothing and the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

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A selection of personalised gear for you and your glider, embroidered with the glider logo and your comp number or registration. Simply choose any six garments from the BGA Shop,

which will be supplied to you embroidered with the glider motif and your own personal comp number or trigraph. Visit the BGA Shop for more info!



Sailplane
Log Book





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Matt Wright relives a surreal soaring flight on the Sidmouth Cliffs, with a billion points added to the cheesy grin factor

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Chris Luton was excited at the prospect of flying an LS10 in the 2011 Pribina Cup at Nitra, but did it live up to his expectations?



MEMBER OF THE ROYAL AERO CLUB AND THE
FEDERATION AERONAUTIQUE INTERNATIONALE



 **THE MAGAZINE OF
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COVER STORY

Dave Holborn flies the Cayley glider replica for the BBC TV crew filming *The One Show*. Flights for the crew were considered to be the longest in length and durations and the highest the glider had flown. For the full story turn to page 22 (Richard Halliburton)

DEADLINES

Oct/Nov 2011

| | |
|-------------------------------|-----------|
| Articles, Letters, Club News: | 5 August |
| Display advertisements: | 22 August |
| Classifieds: | 6 Sept |

Dec 2011/Jan 2012

| | |
|-------------------------------|--------|
| Articles, Letters, Club News: | 8 Oct |
| Display advertisements: | 22 Oct |
| Classifieds: | 4 Nov |

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› There will be an emphasis on pilot development and having fun at the 33rd Inter-University Task Week, taking place at Aston Down, from 6-14 August. This competition is aimed at all student or ex-student pilots with an affiliation to a University Gliding Club, of any standard from *ab-initio* to cross-country ace. For more details see www.interunis.com/

› Jez Hood is the 2011 Standard Class national champion. Luke Rebbeck and Sarah Kelman finished second and third in the competition, which was held at Bicester.

› EASA has recently contacted stakeholder organisations seeking comments relating to experience of implementing Part M in general aviation. The BGA is one of the organisations that has been approached and will be submitting feedback in anticipation of an EASA workshop on the subject later this year. The BGA will also be working with its European Gliding Union and Europe Air Sports colleagues in support of their comments.

› A new UK 15m class 300km out-and-return speed record has been set by Colin Hamilton, who flew a 301km out-and-return from Portmoak at an average speed of 134.45km/h on 7 April.

› Bedford Aerodrome (Thurleigh) EGBF is now a Licensed Airfield and is active with both fixed wing and rotary movements. The airfield is Day VFR, and is strictly PPR. Given the new status of Bedford Aerodrome, the BGA waypoint at the site (BGC) has been withdrawn with immediate effect. In addition, the Sywell Lake waypoint (SYW) has also been withdrawn; it is within the Northampton (Sywell) ATZ and aerobatics take place throughout the year. There are six alternative waypoints within 15km.

› A new NOTAM plotting program, SkyDemonLight, has recently been released following Beta trials. It's a free web-based application that plots current NOTAMS on a map of the UK in a very clear readable fashion. Awarded the NATS' compliance mark for pre-flight planning, SkyDemonLight is not specifically aimed at glider pilots and therefore has associated limitations, but it does display NOTAMS in an easily accessible and readable format. www.SkyDemonLight.com

› The new FAI (Fédération Aéronautique International) headquarters have officially opened at the Maison du Sport International (MSI) in Lausanne, Switzerland. The MSI hosts more than 20 international sports federations and organisations, which will allow the FAI to better interact with other sports federations.



Wing Commander Bob Foster, DFC (Battle of Britain Hurricane pilot), presented RAeC awards to Philip Burton (photo above left) and John Jeffries (above centre). Andy Perkins received an Air League illuminated scroll from HRH Prince Philip, patron of The Air League (photo above right)

CONTRIBUTION TO SPORT RECOGNISED

FORMER BGA Child Protection adviser Phillip Burton was presented with the Royal Aero Club (RAeC) Bronze Medal at the RAeC annual awards ceremony, held at the RAF club in London in May.

Phillip, a former police officer specialising in child protection, was instrumental in establishing the BGA policy and procedures for young people. He has ensured the roll-out of appropriate policies with clubs nationwide, so that they are compliant with child protection law. His work has been a crucial contributor to the BGA's development of a Junior Gliding Strategy.

John Jeffries received the Ann Welch Memorial Award (for instruction in airports). John started gliding with the London Gliding Club in 1949, becoming manager and CFI in 1966. He recognised the need for early solo pilots to get cross-country experience and started lead-and-follow courses, which other clubs copied and still use today. John continued

as manager and CFI until 2010, retiring because of insurance age limitations. He has flown over 80 types of glider, sent more than 600 pilots solo and made in excess of 120,000 instructional flights.

■ HRH Prince Philip, patron of The Air League, presented the main awards at the League's Annual Reception, held at St James Palace, London, on 21 June. Recipients included a number of glider pilots. The Jeffrey Quill Medal was presented to Terry Holloway, formerly a leading light in the RAFGSA, for his ongoing outstanding contribution to the development of air-mindedness in Britain's youth. Illuminated scrolls were presented to Andy Perkins (Windrushers) for his work with Leading Edge, to Mike Miller-Smith (Lasham) for his work with flying for the disabled, and to Steve Noujaim (Bristol & Glos) for his record-breaking flight to South Africa and back in his homebuilt aircraft.

SECRET TO PERPETUAL FLIGHT?

COULD research on an unmanned glider lead to perpetual flight becoming a reality sooner than we could imagine?

Engineers from the Australian Centre for Field Robotics in Sydney are working on an autopilot system for gliders that

senses thermals and adjusts its course, using thermal currents to stay aloft. This is combined with a technique of dynamic soaring, with the glider flying between high and lower speed air currents to keep it aloft when thermals aren't readily available.

AN MBE FOR WALLY

CONGRATULATIONS to Wally Kahn, who has been awarded the MBE for services to gliding in the Queen's Birthday Honours list.

Wally gained his 'A' badge in 1946, Silver badge N° 85 in 1947, Gold badge N° 10 in 1952, and Diamond badge N° 50 in 1975. (That's a total of 145 – Wally wonders if there's anyone alive who can beat that!).

He held a number of UK records during the 1940s and 50s and was active



Wally Kahn is awarded an MBE for services to gliding (Photograph by Neil Stuart Lawson)

in a multitude of roles at both club and national levels. Wally was awarded an FAI Paul Tissandier Diploma in 1969 and the Royal Aero Club Silver Medal in 1995.

"I am very proud to have been able to serve our movement for so long and in so many different capacities," said Wally.

Author of *A Glider Pilot Bold...*,

Wally lists some of his proudest gliding achievements as:

- The Lasham Gliding Centre – insisting in 1951 that we should aim to buy the airfield, nurturing this concept and ultimately bringing it to fruition. Creating and funding the clubhouse and other projects, which have made Lasham the largest gliding centre in the world.
- Having taught the late great Andy Gough of RAFGSA Bicester to glide and persuaded Derek Piggott to leave the RAF and join Lasham as our resident instructor. Their contribution to British gliding has been enormous.
- Persuading Veronica Platt, owner of *Sailplane and Glider*, to give me the title. I then immediately handed it over to the BGA so that it could be merged with *Gliding* to create *Sailplane & Gliding*.
- Donating my gliding library to the BGA, creating a comprehensive real and virtual collection of gliding information, available for all to access free.
- Having instructed for very many years, teaching and thus giving pleasure to hundreds of pilots.



Silver for Ayala in Women's Worlds

AYALA Liran, pictured above, flew her Standard Libelle to take a Silver medal in the Club Class at the 6th FAI Women's World Gliding Championship at Arboga, Sweden, in June. All pilots in the British team achieved great individual results in a challenging competition, including Liz Sparrow, who finished in 5th place in the Club Class and Francesca Aitken, who finished in 8th place in the Standard Class, flying her first International competition.

■ On 29 August, the British Women Pilots' Association is celebrating the 100th anniversary of Hilda Hewlett becoming the first British woman to be issued with a pilot's licence. A nationwide 'Women in the Air' day aims to get as many women airborne on the day itself as possible. For details on how to get involved, see www.bwpa.co.uk

DATES

NATIONALS, REGIONALS AND OTHERS

| | | |
|---|----------------------|--------------|
| European Champs (unflapped) | Nitra (Slovakia) | 17-30/7/11 |
| Junior Championships | Aston Down | 23-31/7/11 |
| 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 |
| Two-Seater Competition | Pocklington | 21-28/8/11 |
| 2011 glider aerobatic competitions | | |
| World Championships | Torun (Poland) | 26/7-7/8/11 |
| Saltby Open | Saltby | 9-11/9/11 |
| Power v Glider Team Match | Sleep | 24-25/9/11 |

BICESTER REGIONALS
Bicester 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

DUNSTABLE REGIONALS
Dunstable 20-28/8/11

GRANDSDEN REGIONALS
Gransden 20-28/8/11

Enterprising flights

COMPETITION Enterprise 2011 was held at Sutton Bank 2-9 July, with just one day scrubbed. There were nine new entrants (including one junior), all promising to return to Enterprise next year at Long Mynd. Final positions are a repeat of last year with Justin Wills (Antares) 1st and David Masson (LS6) 2nd, but this time in 3rd place Rod Witter and Mike Marshall (Duo Discus). Justin won on four days, including a 605km, the biggest distance of the week. On another more marginal day, he landed in Scotland via the North Sea, encouraged by bonuses to cross borders and coastlines! For full results see www.comp-enterprise.co.uk

■ **BGA Chairmen's Conference and Treasurers' Forum, 19 November, 2011 at Woodside, Kenilworth**
■ **BGA Conference and AGM, 3 March, 2012 at the Belfry Hotel, Nottingham**

BGA Chief Executive **Pete Stratton** reports on some of the work being done by the BGA in challenging rule-makers and influencing the development of regulation

IN A NUTSHELL:

- EASA Flight Crew Licensing - high-level rules finalised, details still under development
- EASA Operations - 'nonsense' removed, but irritating bureaucratic rules may remain
- SERA - Lobbying pays off with important practices continuing

- 8.33kHz - mandatory below FL195 by end of 2018, but there is hope for 25kHz in class G
- Airspace - healthy dialogue resumed with NATS and CAA regarding Olympic and other airspace issues. Work continues with CAA on the subject of interoperability. Input from clubs has been sought on this important issue.



EVER since the formation of EASA some years ago, the BGA's role in expertly challenging rule-makers and influencing the development of regulation has become increasingly important. Those among the BGA membership who are interested in these things will be familiar with news items and S&G articles relating to European and UK regulatory issues. And, of course, anyone who has owned a glider in recent years will be familiar with the reality of living with EASA regulations!

This article is the first of a series that we hope will provide a detailed, but concise, update on the outcome of some hard work by a small team of BGA people, who are working with fellow airsport colleagues in the UK and Europe, as well as with regulators, with the sole aim of achieving an appropriate and proportional regulatory outcome for our sport. Thanks in particular for contributions from Andy Miller and Howard Torode, who are Board members of the EGU and to David Roberts, who is the President of Europe Air Sports.

In accomplishing what it does for gliding, the BGA works very closely not only with the two organisations represented by Andy, Howard and David, but also many others including, notably, the General Aviation (GA) Alliance. The GA Alliance is, effectively, the political arm of the Royal Aero Club and includes representation from almost all the leading air sport and GA representative organisations. It is engaged with many, but primarily UK, regulatory issues.

EASA Flight Crew Licensing

EASA licensing rules, like most EASA rules, are heavily laden with political expediency and bureaucracy. The final text after the political 'comitology' process, whereby 27 member states reach agreement on EASA's proposed Implementing Rules, indicates that although the important Light Aircraft Flying Instructor (Sailplanes) rating has been deleted by a majority vote of member states leaving just a single Flying Instructor

(Sailplanes) rating, the text retains the ability of a Light Aircraft Pilot Licence (Sailplanes) pilot with suitable experience flying on a General Practitioner issued medical to become a Flying Instructor (Sailplanes) instructing LAPL(S) students. So, after a massive amount of work, there's hopefully not too much of a problem there.

What's still in the regulatory pipeline for licensing? Flying gliders in IMC is the subject of an expected Notice of Proposed Amendment later this year. And the detail, the 'Acceptable Means of Compliance', behind the delivery of the GP medical is currently under development. Meanwhile, EASA is developing a working group (FCL002), which will aim to fix the known problems with the existing EASA licensing rules - hopefully before they become too established between 2012 and 2015.

As you would expect, and not reported on in detail here, the BGA is engaged with the CAA with the aim of developing and delivering a smooth and minimum hassle transition to EASA FCL for UK gliding by April 2015. This includes, for example, preparing for tugging and aerobatic ratings. You'll hear more about this soon.

EASA Operations

EASA Operations rules have been restructured into rules specific to each type of operation, distinguishing between commercial and non-commercial, and between complex and non-complex aircraft. Gliding is interested in OPS NCO (non-commercial, non-complex aircraft). Experts from Europe Air Sports report that much of the previous 'nonsense' has been removed or diluted, although some irritating bureaucratic rules will inevitably remain.

SERA - Standard European Rules of the Air

Intensive lobbying of the European Commission and engagement with regulators has, to a large extent, paid off. Many of the proposed rules, which would have adversely affected UK pilots/owners,

have been left to member states to, in effect, continue current practices. Examples include ridge flying in gliders.

8.33kHz radios

8.33kHz radios below Flight Level 195 in all airspace will become mandatory by the end of 2018. This will be an enormous re-equipping cost for airsport and GA across Europe. Lobbying continues to try and retain 25kHz separation dedicated channels for air sports beyond 2018. There is reasoned hope that this will be possible, leaving us to continue to use our 25kHz radios in class G.

Airspace

After a period during which our relationship with NATS appeared to be faltering slightly, a return to healthy engagement has resulted in very useful and successful dialogue with NATS and CAA regarding Olympic and other airspace issues. Detail within the Olympic security airspace rules that threatens the future of two BGA clubs is a political issue that the BGA is working on with its GA Alliance colleagues.

As ever, Airspace Change and other proposals keep coming and all need responding to by our experts. A recent consultation on Transition Altitudes was an opportunity for the BGA and others to spell out how a change in controlled airspace base from FL to Altitude can compress the available class G airspace on the days when it is likely to be most active.

The subject of interoperability hasn't gone away either. Colleagues within Europe Air Sports are engaged with the big picture Single European Skies issues that, in due course, will lead to increasing demands for electronic interoperability. At a more immediate level, the BGA is working with the CAA to identify how the CAA's intention to end the general exemption from transponder carriage for gliders above FL100 will be mitigated for wave flying from 2012. Clubs have been contacted by the BGA seeking input on this important issue.

COTSWOLDS GC SIMULATOR TAKES GLIDING TO THE MEPs IN BRUSSELS

MEMBERS of the European Parliament were given the chance in early May to try their hand at flying a glider – on the ground in the entrance area of the Parliament, **writes David Roberts, president of Europe Air Sports (EAS) and chairman of the UK's Royal Aero Club.**

This was as a result of EAS taking the opportunity to hold an 'expo' of air sports, sponsored by Luxembourg MEP, Georges Bach.

The two-day event was designed to give MEPs, officials and others passing through the entrance area to the Parliament the chance to learn something about the various air sports – not just gliding – since they are in a position to influence the European civil aviation law in the form of Regulations and Implementing Rules that affect our sport.

The event was organised for EAS by its professional adviser in Brussels, Timo Schubert, and his team at ADS Insight. Timo has been working with us now for over three years, providing access to and advice on influencing the various parts of the Brussels-based Commission, Council, Parliament and various member states' representative offices.

The simulator had to be a single-seat glider as the lift access in the Parliament could not accommodate the length of a two-seater. So we took the Cotswold GC simulator, designed and built by Cotswold instructor Chris Gough and other CGC members. It proved very popular and was the thing that drew people to the EAS stands.

One person to try out the simulator



The Cotswolds GC simulator set up at the European Parliament in Brussels



Cotswolds GC's Chris Gough (left) shows EASA's Matthias Borgmeier the simulator

was very experienced glider, balloon and aeroplane pilot/instructor Matthias Borgmeier, a senior rulemaking officer at EASA. He is well-known to me since, before joining EASA, he was a board member of the European Gliding Union. It would be unfair of me to tell you whether he crashed on the simulator.....!

EAS was assisted on the stands by some younger – including female – air sports participants, as the EAS executive board is made up of mainly older male pilots, who have the time in retirement for this voluntary work. Me included, though not yet retired!

The European Commission's new

Director of Air Transport, Matthew Baldwin (a very senior role, covering all EU civil aviation), gave a speech at our reception about the Commission's commitment to proportionate regulation and rules, and to respond soon to the 2009 favourable resolution of the Parliament entitled 'An Agenda for a sustainable future for General and Business Aviation'.

Matthew is British and earlier in his career was at the UK Department for Transport. I first met with him earlier in April, when I broke my regular sojourn at Sisteron for a day to travel to Brussels – by TGV in just over four hours! Several British MEPs attended the reception, giving us the opportunity to discuss matters of concern and reconfirm their support for our stance on a variety of regulatory topics currently making their way through the Brussels law-making procedures.

All told, this was a successful and well-worth exercise, demonstrating clearly EAS's reputation as a responsible and intelligent representative organisation on behalf of the whole air sports community in Europe. Through membership of the Royal Aero Club of the UK, the BGA is a member of EAS.



David Roberts (left) pictured with Philip Bradbourn OBE MEP

SOARING THE HELM WIND

HERE is a post-script to my article *Soaring The Helm Wind* (p38, April/May 10):

The Helm Wind blew at Edensoaring the end of April, and it coincided with the University Clubs' expedition. It also coincided at last, a mere 37 years from the start of my dream, with me being there for it too. Friday 29 April was used by three visitors to climb to 15,000ft and Gold heights, then 30 April brought me a great birthday present. The rotor was directly over the south field, marked briefly by a few wisps of cloud before becoming blue. The windsock on the cabin was pointing towards the hill most of the time, showing a reverse flow. It was clearly going to be rough and the Shalbourne group didn't seem keen, but Chris Bessent accepted

the offer of the second seat in my IS28. The only other taker was Andy Bates in his Mosquito. The omen on the tow out to the north field launch point was about 100 crows in the south field. After we disturbed them, they flapped up to about 20 feet and then circled straight up.

The wind in the north field was consistently north-easterly from the hill. The launch changed dramatically as we crossed in to the south field, a solid gust from below, stick forwards and the glider continued to climb to 1,300ft before release. The vario sang a fast warble, the pointer off the clock as we "wermalled" straight up over the winch to 6,000ft.

Forwards half a mile or so and then the averager at 9kts to 11,000ft just east,

and downwind, of the radar station on Great Dun Fell, close to Cross Fell. A quick trip south to Brough, then north to Castle Carrock in primary Helm wave – a nice change from racing along the hill in westerlies. Visibility over 100 miles, with views, in the cloudless sky, of the Scottish border hills, the Cheviots, the North Sea, the Dales, The Lakes, and the Isle of Man. Descent through 3,000ft over the site took us through the invisible rotor, which was rough enough to scare me off from landing underneath it at our site. A shame to spoil such a flight by crashing, so a short flight downwind to a huge field for an outlanding in relative calm. Aaaaah. It was good for me. Chris, was it good for you?

Pete Whitehead, chairman, Edensoaring

Why did catapult disappear?

I PURCHASED my first BGA Log Book in September 1957. The 'Instructions for use' section at the front listed the various methods of becoming airborne as Catapult (C), Winch (W), Motor Car-tow (M), Aero-tow (A) and Rocket assisted (R). Over the ensuing decades I have used all these, with the exception of Rocket. I am curious to know if anyone has used rockets to launch a civilian glider and, if so, when and where was the last time?

The current log books (I am now on #8) list winch, car-tow, aero-tow and self-launch. Where has the poor old catapult gone? At the time of writing, the last time I took to the air was on 22 May and my log book entry was a very firm 'C'. Maybe it should be reclassified as Bungee (B). The catapult launch is very much alive and well at the Long Mynd; come and see for yourselves.
Chris Ellis, Midland GC

LINDBERGH PRIZE FOR FES

IN YOUR article about AERO 2011 and the Berblinger competition (pp14-17, June/July 11) you write that: "another competitor was Alisport's Silent 2 Electro, which has electric motor installed in the nose of the glider, with folding propeller blades..."

I would like to inform you that this statement is not true. Silent 2 Electro did not participate in the Berblinger flight competition. It was only shown on stand of Alisport in hall A1.

Another competitor in the Berblinger competition was LAK17A FES. Silent 2 Electro has, in fact, installed FES system (same as LAK17A FES), which was developed and installed by LZ design d.o.o. company, from Slovenia.

We (LZ design company) applied for the Berblinger flight competition with LAK17A FES. Later, after successful test flights of Silent 2 Electro in February 2011, we asked if we could also participate with Silent 2 Electro (as Alisport kindly offered us their sailplane). Unfortunately we were refused, so we managed to update our 18m class sailplane LAK17A FES to be able to self-launch (to get more points) from a concrete runway just before AERO 2011. This new way of self-launching was shown to the public for the first time during AERO 2011 in Friedrichshafen, as part of Berblinger flight competition. Our LAK17A FES successfully self-launched from the



LZ design's LAK17A FES successfully completed the task to Ulm and back at Friedrichshafen as part of the Berblinger competition

main runway and also completed the task to Ulm and back. Many visitors just could not believe its great climb performance.

For your information, we also received the Lindbergh prize in the category of Best Electric Propulsion System – FES (in S&G only Pipistrel was mentioned).

Luka Žnidaršič, director LZ design, Slovenia

The editor replies: Thanks for setting us straight on that, Luka. Apologies also for not mentioning that the FES had received the Lindbergh prize in the category of Best Electric Propulsion System when we highlighted that Pipistrel's Taurus Electro had won the Lindbergh Electric Aircraft Prize at AERO 2011. We should also mention that a Lindbergh Outstanding Achievement award went to the Solar Impulse team for its electric 'around-the-world' project airplane.

What's the best position for cable release?

I HAVE read Hugh Browning's report (*BGA safe winch launch initiative five years on*, p28, June/July 11) on safe winch launches with interest. He listed critical elements for safe launch, but did not include the position of the cable release in the cockpit.

Where is it? Can we reach it? Can we grip it? In the 1930s, winch launches were slower and less powerful and it seems that the design is little changed since then. Pilots in those days had no difficulty in reaching the yellow ball because they were sitting almost upright with the instrument panels much closer to them. In modern gliders we sit in a more reclined position and the instruments are further away from our hands. So where should cable release be?

Most gliders have cable release located on the left side of the instrument panel, but a few machines have it in middle of the panel or in front of the control column base. Which position is safer? Is the vintage ball still the best shape for the release? Would it be easier to grip if we had a T handle? Has a small lever ever been tried?

If some of us, with backrest full aft, cannot touch the release then perhaps the BGA safe winch launch project should investigate the best position and shape for the cable release.

Andrew Coates, London Gliding Club

Jim Hammerton, BGA Chief Technical Officer, replies: *The Sailplane design code CS-22 specifies that the control must be convenient to use and operate by a gloved left hand (CS-22.777, 780 & 781). It is also advised that the handle should be a T shape (AMC-22.781). Some older gliders do not meet these design requirements, as they were certified to an earlier code. However, many release controls have been extended a couple of inches so that pilots can reach them in all seated positions. Ball or T? The BGA Technical Committees recommend a T-shaped handle.*

WINDICAPPING IN DAYS BEFORE COMPUTERS

I WAS interested to read Ian Strachan's account of the development of the handicapping system in the June/July issue (p45, *The history of handicapping*), because I had the privilege of working with Ian on wind handicapping in the early 1970s.

It should be remembered that at that time scorers did not have computers at their disposal and had only just graduated from slide-rules to electronic calculators, so any handicapping system had to be simple to operate. Ian's idea was to consider how the speeds achieved over the ground by the gliders flying through the air at their speed index speeds over a standard course would be affected by the wind. A simple table would then give the "windicap" speed index for a glider against its normal speed index and the wind speed. There was some debate about what a suitable standard task should be and, after trying a crosswind out-and-return and an upwind downwind out-and-return, we finally settled on an equilateral triangle with the first leg into wind as the best representation of the most usual competition tasks.

These handicaps were originally applied to outlanders, as well as finishers, and this gave rise to some strange results. In one particularly bad case, a low-performance glider, which just flew downwind to the first turning point, was given a higher score than several finishers. This was because the handicap system assumed that it had flown the same mix of upwind and downwind courses as they had. It was this which convinced me that, to be remotely fair, wind handicapping had to be applied separately to each leg for outlanders, and led me to invent the "air mass" system.

The basis of this system was the assumption that if one calculated how much the speed over the ground of the standard glider would be affected by the wind, all the other gliders' speeds would be increased or decreased by the same amount in absolute terms. This assumption is almost true mathematically, but tends to underestimate the wind effects on crosswind legs for low-performance gliders. So a table was drawn up covering a range of wind speeds and directions. The scorer had to work out the wind velocity relative to each leg of the task

in turn, and for each one, read off from the table one value to add or subtract from each glider's speed index. This did mean dealing with each leg separately, but to minimise the work, it only had to be done for outlanders.

Later on, when computers were in general use, the Comps Committee decided to extend the air-mass system to finishers as well, and also to apply the wind aspects of it to unhandicapped competitions. At the same time, they introduced a range of factors to be applied to the wind speed in unhandicapped competitions in an attempt to compensate for their better performance.

That was the situation when I gave up my interest in competition scoring at the end of the 1990s. At that stage, my main concern was that gliders seemed to regularly be achieving much higher speeds than their polars and standard thermal would imply. I thought that some fundamental new thinking was needed.

