

SAILPLANE & GLIDING

VOL. 64 NO.1

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TURNING UP GIRL POWER**



MIGHTY K-6

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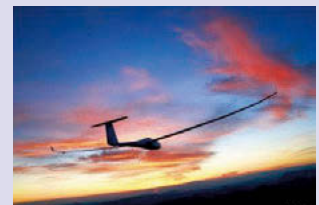
Meanwhile, check out and bookmark www.bgashop.co.uk as a website favourite, or simply click on the link on the BGA website at www.gliding.co.uk to keep up to date with our latest products and ideas.

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Last chance for the calendar...

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.

Only a few left, so make sure of yours by placing your order now!





CONTENTS

- 04 BGA NEWS
- 06 YOUR LETTERS
- 08 CLANDESTINE FLIGHT
- 10 PILOT TRANSITION
- 16 BRAIN TRAINING
- 19 DYNON D1 REVIEW
- 24 WHEN A WINCH LAUNCH FAILS
- 26 GLIDING GALLERY
- 28 50 YEARS AGO
- 44 PREVAILING WIND
- 48 BOOK REVIEWS
- 64 AIRPROX TRENDS
- 66 AIRSPACE SAFETY

CLUB

- 34 JUNIORS TWO-SEATER TRAINING
- 50 VINTAGE GLIDING: CHOOSING A GLIDER
- 52 CLUB GALLERY
- 54 CLUB NEWS
- 60 CLUB FOCUS: KENT
- 68 ACCIDENT/INCIDENT SUMMARIES
- 70 BGA BADGES
- 70 OBITUARIES
- 72 CLASSIFIEDS
- 74 INDEX TO ADVERTISERS

FEATURES

12 MISADVENTURES OF A COMP PILOT

Experienced coach and competitor **G Dale** had two close calls in one season and shares the lessons learned in the process

20 THE MIGHTY K-6

Jason Hatton offers top tips on owning and flying this classic glider, which is suitable for pilots at all levels of experience

30 LET'S HEAR IT FOR THE GIRLS

The world's number one woman glider pilot, **Liz Sparrow**, explains how Women Glide (UK) is turning up the girl power

38 TUG OF THE FUTURE?

Banbury GC members are benefiting from attractive launch fees, thanks to the club's EuroFOX. **Roger Coombs** tells the story from the initial research, through build and certification, to its aerotowing debut



MEMBER OF THE ROYAL AERO CLUB AND THE
FEDERATION AERONAUTIQUE INTERNATIONALE



 **THE MAGAZINE OF
THE BRITISH GLIDING
ASSOCIATION**
FEB/MARCH 13 VOLUME 64 No 1

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COVER STORY
K-6CR dune soaring
above Noordwijk
Beach, Holland.
Turn to p20 for
the first part of
a feature about
owning and flying
a K-6; a classic
glider, which is
well mannered and
pleasant to fly
(Jason Hatton)

DEADLINES

April/May 13

Articles, Letters, Club News: 8 Feb
Display advertisements: 22 Feb
Classifieds: 7 March

June/July 13

Articles, Letters, Club News: 8 April
Display advertisements: 23 April
Classifieds: 3 May

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Association nor the Editor

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› Team GB members for the 2013 internationals have been announced: *Europeans Flapped (Vinson, France)* 15m Class – Phil Jones and Leigh Wells (reserve Stephen Ell); 18m Class – Derren Francis and Russell Cheetham (reserve Mike Young); Open Class – Peter Harvey and Steve Jones (reserve Kim Tipple) *Europeans Unflapped (Ostrow Wielkopolski, Poland)* Club Class – Tim Milner and Liz Sparrow (reserve: Matt Davis); Standard Class – Luke Rebbeck and Howard Jones (reserve Jez Hood) *Womens Worlds (Issoudun, France)* Standard Class – Gill Speckley, Sarah Kelman and Kay Draper; Club Class – Ayala Liran, Claudia Hill and Helen Hingley *Junior Worlds (Leszno, Poland)* Matt Davis, Luke Dale, Sam Roddie and Charlie Jordan (reserves Oli Barter and Matt Waters). The final Junior Team composition is still to be determined.

› AFE's *UK VFR Flight Guide* is in its 21st edition. With details of some 510 airfields, as well as practical flight planning guidance extracted from the relevant AIPs, the 2013 guide will be useful to any pilot, particularly PPL holders. It is available from AFE online from £25.95. An accompanying *VFR Cockpit Guide* is available at £7.95. www.afeonline.com

› Trig has received EASA certification for its 8.33kHz radio and shipping is under way. The UK avionics manufacturer's TY91 and TY92 radios follow the same compact design philosophy of its Mode S transponders. Trig radios and transponders have a separate control head and hardware unit, so occupy minimal instrument panel space. The radios feature dual 25kHz and 8.33kHz capability, two place intercom and built-in speaker amplifier. www.trig-avionics.com

› Graham Garnett (Lasham GS) has been appointed manager of Gliding Team GB, succeeding Phil Sturley. As we go to press, Graham is in Argentina for the Worlds (unflapped), with the team facing demanding weather conditions of very strong winds and blue thermals.

› Entries for this year's Wenlock Olympian Gliding Competition can now be found at the new Wenlock Olympian Gliding website: www.olympiangliding.com DVDs of last year's event are available from the Midland Gliding Club office for £15 plus p&p. Call 01588 650206

› Eagle-eyed readers will have spotted that the lat/long listed in the Dec 12/Jan 13 *Club Focus* is Currock Hill, Northumbria's site. The correct lat/long for Shalbourne GC is 512014N 0013239W.

What could legacy funding help your club to achieve?

ARE you aware of a fund that offers secured loans to support gliding clubs?

Philip Wills CBE, the 1952 World Open Class Champion, was chairman of the BGA from 1949 to 1968. Awarded the CBE for services to gliding in 1945, his enthusiasm and contribution to our sport is legendary. After his death in 1978, as an enduring legacy to his commitment to gliding in the UK, the Philip Wills Memorial Fund was established for the promotion of sporting and recreational flying in gliders.

This fund exists separately from the BGA and is managed by five trustees (all active glider pilots): Dick Dixon (chairman), who has been a trustee for 11 years, supported by David Fidler, Stephen Lynn, Andrew Perkins and Polly Whitehead, all of whom were appointed at the beginning of last year.

The fund offers support to clubs by way of secured loans to assist primarily in the purchase of land or buildings, but also where there is need for the purchase of other assets, such as aircraft and/or equipment. In addition to land purchase, in recent years the fund has provided assistance for applicants to acquire, among other items, a

winch, a generator, and a glider.

There is no pre-defined maximum amount, but typically we could offer a loan up to, say, £65,000. Repayments would normally be monthly, for a period of 5-10 years.

Each application is considered carefully and on its own merit. If your club applies for a loan, it would be expected to provide evidence of its ability to repay (in the form of accounts, cash flow forecast, etc).

Applications for funding can be made initially by email to PWMF@gliding.co.uk, or follow the link on the Documents section of the Club Management page on the BGA website for an application pack. The trustees will assess and make a timely decision on each bid, assuming supporting documentation is presented to provide evidence that the loan repayments can be met.

There is, however, a finite amount of money available for loan; accordingly, the PWMF is also grateful to receive donations to boost funds, either by way of money or other property!

Polly Whitehead

DATES

NATIONALS, REGIONALS AND OTHERS

Overseas Championships	Ocana, Spain	11-18/5/13
Club Class Nationals	Lasham	25/5-2/6/13
European Champs (flapped)	Vinson (France)	8-21/6/13
Comp Enterprise (not rated)	North Hill	29/6-6/7/13
Women's Worlds	Issoudun (France)	29/6-13/7/13
European Champs (unflapped)	Ostrow Wlkp (Poland)	5-21/7/13
15 Metre Class Nationals	Hus Bos	13-21/7/13
Wenlock Games	Long Mynd	13-20/7/13
Open Class Nationals	Aston Down	3-11/8/13
Standard Class Nationals	Aston Down	3-11/8/13
18 Metre Class Nationals	Bicester	17-25/8/13
Junior Championships	Nympsfield	17-25/8/13
National two-seater comp	Pocklington	18-25/8/13

Glider aerobatic competitions

Dan Smith	Dunstable	23-24/3/13
Nationals	Saltby	30/5-2/6/13
World Glider Aerobatic Champs	Finland	18-28/7/13
Saltby Open	Saltby	6-8/9/13

■ **BGA Conference and AGM, 2 March, 2013**
at the Belfry Hotel, Nottingham

LASHAM REGIONALS
25/5 - 2/6/13

WOLDS REGIONALS
15-23/6/13

SHENINGTON REGIONALS
22-30/6/13

EASTERN REGIONALS
TBA

NORTHERN REGIONALS
27/7 - 4/8/13

BIDFORD REGIONALS
13-21/7/13

BICESTER REGIONALS
27/7 - 4/8/13

MIDLAND REGIONALS
3-11/8/13

INTER-SERVICES
3-11/8/13

SOUTH WEST REGIONALS
3-11/8/13

GRANDSEN REGIONALS
10-18/8/13

DUNSTABLE REGIONALS
17-25/8/13



Callum Lavender's solo generated media interest in gliding (Brennan Nicholls/BBC South Today)

CALLUM'S SOLO PUTS HIM IN THE SPOTLIGHT

WHEN Callum Lavender went solo the weekend before Christmas, just two days after his 14th birthday, he didn't realise that he was about to hit the headlines.

His solo, at Bicester Gliding Club, makes him the youngest glider pilot in the UK under the new rules allowing 14-year-olds to fly gliders solo.

Callum has since featured in newspaper articles, been interviewed by several radio stations and also appeared on BBC One's *Breakfast Show*.

"I expected maybe a bit of a fuss at the club and possibly a local newspaper report," said Callum. "All the publicity hasn't really kicked in yet. Appearing on the *Breakfast Show* was definitely scarier than going solo."

Callum had toyed with the idea of learning to fly for a while. Not surprising as his father, Mark, is an instructor at Bicester. Callum said: "It was the lowering of the age limit and the support from people at Bicester that gave me the kick I needed to do it."

It took Callum just 14 weeks to be ready for his first solo flight. He has already converted to the club's K-8 and is now waiting for the weather to improve so that he can experience cross-country flying.

What next? "I'd like to get into competition flying and my ambition is to fly across the Channel," said Callum. "It's a

big feat and something that I'd like to be able to say I've done."

Tradition at the club determines that any pilot who does anything particularly good, or bad, has to ring the bell in the bar and buy beer for everyone. An advantage of his age is that, although Callum qualified to ring the bell, it was his dad who had to buy the beer!

Boys toys face a TV challenge

THE BBC 2 Christmas episode of James May's *Toy Stories (Flight Club)* saw James attempting to achieve the first flight across the English Channel by an engineless, home-made supersized toy glider.

A team of aerospace and aviation engineering students from Brunel University helped design the glider, based on the Slingsby Swallow model chosen by James. They then accompanied him to the



Testing at the RJ Mitchell Wind Tunnel (photo courtesy of the University of Southampton)

Mike honoured with an MBE

MIKE Miller-Smith has been awarded an MBE in the New Year Honours List for services to aviation for people with disabilities, through Aerobility.

Mike (a Lasham glider pilot) is the CEO of the flying charity, which he led to a memorable 2012. It was a year that included the fly-by to open the Paralympics and a world-record simulator flight, supported by high profile pilots including Buzz Aldrin, now patron of Aerobility. The Global Flight Simulator Challenge was a great success, with 92 pilots flying it round the world in 10 days. In addition to picking up a Guinness World Record, the disabled-adapted simulator has paid for itself, with enough funds to cover its purchase and maintenance for five years. www.aerobility.com

High life for Jez

TEAM GB member Jeremy Hood, who flies an Airbus in his day job, was interviewed for British Airways' *High Life* magazine. He commented that the purity of gliding is a real departure from flying an Airbus, but that gliding does not make him any better at avoiding turbulence in the day job! Readers were given the opportunity to win one of two gliding courses, offered by the BGA.

Fond recollection of schooldays

THE letters from David Roberts and John Halford (p8, *letters*, Dec 12/Jan 13) bring back vivid memories. In the early-60s I was a pupil at Peterhouse in what was then Southern Rhodesia. One “sporting” option allowed for a small number of post-O Level pupils was to spend a half day on Wednesdays, and a whole day on Sundays, at the Marandellas Flying & Gliding Club. I had just turned 16 in 1963 when, luckily for me, new participants were needed to keep the activity viable. I set to and persuaded my parents of the manifest advantages for everyone (and for me in particular) of ceasing to struggle with the violin and instead learning to glide. Success!

Jimmy Harold was a local farmer, but gave considerable time to being a glider pilot and instructor. I remember him as a lovely, unassuming man, although we looked up to him in awe because we knew he had competed in a World Championship a few years before. Our training glider to start with was a Kranich, although, sadly, it came to a splintered end as a result of a failed winch launch. The club then procured a Slingsby T-31, but a compulsory mod requirement for the wings meant that it spent some months in a barn on Jimmy Harold’s farm.



The T-31 being pulled back to the launch point with, we think, Jimmy Harold on the left

For those months, instead of going to the airfield, we went instead to help with the modifications, as far as our abilities allowed, also enjoying very good lunches served by Mrs Harold. A further mod was the addition of a perspex canopy.

I flew in the T-31 a number of times, sometimes aerotowed by a Tiger Moth. Although I never flew solo, I once soared to an altitude of 12,500ft (about 7,000ft agl). I believe it must have been in 1964 when Jimmy took delivery of his new Olympia 463. I remember very clearly how a group of us stood round in admiration, although I do not remember seeing him actually fly it; when we saw him, it was because he was there to instruct.

Colin Hunt, Silchester, Hampshire

‘Going solo’ in the days before age limitations

THE young people who are taking advantage of the relaxation of the age limit for solo flying deserve the warmest congratulations. However, this should not eclipse the achievements of young pilots in the 1940s, before there were any age limitations at all.

With solo training, the concept of going solo did not exist, as all flying from the first ground slide was done solo. However, the C Certificate, which at that time required a soaring flight of at least 10 minutes duration above one’s launch height, could perhaps be considered the equivalent.

There was a very talented young pilot in the early days of the post-war Bristol Club, Mike Hinton, who got his C at the age of 13 by thermalling an uninstrumented Kirby Cadet over Lulsgate airfield. Not bad going, as the Cadet was not exactly a hot ship with a glide angle reputed to be about 1 in 14, and rather unresponsive aileron controls.

At the age of 14, Mike was instructing.
Ken Brown

Grounds for an increased licensing fee?

I WOULD like to raise a note of caution for all glider pilots who have a separate radio licence for a portable hand-held radio, as well as their fixed installation in the glider.

For several years I have happily paid my £15 for the portable and to have a Mobile/Retrieve call-sign so that I can communicate with the glider from the ground as necessary for retrieves, or even just to find out if they will be back before the chip shop closes...

Now, with the new European radio classifications in place, I find that my licence fee for the portable has shot up to £75 simply because I may use it for ground-to-air communication. This, apparently, makes it a “Ground Station” under the new classifications and therefore incurs the higher licensing fee.

I would strongly urge all pilots to check the details on their radio licence renewals

closely to see if they have suffered the same fate.

One positive point that the man from the CAA licencing department did remind me of is that, if you just carry the portable in the glider as a backup, you do not need a separate licence for the portable as it is covered under the fixed installation licence.

Yet again the penny pinching attitude of the CAA has lost them money as I’m cancelling the portable licence and will just keep the portable in the glider as we all do, don’t we...?

Alan Hadwin, Wales

Please send letters (marked ‘for publication’) to the editor at editor@sailplaneandgliding.co.uk or the address on p3, including your full contact details. The deadline for the next issue is 8 February

Ted Norman, chairman of BGA Flight Operations Sub Committee, replies:

For once this has nothing to do with Europe. It is part of the UK Government’s strategy to extract as much revenue as possible from the frequency spectrum. During 2010/11, Ofcom carried out a consultation with the aviation industry regarding frequency pricing to which the BGA responded. In summary, Ofcom elected to charge £75 per three-year radio licence held by gliding operators. As a consequence, our licence fees went down to one-third of the original cost. We are all waiting for the five-year changeover period to work out in 2017 to understand what happens next to the fees. As Alan rightly points out, if you pay a licence fee for a radio installation in a glider, your hand-held is considered as a standby radio.

Raise profile of our sport

WHEN I talk about cross-country flights to friends and acquaintances they are frequently astonished at the concept. Should the BGA adopt a more high profile marketing strategy that explains and promotes gliding to the public and, in particular, our key market sectors? This might include:

- an enhanced internet presence with a web page specifically aimed at newcomers to gliding.
- national promotion to key markets, such as power and paraglider pilots
- providing press releases to the media.

The proposed Gliding Licence will additionally provide a major benefit for both recruitment and retention and I look forward to its arrival and promotion.

Colin McEwen, chairman, Bristol & Glos GC

BGA Chairman Peter Harvey responds:

We are working on our marketing strategy and will communicate it in due course. The existing strategy includes the markets that Colin identifies. I would add that there is considerable information out there already, not only on the BGA website, but at every club in the country. Is it enough?

Is it focused appropriately? When these experienced pilots get to gliding clubs, are they treated as such? Are their needs met? We're asking ourselves these and other questions.

We have a perception challenge within the press and elsewhere. We're not generally seen as a sport, so don't fit into the sport sections and coverage. We've been doing it years so aren't newsworthy as an emergent pastime, nor dangerous enough to engage the tabloid press. But when a personal interest story does emerge and is handled well both locally and nationally, the media can be very helpful.

The local media interest in a 14-year-old solo that grew into national BBC coverage over a few days is an example. We all need to work at PR.

Of course, on a good day, gliding is an amazing experience. But on a great day, it reminds us of why this planet is such a beautiful place. It takes us to places we have little right to be, in body, mind and spirit, and imprint memories that last a lifetime. Getting that sentiment across is certainly a challenge, but we'll do our best.

Researching RAF North Coates

I AM researching the history of the former RAF North Coates and I am hoping S&G readers may be able to help me.

North Coates is on the Lincolnshire coast at the mouth of the River Humber. During the 1950s it was the base for various maintenance units, an Air Sea Rescue helicopter squadron and, from 1960s to early 1990s, a Bloodhound missile base.

My research has uncovered a number of glider visits to the airfield in the 1950s, mostly participating in the the national championships, although there is one visit recorded a decade later.

The details I have are as follows:

- 27/5/1950 - EoN Olympia pilot Peter Wills Competition No 18. Slingsby Sedburgh pilot Fl/Lt Anderson representing the ATC and co-pilot Pete Mallet, plus two other unidentified gliders landing at RAF Donna Nook, about two miles down the coast from North Coates.
- 31/7/54 - Weihe glider pilot Persson (Swedish) taking part in the World

Championships.

- 20/5/64 - Slingsby Skylark 3b pilot David Carrow, competition No 20. This is interesting as North Coates was a top secret Bloodhound missile base at this time and any unauthorised flight into the air base would have been received as 'hostile'

I understand most of these aircraft didn't carry any identification letters, other than the competition number, but in the case of the Sedburgh I would imagine it would have carried an RAF serial?

If any readers could supply further information, especially with regard to identification letters/numbers and further information regarding these visits, or indeed other landings at RAF North Coates, I would be pleased to hear from them. (Photographs would be fantastic.) Contact brianstafford169@btinternet.com or phone 01472 871558

**Brian Stafford, secretary
North Coates Flying Club**

SAILPLANE & GLIDING



Andy Davis
Competition flying



Andy Miller
SLMG



Howard Torode
Airworthiness



Derren Francis
Tugging



Mike Fox
Instructing



Dr Peter Saundby
Medical



Andy Holmes
Winch operating



John Williams
Airspace



Alison Randle
Development



Bruce Stephenson
Vintage gliding

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

EXPERT ADVISERS

CLANDESTINE FLIGHT

Tony Segal owns up to an early morning SUMPAC adventure

DEREK Piggott flew the Southampton University Manpowered Aircraft (SUMPAC) on the evening of 9 November, 1961. This was the first human powered flight in Britain and was recognised by the presentation of a certificate from the Royal Aeronautical Society.

However, behind this great achievement



SUMPAC in flight at Lasham in 1961 (copyright A Lassiere 1993)

■ Mr A Lassiere, a founder-member of the team which designed and built the aircraft, is creating an archive on the project. He is looking for a colour photograph showing a front/side view of Derek Piggott, taken in the 1960s-70s. If you can help, please contact the editor



Tony Segal has flown at Lasham since 1956 and has flown light aircraft at Denham. He was a GP for 30 years. He then carried out crashworthiness studies using full-size gliders for 20 years at Farnborough and at RAFGSA Bicester. He has been a member of OSTIV since 1987

there was a hidden story.

SUMPAC was delivered to Lasham airfield in a glider trailer. When it first arrived it aroused great curiosity and excitement. However, this welcome faded a little when it was seen to take up a great deal of room in the old wartime hangar when it was left rigged. The old hangar leaked profusely, so complete shelter was not provided even then, the damp atmosphere slackening off the covering fabric, which then required several more layers of heavy dope.

The club divided into two factions, those who still welcomed the aircraft and those who wanted it chucked off the airfield at the earliest possible moment, if not sooner. The fact that it was allowed to stay was possibly due, in no small measure, to the charm of Anne Marsden, one of the postgraduate students who helped design the project.

Derek Piggott, the CFI, was dead keen on supporting the project, as he was of anything that flew – especially something as unusual as SUMPAC. My memory is of a mass of young students around the machine; of thinking of the incredible amount of time and work that must have gone into building the ribs; the problems that arose with the flat metal drive belt (this always seemed to be slipping or breaking – a case of one experiment too far); and the unorthodox flight controls.

One morning after breakfast I walked out through the early mist to the east end of the main runway at Lasham. SUMPAC was resting on one wingtip. It was being minded by a young student, all cold and damp and obviously longing for a full, hot, cooked breakfast.

A wicked thought flashed through my mind. I, Tony, could achieve man-powered flight, a dream of Leonardo da Vinci himself. I approached the student, all young and innocent and trusting. I assured him that I was a glider pilot – quite true – I had recently flown solo in an Olympia 2 glider – and that I would like to fly SUMPAC. I looked around, no-one else was visible and the clubhouse

was hidden by the mist.

The student held the wingtip and I pushed the machine onto the centre line of the runway. We unbolted the fragile nose fairing. I climbed in and reclined on the seatback. I must have strapped myself in, but cannot remember doing so. The student replaced the nose fairing and then held the wings level. My luck was holding, there was still no-one else around. I had a quick wriggle of the hand controls – I again cannot remember what they were like, but they were very different from orthodox flying controls. In any case, I had not sorted out their operation in my mind. No time to waste, or I would be caught and hauled out of the cockpit.

Common sense returned

I weighed only 10 stone in those days and was young and fit. I started pedalling, slowly at first, then faster with full power. I was moving down the runway. It took a lot of effort. The student must have let go of the wingtip. The runway was slightly downhill, which helped. Suddenly the pedalling became light and skittish, as if I was cycling on grease or on loose sand. I realised I was about to become airborne. Luckily, commonsense returned. Without having mastered the unusual flying controls I would be certain to lose control, drop a wing and groundloop, destroying SUMPAC and wasting all the months of work in the process. I eased up on the pedalling, slowed and stopped quietly, resting on one wingtip. The student helped remove the fairing and I climbed out of the cockpit. We pushed SUMPAC, still intact, back onto the grass. There was still no-one around.

I thanked the student and walked soberly back to the clubhouse. It was many years before I told anyone what I had done.

■ SUMPAC was designed and built for an attempt to win the Kremer Prize for a figure of eight flight round two poles spaced a mile apart. The prize was eventually won 16 years later, in 1977, by an aircraft designed and built in the USA by a team led by Paul MacCready.

I would like to thank Derek Piggott for his contribution to this article.



