

# SAILPLANE & GLIDING

VOL. 64 NO.2

HOW YOU CAN PREVENT  
WING DROP ACCIDENTS

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GOALS THAT PULL YOU OUT  
OF YOUR COMFORT ZONE

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IN THE MIGHTY K-6

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ASH 25 EB28 '13' syndicate member **Robin May** shares the highlights of a two-month trip to Namibia at the end of 2012, during which he logged 51 flights, 330 hours and an incredible 41,000km



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FEDERATION AERONAUTIQUE INTERNATIONALE



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## COVER STORY

The famous sand dunes of Sossusvlei on the edge of the Namib Desert. The sand has a high iron content, which when it oxidises produces a rich red colour. The picture was taken from 13 at 11,000ft. The dunes themselves are around 700ft high. (John Thompson)

## DEADLINES

*June/July 13*

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

*Aug/Sept 13*

Articles, Letters, Club News: 7 June  
Display advertisements: 21 June  
Classifieds: 8 July

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> Find out how to improve your cross-country performance at one of two lectures being given by Bernard Eckey, author of *Advanced Gliding Made Easy*. On Saturday 11 May (7pm) Bernard will be at London GC. Non LGC members can request places from [reception@londonglidingclub.co.uk](mailto:reception@londonglidingclub.co.uk) or by phoning LGC on 01582 663419. On Sunday 12 May (6.30pm) Bernard will be at Cambridge GC. Non CGC instructors and soaring coaches can request places from [office@glide.co.uk](mailto:office@glide.co.uk) or by phoning CGC on 01767 677077

> The next Women's Development Compette will be at Lasham on 4-5 May. Tasks will also be set and flown on Monday 6 May, weather permitting. Members of the British team and other pundits, including weatherman David Masson, will be there. The entry fee has been held at £10. Email Liz Sparrow ([ebertoya@iee.org](mailto:ebertoya@iee.org)) for an entry form and to reserve your place. See the Facebook Women Glide UK page - [www.facebook.com/WomenGlideUK](http://www.facebook.com/WomenGlideUK)

> A Junior Development Weekend will run alongside the Youth Aviation Day at Bicester, 4-5 May, with UK National Champion coaches on hand. Membership and camping fees have been waived; you will pay only club member rates for your launch (if you are a Junior). In the evening there will be the Youth in Aviation party. Everyone is welcome, but please let the organisers know. More details at [www.juniorgliding.co.uk/newsevents/](http://www.juniorgliding.co.uk/newsevents/)

> A new version of the FLARM Firmware (v5.08) has been released, which overcomes the issue whereby false IGC files could be produced that passed the IGC electronic validation check. Owners should be aware that IGC approval for earlier versions of Firmware (from V4.0 to V5.06) will be withdrawn on 30 April 2013.

> Due to insufficient entries, the 2013 Overseas Nationals at Ocana has been cancelled. Pilots already entered will receive a refund automatically.

> Bicester GC has been awarded £50,000 of National Lottery funding towards financing the purchase of a replacement winch. Norfolk GC also received £50,000 of National Lottery funding to upgrade clubhouse facilities. Bids are currently being accepted for the fourth round of Inspired Facilities Funding. See [www.sportengland.org/inspiredfacilities](http://www.sportengland.org/inspiredfacilities)

> The Human Powered Aircraft (HPA) Icarus Cup 2013 has been sanctioned by the FAI as an FAI 2nd Category Event. This is the first time that this sport has featured in the FAI Events Calendar. Organised by the RAeS, the event will take place, 19-28 July, at Sywell Aerodrome, Northampton.

## Leading united approach to increase participation

IT'S a tough job, but in a bid to work effectively to find useful ways of increasing participation in gliding, I selflessly struggled over to Strasbourg to run a European Gliding Union (EGU) development workshop one Friday in February, **writes BGA Development Officer Alison Randle.**

Fourteen countries were represented and it is clear that there are some truly excellent schemes under way, both at national and club level, throughout the world.

As ever, the challenging areas are understanding the root of the question 'why don't more people glide?' and sharing the good ideas already in use. Following last year's first EGU workshop, I have taken the role as chairman of the EGU Club Development Working Group (CDWG).

The CDWG currently consists of three of us and we've been looking at existing work, potential areas of work and developing some practical project plans that will enable a wide variety of mini and sub-projects to be co-ordinated and shared with minimum fuss.

Membership recruitment and retention are the key issues, and the challenges faced are remarkably similar across countries, regardless of the levels of state funding that individual Federations and clubs may, or may not, be fortunate

enough to receive.

So what next? To be really effective, we will need to develop an international development network between countries – and that network will need to reach into the clubs, so that we can get information from individual clubs in one country to clubs in other countries. Working internationally takes a surprisingly long time, but the countries present at the workshop are keen to make progress. Although it will take a period of time to get every country involved, I am confident that we can get something practical and useful established reasonably swiftly. Initial project work has been funded by the EGU, but the EGU has many priorities, so additional funding will need to be sought.

Thankfully Skype, internet and email enable all sorts of international communication for free, so we will be making whatever progress we can, whilst simultaneously securing sources of longer-term funding for the project. I am looking forward to extending the work into the UK so that our clubs can benefit too. Club chairmen can expect to hear from me in due course and there are likely to be opportunities for new volunteers to get involved too.

## Scholarships at Nymphsfield

■ ANDY Davis, former world gliding champion, points out the instruments to Dan Smith (seated) and Will Howitt, two young students chosen to learn to fly gliders under a scholarship scheme run by Bristol & Gloucestershire Gliding Club. Looking on are Doug Jones (centre), who is sponsoring the boys, and cadet co-ordinator Fred Ballard, who conducted the search for promising youngsters to sponsor. The Scouting movement provided nine applicants, five of whom were interviewed before Dan (14) and Will (15) were chosen.



Bernard Smyth



Aden Services Gliding Club's Charlie Donaldson in Swallow as T-31 lands on the desert airstrip at Bir Fahdl, 12 miles east of Aden

■ **Aden Services Gliding Club (ASGC) is holding a flying reunion at RAF Cosford, with evening buffet, on 23 May 2013. In its six-year life, ASGC produced many solo pilots trained to the highest standards. Going gliding with a rifle and 100 rounds was to become the norm. Under CFI Tom Bobbin, the first flights at Bir Fahdl desert airstrip near Shaykh Uthman, 12 miles from RAF Khormaksar, began in 1962. It is hoped that the ASGC "Bristol to Boston" T-21 (Wittering), Oly 401 (Ringmere), a T-45 Swallow and the Wrekin GC fleet will be available. If you were part of this story, you are welcome to fly and afterwards for a buffet, by prior arrangement only. The event is hosted by Wrekin GC by kind permission of the Officer Commanding RAF Cosford. Contact [lessimpson24@blueyonder.co.uk](mailto:lessimpson24@blueyonder.co.uk) or [nice2cu@live.co.uk](mailto:nice2cu@live.co.uk)**

## DVD is essential viewing

THE BGA has produced a safe winch launch DVD that contains advice about how to fly a winch launch safely and new advice on how everyone involved in the winch launch process can contribute to a safe wings level take-off. As we were all too tragically reminded in September 2012, we need to reinforce the safe winch launch messages about avoiding a wing drop and cartwheel.

The DVD has been developed as part of the on-going BGA safe winch launch initiative, which has seen a dramatic decrease since 2006 in fatal and serious injury winch accidents involving a stall or spin. As well as advice for the pilot, it includes advice on winch operations, winch specifications, winch driving and winch

mechanicals, plus an archive of previously published material.

The DVD has been sent to all clubs and instructors. If you are involved in winch launching in any capacity (launch point controller, tractor driver, winch driver, wing runner, etc, and, of course, as a pilot) please view the movie on How to Fly a Winch Launch Safely part 1, which runs on PC, iPhone, iPad and Android, and the Stop the Drop and Winch Operations presentations.

All instructors have been provided with copies of the DVD and we hope that they are already using the material in their teaching of safe winch launching.

See also: [www.gliding.co.uk/bgainfo/safety/safewinchlaunching.htm](http://www.gliding.co.uk/bgainfo/safety/safewinchlaunching.htm)



The 1/3-scale twin-fuselage glider that would be used to validate the flight characteristics of the Towed Glider Air-Launch Concept is pictured with its DROID tow plane on the ramp at NASA Dryden (NASA/Tom Tschida)

## NASA develops a glider based rocket launcher

NASA's Dryden Flight Research Center is developing a rocket-launching technique called the Towed Glider Air-Launch Concept that could significantly reduce the cost and improve the efficiency of sending satellites into orbit.

The idea is to build a relatively inexpensive remotely or, optionally, piloted glider that will be towed to altitudes approaching 40,000ft by a large transport aircraft. The glider will carry a booster rocket capable of launching payloads into low Earth orbit.

Engineers continue working trade-offs with launching the rocket either with the glider still in tow, or following release from the tow aircraft. Either way, after the rocket has launched, the glider will return independently of the tow aircraft to its base to be used again.

A 24ft-wingspan twin fuselage proof-of-concept glider model, being constructed by NASA Dryden, is scheduled to fly later this year. It will be towed aloft by one of Dryden's unmanned aircraft.

## DATES

### NATIONALS, REGIONALS AND OTHERS

Club Class Nationals	Lasham	25/5-2/6/13
European Champs (flapped)	Vinon (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
UK Mountain Soaring Champs	Aboyne	1-7/9/13

#### 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

#### 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

#### GRANDSDEN REGIONALS

10-18/8/13

#### DUNSTABLE REGIONALS

17-25/8/13

# 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

## Nerves surgically removed at birth?

TONY Deane-Drummond's 1967 collision with Paddy Kearon is mentioned in the Feb/March issue of *S&G* (*obits*, p71).

I remember vividly, in those Nationals, being about to enter a cloud in my Dart 17R between Bicester and South Marston, the two turnpoints of a triangle out of Lasham. Suddenly I blurted out an urgent radio message: "There's a K-6E below me with half a wing missing!" A great exaggeration, but never mind. It was less than two metres, but it looked horrible, like a clumsily-severed limb.

Immediately I got a totally relaxed response, in a military drawl: "Don't worry about me, old boy, I'm fine!" Tony D-D followed me into the cloud and outclimbed me in the murk (it does not bear thinking about, but no doubt



Tony Deane-Drummond's glider after landing at South Marston

he reckoned the chances of the same glider having two mid-airs on the same task were vanishingly small). Tony landed at South Marston with a bunch of other pilots, including Wally Kahn; D-D grumbled not about the damage, but about only needing one more cloud to get to Lasham. I hit the spuds some 20km behind him, despite my three-metre advantage.

Very sadly Paddy, a much-loved figure in UK gliding, was killed in a fiery car crash in the Middle East some years later.

**Mike Bird, Lasham GS**

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

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## ODE TO OCANA

*Comp training invited. My response, I'm ignited. We're off, it's Spain. Yet travel no pain.*

*By boat for a while. And holding a smile. I went, quite excited. I'll learn, so delighted. Lessons in theory. Put so clearly. A subject so hateful. But now I'm so grateful.*

*The physics I found. Is so profound. It's time to fly. It's time to try.*

*We trialled and played. No start, but delayed. Some practice days first. To quench my thirst.*

*We turn and climb. The sky's sublime. The comp is on. No longer just one.*

*We swoop and cruise. How can we lose? At such a speed. I mean - a speed.*

*We're trying to lead. It's better than Mead.*

*We've run and run. The skies undone.*

*I'm found then lost. 1,000 feet - and tossed.*

*The rules were clear. Thou shalln't interfere.*

*We're low and slow. Not good, I know!*

*I sense my tension. The ground I'll not mention.*

*I'm not to squeak. I'll take a leak. Best I stay silent. This could turn violent.*

*But wait there's a bleat. We're not beat. No need to retreat. Nor farmers greet.*

*My hero's rewarded. No need to be morbid.*

*The fields have lost. The heat's the boss.*

*He climbs and twirls. I leans and hurls.*

*Despite I'm ill. The sympathies nil.*

*Gentle is slow. We have to go. We're racing you see. Speed is the key.*

*Climb fast in a daze. To where there's a haze. Up here it's cool. As cool as the pool.*

*We're back on the flash. It's racing so dash.*

*With others around. No chance of being down.*

*We're avoiding bad sink. I'll take a quick drink. The competitors thundered. Another five hundred.*

*Time's lost as we stir. An hour's a blur. The past is gone. The sun still shone.*

*It's all a good sign. No need for a climb. It's final glide time. We cross the line.*

*We're home and dry. No more for the sky.*

*Forget the derig. The task is a pig.*

*Its covers a hit. A perfect fit. It looks like I'm shattered. No, I'm really knackered.*

*Not mollycoddled in wool. Living life to the full. It's dinner and bed. No more to be said.*

*Repeat day after day. Each time in the fray. Dramatic and challenging. Ultimately satisfying.*

*Oh boy I love this. Fulfilling the bliss.*

*Competing for champagne. That's racing in Spain!*

**Anon**

# DON'T PANIC: IT'S NOT A REAL EMERGENCY, IS IT?

I WANT to comment on a particular point in the excellent article by Mike Fox on cable breaks in the Feb/March 2013 of S&G (*When a winch launch fails*, p24). He states that a cable break is an emergency. I would argue that it is not.

In my Oxford Dictionary an emergency is defined as an "unforeseen or sudden occurrence of danger requiring immediate action".

My most important point is that using the word emergency sends the wrong signal to the inexperienced. When I used to instruct I stressed to my pupils that it is not an emergency. I felt that by using the word emergency I gave the wrong impression which, by its very nature in every day parlance, produces too much adrenaline which is not helpful.

Calm deliberate action to the many facets of briefing and training is called for and this is explained in the article very well. A cable break is not unforeseen, which implies that it is an event you can not foresee and prepare for. This is not the case.

Admittedly it does require pre-flight planning and rigorous training in all the possible ways it can occur.

The recent campaign in various publications highlighting this aspect in the training of pilots, together with the annual checks, should leave nobody in any doubt as to the seriousness of the cable breaks, or the actions that need to be taken on a timely basis. I feel that we are now in a situation that cable breaks are becoming routine events that can be dealt with in a planned and straightforward manner and not as an emergency. Just follow the instructions on

## Can you beat that?

RE-READING the Feb/March *S&G Club News*, I see that Aboyne (Deeside Gliding Club) thinks that its T-49 Capstan may have the most launches of any glider in the UK with 37,700 starts. A mere fledgling - our T-21, Snoopy, based at the Black Mountains Gliding Club, had done 43,224 launches at the last C of A.

That's what I call a fine old lady!

**Robbie Robertson, Black Mountains GC**

the tin. That is not to say that we should be complacent. I think the present regime is very good with the right content, which needs to be continuously improved and emphasised.

**George Szabo-Toth, Bristol & Glos GC**

### **BGA Training Standards Manager Mike**

**Fox replies:** *George, thanks. I agree with the sentiment that launch failures should not be full of panic! Indeed, I hope they should become almost routine to deal with. I always say that this bit of training is actually quite a lot of fun, and that's the way it should be promoted to students. Indeed I always emphasise a 'measured and calm' style of conduct while training instructors for exactly your reasons.*

*I think the emergency bit was referring specifically to turning the last part of the recovery into a normal circuit. Perhaps emergency is indeed the wrong word, but normal circuit is rarely the correct description either, as there is often no room for mistakes at the lower heights sometimes involved with launch failures.*

## Honoured for his war work

FOR historical accuracy - Polly Whitehead wrote (Feb/Mar page 04) that Philip Wills was awarded the CBE for services to gliding in 1945. This is incorrect, as he was honoured for his war work as 2nd in command of the ATA (Aircraft Transport Auxiliary). Sadly he was never given anything - on winning the World Championships in 1952 he was going to be given the MBE (as indeed were Andy Davis and George Lee), but as he already held a higher honour his MBE was given to the team manager (Ann Welch) instead.

Years later, with support from many famous aviation figures, including the highest in the land, I sent a plea to the Honour's Committee that he should be rewarded with a knighthood for his sterling work on our behalf, but it did not happen.

**Wally Kahn, Lasham GS**



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Among the trophy winners for 2012, who were presented with their awards by George Lee at the BGA Dinner, were: (left to right) Andy Bardgett, Will Ellis, Sam Roddie, Phil Sturley, Dave Masson, Patrick Naegeli, Paul Fritche, Ian Macarthur, Ed Downham, Luke Dale, John Haigh, Will Greenwood, Sid Smith (on behalf of Trevor Stuart), John Williams and Alison Mulder (Paul Morrison)

#### **BGA PERFORMANCE TROPHIES**

##### **BGA 1000km Trophy**

*Fastest Flight over 1,000km*  
Not awarded in 2012

##### **Wakefield Trophy**

*Longest Handicapped Distance*  
**Paul Fritche, Southdown GC**  
718.9km, 12 May, LS8-18

##### **Furlong Trophy**

*Longest Handicapped Triangle*  
**Ed Downham, London GC**  
703.8km, 12 May, ASH 25 EB28

##### **Frank Foster Trophy**

*Fastest Handicapped 500km*  
**John Williams, Scottish Gliding Union**  
133.4km/h, 29 September, Antares 20E

##### **California in England**

*Longest Handicapped Flight by a Female Pilot*  
**Alison Mulder, Bristol & Glos GC**  
528.3km, 15 April, LS4

##### **Manio Cup**

*Fastest handicapped 300km*  
**Trevor Stuart, Bristol & Glos GC**  
153.9km/h, 27 October, ASW 27b

##### **Seager Trophy**

*Longest Handicapped Distance in a Two-Seater*  
**Ed Downham & Alex Hippel, London GC**  
703.8km, 12 May, ASH 25 EB28

##### **De Havilland Trophy**

*Greatest Gain of Height*  
**Andy Bardgett, Borders GC**  
23,491ft, 18 August, LS4

##### **Volk Trophy**

*Longest Handicapped Out & Return*  
**Dave Masson, Lasham GC**  
493.9km, 12 May, LS6c

#### **BGA NATIONAL LADDER TROPHIES**

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

##### **Enigma Trophy**

*Winner, Open National Ladder*  
**Ed Downham, London GC**  
24,428pts

##### **Firth Vickers Trophy**

*2nd Place, Open National Ladder*  
**Patrick Naegeli, Lasham GC**  
20,575pts

##### **L.duGarde Peach Trophy**

*Winner, Weekend National Ladder*  
**Ian Macarthur, Lasham GS**  
18,946pts

##### **Slingsby Trophy**

*2nd Place, Weekend National Ladder*  
**Ed Downham, London GC**  
16,682pts

##### **Spitfire Trophy**

*Winner, Junior National Ladder*  
**Luke Dale, Lasham GS**  
17,106pts

##### **Chris Wills Trophy**

*Winner, Wooden Ladder*  
**Will Ellis, Booker GC**  
16,487pts

#### **OTHER BGA AWARDS**

##### **Rex Pilcher Trophy**

*Earliest Diamond Distance in the Year*  
**John Haigh, Southdown GC**

##### **Luke Dale, Lasham GS**

**Will Greenwood, Southdown GC**  
15 April

##### **Goldsborough**

*Highest placed pilot(s) in previous World Championships*

##### **Mike Young, Lasham GS**

3rd 18m Worlds, Uvalde, ASG 29

##### **Phil Lever**

*Most Promising Junior Pilot*  
**Sam Roddie, Wolds GC**

##### **John Hands**

*For outstanding support for the organising and running of competitions*  
**Phil Sturley, Four Counties GC**

##### **University Ladder**

**Loughborough 12,747pts**

##### **Challenge Trophy**

*For the club that, during the previous year, has the most number of pilots who have qualified to Cross Country Endorsement as a proportion of the number of instructors*  
**Dartmoor GC**

##### **Philip Wills National Enterprise Trophy**

*Awarded by the Enterprise Club for most enterprising flight launching from anywhere in the UK*  
**Ed Downham, London GC**  
500km flight in EB28 over Wales showing what can be done with intelligent use of an engine on an otherwise poor day. Only seven flights were recorded on the National Ladder that day - the next furthest was a 150km flown in Scotland. England only managed 120km

# IF YOU FLY EASA GLIDERS, READ ON

As the process of conversion to the EASA Flight Crew Licensing system begins, BGA Chief Executive Pete Stratten offers some advice

**R**EADERS will be aware of our previous articles explaining EASA Pilot Licensing and training requirements and the background detail. It will be mandatory to hold the appropriate EASA licence to fly an EASA sailplane as pilot in command in the UK (and elsewhere in Europe) after 7 April 2015. The good news is that the BGA is here to support you through the process of converting from BGA Certificate and endorsements to the EASA licence equivalents.

As previously described, under the EASA Flight Crew Licensing (known as Part-FCL) requirements there are two sailplane pilot licences available (with exactly the same training syllabus):

- **Sailplane Pilot's Licence (SPL).** This is an internationally compliant licence that can be used worldwide to fly sailplanes (including self-launching sailplanes and Touring Motor Gliders – more about these later) that are registered in Europe and is needed if a pilot receives remuneration for flying. The holder of the SPL must hold as a minimum an EASA Class 2 medical certificate (effectively the same as a JAA Class 2 medical).

- **Light Aircraft Pilot's Licence for Sailplanes – LAPL(S).** This is a licence that can be used throughout Europe to fly sailplanes (including self-launching sailplanes and Touring Motor Gliders – more about these later) that are registered in Europe. The holder of the LAPL(S) must hold as a minimum an EASA LAPL medical certificate.

To ensure that all glider pilots will have the correct licences, ratings and certificates by 7 April 2015, the BGA has agreed with the CAA that in early 2013 we will begin the process of conversion from the existing BGA pilot certification system to the EASA Flight Crew Licensing system. The BGA will manage the conversion applications and make recommendations to the CAA to issue licences. Pilots who are planning to fly only non-EASA sailplanes, ie Annex II sailplanes, will not need a licence. They may continue to fly those aircraft beyond April 2015 at BGA clubs using the traditional BGA pilot certification system and established BGA medical standards, eg including the NPPL medical standard. But they will not be authorised to fly any EASA sailplane, unless dual or supervised solo as part of an approved training package.

In addition to the licence, there are a number of privileges, extensions, certificates, qualifications and authorisations that are added to the SPL and LAPL(S) by completing training and specified experience. Examples include launch type (for example self-launch), Touring Motor Glider, Aerobatics, Flight Instructor (Sailplanes) and Flight Examiner (Sailplanes), etc. The cloud flying rating has yet to be established at the time



of writing as it is still under development by EASA.

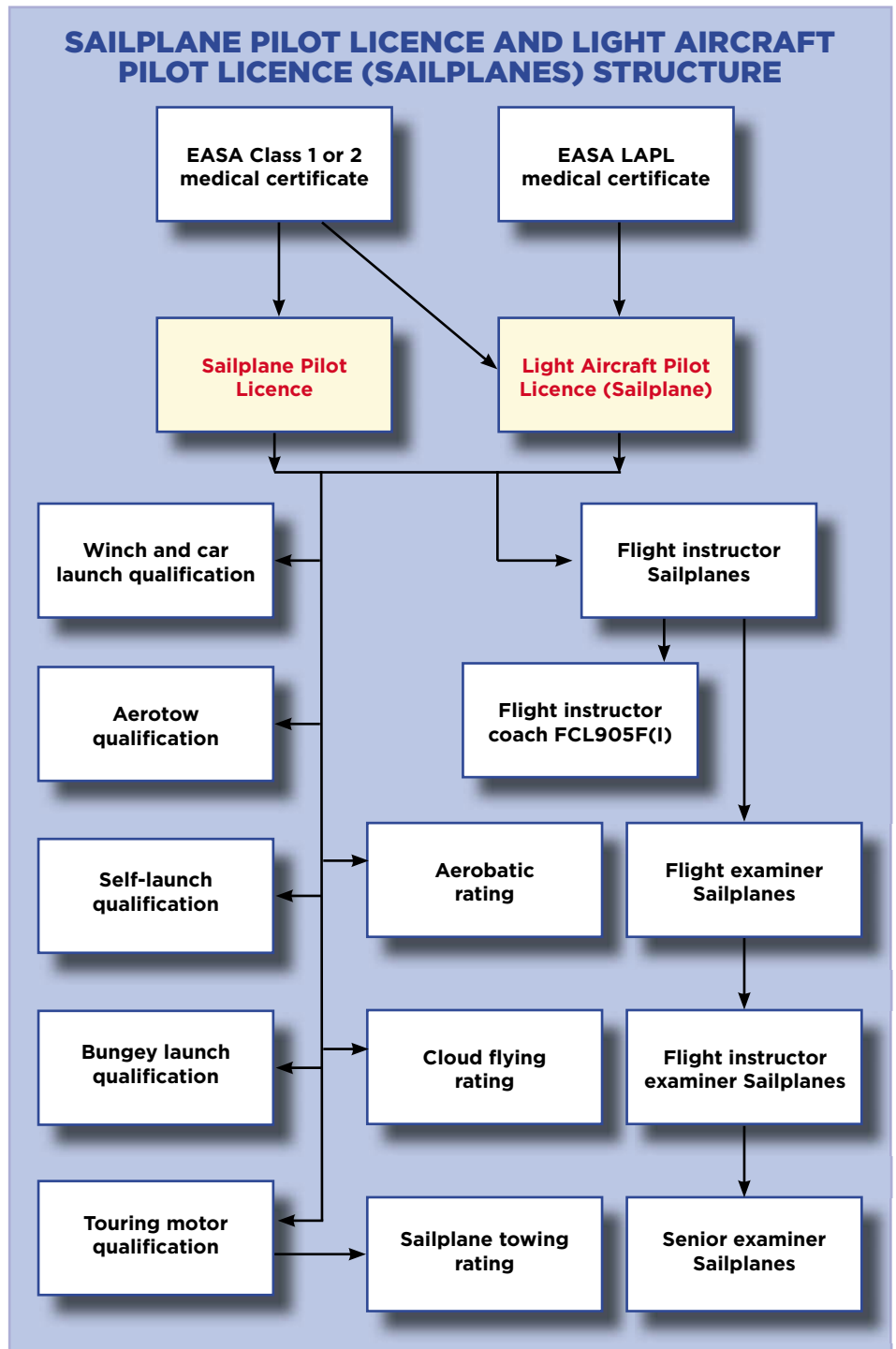
BGA guidance at [www.gliding.co.uk/bgainfo/licensing/easalicensing.htm](http://www.gliding.co.uk/bgainfo/licensing/easalicensing.htm) includes an illustration of the conversion requirements and much more. The detail of what BGA qualification is equivalent to which Part-FCL requirement will be described within the conversion application form.

Please note that under Part-FCL, there is a different licence for each category of aircraft, eg sailplanes, balloons, aeroplanes, etc. TMG privileges can be attached to a sailplane or aeroplane licence. Applications for aeroplane licence conversion are made direct to the CAA.

**So when should I convert my BGA Gliding Certificate to a Part-FCL SPL or LAPL(S)?**

There's no time like the present! However, you may need to consider a number of points that are described in this guidance document and elsewhere, including;

- The conversion process must be completed by 7 April 2015. You will not be able to fly an EASA sailplane as pilot in command after 7 April 2015 unless you hold a valid SPL or LAPL(S).
- The conversion application turnaround time will not be quick. It is inevitable that there will be a rush of conversion applications in the six months leading up to 7 April 2015. The BGA might identify issues within your application that need resolving before a recommendation can be made to the CAA for licence issue. The more people that leave it until the last moment, the more likelihood there is of some pilots missing the deadline and therefore finding themselves in the situation where they are unable to fly their EASA sailplane.
- You may be planning to fly elsewhere in Europe before April 2015 and you may need a Part-FCL licence to do so. This depends upon the transition policy of other EU countries, which cannot be predicted. You may be planning to be a Flight Instructor (Sailplanes). Your club will be grateful if you are qualified as such, certainly during 2014, as the new training organisation requirements start being developed at clubs.
- You may need to organise a medical.
- You may be about to attend an instructors course or other course and so it may be worth waiting so you can convert your BGA rating or endorsement to the Part-FCL equivalent at the same time as converting to the SPL or LAPL(S).
- You may be concerned about a need to



- hold a cloud flying rating.
- You may need to top up your experience before converting.
- You may simply want to get on with the conversion to get it out of the way.

For all the latest on this really important subject, keep an eye on the BGA newsletter and news emails. Meanwhile, please read the detail and frequently asked questions at [www.gliding.co.uk/bgainfo/licensing/easalicensing.htm](http://www.gliding.co.uk/bgainfo/licensing/easalicensing.htm)

**THE GOOD NEWS IS THAT THE BGA IS HERE TO SUPPORT YOU THROUGH THE PROCESS OF CONVERTING**

# HOW TO PLAN A REALISTIC GOAL

Bernard Eckey offers advice on setting (and achieving) goals that motivate and pull you out of your comfort zone



ASH 25 with St Mary Peak in the background (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)**

**N**ONE of us is likely to invest a great deal of effort into a task with little or no chance of succeeding. So the first step is to set a realistic goal – one that we feel is within our reach.