Ken Brown

Ian Strachan comments: *Nice to hear from Ken again, he was an invaluable member of the BGA Comps Committee in the "old days", particularly contributing his mathematical ability. On his last point, the reason is that "dolphining" gives higher speeds than "climb and glide". With this in mind, both the late Frank Irving and myself made some calculations on Dolphin speeds. We concluded that, approximately, the RELATIVE speeds of different gliders were not substantially different to those calculated using climb-and-glide. In any case, the fundamental truth is that scores in a handicapped comp reflect pilot performance better than unhandicapped, and modern computing has made the calculations more straightforward and anomaly-free than in the past.*

Please send letters (marked 'for publication') to the editor at editor@sailplaneandgliding.co.uk or the address on p3, including your full contact details. The deadline for the next issue is 5 August

OLYMPIC CHALLENGES AND HONOURS

BGA Chairman **Patrick Naegeli** reflects on the unanticipated consequences for gliding of London hosting the 2012 Olympics and congratulates Wally Kahn MBE, Andy Perkins and the Women's Gliding Team



I WAS in Finland in 2005, at the European Championships, when it was announced that London would be hosting the 2012 Olympics. As true patriots, we were immediately pleased and proud. Certain especially resourceful members of the team also saw the equally immediate potential to trumpet our nation's success.

Demonstrating levels of ingenuity and vision similar to those that made the London bid successful, we had a local printing company make up some large-scale transfers of a colourful "London 2012" logo – the same size and typeface, as it turned out, as the equally colourful "Paris 2012" logos that adorned the trailers of the French gliding team.

Having taken delivery of the transfers, including spelling mistake – somehow the printers had turned London into Londres, it seemed a shame not to make good use of them. By sheer good fortune, we had just enough logos for each of the French trailers. Hence, we decided that we would be able to save our French friends the embarrassment of having trailers that were clearly out of date. I am sure you can figure out what happened next.

Anyway, that was six years ago and the fact that we are hosting the Olympics is still, I believe, something to celebrate. An event, however, of such size, scope and complexity inevitably affects, directly and indirectly, many things. Gliding has had its own fair share of unanticipated consequences to deal with.

Keen to see the nation's athletes do well, sports funding – including grass roots – was significantly refocused on to Olympic disciplines at the expense of non-Olympic sports. We fall into this latter category and so saw our support funding drop away to just about nothing. Whilst it was only ever modest in absolute terms, it did make a difference, given our already limited resources, and was gratefully received. It has meant that we have had to work hard since then to maintain the momentum of our development activities.

More recently, however, it has become clear that the Olympics will have further, serious consequences for our sport.

The increase in air traffic that is expected prior to and during not only the Olympics but also the Paralympics has translated into a complex set of new controlled airspace that will be put in place for the best part of summer 2012. This airspace will limit further the height at which pilots will be able to fly around the outskirts of London and in areas out to both the east and west.

These restrictions will also lead to the channeling of non-commercial/business jets into relatively narrow "corridors" of open airspace. There are obvious safety implications for glider and general aviation pilots alike.

The BGA, in conjunction with other air sport groups, has been in deep and regular dialogue with the various agencies and organisations that are responsible for managing the design and implementation of Olympic routing airspace. Whilst the new airspace will inevitably restrict gliding activities, we are getting to what we would regard as an acceptable and workable outcome. The BGA is keeping clubs informed of developments as they occur and will be launching a major airspace education programme to ensure that all pilots are aware of where they can and cannot go, and for how long. It is vital that people understand things clearly – none of us can afford to get things wrong.

Unfortunately, we will not only have to deal with routing airspace. Unsurprisingly, concerns for security during the games have also been heightened. One way in which this is being dealt with is by the introduction of a swathe of highly restricted airspace centred on London and extending pretty much to the edge of the normal London controlled airspace.

Pilots wanting to gain entry to this area will have to meet very stringent requirements and hope for sufficient air traffic/security control capacity.

For airfields that fall inside the security zone, operations are going to be severely restricted and limited. Two gliding clubs – Surrey Hills at Kenley and Booker – fall into this category. Both are doing a very good job of making their plight known to people/groups that might help them secure some practical alleviations. The BGA is also working hard on their behalf – my thanks go to all of those spending their time on helping secure the right outcome for Booker, Kenley and all the other clubs for whom the Olympics is more of an issue than a cause for celebration.

One way or another, the Olympics will test the resilience of our sport. If your club is one of those that is not directly affected then encourage it to think of ways in which it can support the members of those that are.

In closing, and switching subjects completely, I'd like to say three sets of "well done".

Firstly, to Wally Kahn, who received an MBE in the Queen's Birthday Honours List for services to gliding over many decades; secondly, to Andy Perkins, a leading light in the BGA's youth gliding initiative, who received a formal award from The Air League for his work on its own youth aviation programme – The Leading Edge; and then to the Women's Gliding Team for their excellent performance in the recent World Championships in Sweden, including a Silver Medal for Ayala Liran.

Have fun, stay safe.

Patrick Naegeli
Chairman, British Gliding Association
July 2011

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

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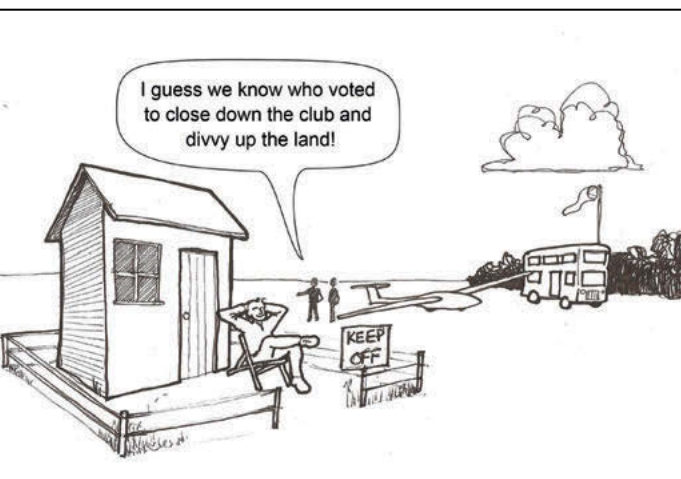
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■ It is only natural to be cautious about club resources and this raises an important question about the, often large amounts of, money that clubs are legally entitled to claim; 'why give it to the Government?'. Those of us supporting clubs remain mystified as to why so many clubs continue to eschew stress-free money in these tricky times – times which we doubt will get much easier in the short to medium term.



Cartoon by Matt Wright, Devon & Somerset GC

CHAIRMEN'S CONFERENCE & TREASURERS' FORUM 2011
THIS must-attend event for people involved with club management is on Saturday 19 November at Woodside, Kenilworth. The window for cheap train and plane tickets usually opens three months before travel.



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

No CASC status? See what your club could be missing

MANY of you will by now have heard of Community Amateur Sports Club (CASC) status, not least because I mention it here from time to time. Yet around two-thirds of gliding clubs don't have it. What are they missing out on and why might they prefer not to register?

CASC is the scheme created in 2002 and designed to give sports clubs parity with

charity. To qualify, clubs need to be a volunteer-run, not-for-profit sports club that is open to all. Twenty-nine gliding clubs in the UK now have CASC status. What are these CASC clubs entitled to? Summarising a whole scheme in a page is a challenge, but here are the main points.

● **Non-domestic rate relief:** As one of the largest outgoing a club has, CASC status brings an automatic pruning to a more manageable 20 per cent of the full bill. In recent years, some non-CASC clubs have been able to arrange

80-100 per cent discretionary rate relief with their local council, but with a need for all public services to tighten their belts, these arrangements are beginning to be withdrawn.

● **Corporation Tax:** CASCs have complete exemption from Corporation Tax (CT) on income from interest, Gift Aid and capital gains. This last fact lead to one club treasurer pointing out that CASC clubs who own their airfield could realise great returns by selling it for housing and buying a better airfield... although no-one has done that yet. CASC clubs are not completely exempt from CT on trading, fundraising and income from property, but they do not have to pay CT on it as long as the annual income remains below £30,000 for the first two and £20,000 for the rental income, which gives plenty of scope for clubs to diversify their activities.

● **Gift Aid:** When a UK tax payer makes a donation or legacy, the Government rewards this philanthropic behaviour by giving the tax back – in some cases, twice. The tax-paying donor gets to mention it in their tax return (individuals should seek their own tax

planning advice) and the charity or CASC receiving the donation has it topped up by 28 per cent. It has to be claimed from HM Revenue & Customs, but in recent years the system for claiming it has been simplified.

● **Did you know** that volunteers are entitled to claim back any expenses that they incur whilst carrying out duties for the benefit of the club – including travel for rostered duties? Most volunteers don't claim them because they don't want to. However, rather than simply not claiming it, these volunteers can boost this money by 28 per cent by claiming expenses, then donating them back to the club and giving permission for the club to claim the Gift Aid on the donation. There's more – the expenses can be claimed retrospectively by up to five years. So far, two clubs in the UK have been able to claim in excess of £10,000 in this way. It does mean some leg work, but some online donation services (such as Just Giving and Virgin Money Giving) will act as agents, claiming Gift Aid on donations made through their websites, for a very reasonable rate.

● **Dissolution clauses:** Some clubs still have a provision that in the event of closure any remaining assets will be divided up amongst the remaining club members. So when club members are asked to support their club's registration as a CASC, this gives rise to the biggest single reason for reticence amongst a vocal minority. Of course, in reality, such distribution would never be a simple transaction. As a not-for-profit organisation, your club will have received certain tax breaks and allowances – this will have to be readjusted, and then you might expect people to reappear from the woodwork to stake their claim. However, the reason that modern organisations would not distribute assets amongst remaining members is because to have such a provision would leave them at risk from carpet bagging by anyone deliberately running the club into the ground for their own gain.

When a CASC is wound up, any remaining assets go, in the first instance, to CASCs with the same objectives; ie gliding clubs. This, if you think about it, is precisely where any remaining club members will go as soon as a club shuts. So why not divvy up the assets to follow the club members?

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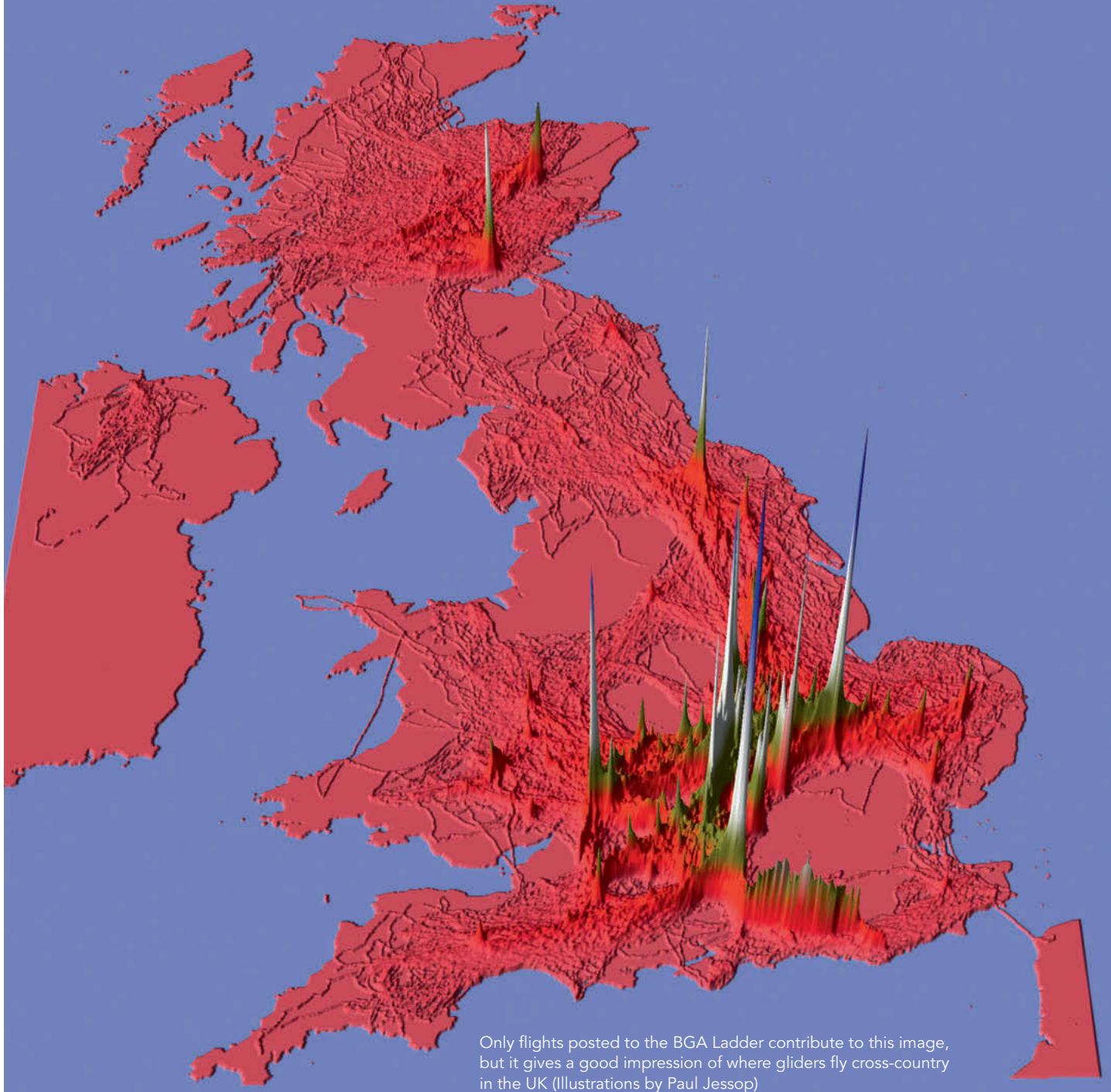
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WHERE DO WE FLY IN THE UK?



A discussion in Windrushers' club bar one evening resulted in Paul Jessop producing this impressive map of where we fly

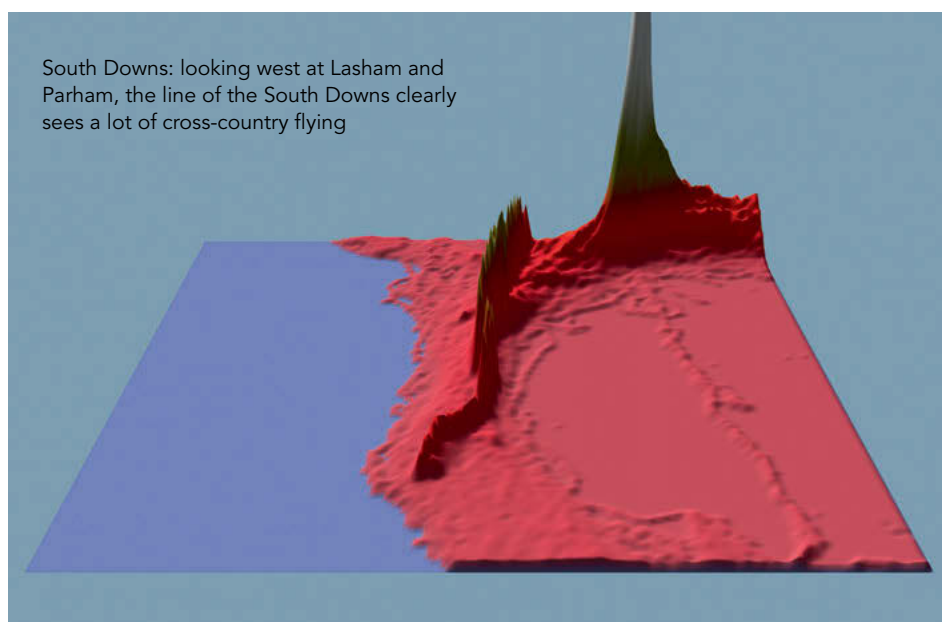
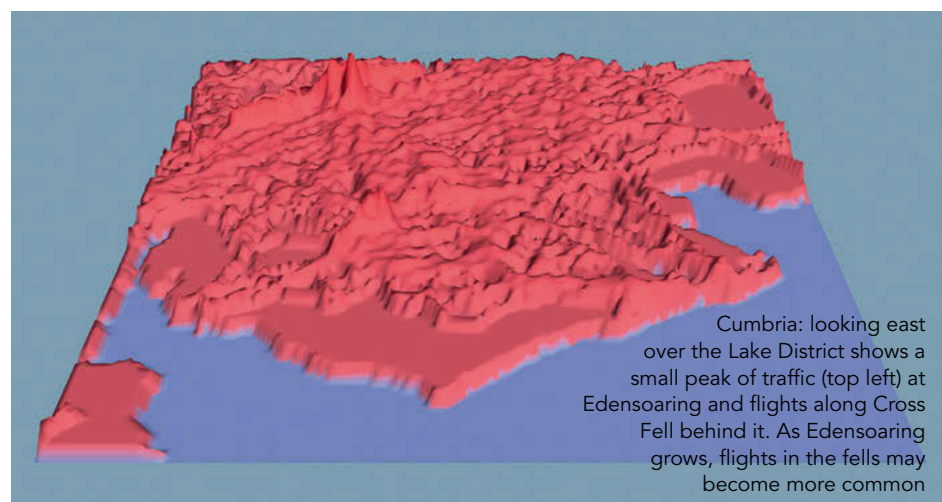
WHERE exactly do we fly? A discussion in the club bar one evening led to a "winter project", an answer of sorts and to this unfamiliar landscape. These graphics show every flight entered on the BGA Ladder from 2003 to 2010. While that is not an exhaustive survey, it seems reasonably representative of cross-country flights and is the best we can do at the moment. It does not seem to have been presented in this way before.

Some features are obvious – the large gliding clubs, such as Lasham and Portmoak, stand out as peaks and, of course, these understate traffic levels because training and local soaring flights are not posted to the ladder. The routes between sites stand out and indicate high densities on these glider "motorways". In particular, the route between Didcot and Bicester (hemmed in by Brize Norton/Oxford in the east and Benson to the west) forms a continuous narrow curtain.

Obviously there are great "lakes" where controlled airspace prevents gliders from operating. Coastal areas subject to sea breezes are less well represented and remote areas, such as Cornwall, south west Scotland and the eastern part of Northern Ireland, see little traffic. A few flights head out to sea and one of them crosses the Channel to France.

Perhaps the most interesting feature is the volume of posted traffic along the South Downs. It is not quite clear whether this represents aggressive ladder posting by Parham and Lasham pilots, or solid exploitation of these hills for cross-country tasks.

Scotland is well-trodden territory – the growth of cross-country flying in that part of the world being part of the explanation, as is perhaps the ultra-competitive nature of some Scottish pilots in registering their traces on the ladder to show their southern brethren what can be achieved in the wave. Some of the over-water flights clearly route





Paul Jessop is a Chartered Engineer, who instructs in gliders and motorgliders. As well as three Diamonds, he holds FAA Commercial Pilot and Instructor certificates for gliders and is involved in supporting junior gliding at Bicester and Gransden Lodge. He has an issued patent on preventing CD piracy, and tinkers with both hardware and software

✎ round an offshore turning point.

A couple of traces pass through airspace that was unlikely to have been opened for glider flights, except during the volcanic ash emergency. Without running a special check it's not easy to work out whether this was the flight of a lifetime courtesy of Eyjafjallajökull or whether someone's logger was left on in the trailer. There are a few isolated spots off the coast and in the London Class A airspace – these initially appeared to be dust on the monitor, but actually seem to be spurious fixes.

Tasks out of Edensoaring at Skelling Farm show up as traffic along Cross Fell. Flights in the fells of the Lake District itself appear to originate both there and Walney Island.

The data to create this map was provided by the custodian of the BGA Ladder with a promise that it would remain anonymous (who would want a well-intentioned data-miner to expose an accidental and undetected airspace infringement?) and the IGC files filled a rather large USB memory stick. The analysis was done entirely with free software. Custom code in the PERL language crawled over each of the traces and looked at every fix ('B' records in the IGC scheme).

The UK was projected on to a grid with 1,000 cells east-west and 1,350 cells north-south (each being 0.01 degrees wide and 0.0066 degrees tall – about 0.33nm by 0.4nm). A flight "visited" a cell if one or more fixes were in the cell. All the flights were added up to create a 1,000 x 1,350 data matrix. This was brute force analysis and there was no attempt to optimise the software. It took about a day to run on a laptop.

The raw matrix was interesting but hard to interpret, needing to be turned into a graphic. There were several false starts in generating a 3D plot, but eventually the software package "3DEM" was identified. This is no longer sold or maintained, but is available for free use. It works very well and the data loaded in easily. The choice of a colour scheme to represent "height" makes a big difference.

Next projects are to get access to other countries' data and to combine flight data with a digital elevation model to get a map of flights at low altitude – ridge running.

■ Animations of the graphics are available on YouTube. Links to them have been posted on the S&G website at www.gliding.co.uk/sailplaneandgliding/subscriptions.htm



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Wally Kahn looks back over the years at how the art of soaring has developed, and reflects on how our sport today is far removed from his early days of gliding

YOUR editor asked me to write the history of gliding's first 100 years. I can't for three main reasons. First, gliding is more than 100 years old. I know of the Wasserkuppe's claim, which does not really stand up to close scrutiny (see p54, April/May issue *S&G*); second, to do justice to our sport I would need at least 20 pages and, lastly, I have been involved only since 1945 – a mere 66 per cent of the claimed time span.

Just as our magazine title proclaims – there is gliding and there is soaring. I suggest two quite distinct activities. The purist will argue for days as to when gliding started and by whom. Forget Icarus and fast forward past Sir George Cayley, the real Father of 'Gliding', to the now forgotten pioneers in many parts of the world from 1860 onwards, who designed, built and flew their flimsy machines. Thus gliding was well established even by the time the Wright Brothers achieved fame.

From the start, our forefathers really indulged in downhill tobogganing. They were tied to their hills, perfecting their art of short flights and improving their designs. As Martin Simons has often written, if only they had built and used two-seaters from the start the effect would have been dramatically beneficial, saved hours of frustration, many broken limbs and endless repair work, and would have advanced our sport quicker and in a very positive way.

(Do read 'Introduction' by Martin Simons, *Sailplanes 1920-1945*, page 7. He describes the start in great detail. Also feast your eyes on the 1930 issues of *Sailplane & Glider*, now available free on the web).

The gliding past belongs to historians; the development of soaring is the real story for us. Each gliding nation has its own contribution to relate and it is impossible, and would be quite unjust, to pretend that this, or any account, could fully tell the great and glorious progress the sport of soaring has made throughout the world. In the International Rhön World

A CENTURY

Contest, held at the Wasserkuppe in 1937, teams from seven countries took part. Today's World Championships attract pilots from all the continents. Additionally, pilots from 18 different countries have received the FAI's highest award, the Lilienthal Medal, for 'remarkable outstanding contributions' to our sport.

Sadly, due to the Second World War, the 1940 Olympic Games – in which gliding would have been one of the accredited sports – were cancelled. Subsequently, gliding was no longer deemed 'acceptable' and was excluded from future games.

We broke away from hills when in 1928 Robert Kronfeld (who first secretly used a variometer) used the lift from cumulus clouds. From then on progress was swift. The huge increase and emphasis on glider training in Germany from the early 1930s until the end of the war in 1945 enabled pilots from many countries to learn and develop their skills.

The art of soaring

The wider understanding and enjoyment of the art of soaring really expanded in most European countries from 1945 onwards. To my mind the two gliders, which were produced in very large numbers and made a huge contribution to the growth, were the Grunau Baby, of which over 5,000 were built, and the Olympia, of which about 1,000+ were manufactured in many countries.

Here in the UK in May 1947, Lord Kemsley made £100,000 (equal to just over £3million today – increase RPI factor 31.85) available so that clubs could borrow the funds to buy their sites and build hangars. That they, as well as private owners, could purchase new gliders proved to be the wonderful engine of growth.

With Slingsby's side-by-side two-seater T-21 trainer and Elliotts of Newbury, who built 300 Olympias, gliding clubs 'took off'. The dramatic previous decade when, in 1931, all but three or four of the dozens of clubs folded and almost wiped out our fledgling movement was now only a bad memory. Not only did clubs rebuild and flourish, but private ownership increased so dramatically that soon we had our own (me)

representative on the BGA Council charged with protecting our interests.

If Silver, Gold and Diamond badges are any yardstick of the health of British gliding, the figures are interesting and revealing. It is sad to note how few Silver Cs make it to Gold C and beyond. Can the reasons be that pilots achieve their Silver when they are still quite young before pressure of work and families demand their time and money? May I suggest that someone undertakes some deep research and perhaps we will help solve the problem of the diminishing number of glider pilots throughout the world.

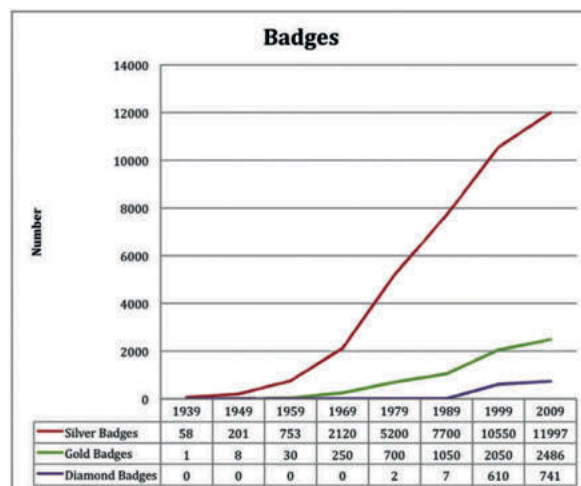
Wooden gliders

From 1945 to 1957, soaring in wooden gliders was great fun. Cross-country flights, with friends retrieving you from farmers' fields, gave rise to endless stories and fostered great club spirit with songs, parties and raiding other clubs being the norm. There were climbs in nice fluffy cumulus and sometimes fearsome CuNim, learning to master the new triangles that got you home rather than the downwind dashes and the long overnight drive home afterwards.