British Gliding Association
Sporting Conference

AGM

Exhibition

Annual Dinner & Awards

Saturday 2nd March 2013

Programme to include

'Dream to Reality' ~ Jonker Sailplanes

'Battle Back' ~ How forces clubs are using Gliding as rehabilitation

George Lee MBE ~ 3 times World Gliding Champion

~~~~~

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# PILOT TRANSITION

It is imperative that everyone understands the issues before making the transition to EASA pilot licensing and medical requirements. BGA Chief Executive Pete Stratten explains

■ The next article will provide detailed guidance on the transition process

**T**HIS is the fourth article in a series that aims to guide readers through a number of changes we can expect over the next few years as we transition from existing BGA requirements to EASA pilot licensing, medical and pilot training requirements by April 2015. So far, the articles have considered the important basics of these requirements.

## Two-year transition period

It had been anticipated that the pilot licensing transition process, ie the process through which individuals apply for an EASA licence and ratings based on their existing level of BGA pilot certification and experience would be finalised by January 2013. The conversion report draft that details the EASA requirements and the BGA equivalents as well as any missing links was completed in December 2012. As soon as the final version has been agreed with the regulators, the transition process can be

finally developed and described in detail on the BGA website, allowing those who want to transition into the world of EASA glider pilot licensing to do so via the BGA. Unless there are any issues not yet identified, the transition process will be available in March 2013. The transition has to be completed by 8 April 2015.

## Transition process headlines

The transition process in headline terms should look something like this:

- Pilot reads the BGA website guidance
- Pilot completes the published transition application pack and, having checked it very carefully, submits the application pack and fee to the BGA
- BGA quality checks and verifies the application detail and makes a recommendation to the CAA
- CAA issues the licence plus relevant ratings, etc.

## The devil is in the detail...

That process sounds straightforward enough, but as ever the devil is in the detail. The BGA will offer guidance through the BGA website that will steer you through the transition application and, as far as is possible, minimise the bureaucracy, hassle and cost of transition. Because some pilots may be better off making the transition before others, the guidance will include suggested transition timing for individuals in different circumstances. Specific qualifying experience required on transition for a variety of ratings and qualifications will be detailed.

Ideally, individuals will apply to transition from BGA pilot certification to an EASA glider pilot licence and associated ratings in one step, as adding ratings to an EASA glider pilot licence after the event will attract additional CAA charges. The published BGA guidance will include specific information for instructors and examiners, as well as motor glider and tug pilots.

BGA club CFIs will be sent information that will help them to support pilots who need additional experience ahead of transition, or need verification as part of the transition application process.

So there is a lot more information to come very soon. Please keep an eye on the BGA website.



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# MISADVENTURES OF A COMP PILOT

Experienced coach and competitor G Dale had two close calls in one season and shares lessons he learned the hard way



G Dale competing in the 2010 Pribina Cup, which he won in his ASW 24 (fifteen)

**I WAS TOO CONFIDENT, TOO CASUAL – THE RESULT WAS RISKING A CRASH IN UNLANDABLE TERRAIN. I WAS PRETTY SHAKEN**

**T**HOSE of you that know me well will also know that I am quite unashamed to blow my own trumpet. If I do well, I'll talk about it. It's part of the coaching process anyway... (or maybe I just have too big an ego).

However, if I screw up I don't mind talking about it as well. That is also part of the coaching process. I do plenty of flying and, to be honest, when I look back at each day it just seems to be a litany of stupid mistakes. Usually I seem to get away with it, but in 2012 the reaper came for me twice and I only just dodged.

**RULE NUMBER ONE: never, but never, take a snap decision in a soaring flight. Think ahead.**

Just a couple of days left of the Flight Challenge Cup, Prievidza, Slovakia (April 2012). I am right on course for a first place and the €1,000 prize...

Great Wx today, although overcast in the morning and slow to clear. Not that I had made a note of it at the time (and you just know it is going to catch me out in a minute).

Leg two of the AAT, running hard in the "fat bird" (my DG-100) at just under 70kts between thermals. Life is a bit slow in the Club Class, but, there you are, you get what you pay for.

Coming out from under a shelf of cu I realise (as the glider in front of me turns hard right) that my previous plan of turning just there won't work – it is not working in that area. So snap decision (and here is the mistake) to follow the other guy, turn on that ridge line over there instead and back out along death valley, one ridge line back from anywhere to land. We call it death valley because it's one of the only places flying out of Prievidza that you don't have good fields underneath you. A bit squeaky, and a long way to anywhere you can put it...

Anyway, so I'm a mountain pilot yeah? What's the problem? Well it looks OK, but

it isn't (too long under that overcast this morning).

Fifteen minutes later, flying up the ridge in the aforementioned valley I think to myself "hmmm, it's not working at all, best think about safety here", turn the glider around and realise with a sinking feeling that I am trapped in this hole with nowhere safe to go. Stupid, stupid, stupid. I'm not flying the (very much slicker) ASW 24 that I was flying the last time I was just here on this ridge, and I can't get out over the front ridge line to the safe fields.

So try it anyway, fall short, get dumped hard in the sink in lee of the front ridge, and now we really are in trouble. I manage to run out to a field which I didn't know was there, arrive there at just a couple of hundred feet and stick it in not having chance to check properly for wires. Dead lucky, because the valley is full of them and I don't catch any. Very rough field, no damage (good old Glaser Dirks).

Please learn from my mistake because I am not writing this for fun, I'm writing it so you know that even the experienced and current can hurt themselves. Too confident, too casual – the result was risking a crash in unlandable terrain and, even though I got away with it, I was pretty shaken. And blew the comp as well, although frankly I got off lightly. So I came back from the Flight Challenge Cup pretty glad to be in one piece, and nowhere in the results. Not the start to the season that I was looking for.

**RULE NUMBER TWO: don't trust the other guy in the thermal (and always wear a 'chute)**

Day two of the Club Class Nationals Cambridge (July 2012). Reasonable result on the first day, flying with my team mates Iain and Ken and looking for a result that will get me to the Europeans (which at least I could afford to go to, unlike the worlds in Argentina. Bah.).

Blue, and the first day was horrible gaggle flying under some cu. Everybody knows that gaggle flying in comps can be unacceptably

dangerous, but we all know as well that it can be unavoidable. So in the team briefing for day two we decide to try for an early start and fly the three of us together to get away from the rest of the field and the difficult gaggles.

As it happens, we get hung up at the first turning point and the gaggles are going faster than the previous day because it's a bit easier in the thermals. So we all pile into Newmarket together somewhere above 1,500ft looking for a climb. Lots of gliders (easily 20 plus) and more gaggles running into the back as well. I take the quieter route around the back of the town looking for the blue thermals coming out of the warm/cool dividing line and sure enough I find one, but only find the sink near it as it goes through. Close, but no cigar. Just a luck thing and anyway, I can see a couple of gliders starting to turn half a mile upwind so I go and join them and start a weak, slow climb.

I don't remember the next bit clearly, but what I remember with absolute clarity is looking out of the turn before levelling the wings to move a bit and finding another glider RIGHT THERE!!!! Shit!

He hits me with a fairly gentle shove up and under the rear of the fuselage and my mind goes into overdrive.

Now this is interesting, so pay attention. If this happens to you, don't worry that you will be scared and unable to function. I was just terrified, but due to good training and familiarity with the glider I seem to have done the right thing on autopilot.

First I pull the stick back to stop the nose down pitch and pull full brake (if you're going straight down you want to limit the speed increase, right? Who cares if the wing breaks, you're screwed anyway...). The elevator bites for a second, just letting me think that maybe we will be able to fly away and then... whack, the nose goes straight down into the vertical.

So no decision to make at all. Get rid of the canopy! I pull the jettison knob and it doesn't bloody move at all, even with all my strength. And yes, I followed the ADS and greased the mechanism last year... not this year though, so maybe that is why it is tight. Lose the canopy, now! Both hands on the knob and it moves back with a bang, but the canopy doesn't go anywhere. I had quite deliberately left it attached at the back in the hope that it would go clear up and over and miss my head, but I guess this prevents it coming off at all. So a huge hard kick up at the front (it's a DG, remember) and it starts to lift.



I don't remember the next bit, because I think the headrest gave me a whack in the back of the head and neck as it came off (I still have whiplash). When my head clears I am thinking straps, straps!

Again it's not simple. I look for the buckle, it's dark (I don't realise at the time that the fuselage has now broken completely and the glider is bunting hard through into the inverted) and because of the negative g everything seems to be in the wrong place. And again, one hand doesn't do the job, the load on the buckle is way too high. 🐉

G Dale's DG-100 comes to rest in a tree after a mid-air collision in the 2012 Club Class Nationals (Picture courtesy of Newmarket Journal)

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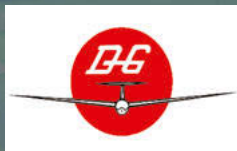
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✎ I have very strong hands from playing the piano (misspent youth), but not strong enough. Probably hanging in the straps at minus 2g or more isn't helping. Two hands don't fit the buckle either so push with opposing thumbs and... click... free fall.

A quick decision... I am tumbling, should I pull or try to stabilise and then pull? No time – pull, pull, pull! I have discussed this since with my parachute rigger; he says always pull immediately, never wait because you will spin up quickly and then get a malfunction – the chute won't open properly if at all. And besides, I was at about 900ft when I finally got clear so there wasn't much time left anyway.

As you will have guessed (an easy guess) the chute opened fine. It's a tremendous buzz; I felt just great hanging there watching the glider go down past me upside down. Until I realise that I was going to have to work to miss the forest, the railway, the road... The chute steers OK, pulling on the back risers, but I manage to bodge the landing and knock myself out. Ho hum, how uncool.

Fellow competitors called 121.5 and whistled up helicopters (thank you Sarah), others landed to help (thanks Gill, much appreciated), so three helicopters, one police car, one fire engine and one ambulance later I get strapped to a board, filled with needles and sent off to hospital for numerous x-rays and scans. All OK, thanks guys for the terrific and hugely costly service. And the other guy managed to land OK in an adjacent field, so it's only inconvenience and hardware, nobody hurt. Just a bit of concussion and two very red faces.

It took a little time to piece together what had happened: the chap that hit me from underneath and outside the turn had been with me for some time in the thermal, sitting behind at the same level. Neither of us know why we collided: I do remember that several times on the previous day I looked behind from my DG-100 thinking "it's a bit awkward for the others when I fly at 42kts but tough...". I had been in the habit of flying very slow and a bit flat in the weak ones, which works well in that glider, but clearly I was getting in the way. The other glider was an LS7, so would have been going 10kts faster.

So that's food for thought. I have been flying in crowded gaggles for years, being really careful, a bit aggressive, keeping a good lookout and worrying about it. And I still had a mid-air. Think on, and be ready because it could happen to you too.

**So what do we know now after such a crap season? Landed out six times, five times I had the glider with me...**

I guess I might have been getting a bit cocky, what with all the mountain flying practice, competition flying, coaching and team flying. Safety doesn't come with currency or experience, safety comes with having the correct attitude and flying defensively. And if you break the glider, you won't win the comp (last but one in the nationals really doesn't help my chances of any upcoming team selections...).

On the bonus side, I have a couple of interesting bar stories and a new glider courtesy of Joint Insurance (thanks) and Glasflugel – a beautiful Standard Libelle circa 1973. Well if you can't afford a fast glider then buy a really nice one. Roll on next season.

I hope readers find this story useful – I have certainly learned a lot from my experiences and, of course, I will be happy to talk about anything if you come find me and buy me a beer.

■ Versions of G's stories have also appeared in *Soaring NZ* and *Lasham's Rising Air*.



Gerrard (G to his friends) Dale has been gliding since the age of 20 and first trained at Dorset GC. Inspired by BGA coach John Williamson and later mentored by another coach, Chris Rollins, he went on to become a racing pilot and professional instructor. With about 7,000 hours gliding in Europe, the USA, Australia and New Zealand, G currently coaches for Glide Omarama in NZ each winter and is one of Lasham's DCFIs in the summer. He had a double Club Class win in the Pribina Cup and Flight Challenge Cup of 2010, and won the 2011 Club Class Nationals at Pocklington

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# BRAIN TRAINING GETS RESULTS

There is no reason why practising gliding skills has to end when you climb out of the glider. Bernard Eckey explains

**I**F WE ask men or women occupying the top rankings in their respective sports, they are usually adamant that winning happens almost exclusively in the head. Many of us wrongly interpret such comments as a reflection on the individual's intelligence and some of us immediately throw in the towel thinking that our intellect is not on par with these famous and highly celebrated athletes. In reality, however, intelligence plays only a minor roll. What really matters is that (parallel to the necessary practical skills) athletes have worked on their brain or, more precisely, on the processing capabilities of it. This is precisely what the following section is all about.

## The power of imagination

Mental rehearsals are exercises of the mind aimed at training the brain to adopt new or different patterns of behaviour. The theory behind it is simple. Regardless of whether we experience something, or whether we just imagine it, every occurrence leaves

significant imprints in our brain. It is almost like downloading a new software program into a computer. While playing as children we have "downloaded" countless such programs into our brain and they have governed our behaviour and dictated our movements ever since. Neuroscientists have long known that this has established neurological pathways in the brain, which are subsequently used whenever certain actions are required. From then on these reactions occur automatically and without any conscious input on our part.

Put simply, mental rehearsal is building successful repetitions of a performance segment by constructive use of our imagination. We don't have to actively think any longer when it comes to certain actions because the brain automatically implements appropriate responses as the result of

previously established neuro-muscular pathways. This knowledge can be applied to any activity and, in particular, when it comes to learning new skills or reducing the mental workload in gliding. For example, daily winners of gliding competitions usually report on a very harmonious and effortless flight that turned out, for them, to be surprisingly easy and straightforward. But why is it easy for some and very difficult for others? The reason lies in a thorough flight preparation, which includes a repeated visualisation of the flight. In other words, these pilots have mentally performed the task with all its possible challenges and opportunities well before they stepped into the glider.

What works well for competition pilots should be good enough for the rest of us. Practising gliding skills doesn't have to come to an end when we climb out of a glider. On the contrary, skills can (and should) be mentally refined and rehearsed between training flights. Such practice can be fitted into the busiest daily schedule and can be done more often than we think. If we are honest, we have numerous idle or waiting periods every day. They provide ideal opportunities for practising mental rehearsals.

That brings us to the question of how we best go about it. The first step is to select a quiet place and eliminate all possible distractions. Make yourself comfortable and concentrate on visualising a flight situation you have trouble with. Now think about the reasons for your difficulties and carefully work out a better way of doing things. This might be the hardest part of the exercise, but after it has been accomplished you have a blueprint for an improved course of action in future. You have also made a good start to successful mental training.

The next step is to close your eyes and imagine this particular scenario as seen through your eyes, as felt through your limbs, and as heard through your ears. Take your time and focus on nothing but this



Skills can (and should) be mentally refined and rehearsed between training flights (Bernard Eckey)



**Bernard Eckey is a pilot, instructor, record holder and head coach for South Australia. He flies an ASH 25 and has 3,500 hours (including multiple 1,000km flights and one 1,116km FAI triangle)**



flight segment. Now the time has come to mentally implement the new and improved course of action. Do it repeatedly and, for maximum benefit, use your hands and feet to simulate moving stick and rudder! During the first few attempts this requires a fair amount of concentration but, as with everything else, it gradually becomes easier. Of course, such exercises must be repeated many times and perhaps even over several days, or even weeks. However, there is no question that it will pay dividends in the medium to long term. When the new 'program' is fully absorbed you can immediately take advantage of it and it can never be erased again.

Mental rehearsals should not only be used for the elimination of weak points, but even more so for the acquisition of new skills. That appears logical, but can lead to problems when your particular training routine contains flaws. Therefore it is advisable to consult a coach or a recognised person in the field prior to such undertakings. If we have a faulty 'manual' we will be adopting the wrong procedures. Needless to say, this would be highly counter-productive.

We can already see that mental rehearsals have a number of significant advantages due to the fact that they synchronise and automate mental processes and actions. It's no wonder that a lot of top performers use these methods, because they have learned that the difference between a good and an even better pilot is their mental strength. Some of them even write their findings down, which helps to absorb the key points and it also reduces the workload in the air. Cross-country pilots in particular can benefit, because they don't need to use any mental capacity on navigation or flying tactics. More often than not, their flight progresses so smoothly that they report afterward that it was an effortless flight and everything went according to plan. Of course, their plan was established during mental rehearsals.

I first used mental rehearsals during my basic training days in order to come to grips with winch launching quickly. Ever since, I have used it for training other flight segments and one example that comes to mind is the quick location and centring of thermals. Other pilots use mental rehearsals to train for emergency situations, such as cable breaks during winch launching or aerotowing. Safety is greatly enhanced as a result of it.

Most of us have a tendency to refine skills that we are already good at and we

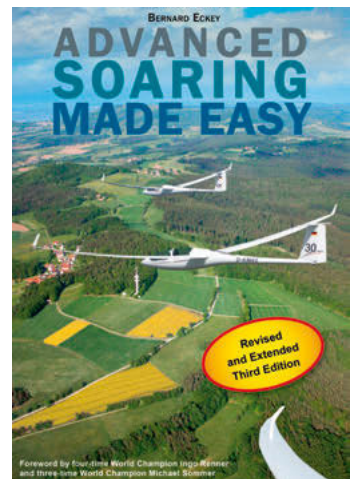


Cartoon by Matt Wright, Devon & Somerset Gliding Club

dislike practising things in which we are less proficient. However, we now know that bad habits need more work and that implementing a better course of action can be done quicker and more efficiently by employing mental rehearsal strategies. Don't give up and keep repeating the exercise at every opportunity. The more positive repetitions you have completed, the better you will cope with a situation when it next arises.

To sum it up, our gliding training doesn't have to come to an end the moment we step out of a glider. If we are honest, we have numerous idle periods or breaks each day that can be used to polish our skills with the constructive use of mental rehearsals techniques. Gliding is our passion, isn't it? If you are like me, you won't mind closing your eyes and spending a few minutes every day thinking about your favourite pastime. To me, it feels a bit like heaven on earth and, best of all, it also helps me to become a better pilot.

■ This article is an excerpt from Bernard Eckey's *Advanced Soaring Made Easy*. The revised and extended second version is available at £35 from [www.bgashop.co.uk](http://www.bgashop.co.uk)



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# HELP ON HORIZON

Pete Stratten checks out Dynon's D1 portable attitude indicator

DYNON Avionics is a well-known manufacturer of Attitude Heading Reference Systems. The Dynon D1, loaned to S&G by distributor Harry Mendelssohn, is described as a 'Pocket Panel' dedicated avionics instrument. Attitude indication is created by combining information from the accelerometers and rotation rate sensors and supplemented by GPS information. Attracted by its compact size, claimed capability and obvious portability, we decided to check out its suitability for use in a glider.

The surprisingly compact (90x80x25mm) D1 has a 70x53mm screen on the uncluttered front face and a number of easily accessible switches, as well as the power port, a mini USB port and an SD card slot spread around three edges. Dynon claim a four-hour battery life. A 5v cigarette lighter power supply is provided, along with various mounts and a USB power/data lead.

After a quick read of the instructions, within five minutes the charged D1 was parked firmly in place on the panel of a Super Falke and then subjected to our first test. The D1 booted up very promptly and aligning the instrument for flight using the multi-purpose rocker switch was straightforward. It's important to note that loss of GPS signal for anything other than a 'short lapse' will

result in a big red X replacing the attitude indicator on the screen.

Flying the motor glider by reference to the D1's attitude indicator and slip ball during steep thermalling type turns for extended periods of time and simulating loss of control and recovery to turning fight did not present any issues at all during 30 minutes of trying quite hard to get the D1 to fail.

We noted at one point that at 80 degrees of bank the GPS signal disappeared for a couple of seconds, however attitude indication continued throughout. The supplied external GPS aerial would probably be useful to overcome any airframe screening of the integral aerial.

Further testing in a K-21, and again with a safety pilot maintaining lookout, resulted in nothing remarkable despite some fairly extreme flying. The instrument just continued to do what it says on the box.

Any issues? The GPS derived altitude, vertical speed and track indications on the screen are helpful. However the GPS derived ground speed indicator on the left of the screen could be distracting. Scanning

between the Dynon and the glider's ASI is the answer, of course. And because the instrument is so straightforward to use, it could be tempting for someone without the right experience experimenting with flying in cloud. That's definitely not recommended without appropriate training.

The Dynon D1 is a welcome product that any glider pilot who flies in cloud would find attractive as a portable, user-friendly and highly capable artificial horizon that would probably result in their existing gyro instrument being relegated to back-up status.



**Dynon Avionics D1**  
(90x80x25mm)

Available from [www.gps.co.uk](http://www.gps.co.uk)  
£950 (excl VAT)

More information at:  
<http://dynonavionics.com>



The compact D1 has a 70x53mm screen on the uncluttered front face and a number of easily accessible switches, as well as the power port, a mini USB port and an SD card slot spread around three edges



Pete Stratten flies an ASW 20 from Bicester GC, and is an active gliding and SLMG instructor and examiner



Will Ellis enjoys wave flights at Aboyne in October 2011 (including a 22,000ft wave flight) in his K-6. Loch Muick can be seen in the background

# THE MIGHTY K-6

Jason Hatton offers top tips on owning and flying this classic sailplane, which is suitable for pilots at all levels of experience

**I**N THE past 60 years, enormous progress has been made in gliding. Wooden fabric gliders have given way to sleek glass and carbon fibre machines, which have achieved speeds and distance records which were unimaginable in the 1950s. Nevertheless, wooden gliders continue to be maintained and flown by individuals and clubs throughout the world and many are regularly flown significant distances cross-country. One enduring design is the Schleicher K-6, which first took to the skies

above the Wasserkuppe in Germany in 1955. Here, we look at what it is to maintain, fly and go cross-country in the K-6.

## A brief history of the K-6

The K-6 was the sixth design of the gifted sailplane designer, Rudolf Kaiser, with the objective to have a sailplane of high enough performance to make Gold distance flights, but also easy and pleasant to fly. The initial K-6 was a 14m sailplane, with a wood semi-monocoque fuselage and a wing which retained its shape by use of closely spaced ribs.

The first K-6 flew from the Wasserkuppe in late October 1955 and subsequently proved to have excellent performance and nice handling characteristics. An initial production run of eight of the 14m variants was followed by 25 of a 14.4m variant. In 1958, new Standard Class rules were established with the aim of ensuring a fair, safe and affordable playing field in international gliding competitions, through the adoption of a set of design rules.

The K-6 was easily adapted to the Standard Class rules by increasing the span to 15m and replacing the skid with a wheel, becoming the K-6BR. Hans Huth came third flying a K-6BR in the 1958 World Championships in Lezno, Poland. More



The prototype K-10 D-6174 based at Deelen in Eastern Holland. This is a unique glider with an all-flying tailplane mounted midway up the fin and has both aerodynamic and spring trims. Subsequent production K-10s had a low-mounted all flying tailplane in a similar configuration to that of the K-6E. For comparison, K-6E PH-1376 can be seen the background (Jason Hatton)

importantly, the K-6 won the first OSTIV design prize. This ensured the glider became popular with clubs and private owners and, by the early 1960s, the K-6 was well represented in many competitions.

The K-6 design was progressively improved, with the K-6CR incorporating a strengthened wooden spar and several hundred examples of this variant were produced. Also, a small number of this variant used an all-flying tailplane or “pendulum elevator”, this variant known as the K-6CRPE. Siebert licence produced the K-6CR, while in Australia German émigré Edmund Schneider built a dozen ES-K-6s, which used spruce wood in the construction.

Wind tunnel studies and experiments with a modified K-6BR had shown that extending the ply covering on the upper wing would ensure laminar flow was maintained further along the chord which, along with the new Wortmann aerofoil section, would improve performance. This was tested in 1963 in the K-10, which showed an improved glide ratio (32:1 compared with the K-6CR's 29:1). An all-flying tailplane was used, again with the intention of improving performance. Unfortunately, the modified wing made the K-10 about 25kg heavier than the K-6CR, reducing climb performance in weak conditions.

Only 12 K-10s were built, but the modifications and lessons learned were employed in the ultimate K-6 variant, the K-6E. The -E had the same empty weight as the -CR, but a 1:34 glide ratio. The fuselage was slightly lower, with a larger canopy and semi-reclining seat. Also, glass fibre was used in the nose, turtle deck, fin and wingtip fairings. Between 1965 and 1972, a total of 394 K-6Es were built, before the design gave way to the glass fibre ASW 15.

Countless pilots have gained their Silver and Gold distance, height and duration flying K-6s and a number of national and international records have also been established. In 1963 Otto Schäuble and Karl Betzler, flying two K-6CRs, broke the world distance record flying from Dettingen near Stuttgart, Germany to Saint Nazare on the French Atlantic coast – a total of 876km.

The following year, Wally Scott set a new world record for a straight distance to a declared goal in his K-6CR, flying from Odessa, Texas to Goodland, Kansas a distance of 837km and in 1967 won the Barringer trophy for the longest US flight in that year, flying 888km from Odessa to Casa Grande, Arizona in a K-6E.

### **The K-6 in the 21st Century**


Even the youngest K-6E is now over 40 years old, while the earliest K-6 variants are fast approaching their 60th birthday. Over 1,300 of the different variants were built between 1955 and 1972 and it appears a significant proportion are still flying, with some making significant cross-country flights. What is the reason for this popularity and longevity? Most likely it goes back to Rudolf Kaiser's original goal, which resulted in a good overall design – a simple, easy to maintain, glider with good performance, which is easy and pleasant to fly.

