

# SAILPLANE & GLIDING

VOL. 64 NO.4

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Aerobatic flight examiner **Guy Westgate** reports on recent training experiences with his Fox glider in Spain and the lessons learnt to inspire a fresh look at advanced manoeuvre training



MEMBER OF THE ROYAL AERO CLUB AND THE FEDERATION AERONAUTIQUE INTERNATIONALE



 **THE MAGAZINE OF THE BRITISH GLIDING ASSOCIATION**  
AUG/SEPT 13 VOLUME 64 No 4

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

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



**COVER STORY**  
Complete with wingtip pyrotechnics, Guy Westgate puts the gliderFX display team's Fox through its paces at the end of the Youth in Aviation day at Bicester on 4 May (Alex Mazzoleni/gliderFX)

## DEADLINES

Oct/Nov 13

Articles, Letters, Club News: 6 Aug  
Display advertisements: 22 Aug  
Classifieds: 6 Sept

Dec 13/Jan 14

Articles, Letters, Club News: 8 Oct  
Display advertisements: 22 Oct  
Classifieds: 6 Nov

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## PUBLISHER

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

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› Bristol & Gloucester GC has received a grant of £6,500 from the Sport England Small Grants programme for the purchase of 10 FLARM units to equip all club gliders, its tug and the Bristol University Astir. The award covers the provision of remote displays for the two-seater gliders. The club also received funding to provide dedicated two-seat cross-country training with experienced instructors/coaches. Staffordshire GC has also been successful in obtaining Sport England funding to fit FLARM in its club gliders (as well as an Oudie to assist with cross-country training).

› More than 100 historic gliders from all over the world, together with around 300 pilots and supporters, are expected to attend the 41st International Vintage Glider Rally. It is being held at Lasham from 3-10 August and, on 4 August, will include a ceremony to mark the completion of the first phase of the UK National Gliding Heritage Centre and Museum.

› The Type Certificate for Jonker Sailplanes' JS1-C 21m was fully approved by the South African Civil Aviation Authority (SACAA) just in time for the European Gliding Championships in Vinon. French pilot Killian Walbrou flew his JS1-C to second place in the Open Class, while fourth place went to Ronald Termaat, of the Netherlands, also flying a 21m JS1.

› It has been suggested that the BGA should provide paper certificates (A5) for BGA sporting badge claims. If you would like your design to be used for a variety of BGA sporting badge achievements, please submit your design ideas, as an email attachment, to [office@gliding.co.uk](mailto:office@gliding.co.uk). The closing date is 31 August 2013 and the successful designer will receive a £50 BGA shop voucher.

› The CAA has published Information Notice IN-2013/089, which describes some of the possible effects of the 11-year peak in sunspot activity expected this autumn. The main likely effects on glider pilots are possible GPS malfunction and increased cosmic radiation exposure. The IN is at [www.caa.co.uk/docs/33/InformationNotice2013089.pdf](http://www.caa.co.uk/docs/33/InformationNotice2013089.pdf)

› Lasham's Kay Draper has set a new 100km goal flight record in the UK Feminine Standard, 15m, 20m and Open classes, with a 161km goal flight on 2 April at a speed of 142.42km/h.

# Bear Grylls drops in on Mendip while filming

WHEN celebrity adventure hunter Bear Grylls was filming in Cheddar Gorge at the end of May, he approached Mendip Gliding Club for permission to land his helicopter at the airfield.

Bear went off to do his filming and when he returned mentioned that he had previously flown in a glider, but had never experienced a winch launch.

Conditions were good and club

chairman Barry Hogarth was on hand to help Bear enjoy a thermic flight. Bear's security had to tell him not to be too long in fact!

He returned from his flight then took off in his helicopter.

■ Cambridge Gliding Club is expecting a visit from Bear in October, when he is due to visit the club's Scout gliding operation in his role as Chief Scout.



Bear Grylls prepares to enjoy a thermic flight with Mendip GC chairman Barry Hogarth

## DATES

NATIONALS, REGIONALS AND OTHERS

Junior Worlds	Lezno, Poland	28/7-10/8/13
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

World Glider Aerobatic Champs	Finland	18-28/7/13
Saltby Open	Saltby	6-8/9/13

■ **BGA Club Management Conference, 23 November, 2013 at Warwick University**  
 ■ **BGA Conference and AGM, 1 March, 2014 at the Belfry Hotel, Nottingham**

### NORTHERN REGIONALS

27/7 - 4/8/13

### 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

### GRANSDEN REGIONALS

10-18/8/13

### DUNSTABLE REGIONALS

17-25/8/13





Team manager Paul Conran with (left to right) Robbie Rizk, Chris Bowden and Jack Newman

## YOUNG BUCKMINSTER TRIO SET TO TAKE ON WORLD

AS WE go to press, a very youthful team is about to compete in The FAI Advanced Glider Aerobatic Championship at Oripaa in Finland (18-28 July). Team GB includes 14-year-old Robbie Rizk and Buckminster Gliding Club colleagues Chris Bowden (19) and Jack Newman (23). Chris Cain and Richard Brown are also members of the team, with manager Paul Conran.

Robbie, who was granted permission to finish school early for the competition, is the

UK Advanced National Champion. He took the title at the Aerobatics Nationals, held at Saltby, where dad George Rizk became the Intermediate National Champion.

Last year, Robbie became the youngest person in the world to take part in an aerobatics competition, at just 13, flying in the UK National Aerobatic Contest with a safety pilot. He is now set to become the youngest person ever to take part in a world class aerobatic championship.

## DVD guide to field landing

THE Ted Lysakowski Memorial Trust has sponsored the production of a field landing training DVD. The 47-minute video may be downloaded from the web in its entire form, or on an individual chapter basis via YouTube. Club CFIs can also request DVD copies from the BGA.

The video is structured around the classic approach for executing a safe field landing in a glider and guides the cross-country pilot through the process of field selection using the standard format, ie size, slope, surface, stock and obstructions. Its eight chapters include many examples and advice about common problems and pitfalls and can be used as an individual training aid, or as a briefing

aid in a classroom setting. Links for the entire DVD and the individual chapters can be found at: [www.gliding.co.uk/bgainfo/competitions/fieldlanding.htm](http://www.gliding.co.uk/bgainfo/competitions/fieldlanding.htm)

Thanks go to: The Ted Lysakowski Memorial Trust for support and sponsorship; Warren Palmer for photography and for the endless hours spent on the sound track; Graham McAndrew for the technical direction, script and content; Lasham Gliding Society for the provision of reduced hire rates for some of the aerial photography; Hugh Kindell for dealing with the administration and proof-reading; all those other people who provided help, photographic material and input.