Then, in 1957, with the Phoenix the new plastic revolution changed our nice, peaceful and relatively gentle competitive sport for ever. I well remember the cries of astonishment when we first saw the D.36 at the 1965 world contest at South Cerney. Life would never be the same again.

Our sport in the 21st century is as far removed from my early days in 1945 as we were from the pioneers of the 1890s. Before glass we were delighted to achieve glide angles of 30:1. Now better than 60:1 is the norm for the super ships. In 1947, a new Elliott's Olympia cost just £400 bare hull and the full instrument panel, consisting of an altimeter, ASI, Cosim Vario, war surplus E.2 compass and, for the few, an artificial horizon, cost another £50, ☺

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EFFORT ON
THE GROUND,
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Numbers of BGA Silver, Gold and Diamond badges are shown above. Why is it that so few Silver Cs make it to Gold C and beyond?



Above: Slingsby T-21 over Lasham

Facing page: EON Olympia prototype in test flight (Photographs by CE Brown)

OF GLIDING?



Impressive display of Olympias at Achmer VGC Rally in 2009 (Martin Simons)

**ALWAYS KEEP
IN MIND THAT
FUN AND THE
SENSE OF
ACHIEVEMENT
ARE THE
PREREQUISITES
FOR HAPPY
AND FULFILLED
PARTICIPANTS
IN OUR SPORT**



Wally Kahn, MBE, gained his 'A' badge in 1946, Gold badge N° 10 in 1952, and Diamond badge N° 50 in 1975. He held a number of UK records during the 1940s and 50s and was active in a multitude of roles at both club and national levels. Wally was awarded an FAI Paul Tissandier Diploma in 1969 and the Royal Aero Club Silver Medal in 1995

say £17,500 at today's rate. The price for a new modern Standard Class equipment is considerably higher and today you need more than a quarter of a million pounds to buy and equip your latest piece of large span sailplane.

The extraordinary difference in glider performance is one thing, the instrumentation and other equipment is something else. When close-circuit racing entered our world, gliders required large competition numbers so that starting line and turning point observers could identify each glider. The latter were required to drive to the remote locations, sit on the ground peering upwards and then rush back with the lists of the gliders that had turned their vital turning point. In one World Championships, held in Yugoslavia, they parachuted in the observers, who then had to make their own way home!

Then high-tech entered the fray with the introduction of a cheap mass-produced instamatic camera, which in truth generally produced terrible negatives that were pored over for hours and hours by dedicated officials. The world of turning points was never the same. In one Lasham nationals, John Young argued fiercely and successfully that the map was incorrect; he was right and his photograph showed the true turning point. Radios came in at about the same time and our peaceful sport was no more.

The development of competition flying, both from the pilot's and official's point of view, deserves its own article. It is so very different in every way. Now with glass, high-tech instruments and the much hotter

competitive attitude among the contestants, which prevails today against our 'wooden' days of yesteryear, I sometimes wonder who has/had the more FUN? Then throw in wave flying in Argentina and that really upsets the apple cart.

For our sport to survive the next 100 years, surely the elements we must seek, nurture and protect are – in no particular order – encouragement of the young with cheapest flying possible, the least interference and restrictions from officialdom as possible, and financially healthy and superbly friendly clubs. Always keep in mind that fun and the sense of achievement are the prerequisites for happy and fulfilled participants in our sport.

We need the widest, largest base for our pyramid – more members there ensure a higher top and we do need both. Top-level competitions are wonderful, especially when we win; sending pilots solo after safe, competent tuition always gives a warm glow and a great degree of satisfaction to the instructor.

I often used the slogan "Gliding – the sport without visible means of support". That's not really true – our wonderful support comes from within, our members – we are our support. Money from elsewhere would be nice, but it is more people we really want. So we must work harder to foster our image, make more friends, and integrate more with our local communities.


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CAYLEY GLIDER RETURNS TO SKY

Richard Halliburton and Dave Holborn report on crewing and flying the Cayley glider replica for BBC's *The One Show*



Wolds GC instructor Dave Holborn jumped at the chance to pilot the Cayley replica glider, built by the Brough section of the RAeS and BAE Systems, as it returned to the sky for the BBC's *The One Show* (Photographs by Richard Halliburton)

FIVE in the morning is not a time I would normally choose to get up, but, for an interesting event, exceptions can be made. The opportunity to crew for a flight of the Cayley glider was such an exception. The reason for the flight was the BBC's *The One Show*, broadcast on 4 May as part of its item promoting Sir George Cayley's role in the development of aviation.

Astute readers will recollect the earlier flights of this replica, described in S&G in 2003, when Sir Richard Branson re-enacted the original flight by Sir George's coachman

to mark its 150th anniversary. The replica had been built by the Brough section of the Royal Aeronautical Society and BAE Systems, with sponsorship from Virgin Atlantic Airways. The glider had been test flown by Allan McWhirter.

Sadly, Allan passed away in July 2007, so the search was on for a new pilot as it was anticipated that Sir Richard might not be available. It didn't take long – Dave Holborn, an instructor at the Wolds Gliding Club, as well as being a manager at BAE Systems, was ideal for the job and jumped at the chance to take on the challenge.

On 7 April, we arrived at the Yorkshire Air Museum at Elvington, which hosted the event and provided hangar space. With the help of a support team from BAE Systems, the final rigging and checks were carried out. The Cayley replica glider had not flown since appearing in the USA in support of Steve Fossett's

'Global Flyer' project in 2005.

Two days of rigging with a team of four isn't something you want to do every time you fly, nevertheless you still want it done correctly. The DI consisted of checking over the plethora of rigging wires, joints and

nuts and bolts (which just shows how good a modern glider is – an altogether simpler and much quicker affair!). This was followed by a couple of test flights to make sure it all worked and to give Dave a chance to get a feel for the handling.

It was quite windy. Fortunately, the airfield manager gave permission to use the large apron. This meant that we could achieve into-wind attempts to keep within design limits. The first tentative run did not get the Cayley glider into the air, but, with a quick discussion between the tow car driver (Pat Callaway) and glider pilot, the following two attempts saw the glider have successful test flights.

The BBC TV crew arrived in the afternoon and did some initial interviews and ground filming for *The One Show*. Unfortunately, by now the clouds were building and moving rapidly and it was far too windy to attempt any flights for the BBC film crew. It took four of us just to hold the glider down!

To add further interest to the day, one of the Wolds Gliding Club pilots landed out at the Elvington airfield. The club tug arrived shortly afterwards and we crewed for him to get him back on his way. We later found out he enjoyed a long wave flight, proving how the wind had really increased!

The morning of 8 April provided the perfect start. Elvington's runway has plenty of space; the only question was whether it would all work with TV cameras trained on the glider. This time the wind was about 5kts, coming from about 10-15 degrees right of centre. The weather really was on our side giving us this small window of opportunity, as the week or so before really had been very windy.

It worked perfectly. Pat Callaway got the tow car to speed, Nigel Penistone signalled, he and Chris Sarel ran the wing ropes and the glider was airborne. Dave got it to 'altitude' (peaking at about 50ft on one of the flights) and it was fairly stable behind the tow car. It was so great, we passed the TV crew and carried on along the runway. But



Nigel Penistone signals, as he and Chris Sarel prepare to run the wing ropes of the Cayley glider for the launch of one of several successful flights

even Elvington's runway has an end and a textbook landing was made.

Dave couldn't wait to do it again and we had 30 minutes or so left before the museum Track Days' speed junkies turned up. With some camera adjustments made for achieving different views and perspectives, we got the glider airborne again. Each time after landing, Dave's smile grew. When the BBC asked if we could do a third, the answer was a resounding "definitely".

These extra flights carried out for the TV crew were considered to be the longest in length and duration and the highest the glider had flown.

Dave's description of flying the glider was that it was a bit "numb", but what do you expect if you're used to modern composite gliders? Dave did agree with Sir George's description of the control surfaces as an 'influencer', rather than providing what might be described as control. However, with this BAE Systems-designed version, more standard rudder and elevator was used and Dave suggested that this would have given more control over that of the original. Even so, having a rudder on the 'stick' and no ailerons was a strange sensation for Dave. Sir George's original description of the flying machine was a 'governable parachute' and that is a fitting description of how landing it felt to Dave.

The BAE Systems communications team did some interviews for a corporate presentation, before heading off for a Yorkshire Air Museum's NAAFI-style breakfast. It was then just a small matter of de-rigging the glider and loading it into its trailer – a full-size articulated truck.

It is hoped that this Cayley glider replica will have a final resting place in a museum for all to see, but, as I write, those details have yet to be decided.

THESE EXTRA FLIGHTS WERE CONSIDERED TO BE THE LONGEST IN LENGTH AND DURATION AND THE HIGHEST THE GLIDER HAD FLOWN



The Yorkshire Air Museum at Elvington was host to the BBC filming of *The One Show*

A PERFECT DATE

S&G editor Susan Newby finds out why Friday the 13th is lucky for some, with a 450km flight in an ASH 25 EB28 from Dunstable

FLYING '13' on Friday 13 May was, for me, an irresistible opportunity. There had been previous provisional dates suggested by Steve Lynn for the chance to fly in his syndicate's ASH 25 EB28, but this time it looked as if it was really going to happen.

A couple of days before, the weather was looking 50/50, but Steve was confident we could achieve something.

I was excited, but at the same time nervous. I had fallen behind with my own training over the winter months, but I also

had concerns about my (ahem) endurance levels, given 13's record of epic flights. I have read Liz Sparrow's advice, which only reinforces my knowledge that it is so much easier for you blokes!

Taking into consideration my potential crossed legs and the weather conditions, Steve planned a 450km task for us. LBZ-HPY-CLA-SAX-DUN.

I've only ever done one other cross-country – an out-and-return GRL-HUS-GRL with my Cambridge instructor Robert Theil on 28 May last year. That was 140km in a K-21, and a thoroughly enjoyable experience. But 450km in an EB28. Wow!

This was to be my first flight in a self-launcher too.

I arrived at Dunstable and found Steve waiting at launch point (along with a small welcoming committee – thanks guys, lovely to meet/see you all). Tom Pridgeon briefed me on all the essentials and attached my harness to the parachute system in 13. (If I jump, the chute will open automatically. Note to self. Do not walk away from glider after landing without disconnecting the parachute!)

I'm in the back seat (another first for me) and am in charge of the headsets, which we really do need to hear each other over the noise of the engine.

Steve took us up to 3,000ft and closed down the engine. After I have packed away the headsets, my next job is to press the task start button on the GPS. Sounds easy enough, but with a choice of six buttons to press, guess who pressed the wrong one and nearly reset the first leg of our task?!

Shortly afterwards, we were joined in the air by a Tornado. I had spotted the shadow on the ground, but Steve saw it streaking past us. Conscious of where we were going, the activity at Marham and, possibly, at the US bases at Lakenheath/Mildenhall, Steve switched on the transponder to make us more visible to the military.

Selecting a cloud street, Steve raced towards our first turnpoint at an average speed of 130km/h. We did not need to turn once and Steve commented that today is probably the best soaring day he has experienced so far this year. It didn't last!

A couple of hours into the flight, I had to confess to Steve that I was feeling a little



Steve Lynn and Susan Newby about to embark on a 450km task in 13 from Dunstable

nauseous. Having published an article in the last issue (*Sick and tired*, June/July, p24), I had been very conscious of what I'd had to eat and drink the day before this flight. I'd certainly made sure that I had plenty of water to drink during the previous day and was drinking during the flight.

Steve pointed out his stash of plastic bags and asked if I wanted to cut the flight short. Absolutely no way! I nibbled on a cereal bar and, thankfully, started to feel better.

We'd had a fantastic run out to HPY and reasonable conditions down south to Ipswich and back to Saxthorpe. However, conditions worsened progressively on the final leg as the top cover crept eastwards.

Steve said we could always land out at Gransden Lodge (my club), but I was more than happy to content myself with waving at the club's K-21s thermalling below us. I wondered what instructors Robert Theil and Andy Beatty would think if they knew it was me in the EB28 above them.

A little later, we heard some worried voices on the radio as information was shared as to where to expect lift. We flew over another Dunstable member, who had landed out.

At about 25km outside Dunstable, we were down to just under 2,000ft. Not quite enough height to make it back. Despite several attempts to find that little bit of lift we needed, we gave up on the downwind leg at Old Warden. The engine was started by 1,400ft, which would have given us plenty of time to complete a circuit into the airfield if the engine had failed to start.

Steve took us up to 4,000ft, got rid of the noisy engine and we were back in business. Sod's law, we soon ran into lift, but better safe than sorry (although a GPS landout did rob me of the potential for another first – a

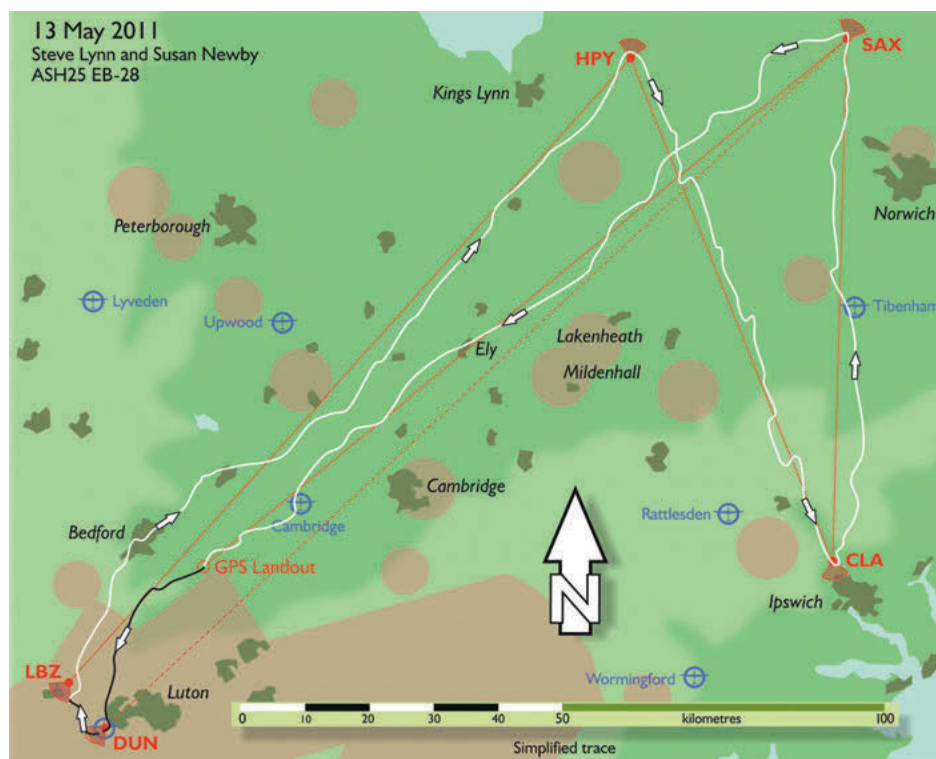


Illustration by Steve Longland

field landout. I'm sure I'll experience that soon enough!).

Five hours after taking off, we were back at Dunstable. Fantastic. What an experience and I am so grateful to Steve for the opportunity.

We fixed 13 to Steve's tow bar (I had remembered to disconnect from the parachute when leaving the glider!) and then it was back to the T-hangar that houses the EB28, where I busied myself with bug removal duties.

What an amazing flight. Wow. Thanks again Steve. I can't help thinking that just under 600 cross-country kilometres is not bad for a pre-solo pilot to have in their log book. Now it's back to the K-21 at Gransden Lodge for me!

Editor Susan Newby flew in 13 on Friday 13 May with Steve Lynn, who shares the self-launching 28-metre wingspan ASH 25 EB28 (the only one in the UK) with syndicate partners Ed Downham and Robin May. The glider is usually flown for around 430 hours and approx 35,000km each year. Some of these previous flights, and many of Steve's stunning photographs, have featured in S&G

(Below left) A fantastic run out to HPY was followed by reasonable conditions down south to Ipswich and back to Saxthorpe before conditions worsened progressively (Susan Newby)



I CAN'T HELP THINKING THAT JUST UNDER 600 CROSS-COUNTRY KILOMETRES IS NOT BAD FOR A PRE-SOLO PILOT TO HAVE IN THEIR LOG BOOK



(Above) Wave above Borders on 1 June, when the wave season opened three months early! Graham White spent an hour chasing the wave in his car, trying to find the best vantage point. "They never equal the ones we see from the Alps or New Zealand, but this is the first time I've captured a 'stack' in such detail," he said.

(Below) Robert Theil was surprised when, on 24 May on the second leg of a 300km flight in his Kestrel, he got into wave over Cambridge, which took him to 9,364ft. Wave rarely occurs here and, although other pilots have been in wave, Robert wonders if anyone else has been as high as this before in the area.





This page, from top:
Two gliders photographed on finals at the Lasham Regionals in May (Sandy McCarthy)

Berdun pictured close up during the Midland Gliding Club expedition to Jaca in May, a trip described as "utterly brilliant, fabulous weather, truly awesome flying..." (Mike Greenwood)

Facing page, clockwise from top:
Burn GC's Janus resting her wings after a busy May evening's flying over beautiful Yorkshire (Kevin Moseley)

Sandy McCarthy took this shot of water rushing across the wings in flight as she and husband David flew through a rain shower – and were in lift! – during the Bidford Gliding & Flying Club competition week (Sandy McCarthy)

Taken from the back of 13 (EB28) in circuit downwind, at the end of a difficult 350km out to the south of Birmingham, with Ed Downham in the front (Steve Lynn)

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





CROSS-COUNTRY LESSONS LEARNT

Ian Redstone was thankful for the effective brake of the K-18 when his first attempted cross-country flight saw him heading towards a sturdy fence during a field landing (above). Ian is pictured below after his first solo flight at Cosford in 2009

Relative newbie Ian Redstone shares the experience of his ill-fated first cross-country flight, from Cosford on 27 May



THE plan was to fly from Cosford to Bidford, a little over the 50km needed for my badge flight. If I made it, Ian Gallagher was tee'd up to fly our tug down for the retrieve. It all started so well – the sky had been building over the course of the day and by 2pm it was looking very positive.

By the time we had sorted out the K-18, the logger and the launch, it was 3pm and the sky was booming. I was aerotowed to 1,500ft, sank to about 1,000ft and then hit a 5kt average thermal, which rapidly took me up to 3,000ft. This gave me the confidence to point the glider southwards and head off away from the airfield.

As I made progress, I found some

thermals, nothing very strong, but each sufficient to easily get me back up to about 2,500ft. Onwards I headed, leaving Half Penny Green a couple of miles to my east. There seemed to be some nice clouds up ahead, but each one failed to give me much height and, given the time of day, I thought it best to progress onward, hoping to re-find a strong thermal. This strategy worked to some extent, but as I got closer to Kidderminster, the clouds seemed to fail me (or vice versa), and I found myself well below 2,000ft.

My search for a good field tracked down a lovely example, but, as I got closer, I saw it contained some sheep that were obviously monitoring my progress and had spread

themselves around the field to make sure I couldn't land and share their grass.

Kidderminster, as you may know, is at the centre of the Worcestershire Alps and flat fields are a bit scarce. I did, however, identify another field and did my WSSSO checks. It didn't look too bad, but did have some trees 'helpfully' positioned at the downwind boundary.

I was at this point circling in a last vain attempt to stay up, but I realised that the lift was pretty sparse and was probably not balancing the sink so, having read the books, I said out aloud "I am landing" and did my final landing checks.

It wasn't my finest circuit. I started it lower than I should have, but still didn't have the bottle to go as far downwind as I should have. I therefore used the airbrakes a bit on crosswind, aimed the glider into the corner of the field to glide around the trees and slide-slipped a bit to lose a bit more height.

As I passed over the downwind boundary I was looking ahead and feeling a tad worried. I was still higher than I should have been and the field was a poor imitation of Cosford. I 'S'ed the glider around the trees and back on line down the field, then popped her down as quickly as I could.

To be honest, I don't actually remember the point of the landing, but I do remember heading down the field seeing the sturdy fence heading towards me faster than I would have liked. I was considering if I was going to need to drop the wing down to groundloop but, boy, is that K-18 brake a good 'un – thank you Mike Gagg (Cosford's aircraft member). She drew to a halt without any drama and I sat there for a minute and drew my breath.

Over the course of the next hour or so, I was visited by all sorts of exceptionally friendly, interested and very helpful locals. I did my best to educate some of the next generation and gather information to help the retrieve crew (Dave Vale, Les Simpson and Will Amor) find my location. I also tracked down the farmer and not only was he happy for us to cross his land, but he and his son spent the next hour or so helping the crew and me carry the glider in pieces (the "right" pieces, not broken pieces) across the two fields down to the box by the side of the road.

We then headed back, via a pub to re-invigorate the crew, to return the K-18 back to its home. So, I made only around 20km of my proposed 50km flight, but as can be

seen from the field photo (facing page), some higher cloud had drifted in by this time and there was also some sign of wave from the west which may also have weakened the thermals (excuses excuses...).

Some lessons learnt (almost all of these are in the books, but unfortunately I seem to have to learn by my own mistakes sometimes):

- a bit more patience needed in thermals
- get higher and stay high
- if you are at 2,000ft, get prepared for field landing; don't plough on hoping for the best
- decide to land earlier, higher
- do a full circuit, like you practise
- and, perhaps most importantly, it's not bad landing out, it's a bit of an adventure in its own right, so don't treat it as the option of last resort.

So anyway, many thanks to the numerous individuals involved in the whole adventure – I'm looking forward to the next attempt. A nice bottle was despatched to the kindly farmer. And I kind of feel I ought to have a Wrekin Gliding Club flag that I can plant in whatever corner of an English field I arrive in next time.

AS I PASSED OVER THE DOWNWIND BOUNDARY I WAS LOOKING AHEAD AND FEELING A TAD WORRIED



Ian Redstone started gliding in 2008, soloed in 2009, got Bronze and some of the Silver legs during 2010 and 2011. He flies at Wrekin Gliding Club at Cosford every weekend he can

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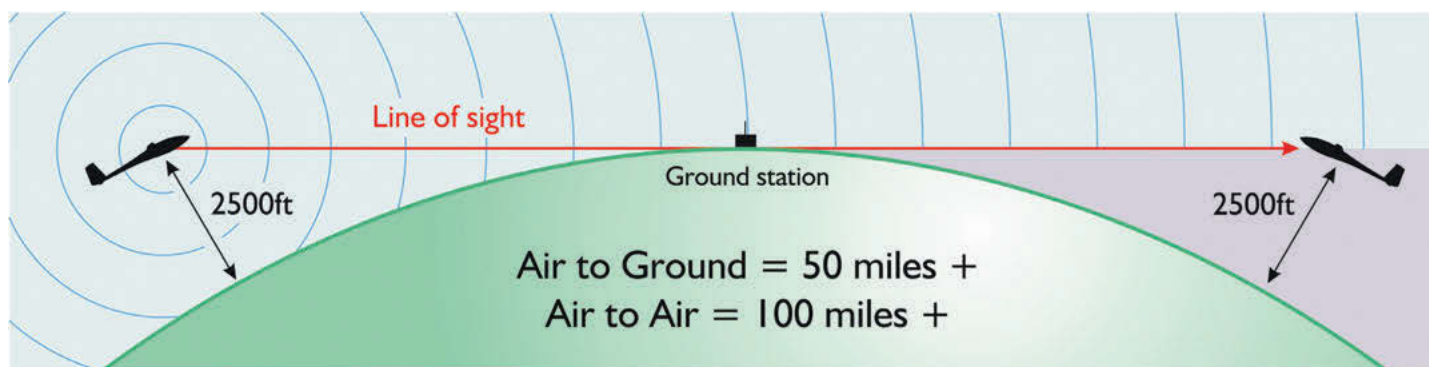
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All VHF radios are line of sight. The higher you are, the greater the potential range of your radio (Illustration by Steve Longland)

SOUND ADVICE ON AIRCRAFT RADIOS

Peter Moorehead looks at current radios and what can be expected of them, in the first of a two-part article



AIRCRAFT radios operate in the Very High Frequency (VHF) band of the radio spectrum. The radio spectrum is an agreed international standard. The air band for communication is from 118.00-136.975MHz.

The majority of radios currently in use operate on 25kHz spacing, this gives 760 available frequencies. The radios are often referred to as 760 channel radios. Some slightly older radios could be used only up to 135.975 and are therefore known as 720 channel. These radios are still suitable for gliders.

Line of sight

All VHF radios are line of sight. The higher you are, the greater the potential range of your radio. At 2,500ft the L-O-S is over 60 miles, at 3,600ft it's in excess of 70 miles. If you are talking air-to-air then the height of the other radio also counts, which is why you can sometimes hear gliders 100+ miles away. Don't forget it is line of sight, hills get in the way!

A good check of your radio installation is to select a frequency for the ATIS (Airfield Terminal Information Service) at a major airfield. Google ATIS. These radios use

powerful transmitters, some airliners are receiving them at over 200 miles. It should at least prove that you have a good aerial installation.

Banked turn

The aerial is designed to work best when pointing vertically up. If you are in a steep turn, the radiated signal will not be at its best.

Battery

The battery is one of the weakest links and often a source of problems. Glider radios are battery powered and, unless you have solar panels, your battery life is finite. Batteries are a bit like people. The older they get, the harder they work and the sooner they become exhausted. They also don't like the cold. Be wary of assuming the battery is in good condition. A radio check first thing in the morning to the launchpoint 20 yards away is no guarantee that you will get the same performance eight hours later. Your battery may also be shared with other equipment, it will be up to you to decide where your priorities lie. Some radios are very sensitive to a slight drop in power; some pilots have chosen high-tech batteries in order to get the best performance.

Transmit/receive ratio

Somewhere in the technical stuff that came with your radio, it might mention battery

life. It will have been calculated on a ratio of the amount of time the radio is transmitting or receiving. On transmit you use a lot more power than on receive – if you are someone who chatters away too much you will flatten the battery quicker.

