

# SAILPLANE & GLIDING

VOL. 62 NO.6



**THE RACING YEAR:  
RATINGS AND RESULTS**

**SHARK FLIES INTO THE  
TOP 10 AT 18M NATIONALS**

**HOW JUNIORS BENEFIT  
FROM FUNDED FLYING**

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**It's that time  
of year again...**

And this year's Fotokalender is as beautiful as ever. Again featuring the work of the late Claus-Dieter Zink, and printed on high quality paper, this fantastic calendar will grace any office, club bar or home. Supplies are limited, so order early to avoid disappointment.



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



MEMBER OF THE ROYAL AERO CLUB AND THE  
FEDERATION AERONAUTIQUE INTERNATIONALE



 **THE MAGAZINE OF  
THE BRITISH GLIDING  
ASSOCIATION**  
DEC 11/JAN 12 VOLUME 62 No 6

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

**EMAIL EDITOR@**  
SAILPLANEANDGLIDING.CO.UK  
**TEL:** 01763 246657



## COVER STORY

'290' dumping over the finish line at the 2011 Sherington regionals. Turn to p46 for four pages of BGA-rated UK competition results, and see who has made it to the top spot of the BGA provisional ratings list on p45 (Damien Dyer/Air Frame Photography)

## DEADLINES

Feb/March 2012

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

April/May 2012

Articles, Letters, Club News: 9 Feb  
Display advertisements: 23 Feb  
Classifieds: 9 Mar

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## PUBLISHER

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

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## Clubmark award

YORKSHIRE GC chairman Graham Evison (right) is pictured above receiving the club's official Clubmark accreditation from David Watson, head of North Yorkshire Sport.

As reported in *S&G* (p7, Oct/Nov), Yorkshire is the first gliding club to achieve Sport England Clubmark accreditation, joining nearly 11,000 other clubs in England with the accreditation. It recognises the club's work in developing a high quality, welcoming environment for young people.

## Historic flight

FIFTY years ago at Lasham, Derek Piggott made history with the first man-powered flight, in Southampton University's Man Powered Aircraft (SUMPAC).

With the SUMPAC now a museum exhibit, a commemorative flight took place at Lasham on 9 November in human-powered aircraft, Airglow, piloted by Robin Kraike. It was organised by members of the Royal Aeronautical Society's Human Powered Flight Group.

## Safety plans

FOLLOWING publication of the CAA safety plan, key GA and air sport organisations, including the BGA, joined the CAA for a safety plan/partnership workshop.

In addition to obvious points raised, it was discussed that the cost of regulation in itself is a significant risk, particularly where that results in pilots not flying enough to remain in good practice.

Related issues included recognition that the BGA, as shown through the winning safety initiative, has proven experience in mitigating risk through careful analysis of data and delivering sustainable solutions. A number of actions were agreed and a second workshop planned for early 2012.

## John Williams takes OLC cup

JOHN Williams was awarded the Bitterwasser Cup at the OLC (On Line Contest) symposium, held at the Wasserkuppe, Germany, in October. John gave a talk on Scottish gliding and was followed by Klaus Ohlmann, who won the Barron Hilton Challenge.

The Bitterwasser Cup is given to the OLC-entered pilot with the best score for six European "sprint" flights over a two-year period. John said: "Last year when I did a 500km declared flight at 186km/h and a few similar, it put me in pole position with a relatively comfortable lead."

Barron Hilton Challenge winner Klaus Ohlmann won the 2011 OLC for a fourth time. All six of his flights entered had been made over the Andes, flying in mountain wave.



OLC award winners John Williams (left) and Klaus Ohlmann (aufwind-luftbilder.de)

## CLOUD FLYING PROPOSALS

EASA is currently consulting on its IMC and cloud flying proposals that will impact on UK gliding from 2015. During early December 2011, and ahead of the consultation closing date of 23 December 2011, the BGA will be urging clubs and members to provide their support for the cloud flying proposals by responding

individually to NPA 2011-16. At that point, the BGA will supply further advice on how to submit a response and what particular issues you might want to highlight.

Meanwhile, the BGA has published guidance on how to find the detail within the NPA document at <http://www.gliding.co.uk/bgainfo/npl/futurelicensing.htm>

## DATES

### NATIONALS, REGIONALS AND OTHERS

Overseas Championships	Ocana, Spain	19-26/5/12
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	Nympsfield	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
Two-seater comp	Pocklington	19-26/10/12
Worlds (unflapped)	Argentina	6-19/1/13

■ **BGA Conference and AGM, 3 March, 2012 at the Belfry Hotel, Nottingham**

<b>LASHAM REGIONALS</b>	
Lasham	2-10/6/12
<b>EASTERN REGIONALS</b>	
Tibenham	2-10/6/12
<b>NORTHERN REGIONALS</b>	
Sutton Bank	16-24/6/12
<b>SHENINGTON REGIONALS</b>	
Shenington	23/6-1/7/12
<b>BICESTER REGIONALS</b>	
Bicester	21-29/7/12
<b>MIDLAND REGIONALS</b>	
Hus Bos	4-12/8/12
<b>DUNSTABLE REGIONALS</b>	
Dunstable	18-26/8/12
<b>BIDFORD REGIONALS</b>	
Bidford	18-26/8/12

# NEW TUG OPTION

FREQUENTLY used as a tug at European gliding competitions and the Pribina Cup, the EuroFOX could soon be seen at gliding clubs in the UK.

The UK LAA flight schedule on aerotowing has been completed and the BGA has been reviewing the EuroFOX with interest. John Marriott has been testing its tugging capabilities at Bicester and rates it as being "up there with the best of the best". (See full story in the next issue of S&G).

The BGA and LAA are currently working with the CAA to ensure that certain permit aircraft can be used routinely for towing at BGA clubs.

EuroFOX Aviation's Roger Cornwell said: "With approximately 15 litres fuel burn an hour of mogas on a proven

aerotowing aircraft, low running costs and a high-quality finish, we are hopeful that the EuroFOX will be a good edition to the options for UK gliding clubs in the future."

The basic kit equipped for towing operations will range from £39,900 to £40,900 plus VAT. [www.eurofoxuk.co.uk](http://www.eurofoxuk.co.uk)



John Marriott testing the EuroFOX's tugging capabilities at Bicester (Rosie Homer)

> NYMPSFIELD is to run a series of friendly coaching weeks next season to encourage members of the Bristol club and others to fly cross-country. They will be run by experienced pilots, including ex-world champion Andy Davis, former RAF fast jet instructor John McWilliam, former national coach Chris Rollings and Sid Smith. In the first two weeks of September Trevor Stuart will be guiding pilots to St Catherine's Point on the Isle of Wight on suitable days. Nympsfield members have first call on the non-competitive courses, but other club members can apply. [www.bggc.co.uk](http://www.bggc.co.uk)

> NORFOLK GC has secured a £10,000 grant from Sport England to enable it to implement its sports development plan. The project includes instructor training and fitting FLARM to club aircraft and aims to strengthen and widen participation in gliding in Norfolk. Congratulations to all those involved with the work, particularly Steve Brownlow for writing the plan and the bid that secured the funding.

> A 767 pilot being hailed a hero in Poland is a member of the Polish national glider aerobatics team, from Leszno Aeroclub. Capt Wrona successfully landed a LOT airlines 767, with 230 on board, on its belly after its landing gear failed to open in Warsaw on 1 November.

> Schempp-Hirth's Quintus M is now in serial production. The Quintus is a 23m-span single-seater Open Class sailplane, first presented at AERO in Friedrichshafen. It is a joint venture project with Lange Aviation.

> TEAMS have been announced for the 2012 World Gliding Championships. Representing the UK in the competition for the flapped classes at Uvalde, USA, will be Leigh Wells and Matt Cook (15m class), Mike Young and Russell Cheetham (18m class) and Pete Harvey and Steve Jones (Open Class). G Dale and Ian Macarthur (Club Class) and Jez Hood and Leigh Wells (Standard Class) will compete in the event for unflapped classes, which will be held in January 2013 in Argentina.

> THE CAA is funding research into making light aircraft and gliders more visible to other pilots. It is working with the BGA and the MoD through the Airspace & Safety Initiative (ASI). A joint CAA/MoD trial, with support from the BGA, will concentrate on the visual conspicuity of gliders. The research builds on work previously carried out on behalf of the BGA by Dr Tony Head of Cranfield University.

> THE article on the ASH 30 Mi in the Oct/Nov issue of S&G should have stated that Bernard Eckey is the Schleicher agent for Australia, New Zealand and Japan.

## LOVE WAS IN THE AIR FOR GLIDING COUPLE



Photo by Greg O'Hagan



DAN Welch met Danielle Hancock at Seighford GC in 2001. On their 10th anniversary he proposed with 10ft high letters in watery paint on the grass at Nympsfield, where both had previously been members. Weather almost ruined plans, but the pair were able to go up in a K-21. Danielle spotted the sign, burst into tears and said yes. They celebrated with champagne at the launchpoint.

# RISK OF SPINAL INJURY

I AGREE that all glider pilots involved in accidents are at risk of spinal injury (*Initial care of a spinal injury*, p20, Oct/Nov 11). I disagree that they have special risks. An uncushioned fall from a standing position onto a hard floor can cause compression fractures of the lumbar spine in susceptible persons and falls are the commonest case of trauma. The real issue here is what to do about the immediate management of the victims. Confusion reigns supreme, as the only thing that anybody remembers is 'Don't move the patient!' Does anyone know the answer why? The single reason is that they may have a grossly unstable fracture of the cervical spine, putting the spinal cord at risk. Spinal fractures, particularly compression fractures are stable and, whilst painful, they are unlikely to cause damage to the spinal cord. Thoracic and lumbar fractures are seldom acutely unstable.

The recommendations of the authors will cause confusion and complete paralysis of the assistants, not the pilot. In the conscious human, there are built-in eloquent systems to check the various functions of the body and simple interrogation will give you huge amounts of useful information. By simply talking to the pilot you can very quickly ascertain the risk or actuality of a serious spine or spinal cord injury. If they do not have serious pain in the back, chest or neck and they can

---

## Decline of the areodrome?

Mike Bird (*Making a stand for the written word*, letters, p6, Oct/Nov 2011) may be worrying unduly!

As a result of an outbreak of extreme bureaucracy, Surrey Hills GC has been forced to amend its postal address. As a result of the enforced change, the only words unchanged are *Kenley* and *Surrey*. However, the site description has been changed from *airfield* to *aerodrome*.

Perhaps *The Spectator* is not the best authority on the matter - Croydon was always an airport (when not in military hands), but bizarrely boasts the fine art-deco Aerodrome Hotel!

**Adrian Hewlett, Croydon**

move their arms and legs with near normal sensation, then you can invite them to exit the wreckage.

Spinal fractures are always very painful, but not always unstable. They are frequently missed, pilots or not! The consequences are not always dire. Unfortunately, most people are terrified of the consequences of 'doing the wrong thing' and common sense is eliminated from the equation. The 'professionals' are all protocol-driven, hence everyone gets a cervical collar and roofs get torn off vehicles for no good reason.

In the unconscious or multiply-injured victim then I agree about taking all precautions.

**James Kellerman FRCS**  
**Neurosurgeon and spinal specialist**

**Dr Tony Segal (MB BS, DAvMed, FRAeS Hon Fellow Brunel Univ) responds:** *A cervical spine fracture may follow on a whiplash injury incurred in a motor vehicle accident. This represents a two-dimensional situation.*

*In a glider accident with a significant vertical component, and in the situation of a pilot ejecting from a fast jet aircraft, the result is a compression and a forward rotation load on the lumbar and lower thoracic spine.*

*Denis' three column theory of stable and unstable fractures of the spine was discussed in the article. Thus the front and middle columns of the spine may be fractured leaving the rear column intact. There will be no pain on pressing on the back of the spine, despite a possible unstable fracture being present.*

*The presence of normal sensation and normal movement in the legs signifies that the spinal cord is intact at that particular time. The spinal cord could still be at risk of damage in the future following mishandling of the pilot.*

*The only certain method of diagnosing a spinal fracture is by an X-ray or preferably by a scan. Until this has been carried out at a hospital, the pilot should be treated as having a possible unstable fracture of the spine. The risk of a pilot spending the rest of his or her life in a wheelchair due to unnecessary damage to the spinal cord cannot be justified.*

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 5 December

## Why don't British pilots use FLARM?

I HAVE just returned from three months gliding in Spain at Jaca and Fuentemilanos and was surprised by one of my observations.

Out of hundreds of gliders, almost all Spanish, French and German gliders were equipped with FLARM and yet hardly any British gliders were so equipped. I have discovered from the FLARM website that more than 75 per cent of gliders in France and Germany have FLARM and less than 25 per cent in Britain. Why is the difference so large? Do British pilots perceive risk differently to their European colleagues or do we consider the FLARM solution to be less effective? Or are the British simply less well informed about FLARM?

I did discover, however, in discussion with the Spanish, French and German pilots that their representative gliding bodies are much more active in promoting safety in general and FLARM in particular. The French, for example, now demand red hivi markings on all gliders flown in the French Alps and even make it a rule in some competitions that all gliders competing be equipped with FLARM.

Why is it that British glider pilots do not agree?

**DM Hope, Alford, Scotland**

**BGA Chief Executive Pete Stratten comments:** *The BGA probably leads the field in understanding and educating pilots of the actual, measured risks associated with gliding and regularly provides guidance on how to operate safely. Where agreed necessary to maintain risk at an acceptable level, the BGA has incorporated operational regulations. Mid-air collision facts are published annually and effective lookout is a BGA training priority. The BGA believes that FLARM is helpful and, like other technology available in our sport, its considered use is encouraged. The BGA only mandates equipment with, or use of, any particular equipment if there is a safety case for doing so.*

# What is your club for and how does it work?

I HAVE a pet theory that people join gliding clubs to fly. Most of us are experiencing diminishing amounts of time and/or money, but if we spend time at the club and fly, we feel it's been worth it and we feel more inclined to go and do it again. And whilst we're there we catch up with mates and help out with jobs about the place. We hear about other things happening on other days and we join in. But if we hadn't had that good day's flying, we probably wouldn't bother. In short, a well-run, busy and happy gliding club is one where people fly.

Gliding clubs are wonderful; glider pilots often have a refreshing and creative approach to life and animated discussion on even the most mundane of topics is common. Clearly the chances of the whole membership of creative and talented individuals getting together to smoothly run a gliding club are remote. So, each year, the membership elects a small group to run the club on their behalf, as set out in the club's governing document. The two elements of 'committee' and 'governing document' should reduce the scope for animated discussions dramatically. In practice this is not possible unless all club members understand the way the club functions and their role within that structure.

So here's a rough guide:

- The governing document/Club Rules/Articles of Association are rarely written with the reader in mind, but they do give guidance on how things are to be done, especially during times of change: elections, resignations, scope of business of the club and so on. Every club member should read them. If the language is so convoluted as to make reading them a scarring experience, it may be worth someone creating a summary in English.
- The AGM exists for two purposes - for the outgoing committee to report on their year to the club members and for the club members to elect and brief the next committee so that they can run the club on behalf of the members for the next year.
- Committee meetings - for the month-to-month running of the club business. A wise committee keeps the members informed. Appreciative club members take an interest

and give support through words and actions.

- Rules, bylaws, policies and acceptable forms of behaviour - how do you take gliders out of the hangar? It isn't written down is it, but there is a set way of doing it and it would be inappropriate to have it written into the club's governing document. So it is with most of the day-to-day rules and policies. They sit within the scaffolding that is the governing document, which gives your club the unique shape it has.

Every club evolves over time, with the governing document occasionally changing as required. Despite this, I am always fascinated by how clubs retain a certain feel, even over many years. The culture of a club is a precious thing, as is our ability to go and play in the sky. If we truly care about our clubs and our sport, we should never take either of these things for granted.

What seems to be happening at clubs is that members are failing to realise how important their role is in the running of their club. Most people just want to turn up and fly. They do not wish to 'get involved with politics'. Many do not bother to read AGM papers circulated for their benefit, let alone attend. This group is generally the reasonable, silent majority. So if they don't attend, don't get acquainted with the facts and don't speak up, this leaves clubs at serious risk from the ill-informed, unreasonable minority and may result in the inappropriate levels of fuss and drama.

Generally people in this group do want 'the best' for the club, but occasionally someone with a darker agenda may gain unreasonable influence - simply because the remaining club members 'let' them. In the same manner that the superior pilot uses their judgement to keep themselves out of situations that may require the use of their superior skills, so the healthy gliding club should be using their group wisdom and club governance structures to keep them out of highly-charged political drama that saps available flying time.

■ The AGM season is now open! This is your annual chance to ensure that YOUR gliding club is run the way YOU want it to be run. Everyone deserves to fly as much as possible, so please support your committee by taking time to give input at the AGM and during the year when you can.

**Want more information?**  
There are resources from last winter's 'Winter Training' filed under 'documents' in the 'Club Management' section of the BGA website.



A well-run, busy and happy gliding club is one where people fly. Nene Valley GC site manager Brian Palmer is pictured during the club's recent task week (Edwin Jenkins)



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

## A YEAR OF SUCCESS AND CHALLENGES

BGA Chairman **Patrick Naegeli** reflects on 2011, a year in which the BGA has made progress in a number of areas, including Junior Gliding. The goal for us all in 2012 is to devote time to dealing with the issue of declining numbers



THINK that we can all

look back on 2011 with a mixture of satisfaction and relief. Of course, I remove weather entirely from the equation – very few of us will ever look back and feel pleased about the weather in a particular year. Until, that is, a year passes into folklore – “...remember 1976...”. Before my time, but you know what I mean.

So, why satisfaction and relief?

Well, from a BGA perspective, satisfaction in that we have progressed a number of areas materially and successfully; relief that a number of things that could have been extremely problematic for us did not turn out quite as bad as they might have.

Our work on Junior Gliding confidently moved through the mid-point in its three-year plan. A number of clubs – part of a “launch” group – have been instrumental in putting in place the first wave of Junior Gliding Centres. That process, in itself, has been very valuable in helping improve the design and planned rollout of the Junior Gliding programme. Further clubs will join the programme over the coming months and I would encourage others to find out more about what is involved.

Slowly, but surely, we are drawing together the main components of the strategy that is designed to ensure that we enable young people to become involved in gliding. We are making renewed efforts to dovetail our activities more closely with those of the Air Cadets, and are considering what can be done to support the continued development of University gliding clubs.

I am delighted that our Safety Initiative is now clearly demonstrating that we can reduce accident rates in those areas where we devote the necessary effort. By “we” I mean the BGA and all those within its member clubs – this has been, and continues as, a real team effort.

We will try to extend the reach of the safety initiative in 2012,

without compromising the rigour and quality of its approach in any way. In the meantime, we have been gratified by what has amounted to feedback that we have had from 16 other gliding nations to our work on safe winch launching. Just to be clear, we did not actively seek to promote our work to other associations. We did, however, provide the results of our analyses and the various communication, guidance and training materials that we produced to those that contacted us. The subsequent feedback has been entirely positive and can, as a consequence, be considered to be a proxy form of peer group review.

There are many other areas of progress that I could mention, but I know that I will only run out of space and I don't want to do that without looking at things from a slightly different perspective first.

Whilst we have been making good progress in some areas, there is still one subject – universal in its importance – that we are still no clearer on now than we were last December, or any other prior December for that matter. Just how do we grow participation levels in gliding?

We all have a view as to why this is a difficult question to answer – some might even describe it as impossible. We can all write a list of the issues that complicate our endeavours to reverse the long, slow decline and then also explain why they are mostly beyond our control or influence; some may feel that they have managed to buck the trend, but I have not heard anyone confidently state that they have permanently reversed it.

Our powers of confident diagnosis seem to comfortably exceed our ability to develop a systematic response to the basic issue – that every year there are fewer of us and none of us like that feeling.

If there was one goal that we should be setting ourselves as a collective in 2012, it ought to be to devote the requisite amount of time to finding a way of dealing with this issue – properly, and in an enduring way. Gliding is not alone in wrestling with this concern. Much work has been done that we can draw on to help in understanding the context. As I look forward to the Christmas and New Year break, I will set aside a little time to ponder the matter further. Perhaps you could do the same and then share your thoughts with me.

In closing, and conscious of what I have just said, it seems only apt to quote a fellow glider pilot. They, in my opinion, said all there was to be said about thinking about the impossible. In particular, they put the entire matter into proper perspective.

“So many of our dreams at first seem impossible, then they seem improbable, and then, when we summon the will, they soon become inevitable.” *Christopher Reeve, 1996.*

Have fun, stay safe.

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



# SAILPLANE & GLIDING



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Competition flying



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

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# A GRAPHIC LOOK AT NOTAM DATA

**A**LL glider and motorglider pilots know that it is essential to do some pre-flight planning. Part of that planning, of course, needs to be checking the NOTAMs to find out what may affect your intended flight. This includes a local flight – getting airborne without any knowledge of aerial activities en route or locally is unacceptable at best!

Ownership of gliders and motorgliders is increasing, and the proportion capable of flying hundreds of kilometres on a decent day means that glider pilots are ‘getting out and about’ much more than they did years ago. On top of that fact, European NOTAMs have increased by 70 per cent between 2000 and 2006 (*Eurocontrol website, 2011*).

We have all used the AIS website. Apart from being the source of much of the airborne navigation information a UK pilot is ever going to need, it is the primary method of retrieving NOTAM data. This works fine for a very narrow route, or perhaps a small ‘point brief’ around a local airfield or lat and long, producing perhaps a couple of pages that

SkyDemon Light offers a graphical, endorsed method of getting NOTAMs, but how suitable is it for glider pilots? Mike Fox talks to the program designers

can be leafed through to extract the relevant data. Unfortunately, for a long soaring cross-country with a ‘wide’ narrow route (to cater for deviations), we may be faced with 10 or more pages of text that must be sifted through in order to extract relevant data. Positions are in lat and long and place names are often unfamiliar.

Pilots are a resourceful bunch and some came up with a system of plotting the locations of these events on a digital map. Unfortunately, though, none of these methods is approved by any organisation for official use.

So here we have the problem. Do we trust the unofficial software, which seems to do a great job, or do we plough through countless pages, with the possibility of missing something important?

SkyDemon could be a solution. You may have seen reviews in the mainstream general aviation (GA) press. It’s not quite there yet – especially for gliding – but it is being constantly developed (and you can have your say).

SkyDemon is the brainchild of Tim Dawson, a software developer who trained for and obtained

his PPL five years ago. He was surprised by the manual nature of flight planning in light aeroplanes and decided to automate the process. The resulting software was so good that he was encouraged by his pilot friends to make it commercial and the mainstream SkyDemon appeared in September 2009.

Since that time, SkyDemon has matured into three products: SkyDemon Plan is the full, paid-for version of the software, which interfaces with the company’s own GPS unit

– SkyDemon Mobile MD. When the GPS unit is connected to the PC, it is updated with all NOTAM, route, airspace and weather for the day. These two products, when used together, seem to be a complete solution for powered GA.

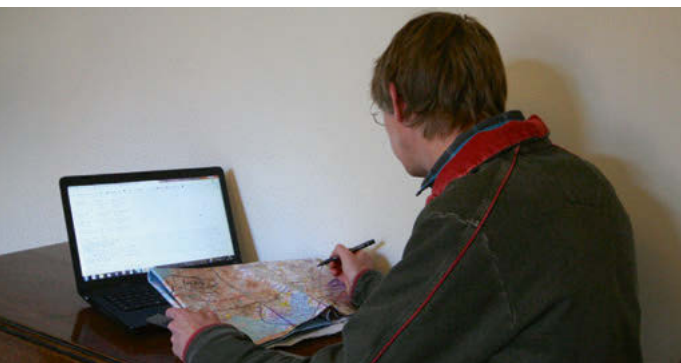
SkyDemon Light is, at present, tailored to powered GA users as a very simple flight planning tool. It’s free, features visual NOTAMs plotted on a map and some simple power-flying route calculations.

In 2011, SkyDemon Light received the NATS ‘safety compliance mark’, which gives the software a lot of credibility when it comes to Visual Flight Rules navigation. One of the cool things about this software is that it provides a visual method of planning a flight. The user can click around a map to produce a narrow route briefing and the software displays the locations of most, but not all (see below) NOTAMs for the next couple of days on a map, along with a text briefing on the right of the screen. This shows all NOTAMs along a narrow route – a bit like the AIS website, but for a fixed width of 10 nautical miles (nm) – five either side of your route.

This is, of course, of limited use to glider pilots, who may stray further than that from the route line in search of lift. The default altitude is 3,000ft, so a glider pilot might want to increase this. The company assures me that the software displays accurate permanent airspace data, updated every four weeks, and that the NOTAM data within the narrow route brief is accurate. [www.skydemonlight.com](http://www.skydemonlight.com)

So there we have it – a graphical, endorsed method of getting NOTAMs. But wait... there is a problem, and it’s awkward to fix.

Because glider pilots tend to stray from track by rather more than 5nm, you are probably going to be operating outside your



Pre-flight planning is essential, including checking NOTAMs

**THE SOFTWARE  
AND RAW DATA  
USED TO DRIVE  
IT ARE BEING  
DEVELOPED  
CONSTANTLY**

New Route Open Save Undo Redo Create PLOG Reverse Options Upgrade Help

NOTAM Narrow Route Brief  
Showing NOTAM valid between 04/05/2011 13:00 Z and 06/05/2011 12:59 Z. Looking within 5.0 nm and 1,000 ft of the route.

Enroute

**FIS Limited**  
Until 04/05/2011 15:30 Z

BRISTOL FILTON LOWER AIRSPACE  
RADAR SERVICE AVBL TO SSR EQUIPPED  
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SUN 0630-2115

**SSR Information**  
Permanent

Compton Abbas - Exeter

Your journey passes through Dunkeswell Parachuting

Your journey passes through Yeovilton MATZ

Your journey passes through Merryfield MATZ

**Route**

Level: 3,000 ft

Hiding airspace above 4,000 ft for clarity

IAS: 108 kt

declared route. If you change your route to (say) miss out or add a turnpoint, you will almost certainly be operating outside the narrow route. SkyDemon Light will always show NOTAMs that are applicable to the 10nm route on the display on the right of the screen (in text form). However, if the NOTAM radius is huge, like a royal airway, it will not display this on the map. This means that the software will not inform you on the map or on the narrow route text display if you are operating outside the scope of the planned narrow route.

The SkyDemon Light documentation states 'aerodrome NOTAM and some NOTAM which are very large are not plotted on the main map, therefore the definitive safety briefing always has to be the textual form'.

For this reason, unless you can guarantee to stick to the 10nm route width, I would struggle to recommend SkyDemon Light to pure glider pilots. If I was flying a motorglider from A to B, I wouldn't hesitate to use it myself. Do not despair quite yet, though. The software and the raw data that is used to drive it are being developed constantly. SkyDemon tell me that a 'point radial brief' is

being worked on, which would be more use to glider pilots, and other developments and features are on the cards.

The complete solution lies within a project managed by Eurocontrol called the Digital NOTAM project. Once complete, software will be able to accurately and easily plot the shapes and sizes of all the NOTAMs that affect us. One Eurocontrol document mentions this new system being in service by 2013. Another part of the website states 'Digital NOTAM could be accomplished in Europe by 2015'. *Sailplane & Gliding* is sure to keep you up to date.

Having met Tim and Rob Hart, who run SkyDemon, it's obvious they are extremely keen to include functionality for glider pilots. After my visit to their offices, they had a better understanding of what glider pilots get up to and features that would work for us, not only for SkyDemon Light, but the paid-for software too.

They are very keen to cooperate with the whole GA community via their forum, and have already included gliding sites into their airfield database. Get involved at [www.skydemon.aero/forums](http://www.skydemon.aero/forums)

SkyDemon Light software enables you to click around a map to produce a narrow route briefing. It displays the locations of most (but not all) NOTAMs for the next couple of days on a map, along with a text briefing on the right of the screen



Mike Fox is the BGA National Coach. He flies an LS4, mainly from Seighford



# SHARK BITES AT 18M NATIONALS

HpH's Shark in the cruise (Arjan Vrieze)

Jez Hood put the Shark 304SJ through its paces in the 18m Nationals, held at Tibenham



The HpH Shark SJ ready for its first UK flight at Parham Airfield (Craig Lowrie)

**H**AVING put a request online some months before the summer, out of the blue Craig Lowrie (one of the UK HpH agents) emailed me to see if I would like to fly the Shark Jet if I was still looking for a glider for the 18m Nationals in July. We chatted about it, I had a quick look over the website and said yes. It looked good and I always have believed in the principle of what looks right normally flies right.

As with borrowing any glider, preparation is key. What should have been a good week before the comp getting everything as I wanted turned into a week of watching the rain go by at Lasham. I did eventually get two short soaring flights, which enabled me to get to grips with the LX8000 and, of course, play with the jet. Having a good look around the Shark, build quality and innovation were to a very

high standard all round. The finish was excellent, and there has clearly been a lot of thought into trying to take the best parts of

other manufacturers and combine them into one sailplane. Rigging was simple, with a two-piece wing, the outer of which includes the 'shark' winglets, and all the panels are manageable in weight, with decent rigging aids to manhandle the inner panels.

Eventually the rain eased, and my first flight was in the late afternoon at Lasham. I elected to start the ground run in -1 flap. There was bags of aileron control on the ground, even at low speed, so I quickly went to 0 flap, and subsequently launched in 0. From there, the Shark very naturally flew itself into the air and felt very stable in all axis on tow. Putting the large wheel up and down is made easy with a gas strut to assist.

During this first flight, I generally found the Shark very nice to fly; docile and stable at all speed ranges. In the turn, I found I could really get the speed back, not much over 40kts, and the glider felt stable and responsive, with no hint that it might bite me.

I thermalled in +2 for the first couple of flights, which felt about right. When it is watered up and heavy (570kg+), L flap was

necessary to get the speed back.