### **Maintaining and operating the K-6**

There is often a perception that wooden gliders require more maintenance and work than glass fibre gliders, but if a K-6 is stored correctly and the routine/preventive maintenance is performed, it should be possible to maintain it for a long time in an excellent state without a large amount of additional effort.

The K-6 is mechanically quite simple so rigging, routine maintenance and minor repairs are quite straightforward. Rigging/derigging is simple and can usually be done with three people and, if suitable rigging aids are used (such as trestles), with two people.

The wings are joined by two mainbolts passing through the metal spar caps; each wing connects to the fuselage via a pin behind the spar and a drag bolt near the leading edge. The conventional tailplane connects via two pins and a bolt, while the two parts of the flying tailplane on K-10/K-6E are connected via a spar tube and a locking pin. All of the controls surfaces, except for the rudder, are operated through simple push rods with connecting pins (easily accessible during rigging), while the rudder is connected to the pedals via cables.

Unlike many gliders of the same vintage, Alexander Schleicher still provides technical support for the type, including all technical notes, drawings (available as PDFs) and can still manufacture all the metal components with most common parts kept in 

## **COUNTLESS PILOTS HAVE GAINED THEIR SILVER AND GOLD DISTANCE, HEIGHT AND DURATION FLYING K-6S**



K-6 PH-1376 under an inviting sky (Jason Hatton)

### **SCHLEICHER K-6E**

#### **Dimensions**

**Length:** 6.66m (21ft 10in)  
**Height:** 1.6m (5ft 3in)  
**Wing span:** 15m (49ft 2in)  
**Wing area:** 12.4m<sup>2</sup> (133.5sq ft)

#### **Weights and loadings**

**Empty weight:** 190kg (419lb)  
**Max AUW:** 300kg (661lb)  
**Useful load:** 110kg (242.5lb)  
**Wing loading:** 24.2kg/m<sup>2</sup> (4.96lb/sq ft)

#### **Performance**

**VNE:** 108kts (200km/h)  
**Stall:** 32kts (60km/h)  
**Best glide:** 34:1@45kts (34:1@84km/h)  
**Min sink:** 120ft/min @ 37kts (0.68m/s @ 72km/h)



Close-up of the wing root/fuselage area showing the two main bolts that connect the two wings together, along with the drag pins at the leading edge. The airbrake and elevator control linkages connect via pins to the push rods in the fuselage. Thanks to the removable fairing over the wing, the wing bolts and control linkages are readily accessible and it is almost impossible to connect anything incorrectly (Jason Hatton)



K-6CR PH-337 thermalling above Long Mynd, as seen from K-6E PH-1376 (Jason Hatton)



The cockpit of K-6E PH-1376 (Jason Hatton)

✂ stock. Most UK clubs have maintenance inspectors who have experience of wooden gliders and fabric recovering, so when it is necessary to overhaul the glider, it is possible for an owner to do much of the overhaul work under the supervision of a maintenance technician.

The K-6 has less fabric than many other wooden gliders and modern synthetic fabrics, such as Ceconite, may easily last 20 years or longer. However, as a result the wing structure is inspected less frequently, so the BGA introduced a mandatory five-yearly wing inspection of Schleicher wooden gliders a few years ago. Small inspection holes in the fabric and wood are used to ensure that any degradation of the structure is detected in due time.

Even major damage, such as a broken fuselage or wing, doesn't necessarily mean the end of a K-6. A number of apparent write-offs have been rebuilt by dedicated individuals, facilitated by the simple design and the availability of all the necessary technical information and parts.

### Flying the K-6

The cockpit of the K-6 is relatively small, so anyone who is very tall, or large, may find it difficult to fit comfortably. Also, the reclined seat of the K-6E has rather an odd contour (probably to accommodate a larger parachute than commonly used now), so usually it is necessary to use cushions to get the correct position. However, once properly installed in the cockpit it is very comfortable. The wing root is behind the pilot's head, restricting view in this direction, but visibility from the cockpit is otherwise excellent.

The K-6 is a delight to fly, with light, well harmonised controls and very responsive with a good roll rate. Being relatively light, it is fairly easy to sense lift from the movement of the glider. In moderate to strong thermals, a well-banked turn flying around 43-46kts (80-85km/h) gives a good rate of climb, while slower thermalling speeds can be used in weak conditions and smaller bank angles. In transitions between thermals, 45-65kts (85-120km/h) are typical (following the MacCready ring) and it is not usually necessary to fly faster than 75kts (140km/h).

It is possible to spin the K-6, but it will generally not do this unprovoked. An

interesting safety feature Rudolf Kaiser incorporated into the design was linking the elevator to the ailerons, so that the ailerons move upwards together when the elevator is full up, reducing the tendency of the tip to stall before the wing root.

Winch launching is straightforward, but care must be taken to prevent the nose coming up too quickly if the initial acceleration is too strong. The maximum winching speed is only 54kts (100km/h), so the speed needs to be maintained in the 48-54kt (90-100km/h) range for optimal climb (based on a 1.5x Vs minimum winch speed).

Aerotowing with the nose hook presents no particular difficulty. However, the offset combination winch/aerotow hook of the K-6E provides the potential for a couple of unpleasant characteristics. There is the possibility of groundloop in a significant crosswind, as the tow hook is close to the centre of gravity, but this can be prevented by appropriate cross wind take-off technique. If a groundloop happens, it is usually at the beginning of the take-off roll before the ailerons become effective, so there is little risk of damage provided the pilot releases immediately.

Likewise there is a tendency to self centre during the tow. In turbulent conditions, or with excessive stick movements, there is the potential for "kiting" during tow (the glider rapidly climbing similar to a winch launch) requiring immediate reaction, usually releasing to prevent a dangerously high tow position. Nevertheless, aerotow launching should not present any major challenges to a pilot who is attentive to these potential issues.

The K-6 has very effective airbrakes and also slips very well, so it is possible to make quite a steep approach if required and land precisely. Usually the landing roll is short, making it ideal for field landings. Nevertheless, the low tailplane position, unsprung main wheel and wooden semi monocoque fuselage makes the K-6 susceptible to damage if landing in tall crop, so selecting an appropriate field for an out landing is important.

While many of us may dream of flying a high performance modern glider hundreds of kms across the countryside at high speed, the reality is usually somewhat different. Most of us cannot fly as much as we would like, maybe only occasionally fly cross-country and have a limited budget if we own a glider. It is into this reality that the



K-6E PH-1376 is winch launched at the Wenlock Olympian Gliding competition, held at the Long Mynd in July 2012 (Paul van der Zwan)

K-6 fits very nicely. The price of a K-6 is typically between £2000 - £6000 depending on the condition, trailer and instrument fit, which makes it very affordable as a personal/syndicate glider.

The K-6 is generally well mannered and pleasant to fly, which makes it suitable for less experienced pilots, yet has enough performance for Silver, Gold and even Diamond distance. Also, thanks to the handicap system a K-6 can be flown quite competitively against many Club Class gliders over tasks of 300km or less. Flights of 300km are regularly made with K-6Es in

the UK and flights of over 500km have been done, which shows what can be achieved by a skilled pilot. Indeed this shows that it may take a long time to outgrow a K-6!

**Further reading:**

A lot of additional information on the K-6 series of gliders can be found on the K-6 website at the following address:

<https://sites.google.com/site/ka6sailplane/>

■ I would like to thank Adrian Emck for his input into this article. In the next issue, pilots share their experiences of flying the K-6 cross-country.

**THE K-6 IS A DELIGHT TO FLY, WITH LIGHT, WELL HARMONISED CONTROLS AND THE GLIDER IS VERY RESPONSIVE, WITH A GOOD ROLL RATE**



Adrian Emck's K-6E being rigged, showing how rigging is made easy with suitable trestles and dollies (Jason Hatton)



Jason Hatton learned to fly in K-13s at Fayence in the southern French Alps and completed his Silver C flying K-6s. He owns a 1969 K-6, PH-1376, based at Zweefvlieg Club Deelen in Holland

# WHEN A WINCH LAUNCH FAILS...

Land ahead or turn, but what next? BGA Training Standards Manager Mike Fox looks at the different scenarios you might face



Prepare for all eventualities by flying some different winch launch failure scenarios with your instructor (Mike Fox)

**THIS ISN'T A CIRCUIT, IT'S AN EMERGENCY THAT NEEDS DEALING WITH. YOU NEED TO CONCENTRATE ON KEEPING YOUR SAFE MINIMUM MANOEUVRING SPEED AND FLYING ACCURATELY**

I'D LIKE to think that all winch launch pilots would know and love the BGA trained procedure that follows a launch failure – real or simulated. First we adopt the appropriate recovery attitude, WAIT for the nominated approach speed and decide if it's safe to land ahead. If it is; do so. If not, a turn (one way or another) will be required. However, what happens after this point is less well defined. One reason is that there are many circumstances in which a pilot may find him/herself and there are therefore many different actions they could take. I

hope the advice below helps to clarify some aspects of this important exercise or emergency.

## **Landing ahead after a mid-launch failure**

Many years ago, we adopted the training recommendation that if you judged you could land ahead after a launch failure, you should. This was after some pilots crashed while trying to turn following launch failures where

they could easily have landed ahead, so this is still valid and vital advice.

However, judging how far the glider will fly and stop with full airbrake is a difficult skill to master. Consider some of the variables: glider type, airbrake and wheelbrake effectiveness (even on the same type), wind has a large effect, has the glider got a skid? Is the grass wet? Metalled runway? Airspeed selected? Airbrake amount selected? Water ballast?

One answer is to practise full airbrake approaches occasionally, playing a judgement game about where the glider will stop and when it does, seeing how accurate you were. Obviously, those full airbrake approaches need to be well into the airfield so you don't risk an undershoot!

There are times when you may experience a launch failure and you could possibly just squeak it in ahead (but risk rolling through the boundary hedge). However, what's the point if you are at say 5-600 feet when you

get the failure? Safer in this case to turn, but be careful. Don't take this as a licence to turn when you could land ahead. On instructor courses, we now add an extra bit to the patter 'land ahead if you can' – we say 'land ahead if it's safe and sensible'.

Of course, the above only applies if you are in the full climb when the launch fails. Lower launch failures require a different procedure – see the BGA instructor manual.

## **Launch failures where it's not possible to land on the airfield ahead**

OK, how about another situation? You get a launch failure – real or simulated – and you decide you can't land ahead, so you turn. First thing is – which way? Well, normally downwind, as this gives you more room to land once you have turned through 270 degrees or more, but that might not always be the most appropriate. If, for example, you are operating from a ridge site, turning downwind may put you in lots of sink from the ridge. It may be desirable to turn away from tall obstructions. The geography of your airfield may mean that turning upwind when the crosswind isn't very strong makes sense. Perhaps there is a known off-airfield landing spot that is used in some circumstances. Obviously, every site is different, so local knowledge and chatting to your instructors or experienced local pilots is essential.

So having successfully assessed the situation and started your turn off to one side, what now? Well, what's going through my mind is formulating a method of finishing this turn and getting the wings level for an approach to an available landing area, whilst finishing turning as high as I can. This does not mean turning too tightly. You may be able to whip round a 360 while only losing 50ft or so, but you'll then be faced with a sticky situation – you are now 50ft lower, but still don't have distance to land 'ahead'! So the best thing is to turn fairly smartly for the first 90-120 degrees or so and then roll off some bank and monitor the situation.

If you have turned in the downwind





direction, you will be drifting away from available landing area, which is good as it gives you more room to land once you turn back. As soon as you think you have a good safe distance to land, tighten the turn before levelling the wings to land. That's it! It goes without saying that this varied bank, continuous turn needs to be the most coordinated of your life, and always above your minimum manoeuvring speed.

#### **Common problems**

Very often, I see pilots extending downwind further than is required after a launch failure, perhaps finishing their turn above the launch point at 150ft, when they could have turned earlier (and therefore higher), still with easily sufficient space to land into or across wind. I would encourage instructors not to let their pupils do this, but to take control and show them that turning in earlier is much safer and more relaxing.

Over-ruddered (skidding turns) and poor speed control (too slow, rather than too fast) often cause concern. This is probably due to the proximity of the ground and the visual cues that go with that (if you are really low, the wingtip appears to move forward over the ground, rather than the usual backwards you see at height). You need to pay close attention to the ASI and the string while manoeuvring when you are low. Distraction from accurate flying is precursor to a spin, so perhaps it will be the latter part of the recovery which will get you, when your

attention is on a suitable landing area.

I hear pilots occasionally talking about going into a circuit or abbreviated circuit after a failure. While this may be one way of thinking about things, I think it sets up the wrong mental cues – this isn't a circuit, it's an emergency that needs dealing with. You need to concentrate on keeping your safe minimum manoeuvring speed and flying accurately while planning what to do.

Finally, it's easy to mess up the landing after all that stress, even after a successfully handled launch failure, so keep your wits about you, and continue to concentrate until the glider comes to a halt (or even after that if it's really windy)!

#### **Conclusion**

Let me finish by saying that none of the above detracts from the initial vital actions mentioned at the beginning of this piece. As long as speed is maintained, you retain control of the situation. Unfortunately, if you find yourself low with little speed, you are in a sticky situation, which is why your instructor wants you to do your final turns higher after launch failures, if it's safe and possible. It all ends up adding to your safety margins; incorporating the correct amounts of kinetic (speed) and potential (height) energy combined.

So jump in with your friendly instructor and fly some scenarios. I hope you enjoy practising winch launch failures as much as I do. Have fun!

Cable back releasing after a launch failure (Mike Fox)



Mike Fox is the BGA Training Standards Manager. He flies an LS4 from Seighford and Pocklington



■ Two stunning images from the 2012 Overseas Championships in Ocana, Spain. Cranwell GC's Kevin Atkinson was flying his ASH 25 G-SINK with guest/student/passenger Dave Scott from Currock GC. The top picture shows Martin Durham striving to climb up to the ASH. The picture below shows the numerous olive plantations, but while the trees are only a couple of feet high, the trunks are logs. There are many landable fields beyond, as well as some rather inhospitable terrain, which offers excellent soaring. On four separate days during the competition, the ASH climbed at over 11kts on the average, the highest height being 11,970ft.

Kevin said: "I found myself touching shoulders for the first time with previous world champions and chatting freely with people who I had only read about. If you are passionate about what gliding really is about, but need help, and you ever get the chance to fly in a two-seater with an experienced competition instructor pilot, then you must literally drop everything and go. I can assure you that you are likely to learn more in one flight than 100 cross-countries on your own and, for many, that will realistically equate to a lifetime. As yet there are two vacancies in my ASH 25 for the Overseas Championships in Spain (11-18 May) this year!" (Kevin Atkinson)



*Facing page, clockwise from top left:*  
Matt Ellis brings Burn's K-13 home  
(Kevin Moseley)

Shaun Reason captures the beauty of the Jurassic coast on 1 December, 2012, flying Dorset GC's K-13 with Dennis Watt. This picture was taken at a height of 4,000ft, looking west towards Lulworth Cove, Weymouth and Portland Bill  
(Shaun Reason)

The sun sets above Shenington  
(Ian Atherton)

Last flights of the day – Burn's K-21 on finals in the summer of 2012, silhouetted against the power station (Kevin Moseley)

K-21 launching off RW25 at Burn against the low sun (Alastair Mackenzie)

Gordon Bain's ASW 20F overhead Parham 'in the snow' – courtesy of Photoshop in this instance (Gordon Bain)

*This page, below:*

Cockpit of Shenington's RF5 motorglider  
(Ian Atherton)

■ 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) or upload to: [www.sailplaneandgliding.co.uk/dropbox](http://www.sailplaneandgliding.co.uk/dropbox)





# FIFTY YEARS AGO

Senior pilots wander down Memory Lane with Mike Bird

**T**HE 1962 UK Nationals at Aston Down (see last S&G) represented the beginning of the end for Free Distance: modern racing had begun. Here leading pilots look back 50 years.



Ian Strachan became convinced of the future of the high-performance motor glider in 1968, the year in which he flew a K-14 round a nationals task in which all of the competitors landed out

**Derek Piggott (who celebrated his 90th birthday on 27 December 2012):**

I PLACED 13th in League 1 overall, but 1st in the Standard Class, beating Andy Gough in a K-6cr and David Ince in an Oly 460. Having flown all the variants of the Elliott Olympia 460 prototypes when the Oly 463 went into production, I was lucky to have the opportunity to fly the first one in the 1962 League 1 Nationals, owned by Anita Schmidt.

I had not yet flown cross-country in 1962, but had been instructing in Slingsby T-21s at Lasham: not good training for competitions! My most memorable flight was on an out-and-return to Lasham (119.2 miles, 192.5km). On the return leg, the light westerly drift had gradually increased, but this extra headwind was difficult to detect until the final glide. After taking what I expected to be ample height, I realised it was going to be extremely marginal and there was little hope of a further climb. I crept in at zero feet, touching down and then rolling over the finishing line which was the perimeter track. Was it a proper finish, I wondered? It was. However, looking back

from the cockpit I could see both Peter Scott and Mike Kaye were not so lucky and had landed short about 200 yards behind me.

After all those years of Free Distance flights, what a relief to be flying triangles and out-and-returns! But not for my lady crew members, who hated triangles and wanted to be out on retrieves, complaining bitterly about having to wait on the airfield, washing their hair. ☺

**Justin Wills sympathises with Derek's crew members, and feels that something has been lost:**

NOW, aided by turbos, very many pilots attending contests have no crew whatsoever, with the corresponding effect on gliding society. It is certainly not the 'family sport' that it was. ☺

**Ian Strachan was the winner of League 2, in a Skylark 3**

LATER in the 1960s, Ian shocked many (including me) by becoming a proponent of motors in gliders, a good 30 years before they became the norm. His full account of how this trend developed merits a separate article to itself in a future edition of S&G.

Task setters of the late 1950s and 60s were slow to realise that with an Olympia in light winds, or a Skylark in moderate winds, closed-circuit tasks were not only entirely possible, but highly desirable to minimise field landings and retrieve fatigue.

It was expected that comps would include long retrieves and many pilots wanted their 300km Diamond. Arriving back at Aston Down from Cornwall at breakfast time, very tired after winning the previous 'Free Distance' day, made me vow NOT to set Free Distance in any later incarnation as a task setter!

A significant development since 1962 is the rise of the high-performance motor glider. I became convinced of its future when in 1968 I flew a K-14 (K-6 wings, 27hp engine in the nose, non-retracting propeller) round a nationals task in which all of the competitors landed out. Meanwhile, I used less than 10 minutes of engine to fly round the triangle.

Many of the nationals competitors landed



Cartoon by Matt Wright, Devon & Somerset GC

out in a field near Didcot with pools of water in it (I saw them from the K-14 having started the engine). However, with the assistance of other pilots in the field, George Burton managed to retrieve quickly enough for a second comp launch (they were allowed after landing out in those days) and got round the task to win the day, because the showers stopped as the day went on. Myself, I was not in the comp, but just a hanger-on. ☺

### **Phil Jeffery (third in League 2 in Slingsby Sky)**

☺ I WELL remember the fun at turning points, for those tasks that had them, when gliders arrived before the TP observers had got there and laid out their markers behind some building or hangar. There was then the business of vouching for each other having rounded, in case the observers had failed to spot a glider over the turn.

At Lasham one year, a wealthy competitor flew round the task in his Percival Proctor after briefing. This was considered unsporting, but the fact he tipped the aircraft on its nose when returning made it OK in my eyes. A rule was subsequently introduced to prevent such practices – that is, flying the task prior to launch, not the tipping-up bit which, to the best of my knowledge, is still permitted.

Certainly today's speed tasks frequently result in about a 300 point spread between fastest and slowest; whereas days of failure, which turn into distance tasks, can result in a 1,000 point spread. In my view, something is not quite right there. ☺

### **Developments after 1962: Carr Withall and Mike Bird recall the joys of turnpoint photography before GPS took over**

**CW:** Before Instamatic cameras, pilots had to descend to 3,000ft above ground to be observed by human eyeball, aided by binoculars, to see the glider competition numbers.

**MB:** In a glider with less than 30:1 glide angle like a K-6Cr, to have to go round a turn below 3,000ft meant you were frequently worryingly low, but that 3,000ft rule was essential when the system used human observers. I said that your chance of being observed depended on whoever was on their back at the time... So I was pleased when in the mid-1960s Instamatics replaced courting couples (what a quaint expression that sounds now) and you could go round at any height if you had a clear view of the turnpoint.

**CW:** Geoffrey Stephenson (UK National

## Meanwhile, back in the USA...

GEORGE MOFFAT shares his impressions of 1962 and progress since then:

☺ The 1962 US Nationals at El Mirage, California, was my first gliding contest, flying the HP-8, wing loading considered dangerously heavy at 6.5lbs. (Mike Bird's Skylark 3, by contrast, was 4.5lbs and 21st century gliders fly at 10lbs and more.) Since there were only 32 ships, including some 12.2-metre 1-26s, gagging was virtually unknown and navigation time-consuming and chancy over the featureless Mojave Desert. Navigation was mostly IFR, standing for "I Follow Roads".

Nobody even dreamed of GPS, audios and computer varios with page after page of possible distractions. Only Dick Johnson's RJ-5 (6.8lbs) and the prototype Sisu (7.1lbs) got significantly beyond 30:1 glide angle. The Sisu, probably the ultimate iteration of the metal sailplane, won.

So, if you were to try to draw a

satisfaction-in-contest-flying graph, would it be a steadily ascending line, peaking at the 2012 Worlds? Do we really like that team flying and coaching is now not an option but an imperative, as the USA's dismal showing, despite the advantage of playing at home (Uvalde, Texas), made clear?

In the Open Class, neither the ETAs nor Dick Butler's Concorde show a contest advantage over the latest ships with more modest spans. Are the latest ships, at a quarter of a million \$ and thus a very limited field of contestants, actually a step forward?

I guess I liked the late 1990s and early 2000s the best in terms of ship affordability vs performance. My Discus 2, at around \$50,000 with 1990s instruments, proved highly competitive in both the Standard and 15-metre classes. I'm sorry that the US has been so myopic and archaic in terms of team flying and coaching, both being productive and enjoyable. ☺

Champion in 1959 and, 20 years earlier, the first pilot to soar across the English Channel), later in the 1960s started task setting at London Gliding Club, with Roger Barrett as Competition Director. Closed-circuits and Cat's Cradle (distance tasks with multiple optional turnpoints) became the norm. You could write a whole S&G article about Instamatic camera fiascos, with scorers and directors trying to work out if the pilot had or had not gone round the turning point. Younger pilots today do not know how spoilt they are.

**MB:** One thing for which today's task setters and young pilots would envy us for in the 1960s, however, is the lovely airspace we had then: creating modern tasks is an exercise in origami!

**CW:** Whenever I was the director at nationals, I always did the photo assessment; it was always clear if the pilot was fighting the glider to take a photo and I always gave them the benefit of doubt, sometimes to the scorers' dismay. But, as I said, it is not a photo competition. I remember one year when the met man at Dunstable, Mike Garrod, who was the current champion, took what he thought was a photo of the church at Olney, which he was very familiar with; it took me hours on an Ordnance survey map to find the church he had photographed some miles away. Nil points.

### **AFTERTHOUGHT: DON'T GIVE UP ON FREE DISTANCE**

Every journey worth doing should be a quest. Britain is too small, but my safaris in the USA and Australia were adventures. They entailed pointing yourself at the horizon with the express purpose of not coming back. Without an engine, of course. MB

**GEORGE BURTON  
MANAGED  
TO RETRIEVE  
QUICKLY  
ENOUGH FOR A  
SECOND COMP  
LAUNCH (THEY  
WERE ALLOWED  
AFTER LANDING  
OUT IN THOSE  
DAYS) AND GOT  
ROUND THE  
TASK TO WIN  
THE DAY**

# LET'S HEAR IT FOR THE GIRLS

The world's number one woman glider pilot, Liz Sparrow, explains how Women Glide (UK) is turning up the Girl Power!



Liz Sparrow

**A BIG PART OF WINNING IS ABOUT BELIEF IN YOURSELF AND OUR ENCOURAGEMENT HELPS YOU RAISE YOUR ASPIRATIONS AND PERFORMANCE**

**T**HE Women's Development Initiative has been around for the past seven-ish years, run by members of the British Women's Gliding Team. Its objectives are to encourage more women into competition flying and, specifically, into international competition.

I often get asked what's the rationale for a women's initiative since it's clearly a level playing field (a high-level playing field?!). The justification is that there are so few women pilots – the latest information is

around three per cent of club pilots, fewer comp pilots. A big part of winning is about belief in yourself and our encouragement helps you raise your aspirations and performance.

We've run training weekends, coached at competitions, had ground-school days with pundit speakers and objectives setting. We try to act as role models (!) and offer advice to any woman who wants help progressing her gliding. Last year we set up the Facebook page Women Glide (UK) to get women pilots talking to each other; this is gradually building its audience and we're enjoying the banter arising. Face-to-face or via Facebook, it's your opportunity to meet like-minded people, get to know and learn

from the top pilots.

It's very difficult to measure, but it seems to be having an effect as last summer we had more women flying in comps than before and – for the first time ever? – we have more pilots qualified than the six we will take to the Worlds in 2013. Certainly my own flying has improved from being involved – next summer I'm off to the Europeans for the first time.

By the time you read this we'll have held the Winter Talky Day, where we share tips, set objectives and see whether we achieved last year's objectives. Other events will be

posted on WGUK and alerts sent out via the BGA's Women page. We'd love to hear from all the other women out there. You don't even have to be solo yet, but if you want a boost to improve your gliding we're here to help.

So, tell us what you want, what you really, really, really want...

Team members Claudia Hill and Helen Hingley reflect here on how the Women's Development Initiative has benefited their flying.

## **Claudia Hill writes:**

So what did the Women's Development Initiative ever do for me? Well, without it I would not have made it into the British Women's team, I'm pretty sure of that. I am a member of the Oxford Gliding Club at Weston-on-the-Green – a small weekend-only, winch-only club where, although there are several enthusiastic cross-country pilots (and they certainly helped me get the cross-country bug), only a few people regularly fly competitions other than the Inter-Club League (ICL).

I first heard about the Women's Development Initiative meeting in early 2006. They were going to tell me how to go faster. I'd done a 300km, but to do more in daylight I needed to get faster. A day of free training, and the opportunity to soak up as much knowledge from the pundits as I could, sounded great.

I did not, however, expect to be bullied into doing a regionals that very year. Regionals were only for really good pilots, people from the big clubs where it's part of the natural progression. Not for someone who only did ICL. They didn't really take no for an answer though, so I signed up for the Northerns. My aim was to not come last. And I thoroughly enjoyed myself. And didn't come last. I wanted to do that again, definitely.

