

# SAILPLANE & GLIDING

VOL. 62 NO.5



**FLYING SCHLEICHER'S  
OPEN CLASS ASH 30 MI**

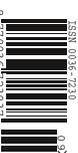
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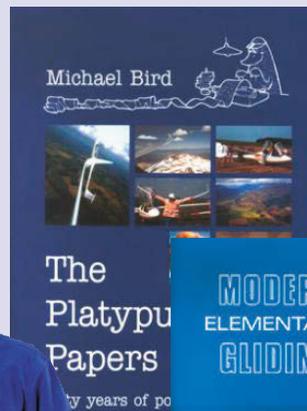
The BGA Shop has always been the best source for club essentials such as DI books, log books, text books, Laws & Rules, Operations Manuals, BGA badges, and one of the best for specialist media supplies such as books, videos and CDs - you name it! There has also been a limited range of clothing and the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

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**38 PICTURE THIS**

**Steve Lynn** accompanied Trevor Stuart as he flew his syndicate Nimbus 3DT around the London TMA from Nympsfield and captured a series of stunning images, some of which can be seen in this three-page Gallery Special



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**COVER STORY**

A gaggle of paragliders about to start a race during the UK National Championships, held in August this year at St Jean Montclar in the southern French Alps, shares the skies with a Duo Discus

(Pete Stratten)

**DEADLINES**

*Dec 2011/Jan 2012*

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

*Feb/March 2012*

Articles, Letters, Club News: 5 Dec  
Display advertisements: 22 Dec  
Classifieds: 6 Jan

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› This unusual electric airplane with room for four – the Taurus G4 – was Pipistrel's entry to the NASA/CAFE Green Flight Challenge on 25 September. It was built in just months, specifically for the competition, and is a test bed to develop a high-power electric propulsion system.

› The CAA Directorate of Airspace Policy (DAP) has published its decision regarding the request for controlled airspace made by Norwich International Airport. Despite objections and robust lobbying from the BGA, local clubs and other GA organisations, DAP has seen fit to create Class D airspace in the vicinity of the airport. The BGA remains convinced that this is wholly disproportionate to the scale of commercial operations at Norwich. The new airspace will come into force on 8 March, 2012. Details are at [www.caa.co.uk/docs/7/20110831NIANATMACBrief.pdf](http://www.caa.co.uk/docs/7/20110831NIANATMACBrief.pdf)

› A number of new BGA waypoints have been agreed, including seven in the Lyneham area, which is now free airspace. The seven new Lyneham-area points are: Brinkworth, Calne W, Clyffe Pypard, Chippenham W, Lyneham a/f, Swindon W and Wroughton a/f. These can all be used with immediate effect. Full details of all new waypoints, as well as a few that have been withdrawn, are at <http://www.spsys.demon.co.uk/waypoints/stoppress.htm>

› If you are interested in advanced aerobatic training in a Swift or Fox, visit [www.glideraerobaticsclub.com](http://www.glideraerobaticsclub.com). A club is being formed to provide training, from Beginner to Unlimited competition standard, with the UK's top aerobatic instructors and members of the British Glider Aerobatic Team.

› Want to learn from the one of the greats of glider wave flying? The Scottish Gliding Association has arranged a wave seminar with Jean-Marie Clement at Portmoak at 1pm on Saturday, 15 October. Open to pilots from all clubs, the seminar will be particularly useful to experienced cross-country pilots. More details are at [www.gliding.co.uk/documents/waveseminar.pdf](http://www.gliding.co.uk/documents/waveseminar.pdf)

› The RAeCT and Ancestry.co.uk have launched a worldwide search to uncover missing images of over 200 pioneer aviators. See <http://blogs.ancestry.com/uk/2011/08/08/help-find-the-missing-heroes-of-world-war-i/>

# FIRE HALTS FLYING

FLYING stopped at Lasham on 26 August, after a major fire broke out at the battery recycling plant next door to the airfield, shortly before 5pm.

About 300 tonnes of alkaline zinc chloride batteries and metal oxides were thought to have been involved in the fire, which sent plumes of black smoke high into the air.

The main danger was the toxic smoke. Police and the fire service arrived at the club shortly after the fire started and the club's two main caravan sites were evacuated. Roads in the village were closed and 12 homes evacuated.

Pilots saw canisters thrown into the air by explosions. At the height of the fire, around 70 firefighters were involved. The operation was scaled down overnight, but crews remained at the scene.

Flying activities restarted at 10am the next morning, as the wind had a little north in it by then. Pilots were told not to overfly the fire.



A plume of thick, toxic smoke from a major fire at the battery recycling plant next to Lasham airfield (Chris Sterritt)

## DATES

### NATIONALS, REGIONALS AND OTHERS

15m Class Nationals	Lasham	2-10/6/12
Lasham Regionals	Lasham	2-10/6/12
Open Class Nationals	Aston Down	2-10/6/12
Eastern Regionals	Tibenham	2-10/6/12
18m Class Nationals	Hus Bos	16-24/6/12
Competition Enterprise (not rated)	Long Mynd	30/6-7/7/12
Club Class Nationals	Gransden Lodge	21-29/7/12
Bicester Regionals	Bicester	21-29/7/12
Worlds (flapped)	Uvalde, USA	4-19/8/12
Standard Class Nationals	Nymphsfield	4-12/8/12
Midland Regionals	Hus Bos	4-12/8/12
Dunstable Regionals	Dunstable	18-26/8/12
Juniors Championships	Lasham	18-26/8/12
UK Mountain Soaring comp	Aboyne	2-8/9/12
Worlds (unflapped)	Argentina	6-19/1/13

■ **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**

#### WINNERS OF 2011 REGIONALS

**LASHAM REGIONALS**  
Phil Jones (Class A)  
George Metcalfe (Class B)

**EASTERN REGIONALS**  
Paul McLean

**BICESTER REGIONALS**  
Derren Francis/Owain Walters (Open)  
Will Ellis (Sport)

**NORTHERN REGIONALS**  
Tim Milner

**MIDLAND REGIONALS**  
John Tanner

**SHENINGTON REGIONALS**  
Bob Bromwich

**DUNSTABLE REGIONALS**  
John Reed (Blue)  
Paul Rackham (Red)

**GRANSDEN REGIONALS**  
Mike Tomlinson (Club)  
Alastair MacGregor (Sport)



■ Junior Nationals' winner Tom Smith, with trophy, is pictured above with the remaining competitors on the last day of the competition, at Aston Down. Steve Nock came 2nd, Steve Pozerski 3rd, and Dan Brown was Best Newcomer.  
■ Congratulations to Mike Young (1), Derren Francis (2) and Iain Evans (3) who took the top three places in the 18m Nationals held at Tibenham.

■ Gee Dale won the Club Class Nationals at Pocklington, with Ian Macarthur and Ken Barker coming 2nd and 3rd.  
■ In the 15m Nationals at Husbands Bosworth, Leigh Wells took first place with Dave Watt and Steve Ell 2nd and 3rd.  
■ The Open Class at Lasham was won by Pete Harvey, followed by Steve Jones and Andy Davis.

> Russell Cheetham returned from the European Championships (flapped), at Pociunai, Lithuania, with a bronze in the 18m class. Ed Johnston and Gary Stingemore finished 5th and 7th respectively. Steve Jones was 5th in the Open Class while Pete Harvey finished 8th and Kim Tipple 9th. In the 15m class, Chris Starkey was 19th and Nick Tillett 23rd.

Results for the European Championships (unflapped) at Nitra, Slovakia, were: Club Class - Jonathan Meyer 21st, Allan Tribe 30th. Standard Class - Matt Cook 14th and Howard Jones 21st.

>The Junior World Championships at Mussbach, Germany, saw Matt Davis finish 13th in the Club Class with Andy Cockerell 21st and Luke Dale 23rd. In the Standard Class, Will Chappell finished 11th, Tom Smith 15th and Ollie Barter 21st.

> Applications for the 2012 Royal Aero Club bursaries are now open. Bursaries of up to £1,000 are available to young pilots, aged 16-21, who have already reached solo standard, to help recipients advance from one recognised level of air sport to the next. Applications for 2012 gliding bursaries have to be endorsed by the BGA and need to be received at the BGA office by 3 March, 2012. Full details at [www.royalaeroclubtrust.org/](http://www.royalaeroclubtrust.org/)

> Booker GC was recently successful in turning around the local council's decision to build a stadium on its airfield, Wycombe Air Park. Over 100 local residents turned up on the airfield for a party by the gliding club and were vociferous in their support of the club and its activities.

> Holders of an NPPL SLMG rating may operate UK registered SLMG's outside the UK providing they demonstrate the ICAO requirement. The BGA's long standing advice on this subject has been updated, see [www.gliding.co.uk/bgainfo/nppl/faqs.htm](http://www.gliding.co.uk/bgainfo/nppl/faqs.htm)

> Why not recycle your old GPS and other flying equipment to help those with disabilities to fly? Details of this Aerobility (formerly British Disabled Flying Association) fundraising scheme are at: [www.aerobility.com/donate-now/donate-equipment.html](http://www.aerobility.com/donate-now/donate-equipment.html)

> Apologies for an error in the article *Contributions to sports recognised* (p4, Aug/Sept), which wrongly states that John Jeffries was manager and CFI of the London Gliding Club until 2010. John has not been the manager or CFI for over 20 years. He did, however, retire from instructing in 2010 due to insurance age limitations. The manager and CFI of the London Gliding Club for the past 13 years has been Andrew Roch.

## GRANT FOR ULSTER GC

MICHELLE O'NEILL, Minister for Agriculture and Rural Development, attended the official opening of Ulster Gliding Club's new visitor centre, erected with the help of an EU rural development grant.

Although the contractor handled the majority of the work, the help of members was appreciated. Harry Boyle, for example, solved a delivery problem.

"Our newly-surfaced access road has two sharp bends making delivery of buildings on a contractor's long low-loader rather difficult," said Tom Snoddy. "The contractor delivered the building modules to a nearby farm yard where cranes offloaded the modules on to Harry's agricultural trailer that was high enough to allow the corners to swing out over fences."

Being a tourism project, the grant also covered provision of new visitor signage (pictured left), which was designed and arranged by club member Finbarr Cochrane.



Michelle O'Neill, Minister for Agriculture and Rural Development (in the regional assembly) in Ulster's DG-505 with club chairman Alan McKillen (Tom Snoddy)



## Making a stand for the written word

THIS from the *Spectator* magazine, 23 August: "It's striking how quickly terms fall out of fashion. For instance, the new Collins dictionary finds no space for 'aerodrome' and 'charabanc' – two wonderfully wholesome words that were very common in the 1940s and '50s. For example, before Heathrow became Britain's major airport in the mid-to-late '50s, passengers travelling to Europe would fly from Croydon and Northolt Aerodromes. Doubtless the more functional word 'airport' was denounced as an Americanism when it was first introduced."

Yet you look up 'aerodrome' on Google and immediately you get the aforementioned Northolt, Sywell, Dunsfold, Dunkeswell, Leavesden, et al, each one proudly calling itself an aerodrome in 2011.

I may be paranoid, but perhaps there is a sinister – no, downright evil – plot by government, in league with big business, to wipe private aviation literally off the map. As George Orwell warned, once the people in charge abolish a word they can quite easily go on to abolish the thing that the word represents.

I am very much inclined to gather a bunch of hard-bitten aviators, especially those with a particular interest in the written word, to form a protest group and besiege the Collins offices (peacefully) to persuade its editors that they are mistaken. I am willing to drive you all there in my charabanc.

**Mike Bird, London**

## Derek Piggott in the Cayley Glider

NOT wishing to diminish Dave Holborn's expertise in flying the newer replica of Sir George Cayley's Glider (*Cayley Glider returns to sky*, p22, Aug/Sept 11), but it should be remembered that Derek Piggott flew a somewhat heavier version in 1973. He describes the flights in the Feb/March 1974 S&G (see S&G archives, currently hosted at [www.lakesgc.co.uk](http://www.lakesgc.co.uk)). The article is also reproduced on <http://www.glidermagazine.com/FeatureArticle.asp?id=360>), with a brief description by John Sproule of his design and construction of this replica.

**Simon Carr, Lyme, USA**

## IN DEFENCE OF THE LS10

IT WAS with great surprise that I read the article *Flying the LS10* by Christopher Luton (p44, Aug/Sept 11). Why? Simply, because I have found some of the author's statements incomplete, incorrect or false.

In January 2011, I received an email request from the author asking for help in finding some 15m gliders for rent during the Pribina Cup 2011. In the same mail, he also asked if my LS10 would be available, explaining that his ASG29e may not be back from abroad in time. Soon after this first email exchange, we came to an agreement about the LS10 rental.

Subsequently, I provided him with the relevant flight manual and some practical details about the glider. He decided to rent my glider for a quite short time, with only one possibility to practise during a single training day before the competition, attended by 153 pilots. I do not want to comment on the author's observations and opinion on the glider, but I feel obliged to comment on misinterpretations and wrongly-quoted remarks attributed to myself and my friend in the article.

The first is about using L flaps while climbing in a thermal. I remember mentioning that, from my experience, using an L flap setting improves climbs, but at very high wing loading only and in a narrow but non-turbulent thermal. Regarding this, my experience is surprisingly very similar to that of Brian Du Rieu, who flies his LS10 extensively in Australia (see online at manufacturer's web page). Mr Luton writes that he flew with only partial load while trying this and, in my opinion, L flaps do not work better in this situation than any normal climb flap setting.

The second statement is that I admitted to having had a software problem related to the engine not retracting after returning from Chile. This is only partly true and, as always, the devil is in the detail. What I said was, that during one of my flights I encountered a situation where the engine did not retract automatically and I had to use the fall back system, which worked well in my case (this is, by the way, explained in the flight manual). My explanation for what happened to me is that I might have accidentally touched the manual retraction switch, installed quite close to the automatic engine switch (the manufacturer is already aware of this). Both

switches are limited in their visibility due to the installation of the engine control unit. Other pilots flying my glider this year, with my recommendation to carefully check which switch they are going to use while concentrating on engine use during the flight have not encountered any such problems.

Here I would like to mention that, this year, my glider has been successfully flown by two Swiss pilots while away in Chile and, finally, by Andreas Sandhoefer during the Alpe Adria Cup 2011, where he came second, and in winning the Austrian national championships 2011.

The last incorrect statement is that "another LS8-st owner (read LS8-tc) at Nitra" had a similar software problem. The truth is that the pilot concerned had attempted to start the engine at low altitude (close to the airport), subsequently having not enough energy (speed) to start the engine up and with no time to put the engine away before his landing. Therefore, he chose to land with the engine out.

**Vladimir Foltin**

**Pribina Cup 2011 Competition Director**

**Chris Luton replies:** *Vladimir, thank you for your letter and comments. Clearly there was some misunderstanding in communications between us and I apologise if this has caused any offence. This was not my intention when I wrote the article. In hindsight you should have seen a copy of the article prior to publishing. I respect your very wide knowledge of cross-country flying and would not wish to question your integrity, especially in light of your directing three excellent competitions I have attended in Nitra. I guess we should agree to disagree on one or two points, and I have since had it confirmed by several leading International cross-country pilots that the use of L flaps on other leading sailplane designs can be optimal, but only in strong and smooth thermals with maximum wing loading.*

**Please send letters (marked 'for publication') to the editor at [editor@sailplaneandgliding.co.uk](mailto:editor@sailplaneandgliding.co.uk) or the address on p3, including your full contact details. The deadline for the next issue is 8 October**

# Clubmark accreditation is a first for gliding club

CONGRATULATIONS to Yorkshire Gliding Club (YGC) for achieving Sport England's Clubmark accreditation, validating their work as a quality provider of activities for young people. They are the first gliding club to do so and join the nearly 11,000 other clubs in England who have Clubmark accreditation.

Graham Evison, chairman of YGC is full of praise for the club's Josephine Runciman, who has been responsible for managing the project. Josephine explained that much of the paperwork and systems were already in place, but the work had required careful attention. She likened it to double-digging a veg plot; rather dull and requiring great effort but well worth it in following years.

As part of the process, the club committee and management team have examined what YGC should be offering to Juniors (and club members of all ages), developed a five-year plan and reviewed all policies. It is all too easy to drift along operating in the same way every year, but going through the process has brought many aspects of club management right up to date. Both Graham and Josephine are looking forward to the benefits of club accreditation; funding opportunities, networking with local sports clubs and increased numbers of active glider pilots.

Clare MacLeod, Clubmark's National Programme Manager, is delighted as gliding can now be benchmarked against other sports. She has long viewed gliding as a really good example of a non-mainstream sport driving youth sport forward.

"Clubmark is about ensuring safe, effective, child-friendly opportunities for youth participation," said Clare. "When the programme was first developed in 2002, child protection was probably the biggest issue, but over time this has evolved and the Clubmark programme is now much more about providing quality sport provision and encouraging young people to be involved in their sports clubs in a positive way."

It has taken over five years to reach this stage and Clubmark has formed the basis for a great deal of development work

that I have been involved with since early 2006. If you have had anything at all to do with club policies, child protection support documentation or Junior Gliding Centre (JGC) work, then you too have benefited from Clubmark.

The programme provided a suite of generic template documents in support of a generic 'playing programme' of minimum requirements, which clubs must have in place in order to achieve accreditation. An early and large part of the work involved converting all of these to a gliding context and it was important to base it on gliding reality. The template documents, together with additional useful documents gathered from clubs such as Ulster and Lasham, formed the 'Club Policies Guidance Pack', which is now an online resource for all BGA gliding clubs.

As part of the BGA's Junior strategy, the Clubmark-approved 'BGA playing programme' was used as a basis for developing the Junior Gliding Centre criteria. This has meant that the BGA can be certain that certain minimum standards are in place when a young person, such as a post-gliding scholarship Air Cadet on their Air League Scholarship, flies with a JGC.

The work has had benefits for the BGA too, assisting work in developing and enhancing valuable working partnerships with external sports organisations, other air sports and Government.

Realistically, we know that a gliding club taking time to achieve Clubmark accreditation will be a rare event, but if you feel that your club could benefit, it is a useful development programme with work based on self-evaluation, identification of vision and the need to prioritise club members' needs.

Josephine is happy to talk to anyone considering embarking on the process and can be contacted at Yorkshire GC.

As ever, the BGA Development Team is available to discuss your club's needs and can be contacted via my email address, to the right.

## UNIVERSITY GLIDING

THE Inter-Uni Task Week (IUTW), or more accurately, the Inter-Uni hotly-contested competition, was a wonderful week with as much flying and fun as anyone could cram in (see report on p42). I always enjoy my annual visit to the IUTW and this year was no exception. I would really encourage any glider pilot at University to join in the fun.

Are you off to Uni this year? Or maybe you're sifting through the myriad of options for next year. There are plenty of Unis with gliding clubs and students discussed their plans for Freshers' Week at a BGA meeting at IUTW. They are clearly looking forward to welcoming new students to their clubs. You may find (if you have chosen your Uni because of the course, rather than the gliding club) that your Uni doesn't have a gliding club. If you want to set one up, please email me and I'll put you in touch with people who can help.

## CHAIRMEN'S CONFERENCE AND TREASURERS' FORUM 2011

THE event of the year for people involved with club management is on Saturday 19 November at Woodside, Kenilworth. At the time of writing, the agenda is coming together with plenty of topical subjects vying for attention. Invitation packs and booking forms will be sent out and published in the second half of September.



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

## FROM THE GAMES TO JUNIOR GLIDING

BGA Chairman **Patrick Naegeli** reflects on a step forward with a reduced duration of the Olympics aviation security cordon, pan-national information sharing and a focus on what more the BGA can do for junior gliding



BEGAN my last

column by touching on the subject of the London Olympics – in particular, commenting on the very significant impact the associated aviation security concerns were going to have on some gliding clubs. Whilst recognising the Games' need for enhanced security, the BGA was very keen to ensure that the principle of proportionality underpinned whatever measures were finally put in place. We have been working closely with the clubs most directly affected, as well as with other air sports bodies, in making coherent and co-ordinated representations across government.

As a result of all of these efforts, the Government recently announced a substantial relaxation in the duration of the aviation security cordon that will be put in place over summer 2012. In short, the main security area will now only be in place for one rather than two months. Whilst there will be some areas of restricted airspace in place during the Paralympics, these will be in very precisely defined areas and cover a far smaller area than the original proposals (see p28).

We are getting close to the point where we have something approaching a 'least worst' outcome. Still not perfect, it nevertheless means that gliding activities will only be seriously affected for a much shorter period of time.

So, one step forward at least, but work is by no means finished. We are still left with the need to further alleviate the problems that clubs will face for the period while restrictions are in place. These are now being largely done on a club-by-club basis and I expect agreements to be concluded over the coming two to three months.

Not all of the BGA's work is involved with arguing the case for gliding. We still work hard to bias the balance of our time towards forging the future of the sport, including our overall aim of increasing participation levels.

In this respect, we are no different from any one of a number of other national bodies. This was a fact that Pete Stratten and I were particularly struck by when we attended the European

Gliding Union's annual congress earlier this year. Keen that the BGA should not 'reinvent wheels', or struggle on when 'many hands make light work', we suggested to our European colleagues that a certain amount of pan-national information sharing and potential collaboration might be helpful to both our and others' efforts.

The idea was picked up enthusiastically by a number. As a consequence, the first round of follow-on contact is due to take place shortly in the form of a joint information sharing and working session with the gliding associations of the Nordic region. Pete Stratten and Alison Randle will represent the BGA and have been asked to lead the development section of the agenda. Our Nordic colleagues are as keen as we are to make progress with the challenge of increasing participation levels. They are also amongst the most pragmatic and realistic people I have come across. I am, therefore, expecting the meeting to be one that focuses on what our common priorities are and how they can be properly addressed. I am sure that Pete and Alison will be reflecting on their discussions during this autumn's BGA Chairmen's Conference.

I will stay with the theme of the Chairmen's Conference for a moment longer. Apart from having a certain amount of international input to the conference, we have also decided to devote some of the agenda to the subject of junior gliding – specifically the university gliding scene. This follows on from a session that Alison and I had with university gliding club representatives one evening during the Inter-University Task Week at Aston Down. Over a couple of very useful hours, we discussed a wide range of topics, ranging from the potential impact of increases in tuition fees through to the relationships between university clubs and their host clubs and their student unions. What was clear to me from the meeting is that, whilst our university clubs are led by a group of motivated and experienced individuals, there is more that the BGA might be able to do in support of them.

Rather than try to share all of the relevant outputs from the meeting with the Chairmen's Conference, we decided to invite a set of people from across the university clubs to present their own views directly. I am looking forward to a very thought-provoking and useful session.

Whilst being partly numerate, our editor generally has to point out my inability to distinguish between 750 (the number of words I should write) and 950 (the number that I generally do). In keeping, therefore, with this deep-seated affliction, I would like to close by saying a few words of thanks to someone who is no longer, unfortunately, with us.

Chris Wills has been mentioned in S&G on more than one occasion over the last year. Chris died a short while ago. A generous man to gliding all of his life, he has proved to be just as generous since he passed away. Chris has bequeathed his extensive archive of gliding materials to the BGA for safe-keeping and good stewardship. We intend to make as much of the archive as accessible to people as possible and will work closely with the Vintage Glider Club in doing so. Thank you, Chris.

Have fun, stay safe.

**Patrick Naegeli**  
Chairman, British Gliding Association  
August 2011

# SAILPLANE & GLIDING



**Andy Davis**  
Competition flying



**Andy Miller**  
SLMG



**Howard Torode**  
Airworthiness



**John Marriott**  
Tugging



**Mike Fox**  
Instructing



**Dr Peter Saundby**  
Medical



**Andy Holmes**  
Winch operating



**Carr Withall**  
Airspace



**Alison Randle**  
Development



**Bruce Stephenson**  
Vintage gliding

*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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Ex-European Champion and LAA chief executive Pete Harvey, who recently won the Open Class Nationals at Lasham, demonstrates his skills on the simulator



Flat-screen displays have improved flying realism, with brighter and sharper scenes and an increased horizontal field of view (photos by Roddy Maddocks)



An easily viewable open cockpit, bright main visual displays and articulated side displays make it easier for bystanders to understand what is going on

# BGA

Roddy Maddocks tries out the upgraded BGA gliding simulator and finds it more realistic and easier to operate

**T**HE BGA's gliding simulator has recently been upgraded. The simulator is now easier to operate, provides a more realistic piloting experience and is a better marketing tool for gliding.

The operation has been simplified by the fact that it's lighter, at only 1,200kg, so it's easily towed behind a family-sized car. The smaller, lighter simulator is also more easily loaded and unloaded from its trailer. Before this upgrade, setting up the simulator was a somewhat involved task with a number of steps, including the fiddly job of aligning the projectors. Now it can easily be set up in less than five minutes with the very simple start-up procedure of plugging it in and turning a key (see photo on right).

The flying realism has been substantially improved by the use of large flat-screen displays instead of the previous projectors and screen. This means that the visual scene is much brighter and sharper. In addition the horizontal field of view has been increased.

One of the main uses of the BGA simulator is at shows and exhibitions to market the sport of gliding. With this purpose in mind there have been a number of changes; there are now two flat-screen displays, in addition to the primary visual displays, on articulated mountings that can be angled either for viewing from the cockpit or for easy viewing by people watching the simulator in use. These can display pilot's eye view or the glider itself as viewed from the ground or air.

Another marketing feature is a built-in DVD player, which can be used to play gliding promotional material that can then be viewed on another monitor at the rear of the simulator.

Also, the simulator is much more open now. Before, there was a roof structure above the simulator, which tended to obstruct bystanders' views of the cockpit and simulated outside view; now the cockpit is totally open, which combined with the brighter flat-screen displays mean that bystanders can easily get a good view of the cockpit and outside view.

I had the opportunity to try this latest version of the BGA simulator at its first public outing, the LAA Rally

# SIM

at the beginning of September. Having “flown” the previous versions of the BGA simulator, I was surprised at just how much better this one is. I was particularly struck by how much better the outside view appears. Whilst there is a visible black strip where each of the flat screens join together, which I initially thought I’d find distracting, once I was “flying” the simulator I didn’t notice the joins between the screens.

The wider horizontal angle of view makes orienting oneself in relation to ground features much easier, which is of particular benefit in circuit flying. One can now use standard techniques for circuit flying in the simulator, whereas previously one had to specially adapt one’s circuit flying techniques to cope with the limited vision to the side.

I also noticed at the LAA Rally how the simulator is a much more interesting attraction in a crowded exhibition hall or marquee. The bright displays can now easily be seen from some way off, which tends to draw people towards the simulator. At close range, it is much easier to understand what is going on in the simulator than it was before, due to an easily viewable open cockpit, the bright main visual displays and the articulated side displays.