At heavy weights, there was very little tendency to break away in gusty climbs when pulling hard to centre. Roll rate was good, comparable to most other 18m gliders. With a slightly short fuselage and a fairly large rudder, it took a while to adjust to making fully coordinated turns; I found that to begin with I was over ruddering quite a lot. A slight niggler was the amount of opposite aileron required to keep it banked in the turns, but after a few flights I became used to it. Visibility was excellent all round – sitting quite far forward to the canopy line allowed me to easily look back and see the tailplane – fantastic for gaggle flying.

Landing proved to be as easy as the rest of it. I landed it in all positive flap settings and with L flap, using full air brake (triple paddle), which was very effective. It would be easy to land the Shark in the smallest of fields. What I really liked was just how much elevator authority and control I still had landing full of water with full brake – there was no hint of it not wanting to fully round out.

Lastly, the jet was quite simply brilliant; with three switches, flicked in a couple of seconds, you can fire and forget and concentrate on flying. The sequence runs: Master on, Engine extend, Engine start. That's it! A full FADEC engine control system will fire it up and settle back at idle. You are then free to wind up the throttle and away you go. I was finding that I could get around 2-4kts climb at about 75kts, burning about 54lt/hr in the climb. For the cruise, again at about 70kts, it would burn about 24lt/hr. With a 28lt fuselage tank, that would give just under an hour in the cruise at 70kts after climbing away.

So, somewhat underprepared, I arrived at Tibenham and rigged on the Saturday morning for the comp itself.

**Day 1. Task: 259km Tibenham, Lavenham, Sackville, Elmsworth, Tibenham**

A day of scratching in broken difficult climbs with the odd large shower thrown in was not the ideal start to my first cross-country in the glider. After a difficult run down to the first turn, mainly on my own, I pushed hard along a quickly building line that soon turned to rain. Climbing in heavy rain at 6kts, I had to break off at base with no cloud flying instruments to glide out into the post-shower sunshine, listening with envy on 130.4, and never properly connected with the next big line of cu/showers halfway along the second leg. It did, however, give the

perfect opportunity to test the jet in anger, and it did the job very well. Firing it up about 70km from Tibenham, I burned 16lt getting home.

**Day 2. Task: 261km Tibenham, Pickenham, Sackville, Lavenham, Tibenham**

Cloud flying was the order of the day again. However, we did have a glimpse of racing weather for the first 80km and the Shark held its own admirably, showing that its performance was right up there with everything else. Soon the racing weather disappeared, the brakes came on and we all tiptoed way north of track into the second TP sector. The lead group all disappeared on to 130.4 again and, after throwing my non-cloud flying toys out of the cockpit, I got on with trying to get round below cloud. Eventually I made it home, having flown an additional 80km to the task length to get round the showers, but I was one of only nine home and had started to feel more at home in the glider.

**Day 3. Task: 373km Tibenham, Lavenham, Eyebrook, Towcester, Rattlesden, Tibenham**

At last a good day's racing looked to be in order and eventually a day to find out how well the Shark runs against the ASG29s, JS1s and Ventus 2s – I think it certainly holds its own. Running in good conditions down the second leg, I was starting to get a handle on flying the Shark, but felt that I probably wasn't getting the most out of it. Mike Young was making his 29 pull away from me, gaining height very slightly in the pull-ups. I still don't know whether this was down to my flying/ flap selection, or the glider, ☺

**THE SHARK HELD ITS OWN ADMIRABLY, SHOWING THAT ITS PERFORMANCE WAS RIGHT UP THERE WITH EVERYTHING ELSE**



Proven Jet powerplant with over 600 made (Craig Lowrie)



Roomy cockpit with good panel space for modern instrument installation (Craig Lowrie)  
(Below) Jez launching on Day 3 of the 18m Nationals (Tony Griffiths)



**CRAIG LOWRIE, UK HPH AGENT, COMMENTS:**

As agents, we had a goal for the glider to get into the top 10 and Jez certainly managed that. He told us that he had hoped to get into the top five and, had we given him cloud flying instruments, then he would probably have achieved that goal.

Jez was not the first pilot to mention the trimmer (in total 50 UK pilots flew the Shark during its tour around UK clubs in June and July) and this was fed back to the factory. We visited in August to find that the production trimmer design looks like a huge improvement, eliminating the problem that Jez mentions.

With Jez's weight, he was flying with a fair amount of permanent tail ballast and this could account for the tail weight he mentions.

Cobra can now supply a tow-out bar which lifts the tail whilst the tail dolly is fitted, eliminating the need to manually lift the tail.

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



Jez Hood started flying in 1994 and is the current UK Standard Class champion and a former Junior World Champion. He usually flies an LS8 from Lasham



The Shark in which Tomas Suchanek flew 1,171km at 136 km/h in Australia (photo courtesy of Andrew Georgeson, HpH Australia)

or a bit of both. It was, however, the first day of really good thermals and the ability to climb and glide over 300km to stretch the Shark's legs. Overall, an enjoyable day out and I was pleased to be up there in the results with the big names for the day.

**Day 4. Task: AAT 159-286km  
Tibenham, Garboldisham, Swanton  
Morley, Diss, Tibenham**

Cloud, wind and rain, but a task... it was Tibenham after all. This was a day for the non-turbo/light-as-you can-get gliders: 2,500ft cloudbase with 1kt climbs and an 18kt wind. It was simply a case of not if but when you missed a climb – fully overcast with cloudbase eventually ending up at 1,700ft. I finally gave up at 400ft, pointed the glider into wind, and pushed the iron thermal button. I estimated that I lost just over 100ft from the point of extending the jet to applying full power and climbing away, back for tea; no medals, but not in a soggy Norfolk field. I am a jet convert.

**Day 5. Task: 329km Tibenham,  
Lavenham, Eyebrook, Royston,  
Gt Ashfield, Tibenham**

A good racing day in parts, but I managed to get bogged down at the second turn, turning a really good run up to that point into a 20-minute fuff, which I can only blame on an impatient driver. It's always disappointing to watch everyone disappear, but I managed to get back up and run home for what I thought would be last for the day, but which turned

out to be still in the top half, giving me a top 10 finish overall.

**In conclusion**

How would I sum up the Shark? Well, I think it's a really well put together glider all round. It's easy to fly, with docile handling and a performance that, from what I saw, is right up there and comparable with the rest of the 18m flapped gliders. A couple of minor things bugged me: the trim mechanism was poor, with a tendency to ping out of position with different flap selections, and with water the tail is heavy to lift to put the dolly on – certainly one to watch the back on.

Well done to Mike Young, 18m National Champion and, of course, many thanks to HpH and to UK agents Craig Lowrie and Tony Hoskins for lending me the glider to fly in the competition.



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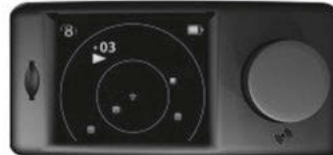
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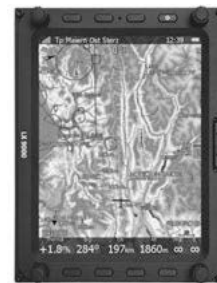


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Instrument panel pictured (above) before and (below) after its update



(Above) panel stripped

(Right) cutting infills



**THERE ARE TWO CHOICES: GIVE IT ALL TO AN EXPERT OR DIY**

# INSTI

Adrian Long used last year's winter months to refurbish his instrument panel. He has written up the process for those who may be considering an updated or even a state of the art panel

**H**AVE you considered giving your panel an update? You may simply want to make it look a bit smarter and introduce one or two new (or newer) instruments, or you may want to end up with a state of the art panel – particularly if you are planning anything ambitious like competitions or extensive flying involving wave at home or abroad.

In our case, we had bought a lovely new glider, a 10-year-old Discus 2b, in which the artificial horizon had failed. On inspection we discovered that not only was the A/H old, but so were most of the other instruments. They dated from the 1950s and 60s, making them not only difficult to repair, but heavy, slow and very old tech, using far too much power from our batteries – and we have three!

Having done some powered flying, including some instrument training and an IMC rating, the thought of a descent through cloud without a reliable horizon and navigation instrument filled me with dread so, following discussions with syndicate partners, we decided we should invest in a new horizon and an LX 7007 compact and to introduce FLARM. We chose the IGC logger version with SD card to act as both our main logger and to provide a GPS feed to the LX, along with FLARM information to the LX and an Oudie (with pre-loaded SeeYou). Altogether, this would result in an integrated soaring, navigation, vario and general flying system.

Having researched the Horizon, we opted for the new Dynon D6. This is a solid state Horizon (no mechanical Gyros) and incorporates a Turn & Slip ball, Altimeter, ASI, and Compass and more, yet it takes only five seconds to boot up and consumes only 300ma. State of the art and ultra reliable.

### How to fit it all in?

There are two choices: give it all to an expert or DIY.

With winter ahead, time on my hands, experience with glass-fibre and a reasonable understanding of electronics, I decided to take it on as a project.

The first decision: is a new panel blank required? Chances are yes, with a new layout and instrument holes in a different configuration. Our panel is glass-fibre so we had a choice to either buy a new one or



# TIME TO GIVE YOUR PANEL AN UPDATE?

to reface it. (If you have wooden panel a new one can be made quite easily, if aluminium a little more difficult, not least because aluminium is not recommended as it tends to fight back in a crash!)

New panels in glass-fibre are available either from suppliers such as Severn Valley Sailplanes or from the manufacturers themselves, but at a price, particularly from the latter. For the Discus 2 we had to opt for the manufacturer and, with a quotation of some €250 plus VAT and P&P for a blank in primer, I decided to have a go at re-facing the existing panel. This can be done for a few pounds and some careful work; if you are any good with your hands and can handle glass-fibre it is not at all difficult, it just takes time.

Before you do anything, make a generic diagram of the wiring and pneumatics for what you want to achieve. Now is the opportunity to invest in multi-pin plugs and connector to make the panel readily removable and to get it clear in your head where the circuit protection and switches should lie. A scheme of cable identification should be devised. Trying to design the cabling as you go along tends to lead to a stork's nest and the lack of a written plan along with cable ID makes future maintenance a bit of a guessing game. The end result may differ from the initial plan so make sure you draw a diagram of the final result for insertion into your records.

If your existing wiring loom is in good condition and is to be re-used, incorporate its layout in the plan.

Now carefully remove all wiring and pneumatics (take special care when removing pipes from the various as they have very delicate movements that can be damaged by rapid pressure changes). Remove the instruments and keep on one side in a safe place.

To infill the holes, firstly the panel should be rubbed down in preparation for the application of resin to bond the infills. These are best cut out on a band saw. They cannot be cut with 80mm or 57mm hole cutters (if you have them) due to the kerf of the bit itself, as they must be as perfect a fit as you

can make them. I made mine up from 4-ply glass-fibre from some stock 170g/m<sup>2</sup> glass cloth.

Put them in position in the panel that should be placed on a flat non-stick surface such as Formica, that has been prepared; special releasing compound can be used, but I just used polish, which works fine.

Next, bond them in with resin. Any epoxy resin will do the job – I use West 105/205 resin and hardener. I also laid two extra layers of matting circles a fraction bigger than the infills on to the inside of each filled hole to ensure a good bond. Once this has gone off, thoroughly sand to get a nice flat inner surface.

We can now turn our attention to the front face. The in-filled holes should now be bonded and nicely level with the face. Clean off any surplus resin and sand the face with 80 grit so it is perfectly flat; this also provides a good key for the new matt and resin coat to the face. Mix enough resin to coat the entire surface and leave to go tacky. At room temperature this will take about 20 minutes. When tacky, lay one piece of glass-cloth over the whole surface and bond into the resin, wrapping it carefully around the edges and any detail. The surplus glass cloth can be cut away and another coat of resin put on to the whole surface and left to go tacky.

Three coats of resin is usually enough to provide enough surface for a good finish when sanded. Each one can be put on when the last one is tacky, but then leave the whole thing to go off for 24 hours. When hard, you can sand it to produce a smooth finish ready for painting. Start with 240 grit and work down to 400, which makes a good surface for painting, but be very careful not to sand through to the matt otherwise you will have to apply a further resin coat and start again!

Before painting it is best to prepare the new holes in the required positions; ☘



Infills bonded in with resin on a flat non-stick surface.



Back sanded flat



Infills done



Above, from left to right: cutting for Dynon mount; Dynon mount bonded in. Note modifications to accommodate other instruments; new holes cut; sprayed and ready for instruments

**JIM HAMMERTON, BGA CHIEF TECHNICAL OFFICER, ADDS:** If the instrument panel refurbish does not involve any instrument changes, then it is regarded as a maintenance activity. If new or replacements are being installed, then it is regarded as a change and must be in accordance with an approved modification. Many of the major sailplane manufacturers have published a Technical Note for just this activity.

- Two points to remember:
- If replacing primary flight instruments only those released with a EASA Form 1 are acceptable.
  - Discuss your proposals with your friendly BGA inspector before you start, as you will be asking him to certify it on completion.

✎ ensure they are spaced evenly and with enough space around them at the back. Take your time over this to ensure it is right as it is quite a careful and delicate juggling act and can require some deft handiwork to get everything to fit as you want it.

Preparing a full-size card facsimile of the panel works well. On this you can design the layout, including switches and anything else such as FLARM display, etc. This approach worked well for me, particularly as the A/H came with a flush mounting bracket, from which I needed to remove quite a lot of metal to accommodate the other instruments around it.

In addition to screwing it in, I bonded it in place for strength. The holes can be cut with the appropriate 80mm and 57mm cutters and, once done, the panel is ready for painting.

I used a combination of primer filler and cellulose stoppers to prepare the base so that the final coat looks good. For perfection rubbing down with 600 down to 1,000 wet and dry ensures a really professional finish. The correct colour can be sourced from either SVSP or simply matched at the local car accessory shop, the choice is yours.

You are now ready to fit your instruments, including wiring and pneumatic tubing. Since I do not put myself forward as an expert I will not go into any detail here, but if you do feel confident to do it yourself here are a few tips:

**Health Warning!** Before you tackle this work consult the BGA AIRWORTHINESS AND MAINTENANCE PROCEDURES MANUAL PART 2 - Pilot maintenance - at [www.gliding.co.uk/bgainfo/technical/ampmanual/part2.pdf](http://www.gliding.co.uk/bgainfo/technical/ampmanual/part2.pdf) Depending on what you take on, you must be competent to complete that task and you may need the guidance of an inspector.

- If you are reusing an old wiring loom, and/or tubing, ensure it is in serviceable condition.
- Test all tubing to ensure there are no leaks and use locking wire or silicone locking rings on all connections.
- Most new instruments are provided with plug and play leads, so require little electronic knowledge to install, but read the manual carefully first to ensure groundings are dealt with as instructed and to make sure your setup is correct.
- In addition, new instruments with supplied leads avoid the need for a knowledge of twisted pairs, RF and electromagnetic interference, which twisted pairs and ferrite blocks will deal with; if you are using old instruments then this will be an issue you will need to mug up on.
- Power supplies must all be protected with a fuse to protect the downstream wiring. In addition, each instrument should be protected with a tailored fuse or a circuit



breaker, matched to your instrument – anything from 0.5 amps to 5 amps, but usually under 3 amps with most modern instruments requiring a maximum of 2 amps protection. Again check the manual.

- Any new wiring should be type 44 to comply with EASA; it has the advantage that it carries a higher amperage for a given wire size.

- Make sure you are using the correct size wire be it for power or data; tables of sizes and their power carrying capacity can be accessed on the web.

Try the following sites to select the correct size cable and to purchase Type 44 wire in small quantities:

[www.gadgetiq.com/wiring\\_size\\_guide.htm](http://www.gadgetiq.com/wiring_size_guide.htm)

[www.svsp.co.uk/Shop%20Website/pages/radio\\_connectors.htm](http://www.svsp.co.uk/Shop%20Website/pages/radio_connectors.htm)

- All joints and made-up connections should be crimped, soldering is not recommended in vibrating environments although on some of the very small toggle switches it cannot be avoided.

- Having a multimeter on hand is essential to check your electrical connections.

- Check that everything is working on the bench before final installation.

And, finally, don't forget to

update that wiring diagram to reflect the new installation and to complete a form BGA 205. 01/09. Then, if your installation was done under the supervision of your maintenance man, he will inspect and sign off.

Well that's about it, but in closing I would like to thank John Delafield at LX Instruments UK, Dick Feakes, and LX in Slovenia, all of whom helped ensure success.

Finally, I am happy to reface panels, so do contact me if I can help: [adrian@adrianlong.co.uk](mailto:adrian@adrianlong.co.uk)



Instruments fitted and bench tested



Adrian Long started gliding as a teenager in 1967, but A levels, lack of cash and girlfriends curtailed development. He enjoyed a period of powered flying, gaining around 300 hours in the 70s and early 80s owning a part-share in a Chipmunk. With a growing family, Adrian abandoned flying for sailing. When his crew grew up and got their own families, Adrian returned to flying in 2008 after a 22-year lay-off. He has since completed over 100 hours and gained his Silver C in summer 2010. He says that flying over Derbyshire from Camphill is simply great and looks forward to extending his cross-country skills

# JUNIOR WORLDS



Team GB learnt the importance of 'playing the game' in Musbach, Germany. Andy Cockerell reports

The weather made for challenging tasks for the Juniors, with just over half of all starts resulting in a finish

(Below) The local 'no cars on the airfield' rule meant the team had to push all its gliders uphill on to the grid (Photos by Katja Soikkeli)



**FIVE PILOTS SHARED THE DAY WIN, EVEN THOUGH ONLY ONE OF THEM LANDED ON THE AIRFIELD**

**T**HE 2011 Junior World Gliding Championships, held in Musbach, Germany (6-20 August), brought together 81 pilots from 21 countries. Representing the UK were Matt Davis, Luke Dale and Andy Cockerell (Club Class), and Oli Barter, Will Chappel and Tom Smith (Standard Class).

The weather during the contest was very disappointing, with only seven contest days out of 13. The theme was stable, weak and unpredictable thermals, which made for challenging tasks. Abrupt, early cut-offs coupled with having to return to Musbach from the Schwabisch Alps across the weaker flatlands, made finishing a task an achievement in itself. Just over half of all starts in each class resulted in a finish.

Another challenge was the local rule, 'no cars on the airfield'. This meant all our gliders had to be pushed uphill on to the grid; you don't realise how easy you have it sometimes until it is taken away from you. We were lucky to have a large contingent with us and are indebted to them all for their help moving gliders around the airfield. Luckily the Standard Class was allowed to water on the grid.

## Club Class

The Club Class team had a strong start to the competition, having benefited from flying together at every possible opportunity in the run-up to the Worlds. It's amazing how well team-flying works with practice; after three days all three were lying in the top 15.

Day 4 was for a low point for all of us. Matt and I had got ourselves above the gaggle in a pretty unsoarable start zone with a big cirrus sheet steadily moving across the task area. If anyone was going to get round the task, they would have to start early.

Luke had struggled after launching and we hadn't been able to meet up, so we decided to start separately. Unfortunately, we found ourselves gliding straight into a field 12km away. Matt and I sat on a bench watching others struggling above us, questioning our involvement in the sport. Luke managed to start 30 minutes later and struggled all the way down the first leg, eventually landing at an airfield near the first turnpoint. He said: "I have never been so low for so long, working so hard to get 60km."

Day 5 felt very similar; starting in a gaggle we got a huge sensation of déjà vu as we glided down to 1,000ft over the previous day's field. For Matt it marked a mental turning point. He said: "I changed my mentality and decided to just be ridiculously

stubborn – I was not going to land out so soon again! It was a challenging day with no finishers, but I had a fantastic experience diving down the face of the Schwabian Alps to stay in the air late in the day.”

For me, day 7 was the highlight of the competition. We launched late into a blue sky, only to find strong thermals going up to 8,500ft. We had been set a 1:30hr AAT (Assigned Area Task), with a convergence line set up straight into the first sector. By the time we had raced to the bottom of the sector, it had drifted to line up with the second sector. All you had to do was run it until it time elapsed. It was a strong finish to the competition; we were all within 30 points of the day winner. AAT planning has never been so easy!

### Standard Class

With Tom and Oli both sitting university finals, the three Standard Class pilots were unable to get as much team-flying practice as the Club Class. This led to a different approach in their flying; communicating to share information where relevant, but not actively seeking each other in the start sector in order to fly together.

The Standard Class were always disadvantaged; due to airfield restrictions they launched behind the Club Class every day. They did however, get to stand and watch the ‘uber’ Club Class gaggle scratching at 1,000ft over the airfield, waiting for the organisation to scrub the day. The short weather windows meant they often had abbreviated tasks or ran out of day before getting back to the airfield. This being something of a tradition at UK competitions, all of our pilots had solid results on the mass landout days.

Unfortunately, the low point of the competition for Tom came all too early on day 2. He said: “After struggling to make a start I ran into a dying area of sky and rising terrain. It was time for a field and a nap on a thoughtfully provided bench (every German field seems to have one) while I waited for my crew.” Tom recovered well from this setback on day 3, when he shared 2nd place. He managed another 2nd place on day 6 when they were able to utilise the same convergence line as the Club Class.

One day was lost when not enough people got past the scoring distance; unfortunately Oli and Tom both had and were very close to finishing. Oli summarised his flight as “cycling the undercarriage whilst climbing away from one field to the next, quarry-hopping under the overcast sky”.



The finish ring and its minimum crossing height produced an interesting result on day 4, where five pilots shared the day win, even though only one of them landed on the airfield. Oli was unlucky, landing only 33km downtrack at an airfield with Andy whilst crossing what became known as an infamous patch of bad air to the south of Musbach – the Winzeln Gap. Tom and Will fared better, making it to the eastern turn before getting caught out under the encroaching top cover. Their crews had the sense to set off before they landed, greatly reducing the retrieve time.

### In conclusion

Overall, it was a shame we didn’t get the kind of weather Musbach can really offer, otherwise the results would have been much closer. Nonetheless, the hospitality of the locals made it a very enjoyable competition. We were disappointed not to have any pilots in the top 10 and we all learnt the importance of ‘playing the game’. Sometimes you just have to stick with the gaggle; whilst you might not win the day, you reduce the risk of losing a lot of points. For Matt, Luke and Oli, the experience stands them in good stead for the next Worlds in Poland.

As ever, flying an international competition requires the hard work and dedication of many people. Special thanks go to Simon Barker for being a great team captain and keeping us all under control, and Rich Hood as coach for his superb advice, drawing on his wealth of experience at Musbach and other international comps. Thanks to all the crews, for helping out on the field and coming to get us when things didn’t go too well, in particular to Ali and Ben for keeping up international relations.

The British Junior team, pictured with team captain Simon Barker and coach Rich Hood (Andrew Maddocks)

■ **Big thanks to our sponsors: Vertigo Covers, Paramount Aero and Norfolk Line Ferries. Vertigo’s canopy gloves were invaluable in keeping our cockpits cool and dry in the showery grid-squatting conditions that plagued the comp. Paramount very kindly provided us with some Union Flag canopy covers, which looked fantastic on the grid and drew lots of attention from the other teams. And last, but not least, to the BGA, for providing the funding that meant it was possible for us to take part in the competition, and also to train at Musbach in April.**



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

# SKILLED FLYING INSIDE THE BOX

Paul Conran reports on the challenges of competing in the Aerobatic World Championships, held this year in Torun, Poland



(Left to right): Paul Conran and Maz Makari at the 2011 Aerobatic World Championships, with team manager Lionel Sole. The top three positions went to: Jerzy Makula of Poland (MDM-1 Fox), George Kaminskiy of Russia (Swift S-1) and Erik Piriou of France (Swift S-1) (Jyrki Viitasaari)

**FLYING AT THE TOP LEVEL IS ENJOYABLE, BUT HARD WORK. IT IS BOTH PHYSICALLY AND MENTALLY PUNISHING**

**C**OMPETING in a World Championships is, at the same time, great fun and very serious. This year was no exception as, shortly after the UK Nationals, Maz Makari and I set out for Torun in Poland, where the Championships were to be held some two months later (28 July – 7 August, 2011).

We had both taken time off work and decided this year to pull out all the stops in terms of dedication and practice. The 2011 season saw the arrival in the UK of G-LUPY, a Swift S-1 and the best tool for the job.

We were lucky to acquire it as only 28 examples were built, of which about 20 remain in flying condition, and they very rarely come on the market. It has a very useful  $V_{NE}$  of 155kts, 'g' limits of +10 and -7.5 and a roll rate of 90° per second.

Our practice sessions in the UK started in earnest in April, on account of the miserable winter we all suffered. The glider is based in Lincolnshire at Buckminster GC, which has a friendly atmosphere, excellent facilities and relatively sparse GA traffic. This year's team consisted of just Maz and myself flying at

Unlimited, with last year's Advanced team of six fading to none for a variety of reasons.

Flying at the top level is enjoyable, but hard work. It is both physically and mentally punishing, as well as expensive. This year, the British Aerobatic Association was generous in the extreme with a contribution towards our training and competition entry fees.

The physical punishment comes in terms of regularly pulling up to 8g and pushing -5g, often sustained for quite some time as, for instance, you go around an outside loop. The mental punishment comes after you have landed at the end of what you think was a perfect flight to be told by the judges that it was not as good as you had hoped.

Our plans included a 10-day training camp in Nordhorn, NW Germany, where

we knew a number of German pilots would be practising for their nationals, as well as for the World Championships. We got there from Lincolnshire via the Channel Tunnel in one very long day. During our stay we managed only 12 flights each, on account of the poor weather. It helped, however, to be alongside two of Germany's top pilots and we wasted no time in sharing tips on how to fly some of the more awkward figures.

This year's 'known program' was particularly difficult. This sequence is always published the previous autumn and the theory is that we have time to practise and perfect it by the following season. This year there were seven figures in the sequence, taking a little over two minutes to fly. The first figure was a relatively simple 45° diving line with a half roll to inverted, followed by a push out to level inverted flight. Figure two was a simple aileron roll through 360° back to inverted.

Figure three, a negative tail-slide, was more difficult. It required a high entry speed of about 150kts and a high negative push of about -4.5g. As you started the push you had to keep the wings exactly level and the yaw string exactly straight. Anything less and the glider will fall awkwardly off the top and the figure will be 'zeroed'. Assuming you make it work at the top and you slide gracefully backwards for a few metres, the next part of this figure is a positive flick roll through 180° in the vertical down-line before pushing out inverted at the bottom at  $V_{NE}$ .

Figure four was a loop, first half outside, second half inside, with a two-point hesitation roll at the top. An initial push of at least -4.5 g is required to make this work well.

Figure five was a stall turn with a quarter roll in the up line and a three-quarter negative flick roll in the vertical down line.

Figure six was a rolling turn, starting erect and ending inverted – 180 degrees of turn and 540 degrees of an outside roll (which means you have to roll to the right and turn to the left, or vice versa). The last figure was a simple push to an inverted 45° up-line followed by a pull through to level flight and



Sequences are flown in a 'box' – a kilometre square, 1,000m high and 200m above the ground. Large white markers ensure the position of the box is clearly visible from a 4,000ft release height. Penalty points are attracted for straying outside the box (Tomonari Kajii)

a four-point hesitation roll.

Although we knew we would have to fly several 'unknown' programs and our own personal 'free' program, it was the difficult 'known' program that absorbed us for most of our practice sessions.

After 10 days at Nordhorn, where we had made lots of new friends, become a little bit better at flying the sequences and a lot better at backgammon, we moved on to Poznan in the west of Poland, where we hoped to join the Polish team's training camp.

Aeroklub Poznanski is the home of the new generation of Polish aerobatic pilots. Poznan University, in partnership with the City Council, has generously decided to sponsor a number of young undergraduates by giving them as much flying as they want – for free. Four of these charming students went on to do well in the Worlds and I am sure will, one day, be champions. Sadly, a combination of bad weather and an unfortunate mishap with our tug persuaded us all to move on early to Torun, where we planned to fly in both the Polish Nationals, as guests, and then in the World Championships themselves.

Torun is a significant city on the banks of the Wisla River some 200km west of Warsaw

and boasts a delightful enclosed 'Old Town' full of excellent restaurants, historic sites and steamy nightclubs.

Aeroklub Pomorski, the venue for the competition, lies at the edge of the city which, along with the river, gave us excellent ground references to help us fly our figures in the right direction. There is nothing worse for an aerobatic pilot than a featureless landscape.

For those interested we fly all our sequences in a 'box', which is a kilometre square, 1,000m high and sits 200m above the ground. This box is delineated on the ground with large white markers easily visible from our release height of 4,000ft. We attract penalty points if we stray outside the box. We are judged by up to 10 judges, who sit at the edge of the box and score each figure we fly out of a maximum of 10 points.

The Polish Nationals were fun and we both flew well, scoring 70+ per cent. It was very helpful to have a warm-up competition before the major event. Come the day it all proved worthwhile as we both put in good performances at the Worlds (Paul coming 16th, Maz 17th). We came away having learned a huge amount and are now convinced that we know how to win. Maybe next year – watch this space!