Panel mounted

Panel mounted radios are the ideal radio for a glider. With panel space at a premium, it is essential that the radio is installed in such a way that you can reach it easily and that it has compatible microphones and speakers. A poor installation will give poor performance. Panel mounted radios usually have more power output than a handheld and should, therefore, give better performance.

Handheld radios

Handheld radios can be found at every gliding club. ICOMs, DELCOMs and others will produce good results if care is taken. My first ICOM is over 20 years old, it still performs well and you can still get renewed battery packs for it. Some handhelds are installed in gliders in a semi-permanent way. Many handhelds are also installed in microlights with excellent results. A handheld in the cockpit needs to be secure so as not become a hazard. A handheld used with speaker/microphone on a lead can produce good results, but, as previously mentioned, the aerial needs to be pointing up to get the best performance. It should also be remembered that handhelds have a lower power output than other radios and therefore their performance may be limited.

Older radios

There are a lot of old radios still being used in gliders, most of them on a limited number of fixed frequencies using crystals. If they have been maintained properly they shouldn't be an issue. Being crystal controlled, some of these radios can go "off tune" on either the transmitter or receiver circuits. What happens then is that a pilot can receive on the right frequency, but transmits off frequency or vice versa.

Many clubs have a base station on one of the gliding frequencies. Many of these were modified taxi units. Some of these were designed with 50kHz spacing in the old 360 channel regime. They should be replaced.

8.33kHz spacing

The European air traffic control agency, Eurocontrol, has announced its intention to

implement 8.33kHz spacing in ALL European airspace by 2018. This will triple the number of frequencies available. At present 8.33kHz spacing is only required above FL195.

Many radios currently in use, although not capable of selecting an 8.33 frequency, are compliant in that they do not interfere with 8.33 frequencies.

As the introduction of the new system takes place, those with compliant radios will not have a problem unless they are required to use an 8.33kHz frequency. There will be an awful lot of wheeling and dealing to ensure that the process is not rushed and is thought out properly.

Fully capable 8.33 radios are on the market. As can be expected they are more expensive than a 760 channel radio. Under EASA regulations, new build powered aircraft are to install 8.33 radios.

For the gliding movement it's a matter of choice. Those with a 760 or 720 radio that is 8.33 compliant have no immediate need to change until they need to.

If you are in the market for a new radio you should consider an 8.33 capable model. Those with older radios will need to consider an upgrade. There will be a number of secondhand radios appearing on the market which might provide a stopgap.

Summary

As with most things you get what you pay for. A panel mounted radio properly installed and with a good power supply should work as advertised. I would be disappointed if I couldn't talk to another glider 50 miles away with both aircraft at 2,500ft. Working at longer range you might find that if one aircraft has a powerful transmitter another aircraft can hear him, but with a less capable radio cannot transmit back. That is another example of size matters!

The final link in the system is the man-machine interface. No matter how good the radio is, if the operator is poor the results will be too. A radio can only be as good as the person using it.

■ **In the next issue, Peter looks at the usage (and abuse) of radios.**

THE AERIAL IS DESIGNED TO WORK BEST WHEN POINTING VERTICALLY UP. IF YOU ARE IN A STEEP TURN, THE RADIATED SIGNAL WILL NOT BE AT ITS BEST



Above: A fixed installation of a handheld radio into an Astir glider

Left: An ICOM A20 handheld radio, which, although over 20 years old, still works perfectly



Peter Moorehead is a qualified Air Traffic Control Instructor and Full Cat gliding instructor, flying at Mendip GC

JUNIORS SET TO TAKE ON WORLD

British Juniors escaped Royal Wedding mania (almost!) to train in Germany. Andy Cockerell reports from Musbach



Members of the British Junior gliding squad (including Matt Davis – pictured below) attended a training camp in Musbach over Easter (Pete Masson/www.glidingimages.com)



MANY of you may have taken advantage of the late Easter, tied in this year with the Royal Wedding, to escape the UK for some well-needed time in the sun. The British Junior gliding squad, on the other hand, used the opportunity to train at Musbach in Germany; the site of Junior World Gliding Championships this August.

The aim of the trip was to get to know the local area, check the compatibility of everyone's instruments and radios and to learn how to team fly effectively. Four of

the team attended the nine-day training: myself, Luke Dale and Matt Davis (Club Class), and Will Chappell (Standard Class). The other two Standard Class pilots, Oli Barter and Tom Smith, were unable to attend due to university exams.

Bright and early on Good Friday, the four pilots, four trailers and two crew – Becky and James – met up at Dover Port for the long drive down through Europe. Musbach is located around 30 miles south-west of Stuttgart in the Schwarzwald (Black Forest).

The journey down was uneventful for the most part, bar the two-hour delay around the Brussels ring road; a couple of us were regretting not getting our air conditioning fixed before leaving. Tom's words of warning won't be ignored next time. Luxembourg proved to be a Mecca for cheap diesel and oversized ice-creams; duly noted for the return journey.

With the coaches not arriving until late on the Sunday, the team had two days to explore the area before having to race. Arriving at the airfield on Saturday morning, complete with all manner of paperwork that might be required before being able to launch, we were pleasantly surprised to told: "Axial knows you're here, go and fly!".

A short aerotow into the local hills was

followed by a 8kt climb to 10,000ft, after which it was almost impossible to come down again. The conditions along the Black Forest were superb, with what seemed like a never-ending stream of gliders coming from all directions.

We were later told that it was the first day of the local inter-club league, so all the pundits were out eager to put a good score on the board. Luke was pleased to discover that his newly-acquired 'multi-coloured' Cirrus seemed to keep up with Matt's monochrome version.

Easter Sunday proved more challenging. Local noise abatement rules prevented us from aerotowing in the middle of the day, so we tried a spot of winching. As guinea pig, I successfully wafted around for four minutes before landing back. Will managed to break the winch, but Luke got away and went off for an hour, before a hailstorm bought him quickly back down to earth.

Flying abandoned for the day, the team went into the local town to buy supplies for the week ahead. We were particularly proud to find beer in the local supermarket for 2.25 euros a bottle. Even more remarkable was the local recycling policy, which gave you 2 euros for every bottle. Genius.

The coaches, Andy Davis and Pete Masson, arrived later that evening to a home-cooked meal, courtesy of James.

Monday morning saw the start of seven days of official training. After getting the gliders ready, we sat down with Andy and Pete and went through our pre-training questionnaires to discuss what we were going cover in our morning briefings.

Day one covered the differences between flying UK and international competitions and the local rules for the Worlds. These would become the standard for the rest of the week and having the director, Axel Reich, as our tug pilot helped to remove any uncertainty or misinterpretation. He was also quick to reassure us that the Club Class pilots would be fired into the air as soon it was vaguely soarable; something the

coaches were more than happy to give us practice at.

Each day we alternated between flying our own gliders and flying in a Duo with one of the coaches. Each coach approached the role differently. Andy would keep quiet in the back whilst frantically making notes; Pete was more, to use Andy's words, "like the Gestapo". You can imagine the reaction this got when he said it in the middle of the clubhouse.

Effective team flying and use of the radio were key features of the week, since none of us had any experience of these under the pressure of a competition. After each day's flying, Andy and Pete would highlight the strengths and weaknesses of our performance; it became quickly apparent how much mental capacity using the radio requires and how much our flying could get affected.

Another important point of discussion for the week was scenario planning. What would we do if one of us couldn't climb up to meet the others in the start sector? What to do were we to witness an accident. How to cope with complete electrics failure. Will got first-hand experience of the latter when he lost his electric vario and radio running out of the first turn on the second day. He did an admirable job of keeping with the rest of the team until complete electronics failure forced him to head back to the airfield. Unfortunately, he got slightly lost and finished 5km away from Musbach.

After flying one evening, we were lucky enough to have an area briefing from Michael Buchthal, 2008 Standard Class World Champion and local pilot; there's even a shrine to him in the clubhouse. Not only did he cover the soaring conditions in the competition area, but he gave us slideshow of all the landable fields in the Black Forest; one wonders how long it took him photograph all 50 fields.

The second half of the week was taken up with Assigned Area Tasks since, according to the coaches, "you can never do too much AAT practice". That, and the fact that they liked watching us try and do mental arithmetic early in the morning. Post-flight analysis would show the different routes everyone took and their relative merits. The coaches were also quick to point out that when we got lucky flying a high-risk strategy, it wouldn't pay off 100 per cent of the time. Their key message was "international competitions are a marathon not a sprint";

consistency is the key.

We were even interviewed for the local newspaper. Any expectation that it would be gliding related were dashed when the first question was: "will you be flying or watching the Royal Wedding?". The interviewer was particularly interested to hear about when Andy Davis received his MBE; unfortunately between us we had had enough royal encounters to make them believe that all Brits are on first name terms with Liz and her family.

Whilst we were flying, our crews benefitted from some training of their own; Pami Davis and Angela Masson were on hand to provide their words of wisdom on what makes the perfect GWAG (Gliding Wife and Girlfriend). Apparently we pilots can get a Prima Donna complex in the heat of competition.

The last flying day was race day. We each flew our own gliders and the coaches flew the Duos with Angela and James. This gave us the opportunity to see what we had learnt during the week and whether we would be able to beat the "French Team"; who spoke a strange dialect of French, which sounded remarkably like English. They did, however, give us a master class in how to team fly. It's just a pity that Matt won the day; though the coaches would have us believe it meant we learnt from them.

We are grateful to many people for making this week possible: Axel Reich and the members at Fliegergruppe Freudenstadt for the kind loan of their Duo Discus and their hospitality during the week; the 802 syndicate for agreeing the use of the glider for the week; Norfolk Line for their sponsorship of the team; the coaches for giving up their time and expertise; the GWAGs for all their help on the ground and culinary skills; and last, but not least, the BGA for agreeing to fund our week and for all its support.

Building on what they learnt during the week, the Club Class team came back from a week's practice at the Lasham Regionals where they came an impressive 2nd, 4th and 5th in the B class against admittedly stiff competition.

You can follow the Juniors and the rest of the British Team at www.glidingteam.co.uk

IT BECAME QUICKLY APPARENT HOW MUCH MENTAL CAPACITY USING THE RADIO REQUIRES AND HOW MUCH OUR FLYING COULD GET AFFECTED



Four members of the British Junior gliding squad prepared for the Junior Worlds in Germany. From left to right: Luke Dale, Matt Davis, Andy Cockerell and Will Chappell (Pete Masson/www.glidingimages.com)



Andy Cockerell, 25, started gliding with Imperial College Gliding Club. Now working as a Design Engineer for Rolls-Royce, he flies an LS4 from Cotswold GC. Andy has Gold, AS rating and around 300 hours

YORKSHIRE

Yorkshire GC is working with the RAF to improve flight safety. Graham Evison reports on the fast jet student plan



Graham Evison (right) after taking Group Captain Jones up in Yorkshire GC's DG-1000, a flight that had unforeseen, but welcome, results (© Crown Copyright)

Far right: Where Graham flew during his Tucano flight (Illustration by Steve Longland)

HE WANTED EVERY FAST JET TRAINEE WHO CAME TO LINTON TO KNOW AND EXPERIENCE WHAT GLIDING WAS ALL ABOUT

IT ALL began with a phone call from Moyra, our indomitable 95-year-old president. Those who have been to Sutton Bank during Slingsby Week or Competition Enterprise will know what I mean; those who haven't will know when they meet Moyra. You do not argue, you listen!

"They have a new Station Commander at RAF Linton on Ouse, met him at the RAFA club, nice chap, time you invited him to Sutton Bank for lunch," said Moyra. "His wife would like to come along as well. Oh and they have two beautiful children." After a deep breath, I said it was on my list but I would bring it forward!

Over the years at Yorkshire Gliding Club we have tried to maintain a good relationship with the RAF in the Vale of York. We share the same airspace for much of the time. We observe their hardware flying around and hope they see our crafts glinting in the sun as we turn under a thermal, soar the ridge or use the wave!

I have invited the last three Station Commanders from Linton to Sutton Bank. Two have come along and enjoyed one of Brian's Sunday lunches and I have managed to fly with one in

the club's DG-1000. The RAF has reciprocated by inviting Moyra to its Battle of Britain cocktail parties, with me as chaperone.

So, an invitation was duly issued and Group Captain Jones (Terry) and son Chris came along to Sutton Bank one Sunday in March. We enjoyed lunch then thought about flying. The weather was not at its best, but the club's DG-1000 was awaiting us and, with Chris and Richard Cole going to view Chris's home from the air in the club's motorglider, after the club's standard pre-flight brief (paperwork, safety DVD, parachute brief and bailout brief) Terry and I prepared to take an aerotow. We could see heavy showers scudding along, but there was a suitable gap. However, just as all out was given I observed the trial lesson, who was next in line, getting out – they had aborted. Undaunted we took off. At around 1,900ft it

began to close in. Jamie, our tuggie, called on the radio that perhaps we should turn back. We did and released, dropping back on to the club ridge. Terry was happy to take over and we soared the ridge for a short time before we both agreed that perhaps we should land.

Not the most auspicious start, but Terry seemed to enjoy it and had a good appreciation of the handling characteristics of the DG-1000. He was particularly taken with the FLARM fitted to the glider. He had not flown gliders before, but had over 3,000 hours in fast jets. His last posting was commanding No 904 Expeditionary Air Wing at Kandahar Airfield in Afghanistan, from where he returned in April 2010, so he knows his onions!

When we landed Terry was appreciative of the experience and even before we shook hands made two statements which surprised and excited me. First, he said he must reciprocate the experience and I must come and fly with him in a Tucano T1 at Linton. Sharp intake of breath from me. Secondly, he wanted every fast jet trainee who came to Linton to know and experience what gliding was all about. They needed to have a flight in a glider from Sutton Bank. Oh, and he wanted to rewrite the Flying Order Book at Linton to include gliding! Ecstasy. If he meant what he said, and I was sure he did, this would do wonders for relationships between the RAF and gliding.

So how could I move this wonderful opportunity forward? We had our annual dinner and prizegiving coming up. David Roberts had kindly consented to be our guest speaker; Yorkshire people being of a generous nature why not invite Terry and his wife along as our guests? So during a very convivial evening, with Moyra at her most charming, David and Terry really hit it off. David told us about the BGA presentation being prepared by Hugh Woodsend, who over the past few years has been delivering the 'gliding message' to RAF personnel, with a PowerPoint presentation. This had now been made into a video and was about to be launched to the RAF. Timing is of the essence as they say!

True to Terry's word, emails began to arrive and my flight was arranged for the

INITIATIVE

1 April, All Fools Day?! In true British fashion, it was postponed due to high winds. After rearranging the date, I presented myself at Linton on Ouse Guard Room to get my pass.

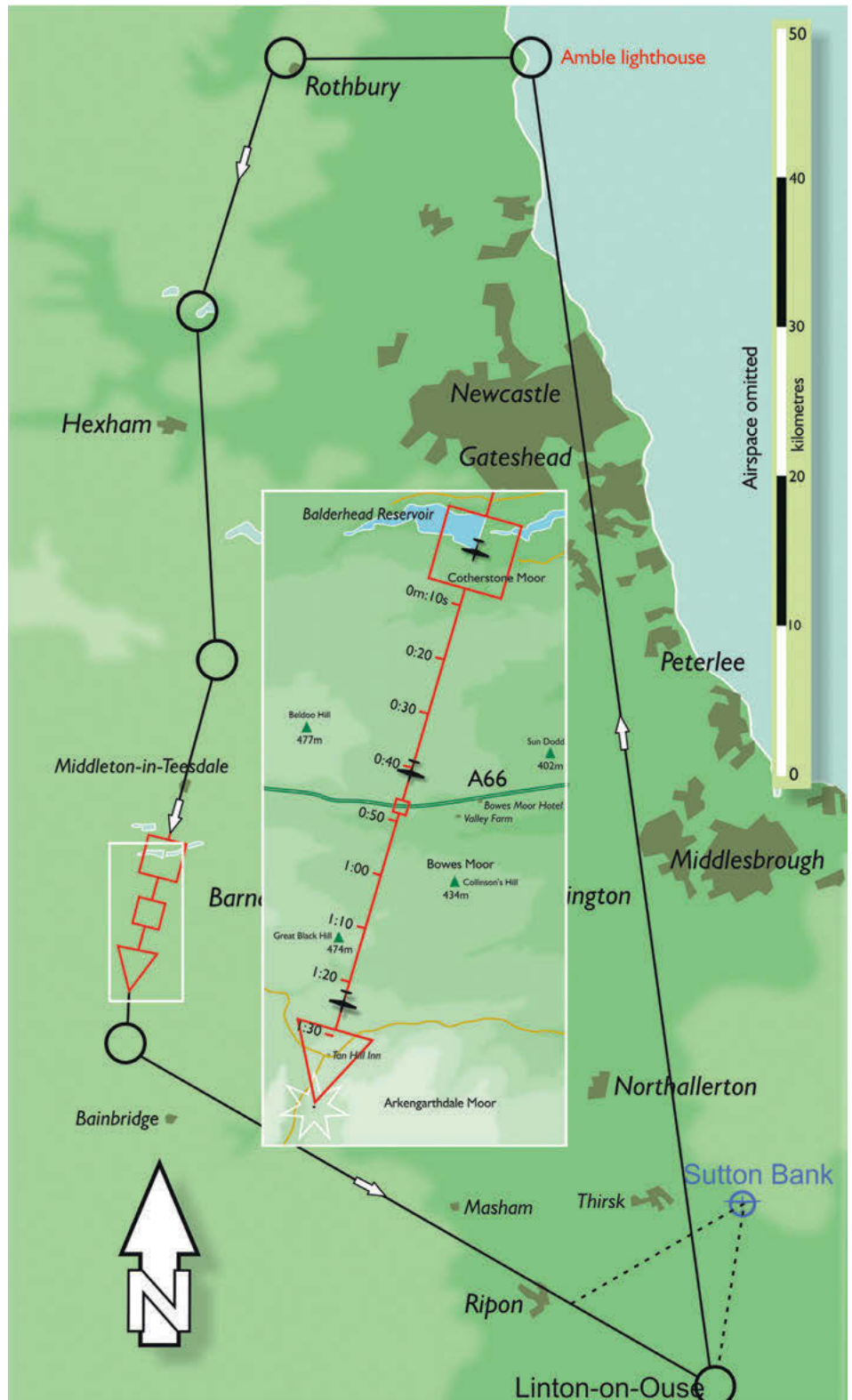
I had quite an amusing interval being fitted for a helmet. Being hard of hearing, I have a couple of hearing aids. The technicians giving the job of fitting me out had not come across this before and were somewhat perplexed. It was decided to fit the helmet with hearing aids and the medical officer would decide what to do. Duly fitted out with flying suit, boots, etc, I was taken to have my medical. All was well except it was decided that I should fly sans hearing equipment. The radio would have enough volume to compensate.

Lunch was next and, on the advice of the MO, I ate a splendid meal; the curry was recommended. This was perhaps a mistake, but may well have worked out to my advantage later.

Paperwork, pre-flight safety video (involving use of ejector seat!), check to see if I fitted the seat and we were ready. Terry was to be my pilot. We were to fly from Linton, climbing to 10,000ft, flying high-level north to a point on the Northumberland coast at Amble Lighthouse, then inland to Rothbury dropping down to 500ft, across Upper Teesdale – with a mock bombing run on Bowes Moor – then down into the valley at the top of Wensleydale, near Bainbridge, over Masham and Ripon before diverting to Sutton Bank for a low pass over the club. Phew!

Then Terry said I was to be in the front seat and do most of the flying. Oh! Walking out to the aircraft, it was beginning to dawn on me what lay ahead. Had Terry not said we would do some aerobatics? Inverted spinning was mentioned! Oh, that curry could have been a mistake, but let's see. Don't forget, I kept telling myself, this is for the good of relationships between British gliding and the RAF.

So off we went. I did the take-off and flew to cloudbase. My hearing affliction came to the fore. I could hear the intercom but not the R/T. A bit of a bore, but it was still great! Terry took us through cloud and I flew a heading north. We climbed to 10,000ft and flew above the clouds. Everything



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✎ had become somewhat of a blur, but I now had an opportunity to look around the cockpit. My first thoughts were that the view out is not particularly good. There is an array of instruments with TCAS (Traffic Collision Avoidance System) at its centre. The top of the instrument panel has an array of stopwatch, vario and rear view mirrors, which I assume are for formation flying.

We arrived over Amble lighthouse by dead reckoning. Terry dropped us through cloud over the sea and we headed towards Rothbury, turning left and dropping to 500ft. Kielder Water came into view. What became obvious was that there was much reliance on TCAS; the view out forward was good at the horizon and above, but not below the horizon. Oh to have FLARM.

We carried on over ridges with masts and turbines on the hills above Tow Law then, with the A66 and Bowes Moor sweeping below, we made a run towards our target, successfully identifying said building and dispatching it! Then Terry said we would drop down into the valleys – at this stage my curry lunch began to make its presence felt and, after a couple of swoops round the ridges of Upper Wensleydale, we eased off and flew towards Sutton Bank.

Terry very wisely decided that today was not the day for aerobatics, so the promised inverted spinning was left for another time. A quick radio call to make sure there was no one around and a low pass over the club, just to get them going. Then it was back to Linton for a short circuit and landing. It would have been nice to attempt to land the beast, but Terry did the business. We had been airborne for 80 minutes so fair enough, perhaps next time! Having secured the ejector seat with its safety pin, I climbed out of the cockpit for a photograph.

The flight was a wonderful experience. I will dine out on it for years, but the real breakthrough is the fact that we now have



The view from the cockpit of the Tucano is really quite restricted, with pilots relying on TCAS, so a better understanding of where to look for gliders is very helpful (© Crown Copyright)



a proper discourse with the RAF. Following my flight, we had the pleasure of flying four graduates from Linton in our gliders. Talking to one of these guys after he had flown in the DG, his comments were to the point and indicated real progress. "I now know, having flown a glider and climbed in a thermal, where to look for you guys – just below cloudbase!" That says it all. These chaps are on their way to Valley to fly in Hawks now, with a better understanding of what we do in our sleek white craft.

When you read this, the second batch of Linton graduates will have been to fly at Sutton Bank and that's just the beginning. For the foreseeable future, each new intake of pilots at Linton will experience a day at the Yorkshire Gliding Club. The latest Linton monthly flight safety meeting stated: "There will be a regular one-day visit to Sutton Bank for all new trainees as part of their Force Development and Ground School, to receive a BGA-approved video presentation and lecture on modern glider performance and then be taken for a flight in a glider, launched off Sutton Bank."

In conclusion, we have ended up with a considerable advance in flight safety, not only in the Vale of York but, as time passes and these new trainees move into active service, throughout the UK. I also got the flight of a lifetime for a bumbly glider pilot, but that was of no consequence. I thank Group Captain Jones for his considerable contribution to this initiative; the crew at Linton for their hospitality; David Roberts for his input and Hugh Woodsend for the BGA video; but most of all Moyra for kicking me into action.

Group Captain Terry Jones (left) with Graham Evison after a trip of a lifetime in a Tucano. Graham assures us that the bucket seen on the wing in the photograph was to clean the bugs off the canopy. We believe you Graham! (© Crown Copyright)



Graham Evison first flew in a glider in 1966 at Sutton Bank and has been going there on and off ever since. An Assistant Category Instructor with 2,000 plus hours, Graham says he has never been able to quite get the work/family/gliding balance quite as well ordered as others, hence only Silver and Gold Height. He flies a Nimbus 2 and is working up to retirement when he hopes to chase those elusive Diamonds! Chairman of Yorkshire GC 'for ages', Graham says he must ask Alison Randle about succession planning!

Matt Wright relives a surreal soaring flight on the Sidmouth Cliffs. There may not have been many cross-country points gained, but a billion points were added to the cheesy grin factor

I DO LIKE TO BE BESIDE

THESE



Real soaring adventure stuff – flying in close proximity to other gliders, often at heights where you would normally be on final to land (Matt Wright)

BLAME Trevor Stuart! You know – the pundit from Nympsfield, who has a habit of posting epic flights on the BGA Ladder and who actually won it last year. It's all because of him!

Well, I guess I should really start somewhere near the beginning. I took up gliding in late 2006, joining the Devon & Somerset Gliding Club with about 1,800 hours of bush flying in Zimbabwe and 6,000 hours of heavy metal jet time in my logbook. From that first aerotow I was hooked. I plodded through the training syllabus and was eventually allowed to go solo again after rediscovering that the rudder pedals weren't just footrests. Then I was lucky enough to buy a share in a Standard Cirrus, which was to really open up a whole new world of adventure to me.

Primarily, it took me on my first out of gliding range cross-country and it was here that I discovered what, to me, soaring is really all 🐦

EASTSIDE



Matt Wright found being about 200ft above the sea in a glider, and not even thinking of landing, to be a pretty surreal experience



Beer Head looking east: It was an easy, fast run from Ladram Bay caravan site to Beer Head. The 4km jump from there to Seaton looked daunting, but Matt aimed at the cliffs, cut the corner and headed out over the sea

about. The challenge of going cross-country! You against the sky. Where you need all of your skill in flying the glider, reading the weather and, hopefully, making the right decisions to complete your task. And if you do manage to get round, enjoying that rewarding sense of achievement.

Secondly, it made going on expeditions easy. On the first of my now twice-yearly trips up to Portmoak in 2008, I was able to experience the rush of smoking the ridges of Bishop and Benarty on the shores of Loch Leven. This was seriously addictive flying, not to mention fantastic fun.

Looking at the BGA Ladder, I was intrigued by a band of Nympsfielders who were regularly posting cross-country flights, soaring along the edge of the Cotswolds. I had to go and try this for myself. How hard could it be?

So, armed with my meagre ridge skills, I managed to convince Pete Startup (a fellow DSGC cross-country desperado) to drive up to Nympsfield on a cool March day in 2009 when the forecast was predicting perfect winds for their ridge task of Bath – Lower

Clopton. We were cleared to fly by the duty instructor, rigged and towed out on to the back of the grid.