## Silver for Ayala

CONGRATULATIONS to Ayala Truelove, who has won her second successive silver medal in the Club Class at the Womens World Gliding Championships at Issoudun, France, in July. Ayala finished in equal second place with German pilot Doerte Starsinski and just 14 points behind gold medallist Christine Grote (GER). Club Class team mates Claudia Hill and Helen Hingley finished 7th and 10th respectively.

In the Standard Class, Kay Draper and Gill Spreckley were 7th and 8th overall, which meant that Team GB was able to see off the competition from Poland to take second place in the overall team placings, behind Germany.

[wwgc2013.aeroclub-issoudun.fr](http://wwgc2013.aeroclub-issoudun.fr)

## MBE for Joe

JOE FISHER has been awarded the MBE in the Birthday Honours List for services to disability sport. He is the founding member and technical director of Portmoak-based Walking on Air, the charity that has made gliding available and accessible to hundreds of people with disabilities. Joe was instrumental in the development of the K-21 disability conversion, insisting on and assisting with the development of a rear seat hand control conversion to ensure that disabled pilots had the opportunity to become instructors.



■ SWANS took over the Reinheim Airfield, Hessen (pictured above), in early June, as torrential rains in the south of Germany converted airfields into water aerodromes in a matter of hours. Club members had just enough time to evacuate their gliders and trailers to higher ground, away from the nearby River Gersprenz.

Meanwhile, in northern parts of Germany, glider pilots were busy logging 1,000km distances.



Photograph by Andy Jessett

■ Pete Masson lands the title of 2013 Club Class National Champion in his DG 101. The Nationals were held at Lasham (25/5-2/6/2013) and boasted six 1,000 point days, no incidents and the longest task ever set for the Club Class, with over 90 per cent completing the task. The 510.8km task was set on Day 6: Lasham Start North - Avebury - Potton -

Manton - Nailsworth - Lasham Finish West.

Will Ellis also deserves a mention for some stunning performances in his K-6, giving the glass ships a run for their money.

The Lasham Regionals were held at the same time and, between the two comps, an impressive 167,543km were flown.



## Charting the years

FRANK PAPE, founder member and life president of Wolds GC, presented current chairman Roy Dell with an album recording many of the club's events from its beginnings in 1965, at the club's recent AGM. Frank spoke to members about the origins of the club and how it moved from location to location for a number of years before settling at Pocklington. He also stated how proud he is of the club's progress and development.

## Discover how to aim higher

SO YOU are now a qualified solo pilot, with no need for any more critical finger pointing instructor checks to ensure you are safe to fly a circuit in the local play park. Perhaps by now you have moved on to the club's top solo machine. Now what? How can you progress further and get to be a cross-country pilot?

If you first ask yourself how much of gliding skill is soaring and cross-country, most experienced glider pilots would probably suggest at least 50 per cent. So just how much AIR TIME have you had being taught how to thermal, read the sky and go cross-country? After all, the gliding instructor manual devotes only two paragraphs (less than 0.1 per cent of the manual) and a single page of diagrams to the skill of thermalling, so not really a lot of help there. Sadly, once safe solo and a Bronze endorsement have been achieved, the training at some clubs simply stops.

Consider the following analogy used by Bernard Eckey.

Would you consider that you could drive effectively and enjoyably having only ever demonstrated that you can safely manoeuvre the car up and down the drive

and a little beyond, but never out of sight of your house? In that case you would be happily released to explore the open road, traffic lights, junctions, roundabouts and shopping car parks, etc, on your own, but without any real experience except a few wise words! Of course, if you hold a driving licence, you didn't do this. So why in gliding do we consider a basic level of soaring and cross-country knowledge and experience the right way to go? Perhaps there is another way.

The good news! If you go down to the BGA website you should be in for a useful surprise. See left side 'Info for clubs' and select Aim Higher on the right.

Coaching is the key. The aim is to aid and offer both clubs and individuals ways to progress further in every aspect of advanced gliding. The package includes ground notes, briefing notes, and a syllabus for clubs to pick at as you please, and links to articles which offer current good practice. If you want more information to help your club to get involved, please feel free to get in touch.

**Kevin Atkinson**  
BGA Volunteer Club Coaching Lead



# PULLING PLUG ON GLIDING

I HAVE been involved in gliding since the mid-70s and aviation professionally since the late 70s. I have supported gliding in the UK voluntarily for all of this time as a club pilot and member, but also as a BGA inspector and, on occasion, conducting aircraft inspections for the LAA.

However, it is with a heavy heart that I now find I have to pull the plug on gliding as a sport in the UK. Not because of ill health or any other similar item, but because of the new regulations about to hit the streets.

I am currently living in New Zealand and, under the new pilot licensing rules, I need to have a GP sign off on my application for the new licence. As I am not resident in the UK, this is proving difficult and I have been informed that a GP in New Zealand would not be acceptable to EASA.

Therefore, I would not be allowed to fly solo even if I owned a glider in the UK.

My concerns about these new regulations are that it will put off prospective club members and, indeed, existing members. If you look at the current demographic of gliding in any country, the majority of members are no spring chickens and the average age is probably into its 50s. This, in addition with all the other regulation being handed down from EASA, will slowly kill off the sport but for the wealthy.

**Steve Saunders, RNZAF**  
Ex-UK glider pilot and engineer

**BGA Chief Executive Pete Stratten and Dr Peter Saundby comment:** As Steve notes, anyone flying an EASA glider in the UK after 7 April 2015 will need an EASA pilot licence and medical certificate. Over-regulation is an enormous barrier, but the BGA is proactive and working with others, including the CAA and Europe Air Sports. We have achieved much, medical and otherwise, but are conscious there is more to do although powerful opposition comes from vested interests. In Steve's case, and for other overseas visitors, the simplest solution is to obtain an ICAO-recognised Class 2 medical certificate in their own country and have it validated here. To address Steve's final point, under what is essentially nugatory (and hence incredibly frustrating) EASA regulation, gliding and many other aspects of aviation are becoming more expensive. However, thanks to a lot of ongoing effort by a dedicated and very capable group of people, we can still look forward to very many more years of fun and affordable gliding. Steve and others will recall an old military expression - 'illegitimi non carborundum'.

**Please send letters (marked 'for publication') to the editor at editor@sailplaneandgliding.co.uk or the address on p3, including your full contact details. The deadline for the next issue is 6 August**

## SAILPLANE & GLIDING



**Andy Davis**  
Competition flying



**Andy Miller**  
SLMG



**Howard Torode**  
Airworthiness



**Derren Francis**  
Tugging



**Mike Fox**  
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**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

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**BRITISH GLIDING ASSOCIATION**

# THE CONVERSION PROCESS BEGINS

BGA Chief Executive Pete Stratten reports on the progress of the licence conversion process and highlights BGA support for the challenges ahead

**A**S PREVIOUSLY described in a number of *S&G* articles during 2012, under a CAA issued Qualified Entity approval the BGA is facilitating what's known as a licence conversion process. This process aims to support members of BGA clubs making the change from the self-regulated BGA Gliding Certificate with various endorsements (eg Bronze, cross-country, aerobatics, etc) to the equivalent EASA licence with ratings, etc, by April 2015.