A simple start-up procedure involves plugging it in and turning a key (above). The computer power is pictured below (Keith Auchterlonie)



A built-in DVD player can be used to play gliding promotional material that can then be viewed on another monitor at the rear of the simulator (Roddy Maddocks)

**THE WIDER HORIZONTAL ANGLE OF VIEW MAKES ORIENTING ONESELF IN RELATION TO GROUND FEATURES MUCH EASIER**

■ If your club is interested in booking the upgraded BGA simulator, contact Debbie Carr at the BGA office  
[debbie@gliding.co.uk](mailto:debbie@gliding.co.uk)

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The ASH 30 Mi flies with Schleicher's single-seat Open Class glider, the ASH 31

# FLYING THE ASH 30 Mi

Bernard Eckey went for a flight in the prototype of Schleicher's new Open Class glider just days after its maiden flight



Bernard Eckey prepares for a test flight in the ASH 30 with Schleicher company director Ulrich Kremer

**THE VIBRATION-FREE RUNNING OF THIS ENGINE IS A MAJOR IMPROVEMENT ON THE ROUGH TWO-STROKE ENGINES OF YESTERYEAR**

**E**ARLIER this year, I combined an annual trip to friends and family in Germany with a few days at the AERO trade fair in Friedrichshafen, a true Mecca for sport aviation enthusiasts. This year the new ASH 30 Mi was its star attraction. I had hardly arrived and not even completed my first walk around the prototype when I was invited to test-fly the latest addition to Schleicher's fleet of gliders. To say that I was delighted is an understatement and just two weeks later I was on my way to Poppenhausen, a small village near the historic Wasserkuppe Mountain – a famous area among gliding enthusiasts. This is where gliding really took off around 100 years ago and where Schleicher has been building gliders ever since.

#### **Automatic connections**

"We have to rig the ASH 30 before you can have some fun in it," said one of the Schleicher boys on my arrival. This was music to my ears. I was keen to see how the automatic control connections work and how they would be squeezed into the very

thin joint between inner and outer wing. Due to these automatic connections, it took less than half the time to assemble compared with my ASH 25, and the glider was put together in no time. The length of the inner wing has grown to over 6.5m after designer Martin Heide relocated the airbrakes from the outer to the inner panel. While this made them significantly heavier at 110kg, the outer wing panels are much lighter, less than 50kg. Owners of Open Class aircraft are well advised to invest in a set of rigging aids and wing stands.

Sitting on the open grass strip behind the factory, this totally new Open Class two-seater looks impressive. These graceful birds with their long and slender wings never fail to make the heart of glider pilots beat a little faster. Even a first glance leaves no doubt which family tree the ASH 30 Mi originates from. It has inherited the two-piece canopy and elegant lines of its ASH 25 predecessor.

#### **Schleicher look**

These two unmistakable features give the ASH 30 Mi a typical Schleicher look, also

evident when looking at the wing. Although the design is new, it bears more than a little external resemblance to the ASH 25. However, the trend towards an ever-increasing wingspan is a thing of the past. Long wings can improve performance at low flying speeds, but there is no denying that they become a hindrance at medium to high cruising speeds. Despite an increased maximum take-off weight of 850kg, designer Martin Heide opted for a wing thickness of just 13 per cent and, after lengthy computer simulations, he settled for a wingspan of 26.5 metres. As the latest generation of wing sections have a higher coefficient of lift, he was able to keep the wing area down to just 17.1m<sup>2</sup>. Possible wing loadings range from about 40 kg/m<sup>2</sup> to almost 50 kg/m<sup>2</sup>.

Blowholes on the underside of ailerons and flaps control the boundary layer transition point and allow a laminar airflow over 95 per cent of the wing's lower surface. This adds significantly to the cost of manufacture, but the net result is a significantly flatter polar curve and an otherwise unattainable high speed performance. For example, with a wing loading of 49.5 kg/m<sup>2</sup> at speeds of around 110kts, the ASH 30 Mi can cruise almost 11kts faster than an ASH 25

#### **Fuselage and interior**

The fuselage is about 30cm longer than the ASH 25. Schleicher have developed the roomiest cockpit of any glider currently on the market. In flight, adjustable back rests are standard as are adjustable rudder pedals for both seats. At my height of 1.78m, the rudder pedals had to come all the way back for optimum comfort and my head was still at least three inches clear of the canopy. The new rear seat design is also very comfortable with ample room to move.

The interior is elegant with a new cockpit ventilation system and air vents in the divider between front and rear canopy. The canopy locking mechanism is cleverly hidden inside the canopy frame, which contributes to the tidy cockpit appearance. Visibility is improved by extending the front canopy towards the nose of the aircraft and lowering both canopies further into the fuselage structure. A welcome by-product is easier access to the aircraft.

Most impressive of all are the low aileron stick forces. On the ground they are low enough to give the impression that they are disconnected. A fin tank, bug wiper garages, dual engine controls, a steerable tail wheel,

a flash light in the leading edge of the fin, additional fuel bladders and solar panels are available as optional extras, but a high-quality two-pack PU finish is now standard. Wingtip wheels are integrated neatly into the wingtip. Further refinements have also been integrated, too numerous to list.

#### **Test flight**

To return to our test flight, by the time we were ready to launch, the wind had sprung up and safety dictated that we keep the glider in the hangar. Even the following day brought far from ideal conditions. Only at around early evening did company director Ulrich Kremer decide to give it a go. Because it was only his second flight in the prototype, he opted not to self-launch, but took an aerotow behind the company tug with the glider engine running at full power. This increased my excitement further. Not only had I never seen a twin engine launch, but I was about to experience one in this brand new aircraft from the rather short grass strip right behind the factory.

There was no reason for concern – we were airborne in no time and, with both engines running, we were climbing at a healthy rate of 9kts or 4.5m/s. Soon after reaching 1,500ft AGL, my pilot pulled the yellow knob and we continued under our own steam. Modern rotary engines are a godsend for both the pilot and co-pilot. The one in the ASH 30 Mi prototype proved quiet enough to allow cockpit communication without headsets. I could not help but comment that the vibration-free running of this engine

**WATCHING THE NATURAL BENDING OF THE LOADED WING IS A PLEASURE – PERFECTLY EVEN AND MOST PRONOUNCED NEAR THE WINGTIP, A WELL-PROVEN DESIGN THAT AIDS IN-FLIGHT STABILITY**



The two-piece canopy and elegant lines inherited from the ASH 25 give the ASH 30 Mi a typical 'Schleicher look', also evident when looking at the wing (all photographs by Bernard Eckey)



## DATA SHEET ASH 30 MI

**Manufacturer:** Alexander Schleicher  
**Type:** Self-launching Open Class two-seater  
**Drive unit:** **Manufacturer –** Austro Engine. **Type –** Rotary engine with fuel injection and altitude compensation  
**Maximum power output:** 41kW (55 hp)  
**Reduction ratio:** 1: 2.68  
**Propeller:** Full composite construction  
**Manufacturer:** Schleicher **Type:** AS2F1-1/R153-92-N1  
**Fuel Capacity:** 14 litre in fuselage (plus 2 x 15 litre in wing)  
**Dimensions: Wing span:** 26.50 metre  
**Wing area:** 17.17m<sup>2</sup>  
**Aspect ratio:** 40,89  
**Wing section:** DU08-135/15 (with modifications to allow for changing Reynolds numbers along the wing)  
**Length of fuselage:** 9.3 metre  
**Width of fuselage:** 0.72 metre (near rear cockpit)  
**Height of fin:** 1.81 metre  
**Empty weight:** approx 630kg  
**Maximum all-up weight:** 850kg  
**Max. Cockpit load with full fuselage tank:** 200kg  
**wing loading:** Max 49.5kg/m<sup>2</sup> Min 42kg/m<sup>2</sup> (With 70kg pilot and parachute) max. water ballast: 70kg  
**PERFORMANCE: (theoretical figures only)**  
**V<sub>NE</sub>:** 270km/h (146kts)  
**Stall speed:** 73km/h (at 700kg)  
**Minimum sink:** 0.42m/s (at 42kg/m<sup>2</sup> and 90km/h)  
**Best L/D:** around 60 (at 49.5kg/m<sup>2</sup>)  
**Take-off distance:** 450 metres (theoretical figure at MTOW)  
**Rate of climb:** 2.3m/s (4.5kts)  
**Range:** 450km (Saw tooth pattern and with fuselage tank only)  
**Range:** 140km (in economy cruise and with fuselage tank only)  
*In the interest of progress we reserve the right to make changes or modifications – Schleicher*



Bernard Eckey's flight in the ASH 30 Mi began with a twin engine launch behind the tug with the glider engine running at full power (all photographs by Bernard Eckey)

↵ is a major improvement on the rough two-stroke engines of yesteryear.

As expected, there was hardly any sign of lift after the engine was turned off and tugged away. The little remaining turbulence was almost completely absorbed by the soft wing and it felt a bit like observing the beautiful spring scenery from a favourite armchair. Watching the natural bending of the loaded wing is a pleasure – perfectly even and most pronounced near the wingtip, a well-proven design that aids in-flight stability without resorting to kinking the wingtips upwards.

### Improved agility

Both of us suspected that the lift had dissipated for the day, but after a bit of searching we found a weak bubble coming off the sunlit faces of the Wasserkuppe Mountain. Now it was my turn to fly the ASH 30 Mi. Our wing loading was about 48kg/m<sup>2</sup> and our C of G was right in the middle of the allowable range. Straightaway I noticed the much faster roll rate and improved agility compared with the ASH 25.

It turned out to be surprisingly easy to get the glider into the core of the last thermal of the day and soon we were climbing just under 1kt. After a bit of trimming the aircraft flew itself and I was only touching the controls sporadically. The low stick forces and the faster aileron response are truly remarkable and will undoubtedly be embraced by Open Class pilots. In the air, it is easy to mistake the ASH 30 Mi for a much

smaller glider although rudder forces are roughly on par with the ASH 25. No surprise here – a 26.5-metre aircraft always needs a full boot of rudder if the pilot wants it to turn quickly.

We were not even at 3,000ft AGL when the lift weakened considerably. For a while I kept trying to milk a little more out of this thermal, but to no avail as the sun was already too low on the horizon. With our forward C of G position and wing loading of 48kg/m<sup>2</sup> it felt most comfortable to thermal at around 60kts. The ASH 30 Mi tolerated a thermalling speed of around 54kts, but probably at the expense of losing some feel for the air.

### Edges of the envelope

The time had come to test the ASH 30 Mi around the edges of the flight envelope. Slowly bringing the stick back in straight and levelling flight reduced the airflow noise to absolutely nothing. At around 48kts the glider went soft on the controls and when the stick was pulled hard against the back stop the aircraft began to buffet. Ailerons control got even softer and at 45kts the right wing went down gently. Releasing a little back pressure fixed the problem straightaway. In this respect the bird is no different to the ASH 25 and we repeated the exercise at bank angles of more than 45 degrees. Surprisingly, the aircraft displayed a very similar behaviour and rather than entering a rapid spin the ASH 30 Mi simply increased its sink rate.

Without a chance of finding any more lift



The length of the inner wing grew to over 6.5m after the airbrakes moved from the outer to the inner panel, which made them significantly heavier, demanding a set of rigging aids and wing stands

The ASH 30 Mi flies over the Schleicher factory during the test flight

we decided on a few high-speed runs along a ridge of the Wasserkuppe. The radar domes at the top of the mountain went past in a flash, but, even at speeds of over 200km/h, the cockpit noise hardly increased. The new ventilation system has made the cockpit the quietest I have ever experienced in any glider. Continuing at high speed towards the Schleicher factory brought us back to the little airstrip and soon we were on a long final for a landing opposite to our take-off direction. The flaps were put in landing configuration, making a mixer deflect the ailerons upwards for better control at low speeds. For a few seconds the towering pine trees alongside the narrow factory strip created some tension, but shortly we were safely back on the ground. We even retained aileron control all the way to the end of the ground roll – an important safety factor, especially for large wingspan gliders and in crosswind situations.

#### **Design philosophy**

I was in for another surprise. My pilot asked me to keep the canopy locked while he was extending the engine. Then he pushed the starter button and with a full burst of power he deflected the elevator down and the rudder to the left. The tail came up and within a blink of an eye we were standing at right angle to our landing direction. I had learned something new again. Taxying is possible without the need for a steerable tail wheel.

On arrival at the hangar we were met

by designer Martin Heide, who had keenly observed our landing and subsequent taxiing. I congratulated him on another top design and told him that I had felt home in the ASH 30 Mi straightaway.

I asked him about the design philosophy and learned that he selected not only the latest generation of airfoils, but also five different wing sections, combining near perfect lift distribution with docile flying characteristics. Compared with the ASH 25, the new wing sections feature a coefficient of lift which is about 0.2 higher with the additional advantage of a much smoother lift curve at the top end. This explained the pleasant characteristics we had experienced on our flight.

Martin also reported on flight comparisons conducted with a 60kg lighter ASW 22 during the previous week. He was very pleased that the ASH 30 Mi showed a superior climb performance and he is also convinced that the natural thermalling speed will come down with a slightly more aft C of G. Theoretically, the ASH 30 should have an L/D in excess of 60, but Martin is reluctant to release firm figures until further measurements and flight tests have been completed. He is confident that the ASH 30 will outperform the current generation of Open Class single-seaters over the entire speed range. Any high-speed flight comparisons conducted so far were performed while ridge soaring in mountainous terrain and are therefore not fully representative.



**Bernard Eckey is a pilot, instructor, record holder and head coach for South Australia. He gained his German gliding licence in 1982, before his professional career saw him move to Australia. The excellent gliding conditions in Australia convinced Bernard to become a private owner of a PIK 20 in 1985, and from then on gliding has occupied most of his spare time. In 1996 he acquired a damaged self-launching Open Class ASH 25 two-seater sailplane, which he rebuilt with the help of friends. Bernard has 3,500 hours (including multiple 1,000km flights and one 1,116km FAI triangle). He is the author of *Advanced Soaring Made Easy* (available at [www.bgashop.co.uk](http://www.bgashop.co.uk))**

Bernard's review of the ASH 30 Mi first appeared in *Gliding Australia*

# FES: THE FUTURE?

With his LAK 17A returned from Slovenia, Chris Nicholas wonders if the Front Electric Sustainer is the future of cross-country gliding

**T**HE bottom line is that I am really pleased I had the Front Electric Sustainer (FES) fitted. It has saved me from one real field landing in Competition Enterprise. In another more recent flight, trying out a mixture of mostly level cruise but some climbing with the motor, I ran it for about 45 minutes and still had some battery capacity remaining. I expect it would give a full hour of level cruise, as advertised, under suitable conditions.

I did have some technical difficulties, I thought, during the competition, but it

turned out that most, if not all, were due to a safety interlock that I did not fully understand at the time, and which will be explained clearly in a revised version of the flying manual.

In use, having prepared the control unit and power switch beforehand, it is only a matter of a second or two to turn the throttle control knob and obtain the desired power. No drama, no delay, and if it should not work for some reason, you do what you would do in a pure glider anyway, but with no increase in drag or workload that can occur with the motor-on-a-pylon, and/or internal combustion engines.

Having successfully turned it on, if you then don't need it any more because you encounter another thermal or are back on a glide slope and about to land, you simply turn the throttle knob anticlockwise to stop it. It is a matter of trial and error to get the propeller blades to stop roughly horizontal, but it is easily done. When stationary, the airflow folds them back against the fuselage.

Care is needed when exiting the glider after flight. Unless the blades are exactly horizontal, they could be caught when the canopy is closed, so that is best done by hand.

#### **Noise and vibration in the cockpit**

Subjectively, it is quite tolerable. The radio is audible over the motor/propeller noise, and no headset is needed for transmission or receiving. There is a very small amount of vibration detectable via the rudder pedals. The motor is mounted on the front bulkhead, and so is the rudder pedal mounting. I could detect no other vibration.

#### **Charging**

Charging the batteries needs special equipment, which was provided with the modified glider, and careful attention to how to connect and initiate the process. It takes

five to six hours to completely recharge the pair of battery packs, one at a time with a changeover. Normally, of course, they are only partly discharged and need less.

#### **Paperwork**

Sorting out the paperwork proved fairly difficult and time-consuming, with the issue of an EASA Permit to Fly taking much longer than expected.

I will not write too much detail here, because anybody following on will not have the same problems. A supplemental type certificate (STC) has been applied for by the LAK factory, and is expected to be granted before the end of this year.

Consequently, any new orders are likely to be delivered with a normal Certificate of Airworthiness, and will go on to a normal ARC process.

If there are any more completed with a Permit to Fly, as mine was, the process is now relatively straightforward.

The only remaining things I have to do are to undertake some flight tests, and report back to the factory. I have yet to find out what will be required to move from the Permit to Fly to a normal Certificate of Airworthiness when the STC is granted. I do not expect it to be a major hurdle.

#### **IGC-approved Flight Recorders**

A suitable IGC-approved Flight Recorder is necessary to detect FES use at low or intermediate power levels for badge, competition, or record flights. A brief summary by Ian Strachan (Chairman of the IGC GNSS Flight Recorder Approval Committee, GFAC) in relation to electric propulsion was that:

"So far, in tests by the IGC GFAC no motor glider with a rear-mounted electric or jet engine has produced high enough ENL (Engine Noise Level) values on the IGC file used for a claim with the recorder mounted in the cockpit, to differentiate between low engine power and other conditions of climbing in lift without the engine. The FES system is being tested at the moment and



Chris Nicholas' LAK 17A, fitted with FES, pictured at this year's Competition Enterprise

**THE RADIO IS AUDIBLE OVER THE MOTOR/ PROPELLER NOISE, AND NO HEADSET IS NEEDED FOR TRANSMISSION OR RECEIVING**



New nose cone/spinner, drilled for fixing to motor



New nose cone spinner



Nose sawn off



Front Electric Sustainer motor



The battery box and (below) completed



Existing bulkhead/pedal mount, exposed for motor mounting

■ The Front Electric Sustainer (FES) system is an electric motor with foldable propeller, which can be started at low altitude. It was developed by Luka Žnidaršič, director of LZ design, Slovenia. The FES received the Lindbergh prize in the category of Best Electric Propulsion System at AERO 2011, where the company also demonstrated a LAK 17A with FES capable of self-launching.  
[www.front-electric-sustainer.com](http://www.front-electric-sustainer.com)  
[www.balticsailplanes.co.uk](http://www.balticsailplanes.co.uk)



The original demonstrator, as seen at AERO 2010, showing propeller folded back and extended





Chris Nicholas started gliding in 1970 at Essex Gliding Club. He has a Gold and two Diamonds (500km still to do). A lapsed instructor, Chris has had three spells as deputy chair of the BGA Exec Committee, and several further spells as an exec member; he was Airspace committee chairman for several years and is currently a member of the Safety and Development committees. Chris is a regular competitor in Competition Enterprise and a very occasional (and unsuccessful) entrant in regionals

✎ initial ENL results are better than for a rear-mounted engine, probably because the engine is within the cockpit shell in which the Flight Recorder is installed.”

My tests so far confirm that. In the future, this may be handled possibly with a wired link to another IGC file field, Mop (Means of propulsion), using current drawn or RPM of the motor, but at present ENL (Environmental Noise Level) is the only choice, and it appears not to meet the FAI requirement.

In designs where ENL is low under power, an alternative might be to mount a small IGC-approved Recorder (several are available) mounted very close to the propeller, but this needs to be tested to see if ENL values are high enough when the engine is run at low power, such as just for level flight.

Otherwise, under Sporting Code rules (SC3 Annex B para 1.4.2.2), a cockpit-mounted IGC-approved recorder is required with a separate Means-of-Propulsion (MOP) sensor attached by cable, that records either electrical current to the engine (through a cable clamp) or acoustically through a microphone sensor mounted near the propeller. Both current and acoustic MOP systems are currently being tested by the IGC GFA Committee with a view to IGC-approval later in 2011 or in 2012.

My only experience is using a Volkslogger,

which has ENL. The range of ENL recorded in an IGC file is from 0 to 999. Above 700, ENL produces a visible marker on a printout of the trace (I use Tasknav). The FES, in climb or level cruise mode, produced such a marker on my Volkslogger trace, the unit being mounted on the instrument coaming.

At lower power levels, for example helping out in a weak thermal, the ENL is typically 2-300. (Normal gliding and thermalling with DV panel open without use of the motor, and approaching with undercarriage and brakes deployed, is in the range of about 70-200, and so could be confused with low-power engine running.)

Although these lower levels do not produce a visible marker on a printout, by clicking on any point, the ENL at that point can be seen (that is how I obtained the figures above, and on the diagram of my first test flight). A scrutineer who looks at successive points and sees a sudden jump in ENL from say 100 to 300 in a flight regime, in which use of airbrakes or lowering the undercarriage is very unlikely, should be asking why. But such diligent checking of many points is very time consuming, and I think unlikely to be conducted routinely.

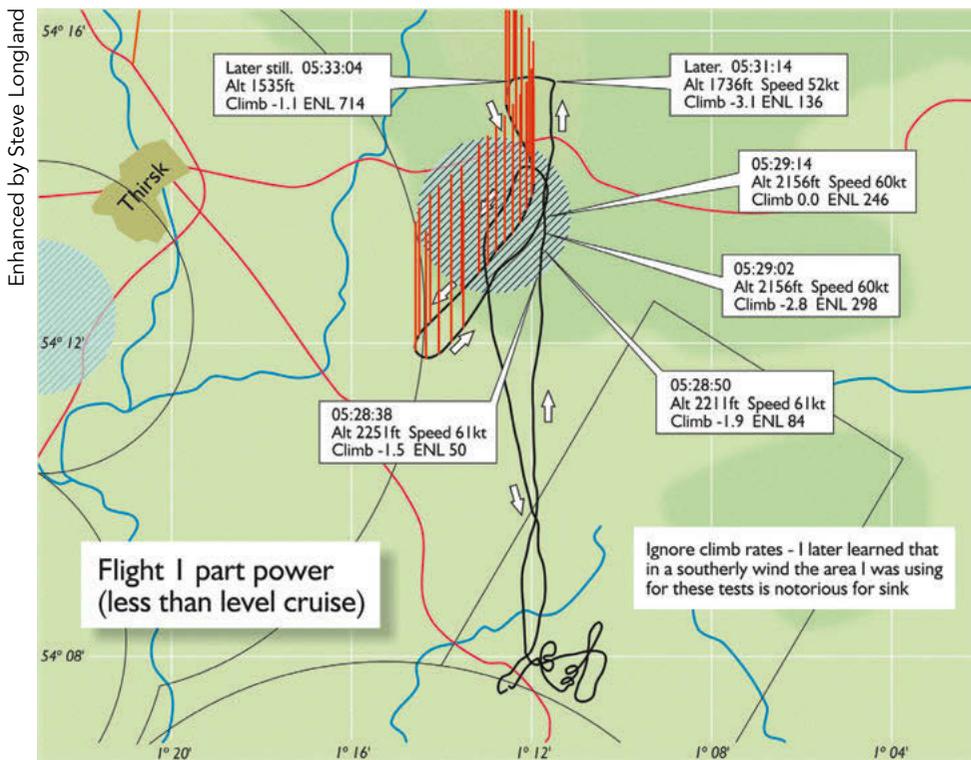
Meanwhile, Luka Žnidaršič, the developer of FES, tells me that so far they or their customers tested ENL with LX5000 FAI, Colibri, LX8080 and the new Nano logger. They did not have any problems in recognising FES running. Even at zero power setting, when the propeller was windmilling, ENL was high enough, Luka claims. They usually use SeeYou software for IGC file opening and there was a clearly visible yellow level of ENL at windmilling, or in horizontal flight. At full power there is a red level. And when you are low you usually use a high power setting at least for a few minutes to reach a safe altitude.

On all competitions, IGC flights with FES were normally accepted, including WGC2010.

### Conclusions

For me, this technology is the best compromise, and I'm very pleased with it. It is, of course, more expensive than a cheap glider and road retrieves, and I am paying for the convenience. I was also able to enter a competition without any crew (and need only a small amount of help rigging and derigging because of a medical condition).

I certainly think it is a leading contender in the way forward for the future of cross-country gliding.



First FES flight and Engine Noise Level (ENL) readings

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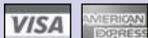


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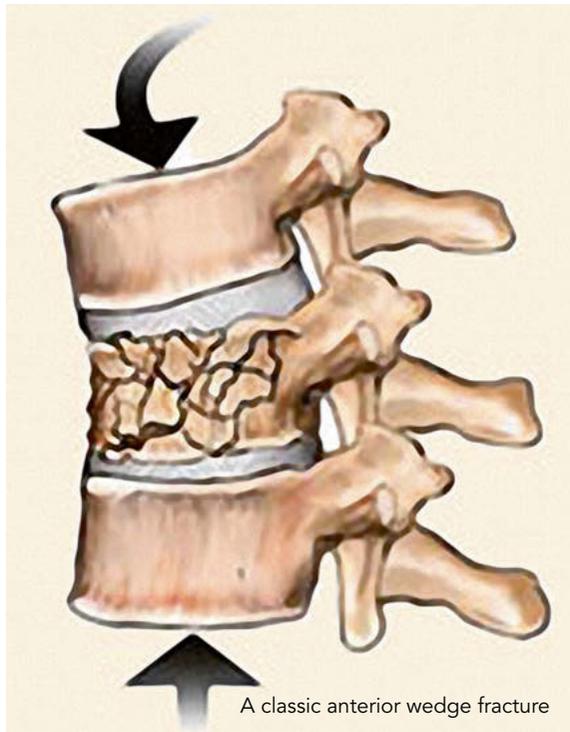


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# INITIAL CARE OF A SPINAL INJURY

Dr Peter Saundby and Dr Tony Segal advise how to deal with a potential spine injury in the event of a heavy landing or accident



A classic anterior wedge fracture

**SO LONG AS A SPINAL INJURY IS PROPERLY RECOGNISED, TRANSPORTED AND TREATED, THE OUTLOOK IS VERY GOOD**

**A** GLIDER pilot is liable to suffer a spinal injury in the event of a heavy landing, or an accident involving a vertical impact.

The immediate care of the pilot can be divided into three stages – removal from the cockpit, transport to hospital, and diagnosis at the hospital.

Following an injury to the spinal column, bones will repair, but the spinal cord does not. With an unstable fracture, there is the possibility that the spinal cord has survived the accident intact, but could be irreparably damaged by unwise attempts at extracting the casualty from the cockpit.

## Removal from cockpit

The pilot is worth far more than the aircraft and so there should never be any inhibition about cutting away the structure in order to release the pilot. Civil ambulance and fire crews carry the necessary equipment.

Call the professionals, the casualty will survive in place if conscious and not bleeding, but take precautions against fire and cold. Disconnect and remove batteries, remove oxygen if carried, turn off fuel and have fire extinguishers at hand. Also, protect the casualty from hypothermia with coats or blankets.

## Transport to hospital

For transport to hospital, the pilot should always be treated as having a possible spinal injury and travel by ambulance on a properly designed horizontal stretcher. The pilot should not be taken to hospital by private car because this requires bending the back.

Speed is only important if there are other injuries, such as severe internal or external bleeding.

## Diagnosis at the hospital

Glider pilots are by nature uncomplaining individuals and this can lead to a failure by hospital staff to fully investigate their condition.