#### USEFUL WEB ADDRESSES:

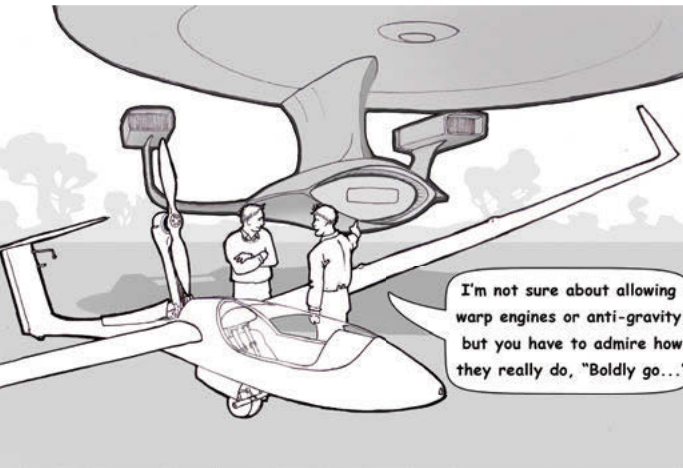
- [www.aerobatics.org.uk](http://www.aerobatics.org.uk)  
– home of the British Aerobatic Association
- [www.glideraerobaticsclub.com](http://www.glideraerobaticsclub.com)  
– home of the proposed glider aerobatic club
- [www.civa-results.com](http://www.civa-results.com)  
– where all results for 2011, power and glider, can be found



Paul Conran, 59, took up gliding in 1994 and has been competing internationally since 2001. A member of Buckminster GC, Paul is a Full Cat and Advanced aerobatic instructor. He runs aerobatic courses in UK and is the current UK national champion

# ENTERPRISING

Justin Wills looks at what makes a flight qualify for the Philip Wills National Enterprise Trophy



Cartoon by Matt Wright,  
Devon & Somerset GC

■ We are seeking nominations for 2011 (1 January - 31 December) and the trophy will be awarded at the BGA annual prizegiving ceremony in March, 2012.

Qualifying flights may also receive a BGA trophy, but quite often not. It may be quite a short distance and perhaps in a low-handicapped glider, or a record-breaking first. Many will maximise the day or just one specific source of lift.

If you feel that one of your flights qualifies, or you know of such a flight by someone else, then please send details to: [jhart.jon@gmail.com](mailto:jhart.jon@gmail.com) by 31 December, 2011. All submissions will be acknowledged and the winner/s announced by 31 January, 2012.

**Jon Hart, Enterprise Club Chairman**

**C**OMPETITION Enterprise was founded by Philip Wills and John Fielden in 1974 and has been run every year since then. Probably less well known was the subsequent decision, in 1984, to award a National Enterprise Cup for the most enterprising flight originating in the UK during the year. John Cadman provided the original trophy, which was subsequently lost by one of the recipients (it reputedly fell off the back of a motorbike). The award remained somewhat low profile, such that there were a number of years when it was not awarded.

However, in 2009 the Enterprise Club (comprising recent and regular Enterprise participants) commissioned a new contemporary design trophy, now entitled The Philip Wills National Enterprise Trophy, for presentation annually at the BGA awards dinner. It was also decided to find suitable winners for these "missing" years, as well

as for 2009. An invitation was sent to all club secretaries, via the BGA, with a request to circulate it to all members, club CFIs and chairmen, asking for details of any flights by their members that might qualify.

We also trawled the National Ladder, the OLC and archive copies of S&Gs.

What constitutes an enterprising flight? An examination of the candidates for 2010, listed on the facing page, gives some clues. There appear to be four categories.

**a) Flights where the pilot perceived an opportunity on the day, and made the most of it.** The flights by Dave Watt, Frank Jaynes, and Trevor Stuart (whose flight was most remarkable in the circumstances) fit this formula.

**b) Flights by pilots who seem almost genetically disposed towards enterprising endeavours.** Thus Dave Masson, with his remarkable weather forecasting abilities and press-on spirit, seems to achieve flights repeatedly that use almost any soarable day to the full.

**c) Doing the most with the least.** Adrian Emck achieves results in his K-6e which would have broken most UK records at the

time it was built and are a testament to his persistence and belief in the possible.

**d) The pursuit of a long-held dream.** Bill Payton's achievement of an FAI 750km triangle from Sutton Bank followed numerous previous failed attempts around his chosen course of Sutton Bank – Talgarth – Cambridge – Sutton Bank. On the day of his success the weather was good over England, but very poor in Wales. Thus he arrived at Talgarth at hilltop height and spent half an hour working the ridge under mid-level cloud. From Hay Bluff he set off for a patch of sunlight near Hereford and thereafter regained much better conditions. Nonetheless, with time lost he needed the power stations in the Trent Valley to enable him to scrape back into Sutton Bank.

In the meantime, Lindsay McLane had set off from Sutton Bank on the same task – but the other way round. He met the clamp at the Malverns, which he hill soared for nearly an hour before conditions improved. There followed a heroic struggle, which left him just 15km short of Sutton Bank in his Ventus CT.

## Deciding who the winner is

All Enterprise Club members are invited to select the winner, thus the outcome can be highly subjective, with varying weightings for the flight itself, the type of glider, the experience of the pilot, etc. Big distance is not the sole ingredient, nor is the use of the latest aircraft and instrumentation.

The recipient for 2009 was Desmond Pearce from Edensoaring, flying an Oly 463 from Skelling Farm, covering 195km around various TPs in the Lake District using ridge, thermal and wave. Bill Payton was the winner for 2010, fulfilling his long-held dream with his big distance. The website [www.comp-enterprise.co.uk](http://www.comp-enterprise.co.uk) lists all previous winners since 1985 and all contenders for the "missing" years, plus 2009 and 2010.

However, the real achievement of the award is the encouragement and promotion of the spirit of enterprise evidenced in all these flights. By learning about them we can all retain and nurture our own aspirations.

■ Visit [www.comp-enterprise.co.uk](http://www.comp-enterprise.co.uk) or join us at the Long Mynd 30 June - 7 July, 2012  
**Justin Wills is the president of the Enterprise Club**



■ **David Watt, 21/7/10, Ventus 15m, 270km BIC-BUB-SAC-BIC**

A two-hour assigned area task, towards Rivar Hill (30km radius) and Kettering (50km radius). It was a remarkable flight in that the first thermal was 1 hr and 35 mins after the start, from which David was able to complete the flight.

■ **Trevor Stuart, 16/6/10, Nimbus 3DT, 785km NYM-ENW-BUT-ENW-LLO-NYM**

This was a grotty, mainly blue day with broken thermals to less than 3,000ft AGL. Flying 750km on a very good day is relatively common nowadays in Open Class gliders but to fly 785km, even in a Nimbus 3DT, was an extraordinary effort on that day.

■ **Bill Payton, 28/5/10, Ventus 2CXT, 750km SUT-TAL-CAM-SUT**

Bill actually did this flight (see below) twice, the first time he didn't claim it as he went quite near Halfpenny Green en route, so he did it again! It was the first 750km FAI triangle flown from Sutton Bank.

■ **Tony Brown, 17/5/10, DG-800 (18m), 403km PCS-COA-FTW-PCS**

It has long been Tony's ambition to take a sailplane over Ben Nevis, the approaches to which offer little in the way of landable terrain. The flight would have to be in thermal of course as wave, apart from being too easy, would not allow full appreciation of the spectacular scenery. Tony says his ambition has yet to be realised as, technically, he did not fly over Ben Nevis but ridge soared around it.

■ **Rory O'Connor, 21/4/10, DG-800 (18m), 737km SUT-MYN-LAS-SUT (not completed)**

Declared Mynd – Lasham – SB (754km) "landed" at Linton 17km short. Early start in blue. First climb at 09:30 at Tadcaster. Remained mainly blue until middle of last leg. Slow from Lasham to Benson, and another low point near Waddington. Didn't find much lift at Drax and there was no lift after that. Finally landed out at Linton.

■ **Frank Jeynes, 11/8/10, Ventus 2 18m, 407.2km BID-STN-BRO-BED-BID (not completed)**

The second leg, from St Neots in Cambridgeshire to Broadway in Worcestershire – a distance of 110.5km into an average headwind of 10kts/17km/h – was flown without turning to soar once with a speed on that leg of 103.86km/h and a height loss of just 2,000ft.

■ **Ian Atherton, 11/4/10, ASW 20FL, 306.5km TIB-GRL-HTN-CAX-TIB**

There were seven 300km+ flights on the BGA Ladder that day, but only two were in thermal. Ian achieved the flight from Tibenham by predicting the possibility of running the streets set up by the stiff wind on the day.

■ **David Masson, 12/5/10, LS6c, 405km, 77km/hr and Merv Saunders 12/5/10, DG-1000, 405km, 83km/hr LAS-MAR-POL-RYE-HVS-LAS**

David Masson both set and completed this astonishing task, which made the very best use of the various forms of lift (thermals, cloud, convergence and ridge) available on the day. David regards it as his most enterprising and fun flight at any distance or speed and in any weather of the whole year. Merv Saunders was nominated for beating David round in a lower performance glider.

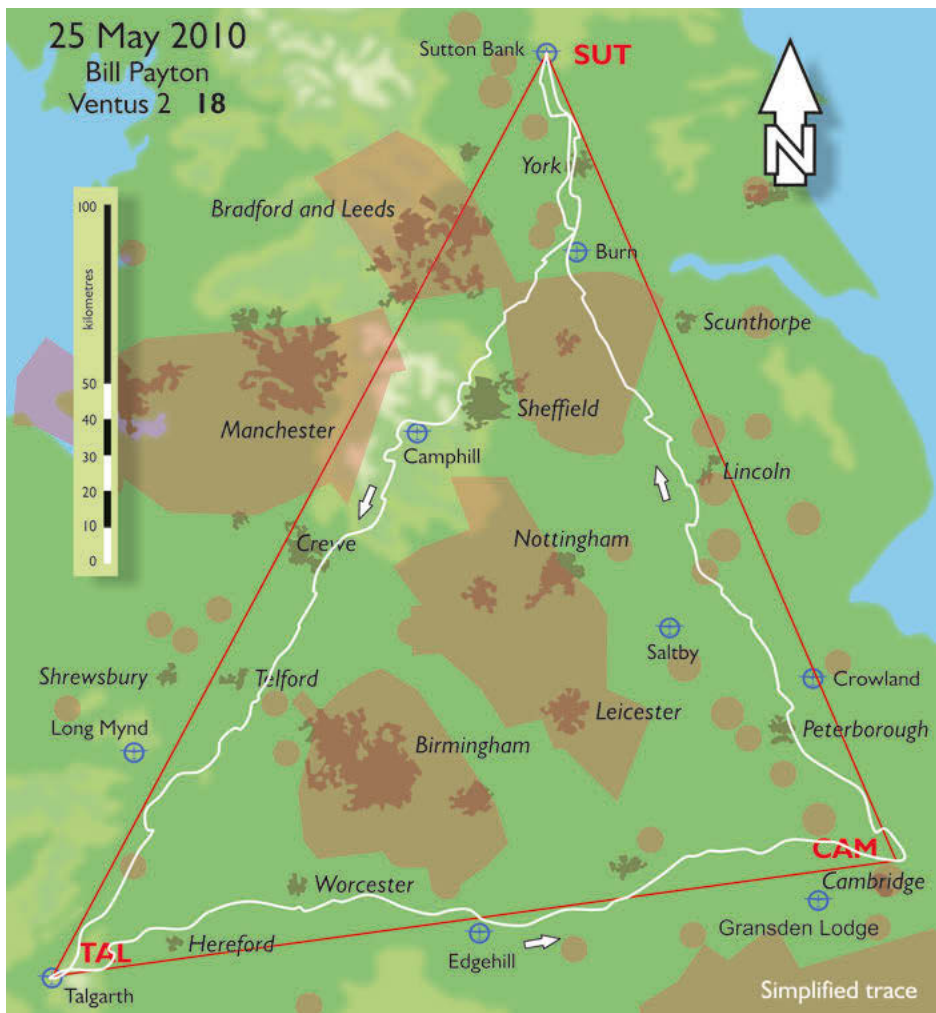
■ **David Masson, 28/5/10, LS6c, 852.8km LAS-GRM-NEE-HUM-LAS**

David was nominated a second time, this time for his ability to press on, without a turbo. The flight may not have been his longest, but typifies his approach, having flown 15,680km during 2010.

■ **Adrian Emck, K-6e**  
Adrian submitted four flights from the Ladder. The fastest completed task was 430km. The longest, but with a landout, was 543km and the longest on task completion was 521km.

■ **Ed Downham, 18/5/10, ASH 25 EB28, 834km LEZ-JED-LEZ**  
Declared Leighton Buzzard – Jedburgh O/R 841.4km. "Landed" some 7km short.

Illustration by Steve Longland



Bill Payton's winning flight was the first 750km FAI triangle flown from Sutton Bank





*This page, from top:*  
Surrey Hills on 1 November. Is there a Duo Discus at the end of the rainbow? If there is, it has landed out! (Steve Codd)

Ridge-running in 13 at the South Downs on 6 November (Steve Lynn)

Taken from a Duo Discus, flying with Bo Nilsson from Omarama in December 2006, on a task to Mount Cook. The photo shows the Dobson River, a typical NZ braided river, looking south towards Lake Ohau in the distance (Roger Colbeck)

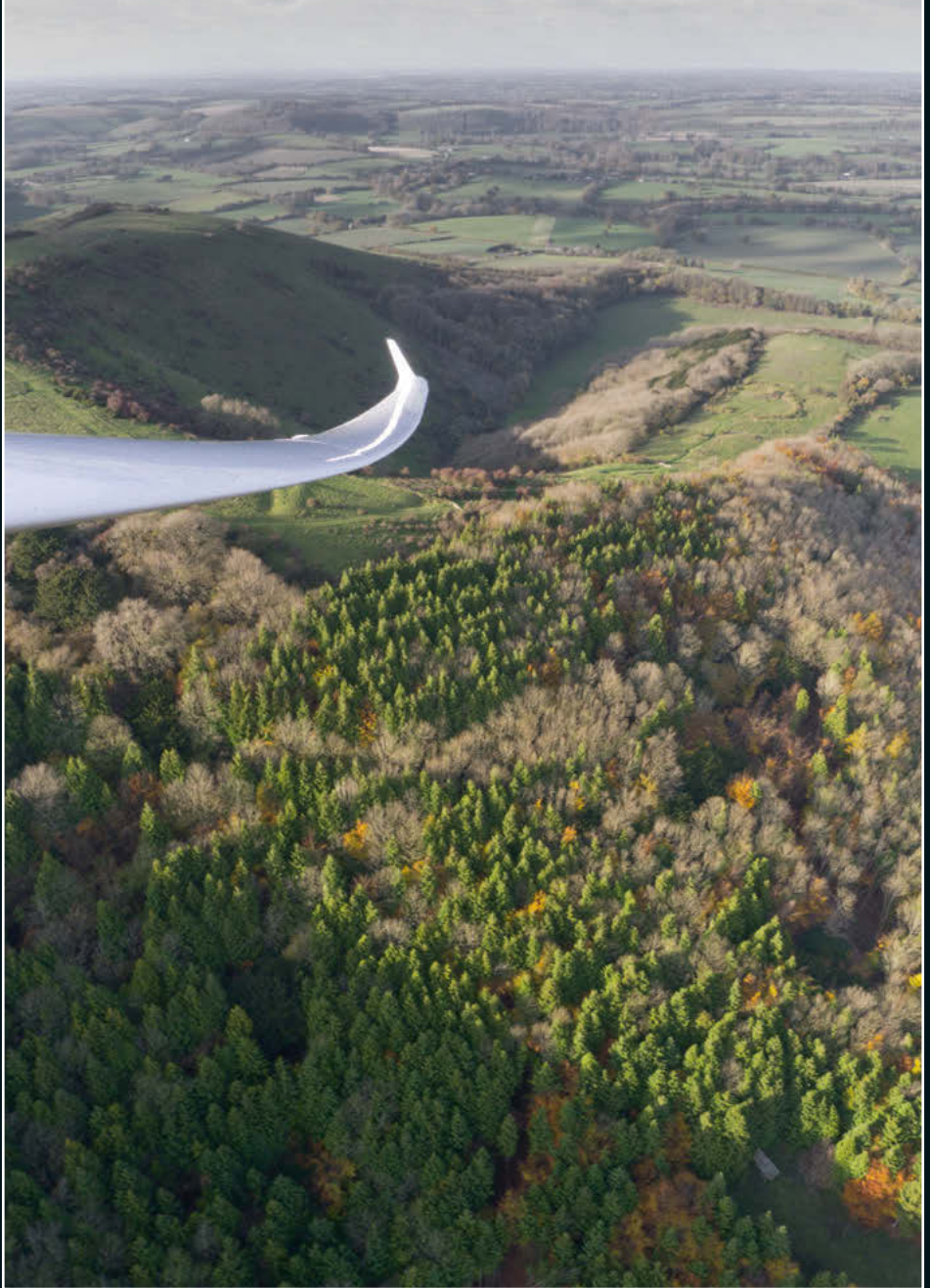
*Facing page, clockwise from top left:*  
Bungee launching at the Long Mynd in October (Jon Lewis)

Lasham's Winter Wednesday group witnessed this rainbow. Gerry Cook is pictured next to the cockpit of FWW (Mike Philpott)

Canadian pilot Jerzy Szemplinski in an SZD-55, produced in Poland, making a turn over Jacks Mountain, near Mifflin, on the Pennsylvania ridge in USA (Maria Szemplinska)

Camphill pilots have been visiting Saltby to get aerobatics experience. David Jones went there on 17 September with Tony Kay. The instructor for the day was Mark Erlund. The picture shows Mark and Tony doing a loop. The frames are all taken hand-held and David used photo editing software to stitch them all back together again to form this striking single image. The next photo is of the pair landing after that flight (David Jones)

■ 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)



# SOARING ABOVE ALL DISABILITIES

Adam Hurd looks at the challenges of being a deaf glider pilot and meets an instructor at Dunstable who is forming a team specialising in teaching the deaf

**J**UMPING into a glider before take-off, you probably don't start your flight by digging around for the rear view mirror. That's unless you're John Donovan, one of the UK's first deaf gliding instructors.

Deafness in gliding isn't wholly uncommon. Not only are there a dozen deaf pilots flying out of the UK, but several like John hold PPLs or are Full Cats.

But for those new to soaring, the first 70 or so flights have an additional challenge to rise above: communication. The good news is that solutions to this are effective, and John told me these solutions are what he and several other Dunstable pilots are starting to raise awareness of.

It's usual for new pilots to learn in tandem seating, but when you rely on lip reading or sign language this means you can't receive any feedback or instructions while you're in the air. You can imagine how big an obstacle this is.

John learned to fly 10 years ago. Now he's the one teaching, he remembers how useful it is to brief and debrief properly: "Briefings aren't as long as they should be. So taking the time to really make sure pilots understand what they're doing or what they've done is hugely useful," he said.

Instructors are taught to brief thoroughly already, but John said: "At gliding clubs an instructor sees people waiting to fly and can get pressurised into getting through lists quickly."

Another belief John holds is the importance of doing the first couple of flights in a motorglider, side by side: "This is really, really important because when you learn something the first ideas always stick. It's important to get things clear at these early stages to avoid bad habits and deaf pilots will learn a lot here, just by observing."

But there are other more imaginative

solutions too. Sat in one of Dunstable's K-21s, John demonstrated how simple ideas like buying a cheap rear view mirror to let pilots see each other can make all the difference: "Part of communication is body language and facial expressions. With the mirror you can pick up a lot more in flight."

And John's not the only deaf pilot keen to make gliding more attractive for others.

Andrew Coats has been deaf since birth and started flying in 1960. Since then, he's enjoyed gliding so much he even built a vintage Weihe in his back garden.

"I think that the sport is great for deaf people," Andrew explained: "It takes you away from the world of disability and you can mix with other club members on an equal basis."

Fifty years on from Andrew's first flight, however, the world of regulations and health requirements can be quite daunting for all disabled pilots.

But, despite this, Andrew said he still enjoys flying and thinks it's a superb sport for deaf people.

"I have had many happy and fulfilling flights over the years, and have enjoyed the camaraderie on the airfield – true I miss out on the club room gossip, but I feel at home on the airfield, and a real part of what is going on."

Another challenge is radio usage.

While most gliding is done outside of controlled airspace, LGC is an exception. Within Luton Class D airspace there are large areas of sky you need constant radio contact to use.

Andrew said: "I was lucky. All those years ago there was very little restricted airspace. You could fly anywhere. You could fly cross-country. Nowadays it's more difficult."

But once again, even with increased radio use, there are ways to cope.

John said: "Not all gliders have radio. If you visit power flying clubs, where radio isn't a legal requirement, they are used quite heavily. What you do is contact them



A cheap rear view mirror can make all the difference to communication (Adam Hurd)

**IT TAKES YOU AWAY FROM THE WORLD OF DISABILITY AND YOU CAN MIX WITH OTHER CLUB MEMBERS ON AN EQUAL BASIS**



Discussing ways to create a larger deaf community in gliding are (left to right) Rodney Williams (from Camphill) with Dunstable's Yoav Felberbaum, Andrew Coats and John Donovan (Adam Hurd)

beforehand, to say when you'll be coming in and check the facts."

John is developing a network for deaf pilots in the UK. A team for helping deaf pilots, based in Dunstable, is in the making and there have already been get-togethers to share stories and tips and to give air experience flights.

Helping disabled pilots is important to the BGA too, which has good links with groups like Walking on Air and Aerobility.

BGA Chief Executive Pete Stratten said: "We encourage all clubs to get involved with teaching disabled pilots and always provide guidance for our instructors. We see ourselves as an inclusive sport."

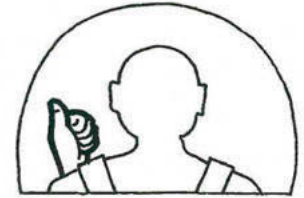
Further information and advice on all forms of disabled gliding can be found on the BGA website.

■ **Turn to pages 30 and 31 for more examples of how clubs are helping to ensure that gliding is truly a sport for all.**

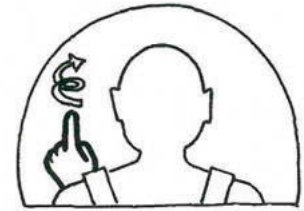
> **FEATURE**  
SPORT FOR ALL

**COMMUNICATION  
IN A TWO-SEATER  
FOR DEAF PILOTS**

Dunstable's Andrew Coats has developed signals to enable communication between a deaf student and the instructor, such as the signals from the front seat seen here.



Okay



Climb



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Nicola Rees, of BBC TV *Look North*, interviews former Staff Sergeant Andy Mudd of BLESMA after his flight at Burn Gliding Club (Chris Cooper)

# BLESMA FLIES AT BURN GC

**O**N A breezy, but sunny, morning early in October, a coach carrying 12 limbless war veterans arrived at Burn Gliding Club near Selby, North Yorkshire, **writes Chris Cooper**. The visit was part of a week's adventure holiday based at the BLESMA (British Limbless Ex-Service Men's Association) home in Blackpool. The day's gliding lessons were donated by the club as a contribution to the Help the Heroes Campaign, and organised by member Terry Bassett, who lives in Blackpool.

The ground crew and winch team had all volunteered their time to get the veterans into the air with instructors Tony Flannery, Dave Bellamy and Stuart Leadbeater. The award-winning BBC TV *Look North* video journalist Nicola Rees and the local papers arrived to take pictures and interview our visitors, who were soon being put into the club K-21 and Janus gliders.

For those not familiar with flying disabled pilots, seating them in gliders can be a time-consuming and careful process, but the Burn crew soon got the hang of things to ensure that the veterans really enjoyed the experience. Our visitors had a variety of disabilities, but perhaps the most severe was Staff Sergeant Andy Mudd, formerly of the Military Police, who lost both legs from a bomb placed under his car in Colchester. He thoroughly enjoyed his flight and can be seen on an in-glider mini-cam in the BBC *Look North* broadcast, which is available on YouTube. The news item finishes with Andy's quote "that's well worth being alive today to do that". One can only admire his courage.

If any other clubs are considering flying limbless pupils, one tip that the Burn instructors can give them is to remember that the lack of legs in the forward position can have a significant effect on the centre of gravity.

The day finished in the club bar, where the leader of the group gave a commemorative BLESMA plaque to club chairman Tony Flannery and a special BLESMA medal to Terry Bassett. It was rewarding to see the group have such a good time and it is hoped that the event will be repeated next year.

We are determined to bring gliding to the notice of a wider audience in 2012.

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# REDUCING REHABILITATION TIME

**A**FTER a month of frustration, and at the fourth attempt, the weather finally came good on 18 August, writes *Ian Hamilton*. Patients and staff from the rehabilitation ward of the Southport and Ormskirk Hospital Spinal Injuries Unit were treated to a day out at the Bowland Forest Gliding Club, situated in the Ribble Valley near Chipping, Lancashire. This is the 16th year the club has run this event.

The weather was due to turn wet during the afternoon so early starts were required, both at the club and at the hospital. By 09:30, two K-13s and our K-21 were on the line with winch and cables at the ready. Instructors for the day were Bob Pettifer, Nigel Barnard and Robin McVean.

At 10:30 the hospital team, led by rehabilitation manager Julie Jones, consisting of five patients and four staff, arrived, with the first launch half an hour later. Previous experience has shown that particular care must be taken when installing paraplegics in gliders, a limb can fall against the stick with the owner quite unaware. Additional strapping eliminated this problem.

Although we were bathed in glorious sunshine, the first seven flights were short – just five minutes in a wind too light for ridge soaring, but at midday thermals developed and we were rewarded with soaring flights of 30-45 minutes to over 3,000ft above our airfield.

None of the hospital team had flown in a glider before and, although some looked a little nervous before take-off, all arrived back with big smiles and talked with amazement at the experience of flying over the valley and the nearby fells without the roar of an engine and being astonished by the winch launch.

Whilst the gliders soared away down the valley a picnic lunch was served in the sunshine at the launchpoint by members Carolyn Mclay and Florence Shackleton. Carolyn, who is now retired from the hospital staff, acts as liaison officer for the event.

Patients in the spinal injuries unit rehab ward have essentially completed their medical treatment, but face the challenge of coming to terms with life in a wheelchair. Medical professionals at the hospital feel that this annual event can considerably reduce their time in rehabilitation. Bowland Forest members certainly hope so and the club looks forward to next year's event.



Bowland Forest Gliding Club runs an annual event for patients and staff from the rehabilitation ward of the Southport and Ormskirk Hospital Spinal Injuries Unit (Graham Sedgwick)

## Walking on Air in Switzerland



■ Leslie Barr (left), Steve Derwin and Maria Duncan from Portmoak's Walking on Air attended Handiflight's fourth international disabled pilots fly-in in Gruyeres, Switzerland, in July. Handiflight is a non-profit organisation of "flyable" enthusiastic people promoting "aerotherapy" and "aerobility" through a number of airports, including gliding. The 2011 event, sponsored by Breitling, was attended by 38 disabled pilots from around the world.

## **RAeS CENTENNIAL FUND SCHOLARSHIP 2012**

The Royal Aeronautical Society Centennial Fund has offered its continued support of Junior gliding through the award of 10-15 scholarships to be flown in the spring 2012.

This is a great opportunity for Junior pilots to enhance their skill set.

Previous awards have allowed Junior pilots to become qualified glider pilots (the BGA Bronze Endorsement), to move towards qualification as gliding instructors and to support sport gliding achievements in soaring and basic aerobatics.

Applications are open to all Juniors aged 16-25, so whether you are already solo, working towards your Silver C, practising for competitions in aerobatics or cross-country, there is potential for you to be successful.

To maximise the benefit available from this funding, scholarships will be awarded to individuals up to a maximum of £300. Individuals are sought that have passion and enthusiasm towards aviation.

Applications that have direction and show a true passion for aviation will be at an advantage.

As well as some basic information about yourself the application focuses on the following questions:

- Why do you think you should be considered for a Centennial Fund award?
  - What are your career ambitions?
  - In one line, why do you glide?
- Applications are open at [www.juniorgliding.co.uk](http://www.juniorgliding.co.uk) until end of January 2012 and awards will be made no later than 1 April, 2012.

# OPTIONS TO FUND FLYING

Andy Perkins reports how Juniors are benefiting from investment in aviation

**S**OME would say that the sporting and corporate elements of aviation have wildly differing ambitions. However, I would argue that something they do share is an appreciation of what is involved to get into aviation. Everyone knows you need passion and a desire to achieve; whether that be in sport or business is irrelevant.

This common resolve, flowing through every facet of aviation, means that those involved realise that without investment and support aviation will not flourish and the achievements of yesteryear will not evolve. I, for one, cannot wait to see innovation and technological advances to allow David Boyce's records of the 1980s to be smashed; London - Paris 38 minutes and 58 seconds. This was achieved using a team with Eddie Kidd of motorcycle fame, Michael Carlton, who owned and piloted a Hawker Hunter jet, a Lynx helicopter and David Boyce, the man who could run fast! David is also the world record holder for the fastest man from the

financial hearts of the cities of London and New York. I believe this is under 3 hours but haven't been able to make contact due to him being on holiday as I write!

These records have stood for nearly 30 years. I hope to see them smashed, but with Concorde and the Harrier retired a new wave of aircraft still on the drawing board will be required.

To enable this innovation to happen investment is required and where better to start than in a sport that envelops the core elements of aviation? We are fortunate to have the support of philanthropic individuals, who through and combined with corporate funds, support charitable trusts that, despite the turmoil continuing to grip the global economy, are still making it possible for the young to benefit from some fantastic opportunities. During this time of continuous talk of depressions other than the meteorological kind, I find it refreshing to see this passion for aviation shining through.

Here we look at the successes of several Juniors this year through support from GAPAN and the Caroline Trust, as well as the latest offerings from The Air League and RAeS for Junior glider pilots.

### **Chris Bowden, Caroline Trust award**

THIS summer, on the day of my 16th birthday, I went solo. I have been gliding at Camphill since I was 13; it seemed at times as though the day would never come. Many people tell me that their first solo came as something of a surprise to them, the instructor just getting out of the glider and then sending them off. Mine was quite different. The day had been planned weeks before, with a press







Lewis Lang was awarded a GYM scholarship by the Guild of Air Pilots and Air Navigators (GAPAN) Young Members. Colin Field, pictured below, is an aerobatic scholarship winner

release issued in advance by the club. Several photographers had cameras with telephotos primed and a large, expectant crowd gathered at the launchpoint, consisting of family, club members, more than a few apprehensive instructors and the CFI. No pressure not to mess it up then!