And then... the same happened after a couple of years with the nationals...

The Club Class Nationals turned out to be



## **WE TRY TO ACT AS ROLE MODELS AND OFFER ADVICE TO ANY WOMAN WHO WANTS HELP PROGRESSING HER GLIDING**

brilliant fun. And on one day, through luck more than anything, I happened to stumble into the very short weather window and came third. And yes, I didn't come last.

Well, I had caught the bug and, in the next year, I managed to be in the top 40 per cent, thus qualifying for the squad and being invited to fly in the Pre-Worlds/French Women's Nationals in Issoudun in 2012. What an honour; I was dead chuffed. Of course, there was no chance I would qualify for the women's team to fly in the actual Worlds, so I decided to regard Issoudun 2012 as my own personal Worlds. A lot of the other national team women were also competing after all, and we would share at least some of the tasks with the French 18m Nationals and a French Regionals cum Libelle comp. Flying in a foreign country was exciting (you might say I've done nothing else for the past 14 years), as was practising my French on an old farmer, his neighbours and their children after a field landing. What an experience!

Maybe, I thought, with a lot of practice, in a few years' time, I might eventually qualify for the team. Turns out I already have, and now I'll be flying with Ayala Liran and Helen Hingley in the Women's Worlds in Issoudun. I'm looking forward to representing my, er, husband's country in France.

I most certainly would not have managed that without the Women's Development Initiative's winter sessions, spring competes and persistent bullying to fly more and bigger comps. Thank you Liz and the team!

### **Helen Hingley writes:**

Well, apparently I've somehow scraped on to the team for the Women's World Championships in 2013. Wow! I wasn't going to do any competitions in 2013, except Enterprise, but I can't possibly give up the opportunity to fly a competition with such a great atmosphere as the Women's Worlds. So

my first resolution for 2013 is already broken and (at the time of writing) it's not even 1 January yet.

Here's how it all started...

The fantastic instructors at Dunstable taught me how to fly a glider in 2008 (although to be fair I had a bit of a head start, with 100hrs power flying gained nine and 10 years earlier, most of that with Cambridge University Air Squadron and, earlier, an RAF flying scholarship in sixth form). In December 2008, I decided to buy a glider and by January 2009 I was the proud owner of "HXT", my beautiful LS4.

How on earth did it happen so quickly? I guess I had decided that I was going to make up for the nine long years away from flying!

Around the same time as I was buying HXT, I heard about an event happening at Bicester in February – a Women's Development Initiative day (but expanded to include the menfolk too). I remember emailing Liz Sparrow asking if I could attend. Although I didn't even have my Silver C at that point, Liz said that of course I could come along.

I thought the day would be a great opportunity to find out a bit more about cross-country flying and meet people from other gliding clubs for the first time, and it certainly was. I remember feeling a bit nervous and out of place at the start of the day, as everyone introduced themselves and impressively recited the number of regionals and nationals they had all done. Eeek!

But it didn't matter; just as in club gliding, the group was very welcoming. The day was very relaxed and it didn't matter if you were less experienced. I sat next to Claudia and she was nice and friendly – phew! I had ☺

Pictured above centre, from left to right, are British Team members Helen Hingley, Claudia Hill and Liz Sparrow

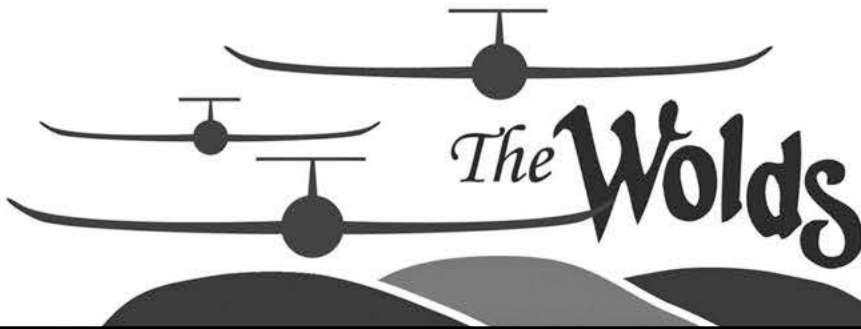
Photograph above and on facing page by Brian Harris / [www.brianharrisphotographer.co.uk](http://www.brianharrisphotographer.co.uk)



Claudia Hill (right) at the 2012 Club Class Nationals at Gransden Lodge (Nick Hill)

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✍ a little green notebook and diligently wrote down every single thing that each speaker said. We covered loads of stuff – not only flying techniques, but also your equipment and instruments, preparing for a competition, sports psychology...

I remember being fascinated by the trace analysis in SeeYou, which was, I think, the first time I had seen it.

What happened next? 2009 was a year of 'firsts': I got my Silver C, flew in the Inter-Club League at Hus Bos, doing my first ever proper task, and then entered my first Regionals at Dunstable, which was great fun despite being introduced to the bane of many glider pilots' lives – logger problems! I lost a day's points due to that and another day due to a wedding, so I guess I wasn't taking it too seriously at that point.

The following February, at Bicester again for the next 'development day', it was great to see familiar faces. That year I also did the compete organised by Liz and I signed up to the Hus Bos Regionals since many of the women's team were using it as a practice comp. What a great move. It was a nine-day, single-class comp in beautiful weather – perfect (although I was absolutely shattered by the end). There's no way I would have signed up to a regionals away from 'home' were it not for the reassurance of knowing others there... and various pieces of advice from Liz of course!

So, what did the Women's Development Initiative do for me?

Well, in combination with soaring weeks/ task weeks at Dunstable and the Inter-Club League, it really helped to build my cross-



Helen Hingley flying "my beautiful LS4 HXT" (Paul Rackham)

country knowledge and experience early on. It also encouraged me to try new things and to get to know people from other clubs. I simply wouldn't have done many of these things were it not for the encouragement of the group.

In 2011 and 2012 I flew in the Club Class Nationals, and seized the opportunity of doing the 'practice worlds' competition at Issoudun (I came 7th in the Club Class; my proudest moment, I can't believe I didn't mention that earlier!), but you don't necessarily have to go down that route. Getting involved with the initiative is simply a great opportunity to learn from others and improve your cross-country flying – and the more the merrier!

**I SIMPLY  
WOULDN'T  
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ENCOURAGEMENT  
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**TRIG**



If you don't feel ready to enter the Juniors in 2013, why not apply for the two-seater training? Peter Carter finds out what you can achieve

**T**HE BGA two-seater training at the Junior Championships is a coaching opportunity for young people who haven't yet flown a comp, and it's certainly not a chance to be missed. The week involves experiencing a comp first hand, getting excellent cross-country training from some very knowledgeable coaches, and having a fantastic time with a great group of people – not to mention that it's free!

Read on for some experiences from the people who took part in 2012, and seriously consider applying yourself if you're eager, determined to get the best from 2013, and want to get more from your flying. The Juniors is the best place for young people to learn cross-country flying and, not only that, the Juniors is seriously good fun. Everyone is friendly, helpful and there to have a brilliant week.

#### **Tim Marlow talks about a flight in the K-21**

**F**LYING with Ed Foxon in the "mighty" K-21 was a great experience. Launching into a reasonable sky we progressed up to Chieveley Services at a reasonable rate, having to jump some gaps, which stretched the glide performance of the K-21.

A dive in and out of the turn was followed by out-climbing an ASH 25 before setting off in the direction of Bicester. Again some of the gaps were a little big for the K-21 and, with the weather appearing to cycle, we were soon getting a little too low over Thame Gliding Club. I am glad to say that we connected with a thermal which got us back in the game and heading towards Buckingham.

At this point I should say that we had taken the best part of the day to do about a third of the task so, with the weather to the west looking pretty poor, we decided to turn Buckingham and then head for Bicester and home. We were both quite keen not to land the K-21 in its third field of the week.

As we neared Basingstoke, we scratched around in the last climbs of the day to ensure that we could get back with enough height for a good finish, which turned into a 'how high can we go' game. In the end we found that this last climb, in blue sky, took us to about 4,500ft right at the end of the day. ☺

#### **Dan Smallbone flew with Henry Freeborn in a Duo**

**O**N LAUNCH we caught a climb along what appeared to be a convergence just south of the airfield, and made a start quite quickly. By the time we reached Didcot, 50km north of Lasham, the sky was covered in spreadout. We flew in gaggles for the majority of the



# DOUBI

first couple of legs, which was a fairly new experience for me.

Henry and I made the joint decision to abandon the gaggle flying; we weren't making the best of each climb and both of our heads were constantly on a swivel.

We headed straight to the turning point. Just as we got there a fresh cumulus formed under the medium level spreadout directly above Kingham and, after a few minutes climbing, the gaggle we had left joined 1,000ft, if not more, below. The satisfaction of this was great!

Getting back from Kingham to Oxford was fine, but the climbs quickly thinned out. We left our last climb about 30km from home, but our margin got eroded until we were no longer on glide. Before we needed to look for fields, we pushed to a forming cumulus which gave us 3kts and got us back to Lasham in third place. ☺

**Saz Reed had a great time with Andy Holmes in the K-21:**

☺ TEN days at the Junior Championships flew by, it was a great way to meet new friends and learn about competition flying. The two-seater training was a good way to get started.

In my first flight, I got around a task with Henry Freeborn, who taught me lots of good points to get the best out of competition flying. However, the highlight of my week was getting the K-21 around a task. I say this because the K-21 landed out every time, apart from when Andy Holmes and I joined together.

My first major problem was gaggles. Once I had got used to them, I was able to confidently and cooperatively join the other climbing gliders to get the best energy quickly. Getting low was interesting because we were determined to not land out, so getting high and staying high was important and involved being strategic – getting the best out of the energy available, by looking at which cloud street would benefit us the most.

Overall, I had a great time and can't wait to use everything I learnt at the next competition. Thank you to all of the instructors and to the great friends that I made during my time at Lasham! ☺

**James Loveland followed up two-seater training with his Silver distance**

☺ AFTER hearing about an opportunity for two-seater training off the back of the grid in the Junior Championships held at Lasham in August 2012, I couldn't wait to apply for this experience. In the weeks leading up to the Juniors I was able to complete all the parts necessary for the Bronze Cross-Country Endorsement so the timing of this training couldn't have been much better. I learnt a lot more about cloud and route selection and I thoroughly enjoyed the three cross-country flights I had over the week.

Towards the end of September, the weather finally looked decent enough to attempt a solo cross-country flight. After getting advice from Chris Lawrence (a junior competitor) on a suitable task, I settled on an out-and-return between Tibenham and Newmarket. There was a small group of others who had also decided to attempt the same task. I was the first one to take a winch launch and, after a lot of scratching around, I eventually got high enough to start. Halfway along the outward leg I wondered why I hadn't seen anyone. It was also at this point I realised I could hear everything fine on the radio, but I couldn't transmit. I had no idea as to where or how the other pilots were getting on.

The cloudbase over Tibenham was about 4,000ft, but, as I approached Newmarket, it had reduced to about 2,500ft. After finally reaching Newmarket and starting the trek back home, I struggled to find any lift and had plenty of opportunities to practise field selection! It wasn't until I got to 750ft QNH that I finally connected with a 5kt climb to cloudbase.

It was quite a tough flight back, but I enjoyed the challenge. It was a great relief to see the airfield in the distance and an even greater relief when I realised I could get back! When I got down, I found out that no one else had been able to get away at the time I'd left, which made me feel even more pleased about completing my Silver distance! I didn't do it at any speed to boast about, but ☺

**IT WAS A GREAT WAY TO MEET NEW FRIENDS AND LEARN ABOUT COMPETITION FLYING**



Tim Marlow enjoyed his experience of two-seater training in 2012



Above: Saz Reed prepares for her first flight of the week (Mary Reed)

Facing page, from top: Saz Reed and Andy Holmes climb with a gaggle on day 4

Charlotte Gordon, Beth Redpath and Andy Holmes discuss tactics for the day

The non-flying activities were almost as competitive as the flying (photos by Saz Reed)

LET THE FUN

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✈ I'm sure that the experience I gained at Lasham in the two-seater training scheme helped me no end in preparing for my first cross-country. The training gave me more confidence in flying out of gliding range of the airfield, which had previously been a slightly daunting prospect! I'm fairly confident that had I not had the experience of the two-seater training then I probably wouldn't have completed that first solo cross-country. A big thank you to Andy, Henry and Ed who I flew with over the week. ☺

**A coach's perspective from Henry Freeborn:**

☺ FOR me this was a great opportunity to put something back into the sport with younger people, as I had previously competed in the Juniors in the past. This task was made easier by having an enthusiastic group of pilots to fly with throughout the week, who were keen to improve on their cross-country skills and were all competent pilots in their own right.

Coaching imposed some interesting challenges in how we would conduct the flying, such as allowing for bigger safety margins; should we do some of the task and get back for others to have a go? It is always a difficult judgment of trying to get the balance of letting the student fly, make decisions, and flying some of the task yourself and trying to impart your knowledge to them.

The week itself was a tricky one with the weather and a couple of land outs. During the week some valuable lessons were learned by pupils, which I am sure will help them

with their own competing in the future. James Loveland learned that it was a better idea to land 6km short of the finish in the rain on a very marginal glide where there were fields and not end up in the trees just short of Lasham.

All in all, it was a successful week with Team KPE finishing in third place HC. I really enjoyed the week and found it a fantastic experience being able to help younger pilots along their way and it was great to see the Juniors was starting to regain the popularity and ambience which it enjoyed in the past.

I must say a big thank you to Tony World, who is CFI of Portsmouth Naval Gliding Centre, for allowing use of the Duo for this valuable cause. Also, thanks on behalf of the other coaches to Lasham for providing us with two gliders, and Andy Miller for bringing his Janus. ☺

It was a great week in 2012; everyone who went learnt a huge amount, gained bags of confidence, and went away eager to fly the comp in 2013. Everyone who took part in 2012 would like to say a big thank you to the BGA for the flying, everyone who lent gliders for the cause, and Lasham for hosting the event. The week was a huge success, lots was learnt by everyone, and some have already started getting flights towards their Silver. So what are you waiting for?

The Juniors two-seater fleet launched directly behind the main competition grid, allowing similar start times to the main competition pilots (Saz Reed)



Dan Smallbone was one of many to make rapid progress during the week

■ **Apply for the BGA two-seater training in 2013. Further information will be at <http://nationals.juniorgliding.co.uk/> in the spring**

Banbury GC's Roger Coombs tells the story of the club's EuroFOX, from the initial research for a tug alternative, through the build process and certification, to its aerotowing debut, offering members extremely attractive launch fees



**T**HE steadily rising cost of launching gliders has been a concern in the gliding movement in recent years and has now approached uncomfortable levels for many people. To look into this problem, the BGA set up a small committee to investigate the possible alternatives to the normal tugs used by most clubs, many of which were designed during the 1950s when running costs were very different from today's levels. Peter Fincham, our Aircraft Member, was one of the members of this group.

The EuroFOX came out as a definite alternative as it has a history of towing operations in eastern Europe, which is not the case with any of the other aircraft looked at in the study.

As a result of this, we decided to visit the NEC for The Flying Show in late November 2011, to look at the EuroFOX UK demonstrator on show there. The quality of the aircraft was of

a very high order and with the approval of the membership, gained at the AGM that same evening, we arranged a demonstration at Hinton airfield on 17 December with a view to placing an order if proved suitable for our operation. This was a success, as I was able to carry out four aerotows with our heaviest glider (K-21) with two of the heaviest pilots we could find. This was done whilst carrying a logger in the tug. This was followed with a couple of tows by our 180hp Super Cub of the same glider/pilot combination, for comparison. The result showed a small increase in the ground run with the EuroFOX (possibly due to inexperience with the type) but, once airborne, the performance of the two tugs was very closely matched. Due to the water-cooled system, the engine could be reduced in power much more quickly than is possible with the air-cooled engine in the Cub, and as a consequence, the return to the

# TUG OF THE

Rod Watson in Banbury GC's EuroFOX. Feedback has been positive from both ends of the rope (Robert Cronk)



# E FUTURE?

## **THESE RATES ARE ALREADY INCREASING THE UTILISATION OF THE FLEET, WITH MEMBERS TAKING EXTRA, AND HIGHER, LAUNCHES**

(Below) The EuroFOX on the hard at Hinton, before its first flight and (bottom of facing page) descending near Hinton airfield (Robert Cronk)

✂ airfield for the next tow could be very smartly carried out.

On the strength of these findings, we decided to place an order that very day, for delivery at the end of May 2012. We decided to go for the nose wheel option, as we felt that the undercarriage is more substantial and more suited to the rigours of aerotowing.

Shortly after this, we registered the project with the LAA.

Two significant aspects required further investigation; the aircraft's full endorsement by the LAA as a "self build" and the aircraft's clearance by the CAA to tow on a Permit within the BGA. Whilst the BGA were in discussion with the LAA and the CAA regarding the clearance to aerotow with Permit aircraft, the CAA had still to rationalise a way forward within the EASA framework. Concerns remained over these topics for a period, but they were eventually fully resolved late in the delivery schedule after consideration by the CAA who noted in agreeing the use of Permit tugs in BGA club operations that the towing operations carried out by those aircraft may not be profit making, but charges may be made to recover operating costs.

The next milestone was a one-week trip to the factory in Slovakia, arranged by the UK Agent, Roger Cornwell, and was a very interesting experience, doing work on our own airframe under the supervision of the staff, and which brought the airframe to the

point where it could go into their paint shop. They rightly feel that their reputation is in part dependent on the quality of the finish on the airframe, and are therefore insistent on doing the paint job in-house in whatever colour scheme the customer requires.

Whilst at the factory, adjacent to the airfield at Nitra, it was reassuring to see other used EuroFOX aircraft, including one that was around seven years old and had completed 6,000 aerotows, still looking in very fine fettle.

The kit was delivered on time and came with the fuselage and wings temporarily attached and folded, for ease of transportation, and two large boxes of parts. We asked Adrian Lloyd to be our Inspector, which he readily agreed to do, and set to work on 1 June in the club's workshop (a former construction site Portacabin office, with a large 'goods' door made in one end).

The comprehensive build manual relies heavily on pictures, and as we found out it is very important to read all the written instructions before starting, as important information can be missed by just following these pictures. That said, the build was very straightforward, and the quality of the components supplied was of a very high standard. The people at the factory had gone to considerable trouble to make sure that all the nuts, bolts, washers, etc, had been correctly supplied with the components. Three other members of the Club, Phil Dolling, Peter Nicholson and Richard Collings, also assisted Peter Fincham and myself at various points during the build, which was completed in approximately three months.

We called in Adrian to inspect the work to date when we had completed the fuselage and engine/nose wheel installation, and satisfied him as to the quality of our work. With his approval, we then proceeded to complete the aircraft, including initial engine runs, checks of fuel flow rates, carb balancing, etc, before calling him in for the final inspection.

This being satisfactorily completed, we then applied to the LAA for the "Permit to Test" and at the same time Peter Fincham and myself applied for permission to carry out the required flight programme. This was granted, and we were then able to move forward at our own pace. Due to the care we took to make sure the aircraft was correctly rigged, the flight tests were uneventful with the aircraft matching performance parameters in the flight







The EuroFOX starts to take shape, pictured about a week after delivery, in Banbury GC's workshop (Robert Cronk)



Builders Roger Coombs (left) and Peter Fincham, looking pleased with their work, as indeed they should (Robert Cronk)

manual accurately. Adrian was then called in to conduct the final test flight, to verify our figures, at which point we then applied for the full Permit to Fly.

During the test flying, no aerotowing is permitted and so we still had to wait for the issue of the full Permit before we could demonstrate to the membership that we had done the right thing.

The wait was not too long – about three and a half weeks.

The first weekend of towing was 6-7 October, making it just over four months since we received the kit. We completed some 35 aerotows with, apart from Peter and myself, four other tug pilots converting to the new aircraft. Universally the reaction was very positive from both ends of the rope.

To date we have now had 20 days of towing and just over 200 tows have been carried out, including many in less than ideal conditions (either crosswinds or no wind at all, and wet soft ground, and also in stronger winds which would have kept

the Cub in the hangar), and the aircraft has proved more than adequate to the task. Our fuel consumption per tow is averaging just 2.6L, or 1.2L per 1,000ft, or 13.25L per tacho hour. Due to our intention to carry out most of our maintenance in-house, our costings have resulted in us being able to offer a tow to 2,000ft for £13.50 and a tow to 1,000ft for just £7.00 – a similar price to a winch launch at many clubs.

These rates are already increasing the utilisation of the fleet, with members taking extra, and higher, launches, *ab initio*s taking several low tows to practise circuits, and members simply taking a launch for a ride around where before there was some reluctance amongst the more experienced members to spend a more significant sum on a launch other than when soarable.

As to durability, the evidence from eastern Europe is positive and we shall be surprised if, given proper care and attention, the aircraft does not give good service for many years to come.

**BASIC INFORMATION ON KIT FOR AEROTOWING GLIDERS:**

■ 560kg MAUW for SEP/SSEA version

■ 472.5kg MAUW microlight

■ 450kg MAUW microlight

■ Advanced kit equipped for towing operations ranges from about £40,000 plus VAT.

■ Kit contains everything to finish the aircraft to a flying condition and contains airframe, engine, basic instruments and paint.

■ A number of options are available, including strobe lights, back-up electric fuel pump, parachute recovery system and extra large tyres

■ The flying numbers vary depending on the variant. This is the 560kg, 100hp version, which would be appropriate to glider towing:

**Empty weight:** 285-299kg

**Fuel capacity:** 86 ltrs

**Stall speed:** 43mph

**Cruise speed:** 110mph

**V<sub>NE</sub>:** 143mph

**ROC at MUAW:** 900fpm

**Baggage weight:** 20kg

**Max wind:** 28mph

**Crosswind limit:** 17mph

**Max flap extension:** 93mph

**Glide ratio:** 9:1

**Range:** over 600 miles

(statute)

**Wingspan:** 29ft 10in

**Cockpit width:** 44.1 in

**Max width, wings folded:** 7ft 10.5in

**Length:** 21ft

**Main gear width:** 7ft 2in

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# THE AIR LEAGUE

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The Air League is offering the following opportunities in aviation and aerospace to young men and women permanently resident in the UK. The competition for flying scholarships opens in November 2012 and all other competitions on the 1st December 2012.

### Fly Solo in 10 Days?

Flying scholarships offer the chance to learn to fly through the award of 12 hours flying in light aeroplanes towards the achievement of a National Private Pilot's Licence or completion of a PPL(A). The majority of scholarships will be flown on a residential basis at selected UK flying schools. Selection is based on a formal application and, after short-listing, aptitude tests at the Officers and Aircrew Selection Centre, RAF Cranwell during March/April 2013. There will be a final interview either at the Air League offices in London or Tayside Aviation in Scotland.

Closing date Thursday 31 January 2013. Air Cadets are eligible for special awards. Applicants must be 18 but under 26 on 1 April 2013

### Gain a Balloon Scholarship?

The Balloon scholarship has been newly reinstated to help a young person qualify for a Balloon Private Pilot's Licence.

Closing date Friday 22 February 2013  
Applicants must be 17 but under 26 on 1 April 2013

### Improve your Gliding Skills

Gliding scholarships offer cross-country gliding, aerobatic gliding or SLMG flying to gain flying experience and new qualifications.

Closing date Friday 22 February 2013  
Applicants must be 16 but under 26 on 1 April 2013

### Experience Aerospace Engineering?

The Engineering scholarships provide placements in the UK aerospace industry for two weeks for young men and women considering careers as aerospace engineers. The scholarship covers all reasonable travel and accommodation costs.

Closing date Friday 22 February 2013  
Applicants must be 17 but under 26 on 1 April 2013

### Improve your Licences?

Flying bursaries provide 3-5 hours advanced flying training in single engine piston aeroplanes, to assist licensed pilots to gain additional flying qualifications or to renew a rating.

Closing date Friday 22 February 2013  
There are no age limits.

W: [www.airleague.co.uk](http://www.airleague.co.uk) T: +44(0)2072228463 F: [facebook.com/groups/airleague](https://www.facebook.com/groups/airleague) T: TheAirLeague

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# PREVAILING W

Alan Lapworth investigates the seasonal variation of the prevailing wind direction in Britain



A blocking region of low pressure (as experienced for much of the months of May, June and July in 2012!) brings long periods of persistent rain

**IT MAY BE USEFUL TO THE GLIDER PILOT TO KNOW AT WHAT TIME OF YEAR THE WIND DIRECTION MIGHT BE SUITABLE FOR A PLANNED FLIGHT**

**I**F YOU ask most people what the prevailing wind direction is in Britain, they will say 'south-west'. This is almost a part of our culture and it comes as a slight shock to visit places like Greece, say, on holiday and find that the prevailing wind there is northerly. In fact, even within Britain, the prevailing wind varies from place to place and, as shown below, also varies with season. It may be useful to the glider pilot to know at what time of year the wind direction might be suitable for a planned flight and it is also relevant to a yachtsman planning a fortnight's coastal cruise.

#### **Variation with location**

A glance at a compendium of wind data or climatological atlas shows that the annual mean wind direction varies considerably over the British Isles. The major cause of these variations is topography. The high ground over Wales, Northern England and Scotland has a pronounced overall effect on the mean isobars, which back (turn anticlockwise) over the western coasts and veer (turn clockwise) over the eastern

half of the country. However, an even greater effect is caused by relatively local topographic effects. Thus the mean annual wind direction at Exeter is north-westerly, while at Tynemouth it is westerly and at Manchester it is southerly. Nevertheless, the prevailing wind at the majority of sites in Britain lies somewhere between west and south.

#### **Seasonal variation**

Perhaps a more significant variation in mean wind direction is the seasonal variation. To investigate this in detail, data was used from the instrumented field site in the middle of a relatively flat region in the East Midlands. The plotted wind rose shown in figure 1 is fairly typical of those at many sites in the country. To further ensure its representivity, wind data was only used for readings taken between the hours of 1100 and 1400 UTC.

Previous measurements have shown that the boundary layer is most likely to be convective at all times of the year during this part of the day, whereas at other times the air flow becomes cold and dense near the surface and has been found to be affected by even the low topography within a few miles of this site.