Two heavy landing glider accidents have been witnessed, both of which resulted in the pilots concerned receiving an unstable spinal fracture.

The first pilot did not receive a spinal x-ray or a spinal scan until going to a different hospital the following morning. In the second case, one of us travelled in the ambulance to the hospital with the pilot and had to insist that a scan be carried out. This scan showed the presence of an unstable fracture and the pilot was then admitted to the hospital.

Medical diagnosis of an unstable fracture of the spine may not be simple. The spine may be considered to comprise three vertical columns – front (anterior), middle and rear (posterior). If any two of these three columns are fractured the spine is unstable.

A vertical impact often results in a compression load together with a forward rotation load on the spine, resulting in a classic “anterior wedge fracture”. Thus the front (anterior) and middle spinal columns may be fractured, leaving the rear (posterior) column intact.

When the back of the pilot is examined there may be no pain felt because the rear (posterior) column is intact, so that diagnosis is notoriously difficult.

The dynamics of motor vehicle accidents are different with less vertical loading but greater risk of whiplash injury. Therefore it is suggested a senior member of the gliding club, if possible a doctor member, travel with the casualty to the hospital to explain the risks of vertical impacts.

Military experience following crash landings or seat ejections has shown that, so long as a spinal injury is properly recognised, transported and treated, the outlook is very good, most returning to operational flying within a few months.



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# WOMEN'S WORLD GLIDING CHAMPIONSHIPS

REPORT BY JANE NASH

(Above) During a long wait on the front of the grid, Gill Spreckley had ABBA playing (loudly) in her car. Before long the British team and crew were dancing to Waterloo and jumping every time ABBA sang 'Waterloo'! (Joao)

(Below) Jane Nash ends up in a ditch during an 'interesting' landout in the rain (Jane Nash)



**I FOUND MYSELF HEADING TOWARDS A LAKE, UNABLE TO STOP ON THE WET GRASS, AND I ELECTED TO DO A CONTROLLED GROUNDLOOP TO THE RIGHT**

**G**LIDING competitions purely for women are an emotive issue, but they have been around for a long time now. The first International Gliding Competition for Women was held in Lezno, Poland, in 1973. Since then, a women's gliding competition has been held every two years, evolving into the European Women's Gliding Championships in 1979 and then the Women's World Gliding Championships in 2001.

The 6th FAI Women's World Gliding Championships were held in Arboga, Sweden, 15-25 June, 2011. Arboga town is situated within Västmanland, 45km west of Eskilstuna and just north of Lake Hjälmaren, the fourth largest lake in Sweden.

Arboga Airfield itself is an ex-military airfield with an asphalt runway (2,000m x 40m) and a parallel grass strip (700m x

80m). Each day, the Club Class was launched from the grass strip first in order to use competitors as sniffers, as well as vacating the grass strip for landings and relights, whilst the 15m and Standard Class were launched from the paved runway.

The terrain over the task area was pretty flat and there were no ridges to be run. There are a huge number of lakes, and an even larger area of forested areas, in Sweden.

All of us had heard horror stories about the need to land in lakes in order to survive if there were no fields available. Åke Pettersson, the Deputy Director, gave us all a presentation on how to land in the lakes, as well as suitable landing areas. The immediate area around Arboga was perfectly landable, but the further north you flew (eg Ludvika), it became completely unlandable, unless you could reach an airfield. Sometimes you would have to cover distances of 30km before you could get to the landable area.

Unfortunately, from a distance the forest clearings looked perfectly landable, but on closer inspection it was possible to see standing trees, boulders, mounds of earth and piles of felled trees – definitely not landable options unless you were tired of living. During the contest days, part of the tactics at times had to be to fly off track and along the river 'valleys', where you may be lucky enough to find a field just big enough to get into.

The weather in Sweden was pretty similar to the UK, but perhaps with a slightly higher cloudbase. Typically we were getting cloudbases between 3,000ft – 6000ft and climb rates of 1kt on the worst day to 8kts plus on the better days. We also had two competition days with heavy rain showers. The wind was constant and tiring, permanently westerly to north-westerly and always a crosswind on the Arboga 33/15

runway. As we began our practice flights in advance of the competition, we started to realise that there were 'lake convergences' that could either make or break a flight. There was no question of flying in shirt sleeves; it was never warm enough for that, indeed, I saw several of the other pilots also wearing zip-up padded boots over their normal footwear for warmth.

The Grand Opening Ceremony was a spectacular affair with a variety of transport arranged for the pilots. Various dignitaries gave eloquent speeches and finally the opening ribbon was cut. This event was followed by a spectacular airshow, opened up by a Hawker Hunter, a variety of glider aerobatics, 'Skybirds' (who were a group of female pilots flying Cherokees), model flying and parachuting. It was a great experience and the activities continued well into the night with a band.

Five GB pilots were flying; in the Standard Class we had Fran Aitkin (LS8) and Gill Spreckley (LS8). In the Club Class, Ayala Liran (Standard Libelle), Liz Sparrow (Standard Cirrus) and myself flying the Mosquito B. We were all kept ship-shape by Mel Jenkins, who was the British team captain.

The competition was directed by Mats Lundqvistand, ably assisted by Åke Pettersson. All the Swedes we met, including the contest organisers, café staff, the locals and the farmers, were absolutely charming and always very helpful indeed. Even better was the fact that virtually every Swede spoke excellent English.

Before going to Sweden, we were strongly advised to obtain bug wipers for the wings of the gliders. In reality, whereas we were bitten to excess in the evenings by the mosquitoes, the gliders hardly had any bugs on them at all at the end of the flights. Whether this was down to the poor weather, I'm not sure, but bugs certainly did not cause a problem.

Personally, I had three interesting landouts; the first near Lindesberg, was during the practice days and it was before I discovered the convergence in that area. I landed crosswind in a small, low-cropped field that was surrounded by forest on two sides. The farmer was extremely welcoming and, as I returned to my glider, I was very surprised to see three other gliders also in the same field.

The second land out was with another glider in a field that had grass and weeds four foot high and we both did gentle but

uncontrollable groundloops.

My third field landing was in the pouring rain. I found myself heading towards a lake, unable to stop on the wet grass, and I elected to do a controlled groundloop to the right with the intention of putting the right wing through a boulder. I missed the boulder (just), ended up in a ditch and through a barbed wire fence. An inspection showed that the glider was perfectly flyable, although I was a little shaken.

The weather was not 'classic Swedish' as hoped and there were a couple of good days interspersed with poorer flying conditions. The short tasks meant low scoring days and simple mistakes by a few pilots led to some erratic results. There are many long-term friendships amongst the women and a general, gentle understanding that we are all there to get along together, as well as to win!

Our results were: Great Britain Team – 4th place. Club Class – 2nd place and a silver medal for Ayala Liran, 5th Liz Sparrow, 10th Jane Nash. Standard Class – 8th Fran Aitkin, 14th Gill Spreckley.

■ **The overall results were:**

*15-metre Class:* 1 – Susanne Schödel, Germany, Ventus 2ax; 2 – Anne Ducarouge, France, ASG 29; 3 – Alena Netusilova, Czech Republic, ASG 29E

*Club Class:* 1 – Agnete Olesen, Denmark, Std Libelle WL; 2 – Ayala Liran, Great Britain, Std Libelle; 3 Amelie Audier, France, Std Cirrus

*Standard Class:* 1 – Sue Kussbach, Germany, LS8a; 2 – Gunilla Lindell, Sweden, Discus 2T; 3 – Gaby Haberkern, Germany, Discus 2b.



Jane Nash started gliding in 1980 at Shalbourne. She became an Assistant Rated Instructor in 1982 and a Fully Categorized Instructor in 1986 and holds a PPL. Jane flew in her first regional competition in 1983 and in the Women's European Championships in 1991 (UK) and 1993 (Czech Republic). She has all three Diamonds, has held 13 Women's Records in the UK and is CFI at the Vale of the White Horse Gliding Centre. Jane is married to Steve and they have two children (Jennifer and Michael)

The British Team and crew are pictured below at the closing ceremony of the 6th FAI Women's World Championships, held this year in Sweden (Steve Nash)



# RADIOS: USAGE AND ABUSAGE

In the second part of his article looking at aircraft radios, Peter Moorehead explores why, on the whole, we are so rubbish when it comes to using our radios

**M**OST modern gliders have numerous electronic aids to help the pilot fly further and faster.

Amongst the flight directors, variometers and GPS you will probably find a radio. The radio is often the one that is not used properly and as a result many pilots' RT skills are, at best, poor.

There are a number of factors that have helped create this situation.

## Gliding frequencies

For many years we have had the freedom to operate radios on designated gliding frequencies. The problem is that although protocols have been established many

are ignored. Quite simply we are not very disciplined on these frequencies.

## Usage

The majority of the usage of radios in gliding is for operational and admin needs. Gliding is unusual in that pilots talk directly to each other in the air. This has allowed pilots to develop a communication skill which is more conversational and social, rather than the more formal style used when communicating with ATC. Most ATC communication is between the pilot and a controller.

## Training

Most basic two-seaters don't have a radio. Glider pilots are left to their own devices when confronted by a radio and basically have to self-teach. Because most of the initial use is on gliding frequencies that are not monitored it is possible to become very experienced at doing it wrong.

## RT licence

The only formal test available is the CAA's Flight Radio Telephony Operator's Licence (RT). If you want to talk to an ATC unit, this is the qualification you should have. The test is designed to meet the needs of a power pilot, it involves a written exam and a practical test simulating a cross-country flight, entering controlled airspace and landing at or taking off from an airfield. Even after the power pilot has had all his dual training and put it into practice, he will still need additional polish to pass the exam.

The RT licence for a glider pilot can be challenge. Much of syllabus is irrelevant to gliders. Most glider pilots need to talk to ATC only to gain access to Class D airspace or operate in or near to an airfield with an ATZ. For a glider pilot, learning all the additional knowledge can be quite a task. If you do decide to go for the licence you will need to allow sufficient time to learn the subject.

## Skill fade

Having got a licence you need to use it. Skill fade in any subject will always be an issue.



Cartoon by Matt Wright, Devon & Somerset GC

**MOG (Man On Ground) – who are you talking to?**

You must be aware of the status and capabilities of the person on the other end of the radio. Air Traffic Control Officers will use a call sign “tower, approach, radar”, and can issue instructions. A Flight Information Service Officer, call sign “Information”, provides information to aircraft in the air in an ATZ, but can give instructions to aircraft and vehicles on the ground. Some smaller airfields will have an Air Ground Service, “Radio”. An A/G operator can do little more than say hello and goodbye to pilots.

Gliding clubs are a different issue. Flying operations are generally managed from the launchpoint on the airfield and many clubs will have somebody (MOG) with a radio. This person could be an instructor, the duty pilot, the flying supervisor, but quite often the log keeper. You need to know what experience MOG has and make your decisions accordingly. At some sites, MOG thinks he is running a major airport. The problem is further exacerbated when there is a mixture of power flying and gliding and the power pilot doesn’t understand what MOG can or cannot do.

One misused message at minor airfields is “at your discretion”. This cannot be used by gliding club launchpoints or A/G operators.

**Radio training**

I’m often asked about RT training for glider pilots. Rather than reinvent the wheel I recommend going to: <http://timothyallen.co.uk/Solo2Silver/Solo2Silver/Assets/Docs/Radio%20Telephony%20notes.pdf> Or Google: Don Puttock radio. Don’s notes cover what you need to know to become competent on the gliding frequencies.

If you plan to get a full RT licence, CAP 413 is the CAA’s RT Manual. You will also find supplement 3 to CAP413 very useful. The good news is that both are free online; Google CAP413/Supplement 3.

With suitable training material, you need to find a knowledgeable instructor. The written stuff is not too difficult. For the practical part you will need to improvise. Many clubs have radios for ground use. If you haven’t got any you can buy a pair of PMR 446 radios for about £30. There is no licence required and you can practise as much as you wish. It may need a bit of role play, but can be great fun.

Go and visit your local power club, look at their RT training equipment and make your own!

**Do’s and Don’ts**

- Engage brain before putting your mouth into gear! Work out what you are going to say before starting to transmit.
- Your message should be relevant, clear and concise. The message is for the recipient. If he doesn’t understand what you said then you’ve wasted your time.
- Talk at a steady pace and not too fast – and don’t shout.
- Take care if you have a strong regional accent.
- You can practise learning the phonetic alphabet by reading car number plates. You might need to warn your passengers. Better still, get your passengers to learn it.
- If your club uses ground radios, use correct RT.
- If you are burbling on the radio at 5,000ft, your radio has the potential to cover 8,000 square miles. A lot of people are going to hear you.
- Don’t be put off by those who say this is all unnecessary. If you learn correctly, you will have no problems should you decide to move on to other flying, such as tugging or motorgliders.
- Accidents have been caused by poor RT. There is nothing wrong in sounding professional in the air.
- 121.5Mhz is the emergency frequency. If you or someone else is having a crisis, use it. Nobody will criticise you and you might save a life. Possibly your own!

**THE PROBLEM IS THAT ALTHOUGH PROTOCOLS HAVE BEEN ESTABLISHED MANY ARE IGNORED. QUITE SIMPLY WE ARE NOT VERY DISCIPLINED ON THESE FREQUENCIES**



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

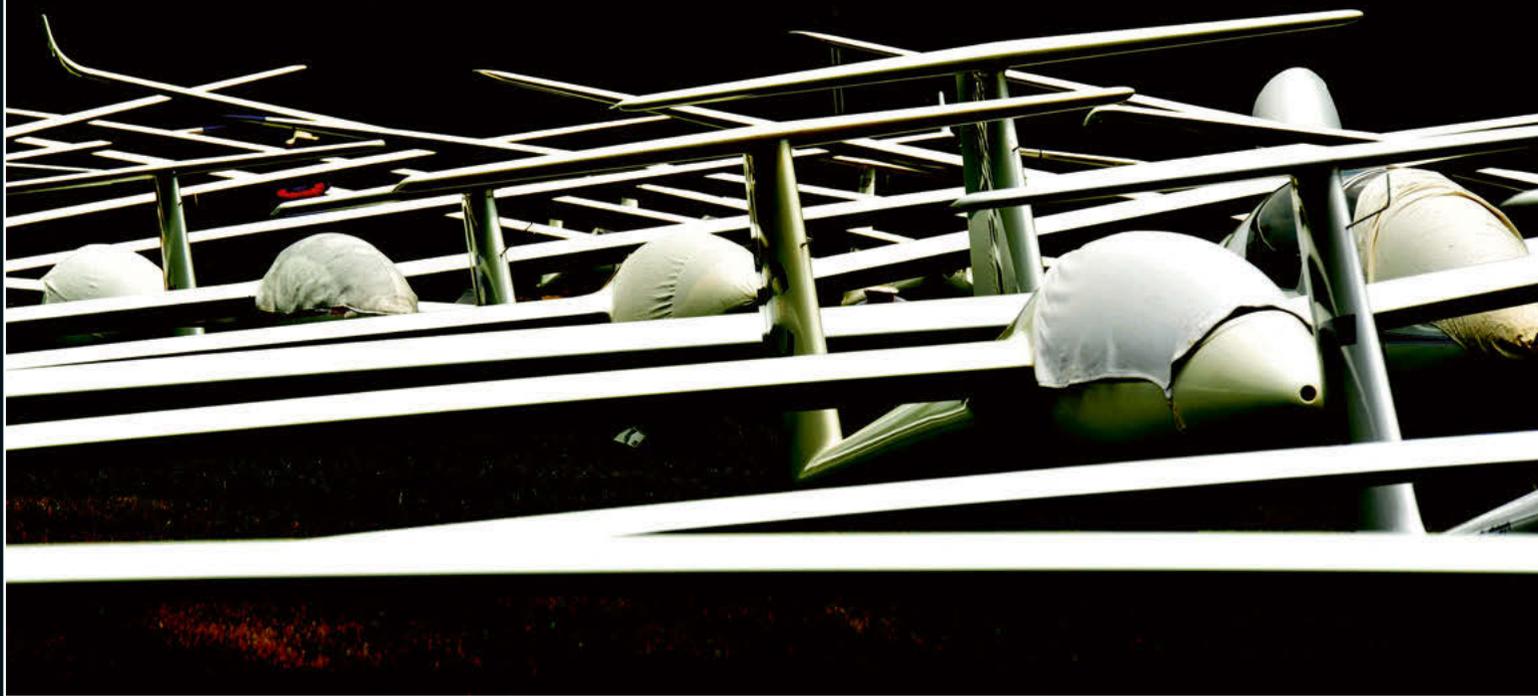
**FREQUENCY UTILISATION**

The following table outlines the Primary and Secondary uses of the various frequency assignments as determined by the BGA.

FREQUENCY	PRIMARY USE	SECONDARY USE
130.125MHz	Training (lead and follow) Other cross-country location messages	Local and other flying Competition start and finish lines
130.1MHz	Competition start and finish lines Local and other flying	Training (lead and follow)
130.4MHz	Cloud flying and relaying cross-country messages only	
129.975MHz	As a control frequency within a 10 NM radius and up to a height of 3,000ft above certain approved airfields. (CGFF - Common Glider Field Frequency)	
129.9 MHz	For ground retrieval purposes only This frequency is shared and used for communications associated with parachuting, hang gliding and paragliding	

■ Every effort should be made to use the alternative frequency only when the primary channel is very busy.





*This page, from top:*  
The grid during Canadian Nationals in Rockton, Ontario, at Club SOSA in July 2011

Pilot John Cochrane (USA National team member for the Worlds in Szeged in 2010) in his ASW 27 on tow over the city of Logan, Utah, during the USA 15-Metre Nationals and Region 9 Contest in July 2011

Onlookers enjoying the activities on the grid during Ontario Provincials, the last contest before the long Canadian winter, at the Toronto Soaring Club in Arthur, Ontario, in September 2009  
(All photos on this page by Maria Szemplinska)

*Facing page, clockwise from top left:*  
Cotswold's Astir, HJV, having a rest after an intensive local soaring day during the 2011 Inter-Uni Comp at Aston Down (Petr Dudin)

James Fisher in Midland's Ventus, aerotowing out of Usk during Rockpolishers (Inter-Club League) on 23 July, 2011 (Alex Rowlands)

Micky Boyd (front) is flying in a syndicate-owned Duo Discus with Lindsay Craig, head of BA pilot recruitment, who came to Bicester to fly with Andy Perkins for the day. Lindsay did three flights in a K-13, soaring to 5,000ft on the side of a rain shower, flying through the rain and spin training with Andy, before flying to Edgehill and back with Micky in the Duo. So all in all a good day out! (Andy Perkins)

Cross-country flying from Fayence, in the southern French Alps, was enjoyed in these K-6s in August 2011 (Jason Hatton)

Divine intervention? (Steve Lynn)

Lakes south of Cirencester, photographed during perfect soaring weather on the Tuesday of the Inter-Uni Comp (Petr Dudin)



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

# GAMES UPDATE

Extensive lobbying has resulted in the temporary Olympic airspace restrictions being reduced, but they still represent a challenge for gliding in southern England. How can we, as a gliding community, rise to the occasion?

**A**S PREVIOUSLY reported, the various temporary airspace restrictions resulting from increased commercial air traffic and security for the 2012 Olympic Games represent a real challenge for gliding in southern England.

Two clubs in particular, Booker at Wycombe Air Park and Surrey Hills at Kenley, are most seriously affected as they are located well within the security airspace. Following successful lobbying by the BGA and Booker GC, as well as the GA Alliance, we now have one month of security airspace restrictions to cope with rather than the two originally stated. However, in order to operate during this one month of restrictions, affected clubs will have significant and unforecast costs.

The affected clubs have noted that the best way of assisting them will be through financial support. The UK government has

stated that recompense is not available, and therefore it remains to be seen how we, as a gliding community, will rise to the occasion.

The BGA intends to discuss the issue with all club chairmen.

Separately, the temporary controlled airspace designed by NATS to cope with anticipated increases in commercial air transport over the period of the event has now been discussed with the BGA.

Experts from the BGA airspace committee have identified a number of potential changes to the design that will improve safety in class G and represent a less onerous burden on clubs, whilst continuing to meet the needs of airline operators. These have been discussed in detail with NATS and the CAA resulting in agreed helpful changes.

In discussing the temporary controlled and security restricted airspace for the 2012 Olympics with the CAA and NATS, the CAA has made it clear that the temporary controlled airspace will return to its original status on 15 August.

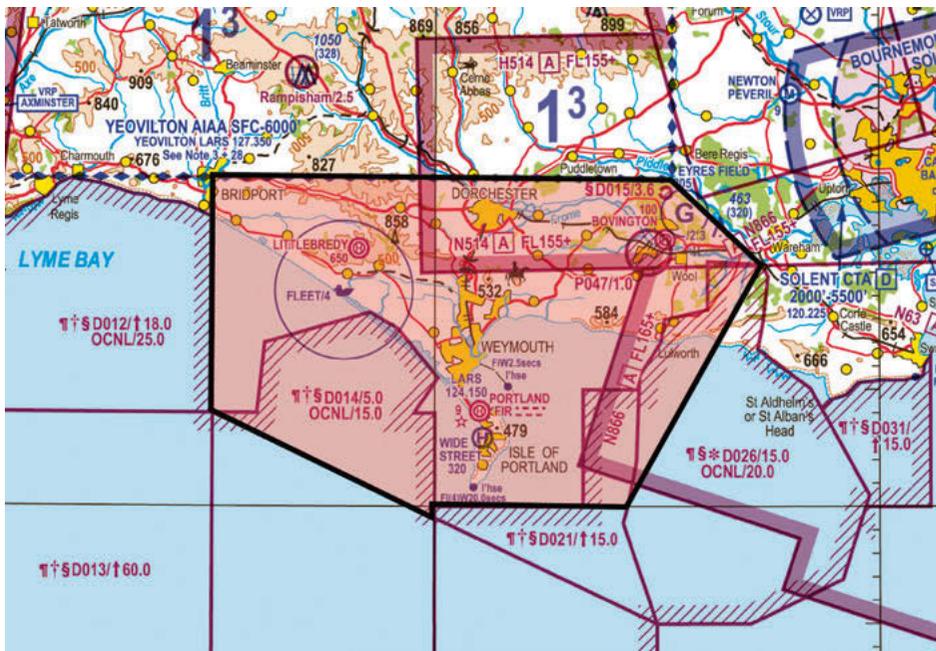
## Olympic restrictions 1:500 000 chart

The CAA advises that the next edition of the Southern England 1:500 000 chart will be supplied with an Olympics restrictions 1:500 000 chart that is to be used only during the period of the restrictions.

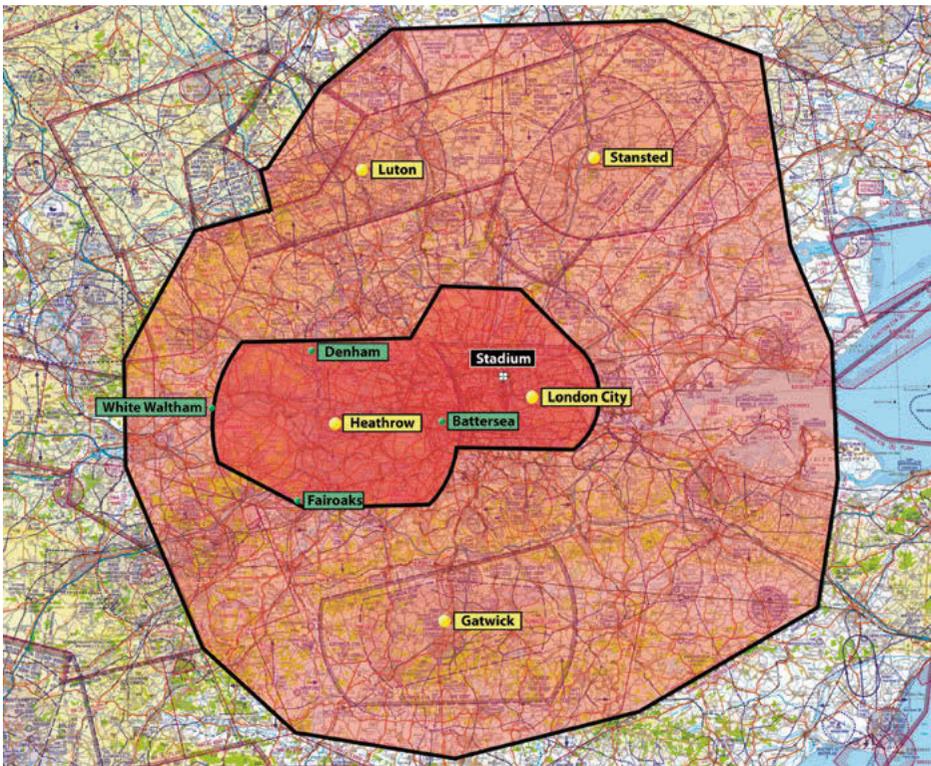
The BGA has recognised the need for industry to develop modified GPS mapping software. Meanwhile, individuals might want to consider well in advance how they will ensure that they will make themselves aware of the temporary changes and, most importantly, how to avoid an infringement. The BGA will be supplying a host of detailed information in the period leading up to the restrictions, including to non-gliding users of class G, who need to be aware of our activities.

CAA information is available at <http://olympics.airspacesafety.com>

July and August 2012 will, for the most part, be business as usual for gliding, but with even greater care than normal required in unusually compressed and busy class G airspace in the south.



■ Prohibited airspace will be put in place over the sailing Olympic Village at Weymouth from 14 July to 12 September, 2012 from surface level to 3,000ft amsl. All aircraft are prohibited from flying in this area except police, emergency medical, Coastguard Search and Rescue, Olympic Broadcast Service aircraft, scheduled IFR traffic to and from Bournemouth Airport and selected MoD aircraft. Special operating procedures will be developed for Dorset GC at Eyres Field.



■ As a result of lobbying by the aviation community, the duration of the full security restricted airspace covering the London 2012 Games has been reduced and will now only cover the Olympic period from 14 July to 15 August, 2012. Separate, geographically smaller, security airspace restrictions will now cover the London 2012 Paralympic Games from 16 August to 12 September, 2012.



■ Between 16 August to 12 September, 2012, the Prohibited and Restricted Zones are replaced by an area of restricted airspace centred on the Olympic Park and two separate areas of security restricted airspace covering the rowing venue at Eton Dorney and the athletes' village at Egham.

## ACCESS TO SECURITY RESTRICTED ZONE

### GLIDING (UNPOWERED)

- Launches from specified BGA/RAFGSA\*\*\* sites only, activation of which must be notified to the relevant control authority a minimum of two hours before launch.
- Remain within 3nm of launch site.
- \*\*\*All except Booker and Kenley *Cross-Country Gliding (unless launching and recovering from the sites above where exit from and entry to the Restricted Zone is solely contained within 3nm of the launch site) and for gliding at Booker and Kenley.*
- > File a Flight Plan on AFPEX or AFTN between 24 hrs and two hrs before take-off and follow it - no airborne or faxed flight plans will be permitted.
- > Receive an acceptance message and approval number to flight plan.
- > Establish and maintain two-way RT with appropriate control agency quoting approval number.
- > Squawk and maintain discrete transponder code as allocated by the appropriate control authority.
- > Receive an air traffic service and comply with ATC instructions.