Since that day, I have been working to sign off my Red Card, which will allow me to fly without check flights when conditions are suitable. I am looking to start work on my Bronze theory over the winter months and then work through the flying tests as the weather improves in the spring.

Recently, I was lucky to be invited to Saltby by Paul Conran, to try my hand at aerobatics. If you have never tried it, you simply must. Aerobatics must be one of the most thrilling, testing and smile-inducing experiences you will ever have. Paul invited me on a week-long course at Sutton Bank in October. He says I may have the potential to be competition-ready by next summer if I progress as he anticipates.

The one potential fly in the ointment to all this is likely to be the cost. Whilst I am saving as hard as I can, it may be that I am obliged to

come home early if my money runs out. I am so grateful to the Caroline Trust for assisting me, as it has really kick-started my gliding career. I can't wait to be good enough to enter the Junior Championships. ☺

**Lewis Lang, GAPAN Young Members (GYM) gliding scholarship**

☺ WHEN I posted the application form, I never thought I would be fortunate enough to be selected for interview, let alone be awarded this brand new scholarship.

I had been a PPL holder for a little over two years and, whilst my passion for aviation had always involved flying machines with engines, gliding had been something I had always wanted to experience but never got around to doing. The course was a residential five-night stay at Lasham Gliding Society. Being teamed up with just the one instructor (Merv Saunders) meant loads of flying. My assumption of gliding being a mellow and easy sport would soon go out the window.

The first flight was an aerotow behind a Robin DR400 Tug in which Merv took control for the ground run and climb out. It was a unique experience for me being so close to another powered aircraft only 200ft in front of me. After climbing to approximately 2,000ft we released the cable and then near silence fell upon us with only the sound of wind-noise rushing over the canopy. I was immediately offered the controls. It was surprising how light the aircraft felt compared with the Cessnas I'm used to flying. I initially found it a real struggle trying to keep the glider flying efficiently through the airflow, maintaining a good lookout as well as following Merv's advice about looking out for thermals and lift. It became apparent this type of flying takes real skill! After 15 minutes it was time to return to terra firma where I followed through on the controls to bring the glider to a stop ☺



■ The Air League is an exceptional organisation that offers a variety of awards. In 2010 over £100,000 of scholarships were awarded, from full NPPLs and flying bursaries to gliding scholarships for aerobatics, cross-country and NPPL flying. The Air League's Leading Edge offers some diverse opportunities with unique access behind the scenes in industry, the military services and all facets of aviation. If you want a career in aviation then you need to be a part of this fantastic organisation. This year also sees the re-launch of the Breitling-sponsored Balloon scholarship. The opportunities are second to none so check out [www.airleague.co.uk](http://www.airleague.co.uk)

● Flying scholarships – 12 hours of flying training towards a National Private Pilot's Licence (NPPL). Up to 50 awards a year are available. Through the NPPL system, a certain level of glider experience means this scholarship could enable a pilot to attain an NPPL at very low personal cost.

● Flying bursary – 5 to 8 hours of advanced flying training to PPL holders. For example, IMC ratings or advanced manoeuvres.

● Balloon PPL scholarship – funded by Breitling and co-ordinated by Brian Jones. This is for 17- to 26-year-olds to gain a full Balloon PPL.

● Gliding scholarships – A variety of awards: cross-country flying, aerobatics, SLMG NPPL flying

● Prince Philip Flying Scholarship – A full NPPL for an exceptional Air Cadet who has achieved the Duke of Edinburgh Award.

Information on all of these: [www.airleague.co.uk](http://www.airleague.co.uk) or email: [scholarships@airleague.co.uk](mailto:scholarships@airleague.co.uk) [www.facebook.com/airleague](https://www.facebook.com/airleague)

Closing dates for applications range from January to February 2012. See the website for details.

**IT HAS GREATLY IMPROVED MY RAW FLYING SKILLS. I WOULD ENCOURAGE ANY PPL OR CPL PILOT TO TAKE AT LEAST ONE FLIGHT**



A GAPAN Young Members scholarship enabled PPL holder Lewis Lang to fulfil an ambition to fly solo in a glider

on the grass parallel to Lasham's main runway. The next two days built on lessons from day one to include stalling and spins as well as cable launch failures.

I managed several flights lasting over 1½ hours, which enabled us to fly a good length away from the airfield. Excellent soaring conditions were soon to deteriorate and Thursday morning we awoke to a rather rainy wet morning. Flying was postponed until later in the afternoon, which meant into the classroom for a healthy dose of ground school where we went over some of the interesting

principles of flight as well as airspace regulations and the different badges available to the glider pilot through the BGA.

Our final day of flying on the Friday consisted of condensing knowledge gained over the week and relentlessly practising our launches and circuit flying, complete with a lot of walking after many practice cable launch

failures. It didn't take long for the nerves to set in as we realised it was time for the first solo. Fellow scholar Tom Baldock had his first and performed a perfect circuit and landing.

This was soon followed by me. With Tom completing a textbook first solo and then a second, all eyes were now on me.

After being strapped in and running through my pre-flight checks, I was ready for the launch. With my hand firmly placed on the cable release I gave a nod and was hurtled into the air. The acceleration and climb-out felt much faster with no instructor on board, but within seconds I was up to around 1,900ft and released the cable to prevent entering cloud. I had made it up solo! After seven minutes in the air having a blast it was time to judge my circuit and make a return landing to the field. I had joined the ranks of glider pilots with another personal aviation first!

The scholarship proved to be an excellent week and I am extremely grateful to GAPAN, the GYM and everyone involved to help make it happen. Gliding is definitely something I will take up alongside powered flying as I aspire to become a commercial airline pilot. It has greatly improved my raw flying skills. I would encourage any PPL or CPL pilot who hasn't experienced gliding to take at least one flight. ☺

■ [www.gapan.org](http://www.gapan.org) – applications for scholarships are available from January 2012

## **Sackville Gliding Club**

After 20 years, I find I cannot run everything anymore. Before I sell off all the gliding equipment, if anyone would like to run the gliding side, establish a group or run the gliding club at Sackville, please contact me.

The airfield overheads are covered, and facilities are hangars, power flying, microlight school, fixed and flex wing training and ballooning. There is also a club house, training rooms, good social group, fly outs and fly ins, BBQs, balloon meets and parties.

### **The Gliding Side**

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Also a selection of private gliders Pik, Dart17, Pheobus17c, Squale, another Swallow, Pirat and trailers open and closed.

All the system to set up a fixed simulator the same as Sutton Bank's. There are still some members who would join the gliding if it started again.

**Tim Wilkinson Sackville Lodge, Riseley, Bedford MK44 1BS**  
**Tel no: 01234708877 Mob: 07774291283 Email: [Sackville@avnet.co.uk](mailto:Sackville@avnet.co.uk)**

# TWINS' TRUST TRIUMPH

**I**T IS a time-honoured tradition in these pages to celebrate 16th birthday solo flights, *writes Phil Swallow.*

Black Mountains Gliding Club saw two such flights this summer. What was unusual was that both took place on the same day – and both pilots came from the same family.

For twins Ben and Joe Harper, what was probably their most-awaited birthday ever dawned on Saturday 20 August. They were up early, itching to get into the air. Anxious looks at the sky were inconclusive: a soggy airmass, low cloud – would it be flyable?

Acutely aware of the insidious pressures around achieving a birthday solo flight for both twins, instructors Mike Codd and Mike Entwistle were determined not to cut any corners.

During a break in the unhelpful weather, each instructor took his student for a check flight. On landing, they pronounced both fledglings ready to leave the nest – but there was a hitch!

More low cloud and murk were sweeping in from the west and several other flights had been cancelled during the day. It meant an anxious wait for the boys. “I tried humming to take my mind off the

situation,” said Ben afterwards, “but all I could think of was ‘Singing in the Rain’.”

Finally the promised clearance came in the afternoon. Not brilliant blue skies, admittedly – but the clouds lifted, the showers petered out and the great moment had arrived.

In the event, both young men produced exemplary circuits and rolled to a stop in just the right place to receive loud applause from proud parents Sue and Jim Harper and a crowd of members. Though their grins were visible from the clubhouse, both boys were modest. “I was really focused on getting everything right,” said Ben.

One thing struck both of them though. As Joe put it: “When I landed and the glider came to a stop, I thought ‘it’s so quiet’. Then I realised why – there was no-one sitting behind me, saying ‘OK, let’s try that again’.”

The twins were lucky enough to benefit from a modest grant to put towards their training, thanks to The Caroline Trust. So what was the value of that sponsorship to the principal sponsors – parents Sue and Jim?

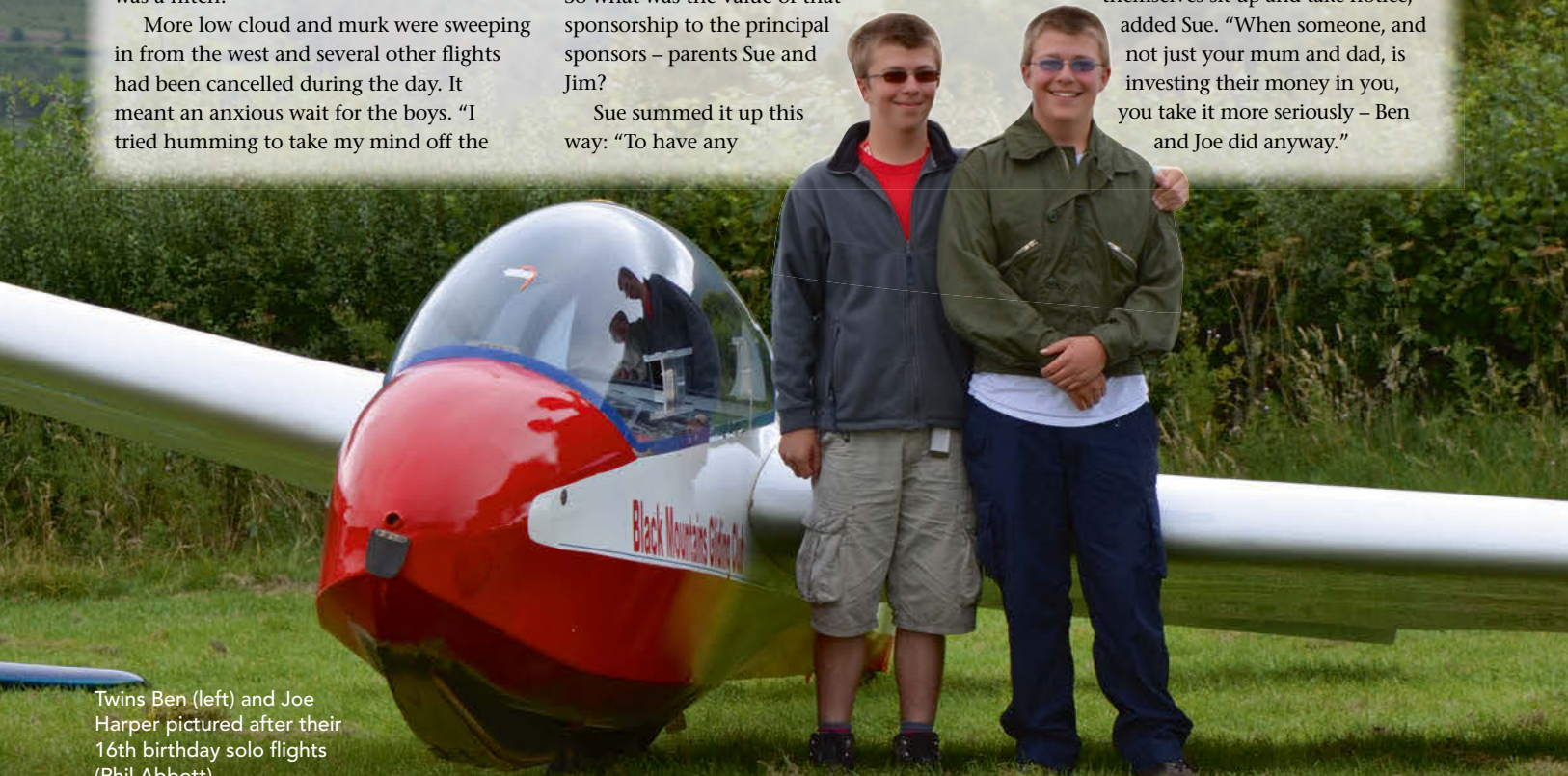
Sue summed it up this way: “To have any

financial support at all is a help in these difficult times. Flying (even gliding) is not cheap and having two boys so determined and focused on becoming glider pilots at the same time was a challenge sometimes.”

Getting sponsorship meant more than just the money though. “It was, in a way, an affirmation for the boys and for Jim and me that it was the right thing to be doing,” she said. “That someone else thought it was worth supporting them gave all of us more confidence to continue. Somehow it’s easier to add money to a sum that is already there, than to come up with all of it on your own.”

Jim was thinking of the future. “I suppose further down the line it will look good on a CV that they found sponsorship to pursue gliding. I mean, on its own it won’t get them a job, but it shows that someone thought well enough of them to support them. Nothing succeeds like success!”

“Being sponsored also made the boys themselves sit up and take notice,” added Sue. “When someone, and not just your mum and dad, is investing their money in you, you take it more seriously – Ben and Joe did anyway.”



Twins Ben (left) and Joe Harper pictured after their 16th birthday solo flights (Phil Abbott)



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- "Girlie Week" - Sat 2nd June to Tues 12th June.
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**Stop press**  
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\*\* The price for future years' subscriptions is currently £22.75 for one year (six issues) for UK-based pilots.

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



# POOC

## 2011 FLAPPED



**C**OMPETITION reports are not everyone's cup of tea. You may love the comps and already have all the tasks, speeds and scores you might want from *soaringspot.com*. For others, I doubt that a blow-by-blow account will substantially improve your interest.

What I have tried to do here is convey some of the spirit and feeling of participating in one of these great occasions. There are details of the competition naturally; that is what we were there to do. I hope, in addition, I can convey some of the mental rough and tumble we go through, as well as some of the pleasure in success and non-flying activities.

### **The build-up**

Pociunai, Lithuania, is a long drive away: I drove 3,412 miles over the three weeks of practice and contest. En route I had the typical 2 ½ hour

delay on the M25 with only two hours in hand to catch the ferry. Chris Starkey had a more dramatic journey with he and his crew being rudely awakened when the motorway turned green. His car was in a ditch and undrivable, but the glider remained undamaged so he continued with a hire car and returned with Hugh Kindell's assistance.

Pociunai airfield is large with good length runs in all directions, rising ground to the west and river to the south, a small clubhouse serving good beer and decent food and a large hangar, which hosted briefings. About half the team were camping on site, while the rest were 15 minutes away in a comfortable hotel with good food. Campers had to deal with the post-thunderstorm swamp, while those in the hotel suffered each Saturday with noise from wedding parties.

Even before we arrived it was clear fields would be an issue: we drove past tiny rolling fields of the Polish borders, small wet cropped fields in Lithuania, not to mention the huge areas of forest! During practice

# EUROPEANS: FROM AN 18M COCKPIT

REPORT BY ED JOHNSTON



week we walked the few fields on the western approaches to the club, spotting the options between the crop and wires. The broken thermals of practice, sometimes taking us over 3,000ft, and turnpoints in the forests further sharpened our attention.

During the competition, two gliders were written off in the forests (plus the obligatory loss of a Diana tail on take-off) and several suffered field landing damage, fortunately with no serious injury to pilots.

As practice week continued the bugs in the organisation got ironed out, finish procedures changed, updated then reverted, while we immersed ourselves in the routines of flying – not to mention researching the local restaurants. One evening we checked the bill carefully as the total came to over 45 Litass per head. Steve pointed out that we had just broken the £10 per head barrier: we paid and left happy!

## **First days**

The first day of the competition was scrubbed after a grid squat, but the next delivered the promised better weather.

We started the competition with an area task in mixed conditions. Russell Cheatham got slightly ahead of Gary Stingemore and me during a blistering run to the far end of our first area, but, as the weather turned bad, being higher he stuck with a more westerly line in the blue while Gary and I diverted to the clouds and forest to stay alive and ended up doing better. I took more distance in the second sector and had a decent run home; Russell thought I might have won the day, but the Poles and Danes had other ideas, pushing me to 4th!

We then entered a period of good and ever improving conditions in a lovely polar air mass. There were very well set tasks in predictable conditions, some streets but mostly climb and dive operating to 5,000ft and the occasional weaker area or bit of spreadout to ☺

(Right) Day 3 finish – Eric Bernard from France in his ASG 29 E (Mika Ganszaugé/yawstring.zenfolio.com)

(Below) Mist rising from the river on a cooler evening, promising a good day ahead (www.glidingsport.com)

(Main pic overleaf) Ed Johnston is pictured in G9 after a good day's racing on day 6 (Mika Ganszaugé/yawstring.zenfolio.com)

#### 15M RESULTS:

**Winner was Christophe Ruch of France (Ventus 2ax)**

**Team GB: Chris Starkey - 19th (ASW 27b), Nick Tillett - 23rd (ASW 27b)**

#### OPEN CLASS RESULTS:

**Winner was German Markus Frank (EB-29)**

**Team GB: Steve Jones - 5th (Nimbus 4m), Pete Harvey - 8th (Nimbus 4m), Kim Tipple - 9th (Nimbus 4t)**



✎ add to the fun.

First, a 400km task round the Kaunas TMA. I had a great run, getting ahead as we approached the penultimate turn, but then had to climb weakly while being blown away from the turn. Russell did the bold thing and got ahead by rounding the TP first, but again behind the Poles and one Dane (Arne Boye-Moeller was a casualty, clipping airspace and going from day winner to technical landout).

Next a 470km excursion into Poland, which was a great day of hard mixed racing. Again I was pleased with my flying, but made one mistake on the way home, pushing ahead of the pack which then climbed better behind me. Pure luck helped me recover on the final glide when I diverted and climbed well while others went straight on, but had to climb weakly.

However, this was a bad day for Gary. He lost contact early, pressing ahead to the forest and then failing to climb well. He had a really tough time after that and gave himself a stern talking to that evening.

Day 4 was better still; 520km with winners' speeds in the 130s. Gary bounced back superbly for 3rd and Russell 2nd behind Karol Staryszak, who was becoming the

man to beat.

Day 5 was even better, with Russell winning the 660km task at 134km/h. It doesn't get much better than that (provided you brush over the wheels-up landing!).

These two days were bad for me though. I lost touch with Gary and Russell early on both days, then was unable to find the good runs and climbs that I usually do on these days. I wasn't slow, but dropped points and places and, worse, took a psychological battering; suddenly all the confidence I gained over the first three days was gone.

Sadly, that was the end of our lovely polar air, which was replaced by feeble damper stuff

from the west. Russell and Gary got up and away early while I was stuck on the ground. When they left, with many competitors unable to climb and running out of day, I thought they would ace it.

But conditions improved for a while and we caught the early starters towards the end of the flight. However, I didn't take full advantage, staying with a weak climb and letting my leading gaggle press on beneath total overcast and no discernable source of lift. They then climbed in the gloom to get in up to 15 minutes ahead! In the end I was pleased to get back and not be amongst the casualties, which included Wolfgang Janowitsch, until then 5th overall.

#### Missed opportunity

Day 7 was another missed opportunity for the three of us. Russell and Gary were determined not to repeat the early start of the previous day and along with all the main contenders we missed our chance to be with the two early starters to finish. Arriving so late in the second sector with the run home now unsoarable, our only option was to maximise distance into the northern area and abandon any hope of completing the task.

Had we read the rules more carefully, we would have continued after our time elapsed and scored better; we were lucky to drop only 50-60 points on the leaders. Gary and I got home with fumes in the turbo tank and Russell had a late 140km retrieve.

Then we had a welcome break, a well-chosen rest day bowling in Kaunas (Gary cleaned up), followed by a memorable team dinner with South African Mark Holliday along for good measure.

That was followed by what turned out to be a non-contest flying day for us and the Opens: launched into decent-looking skies, it fell apart as we went east and not enough pilots got past 100km. The 15m boys got 180 points for 126km of hard graft and no finishers.

Day 8 brought another area task and great



**THE LAST DAY  
WAS PRETTY  
HORRIBLE TO  
LOOK AT FROM  
THE GROUND.  
JUST WHEN  
WE EXPECTED  
A SCRUB, THE  
18M CLASS GOT  
A 10-MINUTE  
WARNING AND  
OFF WE WENT**



frustration to me in very mixed, difficult weather. I went my own way, turning earlier in the first sector than Russell and Gary, climbing and running well through rain then dead air, with cloudbases varying by more than 1,000 feet. I took more distance in the north sector then thought I saw a clever way home east of a huge shower. After diverting to go there I found the route closed and I had to back track. It was such a stupid mistake and cost me an easy day win (Wolfgang was just behind at the time, but got back nine minutes before me!).

Losing the time and coming 3rd on the day was obviously better than a high risk of landing out short of the field. However, it is intensely difficult to take that call in the air, limiting the damage and taking the loss, especially after having such a good flight.

At this stage Russell was 4th overall and still in medal contention. I had climbed back to 6th, but a little distant, while Gary was defending 8th.

#### **The end game**

After another scrub, the penultimate day had the 18m launching ahead of a huge shower, which dumped centimetre-sized hailstones on the airfield and forced a scrub for the other classes. We hit the storm and diverted miles south and just stayed in the air (seven pilots landed out).

Eventually we started making progress, but once more I did the right thing with the wrong result; pushing on sensibly but missing the climb behind. Still, the three of us did get round and, with a rare slip from the Poles, Russell pulled back up to 2nd overall, albeit by two points only!

The last day was pretty horrible to look at from the ground. The Open Class barely stayed up, with cloudbases slightly above launch height. Just when we expected a scrub, the 18m class got a 10-minute warning and off we went.

Eventually we found ourselves in the last gaggle containing all the top contenders and off we went with Russell starting a minute later, attempting to pinch an advantage on the Poles. However, this didn't work out as the gaggle climbed better from higher (often the way during the competition) and he wasn't able to integrate back into the gaggle.

Gary and I working together did OK, helping Russell as we could on the location of the Polish pair and conditions ahead. Kissing the north sector where conditions were worse, my final regret of the contest was that we talked ourselves out of gliding to a good-looking cloud in the final area. Instead we

turned to get back safely under the shadow of a huge anvil cloud but I was three minutes early.

Russell made better use of his time and overhauled Gary and me. However, the Polish pair had done it again, coming 1st and 2nd on the day, leaving Karol Staryszak with Gold, Zbigniew Nieradka Silver and Russell with Bronze by fewer than 40 points.

Going to that last cloud should have got me the 11 points more I needed to take 4th from Peter Eriksen, or maybe it would have dropped me two points to 6th behind Ronald Termaat! As it was, I was 5th and Gary 7th.

#### **Reflections on the competitive mindset**

For me, it is all about the flying, with the competition being an added incentive. I was more annoyed by my avoidable mistake on day 8 than the greater loss of points on day 8 caused by doing something sensible. I was so immersed in the flying that work remained unreal for several days.

Strategies are important and we got them mostly, but not entirely, right. A fair decision to go early one day turned out to be wrong and led to a bad decision the next day to start late. Russell's tactics on the last day might have worked, but as it turned out, he would have done better starting with Gary, me and the gaggle and covering the Poles that way. Otherwise, we mostly started at the right times and assisted each other effectively throughout the competition.

I had a great start to the competition, becoming very confident after the first three days, but lost the plot over the next three. Once you lose your confidence, you lose points and places: I really fought mentally to stop my competition falling apart. In the end I didn't get the lucky breaks I needed; but then I needed a few more of them than Russell and the Poles!

Gary had only one bad day, but it cost him a lot of points. He was right there on all the fast racing days, working brilliantly with Russell, who has similar flying style (but rather different from mine). Russell on the other hand, flew very well, especially while racing, making few mistakes and was denied a better medal only by the exceptional Poles.

Overall, we enjoyed a well-run competition with some excellent weather, flown in great spirit. We had 11 days flying out of a possible 13 and though we didn't quite repeat the medal haul of Nitra in 2009, our end result was very respectable.

**FOR ME, IT IS ALL ABOUT THE FLYING. I WAS MORE ANNOYED BY MY AVOIDABLE MISTAKE ON DAY 8 THAN THE GREATER LOSS OF POINTS ON DAY 8 CAUSED BY DOING SOMETHING SENSIBLE**



Team GB flies the flag at the opening ceremony (KVitrina)



Ed Johnston has been flying since going solo with the ATC at 17 and currently flies from the London Gliding Club. He has been National Champion in Standard, 15m and Open Class – so far only 2nd in 18m – and has represented the UK in all four classes at European and World Championships



# NITRA

## 2011 UNFLAPPED EUROPEANS

Matt Cook had fond memories from the Junior Worlds in 2003, but typical Nitra weather was scarce for the unflapped comp (photograph by elfo.sk)

The tasks may have been small, but they provided a huge challenge in Slovakia, where the weather allowed just four competition flying days. Matt Cook reports



Howard Jones at the 2011 unflapped championships in Nitra (Rastislav Sisovsky)

**N**ITRA Airfield, famed for the annual Pribina Cup (the largest international gliding competition in the world), played host to the 2011 European unflapped championships, 17-30 July. Situated 80km to the north-east of Slovakian capital Bratislava, the site lies on the foothills of the Tetra mountains spanning to the north, with the south offering baking flatlands all the way to Hungary and beyond.

I had fond memories of Nitra. I flew there in the 2003 Junior Worlds, when we had 12 days' flying with Club Class speeds regularly in excess of 100km/h. I really looked forward to going back as a member of the Standard Class team. My partner in the Standard Class was Howard Jones, with the clubbies represented by Allan Tribe and Jon Meyer.

Arriving at 6am after a non-stop drive from Blighty, it was good to see our team captain Graham Garnett had organised a top spot for HQ, flag already flying. Official practice had not yet started, but after a day of fettling, the Sunday proved to be the first day for a look around the area. It was clear straight away that the practice week was hotting up – the temp at least, with blue 38 degrees forecast for the foreseeable future. This was my first chance to fly the glider – a Discus 2a kindly lent by a buddy of mine, Owain Walters. Being fairly new to driving a D2, and with a low grovel in the blue forecast, I was less

than ideally positioned for a push into the hills to reacquaint with the area! However, perseverance paid off; we all survived without landing out.

And so the pattern for the week was set: the weather became lower, warmer and our plans bigger and bolder, with tuggies offering a shorter take-off run with increasingly less powerful tugs. It wasn't until we launched on the Friday that we actually got some typical Nitra weather.

Official practice for Standards was a 284km racing task – up to the hills beyond Martin, down to the south west and back via a control point. Clubbies had a similar area, but inside our triangle for 217km. Conditions were pleasant with regular 3-4kt climbs in 5/8's isolated cu to start. Both teams had radio gremlins, with myself and Jon unreadable when over 10km apart. Despite this, both teams managed to find each other. Howard and I started towards the back of the pack and managed to have a nice run. Opting to push up the middle of the valley rather than the hills seemed to work on this occasion, with us finding the main pack just before a large area of spreadout near the first turn, on the first big range before the turn point. A steady 5kts up to base around 6,000ft saw us split briefly before 'bumping into' each other after the turn and reforming for the blast south. Being high round the top turn helped as the

second leg, if low, was over some interesting territory. We managed to get round the second turn fairly comfortably for the dive into now blue conditions for the last 80km. A carpet of gliders ahead gave us a save from 2,000ft, up to 5,000ft agl, seeing us round the control and on glide. Not long after arrival, both Allan and Jon called five minutes, meaning an early beer and our first successful excursion to the mountains. Results in all classes saw us in the top five.

The second official practice day was again forecast to be more stable. The guys decided to take a late launch, which proved to be a good idea as they managed to fly up into the high Tetras in challenging conditions. I spent the day fettling the glider in preparation for the romping weather ahead.

#### **Day 1 - stable - fronts later - 2-hr ATT set**

Both classes had three sectors – clubbies north then south, with us east, south and west. A midday launch into a soft sky posed the first challenge, with our start around 10km to the south of the field. First climbs of 2kts to 4,000ft agl soon became 0.5-1kt to around 2,500ft as conditions got worse.

Like fish in a closing net, most gliders headed down towards the start, the gamble of staying airborne in the vicinity and still being able to glide back for relight never far from mind. After around 40 minutes the first batch started, with many launches around 2000ft or less in a bid to just get started. Whilst having a conversation about the virtues of this as a plan, our 0.5 of a knot built to 2 whole knots and, by luck, right on the edge of the line! Now was the time to take this to a dizzy 3,000ft, straight on track. A gentle 65kt glide saw us arrive under the first gaggle, which started about 10 minutes ahead. After struggling, they were now perched in a nice 2kts.

The therms now were pulsey, often breaking up before any real height, meaning we were often forced to leave, a few hundred feet lower each time. A critical point came after nipping the first sector. Heading south, the front was coming in fast – and with rain. Dumping the last of the water and running into the gaggle once more, I was lucky enough to catch the bubble this time. It split myself and Howard, but enabled a long slow glide to the shadow edge of the impending front. Rewarded with the best climb of the day, 3kts to 4,000ft, I was able to slide into the shadow – 20km in and out. A quick calculation said I'd be lucky to make it back to sun, but stumbling into some fluky wave at 2,000ft meant I managed to hold the height all the way to the sector. Once round I headed for where Howard called

his last climb before he set off into the gloom, which I reached at 800ft. With less than a knot I clawed back up in drizzle to 1,800ft and set off towards the sun and the third sector.

A real grovel ensued. Howard called that the drizzle had got him and he was landing. Trying desperately to stay airborne, I used every trick in the book to remain on top of the gaggle, but with each thermal getting lower, we soon split into two teams. The French went direct on track. I was slightly lower than Sebastian Kawa and Mario Kiessling and headed more right of track over woodland. Getting lower after gliding over each hotspot, I saw Sebastian turn 120 degrees and glide off back to the French 3km away at 500ft, something I was not going to make (I later heard FLARM showed they had hit 2kts). A brief desperate spell of ridge soaring some trees put paid to any chance of getting away and I landed 19km out. I was gutted to see the others slowly grind up and carry on. What could have been a disaster was averted, with a minimal points day. The fastest finisher managed just over 50km/h. Clubbies had similar luck, landing just behind the French team and ex-world champion on the way south.