The achievement orientated pilot tends to set difficult, but doable, tasks for himself while others tend to set themselves goals that are much easier to accomplish. Setting a goal such as winning the next championship is counterproductive as it is dependent on many external factors, such as the strength of other competitors, equipment failures and perhaps the weather. Set a goal that is entirely within your own control. Ideally such goals should pull you out of your comfort zone and provide positive motivation. It follows that you need to develop a plan, because if you fail to plan you plan to fail.

Let me share my plan with you right now. At first concentrate on one particular aspect of your flying and pick a skill that you think could do with some enhancement. The next step is to WRITE IT DOWN

and put it in a place where you see it at least once a day. Once you have done that, forget about all other possible areas of improvement in your flying, the decision has been made and you will stick with it. Do not get distracted, but focus on one skill refinement to the temporary exclusion of all others. Of course, this does not mean that you relax on safety or ignore the lessons learned during basic training, but it does mean that every opportunity must be used to increase your skill level in this particular area.

Let us look at an example together. Say you have resolved to work on your angle of bank. Perhaps you have learned that you can improve your rate of climb just by optimising the angle of bank and you have also come to realise that you are usually thermalling at too shallow an angle. Now you have a realistic goal and you have just completed step one of your

exercise. You can now move on to stage two, where you collect information on the subject and polish up on your theory. Theoretical knowledge ensures that you don't have to go by trial and error, but simply implement what very experienced and seasoned glider pilots have collated and written down in good books or gliding magazines.

You have now completed stage two of your exercise without even stepping into a glider. It has cost nothing and you have already absorbed a lot of background information. In stage three, you simply put theory into practice. You implement what you have identified as the correct course of action, but also learn from your mistakes.

Try as you might, sometimes you fall back into your old bad habits, but – with a bit of thought – you quickly remind yourself that there are better and more efficient ways of thermalling. Bad habits are often deeply ingrained and it is only too easy to give up. Obviously, you tell yourself, you are not made of the right stuff. Maybe other pilots can do it, but I just don't have the willpower to go through with it.

Nonsense!!! We are all humans and we all make mistakes, but the difference between success and failure is persistence. Don't be discouraged. When you return from a training flight, realise that you were too busy just trying to stay airborne and you did not find the time to experiment with a steeper angle of bank. There will be another opportunity next week or the week after – just don't give up, simply resolve to attempt it again next time. If this appears too pedantic and you think you can work on more than one skill simultaneously – think again. I have seen glider pilots with world records to their credit, but with a note stuck to the instrument panel on a training flight. The note simply served as a reminder to focus on one particular aspect of their flying – very convincing indeed.

## **Learning from the experts**

Pilots who are consistently outperforming others are obviously doing something right.

There could be a number of reasons. They might be more skilled, or more experienced, or they might even have accumulated a better theoretical knowledge. But whatever the case may be, it is always a good idea to learn from better pilots and let them help you. Although there are isolated cases where achievers hold back their winning formulae, on the whole top pilots are only too happy to share their wealth of experience with others and pass on accumulated knowledge.

We might have to take the initiative and ask some questions. Remember to be specific. Questions such as: "How come you were so fast?" are likely to result in a rather general answer and most probably no great revelations. If, on the other hand, we ask very specific questions we stand a very good chance of entering into discussions and are likely to learn from them. Be diplomatic and if necessary admit what your perceived weak points are. More often than not such tactics will make other pilots sympathise and useful hints will usually emerge.

Also, like most people, top pilots often like to underline their recommendations by using examples from some of their flights. Provided we draw the correct conclusions we can learn a great deal – regardless of whether we hear of stories of success or failure.

### **Believe in your ability to succeed**

This is perhaps my most important suggestion. You have every reason to believe you'll succeed. The stronger you are in this belief, the more effort you are likely to expend into shaking off some less desirable habits, and the more you want to persist in the face of an obstacle. Why not dwell on your accomplishments rather than on your failures?

Be your own coach, and learn to foster your own self-esteem. Remember that every time you work on your gliding skills you are getting one step closer to your goal. Let that inspire you!!!

Adopt a new way of thinking – positive thinking. Isn't this what it comes down to? Often our old selves have deep-rooted habits, half-baked ideas, concerns about our limitations or perhaps even fear of failure. A negative frame of mind does not go with gliding. Still, we see it all too often and around the takeoff point it's often manifested in comments like: "With my luck, I will be back on the ground in a few minutes". Guess what happens next? Yes, you are right – after only an extended circuit the pilot is back on the ground and finds himself at the back of

the launch grid.

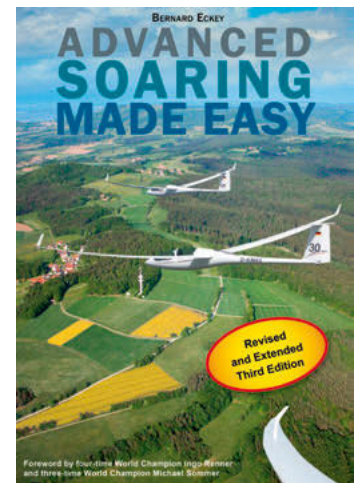
Such outdated thinking can be filtered out. Winners stay away from destructive elements of the gliding movement, they face life with a positive attitude and focus on successful outcomes. Winners never quit and quitters most certainly never win.

### **Don't quit**

*When things go wrong as they sometimes will,  
When the lift is weak and all seems uphill,  
When you are struggling low and your friends  
are high,  
And you want to smile, but you have to sigh,  
When being low is pressing you down a bit...  
By all means pray, but just don't quit.*

*Success is failure turned inside out,  
A hidden gift in the clouds of doubt.  
You never can tell how close you are,  
It may be near when it seems afar.  
So trust in your skills when you're hardest hit...  
It's when things go wrong that you must not  
quit!!!*

■ 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)



A revised and extended third version of Bernard's best-seller is now available. At 432 pages, it has almost 100 additional pages compared with the second edition and costs €49.90 plus P&P. To purchase, contact [eckey@internode.on.net](mailto:eckey@internode.on.net) (A discount of 10 per cent applies for bulk buys of five or more books)



Pair flying in the Australian outback (Bernard Eckey)

# STOP THE D

We all have a part to play in reducing the number of wing drop accidents, explains BGA Winching Adviser Andy Holmes



A Stop the Drop presentation is one of the many resources available on the new BGA Safe Winch Launching DVD (see p5). If you have not yet seen this, ask an instructor at your club

**THESE ACCIDENTS DEVELOP RAPIDLY, AND THE ONLY SAFE BET IS TO RELEASE EARLY**

**R**EADERS will be well aware of the Safe Winch Launch campaign, which started in 2006, and the significant reduction in winch launch accidents that has followed. However, there has been one type of accident that has stubbornly shown no improvement:

*An inability to keep the wingtips clear of the ground at the start of the launch, resulting in a groundloop, a cartwheel or a combination of both.*

More often than not, these accidents cause substantial damage to the glider or even write it off. If the worst-case type of cartwheel happens, fatal injuries can result from the glider impacting the ground upside down, or nose-down at a steep angle. There have been 16 cartwheel accidents since 1974, and in 10 of them the glider landed upside down. Two of the cartwheel accidents were fatal and four resulted in serious injury. Any or all of the other 10 could easily have been fatal.

A fatal cartwheel accident happened as recently as September 2012. In another similar accident, also in 2012, the pilot escaped with only minor injuries purely due to luck: the glider landed the right way up after the cartwheel,

still causing substantial damage but saving the pilot.

Since 2006, the Safe Winch Launch campaign has emphasised that we should start the launch with our left hand ON the release, and that we should release immediately if we can't keep the wings level. If a wing starts to drop, and we can't catch it with opposite aileron, then we should release straight away, BEFORE the wing touches the ground. If we hang on and hope to pick the wing up, most of the time we will get away with it and some of the time we will crash. Unfortunately, accident reports show there is no way to judge which will happen, so best to release every time and not have to worry about it! These accidents develop

rapidly and the only safe bet is to release early. A surprising number of these accidents happened with close to a direct headwind, so we should be alert in all conditions, not just crosswinds.

"So if this has been well publicised since 2006, why am I still reading about it in 2013?" you may ask. The main reasons seem to be that we are reluctant to release when needed, unable to release or unaware that the wing is on the ground. This isn't a low experience or poor training problem either. This is happening to good, experienced pilots. In fact, most of the pilots involved in these accidents had hundreds or even thousands of hours gliding experience.

There are various factors which may contribute to pilots not releasing:

#### **Reluctant to release**

- complacency
- getting away with it before
- perceived peer pressure from your mates at the launch point, who may give you friendly banter if you release and need pushing back into the queue
- not understanding the difference in reaction time required to avoid a serious accident, between an aerotow wing drop (nose hook, gentle acceleration) and a winch launch wing drop (belly hook, rapid acceleration)
- waiting to feel if the wing drags on the ground, instead of releasing immediately.

#### **Unable to release:**

- unable to pull hard enough
- left hand not on yellow knob when required
- insufficient grip (smooth gloves or spherical release knob).

#### **Unaware that the wing is on the ground:**

- not able to judge small changes in bank angle
- keeping the wings level with the far horizon, but wing still touches ground due to cross-slope at the launch point.

I'm sure that if we all remind ourselves of the type of accident we are exposed to when starting a winch launch, then we can work

# ROP

out strategies to counteract these factors. Flaps should be set for winch launch during CBSIFTCBE and left alone. Our left hand should have a firm grip on the release, which means gloves should be removed. The release forces may be much higher than normal, especially if there is any side load on the hook.

In most types, a wingtip will be on the ground before the bank angle reaches even 10°. You may have time for a quick glance at a down-going wingtip during the ground run, but your primary reference to judge wings level should be over the nose, so make sure you are aware of any cross-slope. To help calibrate your judgement of wingtip ground clearance, why not get in the glider early, close the canopy and have a look at the horizon with the wingtip on the ground, then have another look when the wings are level?

As well as releasing if needed, we can also work hard to make sure the wings are kept level in the first place. We can do this by carefully considering the factors affecting each launch while we are waiting our turn in the queue. We need to consider any factor which may directly cause a wing drop, and any factor which may cause a yaw or swing, which can lead to a wing drop. These factors include:

- An offset cable or a bow in the cable, which will cause the glider to swing towards the cable. The severity will be proportional to the amount of offset and the acceleration of the winch. Pointing the nose of the glider slightly away from the winch, towards the offset cable will reduce the swing (see figure 1). Do not accept a cable that is offset by more than one wingspan – move the glider closer.
- Crosswind, which will cause the upwind wing to lift, or cause the glider to weathercock into wind (see figure 2). If the crosswind is significant, should we be changing to a different run?
- An offset hook, which will cause the glider to swing away from the side with the hook.
- Which wing is held, and the wing runner's technique. The wing runner is doing a safety-critical job for us. Why not have

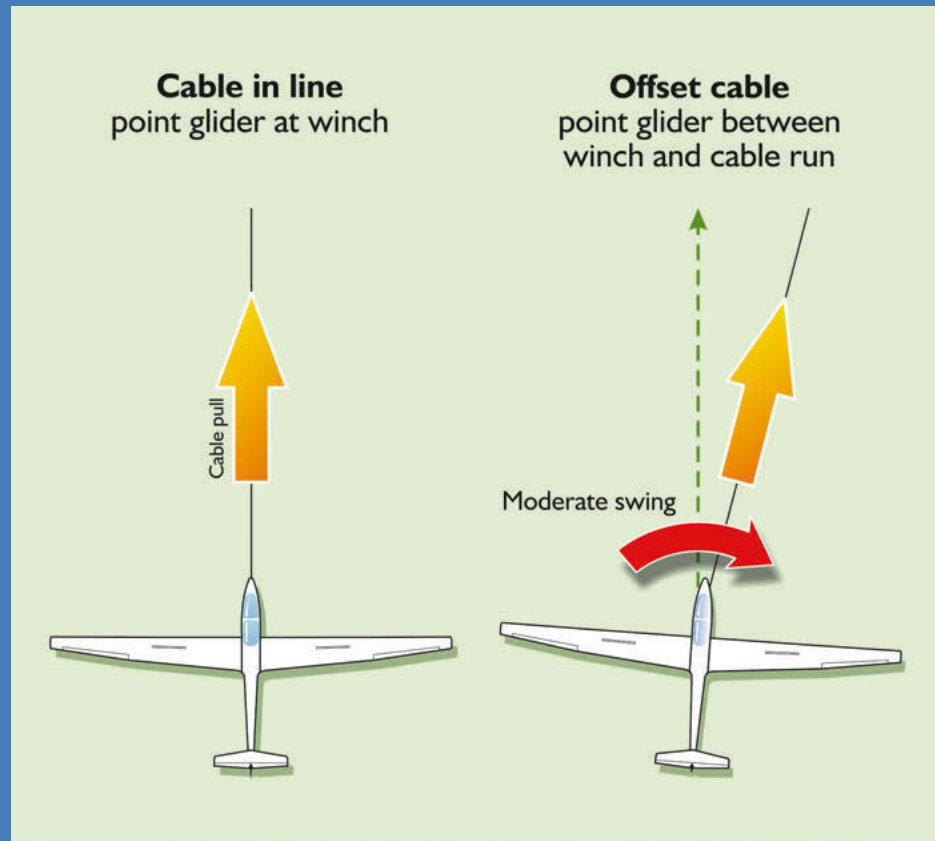


Figure 1: The effect of an offset cable

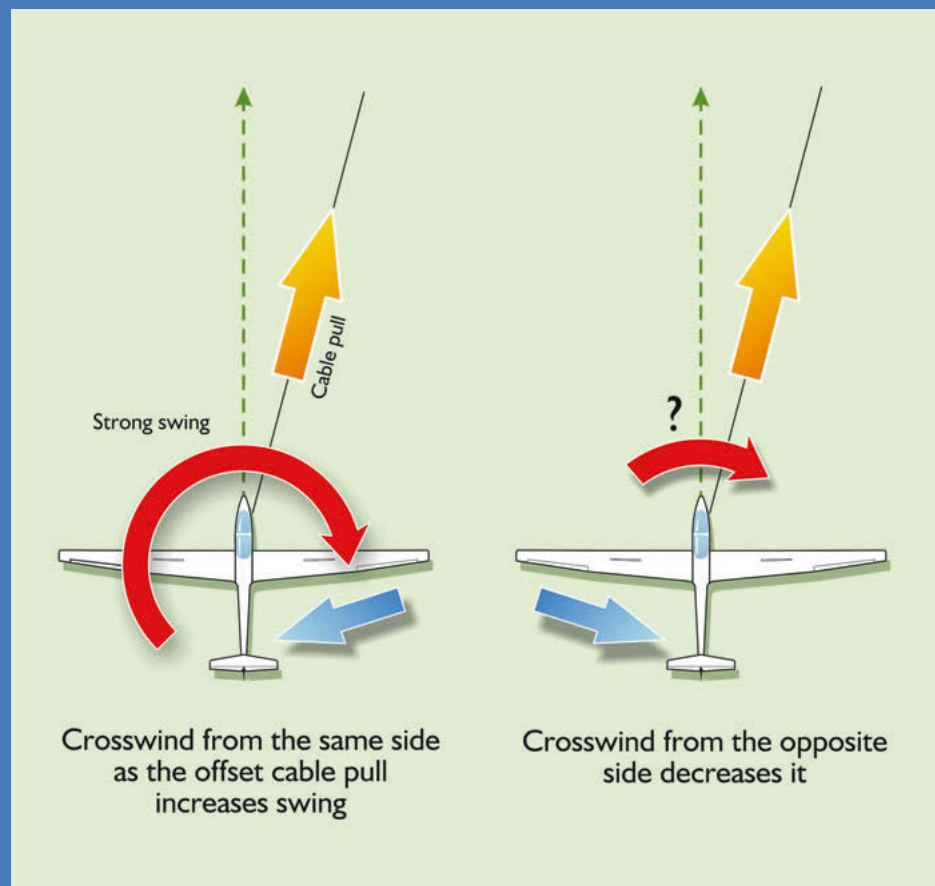


Figure 2: The effect of crosswind (illustrations by Steve Longland)

## ONCE THE GLIDER STARTS TO MOVE, WE SHOULD BE READY TO REACT POSITIVELY IF A WING STARTS TO DROP

The combination of forces contributing to a winch launch cartwheel accident is complex. Due to the initial yaw towards the dropped wing, the airflow over the upper/outer wing is increased, generating more lift. As the winch accelerates, the unequal forces cause the glider to continue to roll and yaw towards the lower wing, while also pitching up. This means that the glider rapidly ends up in an unrecoverable position (Illustration by Steve Longland)

✍ a quick chat with him before accepting the cable in tricky conditions? For example, “Please hold the into wind wing, and please hold it slightly low to allow for the crosswind. If you are fighting to hold on to the wing in the gusts, then shout STOP and I will release.”

If we consider these factors and how they interact, and also watch the preceding launches while in the winch queue, we give ourselves the best chance of being prepared for the initial forces acting on the glider when All Out is given. This gives us an informed judgement on the control inputs we may need to make when starting the ground run, in order to be ready for the most likely wing drop or yaw in the prevailing conditions.

Once the glider starts to move, we should be ready to react positively if a wing starts to drop. Up to full aileron deflection will be needed while at low airspeed. If the wing continues to drop we should release immediately. We should also release if there is any hesitation or jerk in the acceleration, or if the wing starts to drop before the acceleration begins because the wingtip runner has let go early. Be fussy! A wings-level ground run and smooth acceleration are essential to leave the ground safely.

Stopping wing drop accidents is not just the responsibility of the pilot about to be launched. The whole launch team should have eliminating swings and wing drops in

mind. Your airfield, with its recently cut grass, should be used in the optimum way to minimise crosswind and to avoid using areas of undulating ground for the launch point if possible. Why stick to the same old run alongside the winch track regardless of conditions, when using the airfield diagonally might halve the crosswind component? Why take off on a cross-slope when you could move the launch point slightly and take off on flat ground?

Are your cables always delivered well out to one side of the glider queue? Could they be brought slightly closer, without being delivered too near to glider wingtips in the launch queue, to reduce the swing generated by the offset pull? Does your signalling system have two methods of signalling STOP, ideally visual AND audible, in order to ensure the winch driver can achieve the fastest possible reaction time to a STOP signal if a wing drops to the ground at the start of the ground run? Could the number of human links in the signalling chain be reduced, or your signalling equipment improved, to improve this reaction time?

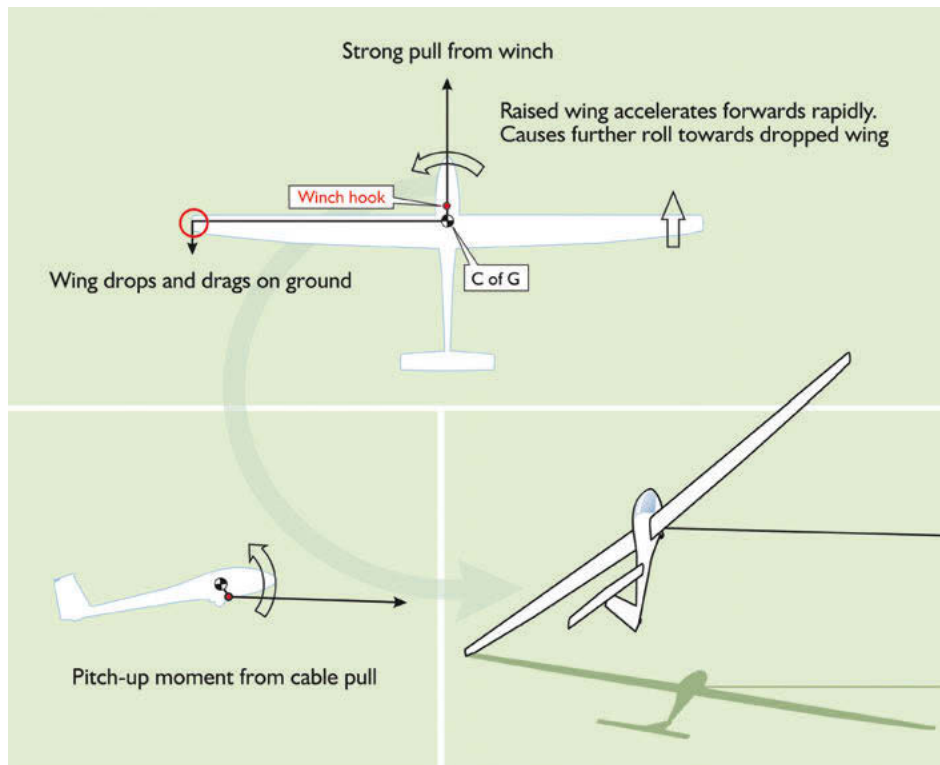
All of us at the launch point can check that gliders are aligned correctly with the winch and cable run, and we can all ensure that people hooking on, running the wing and signalling the launch are properly trained and understand their job. Don't forget that anyone can call STOP if they are not happy with any aspect of a launch that is about to take place. However, there are some key points that are specific to the individual airfield jobs.

### Attaching the cable:

- Ask pilot if any water ballast or special information.
- Don't just take the rings to the glider – pull the parachute across in line with the glider.
- Launching on a downslope? Arrange a tail holder if required.

### Wingtip runner:

- Wings should look level, or in a crosswind the upwind wing should be slightly low.
- Wings should feel balanced, especially with water ballast or crosswind – find the balance point.
- Look at ground clearance on BOTH wingtips to assess if wings are level.
- On a cross-slope, ensure uphill wingtip isn't too close to the ground.
- If fighting wingtip in a strong wind, delay launch and try holding wingtip at a different





height, ask pilot to change aileron position, or both.

- Run with the wing!
- Keep the aircraft straight!

**Launch signaller:**

- Allow wing runner time to balance wings before signalling – if they are struggling, delay signals.
- Wait for cable to pull across and glider to creep forward before giving All Out.
- Early All Out can cause a swing.
- Your job does not finish once you have signalled All Out! Monitor the glider until full climb established.
- If a wing drops to the ground at the start of the ground run, simultaneously apply STOP light and make a loud radio call to the winch. If you have an alternative system due to lack of line-of-sight then take the equivalent actions for your system. Immediate wing drop = Immediate STOP signal.

**Winch driver – Take Up Slack:**

- Take up slack at the correct speed – slow walking speed.
- Assess by glancing at drum/pulley/cable/shaft.
- Fast Take Up Slack can jerk wing out of wing runner's hand before All Out. Wing then drops.
- If drum stops during Take Up Slack it can lead to an early All Out signal which can cause a swing. Keep the drum rotating if needed.
- Correct engine idle speed can ensure consistent Take Up Slack speed with most winch types.

**Winch driver – All Out:**

- Excessive acceleration may reduce the chance of a wing drop in some situations.
- BUT if a wing has already started to go down, or the cable or hook are offset, it will increase the forces causing the potential groundloop, and reduce the time to react.
- The key is prompt reaction to All Out, but to accelerate progressively at the normal rate.

**Winch driver – STOP!**

Make sure you know the correct actions to respond quickly if a STOP signal is given.

**Duty instructor/supervisor:**

- Highlight Stop the Drop information at daily briefings.
- Monitor correct procedures when supervising the launch point.
- Reinforce correct actions by debriefing

pilots who continue a launch with a wing drop and praising those who release.

**To STOP or not?**

*The advice to signal STOP if a wing drops to the ground at the start of the ground run is to avoid potentially fatal cartwheels, almost all of which have followed an early wing drop. A prompt STOP signal in this situation could save a life.*

*If the STOP signal is given late in the ground run, or the winch reaction time is poor, there is a risk that the number of lesser accidents may increase due to an increase in low launch failures.*

*A review of your signalling system and procedures, to ensure the fastest possible reaction time to a STOP signal, and a comparison with how quickly your winch typically accelerates gliders into the full climb, is essential if the safest policy for your club is to be chosen.*

All involved in winch launching at your club can help to stop winch launch wing drop accidents. Further details are included on the new BGA Safe Winch Launching DVD. Let's see if a team effort can help to Stop the Drop from 2013.

## **STOPPING WING DROP ACCIDENTS IS NOT JUST THE RESPONSIBILITY OF THE PILOT ABOUT TO BE LAUNCHED**



Andy Holmes is the BGA's Winching Adviser. He flies an LS8 from Lasham and the Long Mynd

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# GO THE DISTANCE

Ric Foreshew coming in after his 5-hour Silver/Gold duration in his K-6E (Rod Walker)

Jason Hatton concludes his two-part feature on the mighty K-6 with a look at this glider's cross-country capabilities

**A**LTHOUGH the K-6 has lower performance than most modern glass-fibre gliders, it is nevertheless capable of making significant cross-country (>300km) flights under typical British conditions and 500km are possible with the K-6E in excellent conditions. In climates where the thermal conditions are stronger, such as the Alps, Southern Europe or the United States, flights of 750km or more have been achieved (see Adrian Emck's article, *Who Needs Glass?* S&G Oct/Nov 2003, pp22-25). In the 1960s, a number of free distance records over 800km were set with K-6s flying downwind, while in 2007 David Stevenson flew a K-6E over 1,045km along ridges in Virginia, United States – probably the longest distance ever flown in a K-6E.

The K-6 is an excellent glider both for the novice cross-country pilot and more experienced pilots. Easy and pleasant to fly, the glider has effective airbrakes for field landings, making approach and landing in a short distance possible. However, compared with higher performance glass-fibre gliders the K-6 has a lower glide ratio (around 1:33 at 43-46kts/80-85km/h) and a polar curve that falls off more sharply with increasing speed. This has a number of consequences. First, inter-thermal distances are generally shorter with more frequent thermalling. An analysis by Adrian

Emck of the 2010 Competition Enterprise flights showed that he spent 37 per cent of time thermalling, with 8.3km average inter-thermal glides in his K-6E compared with 31 per cent time thermalling and 15.3km average glides made by a pilot flying an 18m Antares (see S&G Dec10/Jan11, p35-36).

As a result, cross-country speeds under average conditions are typically 50-55km/h, so a 300km flight may take around six hours to complete. It is important to have a comfortable seating arrangement (see Adrian's recent article *Cramped Cockpits*, Oct-Nov 2012, p18-21) as the proportionally higher time spent thermalling results in higher associated g-loads, for example 1.4g for a 45 degree bank angle.

Finally, the K-6 has difficulty penetrating into strong headwinds as it is necessary to fly faster with a resulting higher sink rate than higher performance gliders. Therefore performing a closed course cross-country flight with more than 30km/h (15kts) wind becomes challenging. Likewise, height gains in wave are less frequent for the K-6s compared with modern gliders, which may be expected, given the risk of operating the K-6 in high surface winds and lower performance at high airspeeds. Nevertheless, Will Ellis' wave flight to 22,000ft in October 2011 shows that in the right conditions the K-6E can readily be used to make a Diamond height gain.

The BGA Ladder gives a good insight into the cross-country flying that is done with K-6Es in the UK. Between 2003 and 2012, 407 K-6E flights were logged; a total of 70,000km



Jason Hatton at Fayence on 3 June 2006, just after landing back after completing his Silver C distance in K-6E F-CDYL

or just over 1 per cent of the 6.9 million km of all cross-country flights. Analysing these flights, we see that most flights are in the 100-300km range with average cross-country speeds of 50-55km/h, although occasionally flights of over 500km were logged (see figure 1, right, and table 1, overleaf).

In addition, some flights achieved cross-country speeds of 70km/h either in ridge flights or in excellent thermal conditions, such as Will Ellis' 507km thermal flight at 76km/h in June 2012. Most flights were in thermal conditions during the main soaring season of April – August, although there are a number of ridge flights throughout the year, in particular from Parham, Sussex, along the South Downs.

Fewer K-6CR flights are logged in the Ladder, but flights of over 300km have been logged. Interestingly, when we compare the cross-country distances achieved with the K-6E to that of other Club Class gliders, including the LS4, Centrair Pegase, Standard Cirrus and Libelle, we see that the distances achieved are comparable (100-300km), although at 5-10km/h slower speed (see figure 2). Clearly, the K-6E remains a capable cross-country glider that is regularly flown in the UK. For a more detailed analysis, see the article on the K-6 website at the following link: <https://sites.google.com/site/Ka6sailplane/stories>

A K-6 can make an excellent personal glider for local and cross-country flying, being relatively inexpensive, easy to maintain and generally fun to fly. Furthermore, the limitations in performance compared with modern gliders may be offset by choosing the right day for cross-country flying. To give an impression of cross-country flying with the K-6, here are the perspectives of five pilots, varying from novice to very experienced.

**Jason Hatton: cross-country progression in the Alps**

I learned to fly at the Association Aeronautic Provence Cote d'Azur (AAPCA) at the airfield of Fayence, in the Var region of southern France, when I was living in the region. Fayence is at the southern end of French Alps, so I was exposed to mountain flying with thermal, ridge and wave lift while learning to fly. The AAPCA has a training progression from *ab initio* to cross-country using Schleicher wooden gliders, many of which have been owned since new by the club. After going solo flying K-13s, I progressed to the K-8b and got my licence, but at the end of the year moved to the United States, which interrupted my flying for a few years.