The basis for the conversion is the 'conversion report' submitted by CAA to EASA. This report has been put together in close consultation with the BGA. The BGA has always been and remains committed to the fundamental right to not lose privileges because of EASA rules. Indeed, Regulation

(EU) 1178/2011 Article 4 (5) indicates that the national regulators must adopt that approach during licensing conversion.

The BGA strongly recommends that individual pilots who will fly EASA gliders after 7 April 2015 start thinking now about what licence they will apply for and when they will apply. As described in the published guidance, obtaining a medical certificate may be the first step for many. The licence conversion detail you need to look at is at [www.gliding.co.uk/bgainfo/licensing/easalicensing.htm](http://www.gliding.co.uk/bgainfo/licensing/easalicensing.htm). The detail may seem overwhelming at first, but hopefully most will find it fairly straightforward once it is realised that the applicant needs to tell us what BGA (and CAA) qualifications they think they have, which EASA qualifications they wish to apply for, and supply us with a few pieces of evidence. The BGA does the rest. Please note that aeroplane licence conversions are dealt with direct with the CAA. See the above website link for guidance.

Of course, between now and April 2015, our clubs will have increasing numbers of licensed pilots, who will hold various ratings. The licence our people will hold is a lifetime licence – it remains valid with a medical certificate and currency – and most added ratings do not need to be revalidated. EASA instructor certificates are revalidated every three years. During the period leading up to 2015, everyone whether licence holder or not, will continue to operate under BGA Laws and Rules, including annual revalidation of instructors.

BGA Laws and Rules will change late in 2014 to reflect the changes required from April 2015. Training and flying carried out under BGA Laws and Rules until April 2015 can be credited towards EASA licence requirements, including those for instructor certificate revalidation some three years on from conversion. The BGA will be publishing clear guidance on this detail in due course.

The CAA will be processing BGA supplied conversion applications from 1 August 2013. After reading our published advice, please send your completed application to BGA as soon as you can.

As any CFI will be acutely aware, the

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BGA has a training organisation. The detail is published within various BGA documents and comprises BGA Operational Regulations through to guidance and advice. The European regulation that dictates the licensing requirements also identifies that training must take place under an Approved Training Organisation (ATO). And so, yes you've guessed it, there is a regulation that details what constitutes an Approved Training Organisation and how it must operate.

The good news is that although the ATO requirements are based on commercial air transport needs – as is just about all aviation regulation – EASA has accepted that 'non-complex' training takes place and, as such, a less complex set of ATO requirements can be applied to our end of aviation. Of course, a key challenge for gliding is that we are a fundamentally volunteer run sport and so keep down our costs and associated barriers to participation. The CAA, used to regulating the generally commercialised world of UK aeroplane flight training, has got used to charging a small fortune for supplying very little of any value and expects to do the same and more so under EASA requirements.

### Supporting clubs

So what is the BGA doing to support our clubs through this next challenge? In the background, we're continuing to work with the excellent Europe Air Sports to ensure that the detail behind the regulation can result in a proportionate approach when dealing with the CAA. For some months now, the BGA has been negotiating with the CAA to establish the scope and format of a BGA ATO that will include all BGA clubs that carry out training. CFIs may recall the BGA seeking detail from clubs. Thanks very much for a prompt and 100 per cent response.

More recently, the BGA is starting to engage with the CAA on detail including the Training and Operations Manual that picks up existing BGA good practice and ensures compliance with the ATO regulations. The BGA has agreed to submit an ATO dummy application to the CAA this year. We expect to establish the detail with clubs this winter and to then apply for the BGA ATO approval in early 2014. The ATO fees and charges are a fraction of what they would be had all clubs been forced to become individual ATOs. The BGA will absorb these fees centrally as the changes evolve in the coming months and years.

There is a big task ahead to write course programmes. Andy Miller (the BGA SLMG SRE/manager and a European Gliding Union



Technical Officer) has taken on a specific role of developing those and would welcome volunteer support by training resource experts with appropriate gliding experience. Contact Andy through the BGA office.

There will be a need for the BGA to manage an internal audit programme, working with clubs to ensure that our standards stay where they need to be. And, of course, the CAA is obliged to ensure that we are meeting the terms of the ATO approval. The experience of the airworthiness changes from a few years ago will be helpful in ensuring that CAA involvement is relatively painless and is minimised as quickly as possible.

In closing this piece, it is fundamentally important to appreciate that, under the ATO requirements currently envisaged, the greatest proportion of how our clubs operate in the training environment will remain unchanged. A proportion of what we do will definitely require some careful change management that will, in due course, establish itself as the norm. A key to success will be in ensuring that the changes we make are positive for those learning to fly as well as those important volunteers providing the training.

The European regulation that dictates the licensing requirements also identifies that training must take place under an Approved Training Organisation (ATO). The good news is that a less complex set of ATO requirements can be applied to our end of aviation (Pete Stratten)

**THE GREATEST  
PROPORTION  
OF HOW OUR  
CLUBS OPERATE  
IN THE TRAINING  
ENVIRONMENT  
WILL REMAIN  
UNCHANGED**

# VINON

## 2013 FLAPPED EUROPEANS: FROM A 15M COCKPIT

REPORT BY PHIL JONES

**T**HE Southern French Alps have a unique soaring climate and once you have a taste for mountain flying in this region you cannot wait to return. My initial concern after selection though was to get some practice racing in the Alps with my teammate Steve Ell, so I organised a training camp at Sisteron in April, which both the 15m and 18m pairings were able to attend. A big thank you to Mike Young for giving up his time to coach us. Afandi Darlington also agreed to fly with us and they both shared their experiences of comp flying out of Vinon. We had five good soaring days during which we managed to cover the entire competition area.

During the competition itself we were all fortunate to have excellent crews with a wealth of experience between them. In the absence of a team captain my crew, Max Kirschner, was volunteered to take on the additional role, which he did admirably with the support of the other crew members.

Steve Jones and Pete Harvey in the Open Class have proved time and again that they are a class act. Flying their 'vintage' Nimbus 4s they took on the newer toys, including the EB28 and 29, the Quintus, the ASH 31M, the Antares and the JS1-C. They were both in the mix until Pete had to use his turbo on Day 7, but Steve flew with great consistency and finished in an outstanding 5th place overall.