### SLMGs AND POWERED AEROPLANES

- File a Flight Plan on AFPEX or AFTN between 24 hrs and two hours before take-off and follow it - no airborne or faxed flight plans will be permitted.
  - Receive an acceptance message and approval number to flight plan.
  - Establish and maintain two-way RT with appropriate control agency quoting approval number.
  - Squawk and maintain discrete transponder code as allocated by the appropriate control authority.
  - Receive an air traffic service and comply with ATC instructions.
  - Circuit flying is permitted at airfields within the Restricted Zone without the need for a flight plan provided ac squawk a discrete transponder code.
- Airfield managers must contact the appropriate control agency daily at commencement and cessation of flying for allocation and return of a daily changing code, and aircraft may not leave the visual circuit except on landing or in accordance with the rules above.

■ Source - <http://olympics.airspace-safety.com/how-to-use-the-restricted-zone>

The BGA will be further advising clubs on the above during 2012.



Two first-time entrants, Helen Hingley and Philippa Roberts, give a newcomer's perspective on Competition Enterprise, which was held this year at Sutton Bank, 2-9 July

**T**HE first I heard of Competition Enterprise was in early 2009 when I bought my beloved LS4 and the insurance documentation from Hill Aviation mentioned it, *writes Helen Hingley*. I briefly wondered what this strange-sounding competition was, but didn't really bother to find out more until I came across Dave Masson's and Adrian Emck's articles in the Dec/Jan 2011 issue of *S&G*.

How exciting – a different kind of competition, with the emphasis on interesting and 'enterprising' flights. Freedom to choose where you fly, rather than having to follow a set task. Fewer rules and less bureaucracy than regionals and nationals (and cheaper too). Hosted by gliding sites in the most beautiful parts of the UK. I had to try it.

I was pleased to discover that in 2011 it would be held at Sutton Bank in Yorkshire, because I have many happy memories of childhood visits to my grandparents, who had lived on the northern edge of the North York Moors. I had always wanted to go gliding from Sutton Bank and had several little personal gliding ambitions for the week. In the end I was lucky enough to have fulfilled these and more.

My first aim was achieved on the Friday before the comp started. After a friendly welcome to the Yorkshire Gliding Club, I had a wonderful flight over the North York Moors, seeing familiar hills from the air for the first time. I never really got out of gliding range of the club, as I was far too busy admiring the stunningly beautiful scenery to think about going cross-country.

On Saturday the competition started in earnest. To read the 2011 competition blog, go to [www.competition-enterprise.co.uk/](http://www.competition-enterprise.co.uk/) I won't replicate that here, but thought I would share some of my personal adventures from the week to illustrate the kind of competition this is.

Saturday's task was "Spider on Speed", which was based on a traditional task, except that from each turnpoint you could do an out-and-return to anywhere

# ENT

you liked. At Enterprise, the more distance you do, the more points you get, with bonuses for going over the sea, crossing into Wales or Scotland, and getting back to Sutton Bank.

Philippa Roberts and I decided to do a “Granny” task – going to our grans’ houses for the out-and-returns. Philippa made it to both of her grans’, and I nearly made it overhead my grandparents’ old house on the northern edge of the moors, but didn’t have the luxury of looking around properly as it turned out to be within the sea air and I had to dig myself out of a hole to get back inland and finish the task. Anyhow, at least I had seen my gran’s house from my glider, and become familiar with the local area by lots of criss-crossing and not going too far away from SUT (doing 360km compared with Justin Wills’ 605km!).

Sunday’s task was the “3 Legged Race” with three legs radiating from SUT in different directions. I chose to go south, down the Pennines to the Peak District – it looked good in that direction and I wanted to see this part of the world from the air for the first time. I found exploring a new part of the UK by myself in a glider proved as much fun and memorable as a first solo, or first cross-country.

I aimed to get as far as Camp Hill and, once I’d done that, I aimed for Alton Towers (having grown up in Birmingham I have lots of memories of visiting there too). It was difficult to make myself go so far from home, but I reminded myself that I was airborne in a sunny sky, cloudbase was high, I had a crew (thanks to Dave Starer)... no excuses.

On the way back near Sheffield my batteries nearly died – enough power for the logger, but nothing else. Normally this would have put me in a foul mood, but as it was Competition Enterprise I thought “OK, now I need to be enterprising – old-school flying it is then”. So there was some added “interest” to the flight by having to fly accurately under the Doncaster airspace to get back to Pontefract, but I was blessed with a run of good air under the airspace and good ground

features for navigation. Finally, I managed to centre in a climb at Pontefract, followed by a long gentle climb at York and I was home. I love my mechanical vario now, and am so glad I swung the compass earlier in the year!

So, another couple of goals achieved, including unexpectedly, but successfully, flying cross-country with just a mechanical vario and something called Eyes-and-a-Map! I never cease to be amazed that it’s possible to fly across our beautiful countryside like this, and climbing in near-silence at 5,000ft in a hazy blue evening sky, with just the gentle sound of rushing air over the glider, rather than the cacophony of a modern vario, FLARM and radio, was actually a very special (and satisfying) experience.

Anyway, I lack the skills to get all poetic about it. The next day, Monday, was the last really good flight for me, but what a flight it was. One of those great (and unfortunately very rare) flights where all the decisions seemed to be obvious. Not that it was easy though.

Monday’s task was “Cat’s Cradle”, which consisted of a whole load of turnpoints scattered over the entire forecast soarable area – we could go to as many TPs as possible, with 10 points for each TP plus the standard one point per km. The sea air was forecast to come inland so I tried to pick off the TPs relatively near the sea first – initially going north where I found the turnpoint at Carlton to be in the middle of the sea breeze front, with a cloud hanging down in the TP sector many hundreds of feet below normal ‘cloudbase’. Luckily with a 1km radius sector I could fly round the cloud and still bag the TP.

I then turned round and headed south, tentatively hoping that the sea breeze front would take me to York. It was my first experience of soaring in a sea breeze front and I was amazed that this legendary phenomenon really did exist. Off I went, at 5,000ft, ☺

## **SUCCESSFULLY FLYING CROSS-COUNTRY WITH JUST A MECHANICAL VARIO AND SOMETHING CALLED EYES-AND-A-MAP**



Above: Helen Hingley fulfilled several personal gliding ambitions while flying an LS4 in Competition Enterprise (Dave Starer)

Far left: Spot the glider flying over Ferrybridge power station, close to the River Aire in West Yorkshire (Mike Greenwood)

## IT WAS MY FIRST EXPERIENCE OF SOARING IN A SEA BREEZE FRONT AND I WAS AMAZED THAT THIS LEGENDARY PHENOMENON REALLY DID EXIST



Bob Bromwich made the most of the opportunity for bonuses awarded for crossing borders and coastlines. He took this picture of Whitby Harbour from his DG-500

✎ following the contours of the edge of the cloud as if soaring a ridge, or flying in wave.

The best strategy for the rest of the flight seemed to be a clockwise trip around the remaining turnpoints – west to Harrogate and then north up the eastern edge of the Pennines, and finally east back to Sutton Bank – as this was the only area which seemed to be soarable enough for comfort. I knew that I wouldn't have time for any attempt at a "cat's cradle" criss-crossing task. However, on the way home I was seduced by a cloud street heading off to the north-east. "If this street works I'm going to aim for Barnard Castle" – it did, so I went for it.

Getting back from Barnard Castle was one of those "I can't believe it worked" experiences – the pockets of sunshine I had been relying on disappeared, and I was sandwiched between Durham airspace and a Danger Area under barely soarable clag. I ended up going round and round in weak 'miracle' thermals in an appreciable headwind, watching the computer indicate a tortuously slow gain on glide. I was joined by DDT, the Duo Discus, and during the long glide into the sunshine at Northallerton I discovered that the best glide of my lovely LS4 is the same as a Duo at those low speeds!

The final thermal of the day that I was expecting from Northallerton didn't materialise – perhaps we were not sufficiently downwind of the town or perhaps my luck had finally run out? We carried on, heading for the west facing ridge of the North York Moors. I was continually craning my neck round to see if the Duo had found any lift ... then... what's that... yes... he's climbing! Oh... how is he climbing in a straight line? Ah... what's that funny thing sticking out of the top of his fuselage?

I'd seen a beautiful field down below, almost too good to be true: large, flat and recently silaged. Safe for me and hopefully no hassle for the farmer. I only needed 900ft to get home and could have tried to push on and find a thermal coming off the ridge, but the wind wasn't in the right direction and it didn't look likely, so the final decision of the flight was thankfully an obvious one too.

I got out of the glider to see DDT flying overhead (thanks guys for checking on me)

and, as they departed for Sutton Bank, I had the wistful feeling that I'd very nearly pulled off quite a respectable flight. Imagine my shock the following morning at briefing when it turned out that I'd won the day, having done the most distance at 229.6km! I couldn't believe it – all my luck for the week compressed into one wonderful day!

During the more difficult showery weather in subsequent days I wasn't really very enterprising, but others did some incredible flights. Then I came down with a nasty bug during the final couple of days of the comp, but while I was confined to my tent during the Last Night party I was greatly cheered to find out that my day-winning flight had earned me the John Cadman trophy for "Most Enterprising Flight" – another unexpected pleasure!

I'd like to say a huge thank you to everyone involved in running the competition for such a fantastic week. A friendly welcome, enjoyable flying, meeting new people, achieving new things – one great example of what gliding is all about!

■ **Helen Hingley is a member of London Gliding Club at Dunstable, and started gliding in 2008.**

### Philippa Roberts' experience:

ENTERPRISE doesn't follow the format of 'normal' competitions; there are no set start times, no triangular GPS defined tasks, it's up to the pilot themselves to make the most of the day. However, the organisation does set tasks and this year they were definitely character building. We had everything from more standard tasks with pilot defined out-and-returns from each point (a personal favourite), random scatterings of turning points and various variations on radial tasks. For me, this was the best part of Enterprise; it was perfectly possible to optimise scores by careful planning and understanding the task rather than by flying the furthest distance.

The unconventional nature of the competition leads to some new and interesting flying challenges. No more could I rely on there being someone on track to point the way, if the weather looked bad in the direction I was planning I could change direction and follow the good weather. That said, it was perfectly possible to fly quite a long way and gain very few points if the rules of the day had not been fully understood. In addition, as there is no requirement for a whole grid to stay airborne for one hour in the vicinity of the site, or for so many people to make a minimum distance. We

■ **Competition Enterprise 2012 will be held at the Long Mynd from 30 June to 7 July, 2012**  
[www.comp-enterprise.co.uk](http://www.comp-enterprise.co.uk)



ended up flying on days when perhaps most of us would not normally have bothered to rig. The obvious advantages of this are that my ability to read the weather and to scratch away have improved greatly. The less obvious advantages (with help from Justin's excellent debriefings) are a more thorough understanding of exactly what is possible on such days when the pilot understands the weather, the terrain and has a lack of fear of talking to air traffic controllers. The obvious downside of flying on days like we did is that my knowledge of fields in North Yorkshire has improved considerably.

Due to the nature of Enterprise, everyone's experience of the week will be different. What follows are my thoughts on one day, which will hopefully give a flavour of the week. The task on day one was "Spider on Speed" – a quadrilateral task, with the option of a pilot-set out-and-return from each TP. Bonus points were awarded for each of the four TPs turned, so my primary aim was to get round the quadrilateral as that gave me the equivalent of an extra 40km with no extra flying. Looking at the weather (and the scenery), I thought it would be fun to head out to the Pennines for at least one of my out-and-returns. This was the first mistake; had I listened to briefing I would have realised that the Pennines carried a high risk of spreadout. By the time I made it to the Pennines, after a late launch, the cloud had spread out and I spent a long time in a hole. Having recovered from this, I decided to run south east. A fantastic run to the second TP prompted the plan to turn around and head back along that leg again for as far as I dare. My last mistake (although it was actually the same as my first mistake) was in

turning to the third turnpoint, just south of Pocklington. Had I listened more carefully in briefing it should have been obvious that the sea breeze was going to come in, cutting off the east of the country later in the day. I think it would have been better to go east first and come back via the edge of the Pennines. I considered struggling home, but the drag of Pocklington was too strong and I turned back round for an aerotow retrieve. I spent nearly five hours in the air, flew over both my grandma's and my Aunty Sarah's houses (valuable photographic evidence for Christmas cards) and learnt huge amounts about the local area for the rest of the week.

The only downside to the week was that towards the end of the week the wind was getting high, an ASW 15 (unballasted) doesn't have huge into-wind penetration, the K-6 had even less. This wasn't really accounted for in the scores, meaning that on those last days we really were at a disadvantage.

During the week, nearly 20,000km of flights were done, with flying on seven days (a normal comp would probably have got two/three), and Jon and I managed just over 20 hours of flying between us. I would like to thank the Enterprise organisation for half a junior flying scholarship (I was sharing my entry with a non-junior), which meant that the whole week away cost me nothing in flying fees. I would definitely recommend the week to anyone, especially if you are young enough to get the flying scholarship!

■ **Philippa Roberts is a member of the Cambridge University Gliding Club and also Windrushers GC. She started gliding in 2005.**

Philippa Roberts, pictured below, shared the flying of an ASW 15 with Jon Verrill during her first experience of Competition Enterprise. Between them they managed around 20 hours of flying during the competition. Philippa also benefitted from the Enterprise junior flying scholarship scheme (Richard Verrill)





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# SKYLARK SURFS

Iain Russell took advantage of recent wave over Wooler to reach 20,500ft in his Skylark 4



**I** REMEMBER the day I saw my first glider as if it were yesterday; I was eight years old in 1982, when dad pulled the old Citroën over by the RAF Kirknewton airfield, near Edinburgh. I clambered up between the front seats and stuck my head out of the sunroof just as a Slingsby Kirby Cadet Mk III whistled overhead on finals. This was my first glimpse of a glider and of the Air Training Corps in all its youthful exuberance. As I hung there, goggle-eyed, I heard excited shouts from the glider's open cockpit, whizzing past above, as these "maniacs" buzzed us.

A seed was planted that day and I joined the Air Cadets when I was 14. I passed selection for a gliding course and went solo in 1992, aged 16. I went on to become an Air Cadet Instructor and, over the next 15 years, I completed nearly 5,000 launches while training other youngsters to fly. I feel privileged to have trained within the Air Cadets' system and to have flown with such superb instructors whose standards, for me, remain unsurpassed.

In the end I left to pursue other challenges

and to extend my gliding experience. I was warmly welcomed into the Borders Gliding Club at Milfield, Northumberland, along with my syndicate's Skylark 4. This was originally owned by Professor Frank Irving, who bought her as second off the Kirbymoorside production line in 1962. In the 1990s, she was sold to a bus-driver from Lothian Region Transport, which explains why she displays the fetching 'beige and scarlet' livery of Edinburgh's buses of that era.

I've enjoyed many good flights in the "Magnolia Queen" as my clubmates call her, but none more exciting than the high wave flight of Sunday 26 June, 2011.

As I drove south across the border, a few wave bars hung above Kelso in the Tweed Valley, but at Milfield there were few signs wave was on the menu. The 9am briefing held more promise: "constant wind-direction up to 18,000ft"; "wind increasing with height"; "mountain lee-wave possible"; time to get moving!

After DI and positives, I towed the Skylark



# CHEVIOT WAVE

to the launchpoint, prepared my kit and optimistically turned on the oxygen. The launch queue was frustrating, with eight gliders waiting to launch and only one tug on duty; the wave-window was closing rapidly. Finally my turn came, the Supercub roared across the grass and the Skylark leapt into the air within 30 yards; the aerotow was dog-rough until I released at 3,000ft above Wooler.

Initially I struggled to maintain height and since I was downwind of the site I could ill afford to lose any; the Skylark is not famous for her performance into wind. Eventually I sniffed out half-a-knot of gentle lift and, flying short beats in the best areas, I slowly coaxed her upwards. Above 5,000ft the lift became smoother and I could relax a little. The GPS was crucial in mapping the wave for me, as I retraced my “breadcrumb trail”. Passing 10,000ft, I turned on the oxygen, took some photos and attempted one of the greatest challenges in gliding... ‘urination in harness!’

That little drama over, I could relax

and enjoy the views, which were simply stunning. The lift was only 250ft/min, but at 15,000ft I swapped my cannula for the full oxygen mask and radioed Milfield base to ask for the Northern Wave Box to be opened. Normally, we are allowed only up to FL 195 at Milfield, but Scottish Air Traffic Control can grant access up to FL 240. The club altitude record of 28,000ft, held by both Malcolm Parkes and Peter Johnson, was achieved in the 1970s when air traffic control was less restrictive; we shall not see those heights again.

I continued to climb, nervously checking my position and oxygen status all the time. Eventually I approached FL 195 and held below that level until permission was finally given for me to proceed. As luck would have it, the wave faded after just another 1,000ft, giving me a final altitude of 20,500ft! A personal best for me and not bad for Fred Slingsby’s 49-year-old ‘wooden-wonder’.

It was clear that the wave was fading so I just enjoyed the stunning views for half an hour: the Northumberland coast and

(Above, left to right): Iain Russell in his Skylark 4, waiting to make the most of wave over Wooler on 26 June (Graham White); Skylark cockpit at 20,500ft; Skylark wing at 20,500ft (Iain Russell)

(Far left): the ‘spaceships’ arrive at Borders GC on a previous occasion. The prettiness and the usability of lenticulars are often different. Ragged crosswind streets can be booming and relatively easy to get into – the pretty smooth ones like these are not necessarily that strong and may be mega-high and unreachable (Graham White)

■ Many other pilots had a remarkable day’s flying at Borders on 26 June, reaching heights of 10,000-17,500ft. Iain Russell didn’t take a logger with him on his 20,500ft flight, as he already has Diamond height. However, the three pilots who did find themselves placed 1, 2 and 3 on the National Weekend Height Ladder



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✈ Holy Island basked in sunshine to the east, while the Lake District and the Solway Firth could just be seen in the west. However, I decided to heed the CFI's advice to: 'set a goal and go somewhere'; it would be a shame to waste all that height! Dropping out of the wave box, I set off north-east towards Dunbar on the East Lothian coast. This took me through entirely uncontrolled airspace, one of the great benefits of flying at Borders Gliding Club – we are literally in the middle of nowhere. It's funny the 'eventualities' that come to mind when one is really high...like:

"If I were forced to bale out now, 10 miles inland, with this strength of north-westerly wind at 19,000ft, I'd probably end up drowned, five miles offshore in the cold North Sea. So, would it be best to free-fall 10,000ft before pulling the ripcord?"

The very thought sent a shudder down my spine, reminding me to keep a VERY good lookout – my scan-cycle suddenly became even more intense!

Approaching the East Lothian coast at Dunbar, the Bass Rock rose 350ft from the sea as a gleaming white pillar. Tourists often think this is 'bird-guano' but it is actually sunlight reflected from the feathers of 60,000 nesting gannets, crammed on to just seven acres of rock. A great wall of cumulus blocked further progress north and so, just 30 miles from home at 14,000ft, I decided to call it a day, and banked south-west towards Milfield. However, my assumption that a 33:1 glide angle and 14,000ft of altitude would allow me a straight glide home was over-optimistic. There was a strong headwind and, although the ASI indicated 60kts, the GPS showed only 30kts ground-speed. Not good in a Skylark 4, which loses height rapidly at the nose-down attitude required for 60kts. Suddenly, my 'relaxed flight' seemed likely to end in a farmer's field. I consoled myself that, with those Slingsby airbrakes and high-wing-shoulders, I had the best possible glider for a field landing.

The homeward glide was touch-and-go all the way; my altitude dribbled away like water down a drain. I reassured myself that, with hundreds of nice flat fields to choose from, there was really no problem; still, it would be embarrassing to have to call the club to: 'bring the trailer!' Fortunately, the Skylark's 19-metre wings carried me safely home and into the circuit at about 1,000ft.

Given the rough air on approach and a 30kts wind, I opted for the Skylark's trademark "Khe-San" approach. Starting finals half-a-field back at 800ft, I crossed the

boundary at 400ft and the 'wooden plank' airbrakes guided me gently to earth after four and a half hours in the air. I was a little tired from the intense concentration, but happy as a sandboy. I unlatched the canopy, took a few deep breaths as I released the straps and savoured the smell of new-mown grass. As I loosened the chute harness, I wondered how different life might have been if dad had not parked the car at RAF Kirknewton all those years ago.

If we had not been buzzed by a couple of maniacs in a Slingsby Kirby Cadet Mk III, I may never have joined the Air Cadets, might never have learned to glide, would not have just enjoyed one of the best wave-flights of my life, and memories that I will treasure forever. I felt a surge of gratitude to Squadron Leader Allan Gillespie of 661 Volunteer Gliding Squadron, who sent me solo all those years ago, and to my instructors and fellow pilots at Borders who keep this superb airfield in operation, enabling us to enjoy glorious days like this.



Iain Russell joined the ATC at 14 and soloed at 16. He later taught many cadets to fly at 661 Volunteer Glider Squadron, RAF Kirknewton. Iain now flies at Borders Gliding Club in Milfield, Northumberland, in his Slingsby Skylark 4, which he co-owns with three others. He currently has 200 hours' experience in paragliders, and over 700 in conventional gliders. Iain has a Silver C and his Diamond height



Iain Russell reached 20,500 feet on a flight in his Skylark IV that lasted four and half hours and took him from Wooler to Dunbar and back again. He took this photo over the Berwickshire coast

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On 1 July, Trevor Stuart flew his syndicate Nimbus 3DT '970' around the London TMA from Nympsfield, a flight of 602km at an average speed of 91.5km/h. The turnpoints were Arundel, Ashford (Kent) and Bury St Edmunds. Steve Lynn (whose EB28 was holidaying in the Alps) accompanied him, largely in a photographic role. A selection of his stunning shots are shown in this three-page S&G Gallery Special

**PICTURE**

**PILOT'S COMMENTS ON FLIGHT:**

**T**HE forecast top cover/  
spreadout wasn't a problem.  
We had good runs down  
to Arundel (arriving well before  
the Red Arrows) and along the  
south coast. A few 6kt climbs, but  
plenty at 2kts to compensate. It was  
frustrating breaking off good climbs  
under the London TMA on the east  
side of London. Excellent visibility;  
we saw Canary Wharf.

A little right rudder was  
needed most of the way round to  
compensate for P2's large telephoto  
lens hanging out of DV panel! 🐉

Main photograph: Mid-estuary,  
looking towards London

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There were great streets running along the south coast (some running out to sea), which gave us lovely views of Brighton. The photograph at top left shows us climbing over Brighton, with more views of Brighton on the top right

**WORDS AND PHOTOS BY STEVE LYNN**



Approaching the Isle of Sheppey on the east side of London; as we left North Kent the clouds weren't delivering as they had earlier in the flight. Trevor had to work hard to make enough height for the crossing. This photo was at c2,500ft – too low to cross



Sheerness and looking west. "We can make the other side!" said Trevor (now confidently at 3,000ft)



Looking south-west towards Southend Airport and the Thames Estuary. It was to be another 45 minutes before we reached less restrictive airspace towards Bury St Edmunds. Until then, we had to make do with short (but strong) climbs



The flight on the north side of the task, from BSE back to NYM, was relatively straightforward. We had expected top cover to slow us down, but it never became a real problem. This shot, nearly home, shows what a buggy day it was!

# INTER-UNIS 2011



Lara Small reports from this year's Inter-Uni Task Week, held at Aston Down, 6-14 August

Sixty students representing 12 universities around the country enjoyed seven days of flying at this year's Inter-Uni Gliding Competition, held at Aston Down (Petr Dudin)



**LAUNCHPOINT WAS KEPT BUSY WITH STUDENTS ACHIEVING PROGRESSION POINTS FOR AIRMANSHIP SKILLS**

**T**HE Inter-University Gliding Competition is a unique opportunity for university gliding clubs to get together and battle it out for the top spot in gliding history and a prestigious title that has been contested for over 30 years. Most university gliding clubs operate in isolation; this annual event brings gliding fans together to fly, share advice and to enjoy the local beverages.

This year, 60 students representing 12 universities from around the country made their way to the Cotswold Gliding Club at Aston Down.

The Inter-University Competition comprises three different categories: Progression, Soaring and Cross-Country.

Progression points are awarded for achieving another level of progression in flying aptitude, with maximum points (500) awarded for going solo. Soaring points are collected by earning 1 point for every minute over 15 minutes, and 1 point for every 50ft of height gain, whilst Cross-Country points are accumulated using the BGA Ladder. Prizes are awarded for the individual with the most points and the university with the most points in each category.

The first briefing was held at 0800 hours on Saturday morning, a good early start due to the willingness to press on by Colin Field, the keen event organiser. Unusually, the most opposition was heard from Mike Randle, not the young budding pilots, who represented the universities of Bath, Edinburgh, Warwick, Southampton, Cambridge, Nottingham, Hangers-On, Surrey, Loughborough, Belfast, University College London and the University of the West of England (UWE), Bristol.

Seven days of flying were started by Adam Watson, a member of the Edinburgh team, who flew in the back seat of an EB28. After self-launching, they travelled 215km, passing over Edgefield, Bath and Bicester before returning, earning a solid 1,000 points. Those of us with access to more affordable flying machines focused on getting through check flights to become familiar with the Aston Down (AD) circuit.

The forecast was poor for Sunday, so a majority of the pilots went climbing in Gloucester, as part of the scrubbed day activities. Meanwhile, Martin Ling (Edinburgh) found a one-way street in the Pilatus, landing in Nympsfield. He tried to relight twice in order to return triumphantly to AD. However, after his second winch

launch, he ended up even further away, at the bottom of the ridge. His faithful retrieve crew removed the tree growing through the rather unused trailer and Martin was rescued in the later hours of the evening.

Monday was subject to a strong westerly and it was declared that only glass-fibre gliders were to fly. Bath, unfortunately, were told of this rule only after rigging two K-6s. A Robin was available for tugging, allowing some pilots to splash some cash on another launch technique. Bruce Duncan (Edinburgh) and Ken Lloyd used the Stemme and headed to Nympsfield to enjoy the working ridge. Other members of the Edinburgh team used the K-21 to also get there. Meanwhile, back at AD, Matt Page completed his first solo, much to the delight of the University of the West of England team, as he had earned them 500 points.

Tuesday was the best day for cross-country flights. David Lisk (Queen's Belfast) flew over 100km in the Astir, while Tim Fletcher (Bath) did his first 300km, in a K-6. Petr Dudin (Warwick) took the Pilatus and flew his first 100km task. Bruce Duncan and Andy Bates (Edinburgh) managed 198km in a K-21. Martin Ling, in a K-8 this time, managed to fly an impressive 150km, but landed 8km north of Lasham in an inaccessible field, much to the delight of his retrieve crew.