An annual mean wind rose using observations between 1100 UTC and 1400 UTC for the period 1997-2007 is shown in figure 1 and this is also typical of earlier periods. The main features are a large lobe in the south-westerly direction with a secondary, but significant lobe to the north-east. A wind rose constructed using data from all hours shows a tendency for flows to concentrate more in the north-east and south-west directions because of the above mentioned topographical effects. A plot was made of the monthly mean wind directions for both the south-westerly quadrant and the north-easterly quadrant for the 1997-2007 period combined with an earlier period of 1969-1987 when the anemometer was mounted on a higher mast. Although the greater height affects measured wind speed, it should have very little effect on measured direction.

This plot is shown in figure 2. It can be seen from this that while a south-westerly wind prevails for winter, summer and autumn, this is not necessarily true in spring. For the months of April and May in particular, the frequency of north-easterly winds increases while that of south-westerly winds decreases so that the frequency of north-easterlies is about equal to that of south-westerlies. In fact during some decades the prevailing wind at many sites during these months is north-easterly.

Data from other sites in Britain shows a similar pattern, with winds in the north-easterly sector increasing markedly in spring. There are often several consecutive days of north-easterly winds in these months because they are associated with blocking anticyclones to the north and west of the country.

This persistence is an important feature as there is a high inter-annual variability about the mean, especially in May, so

# WIND

that in some years there may be several weeks of continuous north-easterlies. This is unfortunate for cyclists going from Land's End to John O'Groats in spring of such years, who may have been under the impression that they are more likely to get a following wind. The features of the northern hemisphere atmospheric flow giving rise to this pattern of winds are described in the following section and this is followed by a discussion of inter-annual variations.

## Rossby waves

The flow at the 500mb (about 20,000ft) level in the northern hemisphere shows a fairly stationary, horizontally waving pattern of low pressure troughs and high pressure ridges, which are known as Rossby waves, encircling the pole.

These waves are created by the variation with latitude in spin about the vertical axis. A mass of air at the north pole is spinning about the vertical axis at a rate of one full rotation every 24 hours. A similar mass of air at the equator does not spin about the vertical axis. At intermediate latitudes there is progressively less spin as you move from the pole to the equator. Therefore, if a mass of air flowing eastwards deviates southwards from mid-latitudes in the northern hemisphere, it finds itself spinning about the vertical axis at a greater rate than its surroundings. This excess spin causes it to deflect its trajectory back towards the north until it has returned to its original latitude. It overshoots and now its spin is less than that of the surrounding air. This causes it to deflect back southwards, and so it continues so that the trajectory oscillates back and forth about the original latitude.

These variations in the flow direction create a pattern of waves high in the troposphere (see figure 3) as it travels around the globe, taking perhaps a fortnight to do so. If the flow meets itself in the same phase when it has gone once round the world, then the pattern is stable and will probably persist for another fortnight. The near surface pressure patterns and associated weather are often related to the phase of the upper Rossby wave under which they lie. Because of this, bad weather in Britain, say, may

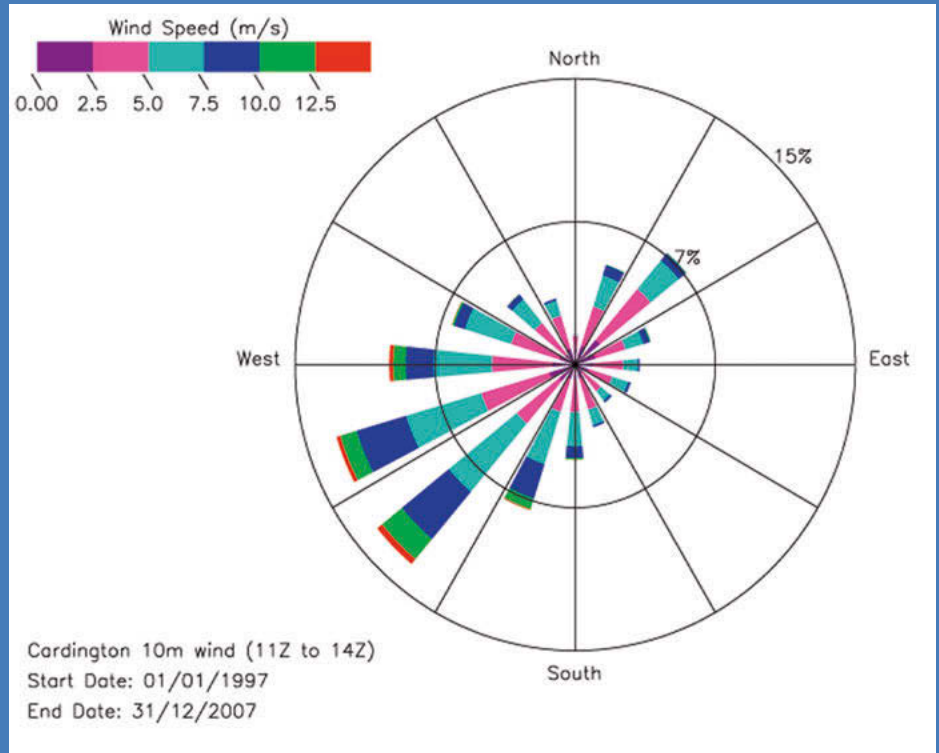


Figure 1 (above): Mean wind rose for an East Midlands site over the period 1997-2007

Figure 2 (right): Monthly mean wind direction frequencies for the north-easterly sector (red line) and south-westerly sector (blue line) over two periods between 1969 and 2007 (see text)

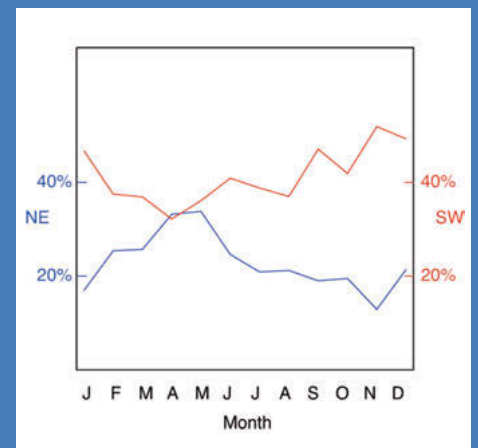
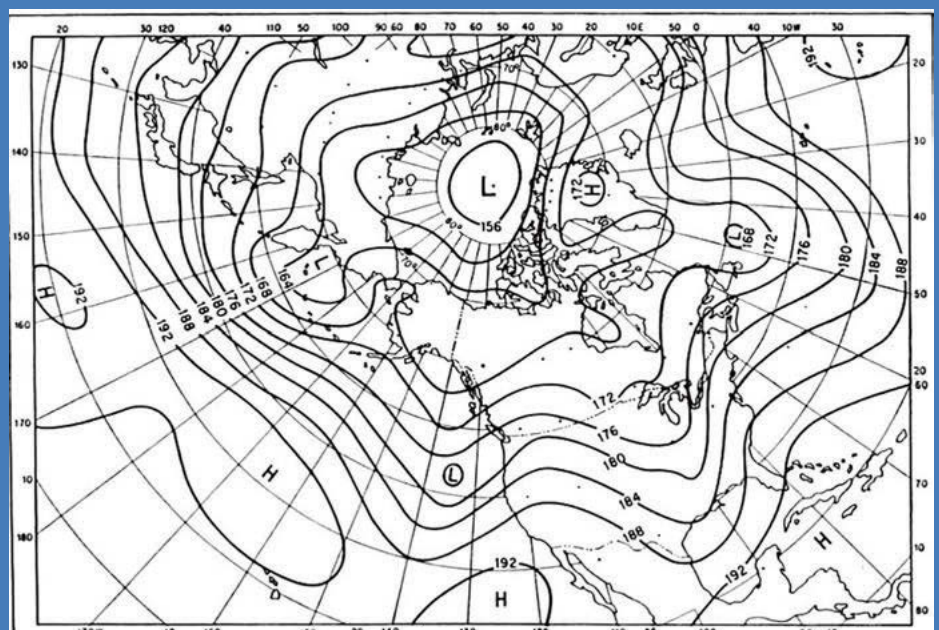


Figure 3 (below): Pattern of Rossby waves over the northern hemisphere (from Petterssen 1956)



## IN WINTER A BLOCKING REGION OF HIGH PRESSURE TRAPS CLOUD UNDER ITS ASSOCIATED INVERSION CREATING CONDITIONS OF 'ANTICYCLONIC GLOOM'

Figure 4 (below left): Simple block, showing (a) the 500mb contours and (b) surface isobars (solid) and thickness lines (dashed)

Figure 5 (below right) Omega block, showing (a) the 500mb contours and (b) surface isobars (solid) and thickness lines (dashed)

↪ be related to better weather a half Rossby wavelength downwind in the Mediterranean and vice-versa.

The number of waves in the pattern varies with season as the wavelength is dependent on the mean wind speed, which is itself dependent on the pole-equator temperature gradient. This wavelength is shorter in summer, when the jet wind speeds are lighter, and longer in winter and may be about 1-2,000 miles. Although the waves can drift westwards against the mean flow or eastwards with it, features of the pattern tend to be fixed relative to northern hemisphere topography such as the Rocky mountains. Much shorter wavelength baroclinic waves, which are an instability driven by the pole-equator temperature gradient, flow eastwards through this wave pattern. These are associated with the mid-latitude cyclones and surface westerly winds.

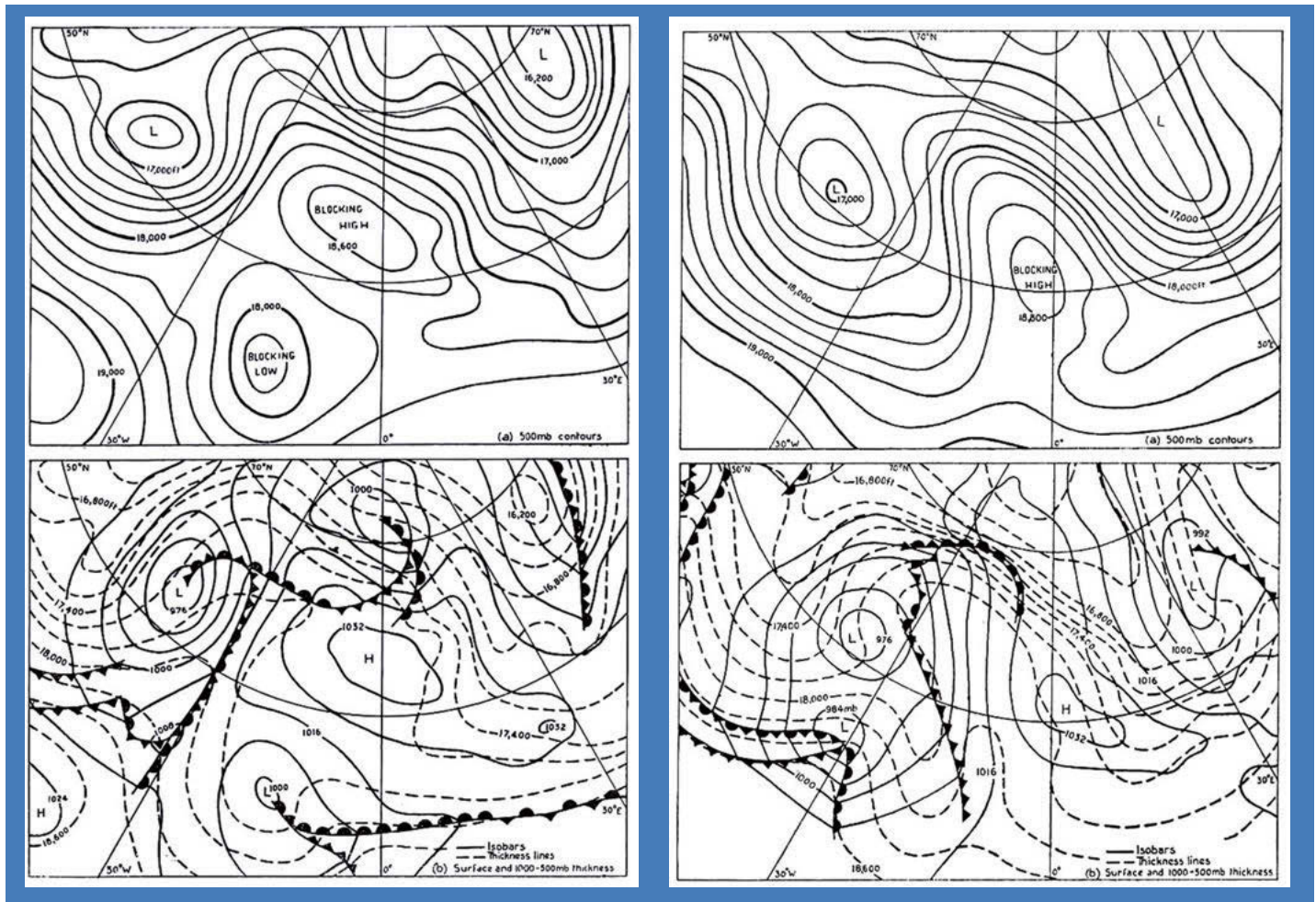
### Blocking

At times the amplitude of one of the Rossby waves increases to such an extent that the wave 'breaks' so that the northern part of the

wave becomes cut off and a pool of relatively warm air with an anticyclonic circulation is embedded in cooler air. The flow is said to be blocked and the jet stream flows round the cut off pool.

There are generally two types of block. In the first of these the Rossby wave breaks to form a dipole with a high pressure warm pool to the north of a single low pressure area. Alternatively the warm pool is cut off symmetrically with two low pressure areas to the west and east of a high pressure region to form an omega block. In either case a fairly stationary high pressure area forms at the surface.

In the case of the commonest (dipole) block, there is an associated low pressure to the south, while in the case of the omega block there are two associated stationary low pressure areas to the south-east and south-west of the high pressure area. Figures 4 and 5, taken from Sumner (1959), show upper air and surface charts of examples illustrating the two types of block. In the first type of block, the jet stream splits to flow to the north of the high pressure and south of the



low pressure. In the case of the omega block there is no split in the jet stream which flows between the high and low pressure areas.

This means that if the blocking low pressure is over Great Britain, then the jet stream is to the south of us.

These blocks may be stationary or can drift either eastwards or westwards. They tend to last for about a fortnight overall, and as mentioned above this probably relates to the time for the jet stream to travel round the world.

The weather associated with such blocks varies with the block position and the season. In summer a blocking region of high pressure initially brings long periods of fine sunny weather, although the associated subsidence in the middle of the anticyclone creates a temperature inversion which gradually lowers and traps haze below it. A blocking region of low pressure (as experienced for much of the months of May, June and July in 2012!) brings long periods of persistent rain and associated flooding. In fact, although summer is the hottest time of year, in Britain the weather is often quite cloudy and wet – the British ‘monsoon’. August is sometimes particularly wet when low pressure systems created by high temperatures over France drift north and result in thunderstorms.

In winter a blocking region of high pressure traps cloud under its associated inversion creating conditions of ‘anticyclonic gloom’, sometimes with drizzle.

In the northern hemisphere only certain longitudes are prone to blocking. The one with the highest blocking frequency is over Europe and for most of the year the region of blocking is centred at a longitude of 25 degrees east. There is a secondary maximum over the eastern Pacific. However, during the spring, when the Rossby wavelengths are shortening, but the trough and ridge pattern is relatively fixed over North America, the area of blocking activity moves westwards to a longitude of around 10 degrees west. In June, the wave pattern usually breaks and reforms with a larger number of waves and the European blocking area re-establishes itself to the east.

It is during the spring that this movement of the blocking area results in particularly frequent surface high pressure ridges to the north and west of Britain, bringing winds from the north and east.

The high pressure areas associated with the block tend to extend over Scotland, and this is related to the fact that Scottish

weather is usually better (although cooler) in spring and autumn than in summer.

#### **Summer temperature correlations**

A measure of westerly flow that has become fashionable in recent years is the North Atlantic Oscillation (NAO) index, which is the mean pressure difference between Iceland and the Azores. Monthly values of the index are available on the University of East Anglia Climate Research Unit website. As might be expected from the above discussion, this index shows minima in spring and autumn.

The variation from year to year of the north-easterly wind frequency is probably influenced to some extent by sea surface temperature anomalies. In fact the winter values of the NAO have been shown to be correlated with preceding spring time Atlantic sea surface temperatures (SST) and this is used as part of a long-range forecasting technique. In addition, it has been shown that spring time Atlantic SST patterns correlate fairly well with British summer temperatures. Unfortunately attempts to produce seasonal forecasts based on these and other correlations are only statistical in nature and create considerable bad publicity on the inevitable times that they go wrong! The current monthly prognoses available on the Met.Office internet site use ensemble forecasting techniques. In these forecasts, a large number of numerical forecast models are run with slightly different initial conditions and an average is determined by combining the results.

#### **Conclusions**

It has been seen that the period April-May-June is a particularly critical time of the year during which large-scale changes are occurring in the prevailing synoptic pressure patterns. It was probably unfortunate that it was at this time of year that the volcanic eruption occurred in Iceland that subsequently affected so much European air traffic. In summer, the 500mb wind speed is reduced as the polar regions warm up so that thermal contrasts between the poles and the equator become less. The flow becomes weaker and possibly becomes more sensitive to changes in the climatology of the polar regions. One consequence may be to affect the frequency of blocking.

## **ATTEMPTS TO PRODUCE SEASONAL FORECASTS BASED ON THESE ARE ONLY STATISTICAL IN NATURE**



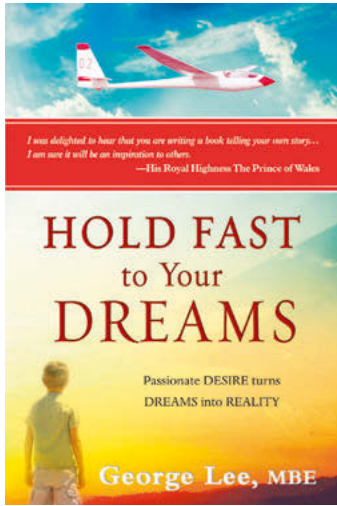
Haze trapped under an anticyclonic inversion

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



**Hold Fast to your Dreams**  
by George Lee MBE

Paperback, 180 pages,  
available early March. £9.99  
ISBN13: 978-88-97896-21-0  
e-book version: ISBN13  
EBOOK: 978-88-97896-22-0

George Lee will be attending the BGA Conference on 2 March at The Nottingham Belfry, where copies of his book will be available for sale.

■ This review was written by Brian Spreckley, who has won gliding World Championship Gold, Silver and Bronze medals. He was seven years National Coach for the British Gliding Association before founding a commercial recreational flying operation. Brian is currently vice president of the International Gliding Commission and very active in the organisation of International competition programmes.

**IF THERE IS  
A MESSAGE  
FOR FUTURE  
CHAMPIONS IN  
GEORGE'S BOOK  
IT IS ALL ABOUT  
DETERMINATION  
AND ATTENTION  
TO DETAIL**

# HOLD FAST TO YOUR DREAMS

*George Lee, MBE, shares his life story*

THERE is something compelling about looking back on a man's journey through life, particularly those men who have stuck steadfastly to their chosen path and with hard work and good fortune have achieved even more than their early ambitions.

George takes us on his journey from a post-war childhood in Ireland to becoming three-times World Gliding Champion, an outstanding fast jet pilot, and a Check Captain on 747s, to a remote farm in Australia. If, like me, you take exception to the modern tendency of using superlative adjectives and creating drama at every opportunity you will enjoy reading George's understated, but engaging, account of his progress through life

George's book is not a "how to do it manual" for success in life, but with a little imagination the reader can discern how application and dedication to each aspect of life is the most likely route to achieving your dreams. There was no privileged start in life for George, who was born to a working family in Ireland in the post-war years.

Even though the 60s and 70s were years of great opportunity and creativity, very few people would have thought you could make it from state school educated trainee airman to Phantom pilot. Becoming three-times World Gliding Champion along the way makes that even more remarkable.

## **Period of growth and enterprise**

If you were gliding in the 1960s and 70s you will recognise the gliding world that George joined, first solo in a Grunau and first cross-country in an Olympia. The experience of pure flight captured George's imagination like many young people of that era. For those who have come to gliding since the 70s this book is an introduction to this era of gliding in the UK, a period of great growth and enterprise in the sport.

George's classic account of his 1971 British distance out-and-return record flight from Spitalgate in a Libelle was one of the milestones in the transition from wooden to glass-fibre gliders.

George takes us from his early days as a contest pilot, when success and disappointment were companion experiences, highlighting two of the essential qualities required to be a successful contest pilot,

tenacity and patience. George relives the important moments in each of his three World Championship wins, giving the reader a fascinating insight into the complex nature of competitive gliding. The stress of having to get back to the airfield for a relight may no longer be a part of contest flying, but all the other skills are the same and the transition from despair to elation following each day's result has not changed over the years.

The fact that George can devote at least as much space to his gliding adventures as to his Air Force flying is a significant reflection on the compelling nature of the sport of gliding.

His achievement in winning the Open Class World Championships three times created a legend that George did not make mistakes. However his intimate account of the route to winning highlights the disappointments and tribulations that dispel any such myth. If there is a message for future champions in George's book it is all about determination and attention to detail.

## **Hard work and self-discipline**

George comprehensively describes his RAF flying career from his first Chipmunk flights to operational action as a Phantom pilot during the Cold War, intercepting Russian bombers and practising the skills of dogfights in a fast jet. His account outlines in detail the professionalism required and how much hard work and self-discipline was necessary to make the grade in this elite environment.

It is obvious from George's story that his life was dedicated to aviation and achieving so much in the aviation world would leave little time for any other interests, but his accounts of bird watching, fishing and his interest in nature are further evidence of the sensitive reflective qualities required to be a great pilot.

Regardless of any interest in aviation, George's story leaves a deep impression of a man not only fortunate enough to find and marry his true soul mate, but wise enough to maintain the relationship and dedicate time to his family and his beliefs, which are both of great importance to him.

This autobiography is another remarkable achievement in a remarkable life and a worthwhile read for anyone with an interest in people and their lives.

**Brian Spreckley**



# Advanced Soaring Made Easy

Third edition,  
by Bernard Eckey

*Leading Australian coach tells how*

HOW often are we shot down whilst others soar away? And when we complete a task, how often are we dissatisfied with the distance or speed achieved? Are we still improving, or are we on a learning plateau?

If this sounds all too familiar, then I recommend you delve into Bernard Eckey's *Advanced Soaring Made Easy* (ASME), and you will be on the path to enjoying longer, higher and faster flights. Whether early solo or advanced cross-country flying, soaring in the flat lands or in the mountains, Eckey's book is a mine of information, techniques, and source of coaching help.

There are many reasons why ASME has become a best seller, but for me it's the combination of readability, user-friendliness and authority. Eckey speaks from the heart, both as a pilot who has faced many challenges and as a coach committed to passing on his wealth of knowledge to others. With around 300,000km cross-country, several flights over 1,000km (including a 1,134km FAI triangle) and a speed record in his logbook, Eckey's embedded anecdotes are captivating, inspiring and illuminating.

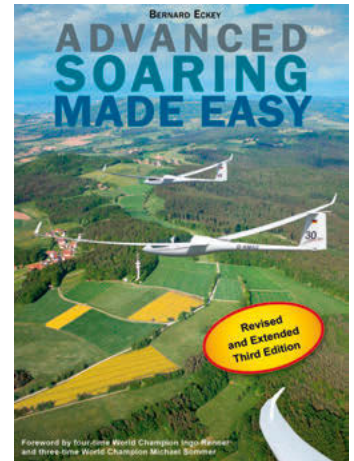
To test how relevant ASME is for the UK, I extracted material on soaring and goal setting to brief pre-Silver pilots on our soaring courses. By putting theory into practice, many students successfully soared in weak thermals, despite what appeared to be "circuit bashing" conditions.

That was impressive, but it raised the question of how useful ASME would be for established cross-country and competition pilots. One indication was the reaction within our club when I offered to organise a bulk buy. Knowing the frugal nature of many glider pilots I had hoped for perhaps 5-10 orders, but when pundits and competition pilots had a closer look, a total of 38 books were ordered. An earlier reviewer of the second edition had got it right (*S&G* April/May 2010 p67). This book has the breadth to be the "new Reichmann".

The third edition retains the chapter structure of the previous edition, adding about 100 pages, all beautifully presented

with clear diagrams, superb illustrations, and oh-to-be-there photographs. There are new sections on "mountain flying for flatland pilots" and "long distance flying". The weather chapter is enlarged, enhancing both forecasting techniques and on-the-day interpretation of conditions and visible markers. The discussion of weather patterns in different geographic areas has been expanded, especially useful when planning expeditions to different parts of Europe or even Australia. The chapter on safety has nearly doubled in length, but actually Eckey embeds safety thinking throughout.

So if you have an ambition to enjoy longer, higher, faster flights, order your copy of this must-read bible before it sells out.  
**Tony Cronshaw, instructor, Cambridge GC**



## Advanced Soaring Made Easy third edition

by Bernard Eckey

432 pages with 180 graphics, 20 tables and numerous accompanying photos.

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# CLASSIC CHOICE

If your New Year's resolution is to own a vintage glider, but you're not sure where to start, Bruce Stephenson has some top tips to point you in the right direction



The Minimoa is one of the classic glider shapes of all time. Its design dates back to 1935 and you can see the influence of the birds within its features in both wing shape and gull wing dihedral (Martin Simons)

**LIKE CHOOSING ANY GLIDER, PERHAPS THE BIGGEST CHALLENGE IS TO REALLY KNOW WHAT IT IS THAT YOU WANT FROM YOUR FLYING**

**L**AST winter we took a look at how some clubs around the country have started their own vintage groups. With the 2012 rally season over, we take a look at what could be your first vintage or classic glider.

With many getting into vintage gliding based on a glider simply being abandoned, and in many cases going for free, vintage gliders have a habit of finding an unsuspecting owner rather than the other way around! Despite the obvious advantages, vintage gliding also has its disadvantages. Budget for some is a primary factor, whilst a genuine interest in owning something with an air of antiquity is another; but it does come at a cost, and not necessarily just in monetary terms either.

Really, vintage and classic ownership falls into two broad categories. The grass roots romantic, who like me may have a nostalgic desire to preserve the grace, simplicity and beauty of a bygone age. If you fall into this category, then you probably already know what you want and choices become somewhat more refined. (With the inevitable compromises!) The other category of owner that this article is aimed at is those that turn to classic and vintage for more practical reasons.

In choosing any glider, perhaps the biggest challenge is to really know what it is that you want from your flying. This question for many of us is difficult to define and, in practice, often leads to multiple ownership in more than one glider! But if you are going to look for a glider that you think can tick all the boxes, first you must define what those boxes are. So let's look at what are arguably the most important factors of any purchase.

## Costs

Consider what your budget is and what the associated running costs are. Vintage gliders can offer spectacular value for money, but in many cases some pilots may be far better off looking at glass, especially as the cost of older glass ships has significantly dropped over the past decade. Another advantage of owning older gliders is that insurance is generally

considerably cheaper than more modern high performance gliders. Also, with many vintage gliders still being Annex II, costs are lower than EASA gliders.

## Performance

Generally classic and vintage tend to score poorly in this area, but there are some older gliders that still have good performance. Performance is relative to what you want from your gliding. For some there is just as much fun trying to achieve 100km in a 1960's glider as 300km in a modern higher performance machine; it's really just a numbers game. In practice it's not all that simple, as performance is often not the "be all and end all", and some consideration must also be given to other performance requirements. There is no doubt that many glass fibre machines are not only more robust, they are more suited to some of the more challenging sites in which wooden gliders may suffer unduly. Competition flying may also be another factor; however, the good news is that there is a now a growing interest in creating dedicated competitions aimed at older gliders.

## Do I fit?

Ah, yes, how often have we heard "does my bum look big in this"? Many pre-war gliders had small, very small, cockpits; with today's average Joe being significantly larger than those of some 70 years ago! If you are like me, this can even mean having to significantly modify elements of the cockpit area in order to search for any degree of comfort! There is some hope though; during the last part of the 1930s, and more so in post-war years, designers were being forced into taking ergonomics more seriously. (Despite this, designers are still largely influenced by performance at the expense of ergonomics.) The first real written specifications to deal with this issue came with the old Olympic Class specifications of 1938. Cockpits not only had to meet a minimum width, they had to accommodate a wider range of build and pilot weights.

You also need to spare a thought on how both your body and physical abilities change with age! Can you, for instance, still easily both enter and exit the cockpit? For example, an SZD Mucha Std can be a real challenge, requiring pilots to really double up to enter/

exit the cockpit, as the clamshell canopy opens and closes like that of a fighter jet. Can modifications be carried out to improve entry/exit? All these factors are a real concern when making your choice; there is little point in purchasing a glider in which you may not fit, or you are too heavy for!

### Handling

Many older gliders can have some challenging handling characteristics. Some suffer from poor control harmonisation, especially in roll with early aileron design where adverse yaw was a real issue. Often, older gliders can demand greater skills in flying accurately and more importantly SAFELY, especially those gliders that have poor characteristics near or at the stall, a real factor for lower experienced solo pilots to consider.

### Workshop skills (maintenance)

It's one thing to buy a glider just because it's cheap, it's quite another if it requires a significant amount of work. Ask yourself if you have the skills (and indeed the budgets), or access to the expertise to either repair or, in more extreme cases, rebuild substantial components. Many skills are slowly dying out and the latest EASA regulations will only exacerbate the situation. Not only are skill-based questions valid, have you seriously considered the time required to undertake any work that may be necessary? Remember, if it seems too good a deal, then get a second opinion from someone that knows what they are looking for, something for that matter you should all do for all purchases anyway.

### Rigging

There's no doubt about it, this is one area that older gliders lose out to the more modern counterpart, and for good reason. Most new gliders have actually benefitted from the development of the very gliders that I refer to. With today's auto-connecting controls and one-man rigging aids, rigging technology has come from basic trial and error of what works and what doesn't. Many vintage gliders, like the Rhönbussard, were not designed to be rigged and de-rigged on a daily basis. More often than not, rigging involves fiddly nail-breaking safety pins in hard to get to places and, in some cases, can take three to four times longer to rig than a modern counterpart! Also, as systems developed, some gliders can be potential flying death traps. Take the old double expanding pins for example. A great idea, easy to rig and de-rig, but it is vital to double check that you have



actually seated BOTH pins correctly, and has led to more than one death over the years. The first real attempt to simplify rigging and automatic control connection was the iconic Weihe, which, in 1938, was a revolutionary design in almost every aspect.

But it's not all bad news. By the 1960s many glider designers were seriously beginning to address the issue and, as a result, many post-war gliders are not only relatively quick to rig, but they have significantly lighter wings – again a real issue for the older pilot! (Added to that, in defence of older gliders, many early glass gliders were just as difficult and considerably heavier. Have you, for instance, tried rigging a Phoebus lately?)

### Aesthetics

I have purposely left this one to last, however for the grassroots romantic it could equally be considered above all else. If you are going to be objective about your purchase, good looks are just a bonus; it's a bit like having your cake and eating it! In practice, human nature comes into play; it's really no different to what attracts us to one another. Without doubt, defined beauty often forms a primary factor. Remember though, as the saying goes, beauty is only skin deep!

Nonetheless, there's one thing going for the canny buyer. Generally the old adage holds – if it looks right, then it probably is right, and there are an awful lot of really great performing gliders that bear this out.

Vintage gliders have a habit of finding an unsuspecting owner rather than the other way around (Lance Cole)



A thorough briefing before flying any new glider type is essential; even more so on older gliders

■ These are just some of the points that I feel are important points to consider when choosing an older glider, and in the next issue we will look at comparing some of the gliders that may lead to your next purchase!



■ Chris Reynolds, 15, in front of the Kestrel K-21 after completing his first solo. Pictured left to right: Robin Collbourne, Jim Aggiss, Chris Reynolds, Sean Reynolds, Roger Smithers, Taff Williams, Will Jones, Tim Graham



■ Trent Valley Gliding Club welcomes the first members of Lincoln University Gliding Club (Geoff Davey)



■ How many instructors does it take to launch a K-13? London GC instructors enjoy a break during a refresher course. Left to right: Graham Pursey, Alan Harrison, John Reed, Trevor Mills, Robert John and Rob Brimfield (Andrew Sampson)



*This page clockwise from top:*

Sam Roddie (Loughborough Students Union Gliding Club) improvises some airbrakes whilst trying out a Four Counties GC member's Cadet at RAF Wittering (Philip Mackenzie)

Buckminster's Stuart Black descending from 19,000ft in his DG-300 as the sun was going down over the Cheviots (Stuart Black)

A restored Great Western Railways bench has been placed outside the clubhouse at Black Mountains GC. It is called the HOGS (Happy Old Gits Seat) and here are some Happy Old Gits availing themselves of it - Adrian Thomas, Mike Ashton, Mike Rossiter and Robin Howorth! (Robbie Robertson)

Cranwell GC celebrated its 40th anniversary in October, 2012 (Miriam Watson)

*Facing page from top centre:*

In wave near Sutton Bank; a fantastic view from Yorkshire's DG-303 (Andrew Hatfield)

Interior shot of Dorset's faithful Auster tug (Shaun Reason)

A very happy Dave Bell of Burn GC at Portmoak after completion of Diamond height to 18,792 ft agl in his LAK17 on 14 September, 2012 (Bob Baines)

Evening light on the Black Mountains from T-21 Snoopy (Robbie Robertson)

■ 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*, please email them to: [editor@sailplaneandgliding.co.uk](mailto:editor@sailplaneandgliding.co.uk) or upload to: [www.sailplaneandgliding.co.uk/dropbox](http://www.sailplaneandgliding.co.uk/dropbox)



# CLUB NEWS

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

THE club sold the 'spare' K-13 to our friends at Bicester and the Pawnee has a new home at Czernichow Gliding Club, in South Poland. These moves have helped fund our EuroFOX tug, which promises to transform operations. Many thanks to members for 'bridging loans', which enabled the purchase of the EuroFOX ahead of selling the Pawnee. Our AGM saw many awards given, including Honorary Life Memberships, and the Chichester Cup, to Roger Coombs and Peter Fincham, who initiated and managed the EuroFOX project and lead on fleet maintenance. (See p38.) Congratulations to all.

**Rob Cronk**

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