Russell Cheetham and Derren Francis were a new pairing in the 18m Class. Russell had a couple of really good days, including our only day win on the first day. Derren was our least experienced mountain pilot, but flew soundly and safely throughout. On a lot of the days they seemed to be working well together running on the pace, but often small mistakes are magnified in the mountains and sometimes that was enough to prevent them from nailing a top



✍ finish on the day. Nevertheless, Russell achieved a very respectable 9th place.

I hope I can give you a flavour of our 15m experience with extracts mostly from my daily updates on the Team GB group Facebook pages:

#### Day 1 and 2

Weather has been far from standard or classic. A 10-15kts northwesterly wind has prevented the valley breezes from kicking in properly and has created just enough wave influence to make the thermals more broken and unpredictable. Team GB 15m are taking on, in particular, the three French guys who are operating as a rather useful trio (the three musketeers). Steve Ell and I have had a couple of steady days, but as ever there is a fine line between being a bit more ambitious and ending up having your day in the barrel. Some decent pilots have already had difficult days, including landouts.

#### Day 3

Still not a proper valley breeze day, with too much northerly in the wind to the north of our playground. All the 15m Class took more or less the same routing. It just depended on how well the mountains were working when you got to the key moments when a top-up was required. Frustratingly, neither Blayeuil or Guillaume were giving anything at all when Steve Ell and myself arrived heading north down our first leg. On both occasions there were some frantic and desperate recovery measures required to find the next climbs.

#### Day 4

All hinged on a poor start heading towards the Lure, perhaps a little heavy, didn't climb with the gaggle, finally fell over the Lure and never really got going. Later starters did OK with better cu by that stage... barrel.

#### Day 5

This was the day that anybody could have blown it! A very tricky little AAT. The pivotal moment was approaching the Charbre ridge near Sisteron. We hadn't been flying in the gaggle, but as the entire sky turned to worms suddenly about a dozen gliders, including the three musketeers, were gliding out towards the only bit of sun through a rain shower. Two gliders just made it on to the top of the ridge and climbed away very slowly. The rest headed west along the ridge below the top getting lower and lower flying away from the landable areas. I was the first to bale out, turning back and routed south towards the town of Sisteron away from my AAT sector. There was no real

wind, but I sat on an outcrop just avoiding the trees and a barn on every turn just maintaining height for about 20 mins until I finally scraped away. Nearly all the other gliders we had been with, including Steve, landed out near there. Not the French...

I ended up low again over the town of Serres in the last sector, with a cut grass field as my only option. Once around every turn I had to decide if I should land or not as I was about 300ft above the field, but once again I could maintain height. About half an hour later, the gentle breeze that was keeping me airborne finally produced a 2 knotter and then I spent the next half an hour getting as high as I could to try and get back to Vinon. There was no convection between Sisteron and Vinon so I wiped my heavily bugged wings for the umpteenth time and set off 300ft above the glide about 60km out. At 10km I was 50ft below the glide running from field to field, but shifted over the middle of the river and found better air to return home with 40ft to spare at 20:25, one of only seven finishers.

#### Day 6

Another tricky AAT with a slow start, altocumulus, unsoarable areas, rain showers and then a really confusing airspace scenario. Steve and I heading towards a cloud that we needed to climb under which we thought was outside any controlled airspace. We were then startled by an airspace warning. A quick scan of the task sheet showed it wasn't on there and probably OK. It was also covering half of our AAT sector and wasn't mentioned in the briefing. At the last minute, we decided to avoid it anyway just in case. I missed it by 64m and Steve just nicked it, desperately unlucky. Other nationalities went through a similar experience as us with four pilots infringing it! It spooked us for the rest of the flight and, although most people were back early on the AAT because of the conditions, we should have extended more and we could have been bang on time and 3-5km/h quicker. Still waiting for a straightforward day...

#### Day 7

So this must be the straightforward day, with 120km/h weather forecast. We start at 15:00, do 100km/h at the very least and rock up for tea and medals about 18:00... Errr, get low before the start and start later than ✍

### RESULTS:

#### 15M CLASS

- 1 Louis Boudierlique (France)
- 2 Christophe Ruch (France)
- 3 Jean-Denis Barrois (France)
- 4 Phil Jones (GB)
- 11 Stephen Ell (GB)

#### 18M CLASS

- 1 Sebastian Kawa (Poland)
- 2 Christophe Cousseau (France)
- 3 Roman Mracek (Czech Republic)
- 9 Russell Cheetham (GB)
- 18 Derren Francis (GB)

#### OPEN CLASS

- 1 Michael Sommer (Germany)
- 2 Killian Walbrou (France)
- 3 Markus Frank (Germany)
- 5 Steve Jones (GB)
- 16 Peter Harvey (GB)



Preparing for the racing task ahead (Andy Smart)

Facing page: Under menacing skies, Steve Jones in Nimbus 4 approaches Blayeuil mountain during the Vinon Europeans. Blayeuil is one of the 'springboard' mountains providing a link from the 'lowlands', to the higher alpine ranges (Peter Harvey)

## TOOK OFF WITH SOME TREPIDATION BECAUSE WE HAD A MIXTURE OF WAVE AND RIDGE FLYING AHEAD IN A 30-40KT SOUTH-EASTERLY AT ALTITUDE, 20KTS ON THE SURFACE



Phil Jones, a former World Champion, has previously won National titles and represented Great Britain in the 15m, 18m and Open classes. His gliding highlights include a World 18m Gold in Sweden in 2006 and World 18m Bronze in Poland in 2003. He rates his 4th place in Vinon this year as one of his greatest achievements, due to the special nature of the flying. The ex-RAF Tornado pilot is now an Airline Captain living near Newbury in Berkshire and glides out of Lasham



Steve Jones finishing, in Nimbus 4 Z2 (Max Kirschner)



On task over the Southern French Alps (Peter Harvey)

✂ planned into a blue really tricky sky half full of altocumulus, almost fail to get over the Lure and then it is 16:00 with over 300km to do. Then fly by yourself for the rest of the task with all the classic places giving half the rate of climb that you would expect, one exception a 10 knotter to 10,000ft. Probably one of my top three flights ever. If you haven't flown in the mountains before, book your mountain soaring course for next year. No excuses!!

### Day 8

Took off with some trepidation because we had a mixture of wave and ridge flying ahead in a 30-40kt south-easterly at altitude, 20kts on the surface. This was a completely unknown situation for us and for many of the other competitors. So we had two choices, bearing in mind the thousands of hours accumulated by our three French boys in the Alps. We could either try to follow the French or... we could try to follow the French! Not always easy when flying in the wave though.