#### **Day 2 - Groundhog day - AAT - same areas, same time, but this time with fizz bangs forecast... all at no extra cost!**

Entertainment during the grid squat was provided with the peewees being launched into an unsoarable sky, closely followed by the Club Class. Our hilarity waned when we realised they were serious and going to launch us too, but, as luck would have it, the first few cus popped whilst on tow.

Weak thermals before the start took us to cloudbase around 4,000ft and it was obvious most people were going to start as soon as possible. After a brief spell of playing in some pre-frontal wave, both teams headed to their start lines. Howard and I were not far behind the first starters and, following a weak and slightly over-developed line, managed to get almost to our first sector before our first 3kt climb. We could see guys ahead climbing, with most setting off for the second sector straight away. Off in the gloom I could see one more good-looking cell, so we both decided to take this in before turning. Turning at cloudbase, it was obvious the visibility was getting worse as the humidity picked up. Large areas of shadow ahead made it clear huge storms were about ☁

## **DUMPING THE LAST OF THE WATER RUNNING INTO THE GAGGLE ONCE MORE, I WAS LUCKY ENOUGH TO CATCH THE BUBBLE THIS TIME**



Matt Cook and Howard Jones both competed in a Discus 2a (Howard Jones)

**STANDARD CLASS RESULTS:**  
Winner was Kawa Sebastian of Poland (Discus 2a)  
Team GB: Matt Cook - 14th (Discus 2a), Howard Jones - 21st (Discus 2a)

**CLUB CLASS RESULTS:**  
Winner was Czech Mracek Roman (Std Cirrus)  
Team GB: Jon Meyer - 21st (Std Libelle), Allan Tribe - 30th (LS4)



Photograph by elfo.sk

## MURMURINGS OF POOR FORECASTS AND NOT MAKING THE MANDATORY FOUR DAYS' FLYING FOR A COMP WERE UNDER SERIOUS DISCUSSION



Challenging tasks provided Matt Cook with a huge learning curve that he is looking to maintain (photograph by elfo.sk)



Matt Cook has been gliding since 15, instructing since 17. Ex-Full Cat and Thames Valley RE, Matt spent five years as a professional instructor and Booker CFI. He flies a Ventus 2a 'M2' from Lasham, has 2,500 hours and is part of the GB team for Ulvalde, Texas, for 2012

to cut off the path. Our only path visible was 30-40 degrees off track to stay in the sun.

Eventually we got to a position where we needed to head round more on track and off in the distance the storm developed a harp edge to the side that I was convinced would give good strong lift. Arriving 2,000ft above the ground with nothing else to go for meant we were committed and the best lift was a mere knot. Splitting for a moment to search the large area now in shadow we found 1.5kt, which slowly built to 3kts up to cloudbase. A storm was moving across our track and we were sure it would stop us getting home. Seeing some gliders passing us in the other direction, 10km out, we started to think that extra cell in sector one was not such a good idea.

Having turned we realised we had a chance as the storm had turned 90 degrees. This gave us a shot at a long glide through rain to some sun out the other side to the north. We got to this climb at about 1,500ft and it was still pulling, to our relief. Happy with 2kts, we took this to just over glide (a 'HoJo' glide) and set sail to nip the sector and home. Tension grew as the glide just held. It looked like we might just clear the last slope, but would we beat the storm back to the airfield? We did – by about three minutes. Clubbies were not so lucky. Allan had a bad day on the road north, landing out in the valley. Jon managed to turn the sector but got wiped out by our stalking storm. Ho hum – it's only day 2, with a 150-point spread.

### Seven days later - Day 3

OK, so those points now felt like 15,000, but we were flying! Hoorah, it's a racing task – and it's 123km.

Showers were forecast and delivered just before the start. These formed a line splitting the airfield from our start point to the north 11km away. The rapidly cycling sky, drizzle and low base meant that Howard and I were not able to form up before the start, unlike the clubbies. With Howard looking to climb from low to the south, I managed to get the other side of the muck line to climb to cloudbase and started almost straight away. Following a line over the hills to the west, I ended up 90 degrees to track at one point just to stay airborne. Whilst working out how to glide round the turn and anywhere near on track, I heard Howard starting, reporting that he was on the same track. I started the long glide round the turn and at 1,000ft slipped off 120 degrees to

track to climb again. It turned out most had the same thought, with gliders marking my first good climb peaking at 4-5kts.

At cloudbase, the steamy weak lines of energy led into sunshine with some better looking steamy stuff. On occasions this delivered an occasional 3kts, enabling me to keep fairly high and more direct on track. Howard reported the French landing under him, but despite a scrap he was back up and closing. Rounding the second, and turning again, the sky was changing with stratus moving in from the west. With a small third leg delivering a climb just short of the final turn, I managed to get just under glide.

A carpet of top pilots marked the line home, allowing the D2 to slide along gently, with Howard not far behind despite a battle for glide. Clubbies, who flew 119km, also had a better day, with Jon creeping back up the field into a top 10 slot for the day.

### Day 4 - virtually same task - but 127km. Forecast was showers, spreadout, plague...

Make no mistake, if it had been snowing we were going. Murmurings of poor forecasts and not making the mandatory four days' flying for a comp were under serious discussion. Luckily, the weather was better than forecast.

A real squall line cut off the start point to the north, as before. This time, despite my best efforts to land out before the start, we managed to form up with a huge gaggle. Relief as the gate opened, then, almost line astern, everybody glided through the rain into the dead air the other side and back. This was a critical point, as most came back round the edge of the squall line and scrambled to climb up in a pack. The Germans and French chose not to stop here and pushed much lower to the south before climbing. This was to prove a winning stroke on speed, as we were entangled with gliders most of the way round that day. The guys who made the break had a much better run round, cleaner climbing and, finally, pulling the best climb of the day on to a fat glide before a shower. No such luck our end, but we got back. Looking at the trace, our scramble for glide cost us the majority of time compared with the winners that day. Our overall climb rates were also down, which I'm sure was down to the sheer numbers of gliders in a thermal.

Clubbies had a reasonable day, with both managing to get home and Allan pulling his best result of the comp.

Despite the setbacks with the weather, for me, this was a huge learning curve I'll look to maintain. Regardless of their small size, the tasks were a huge challenge.



Russell Cheetham (Susan Newby)

> **SAILPLANE & GLIDING**  
DEC 11/JAN 12



Ed Johnston (Alex Cheetham)

> **BGA PROVISIONAL RATINGS LIST**



Steve Jones (www.glidingimages.com)

1 R Cheetham	51 C Jeffery	101 M Szymkowicz	151 T Stuart	201 E Foxon	251 G Corbett
2 E Johnston	52 R Bromwich	102 A Nunn	152 A Wells	202 J Taylor	252 P Rowden
3 S Jones	53 A Macgregor	103 T Mitchell	153 C Smithers	203 R Maisonpierre	253 G Tabbner
4 G Stingemore	53 J Reed	104 M Stringer	154 G Green	204 G McKnight	254 J Hitchcock
5 G Dale	55 P McLean	105 C Hill	155 G McAndrew	205 R Brisbane	255 N Weir
6 L Wells	56 M Davis	106 P Pentecost	156 R Grieve	206 M Lavender	256 D Byass
7 P Harvey	57 A Cockerell	107 D Roddie	157 J Wilton	207 M Foreman	257 R Wells
8 J Hood	58 B Birlison	108 G Thomas	158 G Macdonald	208 P Whitehouse	258 I Mountain
9 M Young	59 J Williams	109 G Bass	159 M Parker	209 M Saunders	259 I Harris
10 D Watt	60 R Ellis	110 C Tagg	160 A Cluskey	210 J Simmonds	260 R Large
11 K Tipple	61 S Tape	111 D Smith	161 S McLaughlin	211 A Harrison	261 D Campbell
12 D Francis	62 G Morris	112 S Codd	162 K Woods	212 M Pope	262 C Teagle
13 S Ell	63 M Durham	113 J Nash	163 M Davis	213 R Berry	263 T Davies
14 I Macarthur	64 R Kalin	114 T Jenkinson	164 I Cook	214 O Ward	264 G Pursey
15 I Evans	65 A Darlington	115 R Johnson	165 I Ashdown	215 C McEwen	265 M Lassan
16 M Cook	66 J Stephen	116 P Sheard	166 R Brimfield	216 R Hines	266 J Ferguson
17 A Liran	67 S Nock	117 P Rice	167 M Wells	217 P Smith	267 R Fack
18 L Rebbbeck	68 P Stratton	118 J Roberts	168 C Heames	218 N Atkins	268 D Williams
19 A Davis	69 J Sage	119 S Pozerskis	169 W Head	219 S Barter	269 M Pike
20 J Rebbbeck	70 W Chappel	120 C Lawrence	170 R Smith	220 B Stott	270 R Johnson
21 P Crabb	71 N Tillett	121 G Paul	171 G Coppin	221 N Goudie	271 P Hayward
22 K Barker	72 S Woolcock	122 S Roberts	172 D Langrick	222 W Aspland	272 T Wheeler
23 S Kelman	73 P Reading	123 H Hingley	173 M Clarke	223 D Draper	273 M Waters
24 H Jones	74 C Curtis	124 R Hart	174 D Heslop	224 C Fox	274 C Cole
25 R May	75 M Holden	125 S Armitage	175 J Pack	225 C Jordan	275 S Astley
26 T Scott	76 T Macfadyen	126 A Hughes	176 A Farr	226 R Jarvis	276 F Russell
27 D Allison	77 F Jaynes	127 P Baker	177 M Armstrong	227 P Coward	277 S Olender
28 R Browne	78 G Baker	128 M Newland-Smith	178 M Webb	228 J Klunder	278 W Bullimore
29 P Jones	79 R Francis	129 T Newham	179 A Hyslop	229 J Davies	279 G Smith
30 D Bromley	80 F Aitken	130 R Cole	180 A Roch	230 M Smith	280 N Smith
31 J Ewence	81 J Gorrige	131 R Beatty	181 M Bond	231 M Gatfield	281 W Murray
32 D Findon	82 B Scougall	132 L Hornsey	182 J Craig	232 E Smith	282 P Wright
33 D Gardner	83 G Craig	133 D Graham	183 A Langlands	233 C Marshall	283 A Preston
34 P Fritche	84 A Holmes	134 P Jessop	184 K Atkinson	234 M Collett	284 J Galloway
35 A Watson	85 L Dale	135 A Clarke	185 M Davenport	235 R Westlake	285 G King
36 J Meyer	86 M Birch	136 T Pridgeon	186 M Jenkins	236 T Davies	286 D Crimmins
37 K Draper	87 A May	137 O Barter	187 C Cobham	237 J Staley	287 O Peters
38 W Ellis	88 A Sampson	138 S Roddie	188 G Spreckley	238 D Fidler	288 C Watt
39 G Metcalfe	89 S Lapworth	139 R Starling	189 F Davies	239 P Kaye	289 S Carmichael
40 E Sparrow	90 P Stafford-Allen	140 O Walters	190 G Wrigley	240 M Robain	290 J Strzebrakowski
41 T Milner	91 R Thirkell	141 B Cooper	191 S Brownlow	241 M Langford	291 R Parker
42 A Tribe	92 M Fox	142 R O'Conor	192 S Nash	242 R Lodge	292 W Tandy
43 P Naegeli	93 W Parker	143 R Hood	193 A Sawicki	243 S Shah	293 P Whitehead
44 M Roberts	94 T Webb	144 P Sheahan	194 G Glazebrook	244 M Dickson	294 R Condon
45 C Starkey	95 P Thelwall	145 A Armstrong	195 J White	245 M Jefferyes	295 J Norman
46 P Rackham	96 N Parry	146 A Moulang	196 R Hawley	246 P Barley	296 R Witter
47 J Tanner	97 J Whiting	147 B Flewett	197 P Masson	247 S Wilkinson	297 T Marwaha
48 T Smith	98 W Inglis	148 P Ruskin	198 C Hunt	248 D Sanders	298 R King
49 M Tomlinson	99 Z Marczyński	149 D Booth	199 I Campbell	249 K Woods	299 P Roberts
50 G Drury	100 J Arnold	150 P King	200 S Eyles	250 A Durston	300 M Moulang

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

# THE RACING YEAR

**SHENINGTON REGIONALS 2011**  
Shenington, 6-14 August

Pilot	Glider	Points
1 Bob Bromwich	ASG29 (18m)	1655
2 Frank Jeynes	Duo Discus XT	1549
3 Bill Inglis	Antares	1465
4 Graham Paul	Lak19 (18)	1359
5 Arran Armstrong	Discus	1281
6 Steve & Jane Nash	Mosquito	1111
7 Colin McEwen	Ventus 2CX	1061
8 John Klunder	ASW 27a	1035
9 Mark Dickson	Nimbus 3	1010
10 Malcolm Lassan	Ventus 2CX	968
11 John Strzebrakowski	Vega	937
12 Mike Moulang	Duo Discus (W)	929
13 Paul Johnson	Std. Cirrus	814
14 Rowan Griffin	Std. Cirrus	798
15 Peter Scheiwiller	LS4	717
16 Andrew Preston	Discus 15m	711
17 Maureen & Rod Weaver	Discus 15m w	706
18 Mike Costin	DG1000	686
19 Peter Berridge	Discus	480
20 Robin Davenport	"Std" Cirrus (16m)	474
21 Tess Whiting	Discus 15m w	469

**MIDLAND REGIONALS 2011**  
Husbands Bosworth, 23-31 July

Pilot	Glider	Points
1 John Tanner	Duo Discus	5384
2 Rory Ellis	ASG 29/18m	5343
3 Kevin Houlihan	DG 800/18m	5106
4 Brian Scougall	Discus 2T/18m	5088
5 John Whiting	Discus (w)	4921
6 Derrick Roddie/ John Norman	ASW 24	4914
7 Graham Drury	ASW 27b	4885
8 Peter Baker	LS 8	4878
9 Andrew Cluskey	ASW 28E/18m	4512
10 Rod Hawley/ Chris Alldis	Duo Discus	4128
11 Chris Fox	Duo Discus T (w)	3844
12 Julian Fack	Duo Discus T	3395
13 Claudia Hill	LS 4	3380
14 Kieran Commins	LAK 17/18m	3356
15 Mike Costin/ Clive Groves	DG 1000/20m	3068
16 John Strzebrakowski	Vega	3040
17 Graham Hibberd/ Guy Wilson	LS 7	2948
18 Stafford Lintott	ASW 24 (w)	2101
19 Geoff Brown/ Julian Bayford	LS 8T/18m	2002
20 John Stuart/ John Parry	DG 505M Orion 20m	1730
21 Peter Coward	ASW 28	486

**EASTERN REGIONALS 2011**  
Tibbenham, 28 May - 5 June

Pilot	Glider	Points
1 Paul McLean	Ventus 2CT	2280
2 Gwyn Thomas	Nimbus 3T/25.5m	1908
3 Ray Hart	ASW 19a	1881
4 Robbo Roberts	ASW 20	1788
5 Steve Brownlow	ASW 20 CL	1660
6 Chris Lawrence	Janus A	1557
7 Ian Ritchie Campbell	LS8	1555
8 Phil Hayward	DG 202 (15m)	1506
9 David Taylor	LS 4	1404
10 Peter Ryland	DG 400 (17m)	1317
11 Simon Urry	Mosquito B	956
12 Ian Padget	Ventus 2 CT	826
13 John Roche-Kelly	ASW 19A	158

Four pages of BGA-rated UK competition results start here - turn to pages 48 & 49 for the remainder. For the provisional 2011 Ratings List, see page 45. The Competitions Calendar for 2011 is on page 4 - updates will be at [www.glidering.co.uk/bgainfo/competitions/news.htm](http://www.glidering.co.uk/bgainfo/competitions/news.htm)



**STANDARD CLASS NATIONALS 2011**  
Bicester, 25 June - 3 July

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1 Jeremy Hood	LS 8	5171	1/1000	1/893	5/478	4/926	2/941	2/933
2 Luke Rebbbeck	LS 8	4654	10/892	4/805	9/434	7/891	4/868	13/764
3 Sarah Kelman	ASW 28	4526	19/585	3/834	3/495	8/883	7/840	8/889
4 David Allison	LS 8	4383	7/973	8/724	23/126	9/877	10/769	7/914
5 Dave Bromley	LS 8	4306	8/966	17/455	12/217	3/971	11/767	3/930
6 Paul Fritche	LS 8	4226	5/983	9/702	13/173	15/750	13/761	10/857
7 Kay Draper	LS 8	4206	3/986	7/725	4/489	23/570	18/682	15/754
8 Howard Jones	Discus 2	4141	3/986	28/59	7/467	6/904	9/810	6/915
9 Martin Durham	LS 8	4058	11/832	23/140	8/447	10/872	6/846	4/921
10 Phil Jones	Discus 2	4022	17/599	22/157	20/146	1/1000	1/1000	14/761
11 Russell Francis	LS 8	4002	5/983	20/400	25/91	12/816	13/761	10/857
12 John Williams	LS 8	3817	21/567	6/744	22/143	18/693	15/743	5/918
13 Charlie Tagg	LS 8	3588	22/561	9/702	18/153	5/916	16/706	19/550
14 John Roberts	LS 8	3540	20/584	27/61	1/536	13/810	3/929	17/620
15 Jay Rebbbeck	Discus 2	3505	2/988	9/702	21/145	20/677	24/150	11/843
16 Jamie Sage	LS 8	3479	23/553	14/678	13/173	14/780	17/689	18/606
17 Owain Walters	Discus 2	3467	14/779	5/748	18/153	11/843	5/859	25/85
18 Phil King	LS 8	3452	17/599	19/447	10/412	21/624	19/657	16/713
19 Ian MacArthur	LS 8	3450	16/605	18/453	2/519	26/161	8/832	9/880
20 Derren Francis	Discus 2	3297	12/825	15/612	13/173	2/992	21/610	25/85
21 Mark Newland-Smith	ASW 28	3262	18/586	12/693	6/472	16/719	20/640	22/152
22 Ian Ashdown	LS 7	3203	13/814	13/692	26/74	19/687	11/767	21/169
23 Ryan Berry	LS 8	3138	15/725	2/840	13/173	17/708	23/554	23/137
24 Neill Atkins	LS 8	2570	26/256	24/131	11/230	22/601	22/587	12/765
25 Peter Bagnall	Discus	1718	24/320	21/217	28/68	25/385	24/328	20/400
26 Bob Grieve	LS 8	1718	25/297	16/582	24/116	24/490	26/132	24/101
27 Richard Chapman	Discus	465	27/240	26/62	17/163	dnf/0	dnf/0	dnf/0
28 Graham Bambrook	ASW 24	222	28/27	25/123	27/72	dnf/0	dnf/0	dnf/0

**18M CLASS NATIONALS 2011**

Tibenhams, 9-17 July

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5
1 Mike Young	ASG 29 s	2985	1/312	1/878	1/1000	6/149	11/646
2 Derren Francis	Ventus 2cxa	2916	1/312	7/768	6/907	2/155	4/774
3 Iain Evans	JS1	2875	6/209	4/848	6/907	9/146	5/765
4 Russell Cheetham	JS1 b	2861	19/63	6/769	2/945	8/148	1/936
5 Andy Davis	JS1 b	2848	7/165	2/877	8/855	2/155	3/796
6 Stephen Ell	ASG 29 E	2765	10/137	3/859	4/924	6/149	8/696
7 Richard Browne	ASG 29 E	2687	14/108	11/651	3/942	13/95	2/891
8 Phil Jeffery	Ventus 2cx	2449	8/146	5/837	4/924	23/26	21/516
9 Jez Hood	HpH 304 Shark	2407	12/123	8/765	8/855	14/87	15/577
10 Chris Curtis	ASG 29 E	2351	3/248	21/422	12/786	2/155	6/740
11 Bob Thirkell	ASG 29 E	2220	23/34	17/509	10/815	1/157	7/705
12 Shaun Lapworth	JS1 b	2179	24/33	14/547	11/814	2/155	13/630
13 Roy Pentecost	ASG 29 E	2153	17/72	15/543	14/721	11/126	9/691
14 Patrick Naegeli	ASG 29 E	2127	4/237	9/704	15/669	18/46	23/471
15 Jon Arnold	Discus 2C	1900	5/224	19/427	18/599	15/58	14/592
16 Bob Grieve	LS8-18	1831	13/109	18/498	16/665	10/136	25/423
17 Garry Coppin	Ventus 2cxt	1789	18/64	23/398	13/734	19/43	18/550
18 Mike Armstrong	Ventus 2C7	1777	27/2	16/530	17/615	12/96	19/534
19 Frank Davies	LS6c	1757	20/48	13/553	20/588	27/15	17/553
20 Rose Johnson	JS1	1687	11/130	19/427	20/588	26/19	20/523
20 Bill Inglis	Antares 18	1687	16/100	12/568	19/591	25/20	26/408
22 Gareth Baker	Ventus 2CT	1673	25/24	22/414	24/504	17/54	10/677
23 Rory O'Connor	DG 800B	1562	21/40	9/704	27/198	16/57	16/563
24 Tim Davies	ASW 27	1463	22/37	24/397	23/540	24/22	24/467
25 Rory Ellis	ASG 29	1256	26/20	26/368	26/203	21/28	12/637
26 Paul McLean	Ventus 2CT	1087	28/0	28/0	22/555	22/27	22/505
27 Graham Smith	ASG 29E	875	15/107	27/298	25/470	28/0	28/0
28 Zenon Marczynski	Ventus 2cxt	832	9/145	25/373	28/7	20/29	27/278

**NORTHERN REGIONALS 2011**

Sutton Bank, 25-31 July

Pilot	Glider	Points
1 Tim Milner	Std Cirrus	2620
2 Graham Morris	ASW27b	2580
3 Richard Cole	DG1000/20	2001
4 Jack Stephen	DG400	1888
5 Mike Bond	Kestrel 19	1816
6 Richard Brisbane	Kestrel 19	1770
7 Steve Wilkinson	PIK 20D - 78	1579
8 Chris Cole	Pegase 101A	1429
9 Barry Pridgeon	ASW27b	1235
10 John Klunder	ASW27b	1162
11 Hendrik Hoeth	Club Libelle	1154
12 Kelly Teagle	LS6/18	1040
13 Stephen Hunt	Discus wl	939
14 Reg Watson	Discus b	739
15 Warwick Horne	ASW20fl(16.6)	558
16 Sam St. Pierre	DG200	0

**INTER-SERVICES OPEN REGIONALS 2011**

Wittering, 6-14 August

Pilot	Glider	Points
1 Angus Watson	ASH 25	3328
2 Will Ellis	Duo Discus wl	3256
3 Tim Webb	LS 8/18m	2939
4 Jon Arnold	Discus 2c 18m	2938
5 Daz Smith	ASW 27	2925
6 Nobby Clarke	Ventus 2cT/18m	2737
7 Chris Heames	Duo Discus xt	2529
8 Kevin Atkinson	Duo Discus	2494
9 Neill Atkins	LS 8	2299
10 Tim Davies	ASW 20	2238
11 Ian Mountain	LS 8/18m	2174
12 Paul Wright	Nimbus 2a	2123
13 Tochi Marwaha	Janus C	2117
14 Mick Lee	DG 400/17	1997
15 Dave Postlethwaite	Discus 2c 18m	1995
16 DJ Graham	LS 8/18m	1864
17 Phil Sturley	ASH 26E	1848
18 Ged McKnight	LS 6/17.5m	905



**15M CLASS NATIONALS 2011**  
Husbands Bosworth, 20-28 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5
1 Leigh Wells	ASG 29	3666	5/665	2/921	3/942	8/529	3/609
2 David Watt	Ventus 2	3619	2/708	5/910	6/895	2/578	7/528
3 Steve Ell	ASG 29	3568	7/663	21/763	3/942	5/556	1/644
4 Matthew Cook	Ventus 2	3522	1/711	5/910	7/873	13/500	7/528
5 Paul Crabb	Ventus 2	3466	6/664	4/915	14/795	3/564	7/528
6 Derren Francis	Ventus 2	3368	4/667	12/843	12/802	10/528	7/528
7 Jay Rebeck	LS 8	3319	13/578	1/1000	9/853	21/303	5/585
8 Howard Jones	Discus 2	3269	19/497	7/878	17/791	4/562	6/541
9 Phil Jones	Ventus 2	3189	8/658	8/864	23/510	11/526	2/631
10 Graham Drury	ASW 27	3181	11/585	18/788	11/807	17/473	7/528
11 Brian Birlison	Ventus 2	3168	14/573	13/832	15/793	13/500	12/470
12 Nick Tillet	ASW 27	3106	17/520	15/806	10/826	20/362	4/592
13 Andy Holmes	LS 8	3030	10/591	19/784	20/689	8/529	13/437
14 Gary Stingemore	ASG 29	3019	3/704	10/844	7/873	7/531	24/67
15 Chris Curtis	ASG 29	2985	12/579	22/739	1/952	1/621	17/94
16 Sheradan Roberts	Ventus 2	2711	15/531	10/844	18/758	15/498	23/80
17 Charlie Tagg	LS 8	2683	18/506	17/796	5/902	19/382	15/97
18 Bob Thirkell	ASG 29	2630	16/526	20/766	13/797	18/456	20/85
19 Richard Browne	ASG 29	2607	24/158	9/855	2/946	6/554	17/94
20 Philippe De Pechy	ASG 29	2448	9/593	3/919	25/343	11/526	24/67
21 John Wilton	ASW 20	2433	23/432	16/802	22/624	16/493	22/82
22 Frank Davies	LS 6	2393	20/493	14/813	16/792	22/212	21/83
23 Gareth Baker	LS 8	2194	22/485	24/649	19/752	23/211	15/97
24 Russell Francis	LS 8	2038	21/492	23/676	21/668	26/108	17/94
25 Tochi Marwaha	LS 8	1403	26/0	25/487	24/360	25/160	14/396
26 Stafford Lintott	ASW 24	598	25/59	26/291	26/0	24/193	26/55

**INTER-SERVICES SPORT REGIONALS 2011**

1 Robbo Roberts	ASW 20	2355
2 Steve Tape	DG 200	2296
3 Jamie Sage	LS 4	2291
4 Gaz Baker	Discus	2274
5 Chris Lawrence	Janus A	1927
6 Paul Jessop	Discus	1865
7 Shaun McLaughlin/ Ray Weston	LS 4	1768
8 Andy Hyslop	Discus	1680
9 Andy Sawicki	Pegasus	1651
10 Rob Hines	Std. Libelle	1554
11 Dave Fidler	Discus	1450
12 Roger Wells	Discus	1404
13 Martyn Pike	Viking	1394
14 Chris Bryning	Astir CS	1262
15 Luke Hornsey	ASW 20	1212
16 Ian Campbell	ASK 21	1154
17 Dan Carter	LS 4	1144
18 Andy Farr	DG 300w	1072
19 Pete Yeo	ASK 21	985
20 John Bradbury	Viking	976
21 Chris Armstrong	LS 7w	866
22 Derek Jones	ASK 21	845
23 Mike Wood	Astir CS	730
24 Jim Aggiss	Astir CS	517
25 Jim King	Astir CS	255

**BICESTER OPEN REGIONALS 2011**

Bicester, 23-31 July

<b>Pilot</b>	<b>Glider</b>	<b>Points</b>
1 Owain Walters/ Derren Francis	Ventus 2	5782
2 Dave Watt	Ventus 2	5523
3 Martin Durham	LS 8	5276
4 Mark Holden	Duo Discus	5256
5 Terry Mitchell	Nimbus 3/25.5m	5205
6 Bob King/ Mark Smith	ASW 27	4726
7 Tony Moulang/ Mike Kemp	Duo Discus	4719
8 Bob Bromwich	ASG 29/18m	4632
9 Mick Webb	LS 8	4456
10 Steve Eyles	LS 4	4312
11 Peter Stafford-Allen	Ventus 16.6m	3778
12 Geoff Glazebrook	LS 6/17.5m	3619
13 Guy Corbett	LAK 17/18m	3599
14 Mick Boik/ Ian Smith	Nimbus 2c	3271
15 Tony World	ASW 27	3221
16 Julian Hitchcock	DG 1000/20m	3065
17 Andrew Reid/ Richard Chapman	Ventus bT 16.6m	2726
18 Ollie Bosanko	ASW 20 16.6m	2470
19 Dickie Feakes	Duo Discus T	2158
20 Andy Gibson/ Terry King	LS 8	2076
21 Basil Fairston	ASW 27	2017
22 Mike Codd	Ventus 16.6m	1607

**BICESTER SPORT REGIONALS 2011**

<b>Pilot</b>	<b>Glider</b>	<b>Points</b>
1 Will Ellis	LS 7	5079
2 Peter Stratten	ASW 20	4734
3 Gordon Craig	LS 4	4560
4 Norman Parry	LS 4	4363
5 Mark Szymkowicz	ASW 20	4342
6 Steve Codd	Discus	4264
7 Gerald Bass	Pegase	4137
8 Mike Tomlinson	LS 4	3968
9 Andy Farr	DG 300	3516
10 Luke Hornsey	ASW 20	3351
11 Steve Tape	DG 200	3339
12 Arran Armstrong	Discus	3262
13 Darren Smith	PIK 20D	3114
14 Martin Langford	Std. Cirrus	3055
15 Ian Harris	Discus	2944
16 Tim Wheeler	Std. Cirrus	2907
17 Geoff King	DG 300	2882
18 Philippa Roberts	ASW 15	2804
19 John Staley	LS 4	2483
20 Carole Shepherd	DG 100	2474
21 Derek Staff	LS 4	2457
22 Mike Entwisle/ Tony Bartlett	SHK	2166
23 Andy Sawicki	Pegase	1957
24 Alan Jenkins	Discus	1741
25 David Sandells	DG 200	1685
26 David Keith	Discus	1619
27 Derek Jones/ UCL Students	ASK 21	1618
28 Julia Robson	ASW 19	1276
29 Greg Corbett	Astir CS	1182
30 Paul Jessop	Std. Libelle	470
31 Mike Howey	DG 200	-377