This is where Trevor comes in. He was on line and filling his ASW 27 with water, planning to do a long, fast, ridge task. In the ensuing banter, we gleaned as many pointers from him as we could before he launched and we were off.

Needless to say, it wasn't long before we were stuck low on the ridge – Pete to the north among showers and me to the south – completely out of our comfort zones. I couldn't even see the so-called ridge down to Bath.

As luck would have it, the rain showers to the north put paid to Trevor's task and he picked up Pete on his way back to Nym, offering to take us on a lead-and-follow down to Bath. "Just stick close and keep your eyes peeled!" was the advice over the radio.

It was incredible, 70km, often at heights where you would normally be on final to land and in close proximity to other gliders. This was real soaring adventure stuff. Having someone in the lead, who was obviously comfortable being in this position, took the near panic I had felt earlier when on my own and turned it into a massive cheesy grin. Trevor had opened a previously invisible



Illustration by Steve Longland

door to what I thought was possible in a glider!

We have since been fortunate enough to fly that task five or six times under his expert guidance, including the full run NYM-BAT-LCL-NYM, getting accustomed to arriving very low into bowls that are obliged to work and just generally being comfortable low to the ground, working small hot spots. We've also been lucky enough to enjoy a perfect day on the Southdown ridge at Parham, with a multi-leg task between Butser Hill and Lewes.

So you see, it is kind of Trevor's fault that I started looking at the South Coast cliffs near Sidmouth on Google Earth. Thinking, if the wind was right, we could go from Ladram Bay, near Sidmouth, all the way to West Bay near Bridport and maybe even further. Spurred on by tales of bungee-launching Swallows and K-6s off the cliffs near Branscombe by some of our more senior members, all we needed was the weather to play ball and epicness awaited.

Sunday 8 May was just such a day. The wind 20-25kts a few degrees west of south and almost clear skies. The morning briefing was buzzing with the prospect of some real adventure soaring. So, with glider trailers all hitched and parked at the gate, the club's

DG-505 and one of the K-21s were the first in the queue for the long aerotow, followed by the ASH 25 and, finally, two ASW 20s.

Waiting at the back was agony, with the tug taking about 30 minutes per turn around and, by the time I released from the tow, the ASH and the K-21 were climbing in the wave that had set up directly over the coast, and were easily on final glide for North Hill. Maybe we wouldn't be landing out after all.

I had stayed on tow until I could have made it to the cliffs in a half-brick and, as it turned out, I was so high that I carried on out to sea for a couple of kilometres, grinning like the Cheshire Cat before turning back to join the cliff proper. I had spotted the guys in the DG-505 cruising along down at clifftop height and slotted in behind them for a fast run from Beer Head going west to Sidmouth. That part of the coast was working so well we could consistently maintain 100kts and we were being waved at by almost every walker we whizzed past.

A good hour was spent thoroughly testing the negative flap settings of the ASW 20. As I said, it is addictive and I was over the moon in having found a local supplier.

My thoughts soon turned to trying to go further. So, instead of the usual

Having been inspired by Trevor Stuart's epic flights and guidance, Matt Wright started looking at the South Coast cliffs near Sidmouth on Google Earth. On 8 May, conditions were right for a soaring adventure – a 75km out-and-return task whose track was totally over the sea – which Matt said was like "exploring a whole new world"

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Flying alongside Beer Head Cliffs: on several occasions during the flight Matt found himself laughing out loud at the crazy scenario (Matt Wright)

✦ steep turn at Sidmouth, I jumped the gap and flew over to Ladram Bay caravan site, a good place for a start. From there to Beer Head the run was easy and fast. The 4km jump from there across to Seaton looked daunting and at about 1,000ft ASL, with Trevor's voice in my head saying "OK, let's go", I aimed at the cliffs and went. Cutting the corner took me out over the sea, and had me laughing out loud at the whole crazy scenario.

The cliffs to the east of Seaton were working well, but the coast further round towards Lyme Regis didn't look like it would be as reliable. I slowed down and was pleasantly surprised to find myself climbing pretty much all the way. From Lyme Regis past Golden Cap and Thorncombe Beacon to West Bay, the cliffs are well defined and were working very well, allowing more messing around. Finally, the cliffs east of West Bay looked very low and I spent quite a while on the dilemma of should I, shouldn't I?

A good friend of mine was fond of a TS Elliot quote which goes along the lines of, "Only those who will risk going too far can possibly find out just how far they can go", and besides, there were options for landing, so I went for it.

Being about 200 feet above the sea, in a glider and not even thinking of landing was

pretty surreal. Golfers on a course on top of the cliff looked as amazed as I was and I found myself laughing out loud again. I turned around at Freshwater Holiday Camp and headed back westwards. I took a small top-up at Golden Cap, climbing to 1,500ft ASL before continuing on. Then it was just a case of following the coast, steadily climbing to 2,000ft at Seaton to allow the jump into wind for Beer Head. And, to finish, one final dash along the cliffs to Ladram Bay for a 75km out-and-return task whose track was totally over the sea.

Epicness indeed – not many cross-country points, but about a billion on the cheesy grin factor!

I really have struggled to describe just how much fun I had on this flight. It's a bit like those adverts for Ireland on the TV: "Matt discovered soaring on the Sidmouth Cliffs, on a Sunday afternoon in May 2011". It wasn't the first time it has been done, but it was first time it was done by me and it felt like I was exploring a whole new world.

Which brings me back to Mr Stuart. There is no way I would have even contemplated this flight, let alone attempted it, without the experience and confidence I have gained from following 621 along the Nympsfield ridges. So when I say it's his fault what I really mean is... thank you!

■ There are some links to video of the action on YouTube, as well as some other ridge flights.

› Down at the Seaside <http://youtu.be/Fs666zqMw0s>

› A NYM-BAT-NYM day <http://youtu.be/xZhtUxoWO78>

› Southdown Spectacular <http://youtu.be/XRx9uNUNer8>



Matt Wright was born in Zimbabwe, where he learnt to fly and started his commercial flying career. At work, he was a type rating instructor and examiner on the B747 Classic and is now learning to fly the -400 series. At play, Matt is a member of DSGC and flies an ASW 20, mostly from North Hill, but often manages to entice a small group to go looking for adventure with the catchphrase "Dudes, just think of the footage!"



Chris Luton flying the LS10 in this year's Pribina Cup in Nitra (photograph by fifteen)

FLYING THE LS10

Excited at the prospect of an LS10 for the 2011 Pribina Cup, Chris Luton explains how it failed to live up to expectations



The 2011 Pribina Cup was held at Nitra, Slovakia, from 22-30 April. This year there were 150 entrants, plus winners from last year, competing in four classes. The weather at this time of year generally offers good soaring conditions with decent cloudbases and a bit of wave, making it the ideal opportunity to practise for the European Championships. There was a strong British contingent again this year, including team pilots practising for EGC 2011 in Nitra (photograph by elfo.sk)

IT WAS with great anticipation that I took up the offer to fly the LS10-st for the Pribina Cup 2011 in Nitra, Slovakia. Having previously owned a lovely LS8 and been introduced and shown around the LS10 aircraft by Holger Back at AERO in Friedrichshafen, I had high hopes it would live up to expectations. I had studied the manual and read a number of interesting articles about the LS10 dating back as far as 2003, including one by Holger Back when he won the German Nationals in the aircraft in the mid-2000s. I also wanted to try to improve on my 14th place in the Pribina Cup 2010, where I had been flying an ASW 27.

On arrival at Nitra I had first to rig the glider. This was a simple affair, as the controls were all self-connecting and the wings went together easily, thanks to the tapered main pin. The overall condition and general finish were excellent and exceeded that of my LS8, which had been built by the old LS company. Apart from the Mandl air extractor and the large flap lever, there was very little aesthetic difference between my old LS8 and the LS10 with its classic lines, a generously proportioned tailplane and rather bulky rear fuselage section compared with its peers.

The Mandl air extractor was of particular interest as it is designed to eliminate positive pressure in the cockpit due to positive pressure from the ventilation ducts not normally being able to be adequately

vented at the normal place at the base of the fin. The idea is to discourage air leakage around the canopy and other parts thought to cause a significant degradation to performance.

The aircraft was also fitted with a large solar panel, which I was advised charged all three internal batteries in turn, so the batteries never needed to be removed from the aircraft. The water ballast system detailed two trim tanks in the fin and no fewer than three pairs of wing tanks, which according to the manual would provide very rapid dumping and a simple method of dumping down to set reduced loads. The actual water filling turned out to be somewhat frustrating and time-consuming, with the two tail trim ballast tanks each filled independently via tubes under the rudder (same as the LS8). The small bore tube often dropped out halfway through filling, which unfortunately meant starting again. The six main wing tanks were filled from underneath utilising a screw-in expanding bung fitting (as with earlier LS aircraft), which I found hard on the hands and prone to dropping out during the filling process. Perhaps I have been spoiled by top-filling ballast tanks on the glider I currently fly and it does appear to be a trick missed here.

The cockpit seemed to be virtually identical in size and general arrangement to an LS8, offering space for tall pilots, but being rather narrow, somewhat limiting, at the shoulders for broad pilots. I fitted well and felt comfortable with the seating arrangements and leg support, with all instruments easily accessible.

Take off and flying were all fairly straightforward and the seating position, visibility and comfort all very good. Roll control was immediate at launch and there was no tendency for the wing to drop even on the days when I decided to load only partially, presumably the multi-tank wing design helping here to limit sloshing. There was very little audible air disturbance noise, indicating a good canopy fit. Off tow, the rate of roll with the large chord full-span flaperons was excellent, although I did find the large flap lever with toothed detents rather heavy, especially after one or two hours' flying and at speed. There were two thermal flap settings, although I was advised rather strangely by the very experienced owner that when one was established in a thermal to move into the landing flap setting, as it climbed better. I tried this once or twice in comparison climbs with other gliders, but felt the extra drag of this setting exceeded the benefit of the reduced circling speed – certainly based on my circling

technique. The flap lever was also a little cumbersome and obscured the airbrake lever somewhat, making it slightly uncomfortable to use.

Landings were uneventful with excellent approach control using landing flap and airbrakes and the loss of roll rate in landing flap was not as great as I had anticipated. Also a huge improvement on my old LS8 was that the brake was operated via the airbrake lever and not heel-operated, although the braking efficiency of the particular LS10 I flew (with shoe brakes) was still disappointing.

During the one week of competition in very variable conditions, I spent a lot of time circling with other 18-metre gliders presumably with similar water ballast, especially competition pre-start. It became noticeable, despite me not being quite fully loaded, that there was a slight creep for other gliders to move higher than me and basically outclimb the LS10 despite the large flaperons with low friction levels offering excellent feel of the thermal. It's always difficult to discern whether this can be attributed to the greater experience of the other pilots set against my own technique. However, I was in the same air, often only 20-30 metres behind the glider in front and when I tried the "landing flap" trick, the difference became even more apparent. Ultimately, over the week, I had to conclude that, even with the LS10's large wing area, it did not appear to match the climb potential in its peer group.

On the glide and in pull-ups, the LS10 appeared to have excellent performance and I was able to run with the other latest generation 18-metre gliders. The very neat and fully-integrated bug-wiper housings meant that little performance was lost due to the bugs or to the wipers themselves and contributed to the excellent straight line performance.

An engine management system fault made using the self-sustainer engine (Solo 2350) one of the most frustrating parts of my week's flying. I had carefully read the manual in advance, had a full briefing from the owner and formed an impression in my head that everything happened automatically with one switch of a button, which was sensible with limited pilot input and restricted the possibility of an operator fumble. What could be more easy! Everything worked from a separate small electronic engine instrument panel low down near the control column (with a dinky little

AN ENGINE MANAGEMENT SYSTEM FAULT MADE USING THE SELF-SUSTAINER ENGINE WAS ONE OF THE MOST FRUSTRATING PARTS OF MY WEEK'S FLYING



Grid on last day of Pribina Cup (photograph by elfo.sk)



The cockpit of the LS10, familiar to most LS owners, with two water release knobs on the left-hand side and the large flap lever on the right (photograph by elfo.sk)



Despite some excellent features and the general finish, Chris Luton was disappointed to find that some of the problems he had encountered with earlier LS designs had not been overcome with the LS10 he flew in the 2011 Pribina Cup (photograph by elfo.sk)

Facing page: Day 6 landing at Nitra (photographs by elfo.sk)



Chris Luton started gliding at Challock (Kent) in the late 80s. He is an ex-instructor with around 1,500hrs and presently flies from Husbands Bosworth

✂ digital screen with a picture of the engine extended), which had four switches: an “on-off” ignition, a manual (override), a mains on-off, and a fuel pump “on” or “auto”. I was advised not to touch the manual (override), as it would “override” the automatic control. There was also a “compression-decompression” level on the left hand side of the cockpit. So to operate one simply switched on the mains button, pushed the ignition to the “on” position, dived the aircraft, decompressed (using the lever) and, on compression, it started. Thankfully, it started each time I needed it and with the loss of no more than 100-150ft – which was excellent. The LS10 climbed reasonably well with moderate vibration and certainly better than the ASG29e, which I have recent experience with. The propeller designer also needs to be praised, as the propeller design allows the engine to run at full speed, providing the better climb rate.

The issue I encountered, which could probably be rectified, was putting the engine away: on switching the automatic ignition “off” button, the engine cut, and as the propeller stopped rotating, the engine automatically tilted back 15-20 degrees (in fact there were 3 tilting back positions), allowing at some stage for the rubber brake to engage and stop the propeller in the upright position. The engine would then automatically fold away. If the propeller was not upright, with slight movements of the decompression lever, it could be aligned to go down. Unfortunately for me, at pre-start on Day 1 of the competition, a 700km racing task, the engine refused to go away, meaning I had to land with the engine extended. This resulted in a one-hour delay.

During the week, I had a constant issue with the engine not going away and was told

by the owner (who later admitted he had a similar software issue since the glider had returned from the Grand Prix in Chile) not to start it prior to starting a task, but just to use it to get back to the airfield and then land with it extended. It was also interesting that another owner of an LS8-st at Nitra, with an identical engine system, said he had a similar software problem, which must be a concern for any LS10 owner. I was told the manual override system could not be used in the situation described, however one could cut the power completely to the engine management system using the “on-off” switch for 2-3 minutes and then restart the whole procedure: it really was a complication I did not need and not guaranteed.

Overall, and especially in view of the engine software deficiencies encountered, I was unexpectedly disappointed. Although the glider had some excellent features and general finish, some of the shortcomings I had encountered with earlier LS designs had not been overcome, and it almost seemed like going back 10 years in glider technology and performance. I did meet another LS10-st owner at the Hahnweide 2011 in June, and he was similarly disappointed, again encountering the same engine problems.

From doing a little research and speaking to some LS10 owners recently, only a limited number of LS10s have been sold and it seems an incredible shame that the best window of sales opportunity was probably lost in not launching the LS10 many years earlier. The original ground-breaking design became stalled on the drawing board presumably due to ongoing problems (as was public knowledge at the time) with the old LS company and the later lengthy transfer of ownership.



Russell Cheetham is pictured with Karol Staryszak, the Polish No 1 18-metre pilot (photograph by elfo.sk)

RESULTS FOR GB:

■ **CONGRATULATIONS** to the British contingent for its performance in the 2011 Pribina Cup. The final positions were:

Club Class

2 Ian MacArthur (LS4)
4 G Dale (DG-100)
18 Ayala Liran (Std Libelle)

Two-seater

2 Allan Tribe (DG-1000)

15-metre

11 Howard Jones (Discus 2A)
26 Jay Rebbeck (Discus 2A)
36 Fran Aitken (LS8)
38 Andrew Holmes (LS8)

Open Class

9 Russell Cheetham (JS1)
18 Phil Jeffery (Ventus 2c)
29 Shaun Lapworth (JS1)
38 Chris Luton (LS10)

Bruce Marshall concludes his two-part account of the first Scottish soaring flights, including the formation of the SGU



Primary chain gang: A nacelled primary being dragged to the top of Bishop Hill for Alex Aitken's C certificate flight in 1939

THE EARLY DAYS OF SCOTTISH SOARING



John Wordsworth (right), an instructor from Yorkshire, was invited to Fifeshire GC

DURING the years following the Loss Hill demonstration, the great depression started to bite. Many were out of work, money was tight everywhere, and members of the small Scottish gliding clubs also became frustrated with the continual cycle of crash and repair. None of the clubs had found a suitable soaring site and membership fell away. By 1934, only the die-hards of the larger clubs remained, so they decided to pool their resources and try to set up a single training operation within easy reach of the large populated areas in central Scotland.

The Scottish Gliding Union was thus first constituted at a meeting in Glasgow that year, and the next three years were spent exploring all the likely hilltops in the area, without success. The Lyons demonstrations had made landowners wary of the prospect of large crowds tramping across their land, while others did not want their precious grouse disturbed, and still others demanded rents that the impecunious Scottish Gliding Union (SGU) could not afford.

So, during the years when the sport of soaring was making rapid strides in England, with the major hill sites becoming established and thermal cross-countries becoming commonplace, little visible progress was being made in Scotland.

Eventually, in 1937, out of desperation, the SGU started operations from an insignificant hilltop, Gartcarron Hill, in the Campsie Fells, north of Glasgow.

Over in the east of the country, a young schoolteacher from Kirkcaldy named Andrew Thorburn had become interested in gliding, and joined the Yorkshire Gliding Club in about 1934, travelling to Sutton Bank whenever he could. By 1937, he had gained his C certificate and decided to form a gliding club near home. The Fifeshire Gliding Club was duly formed after a public meeting in July 1937, and the following autumn and winter were mainly spent raising funds and prospecting potential launching sites on the Lomond Hills, a few miles to the north of his home.

By Easter 1938, Andrew had taken delivery of a secondhand Slingsby Falcon 1, and was, no doubt, keen to try it out. Wisely, not yet having had a great deal of experience, he invited his friend and instructor from Yorkshire, John Wordsworth, to come and try out the new site. No doubt they had been hoping for a good west wind against the slopes of Bishop Hill, but the weather, once more, failed to co-operate. Instead, they got second prize, a fitful northerly, so they trailed the Falcon to a point named Laird's Faulds, on the northern edge of the Lomond massif,

halfway between the peaks of West and East Lomond.

Launching by bungee (stretched, according to legend, by some of Andrew's school pupils), Wordsworth made a flight of 35 minutes on Saturday 16 April and, the following day, one of 65 minutes, landing each time at the foot of the hills. There is no report of Andrew flying himself on either day, although a note on one of his maps makes one suspect that he did. Possibly, in a new machine from a strange site in tricky conditions, he just went straight to the bottom.

At some point, Andrew had been invited to visit the new SGU site and had been less than impressed by what he saw there. He now invited the SGU to view the possibilities of the Lomond Hills, which were now much more easily accessible from the west by the recent opening of a road bridge over the Forth at Kincardine.

The SGU visitors came on Sunday 5 June, and, for once, the weather co-operated with a good WSW wind. Andrew was launched in the Falcon from the White Craigs on Bishop Hill, the spur forming the southerly part of the bowl, at 5.15pm, and flew for 76 minutes, landing on West Feal farm, a mile to the east. Although he had no altimeter, he estimated his maximum height to be 4,000ft ASL and, if this was correct, he must have encountered some thermal or wave, as the maximum to be had in purely ridge lift is normally less than 3,000ft ASL.

The sight of the Falcon soaring high above Bishop convinced the SGU visitors that this was the place for their gliding centre, and it was promptly agreed that the two clubs would amalgamate.

Andrew had several more soaring flights on Bishop Hill during the following few weeks and by July had obtained an altimeter. His flight on 31 July was rather interesting. His report in *The Sailplane* read:

On Sunday last I got up to 2,900ft, or, since the hill is 1,450ft high, my altitude would be 4,350ft above sea level. Not bad for the old FALCON! I flew around the site for 2½ hours. When first launched, I got to 1,000ft above the hill, where I soared for some time at cloud level. Then, for a spell of about 20 minutes, I got lift in which I circled, carrying me up past the lower clouds, until I was floating at maximum height just below a high cloud layer, and looking down on the fleecy clouds about 1,800ft below. For periods of minutes the site was cut off from my view. This was an experience which I

hardly expected to have in a FALCON 1. The lift must have been thermal, for soon I lost height and just managed to keep to 1,400ft above start. 9

Although he thought that the lift must be thermal, it must be remembered that wave lift was still poorly understood in 1938, and judging by his description, together with his recollections in later years, made with the benefit of hindsight, I believe we can consider this to have been the first Scottish wave flight.

Word of the new soaring site quickly spread through the gliding community, and the first visitors arrived for the weekend of 20-21 August. WB Murray came in charge of a Falcon 3 two-seater, on loan from Slingsby, C Davie from Cambridge brought his H-17, and a young lady named Ann Edmonds, who would become famous, two marriages later, as Ann Welch, brought her Grunau Baby.

Murray gave the first passenger flight in Scotland to a Mr George Wright, an employee of Slingsby, and followed that with the first to a woman, a Mrs Rogerson, the wife of the SGU secretary. Flights of over two hours were made by the Grunau. On the 20th, bungee launching was satisfactory, but a lighter wind on the Sunday brought a winch into action for the first time in Scotland. The winch consisted of a Studebaker saloon car, purchased from the defunct Hartlepool GC, which had a cable drum bolted to the jacked up rear wheel. This was sufficient to lob the Falcon 3 into the lift about 200ft above the hilltop.

Davie increased the local duration record to two hours 40 minutes on 28 August, and this flight brought soaring to a close for the year.

The SGU spent the winter moving their equipment from Gartcarron Hill to the new training site at East Feal Cottage on the Lomonds, erecting a small hangar and a dormitory hut, and flying did not recommence until the following April.

Records of the five months of operations during 1939 are sparse, but it is known that the first C certificate awarded to a pilot trained in Scotland was gained on Bishop Hill by Alex Aitken in a nacelled primary. Shortly afterwards, the outbreak of hostilities brought the short story of pre-war soaring in Scotland to an abrupt end.

WITH THE BENEFIT OF HINDSIGHT, I BELIEVE WE CAN CONSIDER THIS TO HAVE BEEN THE FIRST SCOTTISH WAVE FLIGHT



Andrew Thorburn, in a Grunau Baby, probably at Sutton Bank in 1937 (photographs from the Andrew J Thorburn Archive, held by the Scottish Gliding Union)



Bruce Marshall has been a member of the SGU for nearly 50 years, and normally flies a Discus CS from Portmoak. He is a former instructor and tug pilot, and holds a Gold badge with two Diamonds



The Single Person Rigging Cart features a remote controlled electric drive system. It weighs 18kg and can be quickly disassembled into smaller components for storage in a trailer or car boot (photographs from Enstroj)

DO IT YOURSELF?

S&G spotted this single-person rigging cart at AERO 2011. It claims to enable rigging in under 20 minutes. Here's how...



Enstroj's Single Person Rigging Cart is comparable in price with other, more traditional rigging aids www.enstroj.si

THE Single Person Rigging Cart (SPRC) is a new entrant into the market for commercially produced one-man rigging aids. Although it follows the usual format and sequence of operation for such devices, the SPRC has one unique feature which many glider pilots may find of interest – a remote control electric drive system.

The electric drive system comes into play once a spar has been positioned in the fuselage cut-out. The person assembling the glider can then fine-tune the position of the wing, while remaining at the spar end to guide it into place. Once the first wing is in position, the procedure is repeated for the second wing, prior to locking in place.

The integral dual 12v reduction drive electric motors allow lateral and vertical adjustments of up to 24cm. The vertical wing position can be up to 112cm, making the SPRC suitable for use with high-winged gliders. The wing holder can be modified to accept many wing shapes. It is capable of handling wings of up to 150kg each and has already been proven in use with a Duo Discus and an ASH 25.

The SPRC is produced by Slovenian company Enstroj. It costs €1,190 plus tax, making it comparable in price with other, more traditional rigging aids.

Aerotowing gliders

A guide to towing gliders, with an emphasis on safety, by John Marriott

AS A tug pilot with a few hours of experience, but with seemingly too long gaps between towing sessions, I've often thought that a printed aerotowing guide that provided accessible information and tips would be a helpful addition to any tuggie's bookshelf, regardless of his or her experience. Certainly when I was a Class Rating Instructor and helped with training tug pilots at my club, it would have been very helpful to have a comprehensive source of information and written advice to stick under the tug pilot wannabe's nose, well before the flying and fun started. So when John Marriott recently visited the BGA office clutching the first, hot off the press copy of his book *Aerotowing Gliders*, I was only too pleased to have a read through it.

John has clearly spent a lot of time carefully researching the subject matter. From the introduction by Sir John Allison right through to the last page, the book adopts a light, but informative, style that reflects John's flying and teaching experience and an awareness of the needs of everyone involved in an aerotow operation – including the gliding club treasurer!

Without lecturing us, John refers frequently to known, sensible safe operating

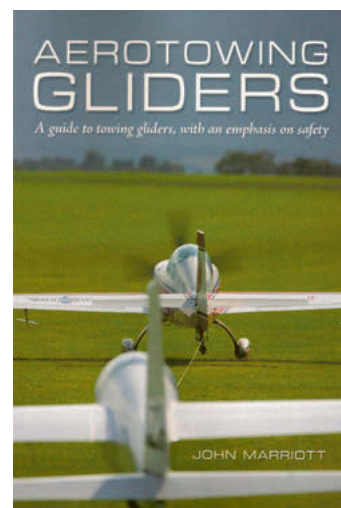
practices that have served us well for many decades and continue to do so. Dotted throughout the book there are a number of references to human factors issues that John relates very clearly to tug operating.