When I returned to Europe, I regularly

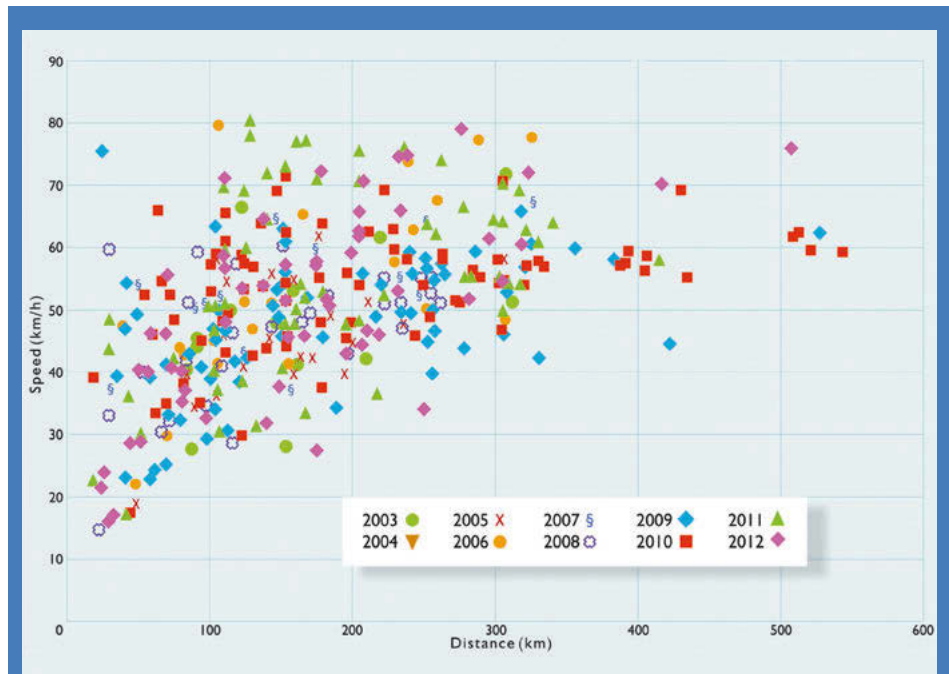


Figure 1: UK K-6E flights from 10-year period 2003-2012 logged on the BGA Ladder. The scatter plot shows the distance in km and cross country speed (km/h) of 400 individual K-6E flights. Flights from each year are colour coded. The breakdown of flight distances are the following 0-100km (22.3%), 101-200km (41.8%), 201-300km (21.8%), 301-400km (10.0%), 401-500km (2.0%) and 500km+ (1.5%). Since 2009 over 60-80 K-6E flights have been logged annually, averaging 10,000km in total per year. During the 2009-2012 period, median distances of individual flights are 150-180km, with an average cross-country speeds of 52km/h. There are many flights in excess of 300km and a number of 500km+ flights

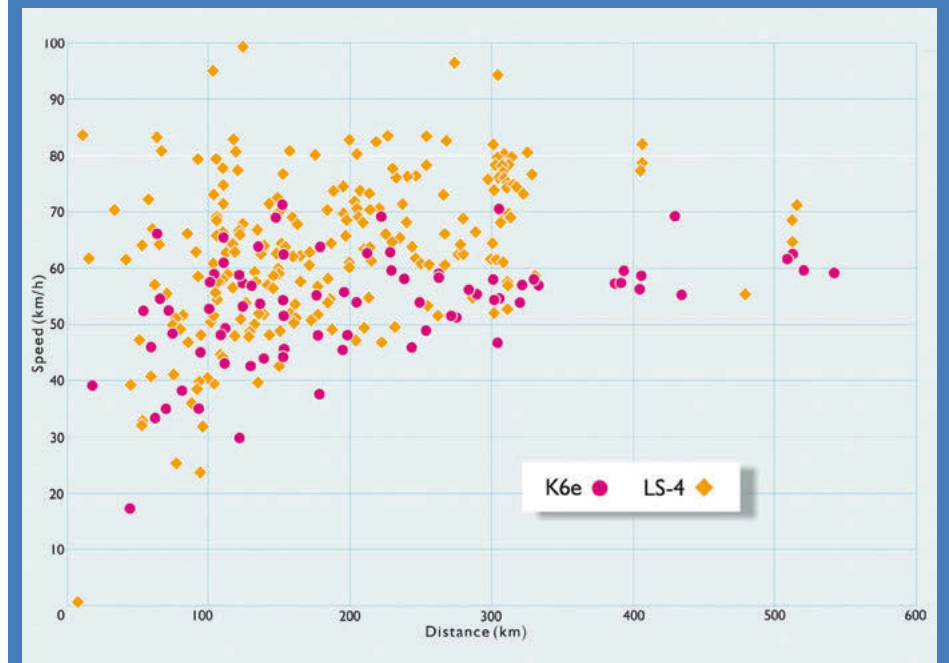


Figure 2: K-6E and LS4 flights in 2010. A total of 82 K-6E flights were logged in 2010, compared with 235 LS4 flights, representing 1.54% and 3.8% of the 1.1 million km logged on the BGA Ladder. Surprisingly the K-6E average, median and longest flight distances (209km, 179km and 543km) were higher than for the LS4 (180km, 164km and 515km). However, the K-6E average speed was lower than the LS4 (53km/h vs 63km/h) and some of the LS4 flights achieved speeds in excess of 80km/h. Nevertheless, some K-6E flights exceeded 70km/h

Illustrations enhanced by Steve Longland

Glider	Total No. flights	Total No. pilots	Total height gains	Total glider km	Average km/flight	Median km/flight	Longest flight of year (km)	Average km/h	Median km/h	Total BGA Ladder km logged all gliders	% glider of total km
K-6E	63	12	3	11,671	185	165	449	55	54	924,073	1.26%
LS4	230	31	25	40,442	176	187	470	64	64	924,073	4.38%
Pegase	81	22	9	11,801	146	149	315	59	58	924,073	1.28%
Std Cirrus	89	23	25	13,373	150	185	468	66	69	924,073	1.45%
Libelle	61	17	5	10,591	174	182	406	61	63	924,073	1.15%

Table 1: Comparison of K-6E to other popular Club Class gliders in 2011



Adrian Emck (above) and Chris Scutt (below) in their K-6Es on the second competition day of the Wenlock Olympian comp at Long Mynd in July 2012 (Jason Hatton)



**CROSS-COUNTRY SPEEDS UNDER AVERAGE CONDITIONS ARE TYPICALLY 50-55KM/H, SO A 300KM FLIGHT MAY TAKE AROUND SIX HOURS TO COMPLETE**

✂ visited Fayence and began my progression with cross-country flying in the Alps. In the first week of January 2006 I had my first flight in a K-6CR and promptly made the 5-hour duration flight needed for my Silver C, flying along the ridge above Fayence. There was snow on the ridge and the tennis ball/bungee cord arrangement which was supposed to seal the nose hook after cable release got stuck, resulting a gentle breeze on my feet throughout the flight, and so my feet felt like ice blocks after the first couple of hours! One nice memory of that flight was occasional flurries of snow flakes, which magically moved out of the way of the glider as I flew through them.

By May 2006, the weather was much warmer and it was time to attempt my first cross-country flight. The standard 50km out-and-return (102km round distance) for the Silver C is to the village of Argens, north from Fayence, crossing the local ridges/peaks which reach 1,700m, then a second set of peaks/ridges up to 1,900m along the side of a lake.

The village of Argens is in the mountains below a 2,100m peak. Along the route are a number of designated landout fields, most of which are around 1,000m (3,280ft) altitude. My first cross-country turned out to be very easy since the thermals went to 3,500m (11,483ft). After getting a good climb above Mont Lachens, at the edge of the Fayence local, I

set off to the north and spent most of the time between 2,500m and 3,500m.

I have subsequently flown a number of cross-country flights from Fayence in the K-6E under more challenging conditions with weaker thermals and lower cloudbases. The K-6E has more than adequate performance for flying in the mountains. The transitions across the various peaks/ridges can be made without any particular difficulty, even in poor conditions at the minimum recommended altitudes, ensuring at all times you remain in local reach of one of the landout fields. While glass-fibre gliders have

higher performance, making the transitions easier, the K-6E can hold its own and I feel more comfortable with its short field landing performance. The Alps offer very varied conditions and it is not uncommon to encounter thermal, ridge, confluence and wave lift in one flight. The K-6E is a great glider for experiencing the wonderful flying in this region. A number of pilots at Fayence have made a point of progressing to their 300km, or even 500km, flights flying primarily the K-6E, rather than the fleet of glass-fibre single-seaters at the club.

#### **Adrian Emck: Flying the K-6E**

A short time ago, there were only a handful of wood gliders on the BGA Wood Ladder, but year 2012 stretched to two pages as more pilots understand you do not always need expensive glass to compete. Tim Fletcher (K-6CR) was 2nd out of 29 in the 2012 UK Junior Championships; the brilliant Will Ellis (K-6E) and John Gilbert Jnr (Skylark 3) showed us how wood can perform on the BGA Wood Ladder to beat glass on a given day.

The fact is my K-6E, that usually takes all day to fly a task, is the perfect research platform to understand flying discomfort and flight fatigue. The analogy is the oldest flying military jet still in operational service: the Gloster Meteor is an easy-to-maintain platform for ejector seat trials by the Martin Baker Aircraft Company Ltd. In the race towards ever more costly gliders, the success and popularity of the wood and Club Class gliders remind us to keep gliding cost down so we can afford our sport, currently declining worldwide by 2 per cent a year. It would help if the BGA Ladder introduced windcapping and also if Competition Enterprise introduced windcapping, currently benefiting high performance gliders, to level the playing field.

#### **Chris Scutt: Cross-country progression with the K-6E**

Flying cross-country across mostly flat terrain means that I rely solely on thermal lift for most tasks. My home club is the Upward Bound Trust at Haddenham, which has K-8

and K-6CR club gliders, so my purchase of a K-6E in 2009 was an easy transition. It has a remarkable ability to cling on to the weakest of thermals and this really helps when launching from a winch-only site. The first cross-country flight is always memorable, mine was a 50km to Shenington. When you're out of gliding range of your home field, the mind focuses on the task in hand and finding that next thermal.

In July 2012 I competed in the K-6 class at the Wenlock Olympian Gliding event, held at the Long Mynd. This event was great fun, despite the weak soaring conditions, and for me the three task days all ended with a landout. Each field landing was a non-dramatic event from my point of view with the smooth handling and effective airbrakes of the K-6E giving me confidence that I could land in the relatively small fields. Fortunately de-rigging the glider is also straightforward and takes around half an hour.

I achieved part one of my 100km in August 2012 with an-out-and return task to Sandhill Farm. My flight was easy at times and a struggle at others, but my determination to finish the task paid off with a fun final glide from Oxford to Haddenham. I attempted part two of the 100km at Edensoaring in Cumbria and I needed to do this in a time of 1hr 58m or less in the K-6E. I had a good average speed for most of the task, although the performance does deteriorate in this glider at more than around 70kts. My attempt was thwarted by the need to fly around a danger area at the south end of the ridge, which slowed me down.

The K-6 is an excellent choice for gaining early cross-country experience, yet it will still give you challenges down the line!

#### **Ric Foreshow: Soaring the South Downs in a K-6E**

I have had a share in the K-6E for four and a half years and have logged over 4,000km: just over half of those have been flown on the South Down ridge. Anyone who has flown a K-6E will know what a delight they are to fly – lovely handling and a feel of the air you don't get from glass. When flying the South Down ridge from Parham, there are well-known transition heights for crossing the gaps in different winds NE-NW to arrive at a comfortable height. When crossing the gaps in a wooden glider you sometimes arrive low, but with the great handling of the K-6 and good local knowledge of how the hill works when low, it's still possible. The fastest run so far is 276km at 78.9km/h: the longest



so far is task distance 318km with remote start and finish (total flight distance 370km with a flight time of 5hrs 56mins). That day four glass gliders landed out and it's always satisfying completing the task in wood.

#### **Tim Fletcher: Winning second place in the Junior Nationals in a K-6CR**

The money saved from the placement year of my degree gave me a budget of about £3,000 to buy a glider that I could fly regularly, learn a lot from and most importantly have fun flying. Choosing which glider seemed pretty obvious. My club (BWND) owns a K-6CR, so I knew they had great handling. Also my friend Michael Schlotter had previously owned one and done a lot of cross-country, giving it his stamp of approval.

Since buying my K-6CR, I have learnt an awful lot about gliding and flying cross-country. I do not think I would have learnt any more flying something more expensive, perhaps less. Highlights include flying 300km in 2011 and flying cross-country on six consecutive days at the 2012 Inter-unis. My greatest highlight, of course, has to be finishing 2nd at the 2012 Junior Nationals. It is true to say I was not able to fly in the same way as the glass gliders, but it was the best fun I have ever had gliding, even the "non-K-6" days.

It is easy to forget when buying a glider and expensive instruments that the most important piece of equipment you will ever fly with is your brain. It is only a non-K-6 day if you tell yourself it is (perhaps with the odd exception).

At some point I would like to own a glass glider, but there is no doubt that most of my gliding to date has been made possible by the K-6CR, which is affordable, easy to rig, handles beautifully, is competitive and most importantly is great fun!

Line-up of three K-6CRs (including Tim Fletcher's on the left) and a K-6E (Matthew Reynolds)

## **IT HAS A REMARKABLE ABILITY TO CLING ON TO THE WEAKEST OF THERMALS**

**FURTHER READING:**  
A number of other stories of flying K-6s and other useful information can be found on the K-6 website at the following address  
<https://sites.google.com/site/Ka6sailplane/stories>



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

# DOUBLING UP ON SAFETY FACTOR?

Ian Atherton looks at co-operation guidance for operating two-crew in gliders and asks is there safety in numbers?



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Two-seat gliders are increasingly commonly owned by private syndicates.

These are often from the extremes of the performance range, eg cheap, low performance 'vintage' gliders (T-21, Capstan, K-7, etc) or expensive, high performance aircraft (Duo Discus, DG 1000, ASH 25, Nimbus 4D, etc).

Some two-crew accidents are the result of human error, particularly when operating aircraft with very different performance characteristics from those usually flown by the pilots involved. However, the only

BGA training currently available to glider pilots operating two-crew is that given to BGA instructors. This is, in many ways, a simple case, where there is a clear 'command gradient' between 'master' and 'student'. The arena of two-crew non-instructional flights can often be rather more challenging than is immediately obvious.

Of course, pilots should always ensure that the local club procedures, BGA, legal and insurance criteria are all met. For example, recency on type/launch method. You should also be properly trained to operate the aircraft from the seat you intend to fly the aircraft from, and be approved by your CFI.

Some high performance gliders have very poor forward visibility from the rear seat, or do not have full dual controls (eg assist-only lever for undercarriage in the rear seat of some models and engine controls only

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## **'CRM' – What is it and why is it important?**

Crew Resource Management (CRM) is a system used in team activities where human error can have devastating effects. The training concept originated from a NASA workshop in 1979, which found that the primary cause of most aviation accidents was human error. Used primarily for improving safety, CRM training encompasses a wide range of knowledge, skills and attitudes including communication, situational awareness (SA), leadership, problem solving, decision making and teamwork.

CRM is a management system which makes optimum use of all available resources – equipment, procedures and people – to promote safety and enhance the efficiency of operations. It is concerned with human behaviour – the cognitive and interpersonal skills needed to manage resources – rather than the technical knowledge and physical skills required to operate equipment.

Synthetic Flight Simulators are a particularly valuable tool in teaching and practising CRM techniques. Simulated flights, and emergencies in particular, can be undertaken and allowed to continue to conclusion (even if this is a crash) with the crew being able to evaluate their performance

and suggest where improvements could be made. Then you can fly the same scenario again to reinforce these improved methods.

### Types of two-crew flying in gliders

There are three areas of two-crew flying in gliders:

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The BGA provides documents for guidance on instructional and passenger-carrying flights. Also, a pilot holding a BGA Instructor Rating is entitled to instruct only when the flight is undertaken specifically for the purpose of instruction and the aircraft is insured for that purpose. The following notes are intended to provide food for thought and guidance for mutual flights.

### Proposed guidelines for the conduct of mutual flights

#### ● *Who should be flying the aircraft, when and why?*

It is a requirement to record on the flight log who is the designated captain (P1) and co-pilot (P2) before the flight takes place. It should also be briefed who will be the Pilot Flying (PF) the aircraft at specified high workload parts of the flight, usually P1. When conducting a mutual flight it may be useful to decide upon pre-declared phases when the P1 is PF and when P2 may be allowed to take the pilot flying role. For example, it may be decided that P1 is to be PF for the whole of the launch and at all times when below 1,000ft AGL (perhaps 1,500ft or higher when flying cross-country). Think about the implications of this for ridge flying!

#### ● *Some new terminology – Pilot Flying (PF)*

#### *and Pilot Monitoring (PM)*

It is perhaps a good idea to require the non-handling pilot to actively take on the role of Pilot Monitoring (PM) rather than just adopting ‘sightseeing mode’. Decide when it is appropriate for the PM to prompt or query if he feels uneasy about something that the PF is doing. This can be tricky if there is a significant difference in the level of experience between the pilots, or if they are friends and do not wish to appear picky, stupid, or risk upsetting the other person. If in doubt, express your concerns and do it early – it’s much better than crashing.

#### ● *Experience gradient*

Some lower experienced pilots may find it difficult to prompt or query the other ‘senior’ pilot. However, it should be clearly understood by both pilots that it is not only a good idea to make a prompt if they feel things are not right, but it is in fact their duty as a crew member to do so to help ensure the flight is conducted safely and legally.

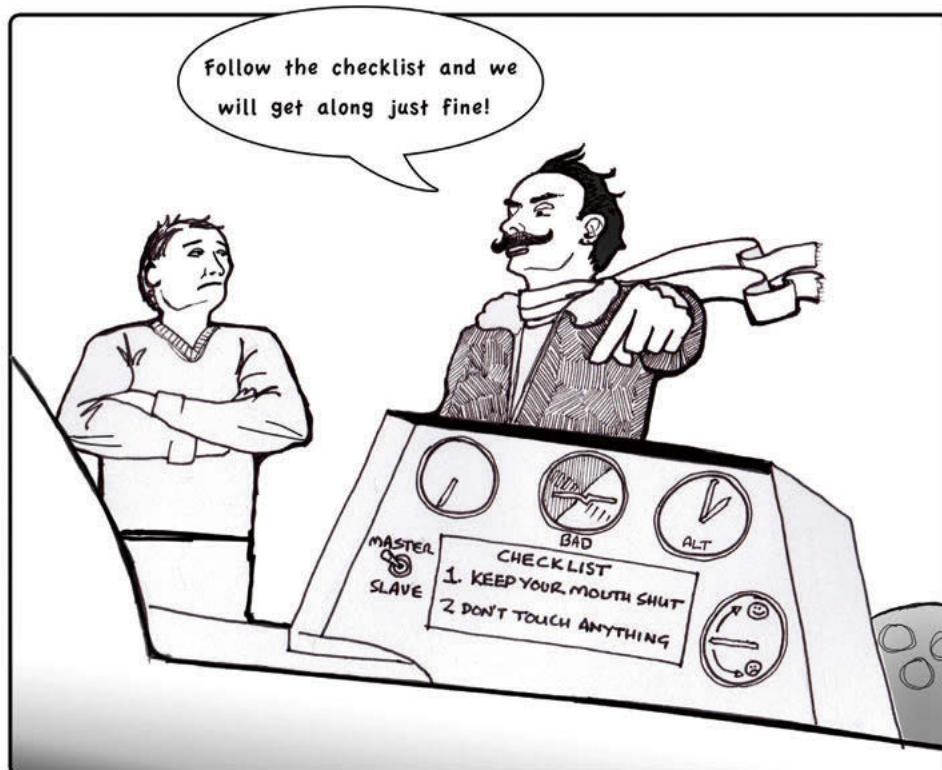
#### ● *Distraction*

It should be understood by both pilots that it is inappropriate, and possibly dangerous, to distract the pilot flying during high workload phases of flight other than for safety critical prompts. Thus, the crew should have

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#### REFERENCES:

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  - <http://www.mod.uk/NR/rdonlyres/849892B2-D6D2-4DFD-B5BD-9A4F288A9B18/0/DASCJournal2008.pdf>
- See also:  
■ [http://en.wikipedia.org/wiki/Crew\\_Resource\\_Management](http://en.wikipedia.org/wiki/Crew_Resource_Management)



Cartoon by Matt Wright, Devon & Somerset GC



Ian Atherton works as a short-haul airline captain. He has a GA background in both single pilot and multi-crew types. His total time is 8,000 hours, of which 5,500+ hours are in the multi-crew environment. He has around 1,400 hours in gliders and 700+ in tugs. Ian started gliding whilst a student at Sheffield City Polytechnic in 1986. He flies an ASW 20 and has FAI Gold Badge plus Diamond Goal. Ian is a BGA Full Rated Instructor with BGA SLMGIR. A former CFI, he is currently DCFI at Shenington GC, and also a member of Black Mountains GC

## **A DISCREPANCY BETWEEN WHAT IS ACTUALLY HAPPENING AND WHAT SHOULD BE HAPPENING IS OFTEN THE FIRST INDICATOR THAT AN ERROR IS OCCURRING**

✎ a clear idea of what sort of prompts to give to ensure safety. It is useful to discuss certain criteria, such as safety speed following a launch failure, before the flight and it may be appropriate for the PF to verbalise his intentions before actioning them. That said, do not talk at the expense of flying the aircraft.

### ● *Expectations and prompts*

Decide upon some specific prompts or “key-words” that could be used during critical phases of flight such as during the launch, when thermalling, flying the circuit and approach, which are to be used by the PM if he feels uncomfortable with the aircraft state or position. For example: ‘Check Speed’, ‘Sink Rate’, ‘Aircraft sighted at...’ etc.

### ● *Sterile cockpit concept*

This is a concept used extensively in professional multi-crew aviation. The idea is to recognise the phases of flight which are high workload (eg launch, circuit, approach, emergencies) and pre-brief ‘sterile cockpit’ during such phases. Both pilots should be concentrating on operating the aircraft and no extraneous comments should be made that may cause distraction. Only relevant and safety critical prompts should be used, when necessary, by PM.

### ● *Communication is the key*

Crew co-operation techniques such as CRM aim to foster a culture where the freedom to respectfully question authority is encouraged. However, the primary goals of CRM are enhanced situational awareness, self-awareness, leadership, assertiveness, decision making, flexibility, adaptability, event analysis and communication. It recognises that a discrepancy between what is actually happening and what should be happening is often the first indicator that an

error is occurring.

This can be a delicate subject for some organisations and individuals, so appropriate communication techniques must be taught to supervisors and their subordinates. Supervisors should understand that the questioning of authority need not be threatening, and subordinates should understand the appropriate way to question. Some cockpit voice recordings (CVR) of various air disasters tragically reveal First Officers and Flight Engineers attempting to bring critical information to the Captain’s attention in an indirect and ineffective way. By the time the Captain understood what was being said, it was too late to avert the disaster.

CRM expert Todd Bishop developed a five-step assertive statement process that encompasses enquiry and advocacy steps:

1. Attention getter – address the individual. “Hey Bill,” or whatever name or title will get the person’s attention.
2. State your concern – express your analysis of the situation in a direct manner while owning your emotions about it. For example: “I think we’re getting drifted downwind.”
3. State the problem – for example. “Check Airspeed/Sink/Position,” or “Conflicting aircraft, 10 o’clock”.
4. State a solution – for example “Increase Speed” or “Avoiding action: Turn right”.
5. If time permits, obtain agreement – “Does that sound good to you, Bill?”

In extreme safety critical situations, such as incapacitation of the PF or a late aircraft sighting, the non-handling pilot may even need to positively take control of the aircraft. These are often difficult situations which require complex skills to master, as they may require significant changes in personal habits, interpersonal dynamics and organisational culture, for which appropriate training should be given.

CRM is an evolving subject and this article is only intended to highlight some basic concepts that you may find useful. It is hoped that you have found this article informative, that it gives you an insight into some of the issues involved in two-crew operation, and that it encourages you to fly two-crew with greater safety whilst still having FUN.

Thanks to Mike Cuming, CAA CRM Instructor and BGA Full Rated Instructor, for his assistance with compiling this article.

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- **Passenger flying** – this is a non-instructional flight, where the crew comprises a qualified pilot flying with an unqualified person as their passenger.
- **Mutual flying** – a non-instructional flight where the crew comprises two qualified pilots flying together, one acting as captain (P1) and the other as co-pilot (P2). Both pilots should be familiar with the aircraft and its performance. Note: An instructor may elect to fly as P2 (co-pilot) on any non-instructing mutual two-crew flight providing the P1 (captain) is appropriately qualified. In other words, the instructor can be ‘off-duty’ and just there for fun.

The BGA provides documents for guidance on instructional and passenger-carrying flights. Also, a pilot holding a BGA Instructor Rating is entitled to instruct only when the flight is undertaken specifically for the purpose of instruction and the aircraft is insured for that purpose. The following notes are intended to provide food for thought and guidance for mutual flights.

### Proposed guidelines for the conduct of mutual flights

#### ● *Who should be flying the aircraft, when and why?*

It is a requirement to record on the flight log who is the designated captain (P1) and co-pilot (P2) before the flight takes place. It should also be briefed who will be the Pilot Flying (PF) the aircraft at specified high workload parts of the flight, usually P1. When conducting a mutual flight it may be useful to decide upon pre-declared phases when the P1 is PF and when P2 may be allowed to take the pilot flying role. For example, it may be decided that P1 is to be PF for the whole of the launch and at all times when below 1,000ft AGL (perhaps 1,500ft or higher when flying cross-country). Think about the implications of this for ridge flying!

#### ● *Some new terminology – Pilot Flying (PF)*

#### *and Pilot Monitoring (PM)*

It is perhaps a good idea to require the non-handling pilot to actively take on the role of Pilot Monitoring (PM) rather than just adopting ‘sightseeing mode’. Decide when it is appropriate for the PM to prompt or query if he feels uneasy about something that the PF is doing. This can be tricky if there is a significant difference in the level of experience between the pilots, or if they are friends and do not wish to appear picky, stupid, or risk upsetting the other person. If in doubt, express your concerns and do it early – it’s much better than crashing.

#### ● *Experience gradient*

Some lower experienced pilots may find it difficult to prompt or query the other ‘senior’ pilot. However, it should be clearly understood by both pilots that it is not only a good idea to make a prompt if they feel things are not right, but it is in fact their duty as a crew member to do so to help ensure the flight is conducted safely and legally.

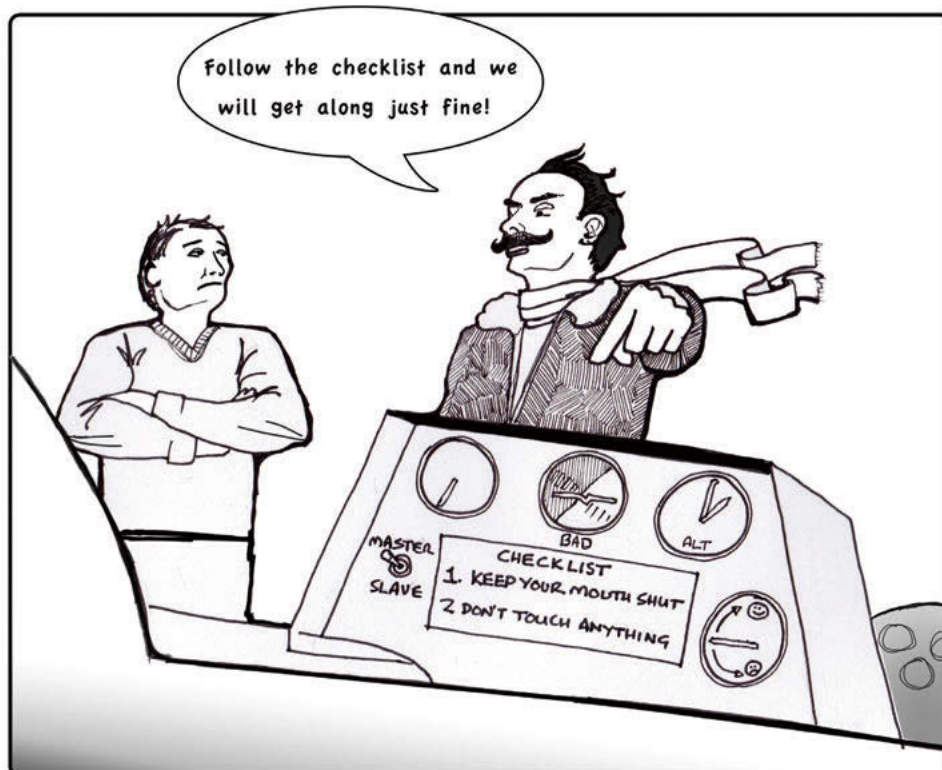
#### ● *Distraction*

It should be understood by both pilots that it is inappropriate, and possibly dangerous, to distract the pilot flying during high workload phases of flight other than for safety critical prompts. Thus, the crew should have

## **IF IN DOUBT, EXPRESS YOUR CONCERNS AND DO IT EARLY – IT’S MUCH BETTER THAN CRASHING**

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  - <http://www.mod.uk/NR/rdonlyres/849892B2-D6D2-4DFD-B5BD-9A4F288A9B18/0/DASCJournal2008.pdf>
- See also:  
■ [http://en.wikipedia.org/wiki/Crew\\_Resource\\_Management](http://en.wikipedia.org/wiki/Crew_Resource_Management)



Cartoon by Matt Wright, Devon & Somerset GC



Ian Atherton works as a short-haul airline captain. He has a GA background in both single pilot and multi-crew types. His total time is 8,000 hours, of which 5,500+ hours are in the multi-crew environment. He has around 1,400 hours in gliders and 700+ in tugs. Ian started gliding whilst a student at Sheffield City Polytechnic in 1986. He flies an ASW 20 and has FAI Gold Badge plus Diamond Goal. Ian is a BGA Full Rated Instructor with BGA SLMGIR. A former CFI, he is currently DCFI at Shenington GC, and also a member of Black Mountains GC

## **A DISCREPANCY BETWEEN WHAT IS ACTUALLY HAPPENING AND WHAT SHOULD BE HAPPENING IS OFTEN THE FIRST INDICATOR THAT AN ERROR IS OCCURRING**

✎ a clear idea of what sort of prompts to give to ensure safety. It is useful to discuss certain criteria, such as safety speed following a launch failure, before the flight and it may be appropriate for the PF to verbalise his intentions before actioning them. That said, do not talk at the expense of flying the aircraft.