**CLUB CLASS NATIONALS 2011**

Pocklington, 6-14 August

<b>Pilot</b>	<b>Glider</b>	<b>Points</b>	<b>Day 1</b>	<b>Day 2</b>	<b>Day 3</b>
1 Gee Dale	DG 101	1775	1/933	7/405	1/437
2 Ian Macarthur	LS 4	1685	6/830	2/424	2/431
3 Ken Barker	Std. Cirrus	1622	10/769	3/423	4/430
4 James Ewence	LS 3	1445	8/794	18/220	3/431
5 Doug Gardner	Std. Cirrus	1445	11/766	1/433	8/246
6 Liz Sparrow	Std. Cirrus	1387	9/789	5/412	9/186
7 John Williams	Std. Libelle	1337	7/827	6/409	16/101
8 Jack Stephen	DG 400	1331	5/868	14/289	10/174
9 Pete Thelwall	Std. Cirrus	1156	2/896	20/159	17/101
10 Tim Milner	Std. Cirrus	1149	3/884	19/161	15/104
11 Claudia Hill	LS 4	1147	18/676	29/79	6/392
12 Rose Johnson	DG 101	1109	4/884	28/112	14/113
13 Iain Evans	ASW 19	1107	19/620	9/393	23/94
14 Helen Hingley	LS 4	1084	16/697	25/128	7/259
15 Steve Pozerskis	ASW 20	1066	24/523	12/372	12/171
16 Steve Codd	Discus	1062	19/647	13/329	29/86
17 Charlie Tagg	Std. Cirrus	1060	13/724	17/239	21/97
18 Derrick Roddie	ASW 19	1054	15/713	16/256	30/85
19 Mike Tomlinson	LS 4	1044	22/564	10/390	26/90
20 Mike Fox	LS 4	1004	23/540	8/396	32/68
21 Stephen Nock	Std. Jantar	926	17/682	21/144	18/100
22 Ayala Liran	Std. Libelle	916	32/237	15/267	5/412
23 Brian Stott	LS 4	902	29/425	11/379	19/98
24 Steve Eyles	LS 4	896	12/729	22/134	34/33
25 Steve Woolcock	LS 7	875	14/715	33/38	13/122
26 Kate Woods	LS 4	867	20/626	31/68	11/173
27 Celine Montorio	Std. Libelle	846	31/334	4/415	20/97
28 Carol Marshall	LS 7	715	26/493	23/134	28/88
29 Sam Roddie	ASW 24	714	27/492	24/133	27/89
30 Steve Wilkinson	PIK 20 D	699	25/500	26/127	31/72
31 Gav Goudie	ASW 19	582	30/414	30/73	22/95
32 Martin White	Pegase	575	28/458	34/25	25/92
33 Chris Cole	Pegase	240	33/102	32/46	24/92
34 Paul Whitehead	Pegase	120	34/0	27/120	35/0
35 Mike Witton	Std. Libelle	77	34/0	35/11	33/66

**GRANSDEN SPORT REGIONALS 2011**

Gransden Lodge 20-28 August

<b>Pilot</b>	<b>Glider</b>	<b>Points</b>
1 Alastair MacGregor	Ventus 2cxT/18m	3037
2 Peter Stafford Allen	Ventus b 16.6m	2769
3 Paul Rice	Duo Discus T	2572
4 Peter Baker	LS 8a	2566
5 Colin Smithers	ASH 25E	2477
6 Dennis Heslop	Ventus 2cxT/18m	2466
7 Peter Smith/ James Clarke	Nimbus 2 c	2215
8 Paul Rowden	Discus 2ct	2070
9 Robert Verdier/ Andy Beatty	Duo Discus T	1756
10 Julian Bayford/ Geoff Brown	LS 8ST/18m	1599
11 Mark Hawkins	ASW 20cl	1564
12 Colin Cownden/ Jem Davies	ASW 28E/18m	1562
13 Mark Robinson	Duo Discus T	1448
14 Mark Player	Ventus 2cxT/18m	1354

**GRANSDEN CLUB REGIONALS 2011**

1 Mike Tomlinson	LS4	2823
2 Steve Woolcock	LS 7WL	2731
3 William Parker	Discus b	2640
4 Gerald Bass	Pegase	2573
5 Simon Armitage	Discus CS	2529
6 Paul Ruskin	ASW 20f	2462
7 Jane/Steve Nash	Mosquito	2393
8 George Green	Discus b	2362
9 Peter Whitehouse	Pik20B	2355
10 Z Goudie	Discus bT	1506
11 Carol Marshall	LS 7	1384
12 Mike Woollard	LS 7WL	1332
13 Christopher North	Mosquito	883
14 Richard Brickwood	ASW 19B	620

**DUNSTABLE RED REGIONALS 2011**

Dunstable, 23-31 July

<b>Pilot</b>	<b>Glider</b>	<b>Points</b>
1 Paul Rackham	LS 6c (17.5m)	2284
2 Andrew Sampson	ASG29 (18m)	2030
3 Tim Jenkinson	Ventus c (15m)	1848
4 Tony Hughes	LS 6 (15m)	1831
5 Mark Newland-Smith	ASW 28 (15m)	1725
6 Rob Brimfield	ASW 24 (w)	1676
7 Andrew Roch	LS8-18 (18m)	1652
8 Graham Paul	Lak 19 (18m)	1524
9 Martin Smith	ASW 27a	1468
10 Guy Corbett	Lak 17a (18m)	1433
11 Francis Russell	LS 6c (18m)	1368
12 Bob Tandy	ASW 24 (w)	1367
13 Geoff Payne	ASW 27b	1310
14 Robert John/ Rupert Puritz	Duo Discus	1283
15 Geoff Glazebrook	LS6c (17.5m)	1194
16 Paul Whipp	ASW 28 (15m)	1181
17 Ryan Berry	LS8 (15m)	1049
18 Tom Pridgeon	LS3 (15m)	814
19 Aidan Paul	LS8-18	766
20 Justin Craig	Duo Discus	607

**BLUE REGIONALS 2011**

1 John Reed	Discus	1774
2 Malcolm Birch	Std. Libelle	1660
3 Mike Stringer	DG202	1588
4 Helen Hingley	LS4	1539
5 Ken Woods	LS4	1418
6 Melissa Jenkins	LS4	1364
7 Alan Harrison	ASW 24 (w)	1334
8 Richard Lodge	ASW 24 (w)	1242
9 Stefan Astley	Speed Astir	1193
10 James Innes	Pegasus	990
11 David White	Discus	774
12 Michael Mangion	ASW 20	616
13 Peter Denman	DG200	432
14 Greg Corbett	Astir CS	330
15 Richard Lancaster	ASW19b	171

■ For Competition Enterprise see [www.comp-enterprise.co.uk](http://www.comp-enterprise.co.uk)

■ For the non-BGA rated Glider Aerobatic Nationals see [www.aerobatics.org.uk](http://www.aerobatics.org.uk)

■ For the Two-Seater Competition see [www.wolds-gliding.org](http://www.wolds-gliding.org)



**JUNIOR CHAMPIONSHIPS 2011**  
**Aston Down, 23-31 July**

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1 Tom Smith	LS 8	4277	2/572	2/891	2/812	2/561	1/845	2/596
2 Steve Nock	Std. Jantar 2	4203	1/576	1/917	1/903	1/619	7/501	1/687
3 Steve Pozerskis	ASW 20	3486	5/490	3/830	3/779	12/208	2/671	6/508
4= Sam Roddie	Discus	3374	8/371	6/764	7/649	3/545	5/530	5/515
4= Robert Starling	ASW 15	3374	4/507	5/781	9/586	8/352	3/606	3/542
6 Matt Davis	Std. Cirrus	3047	3/528	4/828	6/690	5/403	4/598	12/0
7 Charlie Jordan	Std. Cirrus	2880	11/302	8/639	4/707	11/232	6/517	7/483
8 Chris Lawrence	ASW 19	2524	7/409	12/915/694		6/394	8/403	4/533
9 Matt Waters	ASW 15	2414	10/334	10/265	10/544	4/457	9/347	8/467
10 Daniel Brown	Std. Cirrus	2192	8/371	11/97	8/628	9/288	11/343	9/465
11 Mike Gatfield	Astir CS	1761	12/96	9/397	11/416	10/234	9/347	11/271
12 Will Chappel	LS 8	1222	6/484	7/738	13/0	13/0	14/0	12/0
13 Charles Jessop	Astir CS	968	13/0	15/68	12/206	13/0	12/297	10/397
14 John Paterson	Std. Jantar 2	523	13/0	14/70	13/0	7/363	13/90	12/0
15 Colin Field	Astir CS	77	13/0	13/77	13/0	13/0	14/0	12/0

**LASHAM A REGIONALS 2011**  
**Lasham, 28 May - 5 June**

Pilot	Glider	Points
1 Phil Jones	Ventus 2	3220
2 Steve Jones	Nimbus 4	3182
3 Kim Tipple	Nimbus 4T	3063
4 Mark Holden	Ventus 2CXA	2820
5 Iain Evans	JS1	2757
6 Howard Jones	Discus 2	2536
7 Shaun Lapworth	JS1 B	2470
8 Alistair Nunn	LS6	2396
9 Tony Moulan / Ian Cook	DuoDiscus	2258
10 Gordon MacDonald	Nimbus 3DT	2207
11 Mike Clarke	ASG29E	2150
12 Paul Fritche	LS8 15	2128
13 Mark Davenport	Ventus 2CT	2116
14 John Taylor	ASG29E	2045
15 Merv Saunders	DG1000T	2027
16 John Simmonds	LS8	1902
17 Colin Hunt/ Bob Westlake	Ventus 2CT	1892
18 John Ferguson	Ventus CT	1688
19 John Galloway	Discus 2CT	1649
20 Peter Sheard/ Stuart Law	Nimbus 4T	1637
20 Bill Murray	Ventus	1637
22 Eric Smith/ Chris Marren	Duo DiscusT	1457
23 Chris Lewis/ Mike Sedgwick	Ventus 2CT	1293
24 Mike Small/ Mike Bird	ASH25	1150
25 Debbie Scholey	Ventus CT	1103
26 Chris Cobham	ASG29E	1094
27 Nigel Mallender	LS8	994
28 Will Greenwood	Ventus BT 16.6	980
29 Graham Smith	Ventus B 16.6	822
30 Julian Hitchcock	DG1001M	530
31 Mike Costin/ Guy Glover	DG1000T	481
32 Stephen Baker	Discus 2CT	414
33 Mike Foreman/ Peter O'Connell	ASG29	0
34 Derek Piggott/ Roy Cross	Stemme S10	-300

**OPEN CLASS NATIONALS 2011**  
**Lasham, 20-28 August**

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5
1 Peter Harvey	Nimbus 4T	3991	3/488	2/833	4/981	1/719	2/970
2 Steve Jones	Nimbus 4T	3877	1/501	1/837	1/1000	11/567	1/972
3 Andy Davis	JS1-B	3703	11/380	5/757	2/989	2/711	8/866
4 Kim Tipple	Nimbus 4T	3674	2/494	3/805	10/811	5/634	3/930
5 Robin May	EB28	3616	17/327	4/793	3/983	6/596	4/917
6 David Findon	Nimbus 4DT	3377	5/456	9/674	8/840	3/702	15/705
7 Patrick Naegeli	ASG29E 18m	3249	6/442	14/636	22/738	13/565	7/868
8 David Allison	Nimbus 3DT	3207	21/211	8/684	5/963	19/521	10/828
9 Richard Kalin	Nimbus 4T	3181	9/390	10/671	17/789	16/542	11/789
10 Peter Reading	ASH 25	3145	8/393	19/600	16/792	9/582	12/778
11 John Gorringer	ASG29E	3111	18/289	16/624	9/828	20/497	6/873
12 Shaun Lapworth	JS1B	3059	4/478	17/623	12/806	23/301	9/851
13 Zenon Marczynski	Ventuscxt	2970	10/384	6/697	14/794	10/577	18/518
14 Angus Watson	ASH 25	2955	16/337	20/557	21/756	14/557	14/748
15 Peter Sheard	Nimbus 4T	2899	7/431	15/630	11/808	17/532	19/498
16 Alistair Nunn	Ventus 2cT/18m	2820	14/357	13/643	13/802	18/524	20/494
17 Roy Pentecost	ASG29E	2792	22/190	11/668	20/768	8/584	17/582
18 Graham McAndrew	Arcus	2641	26/42	12/656	19/779	24/268	5/896
19 Ian Cook	Duo Discus T	2629	24/157	22/531	24/685	21/496	13/760
20 Garry Coppin	Ventus2 cxt	2545	13/379	18/613	7/848	7/592	23/113
21 Chris Cobham	ASG29E	2540	25/121	21/547	15/793	22/382	16/697
22 Iain Evans	JS1	2501	15/338	7/687	6/860	11/567	25/49
23 Steve Barter	Nimbus 3DT	2358	11/380	23/407	17/789	4/698	24/84
24 Michael Clarke	ASG29E	2263	19/284	27/357	23/691	15/548	21/383
25 Nigel Mallender	LS 8/18m	1432	28/18	25/380	26/635	25/142	22/257
26 Richard Crockett	Nimbus 2A	1415	20/260	26/370	25/653	26/132	26/0
27 Julian Hitchcock	DG1001M	1189	23/161	24/398	27/630	27/0	26/0
28 David Gardiner	Nimbus 3	858	27/27	28/299	28/532	27/0	26/0

**LASHAM B REGIONALS 2011**

1 George Metcalfe	ASW 28	2798
2 Andrew Cockerell	LS4	2730
3 G Dale/Colin Watt/ Youth Group	DuoDiscus	2705
4 Matt Davis	Std Cirrus	2688
5 Luke Dale	Std Cirrus	2647
6 Tom Newham	Pegase	2200
7 Matt Sheahan	Std Cirrus	2124
8 Anna Wells	LS8	2107
9 Jeremy Pack	Std. Cirrus	1997
10 Jane Nash	Mosquito BW	1946
11 Ed Foxon	DG300	1930
12 Jindrich Svorc	ASW 20	1839
13 David Sanders	ASW 20C	1622
14 Bill Bullimore	Mosquito BW	1488
15 Rory Condon	ASW 24	1455
16 Neil Goudie	ASW 19	1344
17 Owen McCormack	Discus	1259
18 Anne Roberts	Std Cirrus	1171
19 Liam Brady	Discus BT	1013
20 Carol Marshall	LS7	960
21 Jens Franke	Std Cirrus	857
22 Darren Blackman	DG400	711
23 Bob Wootten/ A Coatsworth	Std Cirrus	380
24 Mike Wood/ Geoff Clark	K-21	363
25 John Brooke	Std Cirrus	237
26 Chris Bessent	LS7	185
27 Alan Boyle	Discus	165
28 Mark Adams	DG101A	138
29 Dave Bowtell/ Val Phillips/Malcolm George/ Youth Group	K-21	92



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

**UK MOUNTAIN SOARING COMPETITION 2011**  
**Aboynne, 4-10 September**

Pilot	Glider	Points
1 John Williams	Antares 20m	1739
2 David Latimer	Ventus cT 17.6m	1687
3 Phil King	LS 8/18m	1604
4 Roy Wilson	Ventus 2cT/18m	1568
5 Stuart Naylor	Duo Discus	1526
6 Tony Brown	DG 800c/18m	1494
7 Julian Fack	Duo Discus T	1450
8 Pete Gray	DG 600/18m	1328
9 John Ellis	Nimbus 3T/25.5m	1266
10 Phil Penrose	LS 7 WL	944
11 Pete Ryland	DG 400/17	881
12 Charlie Jordan	Std. Cirrus	720
13 Alasdair Lewis	Ventus cT 17.6m	626
14 John Duggington/ Steve Drewin	LS 7 WL	552
15 Roy Garden	Duo Discus	143



It's that time of year when family and, if you are lucky, friends start asking about what to buy you for Christmas. Here's what Nick McCloud put on his top 10 wishlist last year...

**1 A subscription to *Sailplane & Gliding*:** Costing barely more than a couple of winch launches with circuit, it's not surprising that it took just one article to pay for itself this year. Mike Fox's article on finding a thermal off a winch launch was the catalyst and the key skill I needed to go from many extended circuits to, on the better but not necessarily stellar days, soaring for hours or lasting 15-20 minutes more often than just the standard sledge-ride from the top. Other pre-Bronze pilots are now asking how I do it. A current offer has the first year's subscription for just £11.38. [www.sailplaneandgliding.co.uk](http://www.sailplaneandgliding.co.uk)



**2 iPAQ PNA or PDA:** Before you get a Discus/Ventus with almost all glass cockpit for your regular 500km, getting into the habit of logging your flight and learning to operate a navigation aid is a good idea. There's no better place to start than with one of HP's units, to be found on eBay at around £80-100. Add LK8000 (free to download and use) and you've all you need to get started. There's a lot to learn, so it will keep you occupied for years. Some of my club's pundits use LK8000 for all their flying. If it's a PDA you are bidding for, get one that has a Bluetooth GPS unit with it as well. Prices range from £25 to £125 depending on your luck. [www.lk8000.it](http://www.lk8000.it)



**3 SealSkinz Gloves:** Warm, totally windproof and watertight need not mean bulky. SealSkinz gloves keep my hands comfortably warm, enabling me to operate the finer controls in the cockpit, type on the launchpoint computer keyboard and hook on a glider – all without having to resort to pulling them off in despair. I recommend the addition of the wool liners for those extra cold days. They are so waterproof that I took the ice off all the water buckets at the stables over last Christmas with not one drop of water getting through. They cost around £40.

[www.sealskinz.com/gloves/activity-gloves](http://www.sealskinz.com/gloves/activity-gloves)



Items from Nick McCloud's top 10 wishlist

DEEA



**4 Electric socks:** I'm often accused of being soft, but when my feet get cold I start losing interest in pretty much anything. As I can't always rely on a brisk walk back from a retrieve I had to find a better solution. Others have tried £30 specials from a well-known national electronics retailer; I decided to 'go nuclear' and found WarmThru. I nabbed a bargain on their eBay shop, netting the element, hi-power battery pack and two pairs of socks. I run them at the 25 per cent setting all day with the occasional boost to 50 per cent if I'm standing still too long. I tried them at 75 per cent for a few minutes once. I dare not try the 100 per cent setting. Budget £120 for a lifetime investment in foot comfort. [www.warmthru.com/acatalog/Socks.html](http://www.warmthru.com/acatalog/Socks.html)

**5 Bluff:** One of those small items I keep in my flight bag all year round as it can be used around the neck, over the chin/mouth/nose, or as a hat. Or, as I end up doing on a suddenly cold day, as ear warmers, prompting many comments about gyms and Oliva Newton John. In the winter I use two, bridging the gap between fleece and the bottom of my hat and covering the bottom half of my face. Cost around £13. [www.cotswoldoutdoor.co.uk/index.cfm/product/buff-regular-buff/fuseaction/products.detail/code/1C810006](http://www.cotswoldoutdoor.co.uk/index.cfm/product/buff-regular-buff/fuseaction/products.detail/code/1C810006)

**6 Instructor Manual:** At school we were given the syllabus for our O levels. In a similar fashion, get a copy of this so you can see exactly what you need to know as you progress. Also useful for unravelling instructor debriefs and understanding flying test requirements. Do not wield at launchpoint and remember instructors are always right, even when wrong! £12 from the BGA shop. [www.bgashop.co.uk](http://www.bgashop.co.uk)

**7 BGA Gliding Manual:** This is the definitive book for understanding what goes on under the hood of a wide range of topics from how pressure instruments work to what tephigrams are all about. Not a pot-boiler to read in one go, but great for dipping into and surprisingly light-hearted. £24 from the BGA shop. [www.bgashop.co.uk](http://www.bgashop.co.uk)

**8 Bronze & Beyond:** Too essential not to mention just in case any pre-Bronze pilots haven't come across this book. *Bronze & Beyond* covers most of the information you need for the Bronze theory test. A very concise publication that can be used as much for revision as a starting point for learning a topic in conjunction with the BGA Gliding Manual and other sources. £15 from the BGA shop. [www.bgashop.co.uk](http://www.bgashop.co.uk)

**9 Micro camera:** Quite a bit of fun and very illuminating when watching the playback. At this size and price we aren't getting broadcast quality here, but we do have something small and unobtrusive and easy to mount in the cockpit. Picks up voice very well so you can do a running commentary, or budding BIs can practise patter. Do not clip it to your hat – all you will record is sky, sky and more sky. It costs £14 and you will need to add a micro SD card – 4Gb will give hours of recording for £7. [www.ebay.co.uk/itm/Mini-Micro-DV-Pocket-Video-Camera-Spyncam-Holder-/230590621306](http://www.ebay.co.uk/itm/Mini-Micro-DV-Pocket-Video-Camera-Spyncam-Holder-/230590621306)

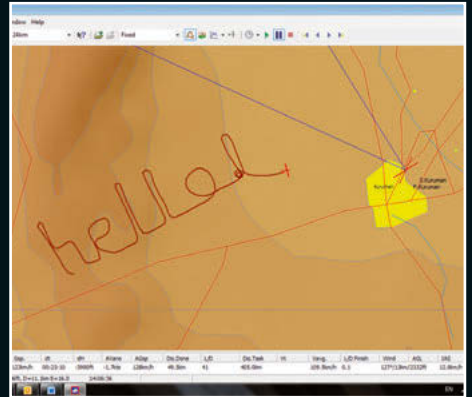
**10 Battery charger:** With all the battery-based gadgets I've accumulated I have a huge collection of rechargeable batteries in varying capacities and states of repair. After a few unfortunate moments where supposedly charged batteries ran out in record time, I abandoned the brute force overnight charger and tried a fast charger, which was OK but didn't 'refresh' the batteries. Now I have a TechnoLine BL700, which has multiple charging rates, can discharge then recharge (to kill any memory effects), can test (charge, discharge, charge) to tell you the actual capacity and can, Dr Who style, regenerate (charge/discharge until it maximises the capacity). Each of the four slots has its own LCD and can run any mode individually. Truly a geek charger. £30 or £34 with four new low self-discharge 2100mAh batteries. [www.batterylogic.co.uk/technoline/technoline-BL700.asp](http://www.batterylogic.co.uk/technoline/technoline-BL700.asp)

**IN WINTER I USE TWO, BRIDGING THE GAP BETWEEN FLEECE AND THE BOTTOM OF MY HAT AND COVERING THE BOTTOM HALF OF MY FACE**



Nick McCloud has been a perpetual early solo pilot since 16, but now has two-thirds of his Bronze signed off, flying at Camphill in the summer

OUR SANTA



■ BGA examiners taking an evening stroll, while in Northern Ireland running an Assistant Instructor rating course at Ulster GC, were surprised to discover a World War II bomb washed up on the beach at the end of the airfield. Bomb disposal experts were called to the scene. Ulster GC's Jo Myles said: "It was resting on top of the sand, bobbing about in the water. The assumption is that it is a World War II bomb, dumped at the end of the war into the Foyle. It looks like a giant bullet." The incident didn't distract Owen Anderson, Finbarr Cochrane, Gary McLaughlin and Olive and John Houlihan from successfully obtaining their Assistant Instructor Rating. (Photographs by Jo Myles)



*This page clockwise from centre:*  
Nene Valley's T-21 launching (Edwin Jenkins)

Aboyne Duo, photographed by Will Ellis on gopro HD camera

An impressive line-up of 14 T-61 Falkes from around the country at Buckminster Gliding Club's 'Falke Fly-In' in June. When all the aircraft performed a stream take-off for departure in the afternoon, a member remarked: "This may not have happened at Saltby since 1944." (Chris Hayball)

*Facing page clockwise from top:*  
Nick Kelly flying with Ben Newman. Paula Aitken arranged an air cadet squadron reunion for instructors of 618 West Malling and their families. Most of the 38 attending took launches in one of the two T-21s. Ben Newman, commanding officer, having 10,000 launches on type had forgotten nothing in spite of being 84 years old this year (Oliver Basanko)

The latest entry for S&G's logger trace gallery: loitering around after a 400km triangle. Iain Baker was having to wait before making a missed approach and go-around at Kuruman, South Africa.

As Take Up Slack was called, these two deer made a run across the runway at Burn GC into the surrounding Yorkshire countryside. One looks as though it's already flying, caught in mid-leap. The photo was taken from around 1,800 feet up the runway at the flight line (Kevin Moseley)

Fran Rees and Roger Targett tackle a Chinese lantern at Bristol & Glos club's bonfire party (Bernard Smyth)

Tony Flannery takes to the skies in Burn's motorglider with a delighted 76-year-old, who visited the club with her family (Kevin Moseley)



■ As part of its drive to widen links with the local community, York Gliding Centre organised an essay competition among pupils at the nearby Rufforth Primary School. The winner, Ben Kite (pictured here with chief flying instructor Mark Boyle), won a flight in a glider. He said afterwards: "It was amazing – the best experience I have ever had. I would love to do it again, every day if I could." His head teacher said the gesture allowed pupils to learn about the world of flight and try something completely different from their normal lessons. (The Press, York)



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

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

THE competition season is over and Bannerdown has had some very good results with some budding competition pilots emerging. Most notably, Bob Bromwich won at Shenington Regionals in his 'little' glider (ASG29) and in the Inter-services (Sports class) Steve Tape managed second place in his mighty DG-200 with Gaz Baker managing 4th place in 547 (Discus-B). Jon Arnold took 4th place in the Inter-services (Open class) in JA (Discus-2). Outside the competition scene, Tom Dews went solo on his 16th birthday, in both a pure glider and a motorglider, and Paul Reese re-soloed after 27 years.

**Arran Armstrong**

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

TO everyone's delight, Andy Huggins went solo in August after a bad illness. Congratulations also go to Alastair MacGregor for coming first in one of the competitions at Gransden Lodge. Meanwhile, back at the club, Pete Thornbury has been working with winch parachutes and strops. He has even persuaded the club to purchase an industrial sewing machine to repair heavy duty fabric. We are fortunate in having members like Pete, who keep the costs down. The weather has been poor and we are trying to take advantage of what's left and boost our flying hours.

**Jan Smith**

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

WHAT a successful summer. Congratulations to Clive Dalzell, Vicky Smith, Mike Williamson and especially Charlie Jessop (only 19) on becoming Als and to Julia Robson, our newest BI. Fran Aitken and Johnny Roberts completed their Diamonds and Ollie Bosanko achieved his first 500km. Well done Natasha Spottiswoode (solo) and Andy Mayer on his Astir conversion. Some superb competition results: Pete Harvey (1st Open Nationals), Dave Watt (2nd 15m Nationals), our UCL students took victory at the Inter-Unis. Thank you to the volunteers and staff who contributed to our busy mid-week operation, and to those who organised and ran several successful fly-ins and reunions.

**Ollie Bosanko**

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

OUR instructor team has been significantly strengthened with the appointment of Phil Marks to DCFI in August. Keith Edmunds has revalidated his Full Cat Rating in September after years of absence while Bill Inglis and Alan Broadbridge have revalidated their BI ratings. Two Bidford pilots did well in the Shenington Regionals – Frank Jeynes coming second and Bill Inglis third. We are planning to run a fully rated Regionals in August next year – watch out for news of its announcement.

**Robert Stafford**

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

THE autumn wave season arrived for the Dunstable expedition to have several great days in the Brecon Beacons in glorious sunshine. So far they have bagged two Gold and one Silver height, with 10 pilots climbing above FL100 on one of the days. Our K-13s were up there as well. Talgarth must be unique in the UK as we can get wave in all wind directions. Although Talgarth is not the easiest of sites, we had a huge celebration in August when two of our youngest pupils, identical twins Ben and Joe Harper, both soloed on their 16th birthdays (see p35).

**Robbie Robertson**

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

OUR Aboyne expedition is under way as this is written, and is going really well. Meanwhile, back at Booker recent first solos include Ali Elliot, James Giles, Nikolas von Merveldt and Craig Mitchell. Hopefully the end of the stadium saga is near as Steve Hayes, the owner of the two clubs has announced he's putting London Wasps up for sale after failing in his scheme for a stadium and sports village on the airfield. The next step is to secure a lease at an acceptable rent and discussions with the local authority are already under way.

**Roger Neal**

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

OUR autumn flying weeks are in full swing. On 25 September the Milfield wave took Andy Bardgett (LS4) and Julian Sutton (LAK 17) to

18,000ft. At the time of writing, Borders pilots are currently 1st, 5th and 8th in the weekend height ladder. Congratulations go to John Brown, who completed his Bronze Cross-Country Endorsement and Steve Marriot, who revalidated his SLMG. Well done to both and thanks to SRE Colin Sword for his help. Check our website after Christmas for dates of next year's flying weeks. Thanks to all visitors in 2011, we've thoroughly enjoyed hosting you.

**Rich Abercrombie**

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

THE north-west has had more than its share of blustery weather, but whenever possible we have made the most of it, even landing on a hardened path maintained by our dedicated ground staff. As a result of this and successful expeditions by members, there has been no shortage of achievements. Congratulations to all concerned. We have also reached out to the community, offering flight experiences to youth groups and the Spinal Injuries Unit of a local hospital (see p31). Ian Hamilton retired from instructing this year after fine service to the club. We thank and wish him many enjoyable solo flights.