Reflecting on others' experience, John has included a number of quotes from tug and glider pilots, who have had their own 'interesting' moments. As a qualified accident investigator, John is only too aware of how easily any of us can get it wrong. Quite early on in the text, we are reminded of the 'Swiss Cheese' model and John demonstrates very clearly how, if we can close the gap by trapping and mitigating or avoiding hazards in flight, we can minimise risk to a reasonable level and therefore keep the experience fun.

This book will help any tug pilot to consistently achieve all of that in what can be, at times, a challenging aerotowing environment.

I have no hesitation in recommending *Aerotowing Gliders* to experienced tug pilots, as well as to those PPL holders who have yet to become tug pilots.

**Pete Stratten, BGA Chief Executive
and weekend instructor/tug pilot at
Windrushers GC**



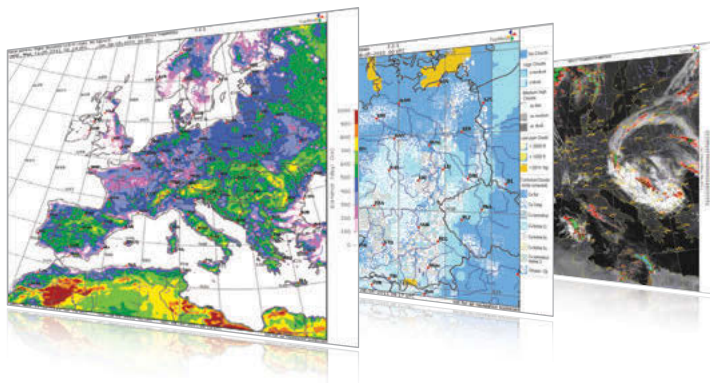
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A guide to towing gliders, with an emphasis on safety

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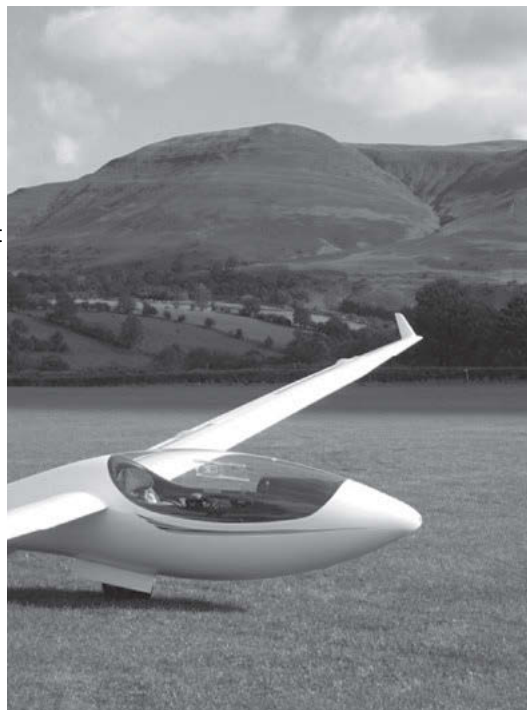
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Oli Angell enjoys one of around 50 flights experienced by Leading Edge members during the annual Air League Flying Day, held at Bicester in June

TASTE OF GLIDING FOR LEADING EDGE

WOOOHHAAARRGHH! That was the noise that greeted me as we accelerated and pointed skywards “up the wire”. It was the reaction of one Leading Edge member, who had never been gliding before, taking to the sky at the annual Air League Flying Day hosted by Windrushers GC on 4 June, **writes Andy Perkins.**

Over 20 first-time glider flights and a total of approximately 50 flights were flown on the day. There was a vast range of people in attendance, from commercial pilots through to novices. All pulled together to ensure the fantastic interaction of experienced and novice pilots, with ideas and advice on sport gliding, power flying and how to get involved in careers in aviation being thrown around during the day.

This expertise was enhanced by support from CTC Aviation, Oxford Aviation Academy, The Royal Aeronautical Society and the Scouts. All gave a great insight into career

opportunities, information on activities and routes into aviation for young people interested in any aspect of aviation. Plans are afoot to expand this element of the flying day in 2012. Watch this space for details in due course.

We were also joined on the day by John Cook and Pete Wells in their RV 4 and CAP 10; both are legends in their own right. One of the people they flew commented: “We flew inverted, rolled level, into a loop and then ended up rolling all over the place. Don’t tell my brother though, he is the flying ace in our family and I don’t want to upset him!”

The day ended with a barbeque fit for royalty, organised by Lizzie Pike and Marie Mitchell. The Air League would like to thank them, and all the members at Windrushers, for their enthusiasm and efforts both before and on the day to make the event so enjoyable.

2011 AIR LEAGUE SCHOLARSHIPS:

- › Colin Field, Aerobatic
- › Dan Chilcot, SLMG
- › Kris English, SLMG
- › Sam Cooper, Cross-country
- › Will Hilton, SMLG
- › Martin Cockle, Cross-country
- › Joe Cray, Aerobatic
- › Beth Redpath, Cross-country
- › Jon Morris, Cross-country

Aerobatic courses are usually run over a weekend, with up to eight flights, looking at manoeuvres to increase the skill set of the scholar.

Cross-country courses tend to be run over a week with training or coaching enabling the scholar to increase their experience to begin or extend cross-country abilities.

SLMG scholarships vary from 6-12hrs, with the intention of allowing the scholar to get closer to the award of an SLMG NPPL.

VINTAGE RALLY

The vintage gliding spot in this issue reflects on a successful national rally, held this year at Nympsfield from 21-29 May

BRISTOL & Gloucestershire GC was delighted to extended a warm welcome to the Vintage Glider Club (VGC) pilots for the 2011 National Vintage Rally.

With the weather playing a major factor in the number of flying days, the activities kicked off on the Sunday. However, strong westerlies during the morning delayed the first launches until around lunchtime, with some showers that afternoon. Some of our private pilots managed out-and-return runs to Bath Racecourse, whilst the club DG-505 and the Duo Discus 802 managed to take a number of locals and visitors for some pointers to flying the ridge.

With high expectations of a good cross-country day on the Tuesday, a number of our shiny glass

gliders were out in force, mixing among the vintage boys. Thermal development began early, and so did the launching – with some land-outs, which tested the ground team! Soaring conditions were brisk, with some wave involvement that interfered with the local ridge, giving the pilots of the lighter vintage gliders a good workout.

The next day saw a strong southerly wind preventing winching. Undeterred, keen VGC members did not let that get in the way of enjoying their aircraft. The suggestion of the possibility of some wave certainly helped in promoting a queue at the aerotow launch point.

Again conditions proved difficult and not everyone managed to hook into the wave.

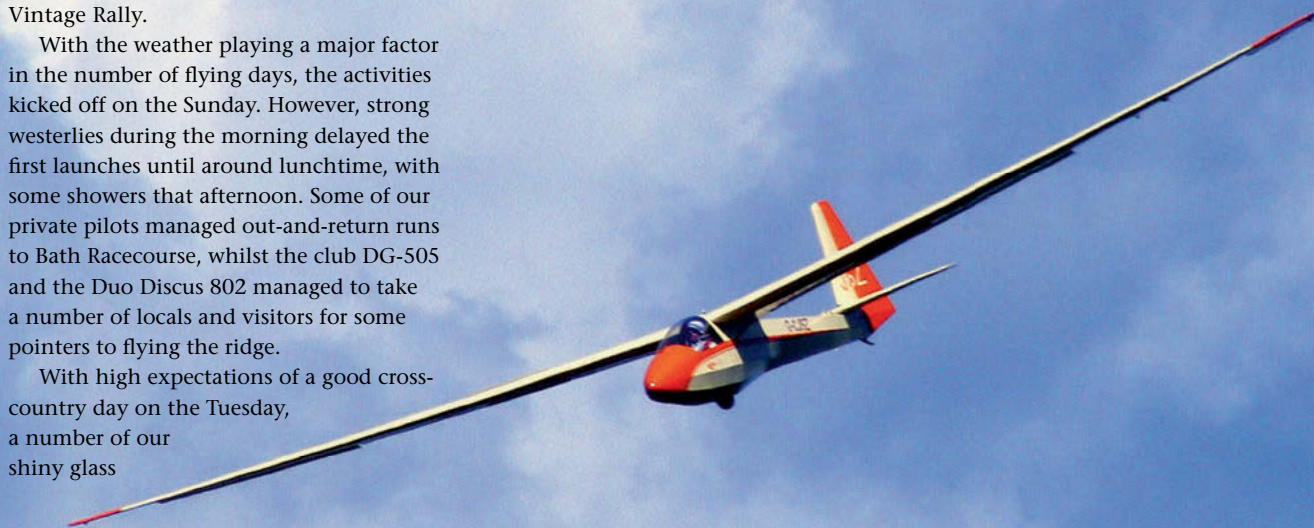
From time to time, there were gaggles of vintage gliders all over the sky, along with an ultra modern Arcus. Mike Jordy and Peter Redshaw, in his immaculate Capstan, managed the conditions well. (Perhaps Mike's local knowledge helped?) In one climb, together with Barry Walker and Justin Wills in the Arcus, the tortoise did in fact beat the hare!

Despite the enthusiasm of the VGC visitors, there were only a few of the harder ones ready to fly in brisk and frisky, northwesterly Nympsfield air on the Thursday. The sky looked amazing as gliders

roared up and down the local ridges. There were even strange areas of lift under the grey overcast that kept pilots up, despite trying to lose height. The approaches were again challenging in the conditions, but, as ever, the versatile VGC team coped well.

A prospect of much better conditions on the Friday got off to a rather slow start. The sight of the club K-13 working the ridge, however, prompted things to move a bit faster. The ridge "sort of" worked, although it was more thermal than ridge – no matter, it was still soarable. One by one the visitors launched colourfully into the sky and, as the sun shone through, it got a little warmer and smiles got a little broader. The afternoon sky proved to be quite different though, with strong cu and good thermals, and some pilots even reported wave and climbs to over 4,500ft. There were quite a few sightseers enjoying the spectacle too; a great day of flying!

Along with the modellers who turned up to support the VGC National Rally, it has been a treat to see these beautiful vintage gliders in the air, and the Bristol club looks forward to the opportunity to host this event again in the future.

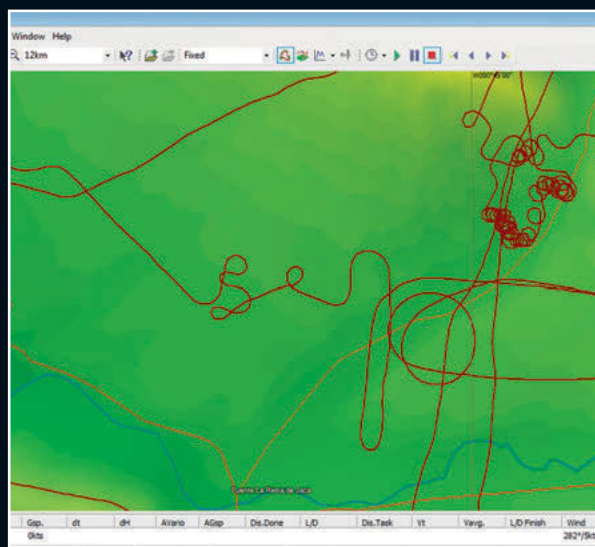


Above: Old and new rubbed shoulders at the rally (Neil Spicer) Above right: Lasham Vintage Group's restored MG19, previously owned by Chris Wills (Lance Cole) Main pic: K-18 pictured during one of the 72 flights enjoyed by vintage aircraft during the rally at Nympsfield (Lance Cole)



■ Continuing the vintage theme, Derby & Lancs GC recently achieved what even Slingby failed to do, with five Capstans together at one time. An impressive sight. These five Capstans, out of the seven currently flying in the UK, joined the annual Vintage Rally at Camphill in June. The DLGC rally is organised by Rob Faulkner and he elected to make 2011 'the year of the Capstans'. The Capstan design celebrated its 50th birthday this year. Thirty-two were built in the UK in the early 60s and about 10 are still flying worldwide. They are becoming THE two-seater to own and fly.

(Photograph by Caroline Coates)



This page from top :

Bird's eye view of the Lasham Regionals grid on Saturday 4 June (Jonathan Ross)

Also spotted at the Lasham Regionals (see below) were these P1 and P2 decals in the gents!

(Sandy McCarthy)

Facing page clockwise from top:

Bungee launching at the Mynd on 22 May in a very strong westerly – 40 gusting 55kts! (Roger Reeves)

Mr Tayto and the Dimona at the Ulster GC family fun day and open day, where lots of crisps were shared with everyone! (Tom Snoddy)

Headway, a charity supporting people with head injuries, had a gliding day at Welland. Bob Rowland (back seat) is pictured with Paul Charlton (Joan Simpson)

Ben Watkins often finds the drift back down to terra firma after a long flight to be a bit laborious, so after a recent flight in Jaca he decided to spend the time wisely by skywriting. The trace from Ben's logger came out surprisingly well and he would now like to throw down the gauntlet to see if anyone else can come up with something better. Perhaps it's the beginning of a logger trace gallery?!

Sam Lazenby took this shot of Eugene Lambert and Paul Gentil during Wednesday evening flying at Costwold GC

Future tuggie? Kevin Moseley took this photograph of his son Christopher, sat in the tug at Burn GC and dreaming of becoming a tug pilot one day

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



Photograph by Martin Lawson

■ Essex & Suffolk GC volunteers, working in conjunction with Skylaunch, have re-commissioned their second winch (above). Although visually different to the "German" winch (so called because it was originally on the chassis of a German army truck) the refurbished "English" winch (to distinguish it from the "German" one!) has many features in common, including similar controls making it easy for operators to switch between winches. Both are two-drum winches fitted with powerful V8 engines running on gas and producing about 350 horsepower. With over 1,000 metres of cable in use, launches in normal wind conditions are generally approaching 2,000ft, while a good headwind allows close to the 3,000ft maximum permitted launch height. Using Dyneema cable makes cable handling a lot more pleasant and cable breaks are now just (important) exercises rather than unwanted delays in the gliding day.

■ Essex GC has also taken delivery of its newly-refurbished winch, pictured below



Photograph by Steve Rhenius

CLUB NEWS

BANBURY (HINTON IN THE HEDGES) **WWW.BANBURYGLIDING.COM** **520435N 00118784W**

BANBURY's fleet is fully fettled; our new clubhouse and launch point coach have seen good use during the early part of the season, but, unfortunately, the number of launches seems to be down due to poor weather. At the first round of the Inter-Club League, from Sherington, the chairman's club-owned Astir landed back after failing to get away and was soon joined by the BGA Chief Exec for an urgent conference. Congratulations to Dave Spillett on completing Bronze and cross-country endorsement; Ashley Valentine will be competing for that slot also once he completes his ground papers following his exams.

Robert Cronk

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

WE'VE had too many achievements over the last couple of months to mention them all, especially during our soaring and task week that was expertly organised by Steve Tape. Although a few achievements worthy of a mention here are a solo for Harry Williams, full Silver for Adam Berrisford and Mike Swanson, as well as Bronze and cross-country endorsement for Ben Dews. Our Friday trial lesson evenings are proving a great success with Paul Gaunt at the helm. Flights are now starting to appear on the BGA Ladder on a regular basis, a sure sign that the cross-country season is here!

Arran Armstrong

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

A NUMBER of members had a successful club trip to Llewenni Park. Mark Hawkins, Alastair MacGregor, Mark Player and Mike Thorne all reached Diamond height, with fun had by all. More solo success – for Cadet Chloe Brown, Tim Sauvalle from Bath University and Ramone, from Sheffield University. Well done to all. To add to our list, Hugh Stewart joined in and re-soloed. This has been a very good year for sending members solo with six in the first six months. Social events have been well attended and enjoyed, but our flying weeks have not had great weather.

Jan Smith

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

MAY proved an excellent month, with very good conditions resulting in many notable cross-country flights and badge claims. At the time of writing, June is already looking to be a very busy month, which kicked off with a visit from the Air League movement with the day devoted to promoting gliding and aviation to young people (see p53). Alongside our normal club flying we carried out many launches in gliders and the club Motor Falke, as well as some powered flights; a very successful day, rounded off with a BBQ. June ended with the Standard Class Nationals followed by the Bicester Regionals from the 23-31 of July.

Annette Purcell

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

AS I write, Bidford Gliding & Flying Club is geared up for its first competition which started on 11 June. In all we had 22 entrants and a full report of the competition results will appear on our website. Other good news from BGFC is that our three aerobatic power pilots got good results in the Aerobatics Competition held at Sleep in May. John Scott came 4th in the Intermediate Class, Richard Goodwin was 1st in the Standard Class and Ben Lovering 1st in the Beginner Class. James Appleby soloed in the Astir, Stephen Lee has re-soloed and Robert Stafford completed his Silver. BGFC wish all a very soarable season.

Robert Stafford

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

FIRSTLY we must thank the generous people who helped us after a major problem with our tug. Without a winch and only one tug, the engine failure on our Pawnee would have grounded us if it had not been for the offers of tug loans from all over the UK. We kept on flying and with a brand new engine we are 100 per cent up and running again. LLangorse John (we can't pronounce his real name) has completed his Bronze and Jill Banks and Dick Jeffcoat have done Silver legs. Our cross-country week did not have great weather but several flights were completed.

Robbie Robertson

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

THE first Booker Rules comp has been held and was judged highly successful. The rules were reduced from the standard 32 pages to just three. A full report is available on the club website. Winner of the Easter Egg Club Aerobatic Competition was Cadet Siena Whiteside. Cadet Will Hilton came joint second with Alun Jenkins. Thanks to Graham Saw and Emily Todd for organising and judging the competition. Congratulations go to Guy Trees (first Bronze leg), Will Hilton (started his BI training), Stuart Whitehouse (solo); and Martin Blanchard (full Silver).

Roger Neal

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

OUR first flying week of 2011 got off to a great start with Darlton bringing the good weather. Although the wave proved elusive, the thermals didn't. Ken Sangster became our newest tug pilot after competing training with Robin Johnson in our SuperCub. After an initial trial of an online instructor booking system, the system has been rolled out on a permanent basis. Members can book a 1:30 session with an instructor either AM or PM, for a more structured approach to training.

Rich Abercrombie

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

A SUCCESSFUL open day was held in April; 20 pilots flying in and many driving. Also in April a ridge task included two pilots from North Hill while another did his first 500km a day later. A task week gave reasonable flying for April. Several less experienced pilots had never been so high in UK thermals. We hosted the Vintage Glider Club UK rally in May and visitors also saw a display of models. Doug Jones generously agreed to provide a fund to support post-Bronze pilots with early cross-country flying – Paolo Nicola will be first. Other members can add donations.

Bernard Smyth

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

THE second stage of clubhouse improvements is under way and it should be fully functional

(Left to right) **Booker** Easter Egg Club Aerobatic Comp winner Cadet Siena Whiteside, centre (Nick Newton); first solo for Stewart Hills (right) at **Cairngorm**; **Cambridge's** Fergus Noble (right) was sent solo by Robert Theil; also at **Cambridge** Chris Havers is congratulated on first solo by Andy Beatty



before long. Club members and visitors will appreciate the new kitchen, bar, lounge and briefing room. Andrew Cluskey clocked up an impressive 2,700km of cross-country flying during May. This year's National Glider Aerobatic Contest was held over the first weekend in June – congratulations to our own Michael Corcoran (K-21), Dave Gethin (K-21) and Paul Conran (Swift), who were awarded first place trophies in their respective classes and to Dave Morgan from Windrushers, who won the Advanced.

Stuart Black

BURN (BURN)

WWW.BURNGLIDINGCLUB.CO.UK
534445N 0010504W

NEW members continue to join, so Keith Springate, who needs congratulating on passing the Assistant Instructor course, will be a much-needed addition to our instructing team. We welcomed members of the RAFGSA in June. Open days for the public are to be held in mid-July and it is hoped that they will be as successful as last year in attracting new members. Finally, during a week's training course in April, gliders at about 1,200ft were joined by a Vulcan bomber. It acknowledged the gliders with a wing-waggle, skirted Burn airfield and then entertained with display practise.

Chris Cooper

CAIRNGORM (FESHIEBRIDGE)

WWW.GLIDING.ORG
570613N 0035330W

WE welcomed back the Walking on Air flying association for the disabled during Mayfest, when we also hosted pilots from Portmoak, Bowland Forest, Wellend and Parham, with several visitors climbing to over 10,000ft. Thanks go to all who laboured to make Mayfest successful; tug pilots Chris, Nick, Bob, chefs Maggie, Jean and Louise, barmen John and Andy, and not forgetting CFI Alister Morrison. Worthy of note is Mike Morrison's epic flight in his ASW 19 down to Ben Nevis, up to Tomintoul, back home – 220km in all. Congratulations to Stewart Hills, who soloed in May staying up for 45 minutes for his A and B badges.

Chris Fiorentini

CAMBRIDGE (GRANSDEN LODGE)

WWW.GLIDE.CO.UK
521041N 0000653W

CONGRATULATIONS to Chris Havers, Fergus Noble and Vitaly Ludvik on going solo, Paul

Ruskin and Haluk Yildiz on their BI ratings and to James Kellerman, who has completed his AI rating; Jeremy Thompson for completing his Bronze, Silver height and duration, Jason Hollaway for Silver distance and Doug Greenwell completing his Silver with an out-and-return to Rattlesden. Steve Longland was awarded a BGA Silver Medal at the BGA conference in March. Steve has been CFI twice, a Regional Examiner and a member of the BGA Instructors' Committee. He's written a lot – including the BGA Instructors' Manual.

Lorna Sleight

COTSWOLD (ASTON DOWN)

WWW.COTSWOLDGLIDING.CO.UK
514228N 0020750W

OUR visit to Portmoak went well with our chairman reaching 11,000ft. We held our May Ball and a good time was had by all. A big thank you to Richard Kill for organisation skills. We awarded the club trophies – too numerous to list, but special mention to Sam Lazenby for winning Best Junior and Andy Cockerell for his competition successes and selection in the Junior Worlds. The recipient of "The White Stick" shall remain unidentified, however, when arriving at a land-out he was mystified to find another glider in the trailer. We mourn the sad loss of Mark Verden (see obit p70).

Frank Birlison

CRANWELL (RAF CRANWELL)

WWW.CRANWELLGC.CO.UK
530231N 0002936W

WITH the soaring season under way, a good number of cross-country flights have been made with Angus Watson and Brian Hutchinson completing an out-and-return to Oxford. Tim Davies and Dave Fiddler spent an enjoyable couple of weeks mountain flying in Chile and, so as not to be outdone, Alan Swan and Roger Wells went to Sisteron with Dave Fiddler. Congratulations to Alan Swan in attaining his Silver height and cross-country endorsement. Finally a temporary (we hope) farewell to Christine Davies, who has joined the Royal Air Force. We wish her well.

Zeb Zamo

CRUSADERS KINGSFIELD (CYPRUS)

WWW.RAFKINGSTIRI.CO.UK/CRUSADERS
3501N 03344E

THE summer should be here, but the weather is still surprising us: sand dust, strong winds and rain have all played their part in preventing us flying. The temperature has risen

though and we are getting plenty of visitors. We've had the weather-beaten end of our Nissen hut replaced and both ends painted. The new winch is back on the airfield, fresh with a new paint job too, and is being tested. On the first Saturday in June we had a club BBQ, due to the efforts of Eva Arendt, who has become the bar manager – many thanks and nicely done.

Jo Rigby

DARLTON (DARLTON)

WWW.DARLTONGLIDINGCLUB.CO.UK
531444N 0005132W

IN April, we completed a two-year project with the official opening of the new clubhouse. The event was also the culmination of a long planned public relations exercise inviting our MP, Police, Fire, School, RAF, sister gliding clubs, farmers and supporting commercial organisations to visit, meet the members, see how we operate and take a complimentary trial flight. The opening ceremony was carried out by Patrick Naegeli, chairman of the BGA, and Diana King, chair of the BGA Development Committee. The event was a great success, firmly establishing Darlton Gliding Club on the map as a leading sporting facility open to everyone.

Geoff Homan

DEESIDE (ABOYNE)

WWW.DEESIDEGLIDINGCLUB.CO.UK
570430N 0025005W

THE AGM in May welcomed Alex Maitland as our chairman. Weekday instruction and tugging are now in place to complement weekend operations. There are a few places available on the course to be run 15-19 August. Entries are still being taken for the 2011 UK Mountain Soaring Championships, to be held from 4-10 September, preceding the wave season. Thanks to Mike Whyment for getting the new DGC website up and running, be sure to pay it a visit at the above address.

Fred Pell

DERBY & LANCS (CAMPHILL)

WWW.DLGC.ORG.UK
531818N 0014353W

AS WELL as a new CFI, Peter Gray, we have a new chairman in Mike Armstrong. Thanks to Keith Armitage for his period as chairman, and to Mike for taking it on. Any visitors bringing trailers please note the owner of the land adjacent has erected substantial fence posts. We welcome Alan Jolly again,



(Left to right): Diana King and Patrick Naegeli at **Darlington** clubhouse opening ceremony (Andrew Lucas); **Dorset's** Dave Chapman (left) was sent solo by instructor Gerry Cox (Dave Poole); **Dorset** BI Shaun Reason's first trial flight (Gerry Cox); **Fenland's** Paul McLean receives trophy from Norfolk's John Roche-Kelly



and Mike Howey as summer resident instructors and our own Alex Green as winch driver. Congratulations to Garry Lewis and Tony Kay on their first solos, Ann Robinson for re-soloing, Chris Knapp on becoming a BI, and Mike Corcoran for the Bronze in the Dan Smith Memorial Aerobatic Competition.

Dave Salmon

DEVON AND SOMERSET (NORTH HILL) **WWW.DSGC.CO.UK**

505107N 0031639W

CONGRATULATIONS to Rhodri Davies (the third of the Davies clan to be sent solo at North Hill) and Peter Dugdale (a power convert), who have both soloed, and to Mike Sloggett on his BI rating. Ron Johns organised a cross-country week, which was a great success. One weekend bought us the rare opportunity to aerotow to the coast for stunning soaring of the South Devon cliffs, entertaining golfers and coast path walkers from West Bay, Branscombe, Beer and Sidmouth (see p38). Our open weekend was successful with 150 people experiencing their first ever glider flights over the two days.