The weather conditions from Wednesday through to Friday were generally not soarable, yet the launchpoint was kept busy with students achieving Progression points by conversions and airmanship skills. The motorglider was available and used for around 10 hours by pilots completing their navigation exercises, field landings and wave soaring. BGA Chairman Patrick Naegeli flew in on Wednesday evening and provided an attentive ear for universities to share the difficulties that they may be having and offering help wherever he could. In addition, Alison Randle was able to compile a guide for other budding gliding club entrepreneurs, using the experience from current gliding club committee members.

On Saturday, the last day of flying, Richard Clark, with an assertive push from his UWE Team Captain Lara Small, was sent solo by Mike Randle. Mike was then able to claim sending two UWE students solo in one week. The great inflatable human wrecking ball also arrived on Saturday and, whilst some students persisted on the launchpoint, those with excess energy jumped around on the inflatable.

Saturday's end of competition party started with prizegiving, with awards presented by David Roberts, chairman of the Royal Aero Club. Within the Progression Competition, there were 88 aircraft conversions, including PW6s, Grob Acros and K-8s, plus two first solos. First place in the Progression Competition was awarded to University College London, 2nd to the University of the West of England, Bristol, and 3rd to the University of Bath. Tim Sauvalle (Bath) was the Progression winner, with Malcolm Morgan and Petr Dudin, both representing Warwick, earning 2nd and 3rd respectively.

There were 37 qualifying soaring flights in the Soaring Competition, totalling almost 30 hours. The winners were University College London, followed by Edinburgh and University of Bath earning 2nd and 3rd. Individual soaring winners were Colin Field (Bath), who earned 1st place, Julia Robson (Cambridge), who came 2nd and Steve Wrigley (Edinburgh) achieving 3rd.

In the Cross-Country Competition, there were six flights, totalling almost 1,000km and 7,940 points on the BGA Ladder. Edinburgh won 1st place, followed by the University of Bath, 2nd and Queen's Belfast achieving 3rd. Tim Fletcher was awarded 1st place for an individual pilot, with his intrepid 300km adventure in a K-6. Steve Lynn and Adam Watson (Edinburgh) took 2nd place, with 3rd place going to Andy Bates and Bruce Duncan, who worked together. With so much success to celebrate, the students and hangers-on made the most of the celebrations, knowing there was no need to fly the following day.

A considerable amount of credit must go to Colin Field, who organised the competition this year. The event ran smoothly through the use of morning briefings, ensuring that every university competitor knew what each day entailed. The launchpoint efficiency was improved by delegating people to tasks and any glitches were ironed out in a naturally sympathetic style; excellent management all round, ensuring a very successful Inter-University Competition.

■ Thanks must go to motorglider instructor Nick Bowers; Ken Lloyd for his shared time, an Ash 25 and Stemme; Chris Harris for winching and bartending; Ian Hey, the tug pilot; Paul Mather, Emil Benson and Adrian Giles, for their help on the launchpoint. In addition, Toby Ayre for his efforts on the website; Craig Wells for the certificates; and Tim Marlow, Tim Sauvalle, Tim Fletcher and Sudip Nair for their time dedicated to helping Colin Field organise the competition. Within Aston Down, a massive thanks to Sandy Clark and all the caterers, Gill Hayward and Jackie Huband, CFI Tony Parker, Richard Kill, Mike Randle, Robin Birch and, indeed, the whole of the Cotswold Gliding Club.



Two University of the West of England members went solo at Aston Down during the Inter-Uni Competition – Rich Clark (left) and Matt Page (Emil Benson)

■ The Inter-Uni Gliding Competition was sponsored this year by Joint Aviation Services, Airbox Aerospace, LX Avionics, Jeppesen, Paramount Aero and It's a Wing Thing

# AIRPROX TRENDS

Hugh Woodsend looks at the lessons that can be learned

**O**NE of the activities I am involved with is to give presentations to both civil and military establishments on gliding and Airprox. That presentation is updated very regularly with the latest information and this year I was asked to turn that presentation into a DVD for wider distribution. The BGA led the initiative with sponsorship from the CAA, Marsh Insurance and NATS. The first batch is in the process of being sent out to the majority of GA Flying Clubs in the UK, the Commercial Operators (Airlines, Charter, Commercial Training, Survey etc) and the Military. We are awaiting the sponsorship funds from NATS to enable a further batch to be sent to ATC controllers throughout the UK.

## The analysis

There were 29 incidents involving gliders and three with motorgliders since July 2009.

I am in the middle of a detailed analysis of the data for the Airprox Board and the CAA's Airspace Safety Initiative Coordination Group, who are looking at the management of Class G airspace, but in the meantime, we can look at the summary data. Since the last analysis, incidents logged at gliding sites are still a major factor, but the total is down slightly. Class G incidents are up significantly, but some of those are very close to being classed as site incidents, so these two need to be viewed together. Winch related incidents remain the same, still worryingly high. Please do keep a very good lookout for traffic crossing the site.

We had a bit of a problem with one of the competitions last year, but it didn't result in an Airprox. Thanks to an excellent initiative from the Low Flying Unit, help is on hand to co-ordinate comps with other activities. There was just one Airprox with a

competition glider in Class G (2009-084).

There was one Airprox involving a bizjet going to Cambridge IFR, which met a glider on the edge of controlled airspace. The glider was not doing anything wrong, but this incident highlights the difficulties getting IFR traffic into airfields sited in Class G airspace (2010-084).

There were several incidents involving gliders being very near to military circuits or the radar/ILS final approach, which are worth looking at. (2010-035, 2010-045, 2010-048, 2010-049, 2011-028, 2011-125 are all examples.)

## Lessons identified - themes

In a similar style to last year, I have picked out a number of themes to consider:

### Winch and site-related incidents

Still by far and away the largest incidents are those involving aircraft transiting gliding sites and I make no apologies for highlighting this once more. One of the most dangerous things an aircraft can do is to fly over a winch site below the height of the cable launch. The closing speeds can be large so it becomes both difficult to see the other traffic and extremely difficult for gliders to move out of the way. Gliding sites do not have a zone around them; they are standard Class G airspace, and the only protection they enjoy is an entry in the AIP and other related publications. Please continue to log incidents at your site, even if you were not launching at the time, because it is impossible for any aircraft to be sure it is ever safe to overfly active sites.

### Understanding civil and military airfield operations

Fast jets need to get in and out of their operational bases and we need to keep up the generally good work of co-ordination with nearby gliding sites to work out the best ways of keeping gliders and fast jets apart. We had an example of gliders near Coningsby, a Typhoon site, where the glider concerned was too close to the circuit (2010-049). We need to leave more room for recover and circuit traffic. If you do get close, then try

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and call them and tell them where you are. Note that this was an untraced glider and not filing or responding to potential Airprox does generally mean assumptions are made at the UKAB Board meetings.

### Runway centrelines

Runway centrelines should be crossed as quickly as possible and the next example is good lesson to learn. A Chinook elected to make a practice instrument approach into Odiham runway 09 and met a number of gliders thermalling on the centreline. The gliders had been called by Odiham approach, but the Chinook crew did not see them until late and were concerned by the proximity of the gliders.

The gliders, one of which at least was traced, confirmed it was a day when cross-countries were planned, but the weather degenerated and the gliders were local soaring in the scratchy conditions. They were circling directly on the centreline to 09, albeit several miles out, and moved out of the way when the Chinook was spotted. The Board was not sure if the glider traced was actually the one that was the closest at the time.

The gliders were accused, quite rightly, of poor airmanship, thermalling on the centreline of Odiham 09.

Training for IFR takes place using screens and/or spectacles to prevent the trainee seeing outside the cockpit. This means the lookout relies on the instructor/examiner in the main, although some military aircraft carry more crew. On military aircraft, night vision goggles may also reduce lookout. Training takes place at a number of airfields, civil and military, many of which are in Class G airspace. All the above means that crews may not see you until very late and the surprise factor often leads to the filing of an Airprox.

### How to avoid embarrassment

Generally pilots do plan cross-countries well, but there are some additional actions that need consideration, especially as the precise route as planned is rarely flown because gliders follow lines of energy rather than exact tracks.

Look at your planned route and do some what-ifs as to where you might have to go if the lift is not exactly where you would like it to be.

At the planning stage, note the airfields you are passing, imagining the circuit and the approaches. Can you still keep clear of these? Some airfields, such as Oxford, use

very wide circuits. Instrument approaches are usually from around eight miles out.

Note down the airfield VHF frequencies; it's not good, or safe, trying to find this information while struggling to stay airborne at low level.

During the flight, cross centrelines as quickly as possible. If the conditions are such you are getting close to an airfield circuit or its approaches, give a call early to the airfield.

The usual problem is weak lift and drifting downwind towards the airfield and its approaches. If they know you are there, they can route traffic round you. You can always give another call and say all is well if you climb away again and you no longer have a problem.

If there is more than one of you together, a call from one of you is more than enough for the local ATC on behalf of the group.

Not following this advice undoes the good work in improving glider relations with other parties, so if you want your sport to continue to have its privileges, you must make every effort to do your bit. Equally, if you see others not doing their bit, do something about it rather than saying nothing.

We really do not want to have a serious accident as a result of avoidable poor airmanship.

### When it goes wrong

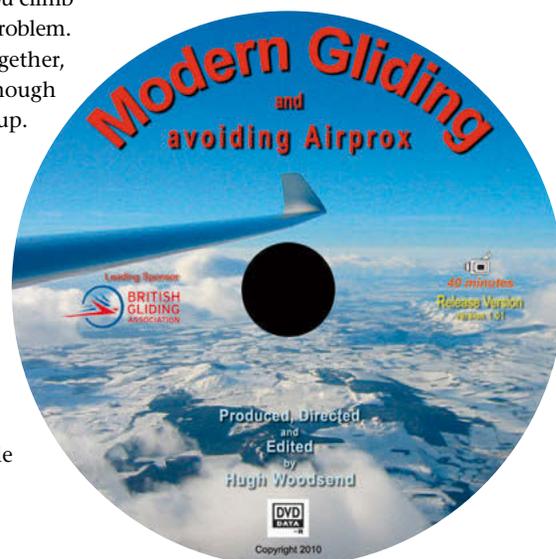
Gliders are bound from time to time to run out of lift and may well drift closer to airfields than they would like. Telling people where you are is a huge help to the airfields concerned. We had one incident, not really an Airprox – more an ATC perceived conflict – where a glider called Cambridge, local traffic was alerted and were then quite happy. In the event, the glider climbed away successfully (2009-069).

### Understanding airspace

With airspace changes and complexity, it is also equally essential that you all keep your GPS airspace maps up to date. Club chairmen and CFIs should do their best to ensure all club pilots have up-to-date airspace files and that help is on hand to get them updated (as well as up-to-date maps of course).

Be especially careful when choosing BGA waypoints to make sure that your tracks in and out do not cause difficulty with prohibited airspace or active airfields as, while all of them are in legitimate places, they are nevertheless not always the wisest choices.

■ Every half year the UK Airprox Board publishes the Board findings in book form. In addition, a General Aviation extract is produced as a subset of the main volumes. You can download copies of these publications by going on to the website <http://airproxboard.org.uk> and selecting 'Publications' from the panel on the left. You will need to agree to the copyright rules before proceeding to the submenus.



Hugh Woodsend's DVD is raising Airprox awareness



Hugh Woodsend is a Full Cat instructor and flies a Ventus 2c and a Duo Discus. A freelance test pilot on fast jets, he has over 22,000 hours total experience on more than 500 types of aircraft. Hugh is a member of the BGA Flight Operations Group and is a board member of the UK Airprox Board with special responsibility for GA and gliding matters

# JUNIOR GLIDING

Three young pilots explain how their flying experience has benefited from the award of an Air League scholarship

**E**ACH year The Air League awards a number of flying, engineering and gliding scholarships and bursaries. In May this year, three Junior glider pilots received scholarships to further their flying experience. Will Hilton and Dan Chilcot were awarded SLMG NPPL scholarships, while Sam Cooper benefited from a cross-country scholarship. Here they tell us what these scholarships have meant to them.

## Will Hilton, SLMG NPPL scholarship

☪ I WAS extremely fortunate to be awarded a 10-hour NPPL SLMG scholarship by The Air League Educational Trust. As I already

had my BGA Bronze C and Cross-Country Endorsement (Glider Pilot's Licence) I was hoping to do the 10 hours conversion to an NPPL, which is the minimum required for licence issue.

I was offered four different flying clubs at which to do the scholarship, and I opted to go to Oxfordshire Sport Flying (OSF) at Enstone, as they are set up specifically to do NPPL SLMG training. My instructor, Derek Godfrey, knew that I was aiming to get my licence so he sat me down to take my Air Law written paper as soon as I walked in the door! Once I had done the exam we went up in the Super Dimona and did an hour of stall/

spin awareness, aircraft handling, emergencies and plenty of circuits with and without engine failures. To my surprise, as we were back-tracking the runway after landing, he said: "Do you want to go and do a solo circuit?" My immediate response was: "What now?" "Yes, now!" came the reply.

Obviously I was very happy about going solo in the Super Dimona motorglider, but the exams I still had to do were all floating at the back of my mind. The instructors at OSF were all incredibly helpful and if there was anything I was unsure of they clarified it for

me immediately.

During the five days, I took and passed all of the exam papers and flew the 10 hours awarded to me, which included doing the Navigational Flying Test. Finally, on the Friday afternoon I took the General Skills Test, which I am pleased to say I passed! This was hard work and I would recommend that anyone wanting to do an NPPL or PPL be as current as possible and to do the exams before starting the flying as it makes your life so much easier!

Now that I had my NPPL SLMG I was looking to convert it to an SSEA (Simple Single Engine Aircraft). OSF have a number

of light aircraft that can be hired for this purpose. The following Sunday I arrived early to meet with instructor Mike Munday to talk about what I needed to do to get my SSEA, and then got on with the flying in a PA-38 Tomahawk. We went off for two sessions, going through emergencies and practising forced landings, as well as circuits with glide approaches and with power approaches. Once Mike was satisfied that my flying was to a high enough standard, he sent me off to do three circuits solo. On landing I was greeted by CFI Ray Brownrigg, who congratulated me on getting my NPPL SSEA. ☺

## Sam Cooper, cross-country scholarship

☪ I FIRST heard about The Air League when I was 17 and searching for ways to further my passion for flying. After a few internet searches I came across The Air League website, where I discovered the array of scholarships and bursaries they have for young people. I thought this was something too good to pass up.

I was awarded a cross-country scholarship. The scholarship can be completed at a handful of different gliding clubs up and down the country that The Air League has hand-picked for their excellent level of flying training and their attitude towards scholarship winners. I elected to complete my training at Windrushers Gliding Club (Bicester), where I was made to feel very welcome from the moment I arrived by very friendly staff. I was very impressed with the facilities available.

Unfortunately, with the sport of gliding you are at mercy to the weather and I lost two days of flying due to high winds along



Will Hilton (above) chose Oxfordshire Sport Flying for his scholarship while Sam Cooper (right) went to Bicester GC



**BE AS CURRENT AS POSSIBLE AND DO THE EXAMS BEFORE STARTING THE FLYING AS IT MAKES YOUR LIFE SO MUCH EASIER**

with heavy rain. Nevertheless, I used this to my advantage and completed all of my Bronze written exams. Eventually I was greeted by two of the best soaring days I have seen and my previous experience with the Air Cadets meant that I was able to be checked out to go solo in the Grob 103 Acro and the K-13 before moving on to the single-seat Astir and K-8. Finally, after many failed attempts, I managed to get my last half hour.

The next day was both challenging and highly enjoyable; after a 4,000ft aerotow I was able to do some spinning and complete my Bronze flying test. Next it was on to the motorglider to complete my Cross-Country Endorsement and Bronze field landings. I planned a route via Wellesbourne Mountford, which is one of my favourite aerodromes as this is where I completed an earlier Air League flying scholarship and first went solo in power back in 2009. After a few field landings and the challenge of having to divert and plan a new route whilst flying, I made it back to Bicester, where I was delighted to find out I had passed. 🐣

#### **Dan Chilcot, SLMG NPPL scholarship**

🐣 HAVING been a glider pilot for 10 years, I decided to give flying an aircraft with an engine a go. I had a chat with my CFI at the London Gliding Club, who recommended training in the club's motorglider, a Falke SF25c, to gain my NPPL. Due to the new EASA requirements, my aim was to become a gliding 'examiner' and to have the option to add a single-engine piston rating to my licence at a later stage.

I met my instructor, Chris Collingham, who started my training with engine familiarisation and control. Luckily for me, as I have done a fair amount of flying in gliders in the past, the general handling seemed to go OK and, after a little practice with the added complication of the engine, this seemed to all come together.

My first small cross-country in the aircraft was a trip for circuit practice at Enstone. After a landing, a cup of tea and a rather nice piece of home-made cake, the flying started. On the whole it went OK, although I found that landing on the hard runway with a 90° crosswind was somewhat more difficult than on grass. A few attempts later, everything appeared to go to plan and back to Dunstable we went.

It was touch and go whether we would get to fly on the next meet due to fog, however our persistence paid off and a small gap opened up around Dunstable. The

motorglider was pulled out of the hangar and slow flying was the day's aim. Trying to recover from a stall using power was something I had to get my head around after years of simply lowering the nose. Eventually I got the hang of it and, after three hours of dual flying time, was sent on my first solo. It was a little nerve-wracking to begin with, but I soon got into my stride and made it back to the field in one piece.

The rest of the training was aimed at cross-country exercises. One navigation exercise was carried out on a typical gliding day with booming cumulus covering the sky. Trying to stay in a straight line, on a constant course, at a constant speed, was really difficult as the temptation of wanting to glide to the good-looking cumulus was trying to overpower me. On top of that, fighting the aircraft to prevent it climbing in the thermals felt so unnatural, but unfortunately it had to be done!

However, this training paid off as the next flight was amongst a very low cloudbase, so being able to navigate by numbers and timings came in very handy.

Once the ground exams were out of the way, it was time to take the Navigation Flight Test. Normally I feel quite relaxed whilst flying, but with an examiner sitting next to you this relaxation seems to disappear. Anyway I had to get on with it and concentrate on the job in hand. After having to divert around an active parachute drop zone, the examiner tried to get me lost by making me fly at about 600ft above the ground for what seemed like 20 minutes. Despite his best attempts, I stuck to the numbers and was able to recognise places on the way, so he failed in his quest. Another divert and the exam was over. The words "Congratulations you've passed" were met with a large sigh of relief. 🐣

■ Congratulations to all The Air League gliding scholars on their awards. All stated their gratitude to The Air League Educational Trust, their instructors and the gliding clubs that made them feel so welcome. The commendations were too long to include in this article, but all were heartfelt and full of gratitude for the people who assisted them on their way. It was also apparent that the standard of cake around the country was exceptional!

## **FIGHTING THE AIRCRAFT TO PREVENT IT CLIMBING IN THE THERMALS FELT SO UNNATURAL, BUT IT HAD TO BE DONE!**



An SLMG NPPL scholarship enabled Dan Chilcot to give flying an aircraft with an engine a go at London Gliding Club, after 10 years of gliding

■ To find out more about The Air League and to apply for a scholarship visit [www.airleague.co.uk](http://www.airleague.co.uk) Scholarship applications open in November and are awarded in the spring

# HOWNOTTODOIT?

Mike Bird revisits *On Being a Wills* and laments the continued gulf between the soaring record and the written record

**F**IFTY years ago, of all the books in the English language about gliding, the finest and most famous was *On Being a Bird* by Philip Wills. Nobody before – or since – has captured so perfectly the romance, adventure and beauty of cross-country soaring. If you have not got *On Being a Bird*, shame on you. I forgive you if its absence is due to its having been stolen – sorry, I mean permanently borrowed – by another glider pilot; I would of course trust my fellow pilots with my life, but not with anything else.

Back in 1961, only two years after getting my Silver C, I simply could not resist the temptation to compose *On Being a Wills* – listing the pitfalls of contemporary howidunit-writing – a hownottodoit guide, if you like. Much better pilots than I were

sending to the editor of S&G disappointingly inadequate accounts after their wonderful flights. The magnificent men rarely had a magnificent pen. This gulf between the soaring record and the written record maddened me. I resolved to put it right with my little jokey-serious piece.

The resulting effort, *On Being a Wills*, reprinted here, received gratifying acclaim from Armchair Pilot Anthony Edwards of Cambridge. (“Of The University or the Club?” you ask. In fact, both.)

Could I then rest on my laurels? Could I Bloody Hell! No, the editor of the BGA’s mighty organ is still receiving, from pilots who should know better, howidunits displaying exactly the same faults that their fathers and grandfathers committed 50 years ago. The seeds of what should have been my revolution in howidunit-writing obviously fell on stony ground.

In the past year or two we have seen accounts of stupendous flights to somewhere-or-other, unspecified, in some glider-or-other, unspecified. Tasks have been described inadequately – for example, distances or turning points are omitted. The precise nature of the record claimed has sometimes been hazy – record rules are so complicated these days you do really need to spell out exactly what has been achieved. Atmospheric photographs like Turner paintings take up space where I would want a map.

*I keep six honest serving-men (They taught me all I knew); Their names are What and Why and When, And How and Where and Who. (Rudyard Kipling)*

Let’s pause a while for the inevitable response from the churls in the club bar: “Surely, that’s for the editor to fix?”

Well, let me tell you something – two years after writing *On Being a Wills* I went to work in the magazine business as a publishing executive. (I had neither the journalistic skills nor the appetite for unrelenting hard work that are required of an editor. I made up for that by marrying one of my toiling editors, who for some years was paid more than I was, and quite right, too.) The editorial staff of a typical monthly

glossy journal was around 40-50 people. Add to all those writers and sub-editors the printing specialists; then add a score or more of outsiders, well-paid freelance writers and professional experts who produced authoritative material on time, to the right length, without libelling anyone and with all their facts duly checked, all photographs and charts with correct captions, etc, etc. If they did not meet those demanding requirements, they were not invited to contribute again, and their cash-flow ceased abruptly. Money talks...

Back to earth: how many staff produce *Sailplane & Gliding*? Er, just one. I say again, JUST ONE. Very occasionally a professional gets a modest fee for delivering meticulously-worked specialist material (and a volunteer proofreads).

The rest is up to YOU. Yes, you, holding forth in the bar – who were so orally eloquent after that pretty good triangle you flew, but only your mates got the benefit of the story. And you over there, you whose seemingly unstoppable flow of internet chat is so witty – and even, to my astonishment, properly spelt and grammatical. Why do we hear nothing from you two and the rest just like you in this, your very own journal?

It is, in fact, easier now to publish accounts of great flights than it ever was: first we have loggers which generate lovely maps of the track flown and a feast of stats in number or graphic form about rate of climb, sink, headwinds, achieved glide angles and number of thermals used – and even the opportunity to compare flights among many pilots on the same day. We also have super two-seaters so the one in the navigator’s seat (since navigation is, sadly, another lost art, de-skilled by technology) can take photographs and, if asked politely, write up the flight for S&G or the club newsletter afterwards. That’s the best way – it seems less conceited to have someone else tell the readers what a splendid aviator you are than to have to convince them yourself.

The trouble is, all this study and analysis entails – sorry about the four-letter word – WORK.

*Hey, you lot, come back!*

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## On Being a Wills - revisited

Mike Bird's original article from *S&G*,  
December 1961, is reproduced here:

**G**OOD flights are easier done than said. Of all the "howidunits" that we hear or read, how many convey the excitement and beauty of the flight itself? And how many are dead as mutton?

A typical extract might run: "...then I got a good thermal at 7 f.p.s.<sup>1</sup> over Luton<sup>2</sup> to 4,300ft and set off on track at 60kts, and then I got rather low near Hitchin and scratched around for ten minutes at 1,100ft, and then I got away again at 3 f.p.s. up to 4,900ft over Letchworth, and then I set off again..."

To reverse the Chinese proverb, ten thousand words do the work of a little picture – a barograph trace and a line on a map.

In fact one suspects this is how such "howidunits" get written. The Editor of the Club Newsletter, or whatever it is, about a month after Fred Fumble got a Diamond, says he must, of course, have an article on it. Fred only dimly remembers the details of the flight, so he digs out his maps and barograph trace as a guide and conscientiously flogs himself to chronicle the whole business. People who have difficulty in starting an article have equal difficulty in stopping. So on it grinds, thermal by thermal. One club magazine a few years back devoted eight pages to two uneventful flights of 40-50 miles because the writers didn't know when to stop.

The top author/pilot avoids the deadening effects of time-lag by getting down to his typewriter immediately he is back on the ground. Perhaps even, as he hops from cloud to cloud, with a Dalton computer<sup>4</sup> strapped to one knee and a Roget's Thesaurus<sup>5</sup> strapped to the other, he is balancing "ivory-capped towers of alto-cumulus castellatus" against "sun-dappled meadow and tulgey woodlands sprawling toy-like below..." However, no amount of golden prose excuses an unwillingness to part with factual information. Unless you are well known in the movement, the phrase "good old Skylark" will simply madden us if we do not know whether it is a 2 or a 3<sup>5</sup>. Again, the distance covered and times of take-off and landing might as well be mentioned: knock out a few adjectives and you can fit them in.

To be fair, the editor must help the writer with a standard of production equal to the writing. The story may open promisingly – "...the first leg of the task was going to be fairly straightforward. Once one got away from the zero-wind bungey-launch into the rock-strewn valley of Pradjwzk and soared S.S.W for 35 miles to the northern spur of the Krajcownje massif only a few werts

west of the Ruritania – U.S.S.R.<sup>6</sup> frontier, then hill-soared in cloud on a course of 185 degrees for 40 kilometres to the Blwlj river, a quick dash E.S.E. from here would bring one to the notorious rotor-clouds of the central Malwyczk plateau. The next leg would be more tricky, unless the rain had stopped by then..."

Only there are no maps. Accordingly, the article is only more successful than Fred Fumble's by virtue of its vivid descriptions of prangery and an account of a sojourn with the Immigration Commissar in the Popovograd People's Palace of Torture while awaiting the retrieve crew, which, like the reader, got completely lost after Pradjwzk.

Indignant protests from the "Howidunit" Writers' Union: "You are asking us to write only of record flights in exotic surrounding with lavish illustrations, described with the skill of Wills himself, who can make a high hop sound thrilling. Well, we can't do it, mate."

No, but what you can do is tell us about the most fascinating thing of all – the decisions which make the difference between success and failure. Instead of talking as though the flight was a series of things that happened to you, talk as though it was a series of things that you did. Top pilots are supposed to be the masters, not the victims of fortune. They play bridge, not bingo. We want the master tacticians to spill their secrets.

Unfortunately, they are often too modest: "Shucks, I was just very lucky," or "Well, it was due to my crew/the Cookwell vario<sup>7</sup>/my mother, etc." They are not only modest, but in many cases, are unaware of why they are better than the rest of us.