Anyway, climbed in weak wave before the start – not sure exactly where it was coming from – and started with the French. Ran NE sometimes in weak wave to the SE of St Auban. Then arced around until we were north of the Lure and climbed at about 3kts in wave to about 8,000ft before pushing north of the Charbre and climbing again in wave, which was not that strong, but we got quite high again. We then turned at the centre of the first

sector near Serres. We were a wave gaggle of about 11 gliders and, although it was hard to always visually acquire the French, we could easily follow the gaggle south on our FLARMs. Straight glide out to Sisteron town then left above the Baume ridge that runs to Authon before pushing out into wave downwind of the Vaumuse. Climbing slowly then heading south past St Auban, still in the wave into our second sector near Digne before returning along the Vaumuse wave to the north just beyond Authon. AAT timing showing seven minutes late as we pressed into the last sector near La Motte, but we knew we would head south through the wave again so delayed the turn and then VNE all the way back to Vinon about 45 secs over time... Soaring Course!!!

### Day 9

Objective? Race positively to protect our places whilst ideally avoiding the French and hope the 3rd place musketeer landed out. Strangely, the top two French guys started early without the other one, so plan B – race with the top two and hope number three landed out. Odds improving. And what materialised was that straightforward day at last; good old fashioned racing. Crossing swords with the French down the first two legs before going our separate ways to negotiate the trickier last turn and sprint home for tea and... well, just tea in fact...

Good day for Steve Ell and myself. Steve should be proud of his 11th place overall, he has been a great teammate throughout the ups and downs of his first international comp – a true gentleman.

Back to work then.





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# MAKING A

# SPECTACLE



Lasham's Bill Bullimore tells the story behind the range of sunglasses that is designed for glider pilots by glider pilots

**H**AVING put up with cheap reading sunglasses for many years, the balance was tipped when my son told me that I looked like a 70s porn star in them. It was time to address the issue and come up with a good product that did the job properly. Our ideas company, Of Course Ltd, funded the development and we now make two types of aviation sunglasses: FARSIGHT, which are sunglasses with reading lens inserts, and FARSIGHT CUSTOM for folk who normally wear prescription glasses – these may or may not have reading lenses as well.

Given the average age of glider pilots, the use of reading glasses will often be required. We have frequently seen the pilot in the cockpit sitting on the grid, with a pair of reading glasses perched on the end of his nose, outside the regular sunglasses. Clearly this is not conducive to efficient cockpit management. It seems more navigation aids today require the ability to read print up close, also at varying distances, ie long arm's length for airspeed, altimeter, vario, etc; shorter distance for the lpaq/Oudie, etc, and perhaps closer still for the map.

Existing varifocal glasses, which darken in stronger light, have certain shortcomings when used in gliding:

- They distort peripheral vision on the lower, outer part of the lens, eg for thermalling, gaggle flying and field selection
- They provide little or no wrap for eye coverage
- There is not specific attention to minimising the UV blocking
- There is no graduated tinting – less darkening is needed for looking into the cockpit, heavy darkening for the sky 'above'.

Bearing all this in mind, we formed a brief for our FARSIGHT design to include:

- High quality sunglasses with reading lens inserts, moulded in (FARSIGHT)
- Maximum eye orbit coverage. Hence the square-looking profile to cover the ingress of lateral UV
- Lens positioned for supine pilot with cut-off level with instrument panel
- Undistorted peripheral vision



FARSIGHT reading sunglasses for aviators are available in four tints: grey, rose, brown and yellow





- Very high UV blocking (we fly high, where UV is stronger)
- Maximum wrap around head
- Definitely not polarised (instruments can show black, also small scratches in canopy can polarise light)
- A range of tints: rose, grey, brown and yellow
- Graduated tinting, with little or none at the reading lens
- A choice of regular tint level or darker for overseas flying in strong light conditions
- Reading lens choices of 1.0; 1.5; 2.0; 2.5; 3.0
- Small side arms configured higher, again to clear peripheral vision
- A sturdy case, which can also be mounted in the cockpit
- Last, but certainly not least, they had to LOOK good on the wearer!

It is widely accepted that we spot things first with our peripheral vision, hence the scan used both in cockpits and ships' bridges, where a vigilant watch is required. We felt it unacceptable to have any reduction of this capability, such as varifocal sections, or fashionably thick side arms.

The reading lens position took some time to get right. We actually transect that lens twice to have it fit properly, so there was much 'field' testing. We received very valuable feedback from pilots such as G Dale, John Gorringer, Paul Kite and John Wight, who were early users of our glasses. Many thanks to them.

At first we started with three colour tint choices. Red/pink, or Rose as we now call it,

is particularly good for cloud contrast and definition and, we believe, for safety, because a number of pilots have reported back they are now spotting other gliders sooner. The rose tint is very good for spotting haze caps. After all, it is supposed to give you an optimistic outlook on life!

A grey tint is good for strong light conditions, such as South Africa, Australia, snowy mountains, etc. Many pilots like the neutrality of grey.

Yellow really has little or no place in regular glider flying as it seems to amplify the light and make it harsher on the eyes. The greatest compliment we can receive is from pilots who will say to us that 'oh I forgot I had them on'. However, yellow is definitely of benefit in the general aviation and commercial sectors.

Brown was a tint we didn't consider until Howard Jones suggested it. Howard said it gave truer colours for spotting crop types for field selection. We have been surprised how many are now ordering the brown tint.

There were many limitations on what we could geometrically fit into FARSIGHT glasses, because of wrap and lens shape positioning. This is particularly difficult for FARSIGHT CUSTOM for higher minus dioptres – there are some glasses we simply cannot make. We will always need a recent eye test (within last two years) for people who use prescription glasses.

Because the side arms are not bulky, a pair of aviation headsets (or ear defenders, for the turbo glider pilots) fit over them without discomfort and for those of you who like ☺

Above left: Bill Bullimore illustrates the not uncommon sight of a pilot sitting on the grid, balancing two pairs of glasses

Above right: FARSIGHT goes to Hollywood! Bill's nephew Paul Scott is a stunt double for Canadian actor Nathan Fillian (Ken Summers)