**Keith Clarke**

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

CHRISTOPHE Mutricy completed his Bronze and Harvey Johnson went solo on his 16th – well done to both. Barry Walker introduced some Cotswold Aero Cub members to gliding and at least one joined. Dartmoor members visited. Paolo Nicolai is this year's recipient of the Doug Jones fund to encourage youngsters' cross-country flying. Other members can contribute to the fund. The Birmingham Scouts paid their annual visit and were all flown despite the weather. The K-8 (DUK) flew for the first time in 18 months after its annual/ARC and the thermals provided the kind of soaring that only a K-8 can use.

**Bernard Smyth**

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

THE club is waiting to meet new landlords, the Homes & Communities Agency, with the added complication that it also is objecting to a plan for five large wind turbines within

(Left to right) Tom Dews went solo in both a motorglider and K-13 at **Bannerdown** on his 16th (Ian Harris); Natasha Spottiswoode after first solo at **Bicester** (Oliver Bosanko); Paul Fox of **Burn GC** after first solo, with instructor Tony Flannery; **Cambridge's** Eddie Shaxted (left) was sent solo by George Knight



two miles of the end of the easterly runway. It is grateful for the assistance and support of the BGA, especially from Roger Coote, in this matter. In early October, the club hosted a party from British Limbless Ex-Service Men's Association (see p30). They all enjoyed themselves and presented club chairman Tony Flannery with a plaque and Terry Bassett, who made the arrangements, with a medal. Congratulations go to Paul Fox (solo) and Chris Cooper (Bronze).

**Chris Cooper**

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

AT the time of writing we are halfway through a busy Octoberfest, with members and visitors enjoying climbs up to 13,500ft so far! Visitors include Sleaf, Portmoak, Shenington, Bowland Forest, Wellend and Theme, etc. Thanks go to tuggies Nick and Ian, chefs Maggie, Jean, Louise, and Morag, barmen Andy and John, and all the instructors and helpers. We will be flying right through the winter at weekends, weather permitting.

**Chris Fiorentini**

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

THIS year's regionals were a great success, with seven competition days flown. Thank you to Robert Welford and his team for their hard work in organising the event. Congratulations to: Piers Samuel-Smith, Eddie Shaxted, Gotthelf Weidemann, Allan Maclean and Linas Karaveckas (all solo); Greg Monaghan (AI); Tony Cronshaw (Diamond goal); Rebecca Bryan (Silver distance to complete Silver and 100km); and last, but not least, Dennis Pasco (complete Silver in one flight). Members have spent a week at the Long Mynd, experiencing the mysteries of wave and ridge flying. The club is hosting the Club Class National in July 2012.

**Lorna Sleigh**

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

WE were pleased to host the Inter-university task week in August, with 60 students representing 12 universities; points are awarded for progression and cross-country flying. Mike Weston, Tony Parker and Chris Ashworth took their Duo Discus to first place at the Pocklington two-seater comp. Eugene

Lambert flew 500km and, with Tony Chapman, has achieved BI status, while Alex Mazzoleni has flown 50km. Congratulations first soloists: Jack Gordon, Robert Provogel, Matt Page, Richard Clarke, Remi Leprince and Jonathon Apperley. Andy Cockerell achieved an excellent 21st at the Junior Worlds (see p20). Thanks to Richard Kill, our new launchpoint bus is almost ready for service.

**Frank Birlison**

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

THE weather in early October provided quite a lot of flying hours. We are now heading towards the shorter days, but are still getting some soaring in and being positive that we can only be heading towards longer days and better weather. In recent weeks we have had a Grob 109b motorglider on loan, which has provided many conversion drinks in the bar and very enjoyable flying. Much polishing, fettling and refurbishment will be going on in readiness for the New Year with most members helping. Many thanks to them and may their efforts be rewarded with huge thermals and long flights.

**Zeb Zamo**

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

THE weather is perfect now and we are getting some soaring. During this period, our youngest pilot Danny Arendt (16) soloed in his first single-seater. I returned from the UK and my BI rating arrived with a smiley face from Lizzie at the BGA. The nice guys from Halton have been over to run their autumn JSGs. This time we had Peter Brown, Paul Moslin and Nigel Smith – it was good to see them all. In the middle of the course, Eva organised a BBQ for us and, each day, made us cooked breakfasts – much appreciated.

**Jo Rigby**

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

THE second of our Annual Flying Weeks took place around the August Bank Holiday with some notable achievements. Congratulations go to Simon Brown (K-8 conversion), Mike Brown (Simon's Dad – solo), Andy Lucas (100km), Tim Sharp (mini-Nimbus conversion) and Roy Kempton (passing NFT). A few of our

more competitive members were active in the Pocklington two-seater comp and others have just departed for a spell at Milfield and the autumn wave season. Our efforts to publicise the relatively new club in the local area are paying off, with increasing numbers of trial lessons and a trickle of new members – notably young ones – joining.

**Geoff Homan**

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

THE run towards New Year is a time to reflect and look ahead. At the time of writing, we had achieved 11 new solos in 2011 and four Bronzes – not bad for a club of approximately 55 members. On the downside, the number of kilometres flown cross-country in 2011 can be counted on the fingers of one hand. Congratulations go to Steve Lewis and Sean Parramore (BI ratings), Colin Boyd (Cross-Country Endorsement), Andrew Wilkins (solo) and to Sandra Buttery (winch driver). We welcome Mike Sloggett as a new instructor and thank all who helped fix up the stove in the launchpoint.

**Martin Cropper**

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

DREADFUL weather frustrated 20 entrants in the UK Mountain Soaring Championships, allowing only two task days. Thanks to Pete Faulkner (CD) and all the helpers for their efforts on that event. By early October, the wave season had yielded 40 height gains exceeding 10,000ft (see [www.bgaladder.co.uk](http://www.bgaladder.co.uk)). Congratulations to those visitors gaining their Gold and Diamond heights, among them Jeremy Birkbeck, our summer tuggie, with a Gold in the club ASW 19. We look forward to seeing many of you at Aboyne in 2012.

**Fred Pell**

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

CONGRATULATIONS to Susie Edwards (solo), following in the steps of her grandfather and father, and to Steve Hill (solo). The DG-500 flown by John Collins and Mike Armstrong came 3rd in the Pocklington two-seaters, and Mike Corcoran won the Saltby Open. We have reverted to six days a week flying for winter. Thanks to Alan Jolly and Mike Howie



(Left to right): First solos for **Cambridge's** Gotthelf Wiedemann, pictured with Andy Beatty; Andrew Wilkins, with **Dartmoor's** CFI Don Puttock; Susie Edwards, with instructor Alan Jolly at **Camphill** (David Spencer); and **Essex's** Don Sigourney, pictured with instructor (Cathy Dellar)



✂ for instructing over the summer. Long-time member Dave Smith has retired due to ill health. His ability to soar was unparalleled, and we shall miss him. Wave appeared early in October, with a number of flights up to FL160, with the co-operation of Scottish Control.  
**Dave Salmon**

**DUMFRIES & GALLOWAY (FALGUNZEON)**  
**WWW.DUMFRIESGLIDING.110MB.COM**  
**545638N 0034424W**  
SEPTEMBER was not a good month flying-wise, but we managed some flights, albeit limited. Again we gained two new members. We also welcomed one of our old members, Bob Park, back to the club and he's re-soloed. Congratulations go to Allister McGregor and Iain McIver, who have now both got their NPPL in a very short space of time.  
**Wendy McIver**

**DORSET (EYRES FIELD)**  
**WWW.DORSETGLIDINGCLUB.CO.UK/DGC**  
**504233N 0021310W**  
RECORD sunshine in September, but not good for soaring. We had a number of Air Experience flights though and Nick Barnes organised some one-day courses. Nick hosted a Beaver group, and the youngsters thoroughly enjoyed looking round our hangar and sitting in the gliders. We have been making good use of our Capstan now that our second K-13 is out of service. Gary, Steve and Dennis have been cladding our clubhouse ready for the winter, and very smart it looks! Peter Boyce, a long time member, sadly passed away in September, and we send our deepest sympathy to his relatives and friends.  
**Colin Weyman**

**ESSEX (RIDGEWELL)**  
**WWW.ESSEXGLIDING.ORG**  
**520253N 0003330E**  
OUR summer has been a mixed bag of weather and achievements. Congratulations to Vee Harrington and Cathy Dellar (Silver height), Don Sigourney and Clive Blake (solo). We must thank Instructor Matt Jones of the Anglian Gliding Club for taking over from Don Ling to keep our Wednesday group flying, following Don's illness. We wish Don a speedy recovery. We will shortly decamp to our winter quarters at Wattisham. Congratulations to Steve Rhenius on taking over as treasurer from Tony Brook. We wish Steve well and thank Tony for all his hard work.  
**Peter Perry**

**ESSEX & SUFFOLK (WORMINGFORD)**  
**WWW.ESGC.CO.UK**  
**515630N 0004723E**  
THE "Indian Summer" gave us southerly winds, which are not conducive to good thermals. However, John Gilbert, having recorded a 600km flight along with Rob Lockett, then set a new club record for the 100km triangle at a speed of 117km/h. Dave Bolsden logged his first 100km flight and Adam Burns re-soloed. The recently-acquired Grob Acro III has proved very popular. After nearly seven years as CFI, Dennis Heslop has handed over to Jonathan Abbess. Thanks to Dennis and we wish Jonathan the best of luck!  
**Dick Skinner**

**FENLAND (RAF MARHAM)**  
**WWW.FENLANDGC.CO.UK**  
**523854N 0003302E**  
THE last two months have been disappointing for soaring, with only a few days of good weather conditions at weekends and some of those have been taken by the RAF. However, Pete Stafford Allen improved on his 11th place at Bicester with a second place at the regional comps at Gransden Lodge. Congratulations to Pete. We welcome the homecoming of Colin Logue to Fenland with his safe return from foreign duties. Dave Honour, after recently completing his Silver award, has moved to the back seat for instructor training.  
**John Doubleday**

**HEREFORDSHIRE (SHOBDON)**  
**WWW.SHOBDON.COM**  
**521429N 0025253W**  
OUR task week weather was disappointing, with only one good cross-country day. Two of us were lucky enough to have an excellent wave flight one day, but it was decided after one launch that it was too rough for the tug. We have had mixed conditions since then, with some good training for our newer members. Unfortunately the best soaring mostly occurs on weekdays when few people are available. A group has been reviewing our strategy, with a view to developing the club for the future, and a draft plan will be presented at the AGM.  
**Diana King**

**HIGHLAND (EASTERTON)**  
**WWW.HIGHGLIDE.CO.UK**  
**573508N 0031841W**  
DESPITE very indifferent weather, it was still a successful summer so congratulations to: Charlotte Gordon (solo and both Bronze legs

– after taking Robert to 10,000ft!); Ian Lane (BI), Bruce Gordon and Mike Laity (field landing checks and the Bronze paper), Stuart Naylor and Phil Penrose (5th and 10th in the UKMSC). Well done. We had an excellent turnout for the official opening of the new glider storage shed (the planning department would hate us to call it a hangar). At the opening we flew both our local MP and MSP. There was some good press coverage of the event on local radio and in local papers.  
**John Thomson**

**KENT (CHALLOCK)**  
**WWW.KENT-GLIDING-CLUB.CO.UK**  
**51123N 0004950E**  
AUTUMN has been a busy time, with expeditions to Sutton Bank and Aboyne, plus task week. Our social event of the year was a jazz BBQ, superbly organised by Gerry Puttick and his wife Ann and attended by 80 members and guests. We also attended Freshers' Week at Kent University at the invitation of their gliding club, which we sponsor. There was great interest that we hope will translate into members. Thanks to Martin Hardy and Charles Stewart, we even found time to finish repainting the outside of the clubhouse and fill in a large pothole in the airfield.  
**Terry Webster**

**KESTREL (RAF ODIHAM)**  
**WWW.KESTREL-GLIDING.ORG.UK**  
**511403N 0005634W**  
CONGRATULATIONS Jim Aggiss, who represented Kestrel in the Inter-services; his first year competing solo. At the same event, Sean Reynolds completed his Silver. Chris Wick and Fred Field each celebrated 25 years of continuous membership. Chris has held every position on the committee, whilst Fred has trained a succession of winch drivers. Nick Killick soloed before 7am on the longest day and has transitioned to our Astir single-seater. Ben Short soloed at 612VGS. Members have been busy tidying and equipping our new clubhouse. Finally, vintage gliding has been a welcome sight at Kestrel this summer.  
**Robin Colbourne**

**LAKES (WALNEY)**  
**WWW.LAKESGC.CO.UK**  
**570752N 0031549W**  
AUGUST saw little flying as so many of the club were gliding elsewhere. A large contingent visited France, but did not have French gliding conditions; they took English weather



(Left to right): Barny Shaw was sent solo at **Lasham** by Gary Pullen. Barny, his dad and his granddads all attended a one-week course at the club (Allan Arthurs); major improvements to the airfield are under way at **Lasham**; Steve Jarvis in **Nene Valley's** T-21 (Edwin Jenkins);



with them. A small group took the K-21 to Edensoaring and enjoyed the site. Peter Midwood managed to get his first Bronze leg flying the Eden ridge. Thanks to them for their hospitality, which LGC hopes to return during the winter. A group supported the Capstan at the annual two-seater competition at Pocklington, where it won its class. We are now hoping for good wave flying to make up for the poor summer weather.

**John Martindale**

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

IN September we welcomed our new General Manager, Richard Myers, who brings a wealth of experience. Significant improvements involve removing WW2 dispersal pans and recycling the concrete as a base for the trailer parking areas being treated to a coat of tarmac. Members will then enjoy an increased area for landing and suffer fewer wet feet rigging. Many good flights have been made and we congratulate Rosie Ibbotson on her first solo, Pete Rose for his solo after a long absence, Graham Bell for Diamond height at Aboyne, and Steve Jones and Kim Tipple for 5th and 9th in the flapped Europeans.

**Andy Jessett**

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

CONGRATULATIONS to Nick Wilson (solo) and Mike Marshall (re-solo). Several pilots are cleared for the K-23 fleet. The expedition to Talgarth was a great success – five days of wave and two Golds, plus a Silver leg for Mike Marshall. Geoff and Geraldine Billington have hung up their aprons after 20 years of catering for us. Their cooking will be sorely missed. There is a series of events lined up, including a talk about the forthcoming Mars mission, a presentation from Duxford, and the (in)famous Guy Fawkes celebrations. We are booking for the 2012 Dunstable Regionals in August.

**Andrew Sampson**

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

FINALLY, after six months of hard work, we have our ASW 15 in the air and ready for members to fly. It couldn't have been ready at a better time as, at the time of writing, our Freshers' Bazaar is days away. On behalf of the whole club, I'd

like to thank our former chair Sam Roddie and our current chair Patrick Leedham, as getting the 15 flying has caused them many headaches. Our next challenge: LSUGC is running the Inter-university gliding competition 2012 at Pocklington. I can assure you that it will be a competition of Olympic proportions.

**Oliver Giles**

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

THERE was a very good turn out for Wood Week and we welcomed 25 pilots and at least eight types of glider. Over half the launches were bungee and 11 pilots flew their first flight on type. For task week, we had six flyable days. Eventual winners were Dominic Haughton (1st), Rob Hanks (2nd) and Julian Fack (3rd). Having won this year's local Rock Polishers competition, our hopes of winning the Inter-club League Final were thwarted by weather. In August a group of ATC cadets joined us for a week. Congratulations to John Shaw, who was sent solo during that week.

**Steven Gunn-Russell**

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

SINCE our last club news entry NVGC has hosted another fantastic task week. There was some great flying taking place and more great achievements notched up by members and visitors alike. Many thanks indeed for all the hard work undertaken by members to make it such a successful week. I'm also happy to report we are experiencing another influx of *ab-initios* to the club. A very warm welcome to the NVGC family to Rebecca Smith, Joe Creswick, Paul James and Tom Orme.

**Kerry Mertz**

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

A WINDY summer season saw success for club members Tom Smith (first at the Juniors at Aston Down), then an impressive performance in the Junior Worlds in Musbach; and Robbo Roberts (first in the sport class at the Inter-services at Wittering), with Chris Lawrence at 5th place. Congratulations also to James Loveland (solo). A good team performance in the Anglia Cup, held over the bank holiday weekend paid off with us narrowly beating the local competition, despite the weather.

In September over 250 runners from the area took part in the third 'runway run' to raise money for the East Anglian Air Ambulance.

**Caroline Billings**

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

THE beginning of October brought a plethora of voucher holders out – about 16 flew over a weekend. It was a good end of season top-up for club coffers and our CFI appreciated the help from Mark Lench, a visiting instructor from York GC. Congratulations Rob Rowntree on going solo. On a sadder note, in May our previous secretary stood down unexpectedly; Paul Cassidy died in September aged 53, after keeping the terminal nature of his illness from friends and family. A good turnout by the club at his funeral was appreciated by his family.

**Brian Williams**

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

AS the successful 'Flying Two Weeks' fade into memory we bid sad farewells to Jeanfre Fachon, who has moved to Germany after completing his Silver. We hope to see him back at OGC. We congratulate Phil Pratley and Liisi Laks on their Bronze and Hank Sloka on re-soloing after allowing work to distract him for 20 years. The club's policy of continuous improvement has seen new workshop lights and the introduction of safety barriers to contain visitors at the launchpoint. We have not been able to verify that these are visible from space, as has been rumoured.

**Paul Morrison**

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

FIRSTLY congratulations to solo pilots, Colin Church and Andy Warren, who are now nicking thermals. Colin is surging ahead, having already got his Silver height and a 2 hr 30 mins flight under his belt. Congratulations also to chairman Murrey Spittal on completing his Silver. The Milfield trip was enjoyed by all 18 club members who attended, though the tail-end of hurricane Katia did spoil things. Already booked up for next year (flying, not the hurricane). Plans for the access road improvements are under way, and our new package deals are finding favour with the public.

**Martyn Edgar**



Rob Rowntree after his first solo flight at **North Wales** (Carl Pierce) First solo at **Rattlesden** for Paul Roberts, pictured with instructor Sarah Lee; Graham Tanner celebrates first solo at **Shalbourne**



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

OUR summer course produced a batch of solos and was well supported; then we ran a successful Navy Development week. NPPL-SLMG training is going very well, and our Grob motorglider is logging an amazing 300 hours per year. Congratulations to Cat Stevens and Jerry Lee (Als); Glyn Jaques and Richard Lovell-Butt (BIs); David Hurst (Bronze, Cross-Country Endorsement); Colin Hardy (Bronze); Russell Winters and Paul Carder (Silver duration); and Mike Wood (most improved RN Pilot at Inter-services). Thanks to Trevor Barnes for the cross-country lectures. Richard Lovell-Butt has taken over as winchmaster – our thanks to Paul Sargent for his sterling work.

**Neil Shaw**

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

CONGRATULATIONS to Darren Hatcher (50km and complete Silver); Paul Roberts (solo) and Andy Collings (Bronze). There was flying on seven of the nine days of our flying week, with 109 flights. Gren Croll took David Salvage for a flight to Wattisham on the first Saturday. Tony Bartlett used Tuesday by going to Tibenham and back. On Thursday, Roger Davis flew Martin Raper to Woodbridge to make sure Martin's wife was at work on her boat. Thanks go to Mark Manning for tugging; and to Andy Page, David Salvage and Dave King for back-seating during the week.

**Helen Page**

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

WE'VE had a successful summer, so well done: Kenneth Sharp, Emma Terriere, Jacel Wroblewski, Lewis Loening, Terry Collinson, Mike Bulmer and Mark Mather (Solo); M Lithgow and Martin Phillimore (Cross-Country Endorsement); David Carns and Kenneth Sharp (first Junior flight); Martin Phillimore (Silver height); David Dodds and Steve Shore (Silver endurance); Mark Lindsay and Paul Woodcock (Gold height); Phil Hayward (Diamond height); Alastair Mutch (Gold Badge, Diamond goal and Diamond Badge); Vic Leitch (BI) and Colin Hamilton (100km Triangle UK record). Well done to Edinburgh University GC on their first place at the Inter-university competition in August.

**Ian Easson**

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

CONGRATULATIONS to Graham Tanner (solo); now go and get a hook on the back of your Defender! James Hunneman completed a 51km cross-country flight in his newly-recovered Pirat, but was scuppered by the 1 per cent rule and a newly-muck-spread field. Sutton Bank has proved popular with several members attending the Slingsby week with gliders in tow (including a Slingsby Owl – that's a Puchacz to the rest of us) and then more recently making the most of the Indian summer. Whilst not ideal for soaring, the unseasonably warm first weekend in October attracted lots of visitors for trial lessons.

**Claire Willson**

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

DICK Skerry is retiring from his course instructor role – thanks to Dick for all his hard work. He and Chris will be much missed. In spite of poor weather we had an enjoyable regionals week, making the most of the few soaring slots. Congratulations to Bob Bromwich on winning the Meagher Trophy. Congratulations also to Alistair Frier (solo). We're having a massive bonfire party in partnership with Shenington village and organising Christmas/New Year events later this year. Having concrete and grass runways, we are seldom stopped by the wet and in a north-westerly you may even experience our (small) ridge.

**Tessa Whiting**

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

THE static glider attracted the crowds at Shoreham's Battle of Britain Air Show, but Guy Westgate's aerobatic performance in the Fox was the talk of the town. Back at Parham, George Linfield-Brown, David Flanagan, Joe Jenkins, Eric Castle, Richard Acason and 16-year-old Olie Bray, soloed. Dave Clews and Damien La Roux won the Meritorious Award during the August course week, with a flight around the London TMA of 460km in the ASH 25. The week ended with a truly splendid BBQ, while Jim Heath and his team sweated over a quick turn around for the K-21 for a public course.

**Peter J Holloway**

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

THE unseasonably calm, hot, dry weather we have had has not been particularly good for long-distance soaring flights. It has been fine for circuit-bashing and therefore ideal for the steady stream of new members we have continued to attract, including Malcolm Page who, at the age of 85+, must be one of the oldest people to start flying with us. One gang of *ab-initios* so enjoyed our winch week that they persuaded our CFI Rod Weaver to instruct them for another intensive mid-week session. Their initiative was rewarded by Ashlee Lambie going solo and the other student pilots making substantial progress.

**Stuart Edinborough**

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

CONGRATULATIONS to John Reynolds (two Bronze legs and his Cross-Country Endorsement). Our flying siblings Louise and Charles Wildblood have both added Bronze legs and converted to the Astir. Training more instructors has created an increased trial flight income as we are more accommodating to walk-in visitors. You may remember the late Sir Peter Scott as a bird expert and an excellent glider pilot. His Oly 419 "Wild Goose" was restored by member John Abbott and is kept at our club. It was dusted off last month and given a new bill of health by Peter Lowe, who took it soaring again.

**Neil Frost**

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

WHAT a productive summer. Steve Codd entered both the Bicester regionals and the Club Class nationals coming 6th and 16th. Other members made the most of crewing. Congratulations to Tom Arscott (Silver height, Silver duration; 100km diploma), Mark Kidd (Silver height). Congratulations also to new Als Paul Hayward and Larry Lawes, and to Matt Hanson, Andrew Woolley and David Harrison (solo). Finally, congratulations to Tom Merrels (CPL). The club has a difficult summer ahead with the Airspace Restriction accompanying the Olympics. We are working through a plan, with a lot of help from the BGA, that will hopefully enable us to fly.

**Marc Corrance**

(Left to right): Sir Peter Scott's restored Oly 419, being flown by Peter Lowe at **Staffordshire**; What do glider pilots do when they're not flying? **Ulster's** Alan McKillen having fun on a skateboard!; **Upward Bound's** Dave Bramwell preparing to bungee launch the Kite 1 at the Long Mynd (Chris Scutt)



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

WE would like to thank our retiring CFI and DCFI, Chas Cowley and Johnathan Walker; both have worked hard for the club over the past three years. We welcome our new CFI, Chris Curtis, and his deputy Rob Barsby. Congratulations to Ben Collins, who has completed his Silver within six months of his solo (having twice flown with a malfunctioning logger – third time lucky). Congratulations also to members Rolf Tietema and Tricia on their recent wedding. Task week was sadly afflicted by poor weather, but was won by Ken Payne.

**Tricia Tietema**

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

MEMBERS have taken part in several national competitions and have recorded some notable cross-country flights during the year. We have made additions to our lists of instructors and tug pilots. Perhaps most importantly, membership is up and we have seen a significant increase in visitor flying. We have made expeditions to wave and ridge sites this autumn and are maximising flying activities at Kirton during the winter season. Christmas Dinner is set for 9 December in our now re-furnished clubhouse.

**Geoff Davey**

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

THE Ulster Gliding Centre played host to many visiting aircraft in the Northern Ireland Airshow on 3-4 September. We look forward to next year's event. Thank you to everyone who helped out over that weekend. Congratulations to Owen Anderson, Finbarr Cochrane, Gary McLaughlin and Olive and John Houlihan for successfully obtaining their Assistant Instructor rating. Many thanks to the BGA examiners who took the course and who also discovered a WW2 bomb on the beach! Well done to Daniel Whitticase (who is also a commercial airline pilot) for going solo.

**Jo Myles**

**UPWARD BOUND TRUST (HADDENHAM)**  
**WWW.UBT.ORG.UK**  
**514635N 0005630W**

AN expedition to the Long Mynd's Wood Week was enjoyed by several members in

August. With strong westerlies we were able to bungee launch the Capstan, Kite 1, K-6e and K-6cr. Dave Bramwell and Steve Bonser have spent many hours getting our new cable retrieve vehicle up and running. This entered service in September and even has the luxury of a heater for those cold winter days! Thanks to Sue Bryant and Gary Newbrook for organising courses for several groups and individuals this year. This has been a good source of income for the club.

**Chris Scutt**

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

WE are reflecting on a productive end to summer, with corporate groups and Venture Scouts thoroughly enjoying themselves. Our September open day was successful, considering the weather, and our other activities, including our Flying Pig Festival, have boosted our finances. Much of this is due to the hard work of our dedicated core membership. We are re-introducing our winter second launch discount; five pounds off and no airtime charges. We are also offering a five pound reduction for pre-solo pilots. These discounts, not to be taken together, are also available to reciprocal members, so come on down.

**Jay Myrdal**

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

THE Flying Week in August was great. Andy Burton did his five hours in a K-8. Mark Tolson brought his Dimona up and Phil Abbott and Dave Arbaster now have their Cross-Country Endorsements. In September we enjoyed a display from Rutland Water with the Patrouille de France (we think), filling the airspace to the north and east of us for around 30 minutes. As for the future; we have mini-expeditions to Milfield and Feshiebridge planned. There is also a lot of interest in taking our Grob twin to the Pocklington competition next year. A Silene is about to join our private fleet.

**John Strzeb**

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

THE Club Class Nationals were completed and congratulations go to Gee Dale on his success. The 26th Two-Seater Competition went very

well for Dave Binney and his staff. There were 32 teams competing, five flying days and more than 29,500km flown. Competitors and members also raised over £5,800 in nine days for Marie Curie Cancer Care, with a variety of events. Congratulations go to Mike Weston, John Norman and Pete Redshaw, who won the Hotships, Midships, and Wood categories with their co-pilots and to Mike Weston and team, who won overall. The expedition to Edensoaring is under way with hopes to experience the Helm Wind.

**Avelyn Dell**

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

OUR birthday party, held to celebrate the 50th anniversary of the club, was a great success thanks to the professional standards of catering by club members. The fixed-price-to-solo scheme is going well, using motorgliders within the programme. A willing team has refurbished the old launchpoint bus acquired from Dishforth, which is now fitted out with comfortable chairs. It has been another successful season for our weekly evening winning group, with concentrated training under the guidance of Chris Sturdy paying great dividends in experience and safety, culminating with a first winch solo by Mark Wem on the final day of the summer course.

**Chris Brayne**

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

WE have had some outstanding flights, in particular, Andy Hatfield's full Silver – just to make sure, he did the first part of his 100km diploma all in one flight. Well done, Andy. Pete Thelwall claimed 4th in the Club Class Nationals. Howard Marshall has earned his Cross-Country Endorsement. Paul Rowden won our well-supported task week. John Marsh has been re-calibrated and now has a Full Cat Rating. Congratulations all. Stratford and Nympsfield made their visits, enjoying ridge, thermal and wave – sometimes in the same flight! Put Sutton Bank in your visiting list, you won't be disappointed!

**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**



## > CLUB FOCUS

### TRENT VALLEY

#### AT A GLANCE

##### Membership:

Full: £250pa  
Under-21s and students:  
£90pa

##### Launch type:

Winch: £7.50  
Aerotow: £31.00 (2,000ft)

##### Club fleet:

Grob 102 Acro, Puchacz,  
K-13, 2 x Astirs, Motor  
Falke, Pawnee Tug

##### Private gliders:

18

##### Instructors/Members:

17/70

##### Types of lift:

Thermal, occasional wave.

##### Operates:

Every Wednesday,  
Saturday, Sunday and  
all Bank Holidays except  
Christmas Day. Plus early  
and late summer flying  
weeks.

##### Contact:

Tel: 01652 648777  
[www.tvgc.org.co.uk](http://www.tvgc.org.co.uk)

##### Long and Lat:

532745N 0003436W

Radio: 130.1

**T**RENT Valley Gliding Club began life in 1966 at the former RAF Sturgate, near Gainsborough. We relocated to RAF Kirton in Lindsey in

1972, where the club has been based since. A World War II Fighter Station, Kirton has been home to both the RAF and the Army in recent years and is still an MoD property. TVGC lease the runways and a large area on which we have glider, motorglider and tug hangars, clubhouse, workshop and trailer parking.

Many of our members are drawn from the Lincoln-Grimsby-Scunthorpe triangle, although we do have some who travel from much further afield. We are fortunate in having a strong team of Instructors and offer a variety of glider pilot training programmes, including a popular fixed price to solo scheme at just £995.