FIREWORKS have been the talk of the club after Guy Westgate and his Fox visited us in November. He flew with members and gave a stunning display, which was topped off by a wonderful Bonfire meal. Lots to celebrate here too - Gina Corp went solo, Mark Peters converted to Falke and Steve Tape became the new DCFI. Steve has been doing a lot of work for the club, planning various training activities, so we welcome him to the official role. And, finally, Phil Woods has revamped our website - it is well worth a look.

**IAN HARRIS/DEBB HACKETT**

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

IT was with sadness we reported the death of Eddie Gunner. He was a great asset to the club and a long-term committee member. His independent thinking, humour and commitment are sadly missed. A brighter note was brought by one of our cadets, Nikita Gale, who has gone solo. We have now acquired our third Puchacz to complete our aim of changing to an all glass two-seater fleet. We had a meal to be remembered for our Christmas party, beautifully produced by John and Julie Hull, two of our newer members. Thank you.

**Jan Smith**

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

THE process to sell Bicester Airfield is continuing, with a conclusion expected by

March 2013. There are four confirmed bidders in the final round. We are hopeful that gliding will continue on the site, but anticipate significant costs to the club to ensure a longer-term future here. We are setting up a group to manage the future, so if you want more information, or are willing to pledge money as either donations or purchase of Bonds, please email [soar@bicestergliding.co.uk](mailto:soar@bicestergliding.co.uk). We have had one of our busiest years ever, regularly reaching 100+ launches per day, with growing membership.

**Lee Hitchins**

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

PLENTY of autumn wave and ridge has kept pilots smiling. Between the winter lecture season and our superb simulator we are having a lot of fun, even when the weather doesn't play ball. We are open at weekends all winter and the field drains easily, so that recent floods left us fully operational. Visit our website and see the full range of excellent training visitors. A Great Western Railway bench has been placed outside the clubhouse with a plaque stating it is the HOGS... Happy Old Gits Seat. It is well used (see p53)!

**Robbie Robertson**

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

AT this time it's mostly about planning the coming season. Expeditions to Talgarth and to many Booker pilots' favourite French flat site, Le Blanc, are planned, along with Aboyne. The workshops are refurbishing one of our K-13s, which should be complete with new fabric and paint job by the time this is published. Unfortunately the BBC Sports Club has withdrawn funding for its group, due to the reduction of London-based staff caused by the move to Salford. The group has been here for over 30 years and we hope that its presence will continue.

**Roger Neal**

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

2012 ended with a visit from aerobatic champion Deitmar Poll. A few lucky members got to sample his routine in the back of our K-21, while he also gave a display in a B4. We're now gearing up for 2013, with some

wave weeks already fully booked. This looks as if it could be our best year yet.

**Rich Abercrombie**

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

WINTER hasn't slowed us down - we've just added a new K-8 to the fleet, knitted from bits of old ones, and recent flying has been good, with our wave box opened twice in the past week. Although our grass has been out of bounds, we are well practised at track landing. Plans are afoot to harden other areas of the field to increase future landing opportunities when wet. We are fighting plans to erect a wind turbine just off the end of our main runway - wish us luck! Congratulations to Dave Gethin on his Ass Cat.

**Keith Clarke**

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

WE will be hosting the Junior Championships in August and are repeating the successful coaching weeks in 2013 - all welcome. See [bggc.co.uk](http://bggc.co.uk) for details. Congratulations to Andy Davis on his win in the South African Grand Prix. Dave Hallsworth left for warmer climes, but will return as resident instructor in 2013. DCFI Russ Francis's 50th birthday was celebrated. Ken Pile passed his Bronze exam. Hordes of students are organising car lifts to learn the mysteries of unpowered flight. A visit to Bristol ATC quickly filled up. BUGC student Jake Brattle did his first Nympsfield solo.

**Bernard Smyth**

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

THIS year's wave expedition to Milfield was one of our most successful in recent times, with all 12 of our pilots climbing to 10,000ft or more on at least one occasion and several topping out at between 15-20,000ft. Thank you to all at Borders GC who made our week so enjoyable. Congratulations to Keith Ford, who gained a Silver distance in his SF-27 in October, and Andrea Cicconie, who gained a NPPL (SLMG). The Rizk family has enjoyed considerable success this year with both their young lads, Robbie (14) and Lance (16), going solo. Well done!

**Stuart Black**

(Left to right): Honorary Life Memberships, as well as the Chichester Cup, were awarded to **Banbury's** Roger Coombs (right) and Peter Fincham for their work on the EuroFOX; Steve Tape sends Gina Corp solo at 16 at **Bannerdown**; John Sayce after his first solo at **Talgarth**, with instructor Tony Crowden



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

WE have kept active throughout the late autumn, helped by our hard runways. Ron Jubb has continued to entertain us with his aerobatic displays, while recent solos Lee Wilson and Mick Freear have now soloed in the PW5. Paul Fox, another recent solo, has soloed in the Janus preparing for flying his Ventus. Dave Bell is to be congratulated on his Diamond height at Portmoak, while Alex Gibb and Pete Weaver are to be congratulated on going solo. The latter event was well covered by the local press. The year was finished off with a splendid Christmas party.

**Chris Cooper**

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

FESHIE winter wave is proving to be consistent, with new members Kushie Roberts, Jamie Homyer and Caroline Hayes enjoying their first taste. Our Christmas dinner awards included: CFI Alister Morrison, the "Jan Heydrick Trophy" for services to the club, Stewart Hills, the "CFI Cup", and Pete Smith, the "Golden Brick" for twice failing to switch on his barograph losing Diamond height, and Gold distance. Recent badge claims include Stewart Hills, Silver height. Our ever popular Mayfest will run from Saturday 4 May to Sunday 19 May. There are spaces in the second week. Please book with *chris@cabrich.com*

**Chris Fiorentini**

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

CONGRATULATIONS to Alexei Andronic, Nadanai Laohakunakorn and Tim Puchtler on going solo and to Jeremy Thompson, who bagged his SLMG. Nadanai and Tim are both members of the University gliding club. A number of CGC members ventured north for a week-long expedition to the Long Mynd in September and had a great week enjoying thermal, wave and ridge. Back at Gransden, the two-day Scout Aviation Camp saw 43 scouts having a great time. Thanks to all, particularly the pilots who brought Cessna, Bolkow, Tiger Moth and Aerospatiale aircraft in to ensure everybody got to fly.

**Peter Wilson**

**CHILTERN (RAF HALTON)**  
**WWW.RAFGSA.ORG/CGC/**  
**514733N 0004416W**

CONGRATULATIONS to Tony Gee, who was awarded Member of the Year at the AGM in November. The annual influx of new UCLU Gliding Club Freshers had five days of good weather with thermal and/or ridge soaring on their three introductory weekends, during which student Joe Borucki used his new BI Rating to good effect. We have only had a few conservative entries on the Club Ladders at the time of writing, so we are all hoping for better wind strengths and directions during the rest of the winter/early spring 2013, to enable some longer distance ridge flights.

**Andrew Hyslop**

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

PAUL Mather and Peter Francis passed their Bronze papers and Paul has his badge. Our winch master Paul Lazenby and his instructors are incorporating continuation training into procedures and solo pilots are receiving refresher training from the instructor team. Richard Kill, with help from Jacqui, Helen and many others, arranged a superb bonfire display and tasty meal that was well attended. We regret to announce the passing of George Timbrell, for many years our honorary Saturday log keeper. Age and ill health prevented him flying solo, but George loved to oversee flying from the top deck of our launch bus.

**Frank Birlison**

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

IN October, Cranwell Gliding Club celebrated 40 years since its formation. The celebrations were well attended by CFIs and members past and present. There was a collage of photos from the early days (remember the wind in the bracing wires, snow in your face, and final glides that may nowadays be considered local soaring). The evening was punctuated by stories and achievements throughout the years, from the first 300km flights and T-21s to our modern fleet of gliders. Our thanks go to Miriam Watson and her volunteers who catered, decorated and made the evening a great success.

**Zeb Zamo**

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

LATE in November, CFI Don Puttock led two groups to Shenington, where Steve Raine, Dave Rippon, Roger Green and Mike Gadd completed their navigation and field landing exercises. There is going to be a fearsome race for the cockpits next season, with 2013 the best prospect for cross-country the club has ever known. An intrepid team led by Rick Wiles and Ged Nevisky, supported by Dave Bouchier, has procured, installed and got started a 'new' Leyland 640 Atlantean diesel in the self-built winch, replacing the unit that will be retiring to that bus terminus in the sky.

**Martin Cropper**

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

CONGRATULATIONS to Charlie Jordan on his selection for Team GB at the Junior Worlds in 2013. Kevin Armstrong went solo and Jim Addison got his Gold height. We have a team working on our ASW 19 and, after 37,700 launches, the Capstan has a refurbished Ottfur Hook (with thanks to Roger Andrews of Ottfur UK). Is this the glider with the most launches in the UK? At the Christmas dinner prizes were awarded to: Roy Wilson – Club Ladder and Best Cross-Country; Alex Maitland – Most Meritorious Flight; Graham Mann – All-round Contribution; Charlie Jordan – Absolute Height.

**Glen Douglas**

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

THE AGM has just taken place, with Anne Robinson taking over from Tony Smurthwaite as clubhouse officer. Thanks to Tony for his hard work. Also well done everyone; we made a profit this year. Five of the trophies went to Mike Armstrong, the rest to John McKenzie, Nigel Howes, Dave Reedie, John Klunder, David Jones, Ken Hardy, and Dean Pearson. Congratulations to 16-year-old Sean Allgood, and to Alex Oldham on their first solos. Sean's was also a first for instructor Colin Hinksman.

**Dave Salmon**

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

WE have had a reasonable amount of Air Experience partakers in 2012, and early



(Left to right): First solos for Alex Gibb (centre left) and Peter Weaver (centre right), who went solo on 4 November at Burn, pictured with instructors Keith Springate (left) and Dave Peters; Cambridge's Tim Puchtler, Nadanai Laohakunakorn and Alexei Andronic, pictured with instructor Mike Smith



successful one-day courses, thanks to our instructors and helpers. Fleet maintenance is well up to date; we should have our full fleet in the New Year. The open weekend to celebrate our 20th year at Eyres Field, arranged by Nathan Hanney, was a great success. Thanks to all who helped. Our field is pretty sticky, so we have been aerotowing on our well-drained tug strip. Congratulations to Charlie Waygood on his first solo. Here's to a great soaring year.

**Colin Weyman**

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

ANOTHER quiet few weeks with runway repairs still ongoing. However, our members' morale was lifted by Connor McIver, one of our Junior members, going solo at 14, the first weekend the BGA rules changed. He is the third generation of the family with his instructor grandfather John, and father Iain McIver also gliding. Thanks to Robin Johnson, our CFI, for organising this. At the time of writing Connor is the youngest solo pilot in Scotland. We are looking forward to some good flying in 2013 when our runway is eventually completed.

**Wendy McIver**

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

THE winter shutdown is upon us, but the guys are still flying – mainly at Currock Hill and Ruffoth. JP is continuing his BI training. This season we had 120 flying days and 1,861 launches. Seventy-one pilots visited and we did over 200 trial lessons. Many thanks to all who came to visit; please come again and bring a friend. We hope to improve on our launch rate next season as more of our local membership become winch drivers and can help running the club. Our winter publicity drive is in full swing for a good season in 2013.

**Sandy McCarthy**

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

WE have a first! Alex Harris was the first person in this country to go solo before the age of 16 years under the new regulations, and only days later he graduated to the club K-6cr. Very well done! We must not forget also Alex's father, Mike, who recently flew his first "client" after graduating as an Assistant Instructor. We welcome new member Clive Levy to our happy

band. We are privileged to be able to continue to fly in the winter at Wattisham with the Anglia Gliding Club and we thank them for their warm welcome and hospitality.

**Peter Perry**

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

THE weather led to our aerotow day being postponed, but we have good news in terms of a grant from Sport England, which will help develop the club's Junior Gliding activities. If you don't ask you don't get! One of our junior members, Bradley Soanes, took advantage of the new regulations and got his first solo in a couple of weeks before his 16th birthday, while towards the other end of the scale Mike Burcher re-soloed 53 years after his first solo as an Air Cadet. The fireworks party was enjoyed by all.

**Dick Skinner**

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

THIS year's LEAP day, when we do air experience flights for staff at Marham was successful, with 15 students and the Station Commander flying in a glider. Also, Major Mike Peters, author of *Glider Pilots at Arnhem* gave a presentation. Officer In Charge Flt Lt Olly Peters is leaving us to become a flying instructor; we thank him and wish him well, and welcome new OIC, Sqd Ldr Al Leech. Wg Cdr Jon Osborne is our new chairman. The gliding club is fortunate in having excellent runways and grass areas at Marham, so we shall fly every weekend this winter.

**John Doubleday**

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

THE autumn soaring week brought mixed fortunes for the visiting Enterprise club pilots, with wet days and then exciting flying with thermal, ridge and wave. Since then we have had several more days with thermal and wave! We have ordered a EuroFOX and are also looking for a suitable two-seater to enhance our fleet. At the AGM, Ken Martin retired from the committee after nearly 30 years – a huge thank you to him. Trophies were awarded to Bobbie Jones (progress), Nigel Snee (best task week flight), Phil King (best ladder score) and Les Kaye (service to the club).

**Diana King**

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

CONGRATULATIONS to Ian Tait on going solo; he is now flying the Junior. The Chippie is back! It will only be used if the EuroFOX is unavailable or conditions dictate a more powerful tug. The club's next development priority is to have a hard runway by next summer. Sadly, we learned in November of the passing of Alan "Dan" Archer. Those of us who have been with HGC long enough to remember Dan will recall a man with an infectious zest for life and a passion to make gliding fun. If you are on Facebook, HGC is: [www.facebook.com/HighlandGlidingClub](http://www.facebook.com/HighlandGlidingClub)

**John Thomson**

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

OUR November fireworks display was well attended and a cracking good time was had. Brendan O'Brien gave a fascinating talk on aerobatics at the annual dinner. The after party resulted in a few sore heads the following day! Peter Carpenter, our CFI, is standing down to spend more time with his glider. Peter has done a sterling job over five years and the club is extremely grateful for his professionalism. John Hoolahan, a highly respected instructor and part-time canteen assistant will be taking over. John will bring a huge amount of experience and professionalism to the role.

**Terry Webster**

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

AFTER 348 flights and 50 hours of dual flying, Chris Reynolds, is solo! It took the drop in first-solo age for Chris to be able to leave his instructor behind, as he is 15. Chris joined as a nine-year-old, sitting in the back on a pile of cushions, has taken on all tasks here and grabs every opportunity to drive the winch and fly in our tugs. On non-flying days, he turns up to help with hangar sweeping and maintenance. His father commented on a sharp pain in his wallet as Chris left the ground alone (see p52).

**Robin Colbourne**

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

FIRST solo congratulations to 15-year-old Michael Holland and to septuagenarians Normal Williamson, Mervyn Evans-Jones and



(Left to right): First solos for Sean Allgood, 16, and Alex Oldham at **Derby & Lancs**. Sean's solo was also a first for instructor Colin Hinksman; **Dorset's** Charlie Waygood (Shaun Reason); and Bradley Soanes, 15, pictured with **Essex & Suffolk** instructor Dennis Heslop (Tracey Soanes)



Roger Pusey. Also to Rehan Abdullah, Michael Harrison, Clive Ponsford and Alan McGilvray. More experienced members flew 140,000km plus on the BGA Ladder in 2012, from 553 flights. Amazingly, the total distance was an increase of 3 per cent on 2011. New manager Werner Stroud has hit the ground running, a lease is being drawn up for the Glider Heritage Centre, and plans are afoot to enable email voting. Our bar is being refurbished, and we are bidding for the 2016 World Championships.

**Andy Jessett**

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

CONGRATULATIONS to David Morgan on his first solo. We have enjoyed some good flying conditions, including "sporty" ridge days and hints of wave. Free flying time for club members lasts through to the end of February. As spring approaches, we have repeated our £110 'Full Monty' package comprising a winch refresher, spin awareness training, and 40min in the motor glider for field landing training. The winter social programme continues, with the Bronze lecture series and our annual quiz night. Our chef, Trevor Carey, is such a good cook that our Christmas lunch had to be held twice to meet demand!

**Andrew Sampson**

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

OUR club has gained several members, bringing our total to 52 (the most in recent years). Our secretary and past chairman Sam Roddie has been chosen to represent the UK at the JWGC 2013 in Leszno, Poland! Peers from UK Junior Gliding – a host of the UK's top junior pilots – selected him. Sam will be joined by Charlie Jordan, Luke Dale and former member of LSUGC, Matt Davis. In December our chairman, Olly Giles, converted to the Discus CS. Many of our new members have been gliding every weekend and are extremely near to solo.

**Spencer Jones**

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

THE autumn got off to a good start with expeditions to Milfield and Portmoak. Mike Rogers became the first FI(S) in the country under the new EASA regulations. We have

adopted a flexible approach to winter opening, which is usually Thursday, Fridays and weekends. This year there may be alterations to take advantage of better weather and these will be posted in advance on the blog. DVDs of last summer's first ever Wenlock Olympian Gliding Event, which took place at The Mynd, are now on sale from the club office. Congratulations to William Minty on his first solo.

**Steven Gunn-Russell**

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

MANY congratulations to our two newest recruits, Darren Speechley and Paul Newman, who both soloed recently. January will see members all muck in to complete various jobs, as well as carrying out CofA works on the club's fleet. We offer a very big 'thank you' to Peter Valentine, who has worked tirelessly to raise awareness regarding our plight with the planners and applications to place wind turbines next to our site. This has involved many phone calls, stories with local papers and radio coverage. Well done Peter, you're a great ambassador to the club.

**Kerry Mertz**

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

CONGRATULATIONS to our youngest ever solo pilot Sophie Jones, who went solo in October almost three months before her 16th birthday. Congratulations to Ed Eveson, who went solo in November. It is fantastic to see our youngsters progressing well. Despite the poor weather over the summer, there were some great competition results for Bob Grieve, Robbo Roberts and Chris Lawrence in the Standard Class National, Inter-services, Club Class Nationals and the Juniors. The K-21 has been modified with dual controls to allow disabled pilots to fly, thanks to Steve Brownlow's hard work in securing local charity funding.

**Caroline Billings**

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

FIRSTLY, congratulations to Scott Barratt and Connor Richardson for their progress to solo. Malcolm Smith had an exciting first experience of wave and bagged his first Bronze duration flight at the same time. Also, many recent wave

flights have reached over FL100 and some up to FL195. The club's annual presentation night went well and awards were received by Rob Barrett (pre-solo league), Dave Scott (post-solo league) and Rob Rose (post-Silver league and wave trophy), not to mention presenting wings to our many first solos from 2012.

**Rob Rose**

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

LIKE the last Larks of summer, there has been a flurry of first solos keen to make the most of the remaining season. Congratulations go to George Barrett, OGC's first and youngest pilot to take advantage of the recent change in the law, closely followed by Freddie Turner and Jessica Taylor. Proving that youth and skill are no substitute for old age and treachery, Mark Brooks has now soloed and Claudia Hill selected to be part of the British Women's team in France (see p30). A lot of firsts for OGC – you've all done very well!

**Paul Morrison**

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

AFTER the briefest of respites, we're back in the monsoon season. Alex Spittal and Mike Newton have completed Bronzes, so congratulations to them. Our vice-chairman, treasurer, CFI and secretary attended the BGA Club Management Conference. Beagle Husky is back online after a "wobbly" to "fixed pitch" prop conversion, thanks to Dave Mason, our trusted tug master and aircraft fixer-upper. Finally, we have new signage from the new by-pass. Thanks to Pete Hardingham for the lengthy negotiations with EA and landowner, and to him, Paul Davey, Nick White and Mike Newton for erecting it.

**Martyn Edgar**

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

WINTER is upon us, our fleet is receiving its annual maintenance and our clubhouse is now leak-free. Simon Gutman and Stuart Pollard have been working hard on the new launch point control cabin; it looks fantastic. Our exped to Aboyne went without a hitch, with several flights over 10,000ft, a bit of snow and lots of hilarity. Over the past couple of months, Geoff Clark sent Erik Terry our youngest member



(Left to right): First solo for **London's** David Morgan; **Loughborough's** Sam "hot rod" Roddie has been chosen to represent the UK at the JWGC 2013 in Poland; first solo for William Minty, pictured with **Midland** instructor Mark Sanders; **Norfolk's** Ed Eveson is congratulated on first solo by instructor Will Day



✈ solo. Sarah McCulloch, who re-soloed earlier this year, has achieved BI status. Our congratulations to them both.

**David Hurst**

#### **RATTLEDEN (RATTLEDEN)**

**WWW.RATAIR.ORG.UK**

**521001N 0005216E**

THERE have been some unexpected soaring flights during November, with Bill Morse claiming the longest of the day with 25 minutes on 7 November. Rattlesden has a great deal happening, with a club expedition to Portmoak in April; thanks to our CFI Dave King for organising the event. Those members taking part are really looking forward to the visit. We have placed an order for a EuroFOX and should take delivery in the summer. Very exciting. We would also like to welcome our newest member, Colin Painter. Our club is accelerating into the wind and a new era of gliding.

**Liz Russell**

#### **SCOTTISH GLIDING CENTRE (PORTMOAK)**

**WWW.SCOTTISHGLIDINGCENTRE.CO.UK**

**561121N 0031945W**

OUR new briefing hut is progressing well, and the additional ramp for disabled access completed. Our CFI, Gerry Marshall, has created a new team system for weekends to ensure better utilisation of our fleet and to ensure we have at least four instructors available at any one time. A revised set of site briefing notes are available on the club website and visitors are advised to familiarise themselves with the content and sign-off before flying. Congratulations to: Ewan Scougal – solo; S Barclay, D Petrie and Mal Aston – Silver height; P Ware – Silver duration.

**Ian Easson**

#### **SEAHAWK GLIDING CLUB (RNAS CULDROSE)**

**WWW.SEAHAWKGLIDING.CO.UK**

**500509N 051520W**

FINALLY the runway work at Culdrose has been completed and we can start using all of our six runway directions again. Our thanks to the Cotswold Gliding Club at Aston Down for hospitality during a long weekend visit by Jake Matthews, Jordan Richards and Shaun McBride. Shaun has since started Royal Navy Officer training, and we wish him luck. Jordan Richards and Steve Moore have started working towards a BI Course in 2013, and expeds to Talgarth in March and Ocana and Santa Cilia in June are currently being planned.

**Tony Richards**

#### **SHALBOURNE (RIVAR HILL)**

**WWW.SHALBOURNEGLIDING.CO.UK**

**512014N 0013239W**

IT'S been a busy few months for Shalbourne. Saturday 6 October was fantastic, yielding over 17 hours from 52 launches, flown by 21 members. Then we had the "Big Ridge Day" upon us. On Saturday 27 October, our lovely little ridge decided to give us an early Christmas present with lift continuing up to 15,000ft. Twenty-two members clocked up an impressive 31 hours over 37 launches. In other news, congratulations to Graham for his first solo in a Puch and to Jon G for converting to the Vega, promptly celebrating by soaring off a 5pm launch.

**Claire Willson**

#### **SHENINGTON (EDGEHILL)**

**WWW.SHENINGTON-GLIDING.CO.UK**

**520507N 0012828W**

A BIG thank you goes to Derrick Sandford, who is retiring from instructing – we have greatly appreciated his assistance seven days a week over the past few years. Congratulations to Russell Dyer on regaining his Ass Cat rating, and Alastair Frier for completing his Bronze. We are particularly looking forward to having a K-8 online, adapted for our disabled members, to join our current K-13. We're also busy planning for the 2013 Regionals, which is two-thirds full already. We're still flying seven days a week, but on a more informal basis mid-week. Visitors welcome as always.

**Tessa Whiting**

#### **SOUTHDOWN (PARHAM)**

**WWW.SGC1.ORG**

**505532N 0002828W**

A NORTHERLY of around 15kts is enough to give everybody a decent flight along the South Downs during the winter. However, a force five on the Beaufort scale produced wind speeds of around 50kts at 2,000ft during the last weekend of November! Meanwhile, a select group visited Talgarth to practise wave flying. Owen Bowler, John Haigh and Will Greenwood graduated from the Cross-Country Coaching Scheme, run by Paul Fritche. Rick Foreshew qualified in aerobatics and Phil Taylor joined the tug pilot squad. Michael Benson, regional GASCO safety officer, gave a lecture on "Staying Alive" to an appreciative audience.

**Peter J Holloway**

#### **SOUTH WALES (USK)**

**WWW.USKGC.CO.UK**

**514306N 0025101W**

THERE was a good turnout for November's Bronze revision day organised by Maureen Weaver, with pre-Bronze students and those members keen for a refresher. A valuable day was concluded by Ash Lambe and Mike Clee successfully passing their theory test. In December a team of keen members helped to clean and de-rig our Grob 109 ready for its 6,000 hour check after a season when it has served us well, with lots of members flying with James Metcalfe over 200 hours in the French Alps. Steve Jarvis has gone solo again and Scott Hazeldine went solo aerotow.

**Stuart Edinborough**

#### **STAFFORDSHIRE (SEIGHFORD)**

**WWW.STAFFORDSHIREGLIDING.CO.UK**

**524940N 0021212W**

CONGRATULATIONS to Henry Reeves and Craig Nelson for going solo, and Bill Harrop for mastering the aerotow. We welcome back ex-member Chris Jones, who has re-soloed and will be putting the polish back on his Silver badges. We are only slightly behind last year's flight numbers and the field has held up between the puddles. Many thanks to Steve Channon for organising an excellent range of new club clothing and regalia in time for Christmas. Our charm offensive has been so successful that we are nearing record membership. One hundred and nineteen flying members should keep our instructors busy this year.

**Neil Frost**

#### **SURREY HILLS (KENLEY)**

**WWW.SOUTHLONDONGLIDING.CO.UK**

**511820N 0000537W**

HAVING survived the Olympics, we have now had probably the worst period of weather I think this country has had, but we have still managed to fly on a regular basis. We made the most of any breaks in the rain and even managed to complete at least one soaring day a week throughout November! Congratulations to Adrian Hewlett on completing his Bronze and to Andrew Woolley for achieving his Bronze and Cross-Country Endorsement. Finally, congratulations to Tom Arscott on coming 9th in his first Juniors, at Lasham, and receiving the Best Newcomer Award at the same comp.

**Marc Corrance**

(Left to right): Erik Terry after his first solo with **Portsmouth** instructor Geoff Clark; Tom Arscott, **Surrey Hills**, voted Best Newcomer at the 2012 Junior Championships (Marc Corrance); first solos for **Upward Bound Trust's** Jackie Sewell and Mark Newby; and for **Wolds's** Alexis DeBoeck and Richard Watson



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