### ● *Expectations and prompts*

Decide upon some specific prompts or “key-words” that could be used during critical phases of flight such as during the launch, when thermalling, flying the circuit and approach, which are to be used by the PM if he feels uncomfortable with the aircraft state or position. For example: ‘Check Speed’, ‘Sink Rate’, ‘Aircraft sighted at...’ etc.

### ● *Sterile cockpit concept*

This is a concept used extensively in professional multi-crew aviation. The idea is to recognise the phases of flight which are high workload (eg launch, circuit, approach, emergencies) and pre-brief ‘sterile cockpit’ during such phases. Both pilots should be concentrating on operating the aircraft and no extraneous comments should be made that may cause distraction. Only relevant and safety critical prompts should be used, when necessary, by PM.

### ● *Communication is the key*

Crew co-operation techniques such as CRM aim to foster a culture where the freedom to respectfully question authority is encouraged. However, the primary goals of CRM are enhanced situational awareness, self-awareness, leadership, assertiveness, decision making, flexibility, adaptability, event analysis and communication. It recognises that a discrepancy between what is actually happening and what should be happening is often the first indicator that an

error is occurring.

This can be a delicate subject for some organisations and individuals, so appropriate communication techniques must be taught to supervisors and their subordinates. Supervisors should understand that the questioning of authority need not be threatening, and subordinates should understand the appropriate way to question. Some cockpit voice recordings (CVR) of various air disasters tragically reveal First Officers and Flight Engineers attempting to bring critical information to the Captain’s attention in an indirect and ineffective way. By the time the Captain understood what was being said, it was too late to avert the disaster.

CRM expert Todd Bishop developed a five-step assertive statement process that encompasses enquiry and advocacy steps:

1. Attention getter – address the individual. “Hey Bill,” or whatever name or title will get the person’s attention.
2. State your concern – express your analysis of the situation in a direct manner while owning your emotions about it. For example: “I think we’re getting drifted downwind.”
3. State the problem – for example. “Check Airspeed/Sink/Position,” or “Conflicting aircraft, 10 o’clock”.
4. State a solution – for example “Increase Speed” or “Avoiding action: Turn right”.
5. If time permits, obtain agreement – “Does that sound good to you, Bill?”

In extreme safety critical situations, such as incapacitation of the PF or a late aircraft sighting, the non-handling pilot may even need to positively take control of the aircraft. These are often difficult situations which require complex skills to master, as they may require significant changes in personal habits, interpersonal dynamics and organisational culture, for which appropriate training should be given.

CRM is an evolving subject and this article is only intended to highlight some basic concepts that you may find useful. It is hoped that you have found this article informative, that it gives you an insight into some of the issues involved in two-crew operation, and that it encourages you to fly two-crew with greater safety whilst still having FUN.

Thanks to Mike Cuming, CAA CRM Instructor and BGA Full Rated Instructor, for his assistance with compiling this article.

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*This page, clockwise from top:*

Robert Welford, Cambridge GC, took this photo of the Matterhorn on a flight from Sisteron on 19 August, 2012, in his ASG 29

Taken from the back seat of Wyvern's DG-1000t as it flew over the Pewsey Vale on its way home from the ridge at Keevil just before sunset on Saturday 2 February, 2013 (Alec Watt)

Seahawk's Jake Robertson, 16, approaches to land on his sixth ever gliding flight (Dave Reedie)

15-year-old Alistair Emson took this picture during his 5th K-8 flight from Bicester

K8 DRV on the snow at Portmoak on Saturday 26 January, 2013, having just landed after soaring the Bishop on a glorious winter day (Peter Clayton)

Facing page, clockwise from top:  
An ESGC member prepares for the final launch of the day on 26 January, 2013 at Wormingford Airfield (Dennis Heslop)

Alistair Bridges photographed his new Cirrus, DXL, during its first outing at Lasham in February 2013

On task from Omarama towards Lake Pukaki (Guy Hitchins)

Tony Flannery (P1 and instructor/chairman) and Kevin Moseley as P2 being towed by Burn's Pawnee (Kevin Moseley)

■ 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)





■ Alongside Competition Enterprise, the Philip Wills National Enterprise Trophy is awarded annually by the Enterprise Club for the most enterprising flight flown from anywhere in the UK. Recent winners have included a 750km triangle from Sutton Bank (2010) and a 75km south coast cliff soaring flight from North Hill (2011)

# FLY FOR THE SHEER LOVE OF FLYING

Andrew Mugleston reflects on 40 years of Enterprising competition flights

**C**OMPETITION. Enterprise. Rarely do just two words produce such a mixed reaction amongst glider pilots as these. For those who are into competitive flying, the word Competition always pricks up the ears,

but add Enterprise to it and suddenly many seem to lose interest. But why? Save for the few who are only interested in points-chasing on the BGA Ladder, Competition Enterprise really is for absolutely everyone, from first-time competitors to seasoned three-Diamond pilots, from owners of vintage gliders to those who have the latest hot ships – and even those who wouldn't normally be interested in competitions.

It was created as, and remains, a competition for those who fly for the sheer love and joy of flying, for those who want nothing more than to fly in harmony with Mother Nature and explore our beautiful countryside from the air.

Enterprise pilots are not often constrained by closed-circuit tasks that may force them into poor weather. Instead they are free to choose their route and maximise the available conditions. Turnpoints are set, but not necessarily BGA ones, they may instead be churches, towns, coasts, lighthouses, or anything else the task-setters deem to be interesting.

The order in which one visits them is



The task board at the 1976 Competition Enterprise (Bill Longstaff)



often the pilot's choice, there may not be a requirement to visit them all, and the emphasis is on distance achieved rather than cross-country speed, with few bonus points available for getting home again. Thus someone in an older low-performance glider, who maximises the conditions on the day, has every chance of beating a pilot flying the latest hot ship.

This 'distance over speed' ethos has also seen some impressively long free distance flights in the past, with over 600km being achieved on a few occasions and even 800km on one; you'd never go that far in any other competition flown from the UK, task-setters simply wouldn't dare set a task of that size.

Enterprise also has more flying – there is no start gate, no point X or Y, and pilots choose when they wish to launch. As a result, Enterprise competitors often fly on days when other competitions wouldn't leave the ground. To finish first, first you must start, and with prizes every day and five trophies up for grabs at the end (up from four in previous years), there's a good chance of you winning something too!

This year marks the 40th Anniversary of Competition Enterprise, and also the return of the competition to the place where it all started – Devon & Somerset Gliding Club (North Hill). DSGC will also be celebrating its own 60th Anniversary and the combination promises to provide a jubilant atmosphere in which to hold this fantastic competition.

North Hill is a brilliant site, generally easy to fly from, with all sorts of opportunities and very little airspace to get in the way. The 2011 National Enterprise Trophy was won by DSGC pilot Matt Wright for a very enterprising 75km flight entirely over the sea between Sidmouth and West Bay in Dorset, using the lift from the cliffs in a southerly wind (see *Epic flight*, p38, Aug/Sept 2011).

There are thermals, small but useable

ridges, fantastic sea breeze fronts that allow rapid progress in a straight line, and occasionally wave that has been known to extend to 10,000ft. For the brave, Cornwall calls: for the really very brave a flight to Trier in West Germany has been achieved, launching from North Hill. The advantage of starting in the corner of the country is that you have the whole country to fly towards.

This year there will be a few changes, a few 'first times', in attempt to make the competition more inclusive than ever. It has always been part of the Enterprise philosophy to encourage Junior pilots to compete and, to this end, there have always been two scholarships available from Enterprise. In addition this year, for the first time, there will also be a trophy for the best performance by a Junior. It has been specially commissioned by DSGC in partnership with Enterprise and will be awarded on the final party night.

Also, for the first time, we will be offering discounted entry for pilots flying vintage gliders, to encourage those lovely wooden ships back into the fold and help celebrate the competition and club's heritage. This is nicely timed to coincide with the 40th Anniversary of the Vintage Glider Club as well, and we're keen to see a large vintage showing this year.

Finally, we will be permitting 'syndicate scoring', scoring the gliders rather than the pilots, so if you wish to share flying with a syndicate member you still have a chance of winning overall.

Whether you're a novice or a seasoned competitor, a Junior or a little older, a pilot of the latest hot ship or a vintage glider, if you only join in with one competition this year, make sure it's Competition Enterprise.

(Above) The 40th Anniversary of Competition Enterprise sees the competition return to the place where it all started – North Hill (Matt Wright)

(Below) Discounted entry is offered to pilots flying vintage in this year's competition (Robin Street)



■ Entries should be in by **31 April for Enterprise 2013 (29 June – 6 July)**. Visit [www.comp-enterprise.co.uk](http://www.comp-enterprise.co.uk) to download an entry form, look up Competition Enterprise on Facebook for the latest news and follow on Twitter @CompEnt\_2013

**IT'S FOR THOSE WHO WANT NOTHING MORE THAN TO FLY IN HARMONY WITH MOTHER NATURE AND EXPLORE OUR BEAUTIFUL COUNTRYSIDE FROM THE AIR**



# BE ADVENTUROUS

Mike Bird talks to Hans-Werner Grosse who, at 90, still enjoys flying cross-country in ETA whenever he and wife Karin can



Hans-Werner Grosse advises us to bring adventure into our flying

**ON THE 500KM SPEED RECORD I STARTED 12,500 FEET BELOW GLIDE PATH AND DID NOT MAKE ONE TURN**

**M**Y MOST vivid memories of Hans-Werner Grosse are from Australia in 1987. First, halfway through an air-retrieve with me in his ASH 25, upon learning from the tuggie's wing-wagging (the tug's radio being unable to transmit) that Tocumwal's runway lights might not work, Hans abandoned the retrieve. He put down safely in near-darkness on a strip of road, so new it had no lamp-posts or "road-furniture", in Jerilderie, the town made famous by Ned Kelly's boldest bank raid.

Secondly, getting down to 600 feet above the desert during a 500km speed triangle attempt out of Alice Springs: there was nowhere to land, but a thermal whisked us back into the glide-path. Hans was concerned chiefly that I should photograph the vivid red and green scenery with my new Canon camera.

Lastly, they say mad dogs and Englishmen go out in the mid-day sun: if so, Hans qualifies for UK citizenship; I recall him pounding the streets of Alice Springs at Christmas 1987 (just south of the Tropic of Capricorn; the sun vertically overhead) with a heart-monitor strapped to his bare chest. I did NOT accompany him on those occasions.

Now, at 90, he skis long distances cross-country to build endurance. His compatriots call him the "Beckenbauer of aviation", a "phenomenon".

This may give the impression of a daredevil pilot. In fact Hans is cautious in the air and meticulous in planning; in Alice

Spring in December 1987, he spent days studying satellite-radar transmissions before picking tasks. Hans then set three speed records (300km, 750km and 1,000km) with Karin on 8, 10 and 11 January 1988.

**MB** *What has been your happiest experience in the world of aviation?*

**HWG** When I was young in the thirties, flying like a bird was a dream for a whole generation in Germany. After 1945 we saw

what came out of that dream: much of Europe lay in ruins. But before the dreamers had rebuilt their houses, finished their studies and could think of a car, they came together to show the world that flying was not about Boeings and Focke-Wulfs. Hidden gliders came out of barns, new gliders were designed and built. Airfields were saved from land developers. And the best of it was that our former enemies helped us to make our dreams come true.

**MB** *What has been your worst experience in the world of aviation? (Apart from being shot down in the Ju 88 torpedo-bomber over the Mediterranean in 1944!)*

**HWG** In 2003, when I was 80 years old and having finished competition flying decades earlier, I gave my 31-metre ETA to the Polish top pilot Janus Centka to fly in the Worlds. I was hoping to watch from the back seat how competition flying had developed in almost 30 years. This was not allowed because I was not Polish or resident in Poland. The IGC missed the chance to show the public that they really meant it when they say in their rules: gliding is a way to bring different peoples together.

**MB** *Which gliding achievement are you most proud of?*

**HWG** Ray Lynskey, World Champion and the first pilot to soar 2,000km, told me that when he was a boy I became his hero after my 1,460km flight from Luebeck to Biarritz in the ASW 12 in April 1972. Klaus Ohlmann and many other top pilots said that I inspired them to fly long distances; they could still remember where they were when they heard the unexpected news of that flight.

**MB** *Apart from success in competitions and 50 world records, what do you feel you have contributed to the sport?*

**HWG** a) After the reunification of Germany, helping young pilots in the former East Germany by giving the combined East German regional area clubs an ASH 25 with the purpose of training junior pilots free of charge – and not withdrawing it when it was twice wrecked – not by the young pilots, by the way, but by senior members of the gliding establishment. The goal was

that young East-German pilots would more quickly reach the performance of the western world in this modern glider than in the old Bocians. We in the German Aero Club prevented airfields and aircraft being sold off; instead they were given to the new local aeroclubs.

b) Fighting (despite heavy resistance by some younger-than-me oldies in FAI/IGC) against recognition of records continuing into the night. A competition of brains should not be replaced by a competition of guts. I may have saved some lives by that.

**MB** *What would your advice be to a young person taking up soaring in 2013?*

**HWG** After you learn cross-country flying by comparing your performance in the On-Line Contest (OLC) you should forget about flying in competitions where the point-systems are sometimes silly. Everyone can enter the OLC and see on their computers on the same day what other pilots did in the same area, and learn why the others were better or worse: flying over dry country, not using decaying thermals higher up; how far to deviate from the direct course line and so on.

When competing in the OLC, fly to places where you have never been before, even if you give away points to yo-yo pilots who always fly up and down the same race-tracks. Bring adventure back in your flying. Some closed competitions (nationals, etc) once in a while do not hurt.

**MB** *Where will new recruits to our sport come from?*

**HWG** We should recruit juniors from schools, by selling them trial weekends and school holiday packages at affordable prices. We can also recruit middle-aged people whose children have left home, by inviting them to fly in special events. This is time-consuming and not immediately successful, but it creates goodwill by word-of-mouth propaganda.

**MB** *Are leading glider pilots today better than those of 50 years ago?*

**HWG** With the knowledge of the 1960s you would end up pretty low in today's competitions. However, we had learnt a lot in the 1970s and 1980s, especially in solo record-flying. Many of my records of those years have not been surpassed in the countries they were flown in.

**MB** *What did you learn in your record attempts?*

**HWG** Never fly too fast. I never flew in Central Australia on blue days: it's too dangerous and you lose 20km/h even with the same rate of climb. For the final glide, Ingo Renner told me to work myself up from far below the theoretically-required glide path without circling. On the 500km speed record (171km/h in the ASH 25T in 1990) I started 12,500 feet below glide path and did not make one turn.

**MB** *Where are the biggest advances in soaring performance going to come from?*

**HWG** Probably the reduction of wing-profile drag by boundary-layer suction.

**MB** *What is the biggest threat to the health of our sport? (Apart from airspace.)*

**HWG** If old pilots, who in their younger days benefited from others, are not prepared to help junior pilots into the air.

**MB** *What are you personally looking forward to doing in aviation/soaring in 2013?*

**HWG** Karin and I each have a valid medical certificate. As a preparation for the coming season we do some long-distance cross-country skiing. I never fly without her. Having flown 1,800hrs in ETA with me she knows me and the glider pretty well!

As long as we enjoy cross-country soaring we will do it. Maybe we fly a bit more power than in former years, when we flew just enough hours to keep our licences current.

A topic of great interest to me is distance records. Some members of the IGC rules group flew a K-6 umpteen years ago, but they are still pestering us with the outdated ideas of 50 years ago. I favour a reduction in the number of record categories by eliminating pre-declared distance flights (out-and-return, FAI triangle, straight line distance.)

All my record flights were pre-declared. But I always felt hampered by having to gamble on a forecast based on old and inaccurate data that is many hours old; the improved, up-to-date forecast is not available at the moment when I have to make the declaration.

Gambling on the weather should not be part of our sport.

## **FLY TO PLACES WHERE YOU HAVE NEVER BEEN BEFORE... BRING ADVENTURE BACK IN YOUR FLYING**



Hans-Werner Grosse with wife Karin, who has flown 1,800 hours in ETA with him. They prepare for a season of cross-country soaring by long-distance cross-country skiing

■ The area where younger pilots have set new world records in the 21st century is South America, with its spectacular Andean wave. However, several of Hans's records have not been beaten in the continents where they were first set. For example, the 1972 free distance of 1,460km has not been beaten in Europe. His Australian speed record of 171km/h over 500km (1990, ASH 25T) has not been broken in Australia; likewise his speed of 157km/h over 1,000km (1988, ASH 25) and the double-record in one flight of the largest FAI triangle of 1,380km and the 1,250km speed record of 143km/h (1987, ASH 25).



Spectacular supercell hits the airfield during the Unflapped Worlds at Argentina, 5-19 January 2013 (Rob Millenaar)

## Fierce storms and epic retrieves at the Argentina Worlds marked Graham Garnett's first comp as manager of Gliding Team GB



Strict packing instructions are laid down by the Argentine customs (Graham Garnett)

**T**HERE is a whole story surrounding buying and fitting out the shipping container (thanks Tony World and Portsmouth Naval GC for your considerable help there), but finally we found ourselves packing the new container on a damp October weekend at Lee-on-Solent. There was much swearing and laughter involved in trying to load two trailers and four gliders, plus all our kit (gliding and camping) whilst conforming to the strict packing instructions laid down by the Argentine customs.

Shipping the container, a lengthy and expensive process at the best of times, had the added complication of having to deal with the very powerful, volatile and difficult Argentine customs. The competition organisation smoothed the waters and, close to the deadline for import, we saw photos of the container on the airfield at Chaves. When Howard Jones and Ian Macarthur checked on their arrival, the container still had the original seal put on at

Lee-on-Solent – the Argentine customs never opened it!

Howard, Ian and Liz Eddie travelled out on 22 December, British Airways Club World, thanks to a fantastic and gratefully received sponsorship from British Airways for the team this year, organised by Andy Perkins.

The forward party picked up their hire car, a 1600cc Chevrolet with a badly fitted tow bar. Everything about the car was worrying and it seemed to be made from tin foil. We had hired three of these in total.

On arrival at the airfield, the forward party started to unpack the container and set up camp. A new friend was made in the shape of Maria, the owner of the Hotel Paris in the town centre of Chaves, and a lovely woman who was learning English and who would help us many times in the next four weeks. The WiFi was reliable and fast at the hotel; very useful as the internet connection on the airfield would become the bane of everyone's life.

Then came the text at 03.15 on Boxing Day. "Dude, I have no tips!" I wondered for a moment what Howard was talking about. Then it dawned; he had forgotten to pack the winglet tips for his Discus 2. They were still sitting in the roof of his trailer at Lasham!

Many frantic phone calls later to Jez Hood, Steve Jones and British Airways (could these items as described on the phone be carried as hand luggage? The answer was surprisingly, yes, probably.) Steve cut short his Christmas break, rushed back from Wales, picked up the tips and packed them very carefully in a cardboard box for me to take to the airport and put in the hold. A large cardboard box weighing 13kg went on the aeroplane with me on 28 December.

I was stopped at customs in Buenos Aires airport: "What is in this box?" "Er, wingtips for a glider competing at the world championships at Chaves." I show the man a copy of the local rules with all the official looking wording. "Wait here." Ten minutes later he's back: "What are they worth?" (100 per cent duty to pay on anything coming into the country worth more than \$200.) "\$200, they are just made of plastic." A pause: 'OK. You can go.'

### **The general competition area, local town Adolfo Gonzales Chaves and the people.**

The completion area was over a huge piece of completely flat farm land, growing mostly soy beans, with cattle, all within the province of Buenos Aires, which is 600km from north to south and 600km east to west. We were informed in the local rules that there were no airspace restrictions at all. That must be a first in an international competition!

Adolfo Gonzales Chaves is in the south of the province about 90km north of the coast. The whole province is very fertile, part of the famous South American Pampas, but also very wet in places with large areas of lakes and boggy, marshy ground. Just great for soaring.

The fields are huge; some are easily a mile long by a mile wide. It was important, if possible, to land near a road at the edge of the field, but this was no guarantee that there would be access to the field near the glider. Indeed access to the field proved to be a major problem. The road network in the province is interesting; there are very few Tarmac roads. The main road Route 3 north to south bordered the airfield, but it was necessary to drive 50+ km north or south before you could find a Tarmac road that went vaguely east west. All the other roads are dusty, uneven dirt tracks, maybe 25km/h with a trailer on if you are lucky. Once you were off the dirt roads you were on farm tracks. Anything could happen!

The local people we met, from the organisers to the bar owner in the town, were fantastic – welcoming, warm, generous and helpful. Like nothing I have ever experienced in Europe. They were so proud that their small town was hosting the World Gliding Championships, they made sure that all the teams had everything they needed and help was always there when something needed making or fixing, nothing was too much trouble. Occasionally you heard 'manana' (mostly about the internet connection on the airfield!), but that was rare.

The Argentine people will be my fondest memory of these Championships.

### **Weather in the first two weeks**

It all started off nicely; Howard, Ian and Liz had a few hot sweaty days unpacking the container and building the camp. On Christmas Eve, the first 'supercell' with its associated gust front ripped across the airfield, wrecking the camp and doubtless weakening the trees.

The three intrepid explorers repaired and rebuilt the camp (another half day's work) and carried on. Ian went flying one day; Howard didn't (still no tips). Ian reported many small lakes in the area, mostly due the heavy and unseasonal rain they had been having (sound familiar?). That was the only flight of the first week; so far it had mostly been hot, windy and blue with Cbs later on.

The rest of the team arrived on 29 December and there were regular thunderstorm warnings over the next few days. We watched some fantastic Cbs on a couple of evenings with huge bolts of lightning in the dark; none really affected us too badly to start with, a bit of rain and wind that's all.

All four pilots went flying on the 30th. The weather was rubbish; blue, windy and turbulent, but all systems were working so all was well. Until the evening...

We were in town for dinner and could see a Cb building. We rushed back to the airfield to secure the gliders and the camp and by 12.30am, happy all was OK, we went to bed. At 04.30 all hell broke loose. Another gust front hit the airfield; we all dived out of bed at the sound of a tree crashing down in the

**IT WAS IMPORTANT, IF POSSIBLE, TO LAND NEAR A ROAD AT THE EDGE OF THE FIELD, BUT THIS WAS NO GUARANTEE THAT THERE WOULD BE ACCESS TO THE FIELD NEAR THE GLIDER**



The aftermath of the storm: Ian Macarthur surveys the tent occupied by the luckiest camper in South America, who survived a hefty tree trunk landing on his tent during the night of 30 December 2012 with just grazes (Graham Garnett)

## HOWARD HAD LANDED IN A FIELD BELONGING TO A CAT-OBSESSED FARMER AND HIS SLIGHTLY DERANGED WIFE



Super crews Liz Eddie and Richard Hood (Graham Garnett)

■ Thanks to the British Team for the company and thanks to all the teams and locals that helped us out, lending us trailers, making us laugh and making the whole championship what it was - hard work, but fun.



Graham Garnett flies Nimbus 3dt 880 from Lasham. He has only 700 hours gliding, but three two-seat 750km tasks under his tight belt. Graham is Lasham's competition committee chairman, competition time grid Marshall and finish line monitor. He was recently appointed manager of Gliding Team GB

🪂 campsite. It fell on a small two-man tent. There was a local chap asleep in it. The tree, its trunk a foot wide, landed right in the middle somehow missing the luckiest man at that moment on earth.

We spent the rest of the night in the clubhouse with many others and, in the morning, Jez and Rich found accommodation in town (in the house that Ken Barker had rented). Understandably, they had had enough. Howard pitched his small tent in a sheltered

glade 200m away. I moved my tent away from the scary trees, while Ian and Liz's tent seemed pretty safe where it was. The next day another huge branch fell. There was no damage this time, but with another Cb warning for the evening all but Howard stayed in town. Ian, Liz and I stayed in the house belonging to Maria from the hotel. She was staying with a relative that evening so her small house was free. What amazing trust and friendship.

### Official practice week

Following a great New Year's Eve party and with the weather looking like it might pick up a bit,

we set about the serious business of the practice period of the comp.

During the competition, it was the retrieves that were epic. On Day 1, the whole grid was launched, but all the gliders landed out. Ian called in first. Liz set off, but 20 minutes called me; the trailer had jackknifed and bent the draw hitch and the tow bar. She was fine, but needed help. One of the organisers, Arturo Ferreyra (a district judge in his day job), and his daughter went to rescue her and they carried on with the retrieve. Ian got back to site at about 11.30pm.

Meanwhile Howard had landed in a field belonging to a cat-obsessed farmer and his slightly deranged wife. After securing the glider he was offered a lift back to the airfield. Unfortunately the farmer had meant the temporary landing strip 2km up the road with 20 or so Club Class gliders in it! Howard managed to get a lift back to Chaves with Santiago Berca, the Argentine Club Class pilot and eventual winner of the Club Class.

Rich went for Jez with our own open 'red trailer'. Hours later Rich managed to get a phone signal to say that he'd got lost, the tow bar had failed, but he had been rescued by the Argentine Standard Class team, who had seen Jez's glider in its field, and was pressing on with them to get Jez. They got back at 3.30am.

I managed to borrow an open Standard Cirrus trailer from the Dutch team when they got back from their retrieve and Brian, Ken's crew and I set off to get him at about midnight. Two hours later we had arrived at his GPS coordinates; no sign of Ken or the glider. We started to search and eventually decided to drive back towards civilisation to get a phone signal. We called back to base where Ian was holding the fort. Five minutes later we had new coordinates for Ken, in a gateway off a dirt track. We retraced our steps and found Ken in a gateway we had passed twice. We derigged and got back to site at 5.30am.

We had arranged with the car hire company to replace the awful tin foil Chevrolets with trucks. They turned up on Day 3 - three twin-cabin Toyota Hiluxs. Much better!!

On Day 4, the entire Standard Class landed out again. There was just simply not enough day to complete the tasks. Howard and Jez landed in the same field and with an Argentine pilot. We decided that Rich would go with the Argentine crew for Jez, following their lead and taking advantage of their local knowledge. I waited at base for news of Ian and Ken's retrieves. Rich and I would then go back later for Howard's glider while he got some sleep.

Rich took our now infamous 'red trailer' and tried to keep up in the convoy. The access to the field was on the far side to the gliders and, after negotiating a horrible bog and driving three out of four sides of the field, they eventually derigged. Jez and Rich, with Howard asleep in the back of the Hilux having secured his glider for the night, set off for home.

In the meantime I arranged to borrow the French team's Discus 2 Cobra trailer for a second time after their own retrieves. Rich, Jez and Howard arrived back at the airfield at about 12.45am after another marathon journey with the open trailer; only 130km by road, but painfully slow trying to protect the glider from stones and dust on the unmade roads.

Rich and I hitched up the French Cobra and set off again. We couldn't plug in the lights the electric systems were not compatible, so it went anyway we decided, the trailer had reflectors didn't it?! We got back at 6.30am, just in time for one hour's sleep.

Finally, the World Championships 2012 at Adolfo Gonzales Chaves was over. It was a challenging, but interesting and fun four weeks or so, with drama, frustration, lots of hard work and late nights.

The best weather during our entire stay was on the four-hour drive back to Buenos Aires. It looked pretty good as we took off as well. Ain't it always the way!