Launches are provided by our superb Skylaunch Winch or aerotow by our Pawnee. The club also operates a Motor Falke, used mainly for training purposes. Although fairly rare, we do occasionally experience wave off the Pennines in the right conditions; we can also

occasionally soar on a sea breeze front from the East Coast.

The club is blessed with two huge grass runways (31/13 and 20/02) and we are relatively free from airspace restrictions. RAF Scampton (home of the Red Arrows) ATZ lies approx 5nm to our south; Airway Y70 for Doncaster-Sheffield Robin Hood Airport passes overhead at FL85; and we often have parachute activities just a couple of nm to our east (Hibaldstow). Nonetheless we have excellent access to cross-country routes and some superb local soaring over Lincolnshire.

The club offers a warm welcome to visitors, whether flying or not. Bookings not necessary, just call in!

**Geoff Davey**



Aerial view of Trent Valley GC



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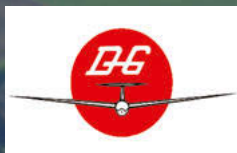
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A Capstan was one of the visitors to Sutton Bank (Phil Lazenby)



Brian and Chris Griffin in Sky during the Slingsby Week Rally (Phil Lazenby)

# SLINGSBY WEEK

## **SLINGSBY WEEK RALLY, SUTTON BANK** **28 August - 3 September, 2011**

WITH 25 pilots and 22 gliders, the Yorkshire Gliding Club yet again welcomed VGC members and a large variety of old gliders to this year's Slingsby Week Rally. Gliders included the following Slingsby types: five Skylarks, a Capstan, two Darts and a Sky. The event was

opened by YGC President, 95-year-old Moyra Johnson, who wished the participants a safe and enjoyable week and reminded all of the debt owed to the late Chris Wills and the need to continue his work to ensure that our gliding heritage survives for many years to come.

The holiday weekend brought the west winds we were hoping for, but unfortunately

they were strong and gusty and only a few rally pilots took to the air. Things improved as the week went on and everyone was able to enjoy superb views whilst soaring Sutton Bank in thermal lift, light winds and occasional forays on the south and southwest ridges.

Flights of an hour or more were the order of the day. Bottles of local ale were presented for the best height gain and longest flights each day. Angela Veitch in her lovely Sky (Gertie) was a regular contender for the longest flight, with Bill Cook, Graham Winch and Ian Bannister amongst other prize-winners.

The only cross-country flight achieved was by the organiser, Phil Lazenby, with an out-and-return to the Slingsby works at Kirkbymoorside in the club K-8. However, he failed to persuade Slingsby pilots to follow to the birthplace of their gliders.

Most evenings were a combination of excellent food and great company, with all profits going to the Yorkshire Air Ambulance charity.

Moyra had the last word at the end of the event, urging all present to fight for the preservation of our precious old gliders and insisting that everyone returned in 2012, not only for Slingsby Week, but also for the VGC National Rally on 2-10 June.

**Phil Lazenby**

■ If you own a glass ship with under 17m wingspan, manufactured before 31 December, 1985, you will be eligible to compete in the 2012 Wenlock Olympian Gliding event. For more details contact the Midland Gliding Club on 01588 650206, or visit [www.wenlockolympiangliding.co.uk](http://www.wenlockolympiangliding.co.uk)



## Vintage OLC

IT IS an open secret that many pilots fighting for valuable points in the On Line Contest (OLC) often fly vintage gliders. Now vintage glider flights can be ranked in a worldwide vintage scoring system. Modelled on established OLC rules, flights with gliders made of wood and steel, as well as early-generation composite types, are now ranked. The OLC is keen to offer this special scoring to all vintage gliding enthusiasts and clubs, who may not be

equipped with state-of-the-art aircraft. You can find the ranking by going to 'Gliding' at [www.onlinecontest.org](http://www.onlinecontest.org). Scrolling further down leads you to the Vintage Glider Club logo and the scoring. The winners of this unofficial vintage class will be announced for the first time in the autumn of 2012 at the annual OLC Symposium. So go ahead, fly vintage.  
[www.onlinecontest.org/olc-2.0/gliding/index.html?c=C0&sc=&st=olc&rt=olc](http://www.onlinecontest.org/olc-2.0/gliding/index.html?c=C0&sc=&st=olc&rt=olc)

# BGA accident/incident summaries

AIRCRAFT		Damage	Date, time	Place	PILOT		P1 hours
Ref	Type				Age	Injury	
73	Puchacz	minor	16/06/11, 16:15	Buckminster GC	66	none	174
Minor damage to underside airbrake after the glider landed in a crop field. The pilot opened the airbrakes after turning final, recognised that the approach was undershooting but did not fully close the airbrakes.							
75	ASW28	minor	16/06/11, 15:10	Germany	54	none	not reported
Late field selection resulted in a crop field landing, damaging the underside of the wings and fuselage. The visiting pilot could not find the airfield.							
77	T-21	minor	26/06/11, 18:00	Midland GC	50s/50s	minor/none	not reported
Broken noseskid after a stalled and bounced landing. The P1 was taken to hospital with back pain.							
78	LS7	substantial	26/06/11, 14:05	Cambridge GC	62	none	490
Wing skin and possibly spar and main pin bush damage caused by landing in a crop field. The pilot thought it was a wheat field - it turned out to be oilseed rape.							
79	ASW19	substantial	15/06/11, 14:30	Norfolk GC	72	none	385
Nosecone split forward of nosewheel after landing on rough grass. The damage was not noticed until later inspection several days after the event.							
80	Capstan	minor	26/06/11, 15:40	Lasham GS	59/--	none/none	353
Landing in a crop field after the pilot released from the aerotow at low level. The airbrakes were open, the tug pilot was trying to return towards the airfield before signalling.							
81	DG-1000	substantial	29/06/11, 16:25	Chilterns GC	53/35	none/none	2000
Nose and wings substantially damaged after glider collided with hangar during flight.							
82	Libelle	substantial	29/06/11, 12:55	Essex & Suffolk GC	65	none	409
Glider groundlooped during a field landing. The fuselage cracked in half behind the wing.							
83	ASW24	substantial	30/06/11, 19:00	Windrushers GC	55	none	395
Hard landing caused by structural failure of the horizontal stabilizer during round-out. A mid-air contact with another glider during the competition is suspected to have initiated the damage.							
84	Cirrus	substantial	3/07/11, 14:30	Wolds GC	50	none	140
Fuselage and wings damaged after landing (with the airbrakes out) in a crop field and hitting the hedge just short of the runway. The pilot had roll control difficulty during the aerotow and was being towed back to the runway (with airbrakes out), but released before crossing the airfield perimeter.							
86	Discus	substantial	30/06/11, -	Windrushers GC	49	minor	1564
Undercarriage frame, control rods and bellcranks and wing mounting pins damaged after a competition field landing in an oilseed rape field. The pilot rounded a turnpoint at 1,000ft agl before selecting a landing field							
87	DG-800	substantial	3/07/11, 14:15	Shropshire Soaring	47	none	23
Extensive damage to the airframe after a wheel up, undershot landing went through the perimeter hedge and slid onto the runway. Unable to stow or restart the engine after a self launch and with the runway occupied, the pilot was attempting to land on a disused undershoot part of the runway.							
88	Vega	unknown	3/07/11, -	Midland GC	30	none	272
Groundloop at the end of a field landing. Despite a careful inspection of the field, the pilot landed on a downslope.							
89	Vega	minor	27/06/11, 13:35	Lasham GS	21	none	not reported
Main wing pin bent by a heavy landing.							

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# BGA accident/incident summaries *continued*

## AIRCRAFT

Ref	Type	Damage	Date, time	Place	PILOT Age	Injury	P1 hours
90	LS7	minor	3/07/11, 16:00	Windrushers GC	49	none	3100
Wheel up landing on the grass beside the runway at a power airfield. It took several radio calls to clarify where ATC wanted the pilot to land and he omitted to lower the undercarriage.							
91	LS6	substantial	4/07/11, 14:15	Yorkshire GC	61	serious	2300
Glider's nosecone crumpled and pilot's leg broken after a competition field landing overran into a substantial hedge. Sea breeze meant that the final approach and landing were flown downwind.							
94	Zugvogel	minor	5/06/11, --	Dartmoor GC	54	none	10
Launch failure during winch launch initial climb ended with a heavy landing. The pilot expected (and waited for) the launch to recover rather than immediately lowering the nose and rejecting the launch.							
95	Cirrus	minor	28/06/11, 15:05	Staffordshire GC	33	none	59
Heavy landing led to the undercarriage collapsing and a door coming off. The pilot was practising short field landings and omitted to take into account the wind gradient when choosing an approach speed.							
96	Jantar	substantial	11/07/11, 14:00	Windrushers GC	51	none	1200
Tailplane and wings damaged after the glider groundlooped during a crop field landing. The pilot made a late decision to abandon his final glide and chose to land in the crop field.							

## Incidents

74	K-21	-	16/06/11, 17:30	-	-	-	-
Lap strap came unfastened as the pilot rolled inverted. The buckle was found to be faulty and was replaced.							
76	Junior	substantial	19/05/11,	-	-	-	-
Large crack discovered in port wing top surface during inspection. Suspected to be unreported hangar damage.							
85	K-21	-	26/06/11,	-	-	-	-
Aerotow rope ring became jammed in aerotow hook recess just forward of the release. The pilots were unable to release from the aerotow.							
92	K-18	minor	11/06/11, 17:00	-	-	-	-
Elevator damaged by impact with car during tow out. The design of the towing arm allowed the glider to weathercock around the towing arm mounting point.							
93	Grob 103	substantial	6/07/11, 9:30	-	-	-	-
Canopy restraint stop failed during the DI, allowing the canopy to fall to the ground. The hinges broke and the perspex scratched.							
97	DG-500	minor	18/05/11	-	-	-	-
Small hole found in rudder during DI. The rudder stop was found to be missing, allowing the elevator to touch the rudder.							

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# The BGA Team and General Information



## Executive Committee

### Chairman

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

### 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

## HQ

Tel: 0116 289 2956 Fax: 0116 289 5025

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

### Chief Executive

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

### Office Manager

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

### Accounts

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

### Administration

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

### Communications Officer

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

### FAI Badges Officer

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

### Chief Technical Officer

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

### Airworthiness Quality Manager

Peter Johnson

### Magazine Editor

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

## Performance & Development

### Competitions & Awards

Russell Cheetham

### Team GB Manager

Phil Sturley

### Development

Diana King

### Development Officers

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

### National Coach

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

### Marketing

Keith Auchterlonie

## Operations

### Safety

Peter Claiden

### Future Licensing

Chris Gibson

### Airspace

John Williams

### Instructing

Don Irving

### SLMG

Andy Miller

### Technical

Howard Torode

### Flying Operations

Ted Norman

## CAA SLMG Instructors and Examiners

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

## Regional Gliding Examiners

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

## Regional Safety Officers

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

## Airworthiness Inspectors

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

## Airworthiness Guidance

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

## Accident Investigation

### Chief Accident Investigator

Chris Heames

## Other Information

### Courses

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

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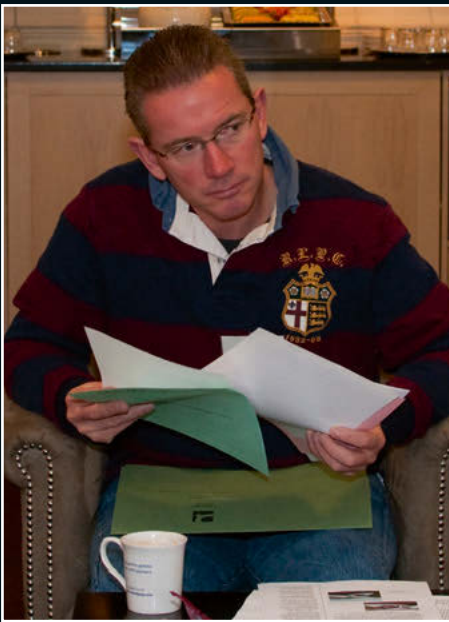
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Networking is an important part of the day for delegates attending the Club Management Conference and Treasurers' Forum at Kenilworth on 19 November, 2011

Conference photography by  
Ron Smith Photography





# MITIGA

Every tough time has its opportunities. Turning these to our advantage was a focal point of the Club Management Conference and Treasurers' Forum on 19 November. Alison Randle reports on the day

IT'S Saturday morning, 19 November, and Patrick Naegeli is welcoming delegates to the BGA's annual Club Management Conference for the last time as BGA Chairman. The fact that times are not easy for gliding is not news, but overall the message that we repeatedly heard from clubs was that they are determined to find ways through it. The economic situation is challenging and clubs are challenged, but discussions centred on how we can help ourselves in this challenging environment. There is strength to be had in numbers and much to be gained from partnership working, both between individual clubs and between clubs and the BGA.

There are numerous calls on a club chairman's time – many items clamouring for attention appear critical and demand immediate attention. This leaves little time for careful consideration of the quieter, but important, issues. The overall aim of the day was to give club managers the opportunity to gather ideas for adding to their own strategies for managing the wide variety of problems and opportunities that present themselves every week. Patrick was keen to stress that every tough time has its opportunities and that it is important for the sport to ensure it is well placed to turn these to advantage.

## BGA sessions

Pete Stratten brought news: reporting on recent BGA work; work that clubs can engage with for their own benefit; and future work, especially where the BGA will be seeking club input in the coming months. The topics covered were BGA strategy; EASA licensing; site valuation; windfarms; Clubmark; funding 'Inspired Facilities'; BGA systems; developing future cross-country pilots; and Airspace. This last topic included a plea for more people to get involved to widen the Airspace team's network. Your assistance will be gladly accepted (contact [pete@gliding.co.uk](mailto:pete@gliding.co.uk)). All pilots can help simply by posting flights on the ladder – it demonstrates exactly where and how high we fly.

Patrick (with Peter Harvey) stepped up to explain two current BGA projects that have been undertaken as the BGA examines its own risk profile: modernising the BGA Articles and reviewing the suite of insurance policies the BGA holds. There are two areas of work that have come out of this that may be of benefit to clubs – the Development team is developing a generic set of Articles for clubs' use and the BGA is about to carry out a club insurance survey. The BGA is consulting

# ATINCRISK

## CLUB MANAGEMENT CONFERENCE AND TREASURERS' FORUM 2011

clubs on the new Articles so that they may be adopted at the AGM in March. On the subject of appealing for volunteers, Patrick pointed out that in early March more will be required for the BGA Executive and, more specifically, we'll be needing a new BGA Chairman.

### **Safety**

2011 was the safest year for winch launching since at least 1974. There were no personal injuries. The safe winch launch initiative has led to a dramatic reduction in stall/spin accidents on the wire or after a launch failure. This reduction is unique in general aviation. Club chairmen and managers were encouraged to congratulate club members (that's you!) on progress to date, but there is a need to continue the work if this new pattern is to continue and extend to other areas.

The creation of a safety culture requires whole club management and the involvement of the entire club. The winch launch initiative demonstrates that we can make a difference when we all work together.

### **Proactive work from clubs**

Pete Whitehead, the first club chairman of Edensoaring, shared his unique analysis of human relations and how he utilised this knowledge when communicating with the local community and securing planning permission for the new site at Skelling. Between the tears of laughter we learned that there are simple rules – make friends with people and then employ either logic or emotion to get your point of view understood.

Robert Tait, chairman of Highland GC, demonstrated the contempt with which adversity is generally greeted and swiftly dispatched at Easterton. You may recall that two years ago snow flattened the hangar containing much of their club fleet. This unique opportunity has been grasped. The club fleet has been rationalised. HGC has a new, bigger hangar containing the much needed workshop and light aircraft belonging to the new power flying members of the club. Robert says adversity breeds a special kind of energy amongst club members.

The afternoon session opened with a discussion workshop on analysing risk and

identifying methods of mitigating it. We know clubs are doing good work, but a constant challenge for the Development Committee is encouraging clubs to share their knowledge. This workshop was an opportunity for clubs to share some very useful information.

### **Junior strategy**

In previous years, the BGA has focused on areas that have required a lot of support and effort to establish. This year university gliding enjoyed the limelight. It formed the foundation of many of our oldest gliding clubs and continues to bring many benefits to the sport. The well considered and balanced presentation from Colin Field, an undergrad student and instructor from Bath Uni GC, together with Patrick Leedham and Chris Phillips from Loughborough Uni GC, was well received. It was clear that to keep young people gliding, clubs need to keep young people busy – a strategy that could apply to other age groups. Indeed, methods of retaining existing club members was discussed often throughout the day.

### **Treasurers' Forum**

The Treasurers' Forum was run by BGA Treasurer, Leslie Kaye. With economic prospects looking increasingly bleak for longer than was originally expected, the Forum discussed what clubs could do to mitigate at least some of the effects. It is more important than ever that clubs review their income and expenditure, but what about the ways that groups of clubs could work together? There is potential with sharing of surplus club fleet, equipment and spares; joint promotional work and economies of scale to be had in purchasing of equipment. The importance of retaining existing club members and encouraging them to fly more was also discussed as an alternative to putting an ever increasing amount of effort into trial lessons.

A lively "Question Time" panel session rounded off the day, with Patrick Naegeli, Les Kaye, Pete Stratten and Diana King fielding questions from the floor.

**THERE IS STRENGTH TO BE HAD IN NUMBERS AND MUCH TO BE GAINED FROM PARTNERSHIP WORKING**



Club managers took the opportunity to gather ideas to add to their own strategies for managing problems and opportunities (Photos by Ron Smith Photography)

### **A BIG THANK YOU**

- Robert John for chairing the day
- Les Kaye for running the Treasurers' Forum
- Pete Harvey, Peter Claiden and Paul Jessop for facilitating the workshop discussions
- All the presenters
- Conference assistants Patrick Leedham and Chris Phillips of Loughborough University GC
- BGA office staff – Debbie Carr, Lizzie Pike and Jenny Hartwell
- Development Team – Diana King, Roger Coote, Alison Randle

## BGA BADGES

No.	Pilot	Club (place of flight)	Date
<b>FAI DIAMOND BADGE</b>			
7241	Michael Collett	Booker	01/07/2011
7243	Peter Kynsey	Lasham	14/07/2011
<b>DIAMOND BADGE</b>			
769	Alastair Mutch	SGU	21/09/2011
<b>DIAMOND DISTANCE</b>			
1-1168	Eugene Lambert	Cotswold	15/08/2011
1-1169	Alastair Mutch	SGU	29/08/2011
<b>DIAMOND GOAL</b>			
2-2431	John Guy	SGU (Hus Bos)	11/08/2011
2-2432	Michael Larkin	Gliding Centre	09/08/2011
2-2433	Steven Godleman	Kent (Cambridge)	15/08/2011
2-2434	Alastair Mutch	SGU (Hus Bos)	15/08/2011
2-2435	Tony Cronshaw	Cambridge	09/08/2011
2-2436	John Burrow	Devon & Somerset	24/05/2011
2-2437	John Tilford	Buckminster	24/08/2011
<b>GOLD BADGE</b>			
Alastair Mutch		SGU	15/08/2011
John Burrow		Devon & Somerset	24/05/2011
<b>GOLD DISTANCE</b>			
Michael Larkin		Gliding Centre	09/08/2011
Steven Godleman		Kent (Cambridge)	15/08/2011
Alastair Mutch		SGU (Hus Bos)	15/08/2011
John Burrow		Devon & Somerset (North Hill)	24/05/2011
John Tilford		Buckminster	24/08/2011
<b>GOLD HEIGHT</b>			
Martin Talbot		Bristol & Glos (Llewni Park)	09/09/2011
Paul Woodcock		Norfolk (Portmoak)	14/09/2011
<b>SILVER BADGE</b>			
Paul Weddick		Lasham	09/08/2011
Sean Reynolds		Kestrel (RAF GSA)	09/08/2011
Paul Carder		Portsmouth Naval	09/08/2011
Andrew Hatfield		Yorkshire	05/08/2011
Kevin Hatcher		Rattlesden	15/08/2011
Thomas Arscott		Surrey Hills	22/08/2011
Glyn Whittingham		Bowland Forest	02/08/2011
John Sheehan		Gliding Centre	19/08/2011
Graham Morfey		Booker	22/08/2011
Dr Spittal		Peterborough & Spalding	22/08/2011
Stefan Szuszkiewicz		RAFGSA Chiltern	19/08/2011
John Knowles		Bowland Forest	03/08/2011
Benjamin Harker		Norfolk	15/08/2011
Andrew Tebay		Lakes	24/07/2011
Roger Green		Cotswold	15/08/2011
Ryan Tunstall		Imperial College	14/08/2011
Benjamin Collins		Gliding Centre	19/08/2011
Simon McCracken		Booker	15/09/2011
Tony Gardner		Lasham	15/09/2011
Phil Westerby-Jones		Yorkshire	19/08/2011
Dennis Pasco		Cambridge	15/08/2011
Rebecca Bryan		Cambridge	15/09/2011
<b>100K DIPLOMA PART 1</b>			
Thomas Arscott		Surrey Hills (Gransden Lodge)	22/08/2011
John Sheehan		Gliding Centre	19/08/2011
John Otty		Booker	01/09/2011
Simon Barnes		Ridgewell	03/07/2011

### Sir Julian Oswald (1933-2011)



ADMIRAL of the Fleet Sir Julian Oswald, who died on July 19 aged 77, was the inspirational First Sea Lord during the 1991 Gulf War and was responsible for the controversial decision that members of the Women's Royal Naval Service should serve in sea-going ships.

His term as First Sea Lord stretched from May 1989 to March 1993, when there were demands for a peace dividend following the end of the Cold War. This led to a major review of defence policy by the Conservative government, called Options for Change, which fundamentally reassessed front line commitments and the size and shape of British Armed Forces in the wake of the collapse of the Soviet Union.

While Sir Julian was forced to deal with near-intractable issues (ranging from nuclear weapons to the future of the naval dockyards) he never let irritation cloud his judgement; his powerful intellect made him a formidable protagonist in any debate.

John Julian Robertson Oswald was born on 11 August, 1933, at Newmore, Invergordon, Ross-shire, the son of Captain George Hamilton Oswald. He was educated at Beaudesert Park School, Minchinhampton and joined as a cadet at the Royal Naval College, Dartmouth, in May 1947. He became Commander in Chief Fleet, and Nato C-in-C, Channel and Eastern Atlantic, in 1987.

In retirement, Sir Julian led a full life, giving his time generously to a wide range of Service charities, in addition to taking paid employment in the defence industry.

He was the first admiral to become chairman of a FTSE 100 company, SEMA Group, and was chairman or director of a number of other companies. Modest and softly spoken and driven by a deep religious conviction, Sir Julian was invariably courteous and charming to all, regardless of rank, though he could be dogged and hard-edged when required. He was also a delightfully un pompous senior officer, who treated each person as an individual of worth.

What fewer people knew was that his main recreation was gliding. Sir Julian qualified as an instructor and flew whenever he could with Portsmouth Naval Gliding Club.

He reckoned to have taught more than 1,500 young men and women to fly. He held a Diamond height badge for having reached 22,500ft in a flight of 3 1/2 hours and on the airfield he undertook, anonymously, every task - including once cleaning out the cockpit after a young WRNS trainee had been airsick.

Yet anonymity could not always be guaranteed and many a young rating, when realising who was retrieving them on a tractor, would be startled. He would simply say: "I'm Julian. Here we are equals."

Knighted in 1989, Sir Julian married Veronica (Roni) Thompson in 1958. She survives him with their two sons and three daughters.

Sir Julian used to attend Portsmouth Naval presentation evenings whenever possible. We have lost a true friend, and a genuinely unique pilot and leader.

**Neil Shaw, Portsmouth Naval Gliding Club**



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**Stefan Udo Ruff (1925-2011)**

STEFAN came to fly with us, quite late in his life, after a spell at Rufforth. I knew him from the 1970s when we worked at the same company in Selby; he always had the same infectious laugh and maintained his very distinctive Austrian accent throughout his life.

Stefan stopped flying at 80. The last time we flew together was in the club's Janus. Stefan wanted to experience flying with a flapped machine; his flying was precise, and he had no problems dealing with the "extra lever". I don't recall if I wrote anything in his log book, but it would have been complimentary I am quite sure.

Stefan was born in Vienna in 1925, but because of the Nazi pre-war persecution of the Jews, culminating with what became know as "Kristalnacht," he along with many others were rescued by the British Government and shipped over here as "Kindertransport". Only children under 17 were brought here, but without their parents. On 12 December 1938, aged just 13, Stefan arrived alone in England.

Remarkably, his parents escaped the holocaust and somehow ended up in Shanghai until the Japanese invasion of that city, when they had to escape again, this time to Australia.

It was nine long years before his parents were reunited with Stefan, when they eventually settled in Glasgow.

As a teenager and living with foster parents, Stefan studied in Kirkcudbright and then Glasgow University, where he achieved a First Class honours degree in

Chemical Engineering; and in 1953 was employed as Chief Chemist at Sturge Chemicals in Selby until his retirement in 1990.

Stefan and his first wife Joyce lived in Wheldrake, a village between York and Selby. They had three children and eight grandchildren, in whom he took a great deal of interest during their childhood.

Throughout his life, Stefan gave much back to the communities where he lived; he served faithfully on several local committees, and held Governorships of schools and foundations until not long before his death.

Stefan had interests in opera and the theatre. He educated his second wife, Elizabeth, in opera, while she reciprocated with rock music. Often at Burn, he and I would talk about Maria Callas and, in particular, her appearance in *Tosca*, which was one of his favourites.

To all who knew him from wherever, he will be remembered as active and energetic. My neighbours, Hugh and Linda Reed, who were friends of his told me that at a visit not long before he died, Stefan had told them, "I have had a good life, and now I am going to have a good death." A fitting tribute to a remarkable man, who experienced so much of what was bad in this world, but contributed so much towards what is good about it.

As was his wish, Stefan was buried with his mother in Vienna. Our sincere condolences go to Elizabeth and to his family. My thanks to Elizabeth for much of the information here.

**Tony Flannery, Burn Gliding Club**

**BGA BADGES** *cont*

No.	Pilot	Club (place of flight)	Date
<b>100K DIPLOMA PART 1</b>			
	Tony Gardner	Lasham	15/09/2011
	Dennis Pasco	Cambridge	15/08/2011
	Rebecca Bryan	Cambridge	15/09/2011

**CROSS COUNTRY ENDORSEMENT**

	Alan Holden	Shalbourne	21/08/2011
	Nathan Tardif	Essex & Suffolk	18/08/2011
	John Felakowski	York	21/08/2011
	Robert Julian	Southdown	20/08/2011
	Roger Hancock	Stratford On Avon	26/08/2011
	David Jones	Derby & Lincs	28/08/2011
	Stephen Gaze	Shalbourne	27/08/2011
	Stephen Chapman	Channel	27/08/2011
	Beth Redpath	Norfolk	17/08/2011
	Sara Ashdown	Southdown	29/08/2011
	Jonathan Mion	Portsmouth	27/08/2011
	Simon Beer	Kent	03/09/2011
	Mr Donnelly	Southdown	03/09/2011
	Paul Mucha	Shenington	04/09/2011
	Nigel Hooper	Needwood Forest	22/08/2011
	Jason Buglass	Shropshire	03/09/2011
	Charles Fisher	Buckminster	04/09/2011
	Howard Marshall	Yorkshire	03/09/2011
	Frank Pilkington	Buckminster	02/09/2011
	Christopher Kynman	Wolds	03/09/2011
	Michael Unsworth	Bowland Forest	20/08/2011
	Thomas Foulcher	Lasham	14/09/2011
	John Brown	Borders	10/09/2011
	Benjamin Dews	Bannerdown	31/05/2011
	Patrick Wallace	Oxford	24/09/2011
	Phil Westerby-Jones	Yorkshire	12/08/2011
	Ian Stork	Cambridge	09/09/2011
	David Reedie	Derby & Lincs	21/09/2011
	Colin Boyd	Dartmoor	17/09/2011
	Simon Hawkin	York	17/08/2011
	Garry Lewis	Derby & Lincs	30/09/2011
	Geoffrey Sutton	Staffordshire	01/10/2011
	Douglas Wilson	Bristol & Glos	06/10/2011
	Andrew Zuchora	London	15/04/2011

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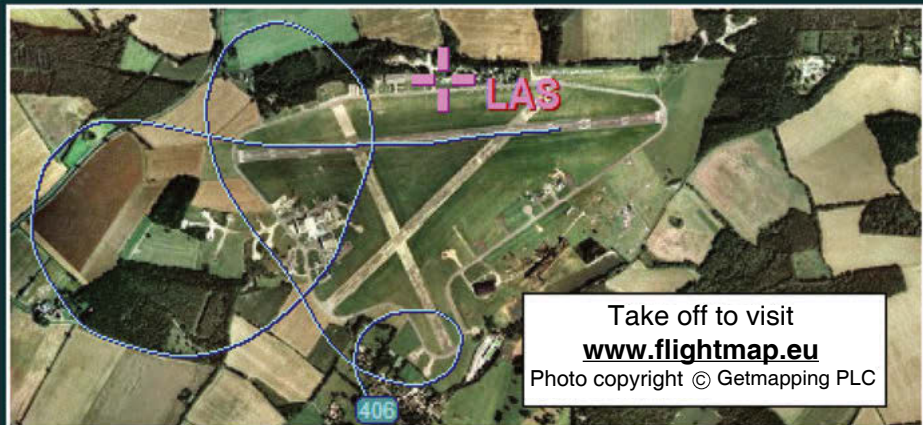
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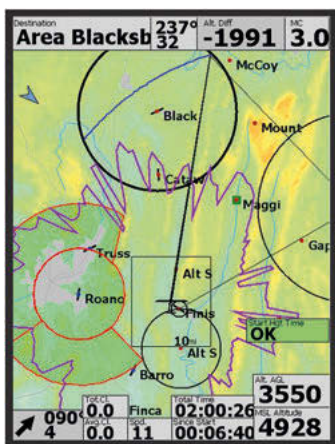
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