> **TURN THE PAGE TO FIND OUT WHICH SUNGLASSES ARE FAVOURED BY SOME OF THE UK'S TOP GLIDER PILOTS**

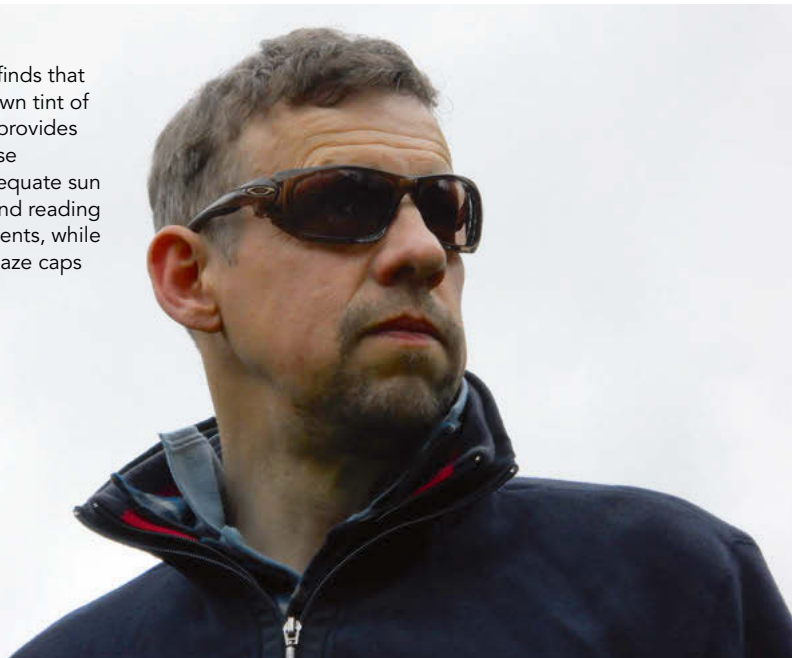
**WE HAVE FREQUENTLY SEEN THE PILOT SITTING ON THE GRID, WITH A PAIR OF READING GLASSES PERCHED ON THE END OF HIS NOSE, OUTSIDE THE REGULAR SUNGLASSES**

## IT'S INTERESTING TO NOTE THAT OUR STRAPLINE 'DESIGNED BY GLIDER PILOTS, FOR GLIDER PILOTS' CARRIES CONSIDERABLE STREET-CRED WITH POWER PILOTS



Bill Bullimore took up gliding 10 years ago. He has 1100 hours and flies a Mosquito Bw and a Nimbus 3 out of Lasham (and was previously a member of Cambridge GC). Bill has all three Diamonds. He also has 10 years hang gliding experience, and holds FAA (non-current) commercial/instrument licence, 800 hours. He sell multihulls for a living: [www.multihulls.co.uk](http://www.multihulls.co.uk)

Stephen Ell finds that the light brown tint of his Oakleys provides a compromise between adequate sun protection and reading LCD instruments, while still seeing haze caps



↳ to ride your motorbike to the gliding club, they fit nicely inside a helmet as well!

We are now getting orders from power pilots and those who fly for a living. It seems that most of our design criteria apply directly to their activities and they are well aware of the dangers of macular deterioration due to the higher UV exposure in the flight levels. It is interesting to note that our strapline 'designed by glider pilots, for glider pilots' carries considerable street-cred with these pilots. They do seem to think that we are very picky and well informed about our equipment – where on earth did that idea come from? Another common feedback comment is: "I

used them in the car as well."

FARSIGHT was a year in development and is now actively on the market. We don't envisage any great changes to the current model, as we are pretty happy with the present item. We have looked at the possibility of a bronze tint choice and maybe a gauge which can measure head width to allow correct pre-bending of the side arms.

Any constructive comments are, Of Course, welcome!

■ The FARSIGHT (£115) and FARSIGHT CUSTOM (£175) range of aviation sunglasses are available at [www.ofcoursetd.com](http://www.ofcoursetd.com) Tel: 01329 288 257

# AS CHOSEN BY TOP UK PILOTS

**D**O YOU have a favourite pair of sunglasses you wouldn't want to fly without? S&G asked a selection of pilots from Team GB and those regularly seen at the top of the BGA Ladder to tell us about their choice of sunglasses.

### Paul Fritche:

There are three good reasons I can think of to wear sunglasses while flying gliders.

- 1) To help see haze caps on blue days.
- 2) To improve visibility on hazy days.
- 3) To reduce glare.

4) To look cool.

1) I was reminded of the importance of finding a pair of glasses to fulfill the first two roles while flying on a blue day recently. I have a pair of SunTigers permanently in the cockpit for just these conditions, and it's amazing how they can make haze caps appear from nowhere! I'm sure other orange brands of glasses work just as well. The difference between having no Cu and some Cu is enormous in terms of your confidence and route planning, and they really can make that difference.

2) The visibility is also improved with these glasses, especially when it's hazy. A word of warning; it takes me several minutes for my eyes to adjust to these glasses, because they change colours so much. You won't be able to see the yellow of towns on the half-mil map. And you need to take them off well in advance of selecting landing fields, because they change colours so much and you need time for your eyes to adjust. Finally, under no circumstances should you ever wear them on the ground, or forget to take them off after landing. They are the opposite of cool.

3) Most sunglasses seem to fulfill this role well.

4) As for looking cool, I couldn't tell you what to wear. Just ask Howard Jones what he's wearing this season.

### Stephen Ell:

I have a pair of Oakley sunglasses with a light brown tint. I like Oakleys because the wrap-around reduces glare when the sun



is behind and to the side. The light brown tint is a compromise between adequate sun protection and reading LCD instruments, while still seeing haze caps. A little more orange in the brown would have been good for enhancing the contrast of a white glider against its background. This would be the ideal tint.

Wrap-around frames can be difficult to glaze with corrective lenses and it's worth spending time talking to the technicians. If you need reading glasses, then bifocals, or even trifocals, would work well since there is no distortion of peripheral distant vision. A growing trend for varifocals, as the demand for bifocals falls, increases the expense as it is essential to go for top quality lenses to reduce the peripheral distortion of cheaper lenses. Even top quality varifocals require more head turning to keep the view in the central part of the lens, more head tilting to keep the instruments in focus and a "chin on the chest" posture when assessing landable fields.

You might expect to pay between £300 and £500, so get a strong glasses case and consider accidental breakage insurance.

**Tim Milner:**

I felt I ought to purchase a pair of SunTigers from national coach John Williamson during my instructor's course. John demonstrated how the bright yellow lenses improved vision on hazy days and assured me I'd get used to the new yellow world. I declined because at that time 50 per cent of cross-countries ended in fields, which were normally green not yellow!

Cloudmasters came next. They were perfect until I left them lens down on the car dashboard. I tried to polish the damage out with T-cut – it removed the scratches, plus the tint from the lenses! Always get a protective case and use it.

Oakleys were nice because the black plastic arms could always be popped back in when I sat on them; left in the clubhouse they soon vanished.

Sergenti Drivers from eBay followed, after Ray Payne's recommendation on *gliderpilot.net*. I got some polarised ones because that sounded good! Big mistake; polarisation made certain types of LCD turn black and it also tends to remove the glint from a distant wingtip.