# COMPETING IN THE WORLDS

**T**HE dream of flying a world championship with super high cloudbases, powering around tasks in the middle of South America finally persuaded us to accept the huge unknown stresses, risks and costs associated with just getting to Argentina, *writes Ian Macarthur.*

Our logistics situation was financially driven in terms of what we could fit into the container – two open trailers with a third rented out there. We had studied previous competitions at Chaves; landouts seemed rare and we were told that aerotow retrieves from fields would be the norm. The trailers were simply an academic backup option.

On our arrival, having our own beautiful gliders seemed to be a benefit; some hired gliders were having numerous instrumentation and mechanical problems, and at first it seemed we had a large advantage. Our envisaged worst case scenario was that we might all land out on the same day, but there would only be a small chance of this happening...!

It turned out aerotows from fields were not allowed and our hired trailer was unfit for use. A hired glider with poor instruments – but with a trailer – turned out to be a thing I would be jealous of.

After the poor practice period, it seemed like the weather could only get better. I accidentally won the only official practice day, which was fast at 106km/h in the Club Class. This turned out to be the best day of the whole time out there, so in hindsight I am glad to have made the best out of it. I'm not sure why this is often deemed to be a bad omen; Sebastian Kawa wins his practice days and then goes on to win the competition. Maybe it's a UK thing. I'll try harder not to win one again.

The first day was the worst in all respects. It was blowing over 30kts with weak blue thermals that didn't go very high. After a long period in the start of being in the prime position, I fell out of the demonic gagle cycle and started low and lonely. The inevitable field landing was one of my scariest, but no damage. News of Liz's car accident was soon relayed to me and, with intermittent phone signal, I hunkered down under the wing ready

to stay a long time and worrying about what had happened. Liz finally arrived with the help of Artura Ferreyra and his family and together we lifted DZ over the barbed wire fence and secured her with ratchet straps (DZ not Liz) to the bottom half of my, now slightly bent, Cobra trailer.

The rest of the competition carried on in a similar vein; difficult conditions, huge gaggles, late landouts and what felt like little chance for any measured risk taking or pushing ahead. I found this out the hard way on Day 3, losing what was a brilliant first half of the flight to a landout 10km short of home.

Chasing gaggles in the blue was also very difficult, as with the low convective heights and strong winds the thermal bubbles were not deep and gaggles split very quickly some days.

Punishment for mistakes (or bad luck) was brutal. One slip and you're out of the top 10, two and you're struggling to stay off the bottom of the scoresheet.

We were finally rewarded with some relatively good conditions on the last day. I flew conservatively, but had an easy top 10 result which at least restored some of the confidence that had been battered out of me for the two previous weeks.

So in the end a very disappointing result, but a huge adventure – certainly not one that we were expecting or had wished for. The only comfort was that some really good pilots had suffered the same bad luck flying, including last year's World Champion.

Mike Young had messaged me "Memories of where you came in the comp fade fast, but memories of the people you meet last a lifetime". This couldn't be truer; many new friendships were made and the kindness and friendliness of the Argentinians will be a lasting memory. We owe so much to so many for helping us when things got desperate.

Thanks to Liz for coming to support me. You were a hardcore trooper and went above the normal call of duty once again – it will be easier next time!

**ONE MISTAKE AND YOU'RE OUT OF THE TOP 10, TWO AND YOU'RE STRUGGLING TO STAY OFF THE BOTTOM OF THE SCORESHEET**



Ian Macarthur on finals

## **WORLDS RESULTS**

### **World Class winner:**

● Sebastian Riera, ARG

### **Standard Class winner:**

● Sebastian Kawa, POL

16th Howard Jones, GB

18th Jez Hood, GB

### **Club Class winner:**

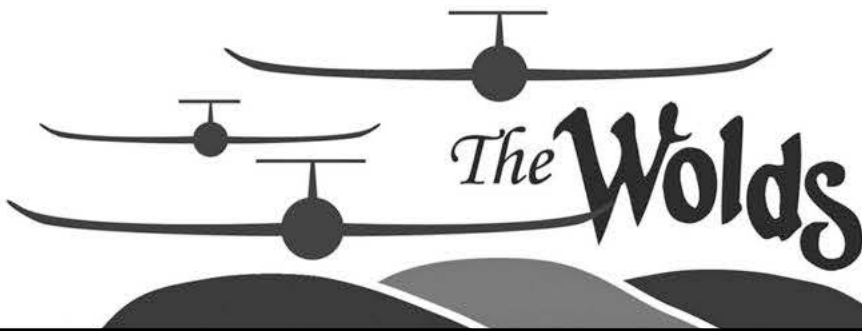
● Santiago Berca, ARG

29th Ian Macarthur, GB

30th Ken Barker, GB



Ian Macarthur soloed at the Long Mynd in 1996. He has been a British Team pilot since 2009 and now flies at Lasham



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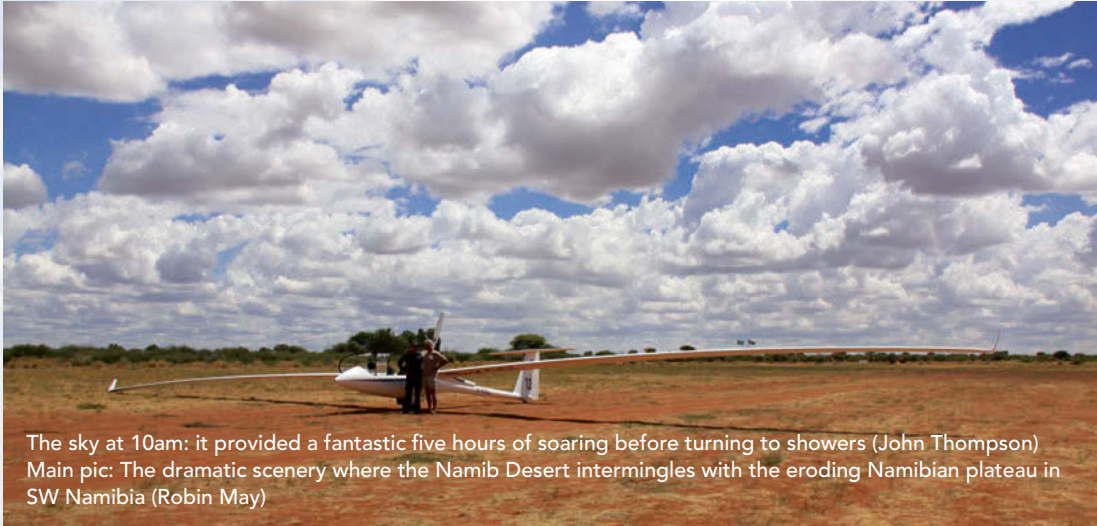
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The sky at 10am: it provided a fantastic five hours of soaring before turning to showers (John Thompson)  
Main pic: The dramatic scenery where the Namib Desert intermingles with the eroding Namibian plateau in SW Namibia (Robin May)

EB28 '13' syndicate member Robin May shares the highlights of a two-month trip to Namibia at the end of 2012, during which he logged 51 flights, 330 hours and an incredible 41,000km. Robin describes the experience as 'true indulgence'

**R**ETIRED last year and with retirement comes the opportunity to do things you simply can't do when working. So taking our glider, EB28 number 13, to Namibia for the winter and indulging in some of the best soaring conditions in the world was one of those things. Making it happen was not easy and was very expensive, but you only live once, as they say.

I left the UK with Rupert, my first gliding partner of the expedition, on 1 November. On Sunday 4 November we took off on the first flight from Kiripotib, 4,500ft above sea level and 34°C and... (I quote from my blog) "After take-off we ran into a thermal at the end of the runway, did a few circles with the engine running, and then shut down, continued circling all the way to 12,500ft, all within the confines of the farm." This was our first taste of Namibia and there was so much more to come.

I had decided to do a simple blog each day, a photo from the day and a short summary, for the interest of

those following our exploits back in a cold and wet UK. I have picked a few that are reproduced here, but if you want to see the full story you will need to visit my blog at [robinmay.wordpress.com](http://robinmay.wordpress.com) Be warned though, there are 70 of them from 2 November to 10 January, but hopefully an interesting read nevertheless.

I ended up doing 51 flights, a total of 330 hours and 41,000 kilometres – that's true indulgence. It was shared with my syndicate partners, Steve Lynn and Ed Downham, for three weeks and for the other weeks with various gliding friends of mine.

The blog for 15 November describes the first 1,000km flight. I would give it a different headline next time and save my partners from having kittens!

#### **15 November - 13 on fire today**

*I learnt a few lessons from yesterday and managed to exploit the subtle dry/wet line across Namibia. It was obvious yesterday because of the line of showers that developed, today no showers, but a slightly higher cloud ☺*

# NAMIBIA

> **SAILPLANE & GLIDING**  
APRIL/MAY 13

> **FEATURE**  
GLIDING IN NAMIBIA

NAM 13

■ The blog for the trip is at: <http://robinmay.wordpress.com/2012/11/02/namibia-2012-begins/> click the next date below to follow in sequence.

■ All the flights were recorded on the OLC (Online Contest) and can viewed at: <http://www.onlinecontest.org/olc-2.0/gliding/flightbook.htm?sp=2013&st=olcp&rt=olc&pi=14781>

■ John Bridge wrote an amusing commentary of his week, which can be viewed at: <http://www.aircross.co.uk/namibia/index.htm>

✂ base on one side than the other. Several hours of flying 90-100kts, stopping only when the averager was above 10kts. Stunning stuff and the best day here so far.

Managed a whopping 1,119km at 154km/h, the speed was up to 165km/h until we traded speed for kilometres at the end.

But what makes Namibia so good for soaring? Well it's a desert, or almost, with the eastern part of the flying area over the Kalahari Desert, so the air is very dry and when convection starts it produces very high cloud bases. The best I saw was 18,700ft, but 15,000ft was quite common. Flying at these altitudes you have a great true airspeed advantage. For example, flying the EB28 at 85kts at 14,000ft is pretty efficient in its own right, but when you calculate the

true airspeed, it gives 109kts, 24kts faster over the ground. This is a cool 200km/h, which is going to translate to a lot of kilometres at a very decent speed. The instrument photo on the left illustrates not just a great thermal, but also the TAS advantage, climbing at 54kts IAS with a ground speed of 83kts (and we were circling). I have to admit climbing at 13kts helps too!

Another aspect is the reliability of the weather. In the 10 weeks I was there, every single day was flyable and only two days produced just weak convection. The blog for 12 November illustrates one of those days.

#### 12 November - sun went out today

Forecast was for showers to develop. In the event an enormous amount of upper cloud came over, from blow

off and general upper layer instability. Enough to switch off the thermals and indeed prevent the showers from developing. A line of showers near Botswana gave us a free 100-150km run before returning home to an overcast day. Still managed 500km on what was really a duff day here.

You might have noticed the "a free 100-150km" quote, so what's happening there? Well another exciting feature of Namibian skies is the convergences that can set up. It's a term banded about quite a lot these days, but generally it's a phenomena that allows you to fly long distances without circling.

In Namibia there are two types. The one encountered on 12 November was a result of the boundary between wet and dry air, similar to a sea breeze in the UK. In this case it's the moist tropical air from central Africa meeting the dry desert air of SW Africa. Typically these would orientate north west/south east and sit to the east of us, quite often stretching across Southern Botswana into South Africa. The blogs on 15 November and 5 December describe a couple of good examples of these.

#### 5 December - stunning energy line provides another 1,000km

A big triangle into Botswana and the south was planned. Although conditions were good going to Botswana, they soon weakened and cloud base dropped in Botswana. We abandoned the set task and flew SWestwards; this was a good line and after a while the clouds parallel and to our NW started showering. Trevor took a climb before the shower line and I took it through a gap in the showers. This worked well, allowing us to climb to 16,500ft from 13,000ft in a straight line until we reached the sunny west side. Here was an incredible shelf of cloud about 5km wide, giving lift from Windhoek for at least 200km to the south.

Some stats for the day: Best climb 7,700ft at 8.2kts; best glide 429km at 195km/h, taking 2 hours and 13 minutes from Trevor's thermal until



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we landed in fact. A remarkable flight and another 1,000km.

The other type is formed along the escarpment where the high plateau of central Namibia meets the Namib desert and this requires opposing winds at ground level. Generally, the wind over the Namib is from the Atlantic, south-westerly and can be quite strong at times. When the wind over the plateau is easterly or north-easterly, the coming together can produce some of the best conditions in Namibia. I counted nine of these during this season of which just three gave exceptionally long runs. The flight on 28 November benefited from this convergence.

**28 November - 1,300km Wow**

*Another good day, long and with cu, allowed us to make a massive flight from one end of the gliding area to the other, routing 370km along the Namib escarpment and back. Knocked up 1,300km at 145km/h, so not a bad day though I am knackered.*

Around 60 gliders are shipped out to Namibia each winter with more than half going to the well-established gliding centre at Bitterwasser and the others are split between Pokweni and Kiripotib. These sites are within 100km of each other and situated south of Windhoek in the northern part of the gliding area. The gliders are all shipped from Germany and are predominantly owned and flown by German pilots, though some pilots manage to rent gliders.

**7 January - great Namibian day**

*I like it when you take off, switch off the engine, stow it, whilst continuing to climb at 5kts to 11,000ft, then set off, never going below oxygen height until final glide. This was one of those days and the pilot was very happy. We did the tourist route of course (full length of the escarpment and back). Why not, when there's some expectation of the famous Namib convergence working today. It did, but only in places. However, the cloud runs and the 16,000ft cloud base made up for it. We did a reasonable*



Illustration by Steve Longland

*1,175km at a more reasonable 148km/h.*

One of the best days this season was 7 January as you can see from my blog of the day. Amazingly there were 27 flights of over 1,000km recorded that day from flights in Namibia. For those interested in stats, there were 352 flights over 1,000km this season, most (232) in December, 84 in January and 36 in November. The season is quite short and generally regarded as late November until early January.

It is a great place to fly, but there are

The Namibian gliding area is the large rectangular area south of the Windhoek Control Zone and all of Botswana, shown on this map. Within this area, gliding is permitted up to 19,500ft; in other areas the limit is 14,500ft. To give an idea of scale, a flight from Kiripotib (KIR) to AUS and back is 900km (see red dotted line)



13 touching down at the end of its eighth 1,000km. Landing just before sunset was common (Steve Lynn)

**LANDING OUT IS TO BE AVOIDED IF AT ALL POSSIBLE; THERE ARE PLACES TO PUT DOWN, BUT IT COULD TAKE SEVERAL DAYS TO GET RETRIEVED**



(Clockwise from top left): A 1,000km day, cloud base reached 17,000ft, 1,102km were flown at 143km/h (Robin May); the red sands of the Namib near Aus, SW Namibia (John Thompson); on the climb-out from Kiripotib Farm, taken on Steve Lynn's last day in Namibia on 16 December (Steve Lynn); the 13 syndicate – Ed Downham, Robin May and Steve Lynn



Robin May started gliding at 16. He has been an airline pilot and training captain for 36 years. National champion seven times, Robin has flown in many competitions, including Worlds and Europeans. A Full Cat Instructor since 1974, Robin has over 28,000 hours, including 6,500 gliding hours. He is part-owner of ASH 25 EB28 '13', and chief tug pilot at London GC

☞ some gotchas as you might imagine. Most restrictive is the fact that all the gliders flying in Namibia are self-launchers.

Landing out is to be avoided if at all possible; there are places to put down, but it could take several days to get retrieved. Having an engine is the best insurance against this. I am aware of two land-outs this season, fortunately not too far from the main sites.

One of them featured on my blog of 27 December. My speculation on the blog wasn't quite right, he had in fact landed about an hour before having run into an unsoarable area that was zapped the previous evening by a huge thunderstorm. He failed to start his engine due to unfamiliarity with the engine controls and was lucky to land on a road from which he could subsequently take off.

The other had a mechanical problem and was put down safely on a salt pan near Kiripotib. It still took a day and a group of seven to achieve the retrieve. Most British glider pilots don't have an SLMG rating, though four adventurous Lasham pilots did take the trouble

to get them and had a ball flying rented gliders from Bitterwasser in early January.

It's also not the place for inexperienced cross-country pilots; whilst the flying can be easy, avoiding problems, dealing with large areas of unlandable terrain and always having a bolt hole need careful thought. Of course, it is expensive too when you consider shipping the glider, shipping yourselves and also the nice, but rather expensive, accommodation you have to use. That said, Namibia is an absolutely stunning place to glide.



Convergence line: 16,000ft cloud base provided three runs of 50km at over 200km/h and a 5,000ft climb that averaged 9.4kts (John Bridge)



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The importance of our gliding dreams was emphasised to the 400 delegates throughout the day



The exhibition areas were bustling as delegates checked out the latest toys and gadgets available



Craig Lowrie discusses the finer points of the H<sub>p</sub>H Shark

# BGA C

A record 400 glider pilots enjoyed the annual BGA Conference and AGM, held at the Nottingham Belfry on Saturday 2 March

“THE best so far” and “interesting and relevant” are just a couple of comments following a day in which a record 400 glider pilots gathered in Nottingham for the annual BGA Conference and AGM. Before the main conference, the day kicked off at 9.15am with two parallel sessions for club officials: a Club Chairmen’s forum and a CFI/ Senior Instructors’ forum (see p46).

Following a welcome to all and a brief and amusing introduction of the conference programme by BGA Chairman Peter Harvey, the day’s series of presentations focusing on the importance of our gliding dreams were introduced by Andy Perkins and Luke Roberts. Uys Jonker of Jonkers Sailplanes entertained delegates with the story of how he and his brother, Attie, turned a dream into reality. Illustrated with slides of building model gliders in their childhood, Uys described the process of creating “the most sought after sailplane in the world”, the JS1 Revelation (including some “loss of pants” spin certification facts). With certification for the jet sustainer due in August/September, Uys also looked at future developments. He said that the next generation of 18m glider relates to improvement of around 2 glide ratio points (best L/D of 1:55). Delegates were advised to check cockpit seals by Uys, who said that a cockpit gap of 3mm will adversely affect laminar flow.

The Caroline Trust made awards to Sam Roddie and Charlie Jordan, following which the trustees and Robert John, BGA Vice Chairman, announced plans for the Trust and the BGA to work more closely in future with the aim of continuing and growing the work of the charity.

BGA Chief Executive Pete Stratten and Senior Examiner Andy Miller took to the floor with Ray Elgy, CAA Head of Licensing and Training Standards, to discuss EASA licensing changes. Pete reflected on the big picture, including joint BGA and CAA work towards the conversion to EASA pilot licensing and training requirements by April 2015, and highlighted the available BGA briefing document and frequently asked questions published on the BGA website (see p11). Andy Miller described a number of headline issues noting similarities with existing requirements and good practices and Ray Elgy described how the CAA intends to ensure that the BGA will continue to look after its activities with minimum CAA involvement and fees. The need for individual pilots to not leave their licence conversion to the end of the available period up to 7 April 2015 was made clear!

John Williams, Airspace Committee chairman, presented an update on recent and anticipated airspace developments. He noted that the Standardised European Rules of the Air (SERA) include the development of Mandatory Radio Areas as an available mitigating tool where greater awareness of activity in a particular area is necessary, and talked about

# CONFERENCE

how the BGA has been deeply engaged with the CAA in developing how this new airspace tool may be best utilised within UK airspace.

Among the many other airspace developments described in an engaging and visual presentation, John noted how changes to class F airspace in Scotland are an opportunity to review and modernise existing restrictions around one of the best wave soaring areas in Scotland. John went on to describe our successes during the Olympic restrictions during 2012 and our on-going good record in avoiding infringements in general, noting the requirement for constant vigilance and careful pre-flight planning by all. Phil Roberts, the CAA Deputy Director of Airspace Policy, added his congratulations for a job well done and noted the CAA's commitment to on-going effective and constructive work with the BGA on airspace matters.

After lunch, Peter Harvey reflected on the past 12 months of BGA activity. Looking forward and noting how participation is a BGA priority, he said that marketing developments are being re-energised through a Marketing Strategy Group and, in due course, through a new marketing committee.

He went on to build a picture of the wider gliding 'family' and how we can all work more closely together to mutual benefit and to reach out to the widest number of potential new participants, as well as better meeting the needs of existing members and other stakeholders in the sport. Recognising the enormous amount of work delivered by volunteers, Peter passed on the gratitude of the entire association.

BGA Treasurer Les Kaye reported on the Association's annual accounts and future budget, and noted that during a period of significant external developments, there may be a need to revisit the budget mid-term in consultation with clubs.

Pete Stratten described how the BGA is planning for success, citing the evolving Operations Strategy and the emerging Participation Strategy, as described in part by Peter Harvey.

Moving on to the formal business of the AGM, the Minutes of the AGM held on 3 March 2012 were approved; the Annual Report was adopted; the Revenue Account and Balance sheet for the year ending 30 September 2012

was adopted; the budget for the year ending 30 September 2014 and annual subscription rates were adopted and the Auditors Grant Thornton were re-appointed for 12 months. Pete Stratten then described a revised Operational Regulation, which was adopted. Moving on to the appointment of officials, following the retirement of Robert John, Andy Perkins was nominated as BGA Vice Chairman. Sharon Kerby and David Latimer were nominated and accepted as Executive Committee members. With the addition of Patrick Naegeli, the Vice Presidents were re-appointed.

The afternoon continued with three inspirational and engaging presentations. The Army Gliding Association described its success in using gliding as an effective rehabilitation tool for injured servicemen and women within the 'Battleback' programme. Matt Cook and Ed Johnson, who as part of Gliding Team GB flew in the World Gliding Championship 15m Class in Uvalde in 2012, presented an educational session on team flying. They used logger traces to illustrate some of the vital issues resulting from team flying, as well as a few pitfalls, as an established and now unavoidable aspect of international competition flying.

George Lee MBE reflected on his time in Hong Kong, including the professional circumstances that led to his retirement from World Championship flying, the decision by him and his wife Maren to live in Australia and the challenges and joys of setting up their home and airstrip in Queensland. George went on to describe how his dream of setting up a coaching opportunity for young people became reality and reflected on some of the results.

The conference, which was kindly sponsored by Sydney Charles Insurance, continued with a formal dinner and disco, sponsored by Pooley's Flight Equipment. The BGA trophies were introduced by the dual act Andy Perkins and Luke Roberts (who throughout the day had clearly become the BGA's version of Ant and Dec) and were presented by George Lee. The music and fun (including some surprise guests) continued well into the early hours.

**NATIONAL AND INTERNATIONAL AWARDS:** BGA Chairman Peter Harvey reported a number of national and international awards: an FAI Companion of Honour to Dr Peter Saundby (Black Mountains); an FAI Tissandier Diploma to Hugh Browning (Lasham); a RAeC Silver Medal to Andy Perkins (Bicester); a RAeC Certificate of Merit to Anne Burgess (Highland); and a RAeC Ann Welch Memorial Award to Colin Davey (Four Counties). The Bill Scull Safety Award was presented to Colin Cownden (Cambridge). BGA Diplomas were presented to Richard Brickwood (Cambridge), John Giddins (Banbury), Bruce Stephenson (Buckminster), Jon Hall (Midland), Sam St Pierre (Yorkshire) and Phil Sturley (Four Counties). BGA Gold Medals were presented to Roger Coote (Parham), who was unable to attend and so the medal will be presented at a separate occasion, and Patrick Naegeli (Lasham). Chairman of the Royal Aero Club Patrick Naegeli then presented the Morelli Award, a Special OSTIV Prize, to Hugh Browning (Lasham).



The BGA simulator drew the crowds (All photos by Paul Morrison)

■ Turn to p46 for more conference coverage



## CHAIRMEN'S FORUM

PETER HARVEY, BGA Chairman, led a discussion relating to participation, which focused on marketing issues and included an underpinning theme that ran throughout the day; worldwide participation in all sports is in decline and gliding is following the trend; that the ratio of dreaming about gliding to actually doing it is about 40:1 therefore the aspirational aspects of our sport are really very important; and that the average age of glider pilots increases by six months per year. The BGA's Junior Gliding strategy is successful in that the total number of young pilots are rising year on year, but we need to and will do more.

Peter went on to describe the formation of the BGA marketing strategy group under his lead and the planned reformation of a marketing committee to support the delivery of a number of marketing projects, including branding and greater synergy across the entire BGA-related web and other media family, including *S&G*, and in improving our reach to first time participants as well as established club members. And, of course, the needs of our valued advertisers are also being taken into consideration to ensure the widest audience has access to their offers. Club chairmen responded throughout with some very helpful insights and in discussing how club chairmen can best share good practice among themselves. It was agreed that an online club chairmen's forum would be restarted. The very positive and useful exchange of views closed on time.

## CFI AND SENIOR INSTRUCTORS' FORUM

THE CFI session saw a room full of enthusiastic senior instructors focusing on getting the most for their members from the enforced changes to instructor training. The session focused on the content of a new instructor training course, which aims to address the EASA syllabus. BGA Training Standards Manager Mike Fox stressed that there is much to commend our existing methods and highlighted the need to retain good practice while improving training methods where we can.

Mike gave a simplified overview of the new parts of the course, including the challenges for the club modules of training. He continued with an overview of the initial teaching and learning weekend, which is being well received by candidates so far.

The hour concluded with a short Q&A before Mike received the eye from Debbie signalling the end to the session!



*Clockwise from top left:*

■ Charlie Jordan (left) and Sam Roddie are recipients of the Caroline Trust awards, presented by Dave Martin

■ Delegates enjoy networking and checking out the latest gadgets and technology

■ George Lee entertains with a story of how he turned a dream into reality

■ Hugh Browning collects the OSTIV Morelli Award for his work on winch launch awareness, which has saved the lives of many of our colleagues



## 2013 BGA SPORTING CONFERENCE AND AWARDS PHOTOGRAPHY BY PAUL MORRISON





*Clockwise from top left:*

■ George Lee, pictured with wife Maren, signs copies of his book *Hold Fast To Your Dreams* (with an S&G branded pen!)

■ Juniors celebrate Usain Bolt style during the evening

■ London GC's Ed Downham was presented with an impressive five trophies for his flying achievements in 2012

■ The fun continues throughout the evening with dinner and dancing

■ Sam St Pierre, Yorkshire GC, is delighted to be presented with a BGA Diploma by BGA Chairman Peter Harvey



■ The BGA would like to thank the exhibitors supporting the conference: Stein Pilot Insurance, LX Avionics, Pooleys Flight Equipment, East Of England Sailplanes, HpH Sailplanes, Jonker Sailplanes, Of Course Ltd, Marsh Insurance, TPF Parachutes, Lads & Lasses, RAeS, LAA, Sydney Charles, Forbes Insurance, Hill Aviation Insurance, Eurofox, Bicester Aviation Services, AFE, Parasential, IMI Instruments, Skycovers, BGA Shop, GAPAN - Young Members, Army Association, Helen Evans - Used Books, George Lee, Service Centre Terlet and British Hang Gliding & Paragliding Assoc

■ Martin Powell (Derby & Lancs GC) won a GoPro camera, donated by Forbes Insurance

■ Five pairs of silver glider cufflinks - generously donated by ex-BGA executive member Doug Lingafelter - were raffled, raising £180 towards junior gliding



# GOODHART: THE STORY OF AN EXCEPTIONAL MAN

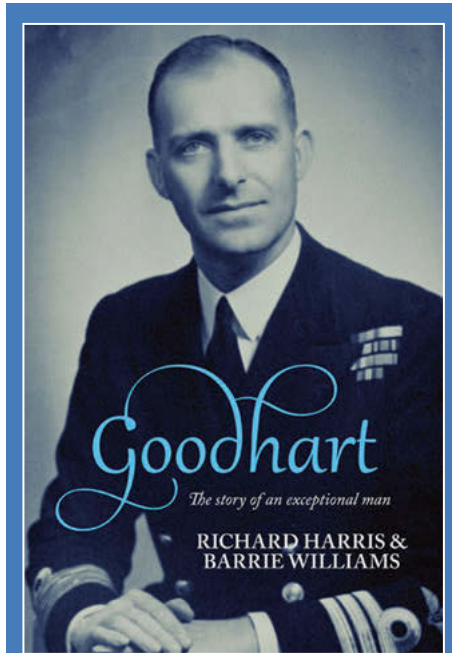
THE shorter Oxford English Dictionary defines 'exception' as 'a person to whom the general rule is not applicable' and 'exceptional' as 'unusual'. In Nick Goodhart's case, an apt though inadequate description of the man.

His life story and achievements read like fiction, one hardly knows where to start. The 'little' inventions and proposals, such as the 'box road junction, yellow cross-hatching' to control traffic flows, promoting the idea of an estuary airport to replace Heathrow years before anyone else, changing and improving Lloyds of London insurance operational systems, and many others, pale into insignificance compared to his 'real' ones. These included the aircraft carrier mirror landing aid, 'Sigma' the futuristic high performance wing profile changing sailplane, and the Newbury Manflyer – the two-piloted man powered flying machine.