The solution may be to dispense with accounts of single flights and to go in for detailed debriefing of pilots after task flights. The most interesting "howidunits" are to be heard in the bar from half-a-dozen chaps who tried the same task on the same day. You know the sort of discussion: "...big mistake was leaving so late...working all right on the sunny side...kept over hilly country... not worth going into cloud before 3 o'clock...paid to wind round at 45 degrees early on...impatience did for me...was worth a gamble, I thought..."

A few free pints and a tape recorder, together with met. notes and barographs, would provide the basic material which could later be organised into a first-class "howidunit".

From this we would all learn something, whatever our level of experience. And for readability – well, you would probably find that in his natural surroundings Fred Fumble is a lot more entertaining than he is in cold print.

## NO AMOUNT OF GOLDEN PROSE EXCUSES AN UNWILLINGNESS TO PART WITH FACTUAL INFORMATION

### EXPLANATORY FOOTNOTES FOR 21ST CENTURY PILOTS:

- 1) Feet per second.
- 2) If you were over Luton these days, due downwind of Dunstable in a hill-soarable westerly, you'd land in jail for infringing airspace.
- 3) Skylark 3 – world-beater with performance lower than today's trainers; Skylark 2, same only lower still.
- 4) Dalton computer – a navigator's glorified slide-rule ("What's a slide-rule?" Oh, for Pete's sake...)
- 5) Roget's Thesaurus – an English language database, printed in ink on paper
- 6) U.S.S.R. – former Tsarist state going through brief period of socialism before returning to present Tsarist state
- 7) Cookwell vario: an imaginary hybrid of the Cook and the Crossfell, excellent new electric variors



Mike Bird flies an ASH 25 at Lasham. He got his A badge in 1949, Silver C in 1959, Diamond C in 1980, UK 750km Diploma in 1993 and FAI 1,000km Diploma in 1995. He is the author of *The Platypus Papers: 50 years of powerless pilotage*



# AUSTRIA HOSTS

Spitzerberg airfield proved the ideal venue for the 38th international VGC rally, attended by 165 pilots. Martin Simons reports

**T**HE annual Vintage Glider Club Rally traces its origins to an informal meeting of pilots and old sailplanes at Husbands Bosworth in England in 1973. On that occasion Christopher, son of the 1952 World Champion Philip Wills, was inspired to form the VGC as an international group to encourage and promote the preservation and flying of old sporting gliders of all kinds. Chris, after a long period of declining health, died in April, a few weeks before the 2011 rally. He is greatly missed, but lived to see his dream become a vigorous reality.

The club has grown in strength and the annual rallies have been astonishingly successful. To attend a meeting of this kind, even without bringing a glider to fly, is like coming to a great and happy family reunion. The feeling of kinship pervades the gathering. People come to the VGC rally to fly, to admire and delight in the aircraft, but above all to meet old friends and make new ones.

This year, the meeting was held at the Spitzerberg airfield (30 July – 5 August) in what is known as Lower Austria, meaning it is not part of the mountainous Tyrol. Spitzerberg lies south of the Danube between Vienna and Bratislava, somewhat nearer the

latter than to Vienna.

To the VGC members who attended, lower is not an appropriate word. They will always think of this event as a high point in their experience. Thanks to the splendid efforts of the Spitzerberg crew, all wearing red shirts, the organisation worked perfectly. Key personnel toiled for weeks and months beforehand to prepare and then cleared up afterwards. The local club members sacrificed a week of flying for us.

Every aspect of the arrangements was close to ideal. If anything was not quite perfect, the friendly and energetic crew were quick to put it right; the camping facilities, the other accommodation, the meals and celebration and, of course, above all, the flying. The weather was mixed with some heavy rain, but there was flying every day and some exceptionally good soaring. Nobody was disappointed.

This year, 165 pilots registered 74 sailplanes. Strangers sometime ask if the VGC is for old pilots or old gliders. It is tempting to answer “both”, but the list of pilots’ dates of birth ranged from 1930 to 1990, indicating ages from 80 to 20 years. We were visited for several days by Fritz Ruth, who is 92! (He worked with



“We were flying low over a field, and the next thing we knew, there he was!” (David Weekes)



# 2011 VGC RALLY

the Hütter brothers, who designed the H-17s and the H-28, which flew with us during the week.) There were many young children too. The VGC is for people of all ages.

To date the gliders is not so straightforward. A few have been built quite recently from the original plans, rescued as these have sometimes been from damp and mouse-ridden lofts, or unearthed from dusty forgotten archives. The Höls der Teufel, which flew most successfully at this year's and several previous meets, was designed in 1927, but this example was built only a few years ago. The spectacular aerobatic Habicht, flown brilliantly as always by Christoph Zahn, is structurally new, but several were used for displays at the 1936 Olympic Games in Berlin. The design is over 70 years old, but the performance is thrilling. The pretty little PIK 5 is likewise very new, but came off the drawing boards 50 years ago.

Some of the truly old aircraft, like the Minimoa and Kranich 2, pre-1938 in origin, may have been damaged and restored so often that, like grandfather's cricket bat, not much of the original structure remains. They still generate enthusiasm.

The Phönix, the first glass-reinforced-

plastic sailplane from 1957, marked a most important turning point and rightly flies at our rallies. Several types which were designed and built later than 1957, but of traditional wood and fabric, are counted as vintage simply because they are not plastic.

The all-metal Caproni Calif A 21 was present, with a performance very little short of the modern composite structured, large-span aircraft. This year, for the first time, two Schempp Hirth SHK sailplanes arrived and flew. In 1968, they were at the top of the competition lists. It may prove necessary soon to make a clear definition of vintage. These matters will have to be addressed eventually. Some very modern-looking gliders, like the Libelle, ASW 17 and Nimbus 2, are certainly candidates already for a classic category.

Chris Wills really started something great in 1975. The VGC has a new president now, Nick Newton. The future looks good. Next year's meeting in Lithuania, with a special extension to the sand dune site at Rossitten, which was one of the great centres of the sport in the 1920s and 1930s, is likely to attract new members from Russia and all the Baltic states. The 40th VGC Rally, in 2013, will be held at Lasham in England.

*Facing page:*  
Peter Brooks in Oxford Gliding Club's T-21 "Daisy" and on the ground with the participants' national flags in the background (David Weekes)

*Above, left to right:*  
The Minimoa from Dunstable; the Höls der Teufel close to the Spitzerberg Hill (Martin Simons)

**PEOPLE COME TO THE VGC RALLY TO FLY, TO ADMIRE AND DELIGHT IN THE AIRCRAFT, BUT ABOVE ALL TO MEET OLD FRIENDS AND MAKE NEW ONES**

# LOOKING AFTER AGED AIRCRAFT

Jim Hammerton, BGA Chief Technical Officer, describes an initiative to assist owners in keeping Annex II gliders airworthy



T-21 and Capstan based at and overhead Southdown GC (Peter Atkinson)

**IT IS A FACT OF LIFE THAT AS THESE CLASSIC GLIDERS BECOME OLDER, THE SKILLS TO MAINTAIN THEM ARE BECOMING LESS READILY ACCESSIBLE**

**W**HETHER you think they are graceful flying machines or draughty old barges, the UK fleet of Annex II classic gliders represents the early glider development that has led to the high performance sailplanes of today. They are a very important part of our aviation history and something that we should continue to be proud of.

Thankfully these aircraft have been spared the flood of airworthiness regulations that apply to modern sailplanes and continue to operate on the BGA airworthiness system. While this system provides a more practical and less bureaucratic way of doing things, it does not mean a lower standard of airworthiness. It is an approach that, like the gliders themselves, we feel should be preserved.

It is, however, a fact of life that as these classic gliders become older, the skills to maintain them are becoming less readily accessible. This, coupled with the rarity of spare parts (not to mention demands on people's income and time!), can make keeping them airworthy something of a challenge.

Therefore, to assist owners and to ensure that airworthiness standards within the Annex II fleet are maintained, we are embarking on a new "Aged Aircraft Programme" initiative. The first part of this will consider two-seat Annex II gliders. Some owners will already have noticed that the BGA Quality Team and CTO are surveying these gliders and we will continue to do so. We have already turned up some interesting results.

In the main these gliders are very well presented, but with one or two rather less well cared for examples. There are some issues with maintenance recording, which

is somewhat surprising given the generally improved awareness of the need for such recording.

This ongoing project will concentrate on surveying other Annex II gliders and reviewing maintenance programmes, inspection requirements, engineering skills, training and authorisations, all with the aim of maintaining the highest levels of airworthiness and safety.

If an Annex II glider is re-commissioned after a long period of lay-up, we may wish to survey it over and above the normal inspection routine.

The BGA also manages the registration of Annex II gliders. As part of any survey, we will look at the way a glider registration is displayed to ensure it is within the spirit of *Laws & Rules*. If you are displaying something other than BGA-approved markings (Air Cadets or RAF markings, for example), we will ask if you have approval – remember that displaying ex-military markings requires permission from the relevant authority. Approval for applying alternative marks on Annex II gliders should be sought from the BGA. As usual, we're very accommodating!

So, as an owner of an Annex II glider, please don't be surprised if you get a call asking if we can come to take a look at your pride and joy. We are sure you will want to show it off after the many hours of hard graft spent restoring and maintaining it. If we find any maintenance issues that need addressing, please don't be offended as we have your and the gliding movement's best interests very much at heart.

It is worth pointing out that sometimes we may carry out a Part M audit of a club maintenance facility at the same time as a planned survey of an Annex II glider. Part M club audits are a routine aspect of the BGA's CAMO oversight responsibility. By linking the two activities, we aim to limit the total number of visits needed to a club.

If we do wish to carry out a Part M club audit, we will always make arrangements with the club concerned well in advance.



A Weihe, piloted by Mark Wills, was one of the vintage aircraft taking part in a final flypast in tribute to Chris Wills at the Memorial Day held at Lasham on 25 June, 2011 (Paul Haliday)

## **Chris Wills Memorial Day, Lasham, 25 June, 2011**

AS A final tribute to VGC President Chris Wills, Nick Newton, as Vice-President of the VGC, opened proceedings with the ringing of the historical VGC bell. During a service presided over by the Rev Ben Flenley from Lasham Village Church, Chris's favourite hymns were sung, followed by addresses from Jan Forster, Glyn Bradney and brother, Justin Wills.

Unfortunately, although the weather started to improve after lunch, it proved to be rather windy. Despite this, Gary Pullen's primary was bungee-hopped, aided by some enthusiastic runners. By mid-afternoon the sun had made an appearance, along with the T-21, which flew members of Chris's family. In addition to the T-21, a Sky, Swallow and two Olympia 2bs also braved the conditions.

At around 5.30pm, Chris took his last launch and the solemn moment approached when his ashes were scattered over the airfield.

During the afternoon, the Benson Roake Brass Band (of which Chris had been a long-term member) played his favourite tunes, providing a suitable backdrop for the jolly mood of those watching the gliding from

outside the clubhouse.

At 7pm there was a final flypast in tribute to Chris, with the Petrel of Graham Saw, the Lasham Group MG19 piloted by Gary Pullen, a Slingsby Sky piloted by Richard Moyse, and a Weihe piloted by Mark Wills (no relation). Sadly the conditions proved to be too windy for Justin to fly Chris's cherished Rhönbussard.

This was followed by an aerobatic display by Colin Short in his Pilatus B4, before a special dinner in memory of Chris. It was just the kind of day Chris would have enjoyed; flying, fun and friendship.

**Richard Moyse**

## **The 16th Camphill Vintage Rally, 18-25 June, 2011**

DESPITE the weather being a mixed bag for the week, a total of 17 gliders and 35 people joined in this year's Camphill Vintage Rally. With all but one day proving to be unsuitable for vintage tasks, the week provided us with a mixture of hill soaring, a little wave, and a few days of thermalling.

Mike Armstrong was the assigned Taskmaster. On the one day that was suitable for vintage tasks, three gliders managed to complete a 100km triangle: Pete Redshaw

and Graham Barrett in a Capstan, David Weekes in his Skylark 4, and Mike Armstrong in his Sky. Camphill Horns were awarded to Martin Cooper and Gary Cuthill, who landed out in their Capstan near Sheffield (and left the radio mike switched on at one stage!), and to Jack Stockford, who landed out near Ladybower in his Zugvogel.

Alex Green set a simulator task on a non-flying day, which was won by Alex Bartsch. A Camphill Horn was awarded to Bob Lloyd, who managed to leave his glider up there. (That must be a first?)

With this year's event being designated the Year of the Capstan in celebration of the 50th anniversary of the type's first flight, we were delighted to welcome no fewer than five Capstans to Camphill (as pictured on p55 of the Aug/Sept issue). Nobody seems to know for certain how many are left flying in the UK, but the consensus of opinion suggests nine or 10, so we will just have to do better next year!

With 138 launches and 128 hours being flown in 2011, we look forward to the 17th Camphill Vintage Rally (and second Capstan Annual Reunion) scheduled to be held between Friday 22 June and Saturday 30 June, 2012. We hope to see you there.

**Rob Faulkner**

# RETURN TO THE OLYMPIC FOLD?

VGC secretary Bruce Stephenson explains how gliding has been accepted into the Wenlock Olympian Games from 2012

**A**SK most owners about the roots of the humble Oly, and they will tell you that it was the glider that was to take our sport into Olympic Competition. Selected at a special contest in February 1939 by an FAI Technical Committee challenged to choose a monoglass glider for the 1940 Games, the Meise (more commonly known as the Olympia) was to take the sport to new heights. With the advent of war, and a change of direction in the FAI post-war, unbeknown at the time, the Olympia was to signify gliding's defining moment in Olympic history.

From the successful 1936 Berlin Games, when gliding officially featured as a demonstration sport, to the Olympic Gliding aspiration dying in the late 1950s, the dream has since lain dormant. With the Olympic Games 2012 being awarded to London, a group of VGC enthusiasts entered some informal discussions on how the Olympic dream could be

symbolically revisited, and, as a result, planned an unofficial, informal rally to mark the occasion during the 2012 Games.

Early on during the discussions with national and international regulating and governing bodies, it became apparent that there was little or no scope for creating an infrastructure for such an event during a time of heightened security and wide-sweeping airspace restrictions.

Determined not to be beaten, there was a suggestion that maybe we could find an appropriate avenue for our cause through the quintessential "English" Wenlock Olympian Society (WOS).

Buoyed by the obvious advantages of joining an established organisation that had a unique place in the history of the Modern Games, one which is officially recognised by both the British Olympic Association and the International Olympic Committee (IOC) themselves, we quickly made contact with the WOS secretary, Peter Thompson.

After a few weeks of discussion, there was a vote by the WOS Committee to accept gliding as a demonstration sport into the 2012 calendar. Not only that, gliding is set to become a yearly feature within the WOS sporting calendar from 2013 onwards, and thus becomes eligible for Olympian Gold, Silver and Bronze medals!

For those of you that have never heard of the Wenlock Olympian Society, turn back the clocks to 1850, with the creation of the Wenlock Olympian Class by a Shropshire doctor, Dr William Penny Brookes. Penny Brookes had been passionate about the benefits of promoting a healthy body and mind through the newly developing sporting craze that was sweeping across British schools and universities.

Drawing inspiration from the Ancient Games at Olympia, by 1865 these very regional Games had become a British National event, with the creation of the National Olympian Association, boasting audiences in excess of 10,000 spectators!

Now fast-forward the clocks to 1890 when a young aristocratic Frenchman, Pierre Fredi, Baron de Coubertin, visited the Games. Deeply interested in Penny Brookes' works, Coubertin devised a plan to revive Penny Brookes' longstanding dream of restaging the Olympic Games at the ancient site of Olympia. It was perhaps surprising, however, that in 1892 his ideas were met with opposition in both France and within Greece itself. In order to better publicise his



The Swiss gliding team with the S18 'Perfecta' at the 1936 Berlin Games (Sabine Schreiber)

**THE EMPHASIS WILL BE ON THE DEVELOPMENT OF GLIDING AND RECOGNITION OF THE ROLE THAT THE OLYMPIA MEISE HAS PLAYED IN OUR OLYMPIC HISTORY**



plans, Coubertin organised an International Congress in Paris on June 23, 1894. Although Penny Brookes was listed as an honorary member, he was unable to attend due to ill-health, and died just four months before realising his life-long ambition; to launch the first International Olympic Games in Athens in 1896.

Today, the Wenlock Olympian Society is widely recognised as the spiritual home of the Modern Games and is, in fact, the oldest surviving active Olympic organisation today, predating the IOC by some 44 years, and our own FAI by some 54 years!

With the Games being staged in London in 2012, next year's WOS event is very special indeed. In recognition of the WOS role in this unique event, the London organisers have named the 2012 Games mascot *Wenlock*. With the acceptance of gliding into the Wenlock Olympian Games, in accordance with WOS protocol of holding events local to Shropshire, we are delighted to announce that the venue of the gliding event will be the Midland Gliding Club, at the Long Mynd, which lies only a few miles from Much Wenlock itself.

With the start of the gliding event scheduled to coincide with the final weekend of the Wenlock Games on the 14 July, 2012, the event is scheduled to run over a period of seven days, ending just six days before the 2012 Olympic Games in London are due to start.

On Saturday 21 July, there is a planned visit by WOS and other officials, where the sport will be officially introduced in the form of gliding demonstrations and an official award ceremony for the competition.

The structure of the event is still being finalised, but for 2012 the emphasis will be on the development of gliding and recognition of the role that the Olympia Meise has played in our Olympic history.

As the Olympia Meise forms the main historic basis of the event, there is not a requirement for those Olympia pilots to compete. However, all entries in other classes will be expected to officially take part in the competitions.

With more than 40 pilots representing six countries currently registered, we wish to emphasise an international fostering of gliding comradeship through the sport.

■ If you want to be part of this exciting opportunity, find out more about this event at: [www.wenlockolympiangliding.co.uk](http://www.wenlockolympiangliding.co.uk)



The Italian team at the 1936 Berlin Games, where gliding officially featured as a demonstration sport and, right, the cover of the Olympic booklet



Left: The Swiss team, including Hermann Schreiber, who received an Olympic Gold Medal for his famous crossing of the Alps for the first time by a glider in 1935. Hermann was awarded his medal the day before the 1936 Games opened (Sabine Schreiber) Below: Logo commissioned for the 2012 Wenlock event



Comradeship through Sport...



■ Kneeling in the front row are the winners of the Open Class Nationals, staged at Lasham 20-28 August: (left to right) Andy Davis - Bronze, Steve Jones - Silver, and Peter Harvey - Gold. Behind them are five of the founders of Lasham, who attended the official opening: (left to right) Wally Kahn, Ralph Hooper, David Ince, Robin Cole and Hugo Trotter. Founder Peter Hearne attended the ceremony later in the day (Ian Strachan)



*This page clockwise from top :*

A Glidability group with their instructor, Jay Nethercott (in black), after a day of soaring at Ulster GC (Jo Myles)

Kent GC's Colin Fretwell looking suitably relaxed after achieving Full Cat Instructor status

Jane Nash with son Michael after receiving a diploma at the Women's Worlds in Arboga, Sweden. See her competition report on p22 (Steve Nash)

Daniel Brown in reflective mood at the Junior Nationals, Aston Down (Alison Randle)

*Facing page clockwise from top left:*

Mrs Penny Corbett and Sir John Allison unveiling a memorial plaque and bust of David Corbett, former owner of Shobdon airfield (David Johnstone)

The smile says it all: Matthew Blaikie was sent solo by Upward Bound Trust instructor Steve Bonser (Simon Bryant)

Bowland Forest's Super Ximango motorglider GKHOM at Blackpool Airport after a long day of Cross-Country Endorsements on 23 July. "The Reds" took the candidates minds off the cross-country tests (Pete Desmond)

Shenington's Bob Winters took this picture of the syndicate T-21 'BTH' (known as Beth) while flying with John Donovan in his DG-500



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



# CLUB NEWS

## **BANBURY (HINTON IN THE HEDGES)** **WWW.BANBURYGLIDING.COM** **5204355N 00118784W**

MEMBERS are keen to fly and have been very helpful with trial lessons and the Cokethorpe School flying days. Our new CFI Bob Johnson is making sure that we are all safe and is encouraging newly-qualified pilots to stretch themselves. Congratulations to Ashley Valentine on his Bronze and Cross-Country Endorsement. Our round of the Inter-Club League was a washout and was rescheduled for August. We have a very dry site so will welcome pilots from elsewhere this winter when we will offer aerotow training for pilots from winch-only clubs.

**Andrew Preston**

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

IT'S been quite quiet at Bannerdown at the weekends in recent weeks, mainly due to the weather. It seems that there have been some absolutely cracking days during the week whilst we've all been at work. However, we have had some good cross-country flights, with quite a few members completing their Silvers, as well as Bronze achievements. Congratulations to Paul Randell for going solo.

**Arran Armstrong**

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

IN July we added Toni Clews and Mick Taggart to our solo list; 11 members have soloed or re-soloed since March. For Toni and Mick it was well deserved. They both work quietly, supporting all those who want to fly, and contribute in many other ways. We held task weeks in June and July. On some very good days, long tasks were completed and on the poor days it turned into a social. Weather has played its part in the Inter-Club League with fewer days being flown, but sufficient to claim competition days.

**Jan Smith**

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

WE have just seen the finish of the Standard Class Nationals and the Bicester Regionals, with good flying had by many. The regionals were well attended with some very good results for Bicester pilots, coming 1st, 2nd and

3rd in the Open Class and a second in the Sports. Congratulations to Derren Francis for 2nd in the 18m Nationals and to Fran Aitken for 8th place in the Women's Worlds. Other achievements for club members include BI ratings for Vicky Smith and for Charles Jessop, which he topped with a Diamond height in Omarama, New Zealand, and last, but not least, an epic 300km for Alan Twigg.

**Annette Purcell**

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

THE first Bidford Gliding & Flying Club competition was held in June, blessed with six soarable days. BGFC wishes to thank all those involved. David McCarthy came first in his Duo Discus T, followed by Steve Jones in his Nimbus 4T and, in third place, BGFC's own Bill Inglis flying his Antares 18. Our youngest pilot, Alex Orchard, has the honour of being the first sent solo since the creation of Bidford Gliding & Flying Club in April 2011. Congratulations to Alex and to Robert Stafford on his 100km Diploma. Andrew Gillon has flown his Club Libelle for the first time since importing it.

**Robert Stafford**

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

A COMBINATION of summer wave and reasonable cloudbases have kept us smiling at Talgarth. Our tug is now running and looking perfect, thanks to so much work by many members. As always, we are open seven days a week until the end of October and we look forward to receiving the usual flurry of wave expeditions by those who want to avoid the long and expensive trek north. There are still some places available, so call the office to book and get your fill of autumn wave, which can occur in all wind directions.

**Robbie Robertson**

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

WYCOMBE District Council Cabinet has voted unanimously to abandon further spending or development on the stadium scheme at Booker. We thank all the members of our action committee who fought long and hard, together with GASP and their 17 member groups under the chairmanship of Gary Nutall from Booker. Congratulations go to

Phil Binnee, Oli Polden and Graham Morfe (Bronze legs); John Otty and Robert Turner for Silver. Cadets Siena Whiteside and Will Hilton are completing NPPLs, thanks to scholarships, and Sam Gervais is just beginning. Finally, Will Ellis returned triumphant from the Sport Class at the Bicester Regionals, which he won convincingly.

**Roger Neal**

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

THE last Sunday in June provided fantastic wave at Borders with climbs well into tens of thousands of feet. Iain Russell took his Skylark 4 to 20,500ft (see p34), with John Richardson (Cirrus) climbing to 17,749ft, Bill Stephen (Nimbus 2) 15,748ft and Andy Bardgett (LS4) 15,354ft. We now have three new Assistant Instructors – Geoff Forster, Helen Fraser and Graham Mitcheson have been signed off – congratulations all. Borders has been on tour, with fantastic expeditions to Fuentemilanos and Staffordshire CG. Huge thanks to both clubs for looking after us. Borders also attended the Great North Fly In at Eshott Airfield, in aid of Help for Heroes.

**Rich Abercrombie**

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

THE Vintage Glider Club's annual rally went off well in May. More visitors from the Essex and Suffolk club reported feeling very welcome and enjoying our cross-country training. We also had a visitor from Parham and an expedition from the Highland club and we were glad to see Mike Strathern, back from New Zealand on holiday. Greg O'Hagan, Mark Thompson and Martin Talbot completed an Assistant Instructors' course. Two new winchies were turned out by our training scheme and two more were in the pipeline, but more are needed to cover at weekends. Our new ex-Army "Beast" tow-out truck is now in use.

**Bernard Smyth**

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

IT was with great sadness that the club suffered another bereavement this year after the passing away of Danny Goldsworthy. Danny had been a member of the Club since 2004, serving as an instructor and inspector

(Left to right) First solos for **BWND's** Toni Clew with instructor Tony Gordon, and Mick Taggart with Steve Lambourne (Colin Field); Alex Orchard at **Bidford Gliding & Flying Club**, pictured with CFI Frank Jeynes; and **Cambridge's** Freddie Fordham, pictured with instructor Julian Bane (Lorna Sleigh)



on both gliders and motorgliders. (See obit on p70). We are now enjoying all the comforts that come with modern accommodation having transformed our 'old shack' into a purpose-built clubhouse. Congratulations go to Paddy Yeoman on his Gold distance and Diamond goal. Our 'Falke-Fly-In' in June was great. When the aircraft performed a stream take-off, one of our members remarked, "this may not have happened at Saltby since 1944!"

**Stuart Black**

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

WE have now had confirmation that Burn Airfield will be transferred to the Homes and Communities Agency (HCA) in September. Our MP Nigel Adams, who supports our bid to remain at Burn, is arranging for us to join him in a meeting with the HCA to help us with extending our lease. Several members had an enjoyable trip to Olsztyn Aeroklub in Poland with some night flying. July saw our annual open weekend and over 40 members of the public were taken for short flights. Congratulations to Scott Inman and Dominic Mathers on going solo and to Terry Tordoff on becoming an Assistant Instructor.

**Chris Cooper**

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

THE season has seen members infected with cross-country fever. Flights include Mike Morrison and Pete Thomson flying Ben Nevis return, and Alister Morrison and Nick Norman flying 300km. Badge claims include Alister Morrison, Gold completion. Recipient of the new White Skid Mark Trophy (a converted T-21 front skid) is John Smyth, congratulations! The club Astir has proved popular in its first year, flying over 121 hours. Octoberfest this year will run from 1-9 October. Spaces are filling so contact Chris on [chris@cabrich.com](mailto:chris@cabrich.com) if you would like to come up for the wave.

**Chris Fiorentini**

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

THE cadets had a successful week camping and flying in July with personal achievements, including Freddie Fordham, 16, going solo. Other achievements are David Wilson, five-hours; Jacobus Prella, Silver distance; Jeremy

Thompson, completion of Silver; and Peter Wilson – solo. Congratulations to all. Glynn Whittingham, a visitor from Bowland Forest Gliding Club also completed his Silver with a height claim. Monthly cross-country weeks run by Andy Beatty and Robert Theil continue to be popular and inspirational, resulting in many kilometres being flown. We are hopeful for good weather at this year's regional competition which is promising to be better than ever.