Next up came a pair with interchangeable lenses to suit the day. I spent a comp flight struggling under spreadout and felt so pessimistic I eventually landed out. I removed my sunglasses and suddenly the



day looked so much brighter. I'm convinced the darker lenses led to some over cautious decisions.

Finally I've evolved back to some Serengetis. Non-polarised, they work well on hazy days and give cumulus extra clarity. Mine have a gradient, which next time I will do without, to improve head-down instrument clarity.

**G Dale:**

If no correction is required, the tint is important – not grey or green or blue. For the rest of us (the ageing fleet), it is more difficult. I find that the cheap wraps, such as the Bloc Stealth (available from Amazon, for about 35 quid) with the brown/red tinted lens are cheap and OK for most stuff.

However, I have recently got old and now need corrective lenses.

Bill Bullimore's range of sunglasses, called FARSIGHT, for the pilots who need a small lens to see the instruments are very good indeed. They have a very good tint colour, which is OK for looking at the ground, but superb for looking at the clouds. I have had two pairs: a graduated tint and a full (and heavier) tint. They are just brilliant.

I also have a pretty good pair from Specsavers, which are varifocals. They were hard to get used to (took me six months), but are good now. However, the FARSIGHT with the insert lens are easier to get used to and have a better tint.

I also had a superb pair of Oakleys, which left my head somewhere over ☹️

**Derren Francis:**

I really like Oakley Juliet with the emerald lenses. They are high quality, extremely durable, comfortable and give excellent colour and cloud definition. I've had them since 2002. Emily (pictured above with dad Derren) prefers Hello Kitty sunglasses for obvious girl power reasons!

**Sarah Kelman:**

Unfortunately for me, I am short-sighted and therefore have to find prescription sunnies, but I prefer a brown unpolarised lens.

**Jez Hood:**

I wear Serengeti Velocity sunnies, with a graded tint. I find the frames lightweight, with a good wrap-around element, reducing any light coming in from the edges. The lenses are excellent – the gradient brown tint gives great cloud definition, added brightness, with minimal glare. I love them...

**Mike Gatfield:**

I use a pair of Ray-Ban style sunglasses that came as freebies outside our students union. They are pretty good!

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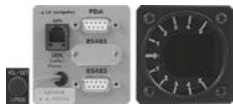
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↪ Newmarket last year and which never turned up.

Of course when we were kids, we used to wear SunTigers. These made everything look as though you were looking at it with the contrast turned right up, but which changed the colour of the fields.

**Ed Johnston:**

Oakley have excellent optical quality lenses with a wide range of tints. The very light Persimmon is a great lens tint, but a bit too much light is allowed through. Bronze is the one I use now. They give excellent contrast in a wide variety of light conditions and you can do a pick and mix – I use Half Jacket frames.

Now I have moved from contact lenses to prescription lenses and Oakley provide excellent light plastic lenses with their standard frames. They are very good, with a high quality of vision in a wrap-around frame that allows excellent peripheral vision.

Other sunglasses I have used successfully are Mile High. The ones I have comprise a slightly larger frame with wrap-around lenses that can be swapped for different light conditions. The lighter ones are excellent, but are a bit too transmissive. The middle lenses are good, but I prefer the Oakley tint. The darker ones are fine for skiing, but are too dark for most flying conditions. These are really good, flexible lenses and they also provide an excellent prescription lens option, but a separate lens with flip-up sun filter. This is a flexible system, but the vision is not as good as the wrap-around lens.

**Phil Jones:**

I have three pairs of Tifosi Ventus sunglasses (yes, I fly a Ventus 2cxa!). They are cycling sunglasses. Each pair came with three lenses.



Howard Jones favours Oakley sunglasses



Russell Cheetham, competing in the 2013 European Championships in Vinon, France (Max Kirschner)

I normally cycle with a clear lens and then when I fly I tend to use the slightly orangey tinted ones, which give the best definition when looking at clouds. They are also good when it is a bit gloomy. I carry another pair in the glider with a more standard darker lens to change to if it is really bright, ie the glare is too much for the orangey ones.

**Howard Jones:**

My eyes are very photosensitive and, as a consequence, I have always sworn by good sunglasses. From early spring through autumn, they seldom leave my head during daylight hours in case the sun makes a rare UK appearance. Luckily I do still have 20/20 vision, and I am convinced this is due to the fact I have only ventured into the sunshine a handful of times without a pair of shades (surfing not included) since my late teens. It is really unwise to fly without a pair to hand in any weather, and can often be the difference between seeing something, or nothing.

My favourite lens is the Oakley, brown tint, which offers great cloud definition and performance from low to bright light conditions. Other tints can be good, but don't seem to keep my eyes so relaxed and comfortable.

My favourite frame is the Oakley Half Jacket, giving a good unobscured view without covering half of my face.

It's a reasonably tough model with easily replaced rubbers, lens and frames. I reckon on replacing mine completely every four or five years, whilst keeping the old ones for spares.

The future for sunglasses has to be a customisable, wirelessly enabled in-vision glide computer (including FLARM with real positioning). It won't be far away...

**Russell Cheetham**

I have frames from my optician as I need a small correction for distance. I buy Carl Zeiss lenses with Skylet Fun tint, which is a brown specially designed for maximising contrast. It has 100 per cent UV absorption as is required, but also the tint gives the impression of being really bright even though 80 per cent light is removed to allow comfortable vision in a bright environment. I would highly recommend this route for prescription users.

**THE FUTURE FOR SUNGLASSES HAS TO BE A CUSTOMISABLE, WIRELESSLY ENABLED IN-VISION GLIDE COMPUTER (INCLUDING FLARM WITH REAL POSITIONING)**





## Bernard Eckey explains why it is always essential to expect the unexpected

**T**HE soaring forecast hinted at one of these brilliant gliding days in South Australia. A trough was just slightly to the east of the airfield and cumulus clouds were forming as early as 10:30am. I was half way through the daily inspection of my ASH 25 when a promising youngster walked into the hangar. He was obviously keen to come for a flight and was promptly invited to hop in the back seat. Both of us had an early lunch and just over an hour later we were self launching into a promising sky.

The day turned out to be as good as advertised. After reaching our start altitude we had little trouble finding strong lift. At times the vario was reading between 8 and 10 knots and the only real problem was to stay below the 9,500ft airspace limit. We were sharing the joy of flying the big bird on the way to our first turn point. An unusually light wind of only 5kts ensured excellent progress and soon we were heading for the next destination, the Flinders Ranges National Park – about 280km north of the airfield.

Oxygen was turned on when cloudbase rose close to 10,000ft and from then on we focused on following the energy lines by lining up the clouds. It worked very well indeed. Just two hours into the flight our computer was indicating an average speed of almost 120km/h – not from crossing the start line, but from take-off.