Admiration and envy are two feelings generated by his life. The former for the sheer guts and determination of this man, who overcame early problems to rise through the ranks of the Royal Navy in quite a remarkable fashion. His tale of patching a hole of 30ft by 25ft in the side of his ship, which had been bombed by Stuka dive bombers of Crete in the Mediterranean, and then nursing her to Norfolk Virginia for a full repair; then how he helped bring a Tank Landing Craft back to Falmouth all the way from Gibraltar, obviously marked this young Naval engineer as one to watch.

For reasons he could never explain, their Lordships at the Admiralty sent him off to Canada to be taught how to fly. A short stint in the Far East as a fighter pilot, flying a Hellcat, included an engine failure which caused him to ditch in the Malacca Straits. Then he was posted to No.4 course, Empire Test Pilots School, with only 344 hours in his log book – an unprecedented low number of flying hours.

The high point of his Naval career was his invention of the aircraft carrier mirror landing aid system; one which has saved numerous lives and is in use by most of the world's navies. This and all the other details of his splendid naval career are well documented, although it is a great shame that the many



**Goodhart: The story of an exceptional man** by Richard Harris and Barrie Williams  
Published by Woodfield Publishing  
160 pages; paperback £15; hardback £25; ISBN 1-84683-146-6; available from the publisher, Amazon and the bookshop at Lasham

of what Nick called his 'vignettes' – the short stories he wrote so very well about his various 'happenings' – were not included in the book.

Then comes his gliding life, which makes us all green with envy. Read and savour each event, relive with him some of the flights, marvel at the successes – the two-seater World Champion, his single-seater Silver, two 4ths gained in his seven World Championships. His three times British National Champion and five times the runner-up. Coming 1st in the USA National Championship but, not being an American citizen, shown as 'above the National Champion'.

The description of his unique goal flight in his Skylark from Lasham to Portmoak using thermals, thunderstorms and standing waves gives you the goose pimples. Sadly the authors, who are not aviation people, miss some of the drama, having obviously never heard of the joys of waves.

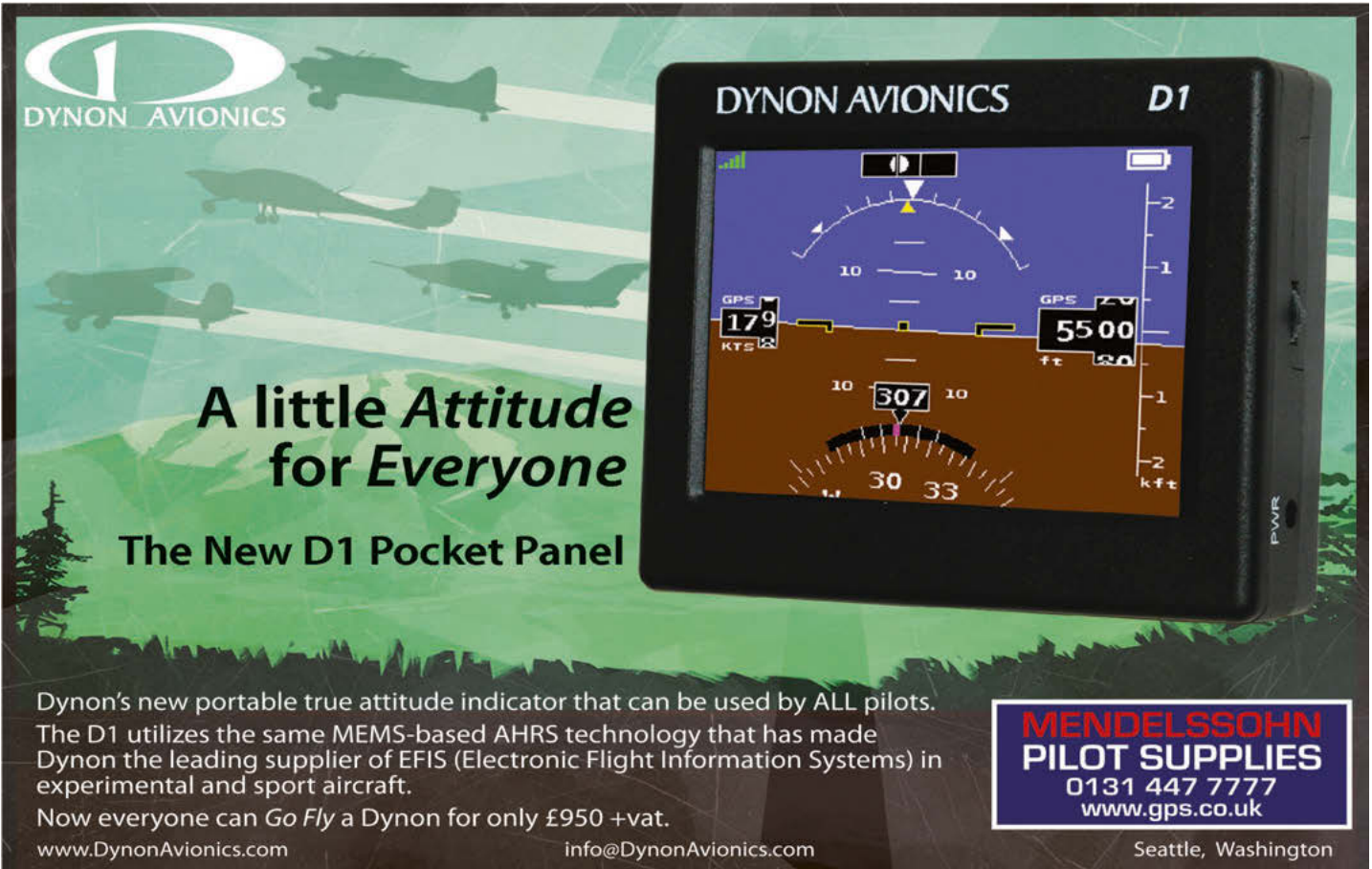
For me, apart from competing against him in many comps and enjoying a friendship, which started at the 1947 National Championships at Bramcote, my abiding memory is the spirited, highly competent and quite brilliant way in which he disseminated, analysed and then, in a cold calculating manner, utterly destroyed the validity of the arguments which the most senior civil servants produced in our final meeting with the Minister of Aviation, Julian Amery. At this meeting we demanded a lease for our future home at Lasham; they wanted an excuse to throw us out. To watch him in action using all his phenomenal brain capacity was an education. After the Minister eventually had to admit failure and we were granted our lease, he said later: "I found dealing with Archbishop Makarios and the Cyprus question was easier than dealing with those clever glider pilots!".

Lasham members, past, present and future, and all British glider pilots owe Nick a huge debt of thanks. His sterling work as chairman of the BGA Airspace Committee was truly remarkable and we enjoy many of the concessions he won for us.

Nick's life was truly fantastic. By any standards he was an outstanding figure, his achievements legendary. Even in our sport of gliding, which, once in a while though not often, produces men who tower above the rest, whose intellect and successes in life (I can only think of Tony Deane-Drummond, John Sproule and Philip Wills) it is wonderful that we have benefitted, learnt, met and been befriended by men of his stature. It does gliding great credit that we do attract the best of the best. After all, from all his various achievements have you ever met someone who came 35th out of 350 entries in the Monte Carlo rally, or abseiled down from a church steeple when aged 85! I very much doubt if you ever will – he was a one-off.

For years I tried to persuade Nick to write his autobiography. He wrote beautifully, full of humour and would have made a great author. But he always said: "Sorry Wally, I am much too busy at present with new projects... later when I am old, perhaps."

**Wally Kahn, Lasham GS**



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FOLLOW ON  

# Key indicators for club health

AT THE Chairmen's Conference four years ago, discussion focused on the looming recession and what that might mean for the survival of gliding clubs. Keith Mansell gave a five slide presentation that asked 'Is your club recession proof?'. He outlined key areas of activity to watch and advocated taking early positive action in order to stave off the worst of any recessionary effect. Why monitor

regularly? Because quite small changes in daily activity can result in dramatic annual effects.

A club can quite easily slip from barely surviving into shortfall without any obvious, visible change at the launch point. It might only be a matter of a few launches less each day and a handful fewer members. These drops in activity can easily be triggered by club members rationing the number of times they visit the club per month in response to the rise of petrol prices. Factors such as longer hours and failure of pay to keep pace with cost of living increases contribute to reasons why people have to fly less, or worse, take a few years out. Few clubs can afford to dip into reserves year on year.

In the Treasurers' Forum at the same event, treasurers discussed key performance indicators that should be monitored: membership

numbers; flights to date; trial lesson sales; cash in bank. They discussed the need for a basis for comparison and of gathering the historical figures to create a five-year average.

The recession is still with us, most clubs are feeling the pinch and these ideas are more important than ever. All well and good, but the summer soaring season is just round the corner, as are a whole raft of other club management things to deal with, and committee meetings already seem to stretch on for hours. So what level of monitoring should clubs be doing and how can monitoring and reporting be kept proportionate? The answer has to be to keep it very simple. Monitor two or three items that are quick and easy to keep an eye on: launch rate, trial lessons and membership numbers, perhaps. These are items that are especially relevant in the summer!

What will you measure them against? What level of activity does the club require to break even? What is sustainable? There is little point stacking up the trial lessons in such a way that no-one else gets to fly. Similarly, recruiting too many people at once will lead to frustration

and an early exit of new members (what a waste of effort!). How many people can comfortably use the two-seaters each weekend? How do you apportion time between training club members and flying first (trial) lessons? Have you made allowances for weather stoppages? How does the historical picture look? You may need to go back a few seasons to look at a sunny one, as well as the recent water-logged figures. This is a bit of an iterative process; take a similar view to learning to plan the circuit- it always takes a while to learn how the picture should look. The important thing is that if no-one is already doing it, just beginning to watch the figures will make a difference.

Now let's assume that the decision is taken to monitor numbers of launches each flying day, and therefore launch rate also becomes important. How will an efficient launch operation be achieved? You will need to involve the club members in the plans - otherwise the treasurer, chairman and other members of the committee will be branded 'grumpy' and will gain an unfair reputation for nagging. Responsibility for the health of club finances should lie with all club members; everyone can contribute in some way. Some clubs have charts on the wall showing desired minimum activity against actual activity. Does your club have a weekly email? Perhaps figures could be included in it?

Once you have been running the simple figures for a few months, you may realise that there are other figures you want to analyse. Some may require a little extra effort. If at all possible, try to keep an eye on people's attendance - especially those in the first two years of membership. This is a critical time for membership retention. If people haven't been up to the club for a fortnight, make friendly contact. Nipping potential problems in the bud could be the difference between keeping an existing member and having to recruit a new one from scratch. If people do leave, be sure to ask them why - it may mean you keep the other five people who are also about to leave. Membership recruitment takes serious effort (roughly 50-100 first (trial) lessons) and keeps club members out of two-seaters - please do what you can to retain your hard-won members!



Just a few launches less each day and a handful fewer members could be all it takes for a club to slip from barely surviving into shortfall (Stephen Thomson)

■ **It would be very interesting to share what clubs are monitoring, the patterns of behaviour they discover and any critical areas for monitoring. Please do contact me to let me know how it is going at your club or if you would like to see more detail, such as the slides from the 2009 Conference.**



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■ Fourteen-year-old Lewis Bricknell soloed on 2 February, 2013, becoming the youngest pilot to solo at The Gliding Centre. Lewis has been training at Hus Bos since October 2012. He is pictured with CFI Chris Curtis, who says: "We expect to see great things from Lewis. He is a very capable and mature young pilot, who has a very bright future ahead of him."





*This page clockwise from top:*  
During snow, Bannerdown had fun setting an airfield land speed record for a sledge (Ian Harris)

K-21 aerotow release over Burn near Eggborough Power Station with Drax Power Station in the background. Dave Bell is flying the Pawnee tug (Dave Bell)

Participants of the Women's Development Day modelling the new "Women Glide UK" kit in front of Weston's hangar in February (Paul Smith)

Is Yorkshire GC taking in washing now to increase its revenue or is Richard Cole building a EuroFOX?

*Facing page clockwise from top left:*  
Snow is blown under North Wales' hangar doors during a easterly blizzard on 19 January, 2013. There was no flying that day! (Mirak Pitorak)

A crisp clear day at Rattlesden Gliding Club (Dave King)

All 12 of this year's students passed the National Sea Cadet Aviation Aquaint course, held at SCTC Weymouth and RNAS Yeovilton, and were presented with their Bronze Wings

Graham Higgins and David Clark waiting to launch at Burn on 9 February, 2013 (Kevin Moseley)

Newark floods with the farm of Adrian Hatton (Sherwood Sailplanes) highlighted. This is where a number of glider pilots take their gliders to be serviced. One Buckminster member had his glider there at the time and it was outside waiting to go into the workshop. He was worried that if the river level rose much higher, his glider might have been washed downstream in its trailer and probably end up floating out to sea in the Humber Estuary! (Stuart Black)

■ 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**

ALTHOUGH it has been cold and wet, we have the advantage of a well-drained airfield. This has meant we have continued to operate through the winter months and, with the new low launch rates, have got the most reticent members out of bed – even the CFI! Half the club's fleet is undergoing annual inspection ready for, hopefully, a busy year. With quite a number of new "Learning to Fly" packages waiting for the better weather, the club is expecting a busy spring, but looks forward to visitors from other clubs.

**David Sibthorp**

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

THERE was a brilliant start to 2013 as, on New Year's Day, Luke Knight from a local school went solo aged 15. Congratulations are also due to Neal Wreford, Paul Gaunt, Frank Soowamber and Paul Randell, who all completed their Bronze on our special course over Christmas. Members are excitedly awaiting our new Duo Discus, which is on its way. We should get great use out of it as by February we had already had some cross-country soaring. Finally, during the snow we set an airfield land speed record for a sledge.

**Ian Harris/Debb Hackett**

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

THE end of an era has arrived with Marcus Barton retiring from running the club bar after 25 years. Marcus also contributes to the general club maintenance, turning his hand to plumbing, electrical or mechanical jobs as needed. We have now taken delivery of our third Puchacz, which is in the hands of our maintenance team now led by Nick Bowers, with support from John Hull as our inspector. Help is coming in from all directions to get the aircraft ready for the beginning of the season. Meanwhile, out on the field we have managed to fly most weekends.

**Jan Smith**

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

BICESTER has had a really successful winter, securing a grant from Sport England to help

finance a new Skylaunch and introducing another K-21 to our fleet, courtesy of some club members. The biggest news was a solo at 15 for Alistair Emson followed by Callum Lavender, who at 14 years and 2 days became the youngest solo glider pilot in the UK. News quickly spread and, following interviews and radio pieces, Callum and his Dad Mark ended up on the national news giving enormous coverage to the UK gliding movement. We've already seen a jump in membership of younger people, long may it continue.

**Lee Hitchins**

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

MAYBE, just maybe, the soaring is starting. A group of visitors from Mendip joined us on the Talgarth ridges in February. First thermals of the year and hints of wave left us all smiling after hours high above the sunny Black Mountains, but emergency procedures were needed to thaw out the T-21 pilots who joined them! Bo Nilsson will be back with us for our seven-day-a-week operation from Easter, so we are open for wave expeditions for all. A large container is about to arrive for storing all the vehicles and clutter in the hangar and a spring clean is due.

**Robbie Robertson**

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

THE main news is that we have a new CFI, Richard Crockett, who is very well known at Booker. He succeeds Mike Collett, who celebrated his freedom by flying his Ventus 2c on the South Downs for a task of 204.9km at a speed of 121.7km/h, on 6 February. As well as expeditions to Talgarth, Le Blanc and, of course, Aboyne we will also be running Tim Scott's Handicapped Grand Prix, which we shall be holding every possible weekend during the summer months. The winter series of lectures and aerobatic courses has been very well supported, so we start the season in good heart.

**Roger Neal**

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

RECENT snow falls and poor weather towards the end of January have limited the amount of flying we've been able to do, but the field is proving resilient and we have had some

very good wave and hill soaring flights. Congratulations go to Dan Hedley, who became Borders's newest, shiniest tug pilot, and to Andy Bardgett, who was awarded the De Havilland trophy at the BGA conference for his flight up to 23,491ft (see *Getting High*, p40, Dec 12/Jan 13). Well done to you from all of us at Borders. Borders is gearing up for our busiest year of flying weeks yet; let's hope we have the weather to match.

**Rich Abercrombie**

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

THE new committee agreed a management structure and set up a forum for inter-meeting discussion. Club members will have 'read only' access. Some good ridge days in December pleased visitors – they say you can use just as much adrenalin on (and below) our ridges as in the Alps. We offered 1,500ft £15 tows as the winch track was under water. With no winter weekday volunteer instructor, Steve Eyles stood in on flyable days. Congratulations to Dave Parsons, who over-tested the winch cable on his first solo, but later demonstrated a good circuit and landing. Our successful coaching weeks are to be repeated – details on our website.

**Bernard Smyth**

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

CONGRATULATIONS to Julie Matysik, who soloed in December. Despite the atrocious summer and economic climate, 2012 turned out to be one the club's most successful in recent times. Membership rose by 12% and the number of aircraft on site reached over 50. Junior membership more than doubled and three of those went solo aged 16 years or less. We flew further, higher and longer on individual flights than at any time in the past 10 years. However, the New Year started on a sad note with the sudden and unexpected death of Bob Thacker, one of our Full Cat instructors, after a short illness (see obit p69).

**Stuart Black**

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

AT the Christmas Party, awards went to Peter Weaver for the Most Improved Pilot, Dave Bell for his Diamond height at Portmoak and

(Left to right): **Bicester's** Callum Lavender solo, at 14 years and two days, attracted wide media coverage as reported in the Feb/March issue (Cris Emson); Dan Hedley is **Border's** newest tug pilot (Rich Abercrombie); Julie Matysik with **Buckminster** instructor Roger Hamilton after her first solo (Chris Prideaux)



to Dave Peters and Dave Bell for a 400km flight in their Nimbus 3DT. We have given permission for Leeds University to use the airfield for a research project into a new type of weather radar. Finally, the club has registered Burn Airfield as a Community Asset under the Localism Act 2012, giving it the right to bid for the airfield, which cannot now be sold without the club being notified. We are happy to discuss this with other clubs wishing to do this.

**Chris Cooper**

**CAIRNGORM (FESHIEBRIDGE)**

**WWW.GLIDING.ORG**

**570613N 0035330W**

MEMBERS and visitors have been soaring high whenever the weather permits. We once again send thanks to our inspectors, David Weekes, Roger Greig, Nick Norman and Ian Carruthers, who work so hard to keep our fleet in the air. Mayfest will soon be here, which this year will run from 4-19 May. The first week (4-11 May) is fully booked, but at the time of writing we still have three or four spaces left for the second week (11-19 May). Please get in touch with Chris to book your space for the second week on [chris@cabrich.com](mailto:chris@cabrich.com) Check website for more details.

**Chris Fiorentini**

**CAMBRIDGE (GRANDSDEN LODGE)**

**WWW.GLIDE.CO.UK**

**521041N 0000653W**

THERE'S a lot going on at Gransden. The RT course is complete and Bronze C course under way. Trophies for 2012 were presented in December and the University society has just come back from a great week at Portmoak, where Joe Roberts managed Silver duration. Thanks to Julian Bane, who instructed and towed the Grob, and the workshop team which continues with winter maintenance. Congratulations to Can Pekdemir on receiving a Caroline Trust bursary. Most importantly we are inviting club pilots under 25 to apply for the inaugural 'Alex Ward Memorial Fund Award', launched in memory of Alex, who was a highly regarded and capable young club member.

**Peter Wilson**

**COTSWOLD (ASTON DOWN)**

**WWW.COTSWOLDGLIDING.CO.UK**

**514228N 0020750W**

AT our AGM, all club officers were re-elected, although we still require a marketing

manager. Despite the awful summer, launches were up last year and finances remain adequate. We are now in the final stages of restructuring so that the club will become a limited company and work starts shortly on the new club and private owner hangar. Chris Power is our new child protection officer and we are pleased that Tom Gardner has made a good recovery following a stay in hospital. Our airfield has always been a good habitat for the feathery form of Skylark, but we have recently gained two of the Slingsby variety.

**Frank Birlison**

**CRANWELL (RAF CRANWELL)**

**WWW.CRANWELLGC.CO.UK**

**530231N 0002936W**

LEIGH Hood congratulated Matt James on going solo on his 16th. Matt is no doubt, looking forward to the forthcoming year. As usual January and February have brought their usual mixture of assorted weather! Our LS8, having been refurbished, is looking like new aircraft. Let's see what the rest of the year will bring. Well done to Roger Wells, having completed his BI course. Finally, thanks to all who have worked so hard throughout the winter in preparation for the year to come.

**Zeb Zamo**

**DARLTON (DARLTON)**

**WWW.DARLTONGLIDINGCLUB.CO.UK**

**531444N 0005132W**

THERE'S better news on the efforts to get planning permission for aerotow launching. This has now been successful resulting in an order being placed for a EuroFOX tug, which will add a new dimension to flying operations. Our safety officer, John Paskins, who is a retired doctor, is providing a defibrillator to our range of member's services. Rumours are circulating that this action was to reassure the large number of grey and white haired members currently seen at the club? Despite the recent disruptions to our flying, the Darlton members are enthusiastic and raring to go when our new season gets under way in the early spring.

**Geoff Homan**

**DEESIDE (ABOYNE)**

**WWW.DEESIDEGLIDINGCLUB.CO.UK**

**570430N 0025005W**

GOOD conditions on 1 January saw many pilots going above 10,000 ft and the first land-out of the season. Roy Wilson declared a 500km a couple of days later, but abandoned

after 300km+. Gill Chisolm has completed the rebuild of her ASW 15b. We were saddened with the news of Richard Arkle passing away whilst on holiday in Peru. Richard was a competent hang glider, microlight, glider and power pilot, for many years being our airfield officer responsible for many of the improvements to our site. He was also a great adventurer, travelling by train from Aberdeen to China, as well as numerous expeditions to Australia and Iraq.

**Glen Douglas**

**DERBY & LANCS (CAMPHILL)**

**WWW.DLGC.ORG.UK**

**531818N 0014353W**

JUST a few days flying in the last couple of months and snow stopped play towards the end of January, but an early Saturday in February produced 5kt thermals and wave. Warwick Horne and Steve Benn, with members' help, have been very busy refurbishing and inspecting the club gliders; our "new" Discovery tow-out vehicle looks much too good for use on the airfield. We continue to attract new members, Saturday evening talks are in full swing, and courses for members are filling up. Steve Day is booked on his Ass Cat course.

**Dave Salmon**

**DEVON AND SOMERSET (NORTH HILL)**

**WWW.DSGC.CO.UK**

**505107N 0031639W**

THE weather has played havoc, but we have had some good days in between the snow, wind and rain. Also some time for members to concentrate on their aerotowing skills when parts of the field were too boggy for the winch (under water). We have been enjoying an enthralling series of Saturday night talks from club members with incredibly varied pasts, including life in the diplomatic service and the BBC (Jonathan Stoneman), a career in the RAF – including flying Spitfires and Lightnings from Sir Christopher Colville, and flying Jets and Gannets in the Royal Navy with John Sillett. More talks are already organised for the next few months.

**Cheryl Smith**

**DORSET (EYRES FIELD)**

**WWW.DORSETGLIDINGCLUB.CO.UK/DGC**

**504233N 0021310W**

ONCE the strip dried out, the first priority was to get instructors checked out, or kept current. A number of other members flew

SAIPLANE & GLIDING  
APRIL/MAY 13

NEWS  
CLUB NEWS



(Left to right): "Five hours in this weather?!" CUGC members look on as Joe Roberts sets up for his Silver flight at Portmoak (Mark Chonofsky); at least somebody got to fly on 17 January at Cambridge (Paul Ruskin); Leigh Hood congratulates Matt James on going solo at Cranwell (Ian Webb)



circuits to get their hands in again. Carol Marshall managed to thermal to 2,300ft on her flight; not bad for the first week in February! Thanks to all that helped out, especially Carol for "getting us going", our CFI Pete Molloy for all his hard work checking us out, and Dennis, who drove the winch all day and gave us excellent launches. Also a big thank you to Chris, Nick, Nathan, Barry and Alan for pumping out the overflowing septic tank on the previous weekend.

**Colin Weyman**

**EAST SUSSEX (RINGMER)**  
**WWW.SUSSEXGLIDING.CO.UK**  
**505423N 0000618E**

RADIO Ringmer is back. We welcome Peter Wilkins as a BI and Simon Kahn, who has successfully upgraded to an Ass Cat. Previously hidden engineering talents have emerged and, whilst we have contracted our work out to South East Aircraft Services, we are very pleased that Jon Stiles and Nigel Fright are working towards inspector status. New drainage is working well though completely overwhelmed by the second wettest year on record, so we have temporarily stationed gliders at neighbouring Parham and Kenley whilst we wait for the swimming pool to drain. We are awaiting the outcome of a planning application to remove some of the restrictions on aerotowing.

**Adrian Lyth**

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

EDENSOARING may be closed, but work still goes on. The clubhouse was 'Helmed' to death and a replacement is being set up ready for the season. Members are working hard to promote the club. The track down the field has been filled and purchase of a K-13 is being funded by a group of club members, showing complete dedication. We are looking forward to visits from the local ATC and other youth groups. Glider pilots from all over are welcome to book a flying holiday with us and we hope to see more of you this season. Winch only and as much fun as you can take!

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

TRAINING at Wattisham is going well and members are experiencing, at times,

interesting conditions. During these quiet months talks are under way to lend our Pawnee tug to the Cambridge Gliding Centre for the regional competitions. At the same time, our K-13 is being given its annual check and our K-21's cockpit refurbished and the instrument panel to be overhauled. The grass at Ridgewell now shows signs of growth so mowing time is just around the corner. Many thanks to all those members who, during these last few cold months, have continued to maintain and keep an eye on our field at Ridgewell.

**Peter Perry**

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

WHEN the wind has been in the right direction we have been able to fly from some of the hardstanding areas and land on a remaining strip of the old WW2 airfield runway. Thoughts are turning now to spring and the new soaring season, but the club has been debating and struggling with social media and its value as a communication channel. We have launched a Facebook page, but making sure it doesn't run away from us is the challenge. Many thanks to the hard work of Denis Heslop in getting it up and running. Check out our page and "Like" us here: [www.facebook.com/pages/Essex-Suffolk-Gliding-Club/120104964739124](http://www.facebook.com/pages/Essex-Suffolk-Gliding-Club/120104964739124)

**Adrian Tills**

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

FENLAND took advantage of the RAF snow clearing team clearing the main runway at Marham to have an enjoyable day's flying without getting wet feet. Using the main 024 runway for aerotows behind the club's Rotax Falk, most punters went to 4,000ft enjoying the views of the Norfolk countryside covered in snow on a clear day.

**Robert Boughen**

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

AT our Christmas Dinner, Roy Palmer was awarded honorary member status in recognition of his many years' service as instructor, tug pilot and treasurer. On the flying side, we have bought a Grob Acro to

add to our two-seater fleet and everyone is enjoying its easier handling and flying. Well done to Ian Roper, who converted to the Junior in December. The deep snow stopped us flying for a couple of weeks, but we are now back in action using the hard runway until the grass dries out a bit more. We are planning our spring and summer programme and look forward to welcoming some of our regular visitors.

**Diana King**

**HERON (RNAS YEOVILTON)**  
**WWW.HERONGLIDINGCLUB.**  
**MOONFRUIT.COM 51006N 002384W**

FIRST of all a big thank you needs to be said to outgoing CFI Daz Smith; we wish him all the best and thank him for his hard work in the club. Andy Farr has now taken over. Jim Hasker has taken over as the club technical/QA rep during a busy time when the club maintenance is becoming due. The Rotax Falke is back, which will enable our operations to be a lot more flexible. Airfield maintenance continues to hamper gliding operations. Preparations are also ongoing for the club's Easter course, during which a number potential Naval pilots experience the joys of silent flight.

**James Hasker**

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

CONGRATULATIONS to Ian Tait on achieving Silver height. Other good news is that Fulmar's Chipmunk is likely to stay for at least the medium term so we will have two tugs. There were many good wave flights in early 2013, with Phil Penrose achieving 19,400ft. Geddes Chalmers (our CFI) and the usual hard working crew are putting lots of effort into improving drainage at the west end of the site; the club's thanks go to them for that. By the time you read this, Fulmar's Astir, R67, should be back on line after a long spell in the workshop. If you are a Facebook follower find us at [www.facebook.com/HighlandGlidingClub](http://www.facebook.com/HighlandGlidingClub)

**John Thomson**

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

ALTHOUGH bad weather has restricted our flying over winter, our planning for coming season is well on track. Mike Sandford has

(Left to right): A waterlogged **Eyres Field** (Colin Weyman); **Fenland** took advantage of the RAF snow clearing team clearing the main runway at Marham to have an enjoyable day's flying; Ian Roper taking off for his first flight in the **Herefordshire Junior** (Mike Dodd)



taken over as winch manager and aims to get many more members trained up in the coming months, Gerry Puttick is busy organising the club open day to be held on 30 June, Bob Lloyd is co-ordinating the Vintage Glider Club Rendezvous Rally, to be held at the club in July/August, and Phil Crabb has taken over as co-ordinator of our Community Flying Programme, which is now in its 9th Successful year. Finally, congratulations go to the eight members who successfully completed the Bronze Theory course in January.