Cheryl Smith

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

THERE have been lots of holiday-makers in our area, creating a through-put of visitors who have seen our gliders flying. Luckily, we are well blessed with Basic Instructors, with Tony Law and Nick Barnes, and congratulations go to our latest recruit, Shaun Reason. The club fully appreciates the hard work these BIs have done to get their ratings. Congratulations to Dave Chapman, on going solo and to Tim Amblin for re-soloing on aerotow. Our Task Week is the last week in July (23-31), and we welcome visitors at our club any time (normally weekends and Bank Holidays only).

Colin Weyman

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

THE dominant feature of the last two months has been the weather, restricting flying to the absolute minimum. However, our expeditions to Milfield and Portmoak resulted in some good flights – some very interesting, due to strong winds. The Portmoak expedition had, at one point, 22 of our members attending. Our congratulations to David Neilson on achieving

his five-hour Silver/Gold leg. We hope to take one of our gliders to two local venues to promote gliding in the region. Here's hoping for a good flying week (30 July – 7 August). We are happy to see visiting pilots any time.

Wendy McIver

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

WE had a busy start to our visitor season, coinciding with the appearance, on cue, of the Helm Wind (see p8), followed by westerlies. Some of the best flying was had by visitors in K-8s, with two Gold heights at 15,000ft in The Helm, and also a 107km flat triangle done at 108km/h by Tom Edwards. The club is starting to grow with a very keen local group. Soon more home-grown Silvers and BIs will be appearing. There will be a professional team keeping Edensoaring open for your visit August to mid Oct. Bookings through office@edensoaring.co.uk please.

Pete Whitehead

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

A GOOD turnout was seen at our AGM, with Chris Reed and Mike Harris co-opted on to the committee. Congratulations to Mike Harris on being awarded the CFI's Cup for the most progress and to Cathy Dellar on gaining the Chairman's Merit Cup for all her achievements. We had a mixed week of weather for our gliding week, but had a number of achievements and congratulate Mike Harris on his 50km leg towards his Silver, and to Steve Rhenius on his cross-country endorsement. Our new refurbished winch arriving was a welcome sight and we are getting familiar with its operation.

Peter Perry

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

WITH the soaring season well under way, we are pleased to congratulate David Newton on his first solo and Colin "Woolfie" Woolf on maintaining the club tradition of keeping "Red Bear" (K-6) in the air. Cross-country pilots have been making the best of the good weather. Meanwhile, closer to home, we are very active with numerous trial lessons and group flying events. Ironically, a group of farmers, who had no doubt been praying for rain, got their wish

on the afternoon they came to fly with us, when some gentle precipitation brought the flying to an end slightly early!

Dick Skinner

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

EXPERIENCED club members have taken advantage of a few good soaring days this season. However, we have had too few days with good soaring, visibility, lack of showers and suitable wind conditions for others to continue with Bronze and Silver tasks. The Eastern Regional Comps week at Tibenham got off to a slow start because of poor weather, but, by the end of the week, our CFI Paul McLean moved ahead as a clear winner.

John Doubleday

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

CONGRATULATIONS to Simon Hodges, who went solo during our first pre-solo course in June. Not content with that, his second and third flights were both over an hour. Rockpolishers came back to Shobdon and we were pleased that the other clubs in the league gave us good support for the weekend. Unfortunately the weather was disappointing and no one managed to achieve the tasks set. We were grateful to the airfield management and other operators for their support in running the competition. We are now preparing for the airfield open weekend, which is a good opportunity to promote the club.

Diana King

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

CONGRATULATIONS to Tony Mountain and Hamish Hughson on resoloing. Commiserations and then congratulations were due to Mark Norton who had a five-hour flight to finish his Silver, but forgot to switch on the logger. However, the next day, Mark got into the K-8 and did it all again, this time with the logger switched on. Friday 13 May was a lucky day for Highland Gliding Club as we had a visit from Radio Scotland presenter Mark Stephen, his flight with Robert Tait was broadcast on the *Out of Doors* programme in May. Fulmar has a new Officer in Charge, Craig R Ledieu.

John Thomson

(Left to right): **Hereford's** Simon Hodges after his first solo (Mike Dodd); **Kent's** Peter Kelly, convert from power, after a land-out at Rochester Airport; **London's** Lloyd Roberts (right) re-soloed after a break of 27 years; Jack Clare (left) was sent solo by **Mendip** instructor Barry Hogarth



KENT (CHALLOCK)
WWW.KENT-GLIDING-CLUB.CO.UK
511231N 0004950E

WE'VE had a very good start to the season with some excellent soaring conditions resulting in a number of 300km flights. Four pilots have gone solo in recent weeks. Our community flying has benefited greatly from the good weather and a number of charities have now enjoyed gliding. Congratulations go to Les Connelly, George Darby and Nigel Shepherd, who have recently qualified as BIs and also to John Lutkin for completing his Silver. The club has finalised a business plan in which we have set out our goals for the next five years to help us increase membership and improve our finances.

Terry Webster

LAKES (WALNEY)
WWW.LAKESGC.CO.UK
50752N 003154W

INDIFFERENT weather this spring has reduced our flying. However, we have caught up on some jobs. Peter Redshaw dug a deep trench to improve the drainage at the hangar, Roy Jones persisted in the trailer renovation, and John Burdett fixed too many things to mention. We had a visit from 11th Barrow Cub Scouts, who were doing their Air Field Badge, and some secondary school students had trial flights. Thanks to Rose Saunders for arranging these visits. On a recent poor-looking day only Peter Midwood launched, but when he found wave there was a rush to rig gliders and follow him.

John Martindale

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

OUR successful May Regionals had 63 gliders flown. The most notable retrieve must go to Jindrich Svorc, who was returned to Lasham by a passing helicopter shortly after having landed out. Congratulations to the winners, Phil Jones and George Metcalfe. Thanks to the guys and gals behind the scenes for making it work so well. Sadly, we lost Chris Wills in May. He had made an immeasurable contribution to vintage gliding and became the VGC President. A memorial day was held in his honour in June. Hearty congratulations to Wally Kahn for his well-deserved MBE for services to gliding.

Mike Philpott

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

CONGRATULATIONS to Dave Adams, Matt Hall, Dusty Miller, Graham Morse and Chris Parsons on their first solos. And to re-soloed Penny Irvine, Lloyd Roberts, Dave Adams and Ed Bittenbender. Congratulations also to Graham Nixon and Andy Zuchora on achieving their Bronzes. Summer activities continue with our 4th annual 'Girls Get Gliding' day, cross-country task week, and evening flying groups. The aerobatics group fly on Wednesday evenings, and the Algek Cup members' aerobatics competition takes place in July. Melissa Jenkins is Captain of the UK team at the Women's Worlds in Sweden, enlisting Tom Pridgeon and Helen Hingley to crew.

Andrew Sampson

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

ANOTHER successful period for Mendip Gliding Club. Well done to Jack Clare on completing his first solo flight. Congratulations to Dave Close who successfully completed his Silver distance during the first ICL meet of the year. It was Dave's first cross-country and first competition! He came second in his class too. We offer a huge thank you to Laurie Penrose for the numerous years he has occupied the role as club treasurer as he stands down and welcome Tony Smith to the role.

Terry Hatton

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

OUR open day in May generated considerable interest and gained us some new members. Advertising over a wide area helped ensure an excellent turn out. Apart from trial lesson flights, activities were arranged to appeal to all the family, although some plans had to be adjusted to cope with the strong westerly wind, but that allowed us to demonstrate bungee launching. Our blog has developed an international feel, with reports of exciting trips to both Jaca and Sisteron and descriptions like "utterly brilliant, truly awesome flying". Congratulations to John Knowles from Bowland Forest who recently completed his 50km from the Mynd.

Steven Gunn-Russell

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

NENE Valley has just experienced a successful spring task week. The weather was good and we were able to fly everyday. Membership numbers have been up in recent months too. A very warm welcome to new members Nigel Parry and Martin Gerrish. Also, I am pleased to announce that we have another female member joining us. Joanna Morrisroe who soloed on her 16th birthday, 20 years ago is finally returning to the fold, no doubt egged-on by her 14-year-old daughter, Daisy, our only other female member besides me.

Kerry Mertz

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

WE had a difficult week with the weather for the Eastern Regionals, but managed to have a very successful competition with five scoring days. Congratulations to all the competitors and to the winner Paul McLean with Gwyn Thomas second and Ray Hart third. The team now have a five-week break before doing it all again for the 18m Nationals. Following on from constitutional changes at our AGM and changes to our articles of association we have now achieved CASC status which will save us quite a bit of money annually. Useful as we have just had our tug GC refurbished.

Mike Bean

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

APRIL gave us good flying conditions, but one of our two seaters was off-line for CofA and maintenance work then came May along with gales and rain. All is now back on track with the fleet and conditions. CFI Ken Payne clocked up his 30,000th launch, which we turned into a celebration. I would also like to note our thanks to Paul Cassidy, who is standing down as club secretary after many years. Our new secretary will be Chris Jenks. We are still popular with the public who continue to purchase vouchers.

Brian Williams

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

KREIS, Eleanorra and Julius have gone solo and Jeanfre has completed his Silver.



(Left to right): Tim Beasley gets his wings from Dave Crowhurst at **Peterborough** (Colin Church); **Shenington** junior George Mahon was sent solo on his 16th birthday by instructor Mike Cuming; **Trent Valley's** Sophie Manson, also 16, is congratulated by Bob Kmita on her first solo flight (Geoff Lloyd)



✈ Exhibiting at a nearby airshow resulted in a few new members. The club had a successful expedition to Talgarth, where we enjoyed wave, ridge and thermal soaring. Thanks to BMGC for making us all so welcome. We have started Friday evening flying, with Shrivenham members taking the opportunity of the largest grass airfield in Europe.

Paul Morrison

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

CONGRATULATIONS to Paul Goulding, now signed off solo in the Husky and training to get solo tugging. The syndicated Super Falke is back in the air after 12 months off-line due to technical problems. We have several student pilots just about ready for solo, and our congratulations go to Tim Beasley, who heads up the field by getting his wings. Finally, Mick Upex bought half a Nimbus, got carried away on a good late flight, and didn't land until after 8pm, possibly our latest May landing.

Martyn Edgar

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

IN March we held our AGM in the new briefing centre – congratulations to all who won awards. We took 10 gliders and 25 people to Edensoaring for a week in May, enjoying wave, ridge and thermal flying. It has been a period of achievement overall – well done to Paul Carder (solo motorglider flight and Bronze XC), Phil Decker (Silver duration and height), Jonny Mion (Bronze), Andy Payne (NPPL-SLMG licence), Chris Terry (first solo aerotow at our club), and to Glyn Jaques and Richard Lovell-Butt, who qualified as Basic Instructors.

Neil Shaw

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

CONGRATULATIONS to Kevin Western on becoming an Assistant Rated Instructor, and to Kim Smith on becoming a Basic Instructor. The sunny weather saw some claims towards this year's Woody Winch and Cunningham Triangle cups. Thanks to Pete Harrison for organising ad hoc flying days. The May flying week went well. The next flying week will start Bank Holiday weekend in August. We are looking forward to 447th Veterans coming back in July.

Helen Page

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

MEMBERS and visitors took advantage of the excellent weather during April and May – and then the storms started. The strongest gusts ever recorded on our weather machine broke it! Well done to the following: Colin Hamilton (300km O/R UK speed record at 134.4), Mike Forster (Diamond height), Kate Byrne (Gold completed), Rowan Smith and Mike Lithgow (Silver duration), Martin Phillimore (Bronze cross-country and Silver duration), Johnny Paterson and James Hood (Silver distance), Henry Ford (Silver height), Steve Shore (Silver height and Bronze cross-country), David Dodds (Bronze and cross-country), Jim McMakin (Bronze) and Stuart Sinclair (solo).

Ian Easson

SHALBOURNE (RIVAR HILL)
SHALBOURNEGLIDING.CO.UK
512014N 0013239W

OUR open day was a resounding success, with fantastic support from many members chatting to our visitors and getting them flying. We're pleased with the FLARMS bought with a grant from Sport England; the integral IGC loggers have resulted in a few Silver height claims that would probably have been missed. The expedition to Eden early May seems to have become a regular fixture in our club calendar. We got in before the awful May weather set in and a number of memorable flights were enjoyed.

Stephen Ottner

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

OUR April soaring week was such a success, we had another one in June, followed by our 21st Birthday party. In August we hold our third Shenington Regionals comp. There are still spaces available and there's a reduced entry fee for juniors and a sponsored place for a female pilot. Congratulations to our achievers: George Mahon (solo on his 16th) Tom Koochit (Bronze soaring flight), Clive Smith (Silver) and Tim Donovan (AI course). We have a full-time mid-week team on site until October.

Tessa Whiting

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

WE held our 80th AGM this year and celebrated a record 90,000km of cross-

country during the 2010 season. The spring course week produced some outstanding performances, including an epic 455km seven-hour flight by Michel Carnet in a vintage Libelle. Maggie Buchanan then flew the Czech Hph 3048 experimental jet sustainer, probably the first UK female to do so. Craig Lowrie has his Glider Inspector's ticket and Tony Wilson has soloed. After a rough hill soaring day in June, safety officer Geoff Stilgoe gave a lecture on "Thinking ahead for Safe Flying", provoking a lively discussion.

Peter Holloway

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

OUR annual dinner in April was a highly convivial occasion. As well as the gliding trophies, a special presentation was made to Maureen Weaver in appreciation of her many years' work as our treasurer. Congratulations to Caz Grange on his first 50km cross-country. Our May soaring week included lectures on the days it wasn't flyable and some excellent soaring on the days when it was. These included first Silver cross-countries for Grahame Nisbet and Martin Bishop, which has given Martin his Silver. Ian Kennedy has earned his SLMG instructor rating, which will be a huge asset to the club.

Stuart Edinborough

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

EVENING groups and visitors are turning up regularly and we have three new BIs. An open weekend over the Bank Holiday raised nearly £1,000, despite losing the second day to the rain. Congratulations to new AI Dave Knibbs. He was so impressed with the golf buggy used during his training that we have one on trial. Rob Kemeny has followed up his first solo with a two-hour soaring flight after a first solo aerotow – Bronze leg well secured. Early summer has seen flying practise in normal UK conditions – gale force winds and half-knot thermals, but we enjoy the challenge.

Neil Frost

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

THE summer weather has seen increases in the number of launches, flight times, visitors and courses. Late May saw a group of Stratford

(Left to right): **Ulster's** Alan McKillen congratulates Matthew Morrison, 16, on his first solo flight (Jo Myles); **VOWH** members proudly display the first section of their new polytunnel-cum-hangar (Clare Knock); **Yorkshire's** latest solo, junior Chris Gill, with instructor Albert Newby (Andy Parish)



pilots undertake a trip to Sutton Bank – thanks to Yorkshire GC for their hospitality. Our summer task week this year is a less formal affair, with instructors and coaches available to help pilots achieve their gliding goals. This will take place from 1-5 August.

Richard Maksymowicz

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

MEMBERS have enjoyed visiting other clubs. One group went to Shobdon and enjoyed a warm welcome and good weather on the Welsh borders. Others visited Jaca in Spain where the weather was different every day, but some very good flying was had. I gained my Gold height on the trip, completing my Gold. Back at Kenley, congratulations to Paul Hayward on completing his AI course. Also, well done Larry Lawes on completing Silver. High winds meant we cancelled our annual Charity Day, but we are flying all those booked.

Marc Corrance

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

WE have suffered from adverse weather this spring, although Ken Payne did the first 100km in March and Chris Curtis did a 650km in May. Our AGM was held in April, electing Adam Gilmore as chairman and Basil Fairston as his deputy. Inter-club got off to a good start at Hus Bos with the home team fighting to retain their title for a third year running. Our annual task week will be 6-13 August (£30 per glider entry fee). It's an informal introduction to competitive cross-country, no loggers are required.

Tricia Pearson

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

OUR 'fixed price to solo' scheme is proving popular, with four new members joining on this basis in the last couple of months. In early June, Sophie Manson went solo at 16 and, on her third solo flight, she flew the Acro for one hour 40 minutes when more experienced pilots were struggling. Our visits into the community are generating a lot of interest. Instructors have been kept busy with summer flying evenings and weekend visits from various organisations. We are looking forward to some new tuggies joining the ranks soon.

Geoff Davey

ULSTER (BELLARENA)
WWW.ULSTERGLIDINGCLUB.ORG
550819N 0065753W

THANKS to the weather, we had one of the best gliding weeks ever recorded in Ireland over the Easter break. Congratulations to Walt Kilroy, who achieved Silver height and duration; also well done to Kevin Houlihan and Jimmy Weston for their 300km flight and Gary McLaughlin, Ricky Logan and Laurence McKelvie for their gallant effort at 300km – just missing out by 10km. Our family fun day and open day in May was a great success, with lots of air experience flights, even though the weather was rather inclement. Congratulations to our youngest member, 16-year-old Matthew Morrison, who soloed in June.

Jo Myles

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

IT has been a very busy spring. Congratulations to Paul Kellett and Peter Jackson for completing their cross-country endorsements. Our open weekend in May was a great success. We have also started building our giant polytunnel-cum-hangar, which will hold four single-seaters rigged. Members have been visiting the Oxford Gliding Club at Weston on the Green for winch training with some of the OGC-ers coming to us for aerotow training. This friendly cross pollination has been useful and fun for both clubs. Peter Scheiwiller and Peter Berridge have now finished the AI completion course.

Jay Myrdal

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

LINKS made with the Channel GC are increasingly firm, with our loan of Mark Ruston as instructor and our Junior to try out for a week. At Welland, spring has been busy. Congratulations to Paul Cronk for his Full Cat Rating and Jo Cooper and Paul Porter for their BIs. Resident fixers have been working on our tractors and repairing our Grob, with special mention going to Ian Coving. Headway, a charity supporting people with head injuries, had a gliding day here. Preparations are under way for our forthcoming open day, inviting the public to experience gliding at our club.

John Strzebrowski

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

CONGRATULATIONS on going solo to Layton Edwards and Sophie Hunt; also to Jonathon Thompson, who soloed on gliders 50 years after soloing in power aircraft. Instructor Dave Holborn was filmed flying the BAe Systems' Cayley glider replica for the BBC's *The One Show* in May and impressed everyone (see p22). We are hoping for some good weather to see us through the Yorkshire ICL season. The Club Class Nationals will be at Wolds in August and we wish all competitors great flights. Simon Barker will be in Germany to captain the British Junior Team in the World Championships in August.

Avelyn Dell

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

WE are looking forward to celebrating the 50th anniversary of our club on 3 September, with a disco and hot buffet, to which former members are also invited. Perhaps the most significant milestone during those years came when we decided to buy our airfield outright, which means we now have a secure base and no longer have to pay a rent for the land. Six members who own a Blanik have taken their glider by road and sea across to the Czech Republic, where it has been refurbished to a very high standard.

Chris Brayne

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

CONGRATULATIONS go to Chris Thirkell and John Shaw, who both completed five hours during May. Fred Brown has become our latest BI. Congratulations also to newly-solo Chris Gill, 16, who converted to the Astir the same day. Our open day was marred by high winds, but a number of trial flights were sold and our simulator was kept busy. Special thanks must go to our chairman, Graham Evison, who has launched the Yorkshire Initiative to establish better working relations between the RAF stations nearby. Fast Jet Pilots are now flying with us as part of their training (see p34).

John and Sarah Marsh

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



Inset pic: Borders moved back to a new site on the old RAF Milfield airfield in 1997
(Rich Abercrombie)

Main pic: Gold height at Borders GC
(Graham White)

> CLUB FOCUS

BORDERS

AT A GLANCE

Membership:

Full: £225pa
Student: £35pa

Launch type:

Aerotow: £28 (2,500ft)

Club fleet:

2 x Pawnee, Supercub,
K-21, Grob 103 Acro III,
Alliance 34, Astir, SF25C
motorglider

Private gliders:

26

Instructors/Members:

12/67

Types of lift:

Wave, ridge, thermal and
convergence

Operates:

Fri/Sat/Sun and Bank
Holidays, plus published
flying weeks

Contact:

Tel: 01668 216284
(Weekends)
www.bordersgliding.co.uk

Long and Lat:

N5535.52 W00205.37

Radio: 130.1 (For power
aircraft the airfield is prior
permission only)

BORDERS GC was formed in 1969 on the old RAF Milfield site. Nestled at the foot of the Cheviot Hills 3.5nm NW of Wooler, Northumberland, Milfield Plain is an area of low-lying ground with glaciodeltaic and glaciofluvial sand-and-gravel deposits fanning out from the valley of the River Glen.

These deposits caused Borders to look for a new site when, in 1986, gravel extraction on the site had reached a point where flying could not be safely carried out due to limited space. Land became available at a nearby farm 'Galewood' and the club took the chance to acquire its own site.

The membership continued to grow and the club operated there successfully until 1993, when British Gas announced plans to build a gas pumping station at the edge of the airfield. Negotiations with British Gas resulted in the donation of a substantial part of the previous RAF Milfield airfield, now re-levelled and grassed over, along with custom-built hangar, workshop, clubhouse, bunk rooms, office and a caravan site.

The move back to this new site was

made on 2 August, 1997. Since then the club has grown and grown. An additional private members' hangar, which houses 22 gliders, was completed in 2004 with a grant from Sport England. We also now operate a fleet of three tugs, four gliders and a Motor Falke, all housed in the main hangar.

Borders offers genuinely fantastic ridge flying along the 8km College Valley in wind directions from 220° – 360° and another 7km ridge in wind directions 360° – 060° from Milfield SE down towards the town of Wooler. Cheviot, the highest hill in the range also gives excellent soaring.

However, where Borders really comes into its own is from the wave generated by the Cheviots. Wave can 'kick off' in almost any direction and, with the Otterburn Military ranges (23km to the SSW) being the only restriction, we have no controlled airspace to worry about. The Northumbria wave box exists for flights beyond FL195 up to FL240.

Although we only operate at weekends and Bank Holidays, we also run various flying weeks through the year. We usually fly all of October and part of September.