**Lorna Sleigh**

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

WE have finished hosting the Junior Nationals for 2011 and congratulate winner Tom Smith, and Steve Nock and Steve Pozerskis, who finished second and third respectively. Thanks to all who helped the event run smoothly, particularly director Brian Birlison, supported by assistant director Alison Randle, and Richard Kill, who organised the food and bar. Since we are currently without a resident tug, the competition provided the opportunity to ensure being current on aerotow. Thanks to clubs and individuals who kindly made their tugs available. Finally, best wishes to Andy Cockerell and the rest of the team, travelling to Germany, for the Junior World Championships.

**Frank Birlison**

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

WE'VE had another successful year and our general costs have gone up, however due to the hardworking members of the club we have been able to keep of flying cost reasonably stable. In general our response to this has been to fly more. Quite a number of badges and legs have been completed so far this year, even though most of the better weather has been during the week. Many of our pundit class pilots have taken part in a variety of competitions. I hope to report in a little more detail in the next edition.

**Zeb Zamo**

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

CONGRATULATIONS to Vasil Spasov, our Bulgarian, who went solo in a K-13 followed by a K-8 conversion and a Bronze leg, and Robert Starling who came a commendable

4th in the Juniors Competition at Aston Down. Cross-country training is proceeding with several younger members setting themselves serious future targets. Our Falke syndicate is displaying the glider in its resplendent new blue and white colour scheme. Our new clubhouse, officially opened recently, now has mains water supplies courtesy of a friendly local farmer who heard of the water problem when attending the opening ceremony and allowed a supply from his adjacent farm – publicity does pay off.

**Geoff Homan**

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

A DEBT of gratitude is due to those who have kept our fleet flying. Bob Jones, whose 1,000-mile round trip netted us a Pirat, through Martin Smith, John Bolt, Ged Nevisky and the team who have undertaken a vast amount of work on the fleet, to Phil Hardwick's tender nursing of the site; thank you. Congratulations to Mike Gadd on going solo. Seven Explorer Scouts achieved their Air Activities Badge and Matt Wiles gained his two-hours cross-country leg. We are grateful to SW Regional Examiner Simon Minson and Senior Regional Examiner Graham Morris for their valued advice to our instructor training.

**Martin Cropper**

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

CONGRATULATIONS to John Tanner on winning the Midland Regionals in Duo Discus 3D. The UK Mountain Soaring Championships took place the week commencing 4 September. More congratulations to Kevin Darby on gaining his Gold height at Aboyne, in the Club ASW19. Why not join the ranks of Gold and Diamond height holders during the September and October wave soaring season – more details on our website?

**Fred Pell**

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

CONGRATULATIONS to Chris Bowden for going solo on his 16th birthday; to Pat Turner for going solo; and to Allan Hall for re-soloing after 20 years; to Peter Harris for completing Silver; and to Mike Corcoran for winning the Sport Class in the National Aerobatic



(Left to right): First solos for **Cambridge's** Peter Wilson, pictured with Andy Beatty; 16-year-old Simon Thornton at **Dartmoor**; Chris Bowden, who went solo on his 16th at **Derby & Lincs**, pictured with his proud dad (Anne Robinson); Tim Amblin with **Dorset** CFI Peter Molloy after re-soloing on aerotow (Dave Poole)



✈️ Championship. We again hosted a Vintage Rally, and a large group of pilots and gliders, from Devon & Somerset enjoyed our hills and thermals. We enjoy seeing a Dart 17r around Camphill again. Sadly, we had to say goodbye to Ian McRea, who died after a long illness but managed to enjoy flying his K-6 until shortly before his death (see obit p70).

**Dave Salmon**

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

CONGRATULATIONS to Geoff Lawrence, sent solo in August, and Ray Rimes for completing his five-hours in July. Daniel Johns achieved a 300km Diamond flight to Candover Church and back and Andrew Logan gained Silver height in his K-6 on an excellent soaring day, which also saw a number of cross-country flights. Expeditions have included trips to Derbyshire's Camphill (very welcoming) and a number of members visited La Motte Du Caire for some adrenalin fixes. Thanks go to our younger members, who have been putting in 'extra time' working hard and even camping on the field in some foul weather.

**Cheryl Smith**

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

WE have had more flyable than unflyable days during task week. The results were as follows: 1st Carol Marshall, 2nd Alan Coatsworth, 3rd Pete Allingham. The closing show, provided by Mark Enfield, was attended by over 120 people. Our thanks go to everybody who helped organise the BBQ. Congratulations Anthony Sanders (Silver height), Tim Amblin (Bronze exam, Cross-Country Endorsement), and Chris Woolgar, who has received his Bronze. Well done to Nathan Hanney for achieving his assistant rating. Our new BACS payment system, set up by our treasurer Doug Every, is proving a great success – we would thoroughly recommend to other clubs.

**Colin Weyman**

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

THE last few weeks have been wet, but we have managed some flying. Congratulations to Iain McIver for his Silver height. Flying week started well, with trial lessons and training flights resulting in two new members. Our

young trainee Connor McIver, who will be 14 on the 9 April 2012, was pleased to hear the solo age for pilots could be dropped to 14 on the 8 April, 2012! We are looking forward to the end of Flying Week BBQ, provided by Richard Charnley, who did us proud last year, with venison, salmon, and vegetarian food.

**Wendy McIver**

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

WE have been having some glorious weather and one Wednesday things were booming and several good flights were made, including a possible Silver height and another by Vee Harrington, who was whacked up to 4,500ft in no time at all. Unfortunately she didn't have a Barograph or Logger with her. We are looking forward to our next flying week in August. Well done to Steve Rhenius on gaining his height towards his Silver and congratulations to Mike Harris on completing his Silver badge, flying the Mistral he purchased from the club. Darren Smith has recently re-soloed. Congratulations.

**Peter Perry**

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

BLUE days and winds alternating between north and south (across our east-west runway) have not made for easy flying. However, Dave Betts has re-soled after a long lay-off, Mark Butcher did his first solo and Dave Aherne registered his first 100km. Meanwhile Ken Ward and Jacques Loyez both passed the Bronze papers. Numerous Scouts have had their first taste of gliding. The cereal crops of East Anglia are now being harvested, so the scope for landing-out safely in stubble fields may encourage some of the more timid cross-country pilots to push their boundaries a bit further.

**Dick Skinner**

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

NOW that we are into the soaring season, members are completing more tasks. Dave Honour flew 50km to complete his Silver and his son Joe has done two 30km soaring flights towards his Bronze. Pete Sperry has passed his Bronze test. Congratulations to them and also to Pete Stafford Allen for his 11th place in the Open Class at the Regional comps at Bicester.

At the Family Day at RAF Marham, we set up a stand with glider on display to promote the club, and enjoyed displays by the Red Arrows, Red Devils and other aircraft.

**John Doubleday**

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

OUR airfield open weekend generated plenty of interest. We sold a significant number of trial lessons and introductory packages and have a long list of names to follow up. During the weekend, Sir John Allison visited to unveil a memorial to David Corbett, the former owner of the airfield, who until he died gave significant support to all the airfield users and in particular to the gliding club. We had a good turnout of members to show off the gliding club when Nick Bloom from *Pilot* magazine visited to do a profile of the airfield for the October issue. We are now getting ready for our annual Task Week.

**Diana King**

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

HGC has a new threat from another wind farm proposal; this time, 22 turbines on top of the Rothes ridge, close by. We will be objecting to the installation of any turbines near the top of the ridge and are hopeful of winning after our successful objection to the last wind farm proposal. Easterton hosted the Scottish Inter-Club League in August. Good news – Lossiemouth has been retained as an active RAF airfield and this will help safeguard the future of Fulmar GC at Easterton. Our expedition to Nympsfield was a success, thanks to Ian Lane and the other Nympsfield members who made us so welcome.

**John Thomson**

**KENT (CHALLOCK)**  
**WWW.KENT-GLIDING-CLUB.CO.UK**  
**51123N 0004950E**

AFTER a very good start to the season, soaring conditions have continued to be good and have resulted in an encouraging number of cross-country flights on the club ladder. As autumn approaches we hope and pray the good weather continues as we look towards task week and the expedition to Sutton Bank. Despite the snow affecting activity levels at the beginning of the year, the first six months have proved very encouraging with both

(Left to right): Charlotte Gordon, 16, was sent solo by **Highland's** Angela Veitch (Bruce Gordon); **Kent's** Simon Beer and Jake Brattle achieved Silver height; Liz Tocknell was sent solo at **Midland** by Neal Clements; Bronze badge for **NVGC's** Peter Valentine, pictured (left) with Steve Jarvis



financial and membership figures looking positive. Congratulations to new Full Cat Colin Fretwell, to Robbie Christie and Mike Dove on re-soloing, and to Simon Beer and Jake Brattle on achieving their Silver heights.

**Terry Webster**

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

CRACKS in the K-21 canopy have been repaired, thanks to Steven Naylor for a very good service. Several cross-country flights have been completed over the Lakes in thermals. There has been wave to 9,000ft, which allowed several good flights, one of which was five-hours for Andy Tebay. Congratulations on completion of his Silver badge. We were visited by the BGA Development Officer, who left us with lots of ideas and inspiration. Just now, a large contingent from the club is in France, hopefully having good weather.

**John Martindale**

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

CONGRATULATIONS to several Lasham pilots for outstanding performances in recent competitions, including Ayala Liran who won Silver in the Women's Worlds in Sweden and Jez Hood who won the Standard Nationals. In fact, six out of the top 10 pilots in the Standards were from Lasham. The number of launches is holding up, although there is a marked tendency towards winning over aero-tows. Welcome to Tim Lean, Adam Hoskin, Mike Birch and Clive Swain, who have recently joined our team of instructors, bringing the total number to 120. Commiserations to Gerald Hill, who on his Silver cross-country attempt managed to land out 5km away.

**Mike Philpott**

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

MANY thanks to Phil Warner, who steps down from our committee after several years. Mike Barrowman has joined. Congratulations to Steve Hardy for winning Bronze medal at the British Glider Aerobatic Competition and for his top score at our own club aerobatics competition. Congratulations also to Gerald Davies on winning the Algek Cup. Our July cross-country task week saw around 18,000km

added to the ladder. By the time you read this the Dunstable regionals will have been completed, as well as our annual 'Girls Get Gliding', event. The work to improve club facilities continues, with new tarmac for the apron and gravel for the car park.

**Andrew Sampson**

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

THE Mynd was well represented at the Midland Regionals with three two-seaters, including the club DG-505 flown by John Stuart and John Parry. We had a successful Rock Polishers season, led by captain David d'Arcy and are waiting for the official results to confirm just how successful we were. Next year's planning is under way as we are hosting the 2012 Olympian Gliding Event (see p54). We are delighted that Competition Enterprise returns to The Mynd in July 2012, and welcome new members Michael Stringer, Neil Cowmeadow, John Glover, Max Adlington, Liz Tocknell and Oliver Pashby-Taylor. Congratulations to Liz Tocknell on her first solo.

**Steven Gunn-Russell**

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

IT'S been a fantastic gliding season with very successful open days, lots of new trainee members and achievements. Well done to all who achieved their Bronzes following our on-site exams. Special congratulations to Peter Valentine for achieving his Bronze and taking flight in the club's syndicate T-21 as P1 for the first time in 47 years. An almighty pat on the back goes to Alan Wyse, who, as an NVGC club member for some years, has recently achieved his Silver five-hours. Congratulations to Lawrence Pavlinovic, who passed his Bronze, swiftly adding the Cross-Country Endorsement to his list of achievements.

**Kerry Mertz**

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

THE 18m Nationals in July were a success, thanks to Don Johnstone and his team, plus a great bunch of competitors. Congratulations to champion Mike Young (2985) after a closely fought contest with Derren Francis (2916) and Iain Evans (2875). Congratulations also to the cadets who soloed in 2010, with Josh

Brownlow gaining Silver distance, height and 100km diploma, Peter Carter Silver height, and Beth Redpath her Bronze. Andy Hewitt also completed Silver distance. A new syndicate has the T-21 in the air after several years. It has been in continuous ownership of the club/members since it was purchased in 1961 as our first two-seater.

**Mike Bean**

**NORTHUMBRIA (CULLOCK HILL)**  
**WWW.NORTHUMBRIA-GLIDING-CLUB.CO.UK/**  
**54560N 0015043W**

A GENERALLY poor July has seen lots of work done here. Due to an increase in visiting aircraft, we have put in some runway markings to aid visibility and improve training. The committee has agreed on the purchase of a motorglider to further aid initial training and assist with cross-county training and we await a suitable machine appearing on the market. This year's club ladder is more than half way through and the interim results are: pre-solo – Dave Barnfather; pre-silver – Dave Scott; post-silver – Rob Rose. We are also looking forward to hosting a visit from Newcastle Airport's air traffic controllers, with trial flights and BBQ.

**Rob Rose**

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

OUR training programme is running well under our re-established CFI Ken Payne, with two members Miroslav Pitorak and Frank Friend achieving first solos. Miroslav came to us from Poland, where he had started gliding. We have doubled our female membership this month making two; good news for our small club. Jack Stockford has attained his Basic Instructor rating. At this point could I make a plea to anyone with a Half or Full rating – you'd be received with open arms at North Wales. We have put up a much larger fence around our compound and hangar area, creating more space to leave gliders rigged.

**Brian Williams**

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

MEMBERS have been taking advantage of the reduced parachuting activity. James Lewis has achieved his first half-hour soaring flight and Gordon Craig and Claudia Buengen have done well in the Bicester and Hus Bos Regionals. Rob, Dave and 'Big' & 'Little' Pete



(Left to right): First solo at **North Wales** for Miroslaw Pitorak, who started gliding in Poland (Rob Rowntree) and Frank Friend, pictured with CFI Ken Payne; Malcolm Chalmers, who went solo in the Grob at **Portmoak** (Jim Cook); and **Staffordshire's** Harsimran Singh, pictured with instructor Derek Heaton



🚩 waved the flag for OGC at the vintage rally in Austria and Tim Elliott continues to notch up a record number of 50km attempts. We welcome Cecilia 'Ah go-on' Craig to the world of Basic Instructing. We are holding our Flying Two Weeks and Summer Party this month and hope to welcome pilots from Banbury.  
**Paul Morrison**

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

FIRSTLY, I have to report the retirement from gliding after 25 years, of Steve Crozier. Full Cat instructor, former CFI at Strubby, competition pilot and all round good egg. He will be missed, as will his t-shirt declaring him to be an "Anti-Gravity Paddy". Good luck, you can jump in the back of the Bocian as ballast anytime! The open day went off well, despite a couple of the attractions not being able to attend due to the 90 degree crosswind. There were quite a few trial lessons so hopefully some new members too.

**Martyn Edgar**

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

CONGRATULATIONS to Paul Carder for reaching Parham on his first 50km. Paul Bassett achieved the same and completed his Silver. One of our K-21s, 'E7', is in Poland for re-gelling, spin-kit addition and returns as 'N7'. Family and Friends Day was successful, flying numerous guests. The evening kicked off with the CFI performing aerobatics in a Yak, and ended with 150 people in a Hangar Party and Hog Roast. Recent Friday evenings have had a small core of instructors and helpers flying Scout and Guide parties, organised by Cat Stevens. Our week-long summer course will have run by publication time.

**Neil Shaw**

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

CONGRATULATIONS to Michael Jillings on a two-hour flight for his Cross-Country Endorsement and to Mick Nicholls on his five-hours to complete his Silver. In July, we welcomed back the 447th Veterans and their families to the site, they enjoyed a BBQ with club members, although the weather was very wet.

**Helen Page**

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

THANKS to some publicity and efforts from our instructors we are rapidly increasing the number of *ab-initio* members. Our two-seater fleet is fully utilised and we are working hard to serve our air experience voucher holders. The RAF has joined us for its summer ATC courses and has turned up with five aircraft and a multi-drum winch. We are planning an open day in August to commemorate the centenary of the first woman to gain a pilot's licence (Hilda Hewlett). Congratulations to: Kenny Kinnon, John Richie, Paul Smith, Len Hart, Peter Metcalf and Stephen Hughson (solo), Neil Brown (Silver duration), David Coats (BI), Ricky Jackson and Alan Gillanders (NPPL-SMLG).

**Ian Easson**

**SHALBOURNE (RIVAR HILL)**  
**WWW.SHALBOURNEGLIDING.CO.UK**  
**512014N 00313239W**

IT'S been very busy with more than 70 scouts and guides flown, a great open day and a static glider display at the Newbury Carnival. Many thanks to everyone who worked hard to make these events successful. There's a special thank you to Sport England for the grant to kit out the club fleet with FLARM. And what is it about the 14th? May was good; June was brilliant and July even better, with almost every launch resulting in a soaring flight resulting in a total of 44 hours flown off 26 launches, a five-hours, a 225km and visit from a passing glider whose turbo refused to start.

**Claire Willson**

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

REUNIONS were enjoyed at the club's 21st birthday party, which doubled as a longest day. Keen pilots took the first launch at dawn and we managed to fly all day, finish at sunset and have a party. We've had a number of Bowland pilots visiting and we're about to run our third Shenington Regionals. Our tug is back online after an overhaul, and the 'President's carriage' Skylark BQZ is back airborne after almost 10 years. Richard Allen has gone solo with Nigel Clarke, while Tom Koochitt and Dave Price kept busy with Bronze and Cross-Country Endorsement flights. Paul Mucha flew his Silver duration in July.

**Tessa Whiting**

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

OUR Longest Day celebrations began with dismal foreboding, but the sun evaporated the morning mist, crowds arrived and enjoyed a super day. Nick Busvine has completed his Silver, Darren Baldwin and Charles Carnet have soloed and Joe Cray has earned an aerobatics scholarship from The Air League. Gordon Bain re-soloed after 43 years. There has been an annual "Cheese Drop" by the Dutch, over the local RAFA Home, since the end of WW2 in remembrance of the RAF dropping food over Holland. This July the final event concluded with a fly past by Peter Teichman in a Mk 11 Spitfire.

**Peter J Holloway**

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

WE had ideal weather for winch week, which instructor Ian Kennedy and his keen band of student pilots made full use of. Calm conditions for circuits and sufficient occasional soaring conditions for high-altitude exercises enabled Kate Kerry to go solo and Mike Clee to re-solo, then go on to complete the first leg of his Bronze. A few weeks earlier, Maureen Weaver was pleased to get round her first 500km. Sarah Reed managed to study for her A levels, make use of a bursary from the Royal Aero Club Trust towards her Silver C and, with a scholarship from The Air League, begin her NPPL.

**Stuart Edinborough**

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

MEMBERSHIP numbers and flying activity are growing well. Our young members continue to progress steadily – congratulations to Louise Wildblood for a Bronze leg, Harsimran Singh for his first solo and Steve Collins for five hours in the Cirrus. Our famous flying granny, Pauline Larnar, has managed both Bronze legs. Tug pilot Ian Carrick has been elevated to a Full Cat Instructor – well done! We run a club cross-country ladder for flyers who have achieved a 100km task and a "Fledgling Ladder" for beginners. Congratulations to our CFI for leading by example and pressing on despite tricky conditions – nice field landing Peter.

**Neil Frost**

(Left to right): First solo at **Hus Bos** for Alan Smith, pictured with Paul Weigmann, and Chris Curtis, seen with Bob Flanagan; **Ulster's** Jo Myles was sent solo by Harry Hanna (F Cochrane); **Yorkshire's** latest solo pilots, Resh Khodabocus (left) and Alan Dowd, pictured with instructors (Andy Parish)



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

WE have been very busy at the Soaring Centre with a few memorable long flights midweek and two new solo pilots, both graduates of our new very popular mentoring scheme. Congratulations to Bob Flanagan and Paul Weigmann. The Midland Regionals were less well attended than usual, but some excellent flying was had in an eight-day comp, won eventually by John Tanner with Rory Ellis a close second. Task week is looking good for this week as I write, with many newer pilots entered in teams using the club two-seaters, an excellent way to gain cross country experience.

**Tricia Pearson**

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

BETWEEN us we have achieved some memorable cross-country flights, with pride of place going to one of our younger members, Steve Nock. Flying his Standard Jantar in the Junior Nationals, Steve was second overall for the second consecutive year, winning every day bar one. Dan Shariatmadari has gone solo, Mark Gradley has successfully completed his Assistant Instructor course and we have new BIs, Richard Trussell and Geoff Davey. Ian Hall has gained his Silver height. John Williams came 12th in the Standard Class Nationals with Barry Pridgeon a commendable 9th in the Northern Regionals.

**Geoff Davey**

**ULSTER (BELLARENA)**  
**WWW.ULSTERGLIDINGCLUB.**  
**ORG550819N 0065753W**

CONGRATULATIONS to Finbarr Cochrane for reaching 8,000ft, David Stewart and Mervyn Farrell on re-soloing, Simon Langtry for his five-hours duration and myself for going solo. Hooray! Thank you to all our instructors, without whom these achievements would not have been possible. Over the summer we've had lots of visitors and also quite a few Glidability groups and corporate groups. Well done to everyone who has helped out with these events, especially Jimmy Weston, Finbarr Cochrane, Harry Hanna, Jay Nethercott, Ted Norman, Pauline Cassidy and Herbie McCullough. Your time and effort does not go unnoticed, we thank you sincerely.

**Jo Myles**

**UPWARD BOUND TRUST (HADDENHAM)**  
**WWW.UBT.ORG.UK**  
**550819N 0065753W**

THERE has been a flurry of activity recently, with newly-qualified cross-country pilots Simon Bryant and Peter Bryant completing their Silver distances, Peter also achieving Silver duration in the same flight. Congratulations to Gary Newbrook for his 100km. Congratulations also to Matthew Blaikie for his first solo. Our vintage weekend in May was marred by high winds and everything stayed on the ground. Thanks to Chris and Gayle for providing the marquee for shelter and a BBQ each evening. Peter Underwood brought out the fuselage of his newly-restored Grunau Baby for all to see. An expedition to Talgarth was enjoyed by several club members in April.

**Chris Scutt**

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

IN June, CFI Jane Nash took part in the Women's World Gliding Championships in Sweden (see p22). Jane received a diploma for 10th place in the Club Class. Well done Jane. Lyneham CTA and CTZ were suspended in July. This opens new task areas and we are making good use of them with the whole ridge from Wantage to Devizes. We have been working hard to attract new members. In June we exhibited our chairman's glider at Lotmead Farm Steam Show, which raised considerable interest. We are planning another open day in September. The Flying Pig Festival in July was a great success.

**Paul Kellett**

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

CONGRATULATIONS to Andy Burton, who managed to complete a proper circuit and fully held off landing, then his five-hours and, in June, a Silver height; and David Evans our octogenarian member who's on the national and club cross-country ladder for flying an unhandcapped 60+ km/h around Wittering and Upwood. Strzeb has returned from the Midland Regionals having escaped last place. We would like to say a big thank you to Mark Prickett for the last six years as CFI; we think he has done sterling work and hope he can relax and do some gliding. We all now welcome Paul Cronk and wish him luck.

**John Strzebrowski**

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

CONGRATULATIONS to Mark Ridger on his Half Cat completion, Jan van de Hoek on becoming a BI, and to Charles Bomello who has been sent solo. Also to David Carter and Frank Davidson on re-soloing. We were very pleased to host the annual 102 Squadron (Bomber Command) Reunion Dinner in July and welcome the remaining veterans who flew from, and maintained the aircraft, at Pocklington in WW2. Club members are busy with our two-seater and national competitions, and we are flying a large number of groups in visits. Thanks to all members who give up their time to support these important activities.

**Avelyn Dell**

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

OUR club was fortunate to receive the best of the early summer weather compared with many other sites in Yorkshire. We had a mix of thermals, wave and sea-breeze fronts – ideal for teaching flying techniques, but hardly leaving enough time for Keith Batty to get the classroom work done for his *ab-initio* course. Congratulations to Simon Hawkin, on leave from the Army, and Pete Arthur for five-hour flights, which also qualified him for his Silver badge.

**Chris Brayne**

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

IT'S been another busy summer as we hosted Competition Enterprise, won by Justin Wills, with our own Lindsey McLane and Bill Payton coming 4th and 5th. The Northerns in July saw Tim Milner just taking 1st. DCFI, Richard Cole came third, flying the club DG-1000. The social side was outstanding. Thank goodness that Barry Pridgeon didn't overdo it the night before his first field landing on type as he was breathalysed by the local constabulary immediately afterwards. Congratulations to all who took part, and also to our latest solo pilots, Alan Dowd and Resh Khodabocus, not forgetting Steve Ball on his first 300km.

**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**



Photograph by Keith Sowter

## > CLUB FOCUS

### NORFOLK

#### AT A GLANCE

##### Membership:

Full: £495pa (includes unlimited air time, trailer space and all glider instruction)  
Under-23s: £60pa

##### Launch type:

Winch: £8.50  
Aerotow: £30.10 (2,000ft)

##### Club fleet:

K-13, K-21, Grob 103,  
2 x Astirs, Grob 109  
motorglider, Robin tug

##### Private gliders:

30+

##### Instructors/Members:

17/188

##### Types of lift:

Thermal, but we have been known to have wave.

##### Operates:

Every day except  
Christmas Day

##### Contact:

Tel: 01379 677207  
[www.norfolkgliderclub.com](http://www.norfolkgliderclub.com)

##### Long and Lat:

N522724 E0010915

**Radio:** 129.975 (a phone call is appreciated; please monitor the above frequency and look out for gliders in circuit)

**N**ORFOLK GC celebrated its 50th anniversary in 2009. Originally home to 445th Bombardment Group, Tibenham has a main runway of 1,600 metres long and two shorter runways, all of which we are lucky to own. We welcome visitors from all over the UK to sample the delights of our thermals and host the Eastern Regionals competition each year and, if possible, a national competition too.

Members can keep a caravan on site at very good rates and the storage of one private glider and trailer per member is free. Some accommodation is available in caravans and there is plenty of space for camping, with hot showers on site.

We have one full-time professional instructor working from Monday to Friday all year round, plus seven Full Cat, five Ass Cat and four BI, providing coverage over weekends and Bank Holidays. Our professional instructor means that we are open seven days a week and can offer motorglider tuition throughout the year. Motorgliding instruction to NPPL costs £85 per hour

(inclusive). Tailored gliding courses are run during the summer catering for everybody's needs, be you beginner, pundit or fundit.

Rachel and Eddie welcome you to their café and bar, serving snacks and meals most days.

AVGAS is available on site and we waive our landing fees for any visitor buying 50 litres or more.

Come and enjoy the hospitality of the clubhouse after flying over some of the best scenery in England, with views almost to Holland on a clear day. We would love to see you.