**Terry Webster**

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

OUR annual dinner was a great success. Trophies were presented for various flying feats. John Burdette and Roy Jones were jointly the very deserving recipients of the trophy for services to the club. Peter Redshaw was the deserving recipient of the wooden spoon, despite fierce competition. The Janus syndicate finally managed to collect their plane from Belgium and, if the CAA returns the paperwork, it may eventually be flown. There have been several days when there has been wave over the site. Peter Seddon showed the way to 10,000ft and crews were scrambled to follow him. Maintenance work is proceeding and we are about to install a new fuel store.

**John Martindale**

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

THANKS are due to Colin Watt and the professional and volunteer staff for keeping flying going on all possible days. We look forward to a fabulous soaring summer, with both the Club Class Nationals and Regionals in the peak of the weather in June, and cu-filled skies for the 41st International Vintage Rally in August. The first Juniors entering the Regionals will benefit from a 50 per cent price reduction. An analysis of membership growth shows that both junior and senior numbers are up, so now we will work on tapping the potential between. The new bar, organised by Werner Stroud, awaits all and our new workshop is nearing completion.

**Andy Jessett**

**LINCOLNSHIRE (STRUBBY)**  
**WWW.LINCOSGLIDINGCLUB.CO.UK**  
**531836N 0001034E**

WE have survived the wettest year in our history. Phil Trevethick has sold his Libelle and Tony Bowness and Eddie Richards have bought an ASW 19; the LS1 is for sale. Club members have formed a big syndicate to acquire a K-6cr for fun flying. The Skylark is still in the hangar and will be used if needed. Visitors are always welcome both by air and road. We specialise in winch conversion and training.

**Dick Skerry**

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

CONGRATULATIONS to Helen Hingley on being selected for Team GB at the Women's World Championships. Our clubhouse and restaurant has had a well-deserved facelift – a huge thank you to all the members who helped with the 'Great Decorating Project'. I'm hoping that our spring expeditions to Shobden and to Ontur will have been blessed with good weather and badge claims. We are gearing up for our Soaring Course and Task Week (13-21 April) and a second soaring course is planned for 20-28 July. As always, guest pilots are very welcome at the Dunstable regionals (17-25 August). See our website for details.

**Andrew Sampson**

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

RECENT heavy snow falls and a persistent easterly wind caused dramatic drifts on the Mynd, but it only called a halt to any flying for about a week because heavy rain soon melted it. Our Christmas party was a great success with a potentially record-breaking attendance of about 80 people. Undaunted by the large turnout, Helen, Fay and their team provided us with a superb meal. Our flexible opening times this winter have meant we have been able to take full advantage of any flyable days. Advance notice of such opportunities has been posted on the blog when possible. We welcome new members Benjamin Hughes and John Galloway.

**Steven Gunn-Russell**

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

WE have been suitably busy during our annual January shutdown at NVGC. C of A maintenance has been carried out, with special efforts put in to the K-13 and K-8 gliders. Many thanks to all who were involved in carrying out these essential works. Last year saw a record number of new recruits and first solos. With our fleet in tip-top condition, all we need now is the weather to deliver and hopefully we can expand upon these numbers in 2013. Finally, I'd like to extend my congratulations to one of our newer club members, Rowland Taylor, who recently achieved his first solo flight – well done from everyone at NVGC!

**Kerry Mertz**

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

WE started 2013 with fantastic ridge flying on 1 January lifting our spirits after having a break in before Christmas. We lost a lot of tools and equipment, including our ground radios and chargers, all of which we have now replaced at club's expense. Further days in the month gave us wave and cloud lift, enabling Chris Jenks (our chairman) to gain his Silver height. A syndicate-owned Zugvogel came back on line after an extensive overhaul; a big thank you to Ken Fixter for his work and supervision. Our field committee member Tony Cummins has gone to NZ for six months, so Nigel Morris has been co-opted in his place.

**Brian Williams**

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

WE proudly hosted the British Women's Team for their pre-season get together and welcomed members of The Vale of White Horse Gliding Club, who have been unable to operate due to their field being more waterlogged than ours. On the one good day of the year so far we have been reminded why we do this with young Freddie Turner experiencing his first 30-minute soaring flight, only weeks after going solo. Planning for OGC's 75th anniversary celebration this year is under way and a well attended lecture explained the intricacies of flight planning software. We just need to put this into practice.

**Paul Morrison**



(Left to right): Chris Reynolds converts to **Kestrel's Astir CS77 R63** in January (Krishna Tilley); **LGC** members gave the clubhouse and restaurant a facelift in the 'Great Decorating Project' (Andrew Sampson); Rowland Taylor following his first solo at **Nene Valley**, being congratulated by instructor Ian Taylor



📍 **PETERBOROUGH & SPALDING (CROWLAND)**

[WWW.PSGC.CO.UK](http://WWW.PSGC.CO.UK)  
524233N 000834W

WET, cold rain, snow, more snow, ice then more rain, freezing fog and standing water on the strip! So, not much in the way of flying news 'cos there ain't been a lot of it! It has, however, given Mick Burridge and his team time to remove mud, improve drainage and generally sort out the hardstanding around the hangars. Many thanks to them for all their hard work (though I suspect they only did it to keep warm).

**Marty Edgar**

**RATTLESDEN (RATTLEDSEN)**

[WWW.RATAIR.ORG.UK](http://WWW.RATAIR.ORG.UK)  
521001N 0005216E

AFTER much wet and miserable weather during December, the New Year got off to a great flying start. A bright sunny day allowed a number of members to get back in the air after the busy festive season. David Salvage enjoyed a 26-minute soaring flight on 12 January. Despite the snowy conditions toward the end of January, there were still many good flights to be had and some glorious winter views. Needless to say, we are looking forward to spring and the return of our flatland thermals.

**Liz Russell**

**SEAHAWK (RNAS CULDROSE)**

[WWW.SEAHAWKGLIDING.CO.UK](http://WWW.SEAHAWKGLIDING.CO.UK)  
500509N 051520W

THE reseeded grass areas are so wet that we are unlikely to be able to use them until after Easter. That a well known wading bird, the Common Snipe, flew from the grass adjacent to launchpoint when the bus approached recently probably tells it all, but I am sure that many clubs would be delighted to have access to hard runways like ours! All of our instructors have completed their five-year refresher courses and John Cockfield has been putting his BI rating to good use. Jake Matthews and Jordan Richards are in the process of building a simulator, with advice from Aston Down and Brentor.

**Tony Richards**

**SHALBOURNE (RIVAR HILL)**

[WWW.SHALBOURNEGLIDING.CO.UK](http://WWW.SHALBOURNEGLIDING.CO.UK)  
512014N 0013239W

SHALBOURNE has carried on regardless of weather, with not one but two solos!

Congratulations to Selvan Maudalier and Pablo Raemdonck, who re-soloed. Pablo's last aerotow-solo was in Argentina in May 2008. The annual dinner and "Oscars" took place on 11 January. Awards given out included: the PR award to Graham Tanner; Treasurer's award to Paul Bryant; "Bravery" award to Paul Prentice; Best field landing to Chris Bessent; the inaugural DCFI award for flying to Phil Morgan; and the "doughnut" award to Peter Mason. Club members tried triggering a thermal in January by burning the branches removed (with the help of a tree surgeon) from over the club buildings.

**Claire Willson**

**SHENINGTON (EDGEHILL)**

[WWW.SHENINGTON-GLIDING.CO.UK](http://WWW.SHENINGTON-GLIDING.CO.UK)  
520507N 0012828W

WE'RE pleased to report our first day of good thermals on 2 February. Our annual dinner is in March, followed closely by our AGM. Aircraft maintenance is proceeding well and we hope the adapted K-8 will be online shortly, joining our adapted K-13. Our 2013 Regionals is full and we are running a waiting list. Our midweek operation for 2013 has started, with *ab-initio* courses and advanced training. If you want to join us, or plan an expedition, then contact the office via phone or email. If you're planning an ad-hoc visit, you can check the webcam via our website.

**Tessa Whiting**

**SOUTHDOWN (PARHAM)**

[WWW.SGC1.ORG](http://WWW.SGC1.ORG)  
505532N 0002828W

FOR one glorious Saturday on 2 February, we enjoyed a powerful northerly wind onto the ridge, with thermals up to cloud base at 4,000ft. Visiting pilots from Lasham, Kent and East Sussex braved the mud to join in. The BGA awarded the Wakefield trophy to Paul Fritche for his remarkable 752km flight in May last year, and John Haigh received the Pilcher trophy for the earliest Diamond distance of 2012 on 15 April. Our chairman Andy Wood is leaving us to take up a post in Hong Kong. We thank him for his services and warn him that he won't find gliding clubs in Wanchai.

**Peter J Holloway**

**SOUTH WALES (USK)**

[WWW.USKGC.CO.UK](http://WWW.USKGC.CO.UK)  
514306N 0025101W

AT our AGM, CFI Rod Weaver reported a surprisingly good year's flying for 2012 with

5 per cent more launches and 7 per cent more hours than in the previous year. At the AGM, Grahame Nisbet took over from retiring secretary Chris Cole and Eric Fitzgerald was thanked for his many years' service as an instructor and tug pilot. In 2012, five members went solo and two more re-soloed after a long gap. Two gained their Silver badges, Sarah Reed acquired an NPPL and Chris Cole did a 300km Diamond goal flight to complete his Gold badge. Our club was represented at the Northern and the Sherington Regionals, Junior and Club Class Nationals.

**Stuart Edinborough**

**STAFFORDSHIRE (SEIGHFORD)**

[WWW.STAFFORDSHIREGLIDING.CO.UK](http://WWW.STAFFORDSHIREGLIDING.CO.UK)  
52490N 0021212W

INSTRUCTOR Dave Knibbs took advantage of a good day in December and sent Lewis Horsely solo; our first member to benefit from the recent changes allowing first solo flights at 14. Congratulations (or commiserations) go to our hard working Derek Heaton, who is now a deputy CFI. Mike Webb went to Crowland to look at a Grob Astir CS76, which is so nice that a deal was done and we look forward to seeing his cross-country miles on the ladder. Four new members turned up in January and we were blessed with our first thermal flights, so let's hope that bodes well for 2013.

**Neil Frost**

**SURREY HILLS (KENLEY)**

[WWW.SOUTHLONDONGLIDING.CO.UK](http://WWW.SOUTHLONDONGLIDING.CO.UK)  
511820N 0000537W

OUR annual club dinner and prize-giving was well attended with 50 members and guests attending. After the excellent dinner, Steve Codd presented the awards and the first was the Chairman's Award, which went to Alan Rennison. Unfortunately Alan was unable to attend due to poor health so, in his absence, it was gratefully and emotionally accepted by his wife Linda. The CFI Award for most improved pilot went to Mark Kidd, and the Cross-Country Award went to Larry Lawes.

**Marc Corrance**

**THE GLIDING CENTRE (HUS BOS)**

[WWW.THEGLIDINGCENTRE.CO.UK](http://WWW.THEGLIDINGCENTRE.CO.UK)  
522626N 0010238W

BRILLIANT news – on 2 February Lewis Bricknell became our first pilot to solo just after his 14th birthday. A faultless aerotow, circuit and 'greaser' landing were followed by applause and congratulations, particularly

(Left to right): Selvan Mudaliar (right) with instructor Richard Dann after his first solo at **Shalbourne** (Stephen Trenaman); Lewis Horsely, 14, after his solo at **Staffordshire**; **Upward Bound Trust's** Mark Newby had his first flight in a K-6 on New Year's Day (Chris Scutt)



from his proud parents. Marvellous stuff! A member has sourced a new prop and spinner for our motorglider in four weeks. Great cost saving too Ed. Our events listing, whether gliding or other, grows by the day. There could be something on most weeks of the season and it's our 60th anniversary year too. AGM 20 April, Task Week starts 24 August, competitions as listed in S&G.

**Tony Lintott**

#### **TRENT VALLEY (KIRTON IN LINDSAY)**

**WWW.TVGC.ORG.UK**

**532745N 0003436W**

JOHN Williams and John Caldwell managed a one-hour plus wave flight from Kirton in the club Acro on our last flying day of 2012. A wet January and consequently a waterlogged airfield meant few flying days in January, but we took the opportunity to carry out essential tasks. Members made trips to Portmoak in February and March, getting in some flying time before the soaring season. We have 10 members currently attending a FROTL course. We have also held a series of winter lectures to help members prepare for Bronze and Silver badges. A clutch of pilots are anticipating some better weather in order to tackle badge flights. Andy Johnston has converted to the Astir.

**Geoff Davey**

#### **UPWARD BOUND TRUST (HADDENHAM)**

**WWW.UBT.ORG.UK**

**514635N 0005630W**

A HARDY group of us flew on a bright but cold New Year's Day, with Mark Newby getting the year off to a good start with his first flight in a K-6. Our AGM in January was well attended with plenty of discussion about the year ahead. Gayle has confirmed the date for our annual dinner will be 23 November.

**Chris Scutt**

#### **VALE OF WHITE HORSE (SANDHILL FARM)**

**WWW.SWINDONGLIDING.CO.UK**

**513614N 0014030W**

OUR normally well-draining field has been unable to cope with biblical standard rainfall; fortunately we had enjoyed an end of year burst of activity. The committee has been looking into creating a club development plan to continue our recent progress. Membership, achievements, launches and voucher sales have been very encouraging and we have secured our tug fuel supplies after previous hand-

to-mouth arrangements. We anticipate great progress from our band of developing pilots and, in addition to the busy programme for the year, we have a club and task week arranged for w/c 7 May, visiting pilots will be assured of a warm Sandhill Farm welcome.

**Peter Berridge**

#### **WELLAND (LYVEDEN)**

**WWW.WELLANDGC.CO.UK**

**522758N 0003430W**

WHEN our field hasn't been covered in snow, it has been waterlogged; nothing to report, apart from congratulations to junior member John Wimpenny for his Clarinet Diploma. Enough said.

**Paul Porter**

#### **WOLDS (POCKLINGTON)**

**WWW.WOLDS-GLIDING.ORG**

**535541N 0004751W**

WE are hoping for some good soaring this year. We are looking forward to hosting our first Wolds Regionals (15-23 June) and John Norman has been persuaded to be director. The Two-Seater Comp (18-25 August) director will be Patricia Ridger. Thank you to Dave Holborn, our Inter-Club League captain for some years. Alan Rands will be the new captain. We have to say "Thank you, goodbye and good luck," to two stalwarts – Karen and Dave Binney, who after contributing a great deal to the success of the club over recent years are moving south to set off on a new adventure, based on the waterways of England. Dave Wheeler will be taking over as treasurer.

**Avelyn Dell**

#### **WREKIN (RAF COSFORD)**

**WWW.WREKINGLIDINGCLUB.CO.UK**

**523824N 0021820W**

THE weather has hit the gliding at Wrekin. A combination of snow and wind put paid to some weekends and the rain has resulted in a few parts of the field being unusable, which has restricted the flying. For the first time in a long while, the annual first-hour-off-the-winch completion has not been won in January. However, the club has made the most of the flyable days to progress training. Our long-serving OIC Dennis Maddocks has handed over the reins to Simon Hawker. Dennis has been instrumental in keeping Wrekin running and flourishing over the past few years and has the thanks of all the club members. Simon has been made very welcome in his new role.

**Ian Redstone**

#### **WYVERN (UPAVON)**

**WWW.WYVERNGLIDINGCLUB.CO.UK**

**511712N 0014700W**

NOW that winter has firmly taken hold, flying has inevitably reduced. A few members embraced a very soggy airfield in January and we were treated to some rare winter thermals in early February. Thanks to Ken Marsden and Tochi Marwaha, we now have central heating in the clubhouse and toilets, with the workshop to follow. We also received our newly refinished K-21 ready for the new season and held the club AGM. Unfortunately our Junior was very seriously damaged when it was blown on its back in high winds in early February. Just about every (solo) member has had a memorable flight in this aircraft.

**Sam Prin**

#### **YORK (RUFFORTH)**

**WWW.YORKGLIDINGCENTRE.CO.UK**

**5357100N 00111332W**

WE recently experienced the Yorkshire version of Ice Pilots; it's found on YouTube as "Ice Pilots: Rufforth Airfield in January". We have finally bid farewell to our Grob Acro, G-CFOK, which has been sold to the Philadelphia Glider Council in the USA. Our employed engineer Dave Allen has retired after working for the club for more than 20 years. An employed replacement is not sought as club stalwart Rick Hornsey, our very able aircraft member, has taken up the reins and all members are encouraged to assist him.

**Mark Boyle**

#### **YORKSHIRE (SUTTON BANK)**

**WWW.YGC.CO.UK**

**541338N 0011249W**

THE mixed weather resulted in a mixed bag of activities here. The chill factor didn't stop Mike Wood getting the T-21 out at least once. As well as club flying – mostly ridge and wave with some flights around 10,000ft on the better days – we've also diversified with Army Air Corps Lynx helicopters practising snow landings and even a kite snow-boarding day. More seriously we've FLARMed the fleet, been packing in safety briefings and RT courses and now have two new Ass Cats and four more BIs on the way. The EuroFOX project moves on apace with Richard Cole working with the team at Nitra on the build.

**Chris Thirkell**

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



The Park is tucked away with access through a farm. Car sat nav just gets you lost, so follow the directions on the club's website. Good relations with neighbours are valued, so members drive slowly through the village, observe no fly zones to minimise noise and are PPR for visiting aircraft. Powered aircraft are not encouraged, but motor gliders, carefully flown, are welcome to visit.

## > CLUB FOCUS

### BATH, WILTS & NORTH DORSET GC

#### AT A GLANCE

##### Membership:

Full: £306  
Junior: £190  
Cadet: £96

##### Launch type:

Winch - £8.70  
Aerotow - £30.90  
Motor glider - £51 per hour

##### Club fleet:

3 x Puchacz, 2 x Astir,  
K-6Cr, Pawnee, Venture

##### Private gliders:

26

##### Instructors/Members:

18/82

##### Types of lift:

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**T**HE Bath, Wilts & North Dorset Gliding Club, known to its friends as The Park, is located on the Wiltshire/Somerset/Dorset borders

just north of the A303 between Mere and Warminster. It recently celebrated its 50th anniversary as a club and its 20th at its current location. Some original members are still with us and we have a friendly membership ranging from 16 to 80+.

We can be a bit difficult to spot from the air, but are found between Longleat and Stourhead House, just south of a small ridge for those winter SWly days when the thermals aren't popping off the chalk downland. NWly winds sometimes bring us wave, and we frequently have long convergence runs in the afternoon in any wind direction. Airspace is locally good, with the recent closure of Lyneham zone greatly improving our access northwards.

The club prides itself on being a welcoming place and on running itself efficiently and effectively, as well as having a good social scene. As an all-volunteer club, vital duties are rostered amongst members, and important components of the club's operations are owned by

individuals. We roster two instructors on each flying day, as well as winch drivers, LPCs and tug pilots. Active membership has generally followed the national trend over the years, but has actually seen a small upward movement in the past two years, despite the unhelpful weather.

Junior Gliding status was awarded to us on the basis of our subsidised cadet and junior training programme. We are also home to the highly active Bath University GC, and have several members who have developed instructor ratings through that route.

We usually feature well on the National Ladder and are active participants in the Inter-Club League, sometimes reaching contention in the final. With 26 private owners on site, we actively encourage cross-country flights. Several of our members regularly participate in competitions and we can even claim that one world champion has passed through our ranks en route to stardom. We may have some budding ones even now!

The Park welcomes visiting pilots, preferably with prior notice, especially to club weeks.

**Mike Thorne**



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# QUEEN OF THE SKIES OR SHK?

Part two of a feature offering advice on choosing an older glider

**W**ITH many more competitions coming on line that are increasingly catering for a huge range of older wooden ships, wood is again becoming increasingly popular. In part two of our series about purchasing your first wooden glider, we take two owners from the opposite ends of the performance spectrum, who in their own words sum up what it's like to own and operate these two very different machines.



Andrew Jarvis lands out in Silvo, an Eon Olympia 2b that he describes as the Morris Minor of gliding and the ideal entry to the world of vintage gliding

**OWNING A GLIDER LIKE THIS IS A COMMITMENT, BUT IT WON'T SPRING ANY NASTY SURPRISES ON YOU**

## **Eon Olympia 2b - The Queen of the skies** *by Andrew Jarvis*

If there is a 'practical classic' in vintage gliding, then it must be the Eon Olympia 2b. It is the Morris Minor of gliding. The Oly has no hidden faults and is the ideal entry to the world of vintage gliding; perhaps a curious world to those who expect gliders to be white and torpedo-shaped.

I purchased my Olympia, which looked worse for wear, but with a solid-looking aluminum trailer, for £2,000. The log book showed an illustrious history; BGA 687 was once owned by Wally Kahn and was called Silvo, because it was originally painted silver.

Like other Oly restorers, I was fascinated by all the Eon date stamps, and thrilled to find my birthdate – 20 April, 1947 – under the seat! We soon set about restoring all removable components – undercarriage, control levers, skids, etc.

I had some lovely flights in the Oly, but like Mr Toad I was beguiled by a more exciting

glider and, as often happens, the Oly lived in its trailer, which was less water-tight than I imagined! Some water damage developed and eventually I decided to take the Oly to SZD in Poland, as they had done an amazing job restoring our T-21b.

Now, about Olys in general. The beautifully harmonised handling, especially in steep turns, is almost a cliché, but I'm afraid the reason they are so good is that it's not an English design at all, but a pre-war German glider designed by the legendary Hans Jacobs. It is quite easy to rig, but never quick; you need three people.

It takes several long flights to get really comfortable in the cockpit and you just have to juggle your favourite cushions and parachute. You may feel buried at first; the

cockpit can be dark and you are sitting in a cut-out in the wing leading edge. However, once you get the cushions right, you really feel you are in a flying armchair. You almost need slippers to complete the illusion!

If buying an Oly, look carefully at the canopy. They all have cracks and scratches, and you won't find a replacement. The canopy sides are close to your head, but I love that as, when you open the sliding clear vision panel, it feels just like an open cockpit. Nothing is more vintage than looking out of the little open window, while you lazily circle at 30kts, seeing every detail below. The view to the sides is not great by today's standards, but I've never been worried by it. Another very desirable feature is the Cosim variometer with the red and green 'balls', but you rarely find one in full working order.

The airbrakes are very powerful, such that side-slipping is seldom needed. The brakes make a glorious whistle; yet another 'vintage feature'!

Sooner or later will come your first field landing – probably sooner with that glide angle of 22! Just don't land too slowly; the energy vanishes and the skid will stop you very fast. Now your problems start. The Oly is exhausting to move in a rough field, as there is little ground clearance. Top tip: carry a long, thick rope in the 'luggage compartment' under the wing, it comes in handy. Also, please don't be tempted to land in any kind of crop (I did once), as the tailplane is made of 1/32 ply and it won't like it!

Finally, we Brits are blessed in that our vintage gliders rarely get glue failure. Due to the legacy of the wartime Mosquito, we never really went down the casein route and so, no matter how scruffy your Oly may be, it won't fall apart. As regards maintenance, it really is commonsense: try and get the glider aired in the winter months and flown if possible. Check that the wing and tail D-boxes are not filling with water. Try to keep mice out!

In summary, owning a glider like this is a



commitment, but it won't spring any nasty surprises on you. Like most vintage glider owners, you will probably spend more time and money on the trailer than the aircraft. And do let your trusted friends fly the Oly, since only then will you see what a masterpiece of snub-nosed beauty she is in the air. Ted Warner, when CFI at Cambridge, called the Oly 'The Queen of the Skies' and I think that sums it up.

**SHK-1: The pinnacle of wooden gliders**  
*by Rick Fretwell*

Years ago, whilst perusing a copy of *Jane's World Sailplanes*, I stumbled across the SHK-1 and fell in love immediately. Representing the pinnacle of wooden gliders, it has a good glide at 38:1 and later models had a lengthened cockpit (useful when you're 1.95m tall).

Compared to the Standard Austria, its predecessor, the SHK has 40 per cent bigger tail for improved stability and two metres extra wingspan for the glide angle. I was hooked and started the search to obtain one. Most of the ones I looked at were either in poor condition, lacked a decent trailer or were way out of my budget. I kept searching and eventually found CGZ; it had just come out of the paint shop so was in top condition. It has the stretched cockpit and is adapted to take a drogue chute. It also came with a metal trailer and fittings, a new C of A and, above all, was affordable.

The first time CGZ was taken out of the trailer at Bannerdown, Al Stacey immediately recognised the glider as having formerly belonged to Chris Gildae, who crashed it during an Inter-Services competition in an out-landing at Bicester, necessitating extensive repairs. I eventually met Chris and now have the prior history of the glider virtually from the day it left the factory.

After rigging the glider for the first time, I subsequently found a dearth of people the next time I asked; an SHK wing even outweighs a Skylark centre-section! Once I've bullied, bribed and cajoled three other people

to help lift the panels, they go together easily enough and are held in place by a single expanding bolt. The aileron and airbrake controls are self-connecting so no fiddling inside the fuselage, whilst the tail feathers simply slot onto spigots and are locked with catches. Rigging, ready for wing taping and wire locking, takes about 15 minutes.

Early flights revealed the instruments left something to be desired. A rummage through my bits box unearthed some better instruments, plus acquiring an LNAV, a radio, a FLARM and a mechanical vario, produced a new panel. The panel has made all the difference, both for flying and ergonomics, as I managed to build extra clearance for my knees. Because of my height, I found on longer flights the cockpit did get uncomfortable as my knees were never in contact with the seat. I resolved this by two carpet rolls between the seat and my knees for some support.

Flying the SHK is not difficult, but being a V tail there is some interaction between the rudder and elevator controls in that full deflection on one plane limits the deflection on the other due travel limits of the mixer unit. This has not been a problem in flight as I haven't needed full deflection in both planes at the tail. The other concern is the air brakes, which are set back on the wing so have limited effect; anything above the correct approach speed and it floats for ever. I have a drogue chute, but am missing the release ring and swivel for it, if anyone has a spare?

Maintaining the glider is getting difficult, as there are no longer any factory spares, though technical advice is readily available.

Do I enjoy flying and owning the SHK? Easy, yes. With hindsight, would I buy another? Certainly. It's a lot of performance for little money. Did I mention I'm a Yorkshireman?

SHK-1 CGZ is a lot of performance for little money, says owner Rick Fretwell

**COMPARED TO ITS PREDECESSOR, THE SHK HAS 40 PER CENT BIGGER TAIL FOR IMPROVED STABILITY AND TWO METRES EXTRA WINGSPAN FOR THE GLIDE ANGLE**



The Skylark 2b is a British classic

■ In the concluding part of our series, we will take a look at owning and operating two of Slingsby's finest. Brian Griffin gives us an insight into a British classic, the Skylark 2, whilst for something just that little bit different, David Williams takes us through the ins and outs of a two-seat icon, the Slingsby Eagle.