Rich Abercrombie



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GLOS, GL2 7JR

BGA accident/incident summaries

| AIRCRAFT | | | | | PILOT | | |
|---|---------------|-------------|-----------------|-------------------|-------|--------------|--------------|
| Ref | Type | Damage | Date, time | Place | Age | Injury | P1 hours |
| 23 | ASW 20 | minor | 2/04/11, 16:15 | Shropshire SG | 66 | none | 226 |
| Wheel-up landing. The pilot cites being slightly low in the circuit and distraction from a glider ahead as factors in forgetting to lower the undercarriage. | | | | | | | |
| 25 | K-13 | substantial | 30/03/11, -- | Midland GC | -- | not reported | not reported |
| Ground loop on landing damaged spar and fuselage. The ridge lift was weak so the pilot attempted to 'slide' back on to the ridge top airfield. | | | | | | | |
| 28 | Pilatus B4 | minor | 4/04/11, 14:15 | Cotswold GC | 43 | none | 19 |
| Heavy landing caused crack in underside of nose cone. Pilot was attempting a two-hour soaring flight but was unable to stay up. | | | | | | | |
| 29 | SkyRanger | substantial | 10/04/11, 15:00 | Bristol & Glos GC | 26 | none | not reported |
| Nosewheel collapsed on landing. Visiting microlight damaged noseleg, propellor and spinner. | | | | | | | |
| 30 | Grob 109 | substantial | 11/04/11, 17:00 | Norfolk GC | 62/53 | none/none | 3,475 |
| Propellor and possible engine damage after the TMG tipped forwards due to excessive (wheel) braking during landing ground run. P1 took control after landing but suffered glider/power control confusion due to left hand on stick, right hand on airbrake lever. | | | | | | | |
| 31 | Discus | minor | 26/03/11, 14:00 | Yorkshire GC | 34 | none | 439 |
| Wheel up landing on grass airfield scratched the gelcoat. Visiting pilot on club expedition to an unfamiliar airfield. | | | | | | | |
| 34 | K-6 | destroyed | 17/04/11, 14:50 | Dartmoor GC | 67 | none | 12 |
| Glider crashed wingtip first into a field after making a very low final turn. The pilot was attempting a Bronze soaring leg, drifted downwind, picked a good field, tried to make it back to the airfield, then returned to his field. | | | | | | | |
| 36 | K-13 | minor | 13/04/11, 14:35 | Lincolnshire GC | 69 | none | 10 |
| Hard landing damaged port wing. Ballooned roundout left the pilot with insufficient energy to hold off the final descent. | | | | | | | |
| 37 | DG 505 | minor | 21/04/11, 10:20 | Scottish GU | 61 | none | not reported |
| Rear canopy opened during flight. | | | | | | | |
| 38 | K-13 | minor | 16/04/11, 10:35 | Staffordshire GC | 58/62 | none/none | not reported |
| Wing leading edge damaged by cable/parachute during winch launch ground run. The parachute inflated during the ground run, striking the wing before take off. | | | | | | | |
| 39 | Slingsby T-61 | minor | 6/04/11, 12:30 | York GC | 63/-- | none/none | 1252 |
| Heavy landing led to prop strike and broken propellor. P2 rounded out too high and the P1 took over too late to prevent the hard touchdown. | | | | | | | |
| 40 | K-21 | minor | 26/04/11, 12:45 | Edensoaring | 31/31 | none/none | 1366 |
| Strop between weak link and winch hook recoiled after a weak link failure, striking and puncturing the wing lower surface before damaging the upper surface. The club has since adopted the parachute/strop/weak link system recommended by Skylaunch. | | | | | | | |
| 41 | Elfe S4a | minor | 27/04/11, 15:30 | Yorkshire GC | 56 | none | 202 |
| Undercarriage collapsed during a field landing. | | | | | | | |
| 42 | K-21 | minor | 1/05/11, 12:05 | Buckminster GC | 54/-- | none/none | not reported |
| Rear wheel inner tube burst and wheel hub damaged. The P2 rounded out too high & then pushed forward; P1 took control but his corrective action led to a tailwheel impact. | | | | | | | |
| 44 | ASW 15 | minor | 23/04/11, 14:00 | Bidford GC | 52 | none | 71 |
| Wheel-up landing after the undercarriage retract/extend mechanism failed in flight. Sub-standard blind rivets used during a previous modification blamed for the failure. | | | | | | | |

Winch and aerotow launches seven days a week?
Bookable training seven days a week?
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Cambridge Gliding Centre

BGA accident/incident summaries *continued*

AIRCRAFT

| Ref | Type | Damage | Date, time | Place | PILOT Age | Injury | P1 hours |
|--|--------|-------------|----------------|-----------|-----------|--------|----------|
| 45 | Discus | substantial | 2/05/11, 16:40 | Booker GC | 50 | minor | 54 |
| Heavy landing damaged control rods and an internal bulkhead. After an abbreviated circuit, the pilot noticed another set of power lines on approach and after raising the nose to clear the cables, there was insufficient energy remaining to round out and hold off in the strong wind. | | | | | | | |
| 46 | Pegase | substantial | 2/05/11, 16:00 | Booker GC | 48 | minor | 131 |
| Port wing spar broken, rudder damaged and fuselage fairings cracked during field landing into an unsuitable field. The pilot got caught out while local soaring on a windy day, had to land in a sloped field and, after groundlooping on touchdown, the glider rolled backwards into a fence. | | | | | | | |
| 47 | Discus | minor | 3/05/11, 15:00 | Booker GC | 66 | none | 1578 |
| Heavy landing delaminated internal bulkhead. The pilot misread the altimeter setting as QFE before landing out into an airfield and still had approx 75 per cent ballast when flying a low circuit with insufficient energy to round out in a strong wind. | | | | | | | |

Incidents

| | | | | | | | |
|---|------------|-------|-----------------|----|----|----|----|
| 24 | K-13 | -- | 3/04/11, pm | -- | -- | -- | -- |
| Drag spar pin found in bottom of the fuselage after an aerobatic flight. The glider had been rigged more than two weeks previously after its annual inspection, and had flown several flights. | | | | | | | |
| 26 | Sport Vega | -- | 3/04/11, 14:30 | -- | -- | -- | -- |
| Canopy opened during winch launch. After completing his pre-flight checks, the pilot opened the canopy to cool down while waiting for the cables and then omitted to properly secure and check the canopy before the launch. | | | | | | | |
| 27 | K-21 | minor | 9/04/11, 15:00 | -- | -- | -- | -- |
| Tow rope broke during ground tow after the glider became bogged down in soft ground. The rope broke at the vehicle end and the rope and weak link catapulted back, slightly damaging the nose of the glider. | | | | | | | |
| 32 | Discus 2 | -- | 12/04/11, 14:30 | -- | -- | -- | -- |
| Canopy opened at about 2-300ft during a winch launch. The pilot was trying to close the DV panel in the early stages of a winch launch when his glove caught on the canopy release mechanism. | | | | | | | |
| 33 | K-13 | -- | 6/03/11 | -- | -- | -- | -- |
| Glider exceeded VNE by approx 17kts during spin training. P2 moved the stick too far forward during recovery and the P1 was slow to take over. | | | | | | | |
| 35 | ASW 28 | minor | 17/04/11, 12:00 | -- | -- | -- | -- |
| Rudder damaged by wing of K-21 during ground handling. The K-21 was being positioned into the winch queue but its handlers were distracted by other launchpoint activity. | | | | | | | |
| 43 | Sport Vega | -- | 9/04/11, 15:55 | -- | -- | -- | -- |
| Tug pilot released the glider at approx 700ft agl after the glider pilot allowed the glider to become too high. The low-airtime glider pilot had not been sufficiently briefed/trained before undertaking his first aerotow in a C of G-hook-only glider. | | | | | | | |



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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

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

Regional Safety Officers

RSO club allocations are listed on the BGA web site at 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

Airworthiness Guidance

Guidance for owners of Annex II and EASA aircraft is at 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

Fees

BGA Fees are detailed at www.gliding.co.uk/forms/bgafees.pdf

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AAIB BULLETIN: 5/2011

THIS is an abridged report of the UK Air Accident Investigation Branch report into a fatal Foka accident. The full report can be found in the AAIB Bulletins at www.aaib.gov.uk/publications/bulletins.cfm

Aircraft Type and Registration: SZD-24-4A
Foka 4, G-DBZZ

Year of Manufacture: 1966

Date & Time (UTC): 8 August 2010 at 1410

Location: Bicester Airfield, Oxfordshire

Type of Flight: Private

Synopsis

During the second winch launch of the day, the wings of the glider separated from the fuselage. The pilot sustained fatal injuries in the resulting impact. The investigation determined that when the aircraft was rigged, the lower bevel bolt of the wing main fitting had not fully engaged with the lower lug stack of the main spar joint and it was not possible to detect this condition. As a consequence, when the glider became airborne, the partially secured joint was unable to sustain the wing bending moments associated with the winch launch and the lower bevel bolt failed. This allowed the lower attachment lugs to disengage and the wings to fold upwards and separate from the fuselage. Two Safety Recommendations have been made as a result of the investigation.

History of the flight

General

A gliding club at Bicester Airfield had organised a week of gliding activity for 60 students from universities around the country. The owner of G-DBZZ was not attending the event, but the pilot involved in the accident flight had flown the aircraft before and had observed the owner rig and de-rig the glider. The pilot had recently taken out an insurance share in order to operate it as part of a syndicate arrangement. The owner conducted a verbal briefing on the handling of the aircraft with the accident pilot in the presence of an instructor and also provided some notes on operating the glider. The accident pilot had also taken the Flight Manual home and studied it.

Second launch

The acceleration and rotation into the climb appeared normal although, as the

aircraft climbed, some witnesses thought it appeared fast. The glider yawed to the right but it was not clear if this was the commencement of the yawing signal to slow down. The winch driver reduced power, as he normally would, and the glider continued the climb a little steeper and faster than normal. Witness estimates of the height at which the next sequence of events occurred varied between 600ft and 1,000ft, but the described sequence was generally similar.

The glider was still on the launch when the left wing bent up approximately 20° and the aircraft banked slowly to the left. The right wing then bent up by a similar amount. The glider appeared not to have released from the winch cable at this point but the wings separated from the fuselage, remaining attached to each other at the main spar joint. The fuselage adopted a steep nosedown attitude before striking the ground. The wings descended at a slower rate falling to the ground short of the fuselage. A number of persons were very quickly on the scene, but the accident was not survivable.

Safety Recommendation 2011-003

It is recommended that EASA require that the Type Certificate holder of the Foka 4 introduce a means of determining that the lower bevel bolt is fully engaged in the lower lug stack during rigging.

Safety Recommendation 2011-004

It is recommended that EASA require that the Type Certificate holders of aircraft with a similar wing attachment philosophy to the Foka 4 ensure that there is a means of determining both the bevel bolts are fully engaged in the lug stack during rigging.

Safety action

As a result of the preliminary findings of this investigation the BGA issued a Safety Alert on 2 September 2010 to raise awareness of potential rigging issues among owners of aircraft with a similar rigging mechanism to the SZD-24-4A Foka 4. The Safety Alert reiterated the importance of following the Flight Manual guidance and only using approved tools. The alert also advised that if any resistance was experienced during expansion of the wing main fitting, then the rigging should be stopped immediately in order to establish the reason for the resistance.

BGA BADGES

| No. | Pilot | Club (place of flight) | Date |
|----------------------|--------------------|----------------------------|------------|
| DIAMOND BADGE | | | |
| 761 | Alastair Macgregor | Bath, Wilts & North Dorset | 31/03/2011 |
| 762 | Michael Thorne | Bath, Wilts & North Dorset | 31/03/2011 |
| 763 | Mark Hawkins | Bath, Wilts & North Dorset | 31/03/2011 |

DIAMOND DISTANCE

| | | |
|-----------------------|-------------------------------|------------|
| 1-1158 Matthew Wright | Devon & Somerset (Nympsfield) | 12/04/2011 |
|-----------------------|-------------------------------|------------|

DIAMOND GOAL

| | | |
|-------------------------|-----------|------------|
| 2-2421 Gregory Monaghan | Cambridge | 03/05/2011 |
| 2-2422 Ryan Berry | London | 03/05/2011 |
| 2-2423 Ken Woods | London | 03/05/2011 |
| 2-2424 Thomas Pridgeon | London | 21/05/2011 |
| 2-2425 Alan Twigg | Bicester | 24/05/2011 |

DIAMOND HEIGHT

| | | |
|---------------------------|---|------------|
| 3-1734 Michael Forster | SGU (Lleweni Parc) | 31/03/2011 |
| 3-1735 Alastair Macgregor | Bath, Wilts & North Dorset (Lleweni Parc) | 31/03/2011 |
| 3-1736 Michael Thorne | Bath, Wilts & North Dorset (Lleweni Parc) | 31/03/2011 |
| 3-1737 Mark Hawkins | Bath, Wilts & North Dorset (Lleweni Parc) | 31/03/2011 |
| 3-1738 Mark Player | Bath, Wilts & North Dorset (Lleweni Parc) | 31/03/2011 |
| 3-1739 David Watsham | America | 15/03/2011 |

GOLD BADGE

| | | |
|-----------------|--------------------|------------|
| Kathleen Byrne | SGU | 03/05/2011 |
| Martin Woodcock | Shropshire Soaring | 06/04/2011 |
| Bruce Walker | Nene Valley | 13/05/2011 |
| Alan Twigg | Bicester | 24/05/2011 |

GOLD DISTANCE

| | | |
|------------------|-----------|------------|
| Gregory Monaghan | Cambridge | 03/05/2011 |
| Kathleen Byrne | SGU | 03/05/2011 |
| Ryan Berry | London | 03/05/2011 |
| Nigel Mallender | Lasham | 12/04/2011 |
| Ken Woods | London | 03/05/2011 |
| Stefan Astley | London | 21/05/2011 |
| Thomas Pridgeon | London | 21/05/2011 |
| Alan Twigg | Bicester | 24/05/2011 |

GOLD HEIGHT

| | | |
|-----------------|---|------------|
| Kevin Darby | Deeside | 20/03/2011 |
| Mark Hawkins | Bath, Wilts & North Dorset (Lleweni Parc) | 31/03/2011 |
| Martin Woodcock | Shropshire Soaring (Lleweni Parc) | 06/04/2011 |
| George Darby | Kent (Skelling Farm) | 29/04/2011 |
| Bruce Walker | Nene Valley (Skelling Farm) | 13/05/2011 |
| David Watsham | America | 15/03/2011 |

SILVER BADGE

| | | |
|------------------|------------------|------------|
| Henry Ford | Devon & Somerset | 08/04/2011 |
| James King | Four Counties | 19/03/2011 |
| John Paterson | SGU | 07/04/2011 |
| Nicholas Fellows | Northumbria | 18/03/2011 |
| Jon Verrill | Windrushers | 13/04/2011 |

Donald Leslie Mallinson (1936–2011)

THOSE many pilots who have been to Omarama in New Zealand's South Island will have met and perhaps flown with Don Mallinson, who has recently died at the age of 75.

Don was one of those great characters who make the aviation world what it is. A typically bluff Yorkshireman, he was greatly liked by all who met him, for his dry sense of humour and, above all, his straightforwardness and ability to get on with everyone he met.

Following his long and successful career in the Royal Air Force, in which he rose to the rank of Colonel, Don settled in Singapore where he met and married his Singaporean wife Elaine.

He rapidly advanced in his new career in civil aviation, becoming a training captain and examiner.

He carried on this side of his career as a simulator instructor well into his 70s. In fact Don had come to the UK to do a conversion on to the new Dreamliner simulator when he passed away peacefully.

He was a keen, skilled and enthusiastic glider pilot, and although I never did fly with him in the years I flew at Omarama, I often flew alongside him in the great Southern Alps where he was very much at home.

In between his busy flying career and his gliding, Don also had a busy International career in forestry and the cement industry with Holderbank. As well as travelling on business in Jordan, Nigeria, Kenya, India and Vietnam, he often had to attend meetings in Switzerland where he told us, with great glee, the Swiss would address him very formally as 'Herr Oberst', which made us all fall about at the thought of 'Our Don' in the role of a German colonel!

One charming incident was to overhear him chatting to Bavna Patel from Lasham, who was flying at Omarama. When Don asked Bavna where her parents were from, she mentioned a small town in Kenya. When Don told her that he had a customer there by the same name, she replied that he was her grandfather!

At his funeral in Weston-super-Mare were many sad faces and tears, but the many, many messages from around the world showed how much he was really appreciated.

Ron Davidson, The Gliding Centre

Ben Rood (1926–2011)



BEN ROOD, who recently died aged 85, was both an outstanding engineer and aviator.

Like myself, a Cockney, born in London's East End, he learned his early engineering skills repairing and maintaining the machinery in his father's ice-cream factory. His experience in the workshop enabled him to build and tune his own engines when he took up racing motor cycles and also designing and building the Hogan-Rood 350cc class-winning hydroplane engines. This in turn led him into the world of Formula One engine building, when he was offered a directorship in what was to become the world-famous Cosworth Engineering. Here he became Manufacturing Director, working alongside Mike Costin and Keith Duckworth.

It was Mike who introduced him to gliding and it was at the then Coventry Gliding Club at Husbands Bosworth that I was to first meet him. I had joined the club soon after starting gliding back in 1968 and was a little taken aback to be addressed as 'Ben' by some of the other members as that was not my name! However, meeting Ben for the first time explained the mix-up as we had an uncanny superficial resemblance. We were of similar height and build and shared the same aquiline features and the same slightly shambling gait! The main difference seemed to be that he had retained his Cockney accent while I had acquired my East Midlands accent following my evacuation from London at the outbreak of war.

We were soon to become partners, first in a two-seater K-13 glider and later in a Libelle, which was at that time one of the early GRP sailplanes to become popular.

Ben was also a partner with Mike Costin in an Auster aeroplane in which they travelled around Britain and the Continent on company business and they later acquired an Open Cirrus 18 metre sailplane. As engineers, everything in their aircraft had to be just right and they even built the all-metal trailer for the Cirrus.

When given the opportunity to buy the glider when it became available, my syndicate partner and I snapped it up; it was too good a bargain to miss!

A couple of years later, a group of

us bought Ben and Mike's Auster from them and, never having flown one before, I asked Ben to check me out in it. "We might as well tow a glider at the same time," he said, so off we went. I landed and taxied back to the launch point but Ben opened the cockpit door and said "You'll be alright then mate!" and jumped out. That was my only ever check flight in that aircraft!

In later years, Ben gradually dropped out of gliding, although he still flew a CT microlight aircraft and sailed his 17-ton yacht. The last time we flew together was when he asked me to give him a gliding currency check. He was, as always, smooth and accurate and, as I signed his logbook, I looked up, grinned and said "You'll be alright then mate!" And we both laughed.

Ben Rood 1926–2011. Engineer, pilot and a quiet, modest man and greatly missed.

Ron Davidson, The Gliding Centre

Mark G Verden (1951–2011)



MARK VERDEN passed away peacefully with friends at his bedside on the 29 May in intensive care, following a heart attack at his home in Bristol.

Mark was born in South London but moved to Bristol many years ago and his early interests included motorcycles, radio-controlled aircraft and climbing. One of his boasts was that while he had never flown to Diamond height he had certainly walked to it. In his younger days he also played the trumpet, until the loss of two front teeth curtailed this interest. He had a wide circle of friends and it was one of these friends, Fran De'Ath, who introduced him to gliding. He joined at Cotswold in 1995. Mark was a skilful pilot and quickly progressed to a share in a K-6 CR, to be followed by a DG-200.

He was never too proud to admit a mistake and he had a wry sense of humour, which he used with great effect at the club. However, on one occasion Mark was left at a loss for words when he landed out in the Brize zone and found the club chairman in the same field walking his dog! He was always up for a retrieve, which was guaranteed to take in at least one pub prior to a return to the club and was able to roll a cigarette while steering car and trailer, leaving his passengers in blind panic.

Mark, who would neither suffer fools

nor pompous talk, was a kind, helpful and generous man who was a natural with any kind of machinery around the club.

He was taken from us too soon and we'll all miss him.

Frank Birlison, Cotswold Gliding Club



Richard Boddy (1936-2011)

RICHARD was one of the founding members of Ouse Gliding Club, now known as York Gliding Centre, just under 50 years ago.

He was 25 at the time and latched on to the sport by spending every weekend, regardless of the weather, auto-towing with a Bedford truck all day long for the ultimate pleasure of one or two launches to 800ft – that's if you were lucky.

He became an instructor and served as treasurer and chairman, also gaining a private pilot's licence before being given the honorary position of club president.

In the late-80s, Richard developed health problems and, although he could no longer fly solo, became a tractor driver with the club's grass-cutting team.

Eventually, Parkinson's disease took over his life, but even then he would visit the club weekly in a wheelchair with the help of his devoted wife, Audrey.

It was while at the club he collapsed and a few days later died in York Hospital.

Chris Brayne, York Gliding Centre

Hilmer Frank Geissler (1940 – 2011)

HILMER GEISSLER, who died of cancer on 9 March, was a leading light of gliding in Western Australia.

Hilmer was born during the Second World War on July 3, 1940 in the city of Braunschweig near Hannover, Germany. His first glider flight was on April 20, 1957 at Rotenburg, a few kilometres north of Verden. The flight's duration was a mere three minutes. His first solo flight, less than three months later, lasted a little longer – five minutes. The following year, Hilmer achieved his club's first flight of over one hour: he flew a glider for 1 hour 46 minutes and, at the time, this was the longest flight in the club's history.

Hilmer thrived when he went to university in his original hometown of Braunschweig and later Wurzburg to study geology. He then started a new adventure based in Sydney Australia, and working as a geologist in Papua-New Guinea.

In Australia, he continued to glide. On

January 27, 1975, Ingo Renner and Hilmer set out in a Caproni side-by-side two-seater glider on a cross-country flight that took them across no less than three Australian States, from Bendigo in Victoria to Millmerran in Queensland – a distance of 970.4km: a World Record free distance. This record stood for 12 years. The flight lasted 12 hours and 25 minutes.

To highlight just a few of Hilmer's achievements: Hilmer flew a Nimbus glider around a FAI Triangle of 769km and he flew a 316km FAI triangle at an average speed of 148.39km/h, which was an Australian and WA Record, but because he was still a German citizen his achievement could not be recognised as a national record.

Hilmer set and still holds numerous State gliding records, becoming Western Australian Open Class Champion in 1981, 1982, 1983, 1985, 1988 and 2010 (WA First Placed Champion). He was also WA Sports Class Champion flying our Astir77 IKQ in 1997, 1998 and 2000. He was WA Handicap Class Champion in 1985 and 2000 as well as Multi-Class Champion in 2009. Hilmer was also a member of the winning club teams in 1991, 1994, 2000 and 2005.

According to Hilmer, his second best adventure in gliding was in the renowned wave at Minden, Nevada USA in April 2002 when he achieved Diamond height with a gain of 20,324ft. He actually climbed to 28,150ft and the flight time was a mere 59 minutes!

Hilmer moved to Western Australia to take up a new job in geological exploration and joined the Narrogin Gliding Club in 1978. In recent years, Hilmer acquired a Jabiru ultralight aircraft that he loved flying. At the time, he and his wife Margaret were living in Lesmurdie and, as Margaret revealed to me, the joke was that she wanted to move to Mandurah, but Hilmer didn't, so in the end she won her case to relocate to Mandurah and Hilmer got his toy!

Hilmer Geissler was one of our club's and Western Australia's supreme glider pilots and, while we mourn his premature loss, we all admire his enthusiasm for the sport of gliding and flying, his flying skill and intelligence and his youthful sense of adventure. Above all we admire his absolute courage during the past year. Have a good flight mate!

Dr John Mortimer, past president of Australia's Narrogin Gliding Club

BGA BADGES *cont*

| No. | Pilot | Club (place of flight) | Date |
|-------------------------------|------------------|------------------------|------|
| SILVER BADGE continued | | | |
| Nicolas Busvine | Southdown | 12/04/2011 | |
| Jeanfre Fachon | Oxford | 23/04/2011 | |
| Clive Smith | Shenington | 23/04/2011 | |
| Steven Woodfield | Lasham | 17/04/2011 | |
| John Lutkin | Kent | 04/05/2011 | |
| Douglas Greenwell | Cambridge | 04/05/2011 | |
| Mark Norton | Highland | 01/05/2011 | |
| Peter Garrett | Bicester | 13/05/2011 | |
| Martin Blanchard | Booker | 06/05/2011 | |
| Lawrence Lawes | Surrey Hills | 21/05/2011 | |
| Joaquin Perez | Lasham | 19/04/2011 | |
| Victoria Smith | Windrushers | 21/05/2011 | |
| Grahame Nisbet | South Wales | 24/05/2011 | |
| Martin Bishop | South Wales | 27/05/2011 | |
| Trevor Russell | Devon & Somerset | 24/05/2011 | |
| John Shaw | Yorkshire | 31/05/2011 | |
| Peter Harris | Derby & Lincs | 31/05/2011 | |

100K DIPLOMA P1

| | | |
|------------------|-----------|------------|
| Steven Woodfield | Lasham | 17/04/2011 |
| Paul Docherty | Wolds | 01/05/2011 |
| John Shaw | Yorkshire | 31/05/2011 |

100K DIPLOMA P2

| | | |
|-----------------|--------|------------|
| Michael Mangion | London | 03/05/2011 |
|-----------------|--------|------------|

CROSS COUNTRY ENDORSEMENT

| | | |
|----------------------|------------------------|------------|
| Paul Carder | Portsmouth Naval | 01/04/2011 |
| Michael Lynes | Shalbourne Gliding | 09/04/2011 |
| Paul Gould | Norfolk | 10/04/2011 |
| Terence Dunford | Lasham | 09/04/2011 |
| Andrew Hatfield | Yorkshire | 03/04/2011 |
| Anthony Smith | Mendip | 11/04/2011 |
| Victoria Smith | Windrushers | 27/04/2011 |
| Paul Harvey | Lasham | 14/04/2011 |
| Nicholas Jeffery | Bannerdown | 19/03/2011 |
| Jon Verrill | Windrushers | 23/04/2011 |
| David Dodds | SGU | 16/04/2011 |
| Craig Faichney | SGU | 20/04/2011 |
| Robert Bailey | Yorkshire | 20/04/2011 |
| Graham Nixon | London | 23/04/2011 |
| Steven Shore | SGU | 25/04/2011 |
| Richard Butt | Lasham | 21/04/2011 |
| Michael Dawson | London | 28/04/2011 |
| Thomas Berriman | SGU | 28/04/2011 |
| Felix Velarde | Cotswold | 17/04/2011 |
| Kevin Hatcher | Rattlesden | 29/04/2011 |
| Gary Newbrook | Upward Bound Trust | 24/04/2011 |
| Sarah Reed | South Wales | 16/10/2010 |
| Peter Jackson | Vale of White Horse | 28/04/2011 |
| Peter Garrett | Bicester | 24/03/2011 |
| Ian Redstone | Wrekin | 06/05/2011 |
| Martin Phillimore | SGU | 13/05/2011 |
| Jonathan Ravenscroft | Central Gliding School | 28/06/2010 |
| Steve Rhenius | Essex | 14/05/2011 |
| Simon Bryant | Upward Bound Trust | 15/05/2011 |
| Kevin Bates | Wolds | 30/04/2011 |
| Graham Bartle | East Sussex | 18/05/2011 |
| Johnathan Williams | Bannerdown | 14/05/2011 |
| Daniel McCormack | Bowland Forest | 18/05/2011 |
| Michael Davis | Kent | 22/05/2011 |
| Pia Hartmann | Lasham | 25/05/2011 |
| Bruno Greco | London | 24/05/2011 |
| Dennis Pasco | Cambridge | 25/05/2011 |
| Jill Banks | Black Mountains | 02/06/2011 |
| Kenneth Foster | York | 05/06/2011 |
| Robert Visse | The Gliding Centre | 05/06/2011 |
| John Charlesworth | Midland | 03/06/2011 |
| Jeremy Thomson | Cambridge | 08/06/2011 |

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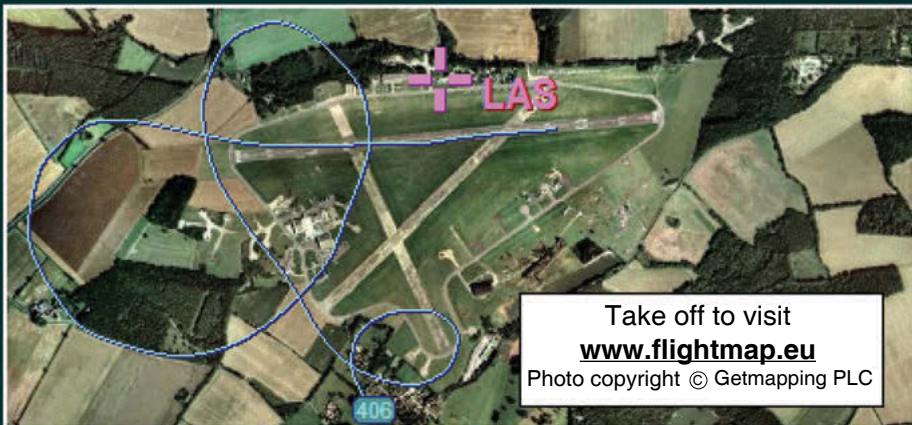
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