**John Roche-Kelly**



Overhead Tibenham and, top, the Astir is one of the club's single-seaters



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# BGA accident/incident summaries

AIRCRAFT		Damage	Date, time	Place	PILOT		P1 hours
Ref	Type				Age	Injury	
48	Jantar	substantial	8/05/11, 14:00	Windrushers GC	55	none	300
Horizontal stabiliser and aft fuselage damaged by groundloop after catching a wingtip during the winch ground run. The pilot waited until after the wing touched the ground before releasing.							
49	Pawnee	substantial	11/05/11, 20:30	Scottish GU	not reported	none	not reported
Undercarriage struts broken by hard landing. Heavy rain impaired cockpit visibility and the pilot misjudged the roundout height.							
50	DG-505	minor	12/05/11, 14:30	Bristol & Glos GC	53 / 67	none / none	not reported
Glider flew under the cable after a simulated launch failure. The cable cut a groove in the leading edge of the wing and punched a hole in the top surface.							
51	Junior	substantial	17/05/11, 11:25	Scottish GU	59	none	32
Pilot's hand caught on the trim knob when opening the airbrakes. The resulting change of trim led to PIO which ended in hard landing, damaging the tailboom.							
56	Ventus B	substantial	28/05/11, 16:35	Herefordshire GC	50	none	448
Glider hit hill while ridge soaring. The aircraft came to rest in gorse bushes on the hillside.							
57	T-61 Venture	substantial	28/05/11, 15:05	RAFGSA Cranwell	-	none	957
Gust of wind and/or pilot closing the spoilers during the ground run led to the aircraft becoming airborne again. The aircraft stalled at approx. 10ft agl and landed heavily.							
60	Zugvogel	substantial	25/05/11, 12:40	Dartmoor GS	77	none	850+
Canopy blew off during final approach. Worn canopy attachment fittings may have been a factor.							
61	DG-303	minor	21/05/11, 15:50	Yorkshire GC	62	none	958
Minor damage to wingtip. The pilot landed out at a disused airfield and the wingtip caught on crop at the edge of the runway, groundlooping the glider.							
63	Junior	destroyed	4/06/11, 16:15	The Gliding Centre	22	minor	154
Glider stalled and crashed after a premature release from the aerotow. The airbrakes came open on tow during the experienced winch pilot's first flight on type - she misinterpreted the rudder signal and released at 200ft agl.							
64	Standard Cirrus	minor	1/06/11, 14:15	Lasham GS	54	none	182
Groundloop on touchdown during a field landing. The wings were not level after a slight turn on approach and the wingtip caught in short crop.							
65	Ventus Ct	substantial	4/06/11, 15:30	Lasham GS	52	none	not reported
Undercarriage mounting frame damaged during field landing at the end of a competition flight. The turbo failed to start, soon followed by a heavy landing.							
67	ASG 29	destroyed	4/06/11, 12:30	Hahnweide, Germany	66	serious	2250
Field landing crash during a competition.							
68	Ventus 2	substantial	11/06/11, 15:20	Cotswold GC	50	none	800
Tailboom broken after a stalled touchdown into a crop field resulted in a groundloop. A competition finish ended with insufficient speed/height for a circuit and approach back onto the airfield.							
69	Mini Nimbus	substantial	2/06/11, 12:35	Black Mountains GC	67	none	1129
Rudder and elevator damaged after groundlooped field landing ended with the glider reversing into a hedge and barbed wire fence. The visiting pilot made a late change in landing direction and landed long with a slight tailwind.							
72	ASW20	substantial	12/06/11, 15:30	Bidford GC	48	none	not reported
Glider groundlooped after the left wing struck a fence post at the end of a competition flight. The leading edge D-box was badly damaged.							

*Winch and aerotow launches 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
52	Astir	none	27/04/11, pm	-	-	-	-
After turning final, the pilot realised that he would not clear the trees bordering the airfield and elected to land in a field. A club member saw the airbrakes deploy at the end of the downwind leg; they remained fully out until the glider disappeared from his view.							
53	Astir	minor	16/05/11, pm	-	-	-	-
Canopy blew shut while the pilot was reading the DI book. His instinctive grab at the canopy caught the DV panel, cracking the perspex.							
54	Astir	none	20/05/11, 15:00	-	-	-	-
Canopy opened during a winch launch.							
55	DG-500	none	21/05/11, am	-	-	-	-
Rudder restriction discovered during spin training flight. A missing retaining bolt allowed a tail weight to come loose.							
58	K-13	minor	5/05/11, 14:45	-	-	-	-
Rudder damaged after being hit by wintgip of tug taxiing back to the hangar. Hurry to complete hangar packing during rain a factor.							
59	K-13	none	27/05/11	-	-	-	-
Disconnected elevator trim tab caused severe flutter soon after take off. A post-rigging inspection, a confirmatory inspection and positive control checks had been conducted by three pilots before the flight.							
62	DG-505	-	4/05/11	-	-	-	-
Rattling noise heard during flight. A screwdriver was later found under the rear seat.							
66	Discus	substantial	6/06/11, 17:00	-	-	-	-
Tail dolly hinge broke during ground tow. Glider ran into tow car, damaging the rudder.							
70	Duo Discus	none	28/05/11, 13:40	-	-	-	-
Field landing next to airfield. A practice competition finish ended lower, slower and further downwind of the airfield than anticipated.							
71	SZD55	minor	8/06/11, 15:30	-	-	-	-
Winch engine stalled after release, allowing cable to freefall over parked gliders. After restarting the engine and engaging the drum, the cable 'yawed' a glider into a fencepost.							

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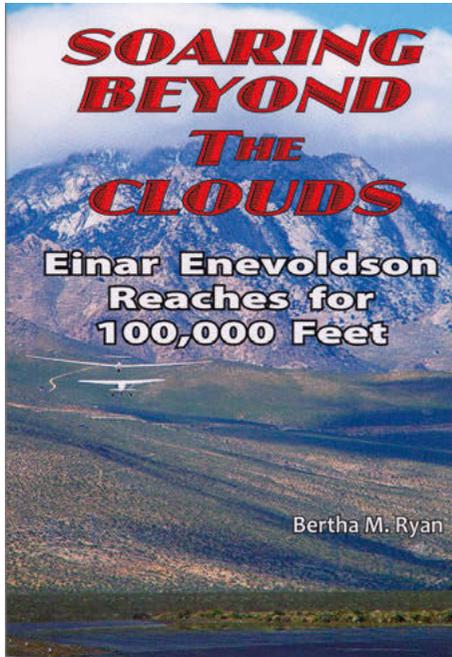


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# Soaring beyond the clouds



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## *Einar Enevoldson reaches for 100,000 feet, by Bertha M Ryan*

*SOARING beyond the clouds* is about of the life of Einar Enevoldson, an aviation enthusiast who started, as a boy, flying models aircraft, learnt to fly gliders at the time of the Sierra Wave project, and trained as a fighter pilot in the United States Air Force. The author, Bertha Ryan, had known him since the 1950s and, being an active gliding instructor owning a PIK 20B and a Piper Cherokee, she is able to give us an exciting and informative account of Einar's life.

He came on an exchange posting to the RAF to train and fly as a test pilot at Boscombe Down and earned a high reputation. Returning to the US, he became a senior test pilot for NACA at Edwards Air Base and led a busy and exciting life, testing all kinds of experimental aircraft. Einar flew several of the wingless, shaped body aircraft

that used their fuselage for lift, and which had an L/D of about 4:1 and landed at over 200kts. He also flew the early Space Shuttle as a glider to investigate PIO problems during the descent to land.

I met Einar again on a visit to Edwards, where he was investigating the unexplained accidents to the F14 jet fighter. When we arrived there, he was sitting at a computer in his office simulating spins. We were fascinated to watch him making identical spin entries and finding that the F14 seldom did the same thing twice. He had over 100 hours of these spins and later made several in the F14 itself, using the methods for recovery he had developed. The F14 seldom went into a normal spin and Einar describes that at times it "completely uncorks" and would develop G that no pilot would live through.

He enjoyed getting back to gliders, investigating deep stalls using a modified Schweizer 1-36 with an all-moving stabiliser, which could pivot upwards to 70°. Like me, he would have used similar systems as a de-thermaliser to stop him losing his models.

Having retired, Einar and Steve Fossett had been concentrating on building the Perlan fully-pressurized sailplane, capable of climbing in waves known to be in the stratosphere at heights of over 100,000ft. They had already set a new absolute height record in a DG-505, when Steve was killed flying his light plane in the Sierra Nevada. However, the project is still progressing and they it is hoped to fly it in a year or so.

Bertha deserves great credit for writing such a fascinating book, a must read for every flying enthusiast.

**Derek Piggott**

*Soaring Beyond the Clouds - Einar Enevoldson Reaches for 100,000 Feet*

By Bertha M Ryan

Publisher: Soaring Society of America Inc

Published in 2010

Format: Paperback,

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Sizes: 15 x 23cm

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- "Girlie Week" - Sat 2nd June to Tues 12th June.
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### Stop press

Still time to visit us this October.  
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Contact and bookings via  
[bookings@edensoaring.co.uk](mailto:bookings@edensoaring.co.uk)  
Club phone 0784 9979575

# The BGA Team and General Information



## Executive Committee

### Chairman

Patrick Naegeli  
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### Executive Members

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

### Treasurer

Les Kaye

### Company Secretary

Keith Mansell

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Tel: 0116 289 2956 Fax: 0116 289 5025

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### Team GB Manager

Phil Sturley

### Development

Diana King

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### Airspace

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### Instructing

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### SLMG

Andy Miller

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Howard Torode

### Flying Operations

Ted Norman

## CAA SLMG Instructors and Examiners

The BGA has approved a number of CAA rated examiners and instructors under the management of the SLMG SRE to support SLMG activity. Contact details are at [www.gliding.co.uk/bgainfo/instructors/motorgliding.htm](http://www.gliding.co.uk/bgainfo/instructors/motorgliding.htm)

## Regional Gliding Examiners

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

## Regional Safety Officers

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

## Airworthiness Inspectors

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

## Airworthiness Guidance

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

## Accident Investigation

### Chief Accident Investigator

Chris Heames

## Other Information

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## New BGA Office Contact Details

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## BGA BADGES

No.	Pilot	Club (place of flight)	Date
<b>DIAMOND BADGE</b>			
764	James Randall	RAFGSA Chiltern	14/06/2011
765	Nicholas Newton	Booker	15/04/2011
766	Stephen Riddington	Gliding Centre	14/06/2011
767	Michael Collett	Booker	01/07/2011
768	Peter Kynsey	Lasham	14/07/2011
<b>DIAMOND DISTANCE</b>			
1-1159	James Fisher	Midland	12/04/2011
1-1160	Oliver Bosanko	Bicester	14/06/2011
1-1161	George Knight	Cambridge	14/06/2011
1-1162	James Randall	RAFGSA Chiltern	14/06/2011
1-1163	Stephen Riddington	Gliding Centre	14/06/2011
1-1164	Maureen Weaver	South Wales	01/07/2011
1-1165	Ian Lees	Wolds (Louroux, France)	09/08/2010
1-1166	Angus Watson	Cranwell	24/07/2011
1-1167	Peter Kynsey	Lasham	14/07/2011
<b>DIAMOND GOAL</b>			
2-2426	John Armstrong	Four Counties	11/06/2011
2-2427	Patrick Yeoman	Buckminster	14/06/2011
2-2428	Stephen Ball	Yorkshire	01/07/2011
2-2429	Mark Thomas	South Wales	27/05/2011
2-2430	Daniel Johns	Devon & Somerset	14/07/2011
<b>DIAMOND HEIGHT</b>			
3-1740	Nicholas Newton	Booker (Minden, USA)	15/04/2011
3-1741	Charles Jessop	Windrushers (Omarama, New Zealand)	18/03/2011
3-1742	Michael Collett	Booker (Serres)	01/07/2011
<b>FAI DIAMOND BADGE</b>			
7226	Alastair Macgregor	Bath, Wilts & North Dorset	31/03/2011
7227	Michael Thorne	Bath, Wilts & North Dorset	31/03/2011
7236	Mark Hawkins	Bath, Wilts & North Dorset	31/03/2011
7237	James Randall	RAFGSA Chiltern	14/06/2011
7238	Nicholas Newton	Booker	15/04/2011
7239	Stephen Riddington	Gliding Centre	14/06/2011
<b>GOLD DISTANCE</b>			
	John Armstrong	Four Counties	11/06/2011
	Patrick Yeoman	Buckminster	14/06/2011
	James Innes	London	01/07/2011
	Alister Morrison	Cairngorm	03/07/2011
	Stephen Ball	Yorkshire	01/07/2011
	Mark Thomas	South Wales	27/05/2011
	Daniel Johns	Devon & Somerset	14/07/2011
	Mark Fisher	Southdown	14/07/2011
	Michael Codd	Black Mountains (Bicester Airfield)	30/07/2011
<b>GOLD HEIGHT</b>			
	Marc Corrance	Surrey Hills (St Cilian, Jaca, Spain)	01/06/2011
	Nicholas Newton	Booker (Minden, USA)	15/04/2011
	Charles Jessop	Windrushers (Omarama, New Zealand)	18/03/2011
	Martin Ling	SGU (Skelling Farm)	29/04/2011
	Christopher Burrows	Stratford On Avon (Skelling Farm)	29/04/2011

### Ian Nelson McRae (1937-2011)



AFTER steadfastly battling against cancer for two years, Ian passed away peacefully at home, with his family at his bedside, on 3 July.

Ian, an electrical engineer, took up gliding relatively late in life, following his retirement in 1999 from NorWeb, where he had served as a planning engineer. He was gliding to within two months of his death. Not one to do things by halves, Ian's methodical progress to solo was no doubt helped by experience of designing, building and flying radio-controlled model aircraft. Early in his solo flying, on marginal days, it was noticeable that he would often outsoar more experienced pilots, his favourite club glider being the K-18.

He was renowned for his attention to detail, and oft-pedantic style of speech; yet possessed of quick wit and dry humour. Whilst some of his schemes could drive us to distraction, it usually became clear that his motives were based on careful reasoning. Here was a man who had so much to offer if one was prepared to take the time to understand him. Some indication of the manner in which he applied himself to a task was his 100 per cent pass mark for his Radio Telephony Licence.

Ian was a talented musician, involved often with his wife, Norma, in choirs, Scottish country dancing and orchestral performances. He played violin, viola and fiddle, and their activities resulted in extensive travel throughout Europe and the USA.

During his illness, Ian's gliding was disrupted by medical treatment, but he found great solace in his music and bravely performed in a number of prestigious concerts in this period, bringing great pleasure to appreciative audiences.

Late in his gliding career, Ian had formed a K-6e syndicate with Alex Green, and myself. He would dote over this glider, his one wish being to achieve his 50km flight to complete his Silver badge. Alas, this was not to be, but he has left us an example of his dedication in the form of a unique instrument panel in our K-6e!

The huge attendance at Ian's funeral, held on what would have been his 74th birthday, was testament to the esteem in which he was held by so many friends who had come to know him through his

work and numerous life-long pastimes. On the most beautiful of soaring days, we bade farewell to Ian and marvelled at the strength and composure of Norma, daughter Alison and son Michael, to whom we extend our heartfelt condolences.

**Martin P Francis, Derby & Lancs GC**

### Danny Goldsworthy (1944 - 2011)



DANNY first started gliding in 1967 whilst in the RAF, after talking to his colleague, George Lee, who slept in the next bed. George took him for his first flight, in a T-21, which lasted for six minutes. Danny was hooked and went solo in March the same year. George Lee went on to become three times world champion, so Danny was very proud to have this entry in his logbook.

Then there was a gap in his flying career whilst he and Sally brought up their two sons, Phil and Chris.

He arrived at Newark Gliding Club, with Chris in 1988 when he was again sent solo by myself. Danny progressed to become an instructor in 1992. He entered a gliding competition in 1993 at RAF Scampton, flying his Olympia 463, in which he gained first place. Whilst at Winthorpe, sadly, Danny and Sally parted company, but he and Chris continued with their flying membership. Later, Danny formed a close relationship with Hilary, who he helped to go solo. They supported each other through many difficult times - even to the very end.

Danny's professional instructing career began in April 1999, when he moved to the Cotswold Gliding Club at Aston Down in Gloucestershire. Later in the year, he became the Course Instructor at the Bristol & Gloucestershire Gliding Club at Nympsfield, where he stayed until 2004. During his time at Nympsfield, he was a popular and well-liked instructor, forming lasting friendships with fellow members, including Jon French and Dave Bland.

He gained his CAA motorglider instructor rating in 2003 at Saltby and returned to the local area to join the instructor team at Saltby in 2004. Danny was a popular instructor, both in gliders and motorgliders. He was the personal instructor and friend of David and Emma, the Duke and Duchess of Rutland.

Paddy Yeoman, whose wise council was very supportive during Danny's time in hospital, allowed him the use of his glider

so that he could achieve his required solo hours each year.

In addition to his instructing ratings, Danny held a glider and motorglider inspector rating and was responsible for the maintenance of Saltby's motorglider fleet. In 2008, he was awarded life membership of the club in recognition of his outstanding service.

He had nearly 2,000 hours' gliding experience and, earlier this year, achieved over 1,000 hours' power flying experience.

One of Danny's main personal objectives was achieved late in 2010, when he organised the purchase of a yellow Fournier RF5B motorglider, since nicknamed 'Gromit' (look at it from the front and you'll realise why?). He enjoyed flying Gromit, especially a memorable flight along the south coast with Steve Dodds, landing at his former club, Nympsfield, for fuel.

Danny suffered for many years from progressive Emphysema, on top of which he had Coeliac's disease, which limited his appetite for good food - although he was well catered for at the local pubs.

He also had eyesight problems, which were highlighted one day when flying with Michael Sheehan towards the Humber Bridge. When only a few miles away, this magnificent bridge stood out in all its glory against the North Sea - but Danny couldn't see it at first.

From then on he decided to do something about it. He had operations to correct his vision, which improved his life dramatically and he often bragged that could see much better than his peers.

During his earlier service with the RAF, Danny spent much of his time in Malaya and recently he attended a ceremony in Grantham, accompanied by the Duke, where he was awarded the Malaysian Campaign medal. This was a moment he was very proud of.

Danny will be remembered by the many people he taught to fly and by those he assisted to become instructors and inspectors. But he will be especially remembered by all those who, following an inane comment, received a symbolic or even real slap on the back of the head from Danny with the comment 'stupid boy'.

Flying was in his heart and soul, even to the very end. He told those at his bedside he was driving the winch, launching a K-8. We'll never know, but whoever the pilot was, they didn't keep the left wing down.

Moments later, he said he felt as though he was flying backwards so, prompted by Chris, he gestured by pushing the stick forwards. He then flew into the clouds, his suffering over.

His old RAF motto *Per Ardua Ad Astra* - 'Through adversity to the Stars', was with him at the start of his flying career and was very apt at the end. We'll be with you when next we fly. God Bless.

**John Sentance, Buckminster GC**

**Kaye Alston (1955-2011)**



THERE are no words to describe how shocked and sad we were to hear of Kaye's sudden death while holidaying with her husband Eric in their yacht off the

Turkish coast last May.

At North Hill we all knew Kaye as a keen pilot, sharing an LS7 with Eric. We knew her as the mother of Claire and the twins, Alasdair and Daniel. We knew her as a warm, friendly person with a smile as broad as her Scottish accent. We also knew that she was somehow involved in medical matters at Torbay hospital, and that she and Eric also shared an interest in sailing.

It is such a pity that one frequently doesn't understand the full picture until such a sad occasion as this. In fact, Kaye was extremely well-respected in medical circles as a senior anaesthetist at Torbay hospital and, as befits somebody with such a warmth and closeness to the human condition, was also qualified in Clinical Hypnosis. Sailing? Yes, Kaye was equally keen and successful when getting wet. She was sailing when she first met Eric some years ago in Scotland, and they continued their passion for that sport as well as for gliding ever since, with numerous racing successes, and also holidaying on board.

And so it was that earlier in 2011, with Eric recently retired and Kaye about to do likewise in order that they could take more time enjoying their sports, their family, and each other's company, Kaye passed away in her sleep whilst on board their yacht off the coast of Turkey in May, .

Eric has told us that, just the day before she died, Kaye had told him that she had never been so happy as she was then.

Eric, the thoughts of all at North Hill are with you.

**Christopher Heide, Devon & Somerset GC**

**BGA BADGES cont**

No.	Pilot	Club (place of flight)	Date
<b>SILVER BADGE</b>			
Robert Stafford		Bidford	24/05/2011
Michael Swanson		Bannerdown	02/06/2011
David Honour		Fenlands	11/06/2011
Robert Coulson		South Wales	20/06/2011
Jonathan Ravenscroft		SGC Syerston	20/06/2011
Charlie Manning		London	14/06/2011
Timothy Dutton		Wyvern	11/06/2011
Michael Nicholls		Rattlesden	20/06/2011
Christopher Arthur		York	02/07/2011
Paul Bassett		Burn	11/06/2011
Steven Nicholls		Bowland Forest	01/07/2011
Ian Redstone		Wrekin	02/07/2011
Paul Docherty		Wolds	03/07/2011
Gary Newbrook		Upward Bound Trust	14/07/2011
Paul Gould		Norfolk	03/07/2011
Jonathan Shaw		Lasham	14/07/2011
Jamie Dickson		Stratford On Avon	10/07/2011
Philip Decker		Portsmouth Naval	14/07/2011
Alan Wyse		Nene Valley	02/07/2011
David White		East Sussex	24/07/2011
Jeremy Thomson		Cambridge	11/07/2011
John Otty		Booker	28/07/2011
Peter Bryant		Upward Bound Trust	30/07/2011
Michael Harris		Essex	15/07/2011
Mark Johnson		Bowland Forest	28/07/2011
Robert Turner		Booker	30/07/2011
Robert Cobb		Gliding Centre	09/08/2011
Richard Butt		Lasham	09/08/2011
Jamie Thompson		Wolds	02/06/2011

**CROSS COUNTRY ENDORSEMENT**

Paul Kellett		Vale of White Horse	14/05/2011
David Wheeler		Wolds	10/06/2011
Simon Crisp		Lasham	07/06/2011
Charlie Manning		London	03/05/2011
John Barton		Lasham	14/06/2011
Keith Marshall		Cambridge	20/06/2011
Martin Hughes		London	12/06/2011
David Bellamy		Cotswold	20/06/2011
Ian Francis		Bannerdown	03/06/2011
Michael Fase		London	24/06/2011
Petr Dudin		Gliding Centre	28/06/2011
Ryan Tunstall		Imperial College	04/06/2011
David Tuttle		SGU	10/06/2011
John Sniadowski		Black Mountains	02/07/2011
Andrew Taylor		Lasham	06/07/2011
Ashley Valentine		Banbury	10/07/2011
Josh Brownlow		Norfolk	05/07/2011
Peter Bryant		Upward Bound Trust	17/07/2011
Lawrence Pavlinovic		Nene Valley	17/07/2011
Malcolm Grout		Edensoaring	15/07/2011
Francis Bradley		Edensoaring	13/07/2011
Mark Loach		Cranwell	05/06/2011
Mark Kidd		Surrey Hills	20/07/2011
Christopher Jones		Bowland Forest	24/06/2011
Kenneth Smith		Angus	24/07/2011
Jacobus Preller		Cambridge	22/07/2011
James Appleby		Bidford	19/07/2011
Jonathan Stoneman		Devon & Somerset	28/07/2011
Mike Lithgow		SGU	01/08/2011
Alan Merrilees		Norfolk	28/07/2011
Timothy Sharpe		Darlington	31/07/2011
Gerald Hill		Lasham	08/07/2011
Alan Swan		Cranwell	21/05/2011
Walter Hall		Trent Valley	20/07/2011
Robert Shepherd		Midland	03/08/2011
Christopher Gadsby		Darlington	12/08/2011
Edwin Jenkins		Nene Valley	12/08/2011
Richard Hayden		Nene Valley	05/08/2011
Benjamin Collins		Gliding Centre	13/08/2011
David Hurst		Portsmouth Naval	13/08/2011
William Spittal		Peterborough & Spalding	03/07/2011

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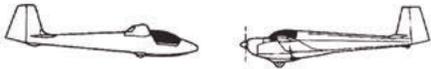
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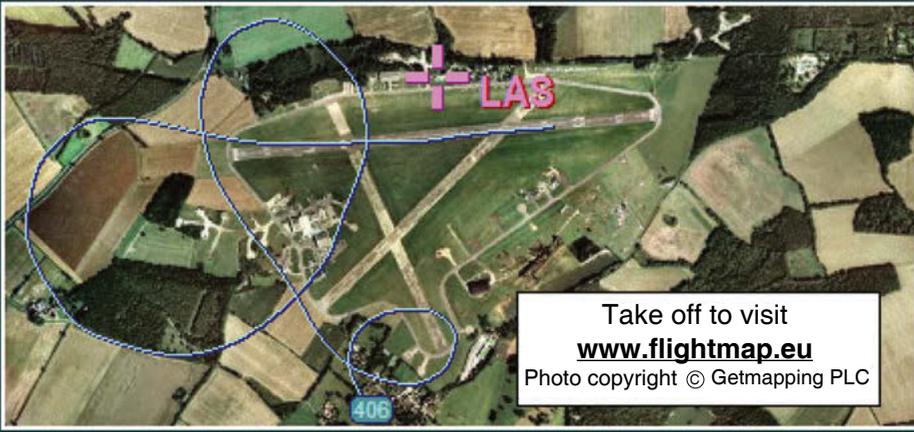
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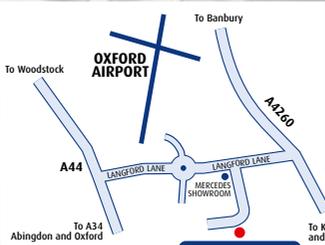
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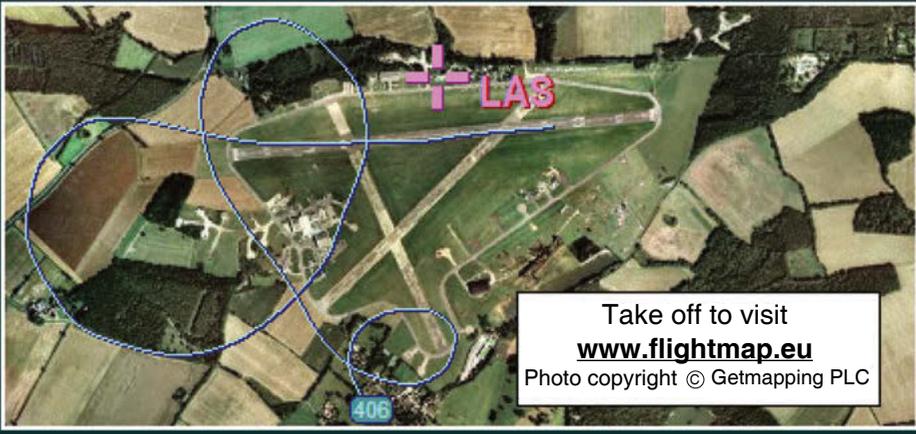
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