OUR AGM and prizegiving was well attended, with awards presented to David Booth, Ben Collins, Mike Cater, Richard Large, Claude Woodhouse, Rolf Tietema, Ken Payne, Steve Wilks and Jonathan Walker. It's uneconomical to have a full-time kitchen during winter, but food is available at lunchtime on weekends. John Castle announced his resignation as club secretary; our thanks for his services to date. Congratulations to Jonathan Tippler, who has gained his BI rating. Thanks go to our resident instructor/CFI Chris Curtis, who has been busy fettling the fleet ready for the new season.

**Tricia Pearson Tietma**

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

OUR joint enterprise with Lincoln University has seen the formation of the Lincoln University Gliding Club – affiliated to TVGC. We are now running taster sessions for students most weekends. A number have already joined and we are extremely optimistic. Congratulations to Alan Spencer on soloing in the motor glider and John Cauldwell on soloing in the Acro. John and Rob Gollings have now converted to the Astir. Chris Riley is a valued addition to our 'tugging' team. We are now looking forward to our annual dinner and awards in March and a great soaring season thereafter!

**Geoff Davey**

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

CONGRATULATIONS to Jackie Sewell, who went solo again in October 2012 after a few years' absence. Congratulations also to Mark Newby, an experienced former powered pilot, who took up gliding just a few months before going solo in December 2012. Our annual dinner took place in November and was well attended. Our thanks to Gayle and Sue. Thanks also to Peter and Sue for organising Bonfire Night. A few club members went on an expedition to Aboyne in October and, whilst the weather was not brilliant, they did at least manage to get off the ground!

**Chris Scott**

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

A GLORIOUS winter flying day has reminded me how wonderful aerotow is. Release from three, four or even five thousand feet and enjoy a relaxing glide over the beautiful British countryside for up to 40 minutes. The best! After a very wet start, we had some great thermic conditions extending well into October in an eventful year that included an increase in launches, six new members, two solos, three re-solos and two Silver Cs. We now have 17 private gliders on site, including the Grob 109. Not bad for a small club.

**Jay Myrdal**

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

NOTHING much to report this time and, unless we can fit floats to our fleet, there probably won't be much next time. We have just enjoyed our annual dinner dance and associated awards ceremony. Our club Twin Acro is about to go offline for winter fettling and hopefully this will result in a better season in 2013.

**Paul Porter**

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

CONGRATULATIONS to our latest BIs Alan Rands and Paul Docherty, and Dick Midwinter on achieving Full Cat and taking over as DCFI from Derrick Roddie. Our thanks to Derrick for all his hard work. Special congratulations to Tim Milner, who joins the British Team for the European Championships; Sam Roddie, who's been selected for the Junior World Championships; and Simon Barker, who's been asked to captain the British Junior Team again. Richard Watson and Alexis DeBoeck were sent solo in October. We are looking forward to hosting our first Wolds Regionals from 15-23 June.

**Avelyn Dell**

**WREKIN (RAF COSFORD)**  
**WWW.WREKINGLIDINGCLUB.CO.UK**  
**523824N 0021820W**

DESPITE the rainfall, gliding has continued well here; the strip drains fairly well, and we are able to avoid churning up the ground. We have had a number of conversions, including to our K-18 by Luke Cope and Jonathan Francis-Thelwell. They are now waiting for

some thermic days to show off their skills. A number of members are using the winter to swot up for Bronze papers, so they are ready in the New Year to try some cross-country, assuming they survived Wrekin's Christmas party at a local hostelry. Plans are under way for expeditions.

**Ian Redstone**

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

OUR tug pilots were very impressed with the EuroFOX when it provided trial flights during a day's visit to the club. Congratulations to Richard Slater, aged 35, who achieved a long-held ambition to fly when he made his first solo. Congratulations also to Tom Pavis, Mick Watkiss and James Carran, who have passed their Bronze ground school exams. Two airline pilots, Mike Smith and Dave Bradbrook, have joined our club, both making their first solo flights in a comfortable time-scale. A very keen younger member, a pilot with his own glider and serving as a full-time soldier, is on a further detachment to Afghanistan. We wish him well – although for security reasons we cannot give his name here.

**Chris Brayne**

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

THE weather's not really been conducive to achieving a rash of badge flights, but we've managed to maintain our "open seven days a week" policy and have flown regularly. The search for the elusive wave continues, with varying degrees of success! We'll be finishing the airfield drainage work when the airfield gets dry enough! A new (to us at least) Astir is joining the fleet and we're introducing a tail-dragger EuroFOX into our tug fleet. We've achieved the latter with great support from the Philip Wills Memorial Trust, so many thanks to them for enabling us to spread the cost to suit our income profile. Finally, we're all looking forward to eating, drinking and hopefully flying over the New Year period, but the biggest event will Sam St Pierre's 80th birthday. Sam will be giving us an illuminating insight into his long and interesting flying career.

**Chris Thirkell**

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



As if gliding were not enough, Challock is situated in the "Garden of England" with its countless picturesque towns, villages and places of historic interest to visit. It also has easy access to the Channel ports for those wishing to venture further afield

## > CLUB FOCUS

### KENT GC

#### AT A GLANCE

##### Membership:

Full: £440  
Age: 18-25 £115  
Up to 18: £47  
Country: £121

##### Launch type:

Winch - before 11am: £6.25  
After 11am £7.75  
Student/Junior £5.25  
Aerotow - (2,000ft) £33.50

##### Club fleet:

3x K-21, Puchacz, 2 x Junior  
Tug: Pawnee

##### Private gliders:

38

##### Instructors/Members:

35/223

##### Types of lift:

Thermal and ridge

##### Operates:

7 days a week April-October. Saturdays / Sundays and Wednesday during winter months

##### Contact:

Tel: 01233 740274 (office)  
[www.kent-gliding.co.uk](http://www.kent-gliding.co.uk)

##### Long and Lat:

511235N 0004941E

**K**ENT Gliding Club was founded in 1930 and is thought by many to be the first BGA club to be formed. Operations were suspended at the outbreak of the Second World War and the club as we know it today was re-formed in 1956 with the amalgamation of the Royal Engineers Gliding Club and Kent Gliding Club, then based on the old Battle of Britain airfield at Detling. In the years that followed, the club flew from a number of Kent airfields and, in June 1963, we commenced operations at our present stunningly beautiful 200-acre site at Challock, perched on top of the North Downs, just north of Ashford.

Despite our proximity to the sea, we frequently enjoy excellent soaring conditions enabling some of our more experienced cross-country pilots to regularly venture across the Thames Estuary into East Anglia and west in to Sussex and Hampshire. The prevailing south-westerlies often provide ridge soaring opportunities along the North Downs, which on a good day will get you as far as Rochester and back.

We enjoy first class facilities on site, which include two hangars housing our modern fleet of gliders, an impressive clubhouse with office and briefing rooms, a delightful café offering excellent food in a relaxed and comfortable atmosphere, a friendly bar that opens in the evenings and great value accommodation for those wishing to stay over. We also have a caravan site with space for visiting caravans and campers.

Extensive workshop facilities are on site, with qualified engineers to carry out annual inspections, ARCs, repairs, modifications and restorations, etc.

Kent Vintage Glider Group was founded at Challock in the early-90s and has four beautifully restored and maintained aircraft and a committed group of enthusiastic members. We are also host to the University of Kent gliding club, which has an active and growing membership. Our scholarship scheme has been in operation for many years and a number of our young aviators have gone on to forge careers in aviation.

**Terry Webster**



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# The BGA Team and General Information



## Executive Committee

### Chairman

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

### Executive Members

Matt Cook, Dave Fidler,  
Chris Gibson, Tony Smith,  
Robert John, Andy Perkins,  
Ron Bridges, John Williams

### Treasurer

Les Kaye

### Company Secretary

Tony Smith

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### Team GB Manager

Graham Garnett

### Development

Diana King

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Vacant

## Operations

### Safety

Peter Claiden

### Future Licensing

Chris Gibson

### Airspace

John Williams

### Instructing

Don Irving

### Training Standards Manager

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

### 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

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# AIRPROX TRENDS

Hugh Woodsend looks at the lessons that can be learned from recent incidents

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

**F**OLLOWING the usual format, this article covers some of the Airprox from which lessons can be learned, together with the data analysis. As the gliding weather this year has been poor, and we are still suffering a recession, we must be careful in how we interpret that data. Nevertheless it is possible to draw some useful conclusions.

It is useful to remember that if we see Airprox incidents, especially more than one of the same type, the chances are this type of incident is happening much more often than the figures suggest, as many do not qualify as an Airprox or go unreported.

**The analysis (26 incidents)**

I have added in the new data up until May 2012 (Airprox Books 25 & 26, together with the recently assessed monthly summaries) and then analysed the results. There are three main categories, with sub-divisions in each.

The first category is where glider pilots need to do better. That section is sub-divided into penetration of other peoples working airspace, lookout and poor glider routing.

The next section is where other pilots have generally initiated the Airprox; that section is

divided into aircraft routing, flying over a site or through the winch launch area.

The last category is where both glider pilots and others need to work together to reduce the incidents. That section is mostly en-route incidents plus two in the Vale of York.

**Glider pilots need to improve (19 per cent of the total - five Airprox)**

Penetration of Class A airspace and danger areas is fairly good, probably because glider pilots have those marked on their GPS and strive to avoid them. What is less satisfactory is a rise in the number of incidents where gliders drift into ATZ, give insufficient attention to other people's circuits or IFR arrivals at airfields in class G.

Regional airports such as Cambridge and Oxford have instrument approaches in Class G, as do RAF airfields such as Benson, and while gliders may legally be fly there, do what you can to reduce incidents as this can play into the hands of those seeking further airspace restrictions. Examples worth reading include 2010/132, 2011/048, and 2011/069.

There have also been several examples, not all of which have resulted in Airprox, which seem to be related to the choice of task and the associated BGA turning points. Under certain conditions, it is easy to drift back

The analysis of new data (below) up until May 2012 includes 26 incidents

| analysis | what             | what            | where               | example of                                   | A/I App | lookout | glider rte | a/c route | O/H site | winch | class G | Wave | Military | Class E |
|----------|------------------|-----------------|---------------------|----------------------------------------------|---------|---------|------------|-----------|----------|-------|---------|------|----------|---------|
| 2010132  | Lynx             | Glider          | 5 s of Benson       | late sighting IFR training - untraced glider | 1       |         |            |           |          |       |         |      |          |         |
| 2010146  | Hawk x3          | Ventus B turbo  | 3 sw Appleby        | wave flying penrith                          |         |         |            |           |          |       |         | 1    |          |         |
| 2011008  | ASK21            | Pa28RT          | O/H Gransen Lodge   | overflying site-winch launch                 |         |         |            |           |          | 1     |         |      |          |         |
| 2011042  | Tucano           | Untraced Glider | 6 e Linton          | thamal conditions                            |         |         |            |           |          |       |         |      | 1        |         |
| 2011048  | Citation XLS     | Untraced Glider | 4 sw Cambridge      | Citation joining visually Cambridge          | 1       |         |            |           |          |       | 1       |      |          |         |
| 2011056  | Discus           | Harvard         | 7 sw Sywell         | local to Sywell                              |         |         |            |           |          |       |         |      |          |         |
| 2011061  | szd50            | aw139           | Yeovilton           | overflying site-winch launch                 |         |         |            |           |          | 1     |         |      |          |         |
| 2011066  | Ventus           | Bronco          | 2 n Littleport      | non sight Bronco                             |         |         |            |           |          |       | 1       |      |          |         |
| 2011069  | C550b            | Discus          | 2 ne Cambridge      | on centreline to approach                    | 1       |         |            |           |          |       |         |      |          |         |
| 2011073  | Nimbus 3         | Be90 civ        | 3 n/w Bicester      | very close to Bicester and Weston            |         |         | 1          |           |          |       |         |      |          |         |
| 2011084  | asw27b           | pa28            | 1.5 sw Bourne       | pa 28 close routing to Gransden Lodge        |         |         | 1          |           |          |       |         |      |          |         |
| 2011085  | B757             | Discus BT       | 12 e Glasgow        | IFR VFR class E                              |         |         |            |           |          |       |         |      |          | 1       |
| 2011088  | Discus B         | Spitfire/P52    | 2 n Newport Pagnall | general class G                              |         |         |            |           |          |       | 1       |      |          |         |
| 2011098  | Viking           | AW139           | .75 ne Wethersfield | overflying site-winch launch                 |         |         |            |           |          | 1     |         |      |          |         |
| 2011101  | Astir            | Microlight      | 6 nw Milton Keynes  | close call class G                           |         |         |            |           |          |       | 1       |      |          |         |
| 2011110  | Tucano           | Untraced Glider | 12 ne Linton        | recover through comp/Sutton Bank gliders     |         |         |            |           |          |       |         |      | 1        |         |
| 2011125  | DHC-1 & Ka13     | C172            | 1.5 ssw L on Solent | tug combination close to lee in class G      |         |         |            |           |          |       | 1       |      |          |         |
| 2011141  | sigma paraglider | Ka6             | 1.5 ssw the park    | non sight by K6 when thermalling poor lift   |         | 1       |            |           |          |       |         |      |          |         |
| 2011143  | FA20             | SNC34           | 3 sw Milfield       | close to Milfield @2500ft                    |         |         |            | 1         |          |       |         |      |          |         |
| 2011156  | Ka13             | Europa          | o/h Aston Down      | overflying site-winch launch                 |         |         |            |           |          | 1     |         |      |          |         |
| 2011159  | Ka21             | T67M            | 1 nw Dunstable      | overflying site conflict circuit             |         |         |            | 1         |          |       |         |      |          |         |
| 2012011  | Ka13             | Augusta 109     | o/h Camphill        | overflying site-winch launch                 |         |         |            |           |          | 1     |         |      |          |         |
| 2012023  | Falke25          | unknown         | o/h Sutton Bank     | overflying site-winch launch                 |         |         |            |           |          | 1     |         |      |          |         |
| 2012040  | ASH25            | Be200           | 5 w Lasham          | VFR to IFR join through Lasham area          |         |         | 1          |           |          |       |         |      |          |         |
| 2012049  | ASW27            | TornadoGR4      | 30 se Valley        | incident base of snowdon                     |         |         |            |           |          |       |         |      | 1        |         |
| 2012082  | C560             | Untraced Glider | o/h OX NDB          | glider overflew hold Oxford                  |         |         | 1          |           |          |       |         |      |          |         |

|      |     |     |    |     |     |     |     |    |     |    |
|------|-----|-----|----|-----|-----|-----|-----|----|-----|----|
| 26   | 3   | 1   | 1  | 3   | 2   | 6   | 5   | 1  | 3   | 1  |
| 100% | 12% | 4%  | 4% | 12% | 8%  | 23% | 19% | 4% | 12% | 4% |
|      |     | 19% |    |     | 42% |     |     |    | 38% |    |



into airspace that might be very close to the turning point. Additionally, approaching from certain directions to the waypoint could lead to unwittingly causing problems for airfields and their users in the area, example 2012/082).

It is worth noting that a MATZ or Danger Area on your chart is not the only place a military aircraft might be; they have to get in and out of that area.

In this analysis, there was one specific example of poor lookout (2011/141), but there may well be others. The most obvious likelihood is when gliders scratching for lift and trying to stay airborne fail to see others around them. Generally pilots are very aware of other gliders in a thermal, but are sometimes caught out by something that is not a glider, possibly following a different flight path.

A plea here also for tug pilots to ensure they clear the area hidden beneath the nose of the tug, and by the wing during towing, and to keep the lookout going when monitoring engine temperatures after release. Motorgliders climbing at high attitudes have the same problem. With the increased speeds of aircraft and helicopters in Class G generally, it only needs a few seconds of inattention or not clearing a blind spot to get very close to other traffic.

#### **Generally other users causing incidents (42 per cent - 11 Airprox)**

The majority of these incidents continue to be either directly flying over a promulgated gliding site, or poor routing. As glider sites are not generally protected by airspace, other pilots forget to plan their routes round active gliding sites or are fixated by other airspace restrictions in the area. Sometimes the UK Airprox Board allocates these as Class G incidents; it depends exactly where the incident takes place, but many are very close to areas that have a high concentration of gliders and tugs. Often aircraft and helicopters follow the same route until someone points out this is not the most sensible choice, so logging traffic that continually passes over your site and finding out who it is will help to suggest a route adjustment to the operator.

Examples in this category include 2011/073, 2011/084, 2011/156, 2012/011, but there are others too.

#### **Class G and other incidents (38 per cent - 10 Airprox)**

There is generally a shared responsibility in this category. We have had a number of Airprox where the glider has not reported the incident and we are not sure if they have seen the other

traffic or not. On the whole clarification from the glider pilot not only improves the lessons learned, but often vindicates their actions, whereas keeping quiet tends to lead to the Board assuming the worst.

We continue to see incidents involving RAF aircraft in the Vale of York despite all the excellent work being done by Sutton Bank in working with RAF Linton, but it might just be a matter of moving from the valuable education exercise and the sharing of information, to finding ways to avoid each other and bringing RAF Leeming and others more into the liaison initiative.

We had more than one incident in Wales where a glider was legitimately soaring in a very busy military area. A meeting has taken place between local gliding clubs and RAF Valley, and hopefully that should result in a common understanding and ways of working together.

Please continue the excellent work in liaising with RAF airfields when running comps so they can brief crews on the competition routes for the day. RAF Low flying Operations can advise and help those of you organising the events to make the process easier. They will know what information is important and who is likely to be affected.

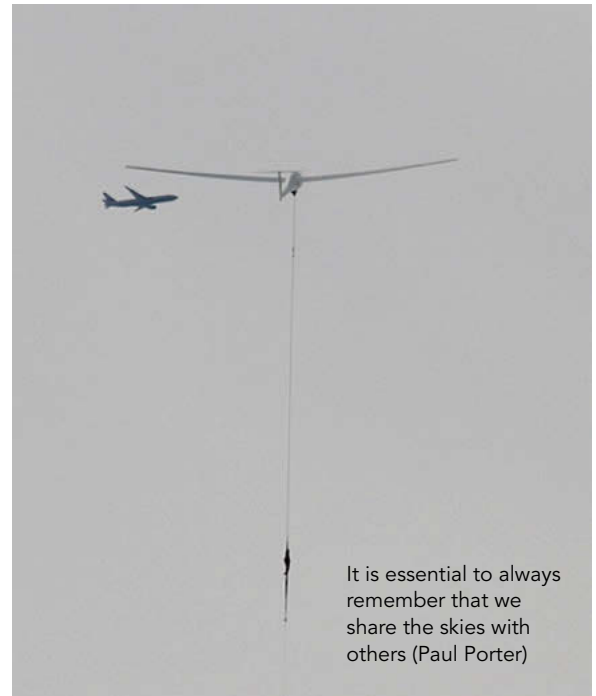
#### **Radios in gliders**

For many years, glider pilots have been using their own radio frequencies, but been reluctant, or not licensed, to call airfields and other ATC units. The time has come where this needs to change because the airspace is too congested to fly completely silently, especially as we have yet to find suitable methods of electronic conspicuity.

Those of you who can call, please do so, as if you are getting close to a circuit, or a known high activity area, a short call will almost certainly remove the risk and take away the surprise factor that often leads to an Airprox.

There are signs of movement towards tackling the licensing problem and getting all pilots able to make legal calls. This will have to be done in parallel with working out better radio phraseology suitable for gliders. At the moment, many glider pilots do not use the radio correctly or concisely, and on the other side, I have heard many times glider pilots being asked by ATC to comply with instructions totally unsuited to glider operations.

## **WHAT IS LESS SATISFACTORY IS A RISE IN THE NUMBER OF INCIDENTS WHERE GLIDERS DRIFT INTO ATZ**



It is essential to always remember that we share the skies with others (Paul Porter)



Recently retired, Hugh Woodsend has been a Full Cat instructor, flying a Ventus 2c and a Duo Discus. He was a freelance test pilot on fast jets, with over 25,000 hours total experience on more than 500 types of aircraft. Hugh is a member of the BGA Flight Operations Group and a board member of the UK Airprox Board with special responsibility for GA and gliding matters

# HOW BUSY IS BUSY?



THE CAA is developing a Future Airspace Strategy - you can read the detail on the CAA website. The stated aim of the Future Airspace Strategy is 'to provide a policy structure to enable a modernised air traffic management system that provides safe, efficient airspace, that has the capacity to meet reasonable demand, balances the needs of all users and mitigates the impact of aviation on the environment'.

As you would expect, there's a piece of work under way that specifically considers future Class G and a number of reasonable recommendations have already been identified. These include 'providing a greater understanding of operations and interactions' and 'reducing the risk of mid-air collisions in the vicinity of aerodromes', which unsurprisingly are both very much in tune with the

BGA's proactive approach to airspace safety.

As well as being fully engaged with CAA airspace safety working groups and improving our own pilots' awareness, we also liaise with other Class G users, including the military. However, there is always more we can do, including taking an occasional reality check on our own performance. Every cross-country pilot should be aware of the rules for operating in an ATZ. It's very clear that some are not. Are you?

During late 2012, the BGA met former Tornado pilot and current RAF Qualified Flying Instructor, Flight Lieutenant Gareth Walker, to discuss interaction between RAF Tutor operations and sport gliding. Following a productive meeting, the BGA invited Gareth to provide the following article to help raise awareness among glider pilots.

Photograph:  
Crown Copyright

**IN AN EFFORT TO FIT IN WITH ALL OTHER LOCAL AIRSPACE USERS, WE CONTINUE TO ENGAGE WITH LOCAL AIRFIELDS AND GLIDER SITES**

**I**F YOU look on a ½ mil map, roughly half-way between Cambridge and RAF Wittering, you'll see a standard ATZ surrounded by Class G airspace, and nothing that hints at the amount of traffic flown from RAF Wyton. Averaging more than 3,500 movements per month over the past four years, RAF Wyton is home to four military flying units flying the Grob Tutor G115E (a two-seat, 180hp GRP training aircraft), two flying clubs and an Air Ambulance unit. The majority of the flying is done by Number 57 (Reserve) Squadron,

which conducts Elementary Flying Training for officers in the RAF selected for pilot training, responsible for 50 per cent of the RAF's *ab-initio* pilot training.

The course is 55 flying hours and covers basic flying techniques, general handling (advanced aerobatics, stalling, spinning, PFLs etc), instrument flying, navigation at medium and low-level (500ft) and close formation. There are also two University Air Squadrons and one of the busiest Air Experience Flights in the country; flying Air Training Corps cadets from the whole of

the SE of England.

Being situated in the middle of a very busy piece of class G airspace presents challenges and, in an effort to fit in with all other local airspace users, we continue to engage with local airfields and glider sites. I write this article in the hope of informing and educating the reader on the kind of operations flown from RAF Wyton and thus promote awareness and safety.

At times, all 17 Wyton-based aircraft may be airborne, with up to four in the visual circuit, ac on departure and recovery and many conducting instructional exercises, usually within 20nm of the airfield. We use the airspace from surface, for practice forced landings (PFLs) to 10,000ft, for advanced aerobatics and spinning. Add to that all of the GA traffic that uses the area: Cambridge airport, Peterborough/Conington, gliders from Gransden Lodge and Upwood, parachuting from Chatteris and Sibson, plus all the transit traffic and other airfields and it becomes clear just how busy the area around RAF Wyton actually is; yet there is nothing on the map to alert pilots to this.

Following a tragic mid-air collision between a Tutor and a glider, the RAF has increased its attempt to mitigate the risk of further mid-air collision. Recent initiatives include: fitting the Tutor fleet with an Avidyne TAS600 Traffic Advisory System (TAS) linked to a Sandel SN3500 Electronic HSI, a local deconfliction plan for Wyton-based aircraft and mandated use of a radar service, if available. Of course, all of these measures have limitations. The fitting of TAS has markedly increased cockpit situational awareness, however, only against other squawking aircraft. It is intended that a FLARM system is fitted to the Tutor fleet in the near future. As anyone who has tried to get a radar service in the area of RAF Wyton will know, coverage is poor. RAF Wyton does not have a radar and the remoteness of Marham, Lakenheath or Cambridge often means that only a limited service is available. The local deconfliction plan helps to ensure that we do not overload any area with all of our Tutors. However, this does not allow for other users.

RAF flying training continues to teach and assess effective lookout as the primary means of avoiding conflict. Despite these measures, we have had several Airprox and incidents involving unauthorised ATZ penetrations (occasionally resulting in airproxes with circuit traffic) over the past year. RAF Wyton is, of course, available to

anyone in an emergency. However, we have had gliders landing on the runway at Wyton without any prior communication with ATC in the middle of a busy visual circuit, which included solo students.

Understanding that the surrounding airspace can become extremely busy, the supervisors at RAF Wyton will cease all flying activity if it is assessed as overloaded; which has happened on several occasions. We have an excellent working relationship with our local glider site at Gransden Lodge, who contact us directly when they are launching towards us. RAF Wyton also hosts an annual Local Airspace User Group meeting, which hopefully raises awareness amongst attendees and can help address other issues.

RAF Wyton is not the only airfield that operates the Grob Tutor; similar training can be encountered at RAF Barkston Heath, Benson, Boscombe Down, Chivenor, Church Fenton, Cosford, Cranwell, Leeming, Leuchars, St. Athan and Woodvale, Army airfields at Colerne and Middle Wallop, Royal Navy base Culdrose and at Glasgow Airport.

Can we be smarter? Well, there is, of course, always more we can do and with your help we can reduce the risk of further disaster to an absolute minimum. Although not mandated to do so in Class G airspace may I offer the following suggestions:

- Be aware of just how busy the airspace around RAF Wyton is and plan accordingly.
- Obtain a Traffic or Deconfliction Service whenever possible (from RAF Marham on 124.15 or RAF Lakenheath on 128.9 as Wyton ATC can only provide a Procedural Service). Even a call to Wyton Approach on 134.05 will at the least alert us to your presence.
- Avoid overflying the ATZ; PFLs take place in the overhead from heights well above the ATZ, and if transiting around the ATZ leave a safety margin to ensure no inadvertent infringements (don't rely on GPS!).
- Ensure you are squawking if able; even if it is 7000 and without a Mode C height, it will still show on the Tutor TAS. This doesn't ensure avoidance, but it may alert the instructor or student to your presence.

There is no substitute for a robust lookout; seeing and avoiding is still the basic principle used to avoid mid-air collisions in Class G airspace.

## **THERE IS NO SUBSTITUTE FOR A ROBUST LOOKOUT; SEEING AND AVOIDING IS STILL THE BASIC PRINCIPLE USED TO AVOID MID-AIR COLLISIONS IN CLASS G AIRSPACE**



The RAF's Tutor fleet is fitted with a Traffic Advisory System