# BGA accident/incident summaries

AIRCRAFT					PILOT		
Ref	Type	Damage	Date, time	Place	Age	Injury	P1 hours
128	Dimona	minor	20/07/12, 14:15	York GC	73	none/none	2000+
Propellor and spinner damaged after collision with hangar door. The pilot was avoiding the soft grass by taxiing along the tarmac outside the row of hangars when a wingtip caught on a wire stay of an open hangar door. The TMG swung into the closed door of an adjacent hangar before the pilot could stop it.							
129	Grob Astir	substantial	11/08/12, 14:30	Deeside GC	21	none	not reported
Glider rolled off the end of the runway onto rough ground, leaving cracks in the underside of a wing and breaking off the undercarriage doors. The visiting pilot reports using the wheelbrake, but that it had no effect.							
130	Pawnee	minor	18/08/12, 13:00	Trent Valley GC	-	none	not reported
Undercarriage broke during an otherwise normal landing. The wire safety stop prevented further damage.							
132	IS28	minor	19/08/12, 10:30	Carlisle Airport	48	none	not reported
Prop strike during landing.							
133	PIK 20E	minor	19/08/12, 17:00	Dorset GC	73	none	1000
Minor damage to wing, aileron, undercarriage, engine and prop during an emergency landing. The self-launcher took off, but could not climb. The pilot was able to land in a small field, but clipped a hedge on the approach and had to groundloop to avoid over-running. He had been flying the tug for several hours on a hot afternoon before flying the glider and, although he recalls opening and closing the airbrakes as part of the pre-flight checks, they may not have been fully locked.							
134	Grob Astir	minor	18/08/12, 17:00	Windrushers GC	49	none	36
Undercarriage door damaged when the wheel retracted partway through the landing ground run. The undercarriage lever had not been completely in the wheel down position.							
135	Discus	substantial	24/08/12, 13:20	Four Counties GC	46	none	not reported
Starboard wing leading edge damaged after an aborted take off. The wing dropped to the ground during the aerotow take off; the pilot released, but could not stop the glider before it ran into the runway edge light.							
136	Discus	substantial	24/08/12, 13:50	London GC	50	none	1100+
Nose, canopy, fin and tailplane damaged during a field landing crash. After failing to soar away from a low height, the pilot selected a small field but, during the approach, the glider clipped a tree embedded in the boundary hedge.							
137	Junior	substantial	26/08/12, 16:30	Four Counties GC	54	none	69
Nose, canopy and wing damaged after hitting power lines during a competition field landing. The pilot had seen the main wires running parallel to his approach, but the pole for the branch line was obscured by trees and buildings. After seeing the wires just before hitting them he tried to dive under them, but a wire struck the nose before sliding up and fortunately over the canopy. The impact slowed the glider, which then landed heavily on the nose and one wingtip.							
138	ASH 25	substantial	26/08/12, 13:30	Kent GC	57	minor	570
Tailplane and canopy destroyed, fuselage damaged by groundloop while landing in a crop field. The tug pilot reports feeling the tug starting to be tipped at about 350ft agl and by immediately releasing was able to recover just above the top of the trees. The glider pilot saw that the tug had descended out of sight below the nose and had tried to recover using the elevator. After being released, the glider pilot was faced with a very limited choice of fields.							
139	RF 4	substantial	23/08/12, 13:20	Lasham GS	77	none	17,000+
Monowheel undercarriage retracted during the landing ground run. The undercarriage had been lowered before landing and, as the lever is not visible to the pilot during flight, he checked by opening the airbrakes. The u/c warning (checked as functional during the pre-flight checks) did not sound so the pilot assumed that the undercarriage was securely down and locked.							
143	ASW 27	minor	22/08/12, 19:00	Lasham GS	67	none	1735
Wheel-up landing after an aerotow retrieve.							
144	Nimbus 3	destroyed	4/09/12, 13:30	Scottish GC	49	fatal	-
AAIB investigation.							
147	Arcus T	substantial	8/09/12, 14:00	Cambridge GC	64	none/none	1120
Tailboom snapped just forward of the fin during a short field landing approach. The approach was flown with full flap and lots of airbrake and required a large change in attitude to reduce the descent rate during the round out. The tailwheel struck a slight ridge at the edge of the airfield, snapping the rear fuselage.							
148	Sport Vega	minor	8/08/12, 11:45	Darlington GC	-	none	not reported
Glider overran the cable during a winch launch allowing the stop to become entangled round the wheel, slightly damaging the wheel mounting; the cable and stop had to be cut free. The pilot had been using some wheel brake, but the glider was pulled forward while the winch was taking up slack. The stop signal was quickly given, but the glider had still travelled 30-50m.							
150	Janus	substantial	15/09/12, 16:00	Burn GC	58	none/none	230
Heavy nose first impact forced the nose wheel into the fuselage and scraped the underside of the glider. After initially holding off too high, the pilot allowed the glider to descend, but the glider bounced back into the air after touching down. The pilot then closed the airbrakes and pushed the stick slightly forward; the ensuing PIO ended with the third, nose first impact damaging the glider.							

## BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	Place	PILOT Age	Injury	P1 hours
126	LS8	none	23/07/12, 15:00	-	-	-	-
Field landing into a barley crop resulted in an insurance claim from the farmer.							
127	Discus	minor	11/08/12, 11:30	-	-	-	-
Wing hit parked cars while being towed out. Gelcoat damage to wingtip and tailplane, tow out gear broken.							
131	Ventus Ct	substantial	9/06/12	-	-	-	-
Rudder crushed and sternpost slightly damaged after tow vehicle backed into glider. The pilot was reversing a Gator utility vehicle back to the glider towbar when he inadvertently over-accelerated and the vehicle ran into the back of the glider.							
140	DG 500	-	29/07/12, 12:00	-	-	minor	-
Cracked ribs and bruising after winch launch assistant holding down the glider's tail fell over. The helper had tried to follow the glider rather than releasing at "all out".							
141	PA 18	minor?	28/08/12, 14:30	-	-	-	-
Mower ran over and picked up tow rope of parked tug. The sudden jerk distorted the tow hook and possibly damaged the adjacent airframe.							
142	Marianne	none	12/08/12, 14:15	-	-	-	-
Rear canopy opened during winch launch. Distractions prior to launch, difficulty checking rear canopy from front seat and a (young) non-pilot rear seat passenger all contributory factors. The side-hinged canopy had been closed, but the lever was not full forward, allowing the canopy to come open.							
145	K-13	minor	30/08/12, 11:30	-	-	-	-
Canopy struck glider and holed after a strong gust blew it from P2's grasp. The P2 had been removing the front cockpit weights at the time.							
146	K 13	-	26/08/12, 16:00	-	-	-	-
Inadvertent airspace infringement. The glider P1 (in rear seat) realised that the tug was in airspace, but assumed that the tug pilot had requested clearance in accordance with a local agreement. Due to earlier radio problems, the front panel mounted radio had been left off before take off so he was unable to confirm this and elected not to abort the tow. In fact, the tug pilot had not realised that he had entered controlled airspace.							
149	-	minor	28/08/12, 13:30	-	-	-	-
Slight damage to on-site caravan caused by falling winch cable. Strong crosswind, inadequate drift correction by pilot, small cable parachutes, sub-optimal winch positioning and mid-level attachment failure all contributed to the cable drifting further and descending faster than anticipated.							

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 – see story on p67. 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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## Performance & Development

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### Team GB Manager

Graham Garnett

### Development

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### Airspace

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### Instructing

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### SLMG

Andy Miller

### Technical

Howard Torode

### Flying Operations

Ted Norman

## CAA SLMG Instructors and Examiners

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

## Regional Gliding Examiners

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

## Regional Safety Officers

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

## Airworthiness Inspectors

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

## Airworthiness Guidance

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

## Accident Investigation

### Chief Accident Investigator

Chris Heames

## Other Information

### Courses

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

### Fees

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## I LEARNED ABOUT FLYING FROM THAT...

20/20 hindsight is a great thing, but would you have recognised and avoided the hazards during this seemingly innocuous November flight by our anonymous contributor?

**T**HE flight, my third in the ASW 20, was going very nicely. The air was like velvet as all the lift had been used up earlier in the afternoon. It was a mid-November flight on a bright sunny day; that was clue number one!

Earlier in the day I had commented on the number of strands of gossamer floating around the airfield. A little later I retrieved the '20, which I had let the CFI fly first. When I arrived at the aircraft with the 'Gator' he commented on the amount of gossamer on the grass. Those little money-spiders were working their little silken socks off to produce so much. There was a truly astonishing amount, it was all over the airfield, covered in dew and it looked spectacular in the back-lighting as it reflected and refracted the light; clue number two!

I got airborne somewhere around 14:45 local. The departure was unspectacular and I released at 2,000ft.

Return to the field was uneventful as I prepared to join the circuit. All the usual checks completed, the speed was nailed at 50kts for the approach. I had planned to land using first stage landing flap, which I would lower after I had turned final. The aircraft was flying as if it was on rails with everything very stable. Cross-checking speed with attitude said that everything was going nicely – just a tad high so a spot of airbrake to keep me pointing at my aiming point.

As I was turning final I realised that the sun was quite in line with my direction of landing and low on the horizon. I have had this experience before and knew that depth perception was going to be awkward, but quite do-able.

Shortly before coming over the trees on 22 I had closed the airbrakes to reduce my rate of descent; as I crossed the trees I looked down for a final speed check at my ASI and it was bang on 50kts. When I looked up again I could not see a thing. The sun was glaring through the canopy and this, combined with that beautiful gossamer, was reflecting so much light through the canopy that there was what I could only describe as a 'sea of light' in front of me.

In these last few seconds, the brain was processing an astonishing amount of



This picture was taken just prior to the incident by a camera on the coaming filming the flight, which shows that from loss of vision to impact was a matter of six seconds

information. I knew I had passed over the trees, but I could not see how high above the ground I was. Peripheral vision told me that, not only was I low, but the rate of descent was high. I was aware of the possibility of pulling back on the stick too quickly and stalling, but by then it was too late and there was a loud bang as I hit hard, bounced and then hit again a second time.

I had a camera on the coaming filming the flight and that showed that from loss of vision to impact was a matter of just six seconds – but they were a critical six seconds, as that was where I should have been rounding out.

Since then I have been wondering why I was so relatively unconcerned about the glare during the initial part of final approach and why it suddenly became such a serious factor just a few seconds later. It didn't occur to me at the time but now, literally as I write this, I realise that there was another factor in all this and it's a physiological one.

Looking out of the cockpit with the sun in front of me the pupils of my eyes would have been contracted; I could see through the glare. When I looked down at my ASI the pupils of my eyes would have dilated as the instrument panel is in shade. Looking up

again would mean that I was looking at the sun and the reflections from the gossamer through dilated pupils – hence the inability to see and the 'sea of light' experience.

The holes in the Swiss cheese all finally lined up just six seconds before touchdown when I checked my speed.

### **So where did I go wrong?**

Had all those earlier clues been considered in the context of what happened later (hindsight!) I could have arranged my approach and landing to have been slightly offset by, say, 20 degrees. This would have mitigated the effects, but may well not have eliminated them. I had this option open to me all the way to the point where I decided to turn final. Right a further 20 degrees may have helped.

The best idea would have been to land in the opposite direction. Perhaps I should have decided this when planning my own circuit?

### **What did I do right?**

Before I first flew the ASW 20 I bought myself a Confor foam seat cushion. This is the same type of material as Dynafoam. I am 100 per cent certain that this saved me from eating hospital food for a long time.

## BGA BADGES

No.	Pilot	Club (place of flight)	Date
<b>DIAMOND HEIGHT</b>			
3-1757	Walter Baumann	Midland	13/08/2012
3-1758	Stephen Marriott	Borders	05/01/2013
<b>DIAMOND GOAL</b>			
2-2463	Lawrence McKelvie	Ulster	08/06/2012
<b>GOLD BADGE</b>			
Robert Starling	Darlton		18/11/2012
<b>GOLD DISTANCE</b>			
Rowan Smith	Devon & Somerset		31/08/2012
Lawrence McKelvie	Ulster		08/06/2012
<b>GOLD HEIGHT</b>			
Timothy Rowland	Borders		02/10/2012
James Addison	Deeside		18/11/2012
Robert Starling	Darlton		18/11/2012
Mark Gradley	Trent Valley		18/09/2012
Tom Dews	Bannerdown (Portmoak)		29/03/2012
<b>SILVER BADGE</b>			
David Humphreys	Booker		22/07/2012
David Close	Mendip		28/07/2012
<b>SILVER DISTANCE</b>			
Russel Trickey	Channel		26/08/2012
<b>SILVER DURATION</b>			
Terence Henderson	East Sussex (Long Mynd)		19/07/2012
David Humphreys	Booker (Thame Airfield)		22/07/2012
Liam Colleran	Trent Valley (Portmoak)		19/09/2012
Simon Kelly	London		29/09/2012
Tom Dews	Bannerdown (Portmoak)		29/03/2012

### AAIB BULLETIN: 12/2012

**THIS is an abridged report of the UK Air Accident Investigation Branch report into a Schleicher ASW 19B accident. The full report can be found in the AAIB Bulletins at [www.aaib.gov.uk/publications/bulletins.cfm](http://www.aaib.gov.uk/publications/bulletins.cfm)**

**Aircraft type and registration:** Schleicher ASW19B, G-DELA

**Year of manufacture:** 1981

**Date & time (UTC):** 6 May 2012 at 1251

**Location:** Aboyne airfield, Aberdeenshire

**Type of flight:** Private

#### Synopsis

An ASW19B glider was on approach to Runway 27S while a Mainair Blade flex-wing microlight was on approach to the intersecting Runway 05. Both pilots made downwind calls but due to a radio problem in the microlight neither pilot heard the other's calls. When the duty instructor (also A/G operator) became aware of the conflict he radioed the microlight to abort, but this call was not received by the microlight pilot. The glider pilot heard the call but was already committed to landing and did not know from which direction the microlight was approaching – he touched down and looked ahead but did not see any other aircraft. The microlight appeared suddenly on his left, at about the 10 o'clock position, and he instinctively applied full left rudder to avoid it but the glider's right wing struck the microlight, seriously injuring its pilot.

#### Analysis and pilot comments

The accounts from the pilots and the duty instructor differed in terms of G-MZBA's initial manoeuvres in the circuit; however, there was agreement on what had occurred once G-DELA was

established on the approach to Runway 27S and G-MZBA on the approach to 05.

The pilot of G-DELA stated that he was unaware that G-MZBA had rejoined the circuit behind him as he had not heard any radio calls from it. By the time he received the warning from the duty instructor he was already about to touch down. He looked ahead but did not see any aircraft and was not expecting an aircraft to be landing on Runway 05 and by the time he saw G-MZBA it was too late to avoid a collision.

The pilot of G-MZBA stated that he believed it was safe to make an approach to Runway 05, he did not look closely for traffic on the final approach to Runway 27 and by the time he saw G-DELA it was too late to avoid a collision.

If the radio on G-MZBA had been operating correctly the pilot would have heard the duty instructor's calls to abort and the accident could have been avoided. Had the radio been working, both pilots would also have been aware of the other's location in the circuit before the conflict was set up.

Since the pilot of G-MZBA was using a runway that was rarely used and was not designated by the club, it would have been necessary to be extra vigilant for traffic approaching 09/27S. However, he was inexperienced on the aircraft type and was concerned about the wind conditions so his attention was focused primarily on the task of flying and he did not see G-DELA until it was too late.

#### Safety action

The Chief Flying Instructor stated that after conducting a review the club decided to stop promulgating Runway 05/23 as an available runway and would remove any reference to it in the operating procedures for the airfield.



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**Cambridge Gliding Centre**

**Bob Thacker (1950-2013)**



BUCKMINSTER Gliding Club lost one of our stalwart instructors in January, when Bob Thacker died at the untimely age of 63, having fought a short battle with Leukaemia.

Bob joined the Royal Air Force in 1965 and trained at RAF Abingdon as a 'mover'. He joined the UK Mobile Air Movements Squadron, flying freight around the world, often in the back of the C130K Hercules.

Inevitably, as with any military job, this was short-lived; a posting to Hong Kong soon followed, and he and his wife Dawn moved to Kowloon for two years.

In late 1975 the family moved back to the UK and set up home in Highworth, Wiltshire, with Bob based at RAF Lyneham. Then with a son, James, the family relocated to Cruden Bay on the north-east coast of Scotland where Bob spent a few years in a civilian job at Dyce Airport.

In 1981 daughter Sarah arrived and Bob, ever ingenious, started work as a mortgage consultant for a local high street firm in Wotton Bassett. Another relocation followed in 1988, this time to Repton in Derbyshire, to what was to be their home for the next 16 years.

At a similar time Bob decided to take up gliding again, rekindling a passion for flying from his days in the Air Training Corps. Flying with Needwood Forest Gliding Club, Bob decided to take his gliding further and trained as an instructor.

He joined Buckminster Gliding Club in 2004 and quickly endeared himself to everybody as an Instructor with his relaxed, yet thorough, approach. Always cheerful, everyone got on really well with him due to his sense of humour and willingness to help.

A couple of years or so later, his wife Dawn was diagnosed with a brain tumour. Despite the strain of such a devastating illness, Bob remained committed to helping her without complaint until she finally succumbed to the illness.

Bob had a share in an Astir glider, but spent many hours flying as an Instructor, with a particular interest in furthering the development of younger pilots. He helped run the Air Training Corps Bursary course every August, where he endeavoured to get four cadets solo within seven days after an intensive week's training. Possibly because

of his RAF service, or just because that was how he was, he gave his all in his efforts to help the cadets achieve their goals. He helped out on the last course in August 2012, although he was clearly starting to suffer from poor health..

John Sentance, CFI at Buckminster GC, said that Bob was a well-respected and valued senior member of the instructing team. His most valued contribution was in the preparation of potential instructors prior to their courses, following which he would often 'sit-in' and contribute his extensive knowledge and experience during the course. His enthusiasm never waned, particularly during the extensive periods of inclement weather during the times when he felt poorly towards the end of his life.

Bob joined Buckminster's committee in 2010 and he could always be relied on as a voice of reason. He took on the role of marketing and development and produced a short-term plan aimed at both attracting new members and encouraging existing members to fly more. His efforts were rewarded when no fewer than 10 new members were recruited last year.

Sadly, Bob's health deteriorated rapidly in late 2012 and he was quickly diagnosed with Leukaemia. Despite being thoroughly unimpressed by this development, he suggested he might be able to continue doing some admin from his hospital bed, both for a new company set up by son James and for the gliding club. It was difficult to keep him down.

Bob's support and enthusiasm for the committee, for the instructing team, and for all the members of Buckminster Gliding Club will be sorely missed. Our sincere condolences go to his son James, daughter Sarah and their families, and all Bob's close friends.

**Roger Keay, chairman, Buckminster GC**

**Raymond "Jim" Bond (1946 - 2013)**




"JIM" Bond was a stalwart of service gliding in the late-60s and through the 70s. He trod a path familiar to many of us, soloing as an Air Cadet in 1965 before going on to extend his flying experience through the RAF, where his career embraced a range of technical roles.

His Silver badge followed in 1971 before he obtained his instructor ticket at Cranwell in 1974. The normal round of

postings meant that his home club rotated regularly, including Laarbruch in Germany between 1969 and 1971, Abingdon/Bicester between 1971 and 1973, a spell instructing at Cranwell and, thereafter, St Athan in Wales.

Away from gliding, Jim was clearly gifted with his hands, personified by his mastery of upholstery and love of vintage car restoration. His bewildering array of pastimes extended beyond even those to include canoeing, motorbiking, fell running and fencing.

In 1989 he met and subsequently married his wife, Sue, in the process accepting into his life her three children from a former marriage. When it became clear last year that Jim was slowly losing his fight with the twin curses of Alzheimers and Leukemia, he visited both Welland GC and Four Counties GC at nearby Wittering, flying at both sites.

I can testify that the ravages of illness had done little to blunt his flying ability, but it was fitting that his final flight, in September 2012, was back in the T-21 

**BGA BADGES** *cont*

No.	Pilot	Club (place of flight)	Date
<b>SILVER HEIGHT</b>			
	Martin Broadway	Dartmoor	21/10/2012
	David Close	Mendip	28/07/2012
	Doug Petrie	SGU	08/11/2012
	Ian Tait	Highland	04/01/2013
	Russel Trickey	Channel	26/08/2012
	Tom Dews	Bannerdown (Portmoak)	29/03/2012
	Kevin Charlton	Anglia	19/02/2012
<b>100K DIPLOMA PART 1 &amp; 2</b>			
	Claudia Krehl	Bicester	10/08/2012
<b>CROSS COUNTRY ENDORSEMENT</b>			
	Roger Appleboom	Dartmoor	02/12/2012
	Paul Whitters	Staffordshire	08/12/2012
	Matthew Hall	London	27/07/2012
	Liam Colleran	Trent Valley	19/10/2010
	Jamie Claughton	Cranwell	23/12/2012
	Thomas Warner	Portsmouth Naval	10/08/2012
	Tom Dews	Bannerdown	01/01/2013
	Richard Street	ATC	29/01/2013
	Paul Reed	ATC	29/01/2013
	James Davidson	Lasham	02/02/2013
	Martyn Baverstock	Fenlands	10/06/2012
	Adrian Phillips	Devon & Somerset	10/02/2013



with the RAF, and with which he was so familiar.

Sue is clear that the gliding days in his last few months restored the glint in his eye, and she has asked me on behalf of the gliding movement to submit this obituary to ensure that former gliding colleagues with whom he subsequently lost contact are aware of his passing. Our sympathies are extended to Sue and their family.

**Mark Rushton, Welland GC**

**Jim Tucker (1926-2012)**



JIM Tucker was one of that group of stalwarts which flew from Firle Beacon before the club moved to its permanent home at Parham, West Sussex. He was one of the planning committee

that found the new site near Storrington, and even he could not have known how successful the move was going to be.

Jim was born in Gloucestershire, and, when the family moved to a farm in Sussex, Jim soon adapted to life in a farming community. His father died when he was 14 and Jim took over the running of the farm. He observed the gliders flying along the Downs nearby and resolved to give it a try.

Before long he was taking every opportunity to spend time at the club, but this often meant leaving in time to milk the cows, muck out and a dozen other things before returning in time to put the kit away, still dressed in his wellies and overalls.

He met and married Cecily in 1957, raising three children: Miles, Gail and Hannah. He was active in the local community, particularly with the Lewes Little Theatre on the production side, and was also with the Sussex Young Farmers.

Jim became a Full Cat instructor with Southdown Gliding Club, regularly flew the Oly 460 cross-country and could scrape with the best. One of his most endearing traits was that he never ever lost his temper on any occasion. All he had to do was to imply that he felt "let down" and that was sufficient to send the offender home chastened.

His accent was a mixture of vintage Gloucestershire, probably picked up from his father, and rural Sussex combined. As an instructor his verbal delivery was rapid, except for the last four or five words, which were usually loud and clear. It was

important to listen! This trait, coupled with his practical knowledge, his boundless energy and enthusiasm and a twinkle in the eye, endeared him to the whole of the Southdown community.

Jim lost his wife Cecily in 1995 and he himself then suffered a major illness. As Vice President of the club he maintained a keen interest and formed a close friendship with our then President, Joan Cloke. They would attend club functions, whenever health permitted, and both were justly proud of the fact that the club had grown and prospered since moving to Parham in 1973.

**Peter J Holloway, Southdown GC**

**Mike Lee (1931-2012)**



SADLY we have to report the passing of Mike Lee after a long illness

Mike, a founder member of Rattlesden Gliding Club, was born in Dinas Powys and moved to Aldham, near Colchester, at the age of three.

After school he joined the De Havilland Aircraft Company where he studied Aeronautical Engineering for five years.

Subsequently, he came home and joined his father on the family fruit farm at Aldham and remained there for the rest of his life.

Mike married Kay in 1959 and, in the fullness of time, three daughters appeared: Sarah, Bridget and Minnie.

He started gliding at Whatfield in the early 60s, but joined Rattlesden as a founder member in 1976.

I joined in 1976 and did a lot of *ab initio* training with Mike, discovering what a good instructor he was.

Mike had that rare ability to impart knowledge quietly and succinctly. He would allow you to get into a muddle and, with a few quiet prompts, get out of it without touching the controls - an ability not shown by all.

He never wished to become CFI and many people said he was the best CFI we never had.

He was, I know, quietly proud of daughter Sarah, who did become CFI and carried on the "Lee flag" to the next generation.

Mike flew regularly in Competition Enterprise at North Hill and won on several occasions. This prompted the locals to put up a sign gleefully saying "Go home, Lee!"

Mike was a very good cross-country pilot with full Gold badge and Diamond goal flight.

I once asked him what was the art of cross-country flying. He replied with that slow, easy smile: "Shove the stick forward in sink, pull it back in lift - that's about it!"

The last few years had not been kind to Mike, but he bore the indignities of old age with quiet stoicism, as one would expect of the man.

If I had to sum up Mike in two words it would be "quiet competence", both as an aviator and in the way he led his life.

Those of us who knew him will mourn his passing.

**Steve Kiddy, Rattlesden GC**

**Raymond John Clifford (1923-2012)**

OUR former club member and safety office, Ray Clifford, died just short of his 90th birthday. He was a well liked and respected club instructor at Husbands Bosworth for many years.

Ray started his flying career in WW2 as a Sgt pilot in a Spitfire sqdn in North Africa, attacking Rommels troops until they withdrew to Sicily. He was then sent back home as surplus to RAF requirements and told he would be retrained as a glider pilot. He told me many years later that the prospect did not appeal to him, as the risks seemed higher than fighting Goering's fighter pilots!

Fortunately for him, the war dragged on and ended before he got entangled in the Glider Pilot Regiment.

After demobilisation, he trained as a school teacher and, for the next 40 years, taught in local schools in the Market Harborough area. The kids obviously loved him, as when I would visit him around the time of his birthday, there would be dozens of greeting cards. And this was well into his retirement.

When the then Coventry Gliding Club moved to Husbands Bosworth in the early 1960s, Ray decided that perhaps he should bury his prejudices on gliding and joined the club, soloing fairly early and then going on to become an instructor. This was before the days that the minimum standard for instructing was the Silver 'C'. When I became CFI at Hus Bos some time later, I realised that he was our only Bronze 'C' instructor. After a while, I persuaded him to complete his Silver distance and then had to retrieve him for my pains!

With his mane of red hair and ginger

beard, Ray always stood out on the airfield and was a well liked and popular instructor.

After his retirement and move into a nursing home, I would often drop by for a chat and it always amazed me that he retained his full head of hair right up to the end, although losing its brilliant colouring.

His funeral was well attended by the many friends and folk he had helped over the years, including many of his former school pupils.

A quiet man, he will be greatly missed by many.

**Ron Davidson, The Gliding Centre**

**Derek Jones (1948-2013)**



DEREK started off with ground slides in a Primary as a schoolboy and CCF cadet at the Royal Grammar School, where they used to bungee around their Sports Field.

However, Derek began gliding in earnest in 1976, having been introduced to Fenlands by Pat Rowney, a fellow RAF

Marham first XV rugby player, on the pretext of maintaining fitness by pushing gliders around all day.

Though ground slides were his only relevant background, it was obvious that he had a natural talent as a pilot and he was sent solo in the barge very soon after he joined Fenlands.

Gliding rapidly became his abiding interest and Derek eventually moved to RAF Gutersloh in Germany, where he flew with the Pegasus Gliding Club. On promotion to RAF Bruggen he joined the Phoenix GC.

His greatest strength was as an organiser and Derek was well able to poke fun at himself as a 'pen-pusher'. This was exemplified on one occasion at Phoenix, on a non-flying day, when he was informed that they would welcome assistance with a tractor's oil change. His response was: "Ah oil, particularly mucky stuff - isn't there a letter that needs writing?"

Derek was an experienced pilot and instructor and, soon after, left the RAF to pursue another career outside the Service.

He maintained his links with the RAF

and gliding by joining the Chilterns Gliding Club at RAF Halton and, for the past 20 or so years, has been a stalwart of the club.

Derek was Chief Flying Instructor when Chilterns merged with the RAFGSA Centre. He flew in numerous competitions and expeditions, particularly to the Alps, where he took great pleasure in mountain flying.

Derek always saw gliding as a team sport and he was never the sort of pilot who turned up, flew and then went home. He took special pleasure out of instructing and his relaxed assured style of instruction gave many a nervous student that extra bit of confidence that makes all the difference.

He was an inspirational character, friend and mentor to many glider pilots and is greatly missed, though he has left a legacy in the innumerable contributions that he made as a club member, instructor and organiser; many pilots owe much to his help, advice and guidance.

Our thoughts and best wishes go to Moira and Derek's extended family.

**Pat Rowney/editing by Andrew Hyslop, Chiltern GC**



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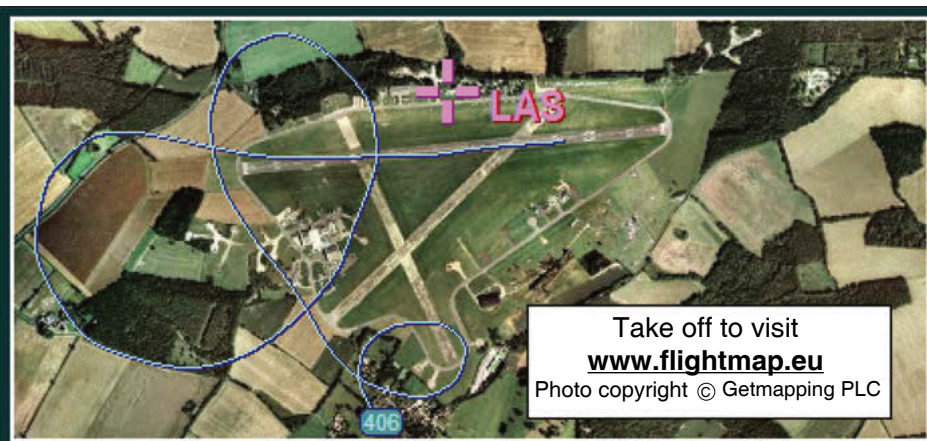
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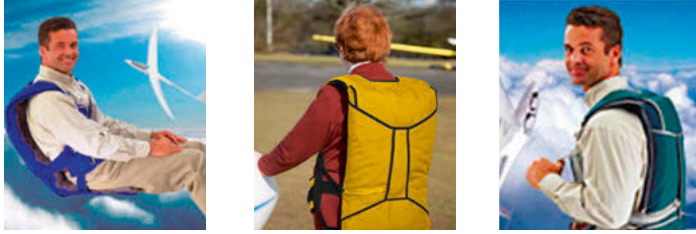


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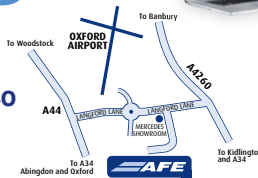


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