■ You can find the CAA advice on ATZs at [www.glding.co.uk/bgainfo/airspace/documents/20121129AerodromeTrafficZones.pdf](http://www.glding.co.uk/bgainfo/airspace/documents/20121129AerodromeTrafficZones.pdf)



Flight Lieutenant Gareth Walker is a Qualified Flying Instructor on 57(R) Sqn at RAF Wyton and is also the Unit Flight Safety Officer. He spent over 20 years flying the Tornado GR1 and GR4 and is now on his 2nd tour instructing on the Tutor

# BGA accident/incident summaries

| AIRCRAFT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                |                           |                 |                   | PILOT  |            |               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------------------|-----------------|-------------------|--------|------------|---------------|
| Ref                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Type           | Damage                    | Date, time      | Place             | Age    | Injury     | P1 hours      |
| 62                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Discus         | minor                     | 9/04/12, 14:00  | Cerdanya, Spain   | 77     | none       | 383           |
| Damage to underside and winch hook after a wheel-up landing on tarmac runway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                |                           |                 |                   |        |            |               |
| 101                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Grob 102       | none                      | 11/07/12, 12:45 | Bristol & Glos GC | -      | minor      | -             |
| Back pain reported by the pilot after a heavy landing in a field.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                |                           |                 |                   |        |            |               |
| 102                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | ASW 20         | minor                     | 1/07/12, 14:45  | Lasham GS         | 60     | none       | 1348          |
| Undersurface damaged after a wheel-up landing on tarmac. Returning to the airfield through rain and sink, a combination of an abbreviated circuit and pedestrians crossing the landing area limited the pilot's options and, with the added workload, he forgot to lower the undercarriage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                |                           |                 |                   |        |            |               |
| 103                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | K-21           | minor                     | 9/06/12, 12:30  | Kestrel GC        | 50/16  | none/none  | -             |
| Aileron damaged by winch cable. After the power was cut during the initial climb, the instructor pulled the release and landed straight ahead. The cable was still being slowly pulled in and as the glider came to a stop the port wing dropped onto the moving cable.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                |                           |                 |                   |        |            |               |
| 105                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Stemme         | substantial               | 15/07/12, 13:00 | Lasham GS         | 47/47  | none/none  | 125           |
| Starboard wing damaged after a wheel-up landing in a crop field. Mindful of the proximity of Farnborough airshow traffic, the pilots had been soaring with the transponder left on and there was not enough charge left in the battery to start the engine when needed, or to lower the undercarriage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                |                           |                 |                   |        |            |               |
| 108                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | LS 4           | substantial               | 21/07/12, 13:50 | London GC         | 66     | none       | 651           |
| Wing root damaged by ground loop during a field landing into a crop field. While flying cross-country the pilot got low over an area of arable fields and had no alternative but to land in a crop field.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                |                           |                 |                   |        |            |               |
| 109                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Astir          | substantial               | 22/07/12, 15:00 | Cranwell GC       | 27     | minor      | -             |
| Starboard wing broken in two, cockpit severely damaged, canopy smashed and fuselage damaged after a wingtip caught the ground during the winch ground run. The wingtip was seen to fall onto the ground during the ground run and stay there as the rest of the glider took off. The glider yawed and rolled to the right, becoming completely airborne at a steep angle of bank pointing off to one side of the launch direction, before falling back to the ground. The wingtip hit first, absorbing some of the impact before the nose hit the ground, the rest of the glider fortunately falling the right way up.                                                                                                                                                                                                                                                                                                                                           |                |                           |                 |                   |        |            |               |
| 110                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | K-21           | substantial               | 22/07/12, 14:00 | Burn GC           | 16     | none       | -             |
| Tail wheel pushed into fuselage by heavy landing following a ballooned round out. The early solo pilot responded to the balloon by closing the airbrakes and pushing the stick forward, leading to a heavy impact on the nose and then tailwheel. Closing the airbrakes may have exacerbated the balloon.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                |                           |                 |                   |        |            |               |
| 111                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | K-21           | minor                     | 21/07/12, 14:30 | Bannerdown GC     | -      | none       | -             |
| Rear canopy opened during the winch launch, shattering the perspex. The rear canopy latches were seen to be in the locked position after the flight; the pilot reports visually checking the rear latch handles, but not physically checking the rear canopy. It is thought that the rear canopy may have been lowered with one of the latches in the closed position and that the interlock was ineffective at preventing the front canopy latch from locking.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                |                           |                 |                   |        |            |               |
| 113                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | LS 7<br>DG 100 | not reported<br>destroyed | 23/07/12, 16:00 | Cambridge GC      | -      | -          | 3800<br>-7000 |
| Mid-air collision in a competition gaggle at approx 2,000ft agl. The DG pilot was watching a glider turning outside of him, the LS pilot was looking towards the inside of the circle when the outer wing of the LS contacted the tailboom of the DG about 1m in front of the tailskid. The LS wing suffered some compression damage to the top surface and after a handling check was flown to an immediate field landing; the tailboom of the DG failed and the glider pitched nose down. The DG pilot released the canopy on his second, two-handed attempt and it took a further two attempts to release the harness under negative G before falling out of the cockpit and successfully deploying the parachute. The hard landing concussed/knocked out the pilot. Neither pilot saw the other glider before the collision. Neither pilot's report mentions FLARM warnings - it is not known whether either or both of the aircraft were fitted with FLARM. |                |                           |                 |                   |        |            |               |
| 114                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | PA 25          | minor                     | 28/07/12, 11:45 | Borders GC        | 77     | none       | 2009          |
| Minor damage to propellor tips after the tug taxied over a plastic cone marking the edge of the launch area. The cone had been incorrectly placed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                |                           |                 |                   |        |            |               |
| 116                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | LS 3           | substantial               | 28/07/11, 13:15 | Cotswold GC       | 30     | none       | -             |
| Wheel-up landing damaged the undersurface gelcoat.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                |                           |                 |                   |        |            |               |
| 118                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | LS 4           | substantial               | 29/07/12, 13:50 | Cambridge GC      | 28     | none       | 433           |
| Trailing edge of right wing, aileron and elevator damaged after a ground loop ended with the glider reversing into a hedge. The left wing caught on some undergrowth during a competition field landing into a small airstrip.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                |                           |                 |                   |        |            |               |
| 119                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | K-13           | none                      | 1/08/12, 11:30  | Lasham GS         | 58/70+ | none/minor | 400           |
| Heavy landing exacerbated previously existing back condition.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                |                           |                 |                   |        |            |               |
| 120                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | DG 100         | destroyed                 | 4/08/12, 12:40  | Angus GC          | 59     | fatal      | 18            |
| AAIB investigation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                |                           |                 |                   |        |            |               |
| 121                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | DG 800         | minor                     | 25/07/12, 17:45 | Windrusher's GC   | -      | -          | 1689          |
| Port aileron, flap, rudder, tailwheel fork and fuselage all damaged during a landing into an unsuitable field after the SLMG's engine failed to extend. The pilot ground looped to avoid running into a fence after landing down a slope.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                |                           |                 |                   |        |            |               |

# BGA accident/incident summaries *continued*

## AIRCRAFT

| Ref | Type | Damage | Date, time      | Place     | PILOT Age | Injury | P1 hours |
|-----|------|--------|-----------------|-----------|-----------|--------|----------|
| 124 | LS 4 | minor  | 11/08/12, 12:55 | Booker GC | 75        | none   | 144      |

Flown on landing broke the undercarriage structure. The pilot reports heavy sink on the approach, into a moderate wind, and closing the airbrakes to maintain the glidepath, but that he then landed without holding off.

|     |        |       |                 |                 |       |           |     |
|-----|--------|-------|-----------------|-----------------|-------|-----------|-----|
| 125 | SF 25C | minor | 11/08/12, 17:25 | Trent Valley GC | 51/10 | none/none | 450 |
|-----|--------|-------|-----------------|-----------------|-------|-----------|-----|

Heavy landing broke the propellor and damaged the fibreglass mainwheel fairing. Experienced power pilot with limited gliding experience reports control confusion over use of elevator, airbrake and throttle when close to the ground.

## Incidents

|     |     |      |                |   |   |   |   |
|-----|-----|------|----------------|---|---|---|---|
| 104 | K-8 | none | 5/07/12, 12:45 | - | - | - | - |
|-----|-----|------|----------------|---|---|---|---|

Safe field landing after the low airtime pre-Bronze pilot got lost while local soaring.

|     |             |      |                |   |   |   |   |
|-----|-------------|------|----------------|---|---|---|---|
| 106 | Speed Astir | none | 1/06/12, 16:30 | - | - | - | - |
|-----|-------------|------|----------------|---|---|---|---|

Near mid-air between glider on final approach and glider turning from base leg to final. The solo pilot reports being at 900ft on his way back to the airfield when he tried to work some broken lift. At 800ft indicated he resumed his glide downwind to the airfield; realising he was low he flew a close in circuit, turned onto base leg at 300ft and after crossing the boundary turned onto final. Concentrating on his airspeed and landing area, the pilot did not notice the trial flight glider on short final, which was forced to manoeuvre to avoid a collision.

|     |        |       |                 |   |   |   |   |
|-----|--------|-------|-----------------|---|---|---|---|
| 107 | ASW 19 | minor | 30/06/12, 15:30 | - | - | - | - |
|-----|--------|-------|-----------------|---|---|---|---|

Canopy broken after the fuselage was blown over in the dolly while derigging. The pilot was putting a wing in the trailer with two helpers when a sudden gust hit.

|     |            |      |                 |   |   |   |   |
|-----|------------|------|-----------------|---|---|---|---|
| 112 | Olympia 2B | none | 19/07/12, 17:30 | - | - | - | - |
|-----|------------|------|-----------------|---|---|---|---|

Bounced landing at the end of a 5-hour Silver duration flight; the elevator was ineffective at raising the nose when rounding out. The pip pin attaching the elevator to the control rod was found lying in the bottom of the fuselage. The handling ring on the pin had previously been slightly squashed to provide clearance from the rudder cables and this allowed the ring to hold the actuating button in the open position, keeping the locking balls retracted within the body of the pin.

|     |      |      |                 |   |   |   |   |
|-----|------|------|-----------------|---|---|---|---|
| 115 | K-21 | none | 29/07/12, 13:15 | - | - | - | - |
|-----|------|------|-----------------|---|---|---|---|

Tug upset in turbulent conditions at 2,000ft ato. Both the glider and tug pilots released the tow rope.

|     |         |             |          |   |   |   |   |
|-----|---------|-------------|----------|---|---|---|---|
| 117 | Puchacz | substantial | 28/06/12 | - | - | - | - |
|-----|---------|-------------|----------|---|---|---|---|

Glider substantially damaged after being blown over by a gust from an approaching thunderstorm. After a morning's flying, the club members were in the process of securing the gliders; two members were holding on the Puchacz when the gust from the rapidly developing storm lifted the glider into the air and blew it down the airfield. The probability of thunderstorms had been forecast, but the speed at which it developed and expanded upwind surprised the duty instructor.

|     |              |                |                |   |   |   |   |
|-----|--------------|----------------|----------------|---|---|---|---|
| 122 | K-13<br>LS 8 | minor<br>minor | 5/08/12, 14:00 | - | - | - | - |
|-----|--------------|----------------|----------------|---|---|---|---|

K-13 leading edge holed and fabric punctured; LS 8 winglet scraped and indentation in wing trailing edge. The gliders were secured against a passing thunderstorm, the LS 8 by being attached to the owner's car, while the pilots returned to the clubhouse. After the storm passed, the LS owner returned to the car and started to drive off, forgetting that the glider was still attached.

In a recent S&G survey, you told us that you would like to see more in-depth coverage of accidents and incidents. Edward Lockhart is now providing a little extra detail, where available, in the listings on these pages. We would also like to publish (anonymously) your stories of particular flights that have taught you a valuable flying lesson. Please send details to [editor@sailplaneandgliding.co.uk](mailto:editor@sailplaneandgliding.co.uk) or by post to the address on p3.

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# BGA BADGES

**No. Pilot Club (place of flight) Date**

## DIAMOND HEIGHT

3-1756 Moritz Korn Cairngorm 15/09/2012

## GOLD BADGE

Philip Edgar Cairngorm 29/09/2012  
Laurence McKelvie Ulster 06/09/2012  
Kai Wheeler Bristol & Glos 21/08/2012

## GOLD HEIGHT

Moritz Korn Cairngorm 27/07/2012  
Gerald Coles Rattlesden 14/09/2012  
(Portmoak)  
Philip Edgar Cairngorm 29/09/2012  
Lee Davidson Anglia 02/10/2012  
(Borders)  
Nigel Burke Sutton Bank 28/08/2012  
Kai Wheeler Bristol & Glos 21/08/2012  
(Santa Cilla, Jaca, Spain)

## SILVER BADGE

Charles Donnelly Southdown 19/09/2012  
Paul McEnery Black Mountains 29/09/2012  
Brian Poulson Bannerdown 26/08/2012  
Christopher Harrison Lasham 31/08/2012  
Roger Cottee Rattlesden 05/09/2012  
John Hubberstey Booker 19/09/2012  
Miles Bailey Bicester 12/10/2012  
David Allen South Wales 16/05/2012

## SILVER DISTANCE

Paul McEnery Black Mountains 31/08/2012  
Andrew Beaumont Dartmoor 11/09/2012  
(Nympsfield)  
Brian Poulson Bannerdown 26/08/2012  
Paul Harvey Lasham 22/08/2012  
Roger Cottee Rattlesden 05/09/2012  
John Hubberstey Booker 19/08/2012  
Keith Ford Buckminster 07/10/2012

## SILVER DURATION

Charles Donnelly Southdown 19/09/2012  
Paul McEnery Black Mountains 29/09/2012  
Moritz Korn Cairngorm 24/07/2012  
Steven Nicholl London 18/09/2012  
Dylan Davies Devon & Somerset 22/08/2012  
Christopher Harrison Lasham 31/08/2012  
Roger Cottee Rattlesden 10/08/2012  
John Hubberstey Booker 09/08/2012  
(Haddenham, Thame)  
Miles Bailey Bicester 12/10/2012  
(Lleweni Park)  
Thomas Hogarth Mendip 30/09/2012  
David Allen South Wales 12/05/2012

## SILVER HEIGHT

Moritz Korn Cairngorm 27/07/2012  
Lee Davidson Anglia 02/10/2012  
(Borders)  
Steven Nicholl London 18/09/2012  
Paul Maxwell SGU 29/09/2012  
Ross Morriss Peterborough & Spalding 02/10/2012  
(Deeside)  
Geoffrey Dodwell Midland 29/09/2012  
John Beksa Derby & Lancs 06/10/2012  
(Aboyne)  
Peter Valentine Nene Valley 23/08/2012  
John Hubberstey Booker 25/07/2012  
(Haddenham, Thame)  
Miles Bailey Bicester 19/09/2012  
Malcolm Aston SGU 30/08/2012  
David Allen South Wales 12/05/2012

## 100K DIPLOMA P2

Ian Russell Kent 09/08/2012  
(Shenington)  
Steven Woodfield Lasham 29/09/2012

## 100K DIPLOMA PART 1 & 2

Tony Cook Lasham 19/09/2012

## CROSS COUNTRY ENDORSEMENT

Ivan Cartes Cranwell 06/10/2012  
Simon Brown Darlton 22/09/2012  
Andrew Preece Bicester 13/10/2012  
Christopher Woolgar Dorset 15/09/2012  
Nigel Parry Nene Valley 21/10/2012  
Joe Thornton Stratford On Avon 14/10/2012  
Sudip Nair Bath, Wilts & North Dorset 24/10/2012  
Michael Laity Highland 03/11/2012  
Alexander Spittal Peterborough 14/10/2012  
& Spalding  
John Reynolds Staffordshire 11/11/2012  
Mark Lawson Bristol & Glos 10/11/2012  
Nick McCloud Derby & Lancs 18/11/2012  
David Rippon Dartmoor 29/11/2012  
Alexander Rougvie SGU 01/12/2012  
Roger Appleboom Dartmoor 02/12/2012

## John Hogarth (1944 - 2012)



JOHN HOGARTH went to sea at 16 and sailed for seven years with the Pacific Steam Navigation Company, leaving them to sign on as second officer with Ocean Fleets.

In 1971, aged 27, he gained a degree in Naval Studies with emphasis on marine law and naval architecture, for family now had a greater call than the open ocean. He joined the Bibby Line on shore and by 1988 had reached the boardroom of Bibby Bros to take the role of general manager of its accommodation business.

Through several metamorphoses of the company, John remained near the top and laid the foundations of Bibby Maritime's survival in the years leading up to his retirement in 2006.

Short history of a successful man, eh?

The big surprise to us about our friend was that we didn't really know much of that.

He came to Camphill some time around 1989. His teenage son, Andrew had re-ignited one of John's lifetime's passions which was 'things that flew'. Andrew declared he wanted to learn to fly, so John booked the pair of them on a week's course at Lasham, which resulted in their continuing to solo. Andrew moved on to power and is now a Qatar Airways captain on 777s.

John came to Camphill, moving via an Oly 460 to his much cherished ASW 20. He became an assistant rated instructor and then, out of the blue, virtually vanished because the siren song of the

sea bewitched him again. He bought a 35ft yacht that he moored on the Mersey near his home on the Wirral.

Then he was back!

He confided in me that with a vessel of that size you need a crew and the friends and such who say 'Me Me' the first time tend not to be around the second and subsequent ones. He also worked out that a sixty-something bloke on his own at sea does not have the stamina and resource of a youngster when it turns to worms, so he sold the boat and returned to something safer. He reappeared at Camphill.

He divided his flying between his ASW and instructing, both of which he loved. One autumn day in 2011 he arrived for a day's flying and, while chatting to companions, declared out of the blue that he wasn't right and took himself home. A cerebral tumour had declared its malignant presence. He died at home on 4 July, 2012.

Posthumous platitudes are de-rigueur, so there are no new words to emphasise the good nature of the man. Good natured and cheerful all the time. Insightful. Clear thinking. Polite. Reliable. Modest. All were true. Typical comments from his student pilots describe how he put them at ease and made them feel welcome.

Just as in his professional life as a manager he knew his barge masters and their crew by name, he took a genuine interest in his gliding companions and those he taught.

John was a gentleman; there is a gap in our ranks and it hurts.

**Peter Gray, Derby & Lancs GC**

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# Tony Deane-Drummond (1917-2012)

THE last of the pre-war 'Silver C' holders, No.37, Tony DD was quite definitely one of 'the greats' of British Gliding. His 'A', 'B' and 'C' he achieved in May and June 1937 at Upton-on-Severn, his 'Silver C' at Sutton Bank in 1938, 'Gold C' No. 3 at Lasham in 55/57 and two Diamonds later. He died, aged 95, after a life which almost defies description.

I make no apology for reprinting page 173 in the second edition of my book *A Glider pilot bold...* (now available free for you to read online - google 'Wally Kahn/BGA ebook Collection'. In our *The Times* obituary of 5 December, we were able to highlight some of his dramatic escapades, including the mid-air between him and Paddy Kearon. Tony said, among some rather choice remarks 'What cheek - he is only a Group Captain, I'm a Brigadier'.

Do read his books, it will tell you more about this fabulous man than I ever could and you will see how fortunate we were to have a man like 'The Deane' in our gliding world.

## Wally Kahn, Lasham

Excerpt from *A Glider Pilot Bold...*

Major General A.J. Deane-Drummond CS, OSO, MC and Bar (aka 'The Deane, or Tony O squared, or -O). *If ever a template for a real life action man is required, point out Tony Deane-Drummond. A soldier of great bravery and skill whose many escapades he has recorded in two great books, which I strongly recommend. An Army man par excellence, whose Father also won the DSO and Bar and an MC during the First World War and his Great Great Grandfather served as an Ensign in the Peninsular war, later becoming a General. Something dramatic and life threatening always seem to be happening to Tony just as his wonderful wife Evie was about to give birth to one of their four daughters. They say that cats have nine lives, Tony has nearly equalled that.*

*He represented Britain in four World Championships. His record in the nine British Nationals 'ain't bad at that' - 2nd, 1st, 10th, 4th, 2nd, 6th, 21st, 3rd and 4th. The creation of the Lasham Gliding Society owes a huge debt to him for his wise counsel and leadership.*

*Do read his books Return Ticket and*



*Arrows of Fortune. See page 143, which graphically describes his escape story from an Italian POW camp - he asked his captors for a German Gliding Book in order to learn the Language; Arnhem - when escaping after standing in a cupboard for 13 days and nights he was helped by various Dutch patriot including the actress Audrey Hepburn and her Mother; his mid-air collision with Paddy Kearon of the RAFGSA during a National Contest; his adventures while boss of the SAS in Malaya and then in Oman where he and his men captured a mountain which no one had been able to achieve in a thousand years and loads more unbelievable events. Needless to say, his gliding adventures are not forgotten. Tony, we salute you!*



## MAJ GEN TONY DEANE-DRUMMOND

TONY was commissioned into the Royal Signals in 1937. He learnt to glide on a course at Catterick and went solo on 17 May 1937. This started his lifetime interest.

After the war, he held posts at Sandhurst and the Staff College, which gave him the opportunity to continue with gliding. He formed the Army Soaring Club at Lasham and took a hand in building the Army hut there. His next step was to form the Army Gliding Association as its first President and he helped with the formation of the Lasham Gliding Society.

Tony gained Diamond height at Lasham on 14 May 1956 and completed his Gold C on 6 April 1957, with a Diamond Goal with a flight of 217 miles from Lasham to Lands End. In 1957 he became the British National Gliding champion and was selected to fly in the British team in 1958, 1960, 1963 and 1965. In one competition, when both Army and RAF were experimenting with radios, but on different frequencies, Tony had a collision in cloud with an RAF glider and lost some feet from one wingtip of his K-6E. Not put off by such a trivial matter, he continued with his task until 20 minutes or so later he got too low and had to land. This gave rise to the change in competition rules that in case of collision both gliders must land immediately (not to mention the drive for a standardised cloud flying frequency!).

On leaving the Army, Tony served on as a respected vice president of the Army Gliding Association, giving sound advice and attending Inter-Service gliding competitions until a few years ago. His leadership and inspiration put the AGA on the right track and many soldiers still benefit, not least those wounded and flying under the Battle Back scheme.

## Army Gliding Association

Deane-Drummond, second from left, with other members of the British gliding team 1956-58; left to right, Anthony Goodhart, Philip Wills and Nicholas Goodhart (Photo courtesy of *The Times*/NI Syndication)

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Please remember that, if you are emailing text, your advert may not appear unless we have received payment by post or credit card by the deadline. The deadline for classifieds to be included in the **April/May 2013** issue of *Sailplane & Gliding* is **7 March 2013** after which any adverts received will be published in the following issue.

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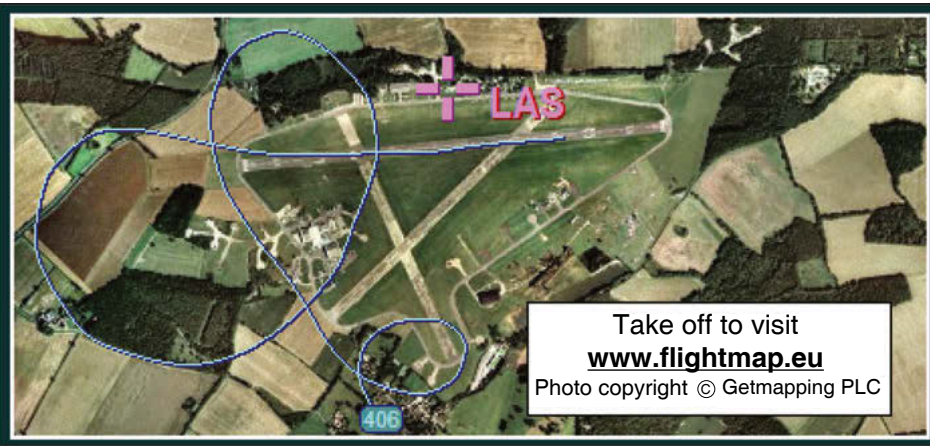
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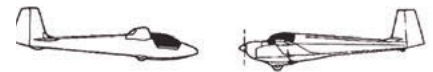
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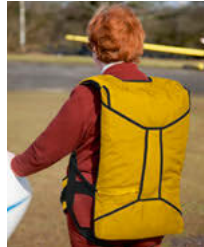
The successful applicant will be a knowledgeable and effective communicator who understands both Part M and the needs of glider owners and inspectors. The position will require formal CAA approval following recommendation by the BGA. Access to own transport and availability to travel in the north of the UK as required to achieve the task are essential. Previous experience in aviation quality assurance as well as aircraft maintenance, including gliders, is highly desirable.

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### INDEX TO DISPLAY ADVERTISERS

|                              |                   |
|------------------------------|-------------------|
| AFE/RD Aviation              | inside back cover |
| Airborne Composites          | 72                |
| Air League                   | 42                |
| Allianz                      | 43                |
| Anthony Fidler               | 61                |
| BGA                          | IFC+9+62+73       |
| Bicester Aviation Services   | 61                |
| Bicester GC                  | 11                |
| Black Mountains GC           | 72                |
| Bristol & Gloucestershire GC | 36                |
| Cambridge GC                 | 42                |
| CYMA                         | 15                |
| East of England              | 74                |
| EMFO                         | 63                |
| EuroFOX                      | 32                |
| EW Avionics                  | 42                |
| Flightmap Software           | 73                |
| Gavin Wills                  | 49                |
| Glider Service               | 72                |
| Harry Mendelssohn            | 11                |
| Hill Aviation                | 43                |
| John McCullagh               | 63                |
| Lake Keepit                  | 63                |
| LX Avionics (John Delafield) | 18                |
| Marsh                        | 63                |
| Mason Restoration            | 73                |
| McLean Aviation              | 14                |
| North Yorkshire Sailplanes   | 74                |
| Of Course                    | 69                |
| Oxfordshire Sportflying      | 36                |
| Parasential                  | 74                |
| Severn Valley Sailplanes     | 61                |
| SkyCovers                    | 32                |
| Skycraft Services            | 73                |
| Soaring Oxford               | 74                |
| Soaring Safaris              | 72                |
| South East Aircraft Services | 10                |
| Southern Sailplanes          | back cover        |
| Stein Financial              | 68 + 73           |
| Stemme Motor Gliders         | 61                |
| Sydney Charles Aviation      | 14                |
| The Motor Glider Club        | 36                |
| Trig                         | 33                |
| Wolds GC                     | 32                |
| Zulu Glasstek                | 36                |

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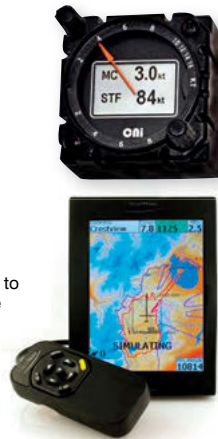
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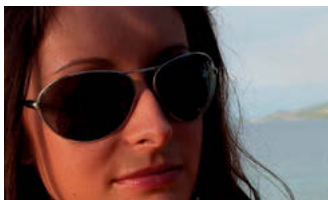
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