My co-pilot indicated that he had never been this far north before and he was enjoying the beautiful view of Wilpena Pound from lofty heights. Being more than content with our rapid progress we decided to turn about 100km further north than originally intended. While approaching our second turn point I took the controls again, but instead of climbing at 8-10kts I was suddenly accepting lift of only half this strength. I was not happy but

# DECIS

Banking over Wilpena Pound  
(Bernard Eckey)



due to the unforgiving nature of the terrain I climbed back to cloudbase just to play it safe. In addition my circles were not always in the strongest part of the thermal, but somehow I did little to correct it. Instead I put it down to flying in weaker conditions. No wonder we had a comparatively slow patch, but fortunately things improved quickly when we were abeam Wilpena Pound again. From then on everything was back to normal and we had an uneventful flight home. Good streeting and strong climbs ensured that we completed our 700km flight in 5hrs 20mins for an average speed of just over 130km/h.

Back in the car and on the way home I tried to make sense of our slow spot. This was not the first time that about half way through a flight I found the going quite tough and that my speed dropped at least temporarily. What had caused this slow spot? Both of us had consumed plenty of fluids during the flight so dehydration was definitely not to blame. However, by now lunch was almost three hours ago and the reason for my average performance was perhaps due to a reduction in blood sugar levels. But that was possibly only a long shot. The most likely reason was a temporary drop in my willpower to find the strongest thermals and extract the maximum rate of climb.

While contemplating all these questions I remembered reading an article in *The New York Times* dealing with "decision fatigue". I knew that I had filed it away and when I got home it did not take long to find it again.

Let me share the author's findings with you right now. He points out that extended mental work is wearing us down. No matter how rational or high-minded we are trying to be, we can't make decision after decision without paying a biological price. It is very different from ordinary physical fatigue where getting tired or becoming exhausted is easily recognised. However, getting low on mental energy is a highly insidious process and we are not consciously aware of it.

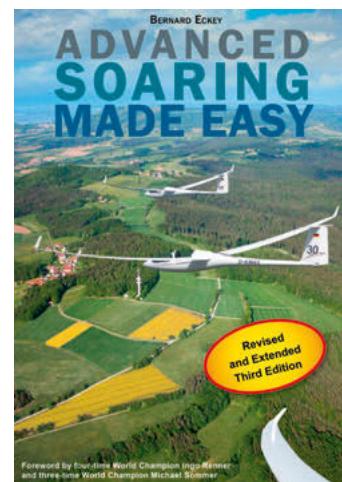
The more choices we make throughout the day the harder each one becomes. As our task continues, our brain gets exhausted and looks for shortcuts. One shortcut is to act impulsively instead of first expending the energy of thinking through the consequences. The other shortcut is the ultimate energy saver – doing

nothing. Instead of agonising over decisions we are avoiding any choices. Ducking a decision often creates bigger problems in the long run, but for the moment it eases the mental strain. No doubt, there are plenty of aviation mishaps where these mental shortcuts are a contributing factor.

I firmly believe that if we do not learn from such experiences we are wasting an opportunity. Successful cross-country flying is all about good decision making and that brings us back to the story of the above flight. Surely, it can not be ruled out that I was getting mentally tired. It was a hot, humid day and after a long drive to the airfield, lengthy flight preparations and after some coaching, I was beginning to suffer from "decision fatigue". As a consequence it is likely that I did not expend the same mental energy into finding the strongest thermals as earlier in the day. In addition I was getting a little lazy in terms of climbing efficiently. Fortunately the back seat was occupied by a young, but very competent, co-pilot. It allowed me to hand the ASH 25 over to him and give my weary brain a little rest. I can honestly say it made the flight back to base a little easier.

The other lesson revolves around food intake. Perhaps my mental slackness could have been avoided by eating some fruit and, by doing so, keeping my blood sugar levels up. Food is partly turned into blood sugar, which the brain needs if it is to perform properly and avoid fatigue. However, the body's storage capacity for blood sugar is very limited. If we are not eating small amounts of suitable food every two hours or so we are at risk of making very poor decisions towards the end of a flight.

The lesson is obvious and very plain to see! In future I will take some fresh fruit on every flight that is likely to take longer than three hours. Of course, I always take sandwiches (plus other suitable food) on my long-distance flights, but on this occasion I did not expect to fly for 700km and stay airborne for well over five hours. And that clearly points to the last and final lesson of this flight. Always expect the unexpected!!!



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)



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)

# SION FATIGUE



Shaun Lapworth visits the Winter factory in Germany, where the Rolls-Royce of gliding instruments have been individually crafted since 1931

# BEHIND T

**O**N A recent trip to Germany, I was lucky enough to visit Winter Instruments to satisfy my curiosity of what lies behind the glass. The renowned German manufacturer, the home of the mechanical gliding instrument started by three brothers in 1931, is now run by the third and fourth generation of Winters.

The instruments have barely changed in over 80 years. Yet, today, they are in just about every glider built and, when all the electronic gadgetry fails, we know we can rely on them time and time again. This reliability is no accident and within each one is many hours of delicate precision engineering.

Each instrument is exquisitely made and assembled by one person. There are no high-tech production lines here. Each

man at his bench builds and assembles the vario, altimeter or air speed indicator and then calibrates it before signing the register next to the serial number. The history and service records can be traced for every single instrument in a set of hand-written ledgers dating back to the 1930s!

Achim Winter, the current managing director and third generation of Winters to run the company, showed me around the building and explained the philosophy and history of the business. Everything is made in

house or sourced within 100km: a preference to engineer the components and control supply internally helps with scheduling of new instrument builds, repairs and service. The core components of spindles, screw threads, actuators, face plates and needles are all manufactured on site, with only the external casing and some of the finest springs used in the varios being sourced from local suppliers.

The atmosphere in the workshop is how you might imagine a cuckoo clock factory; quiet and efficient with a whiff of Lederhosen. On the ground floor, a traditional machine shop turns, cuts and mills the delicate metal components in batches for each type of instrument. From here, the larger core components are made from the individual pieces, including the copper bellows. The bellows are the primary moving component and expand and contract with air pressure moving an actuator arm or screw thread that then in turn moves the indicator needle in each instrument. The copper sheet used to produce the various different styles and types of bellows is critical. Not only is this of the highest purity and quality, when assembled the unit is annealed at a critical temperature to produce a uniform expansion and contraction rate. This annealing temperature differs by one or two degrees between batches and each batch of copper sheet is tested thoroughly before it can be used in production.



The Winter Instruments factory in Jungingen, Germany

**WHEN ALL THE ELECTRONIC GADGETRY FAILS, WE KNOW WE CAN RELY ON THEM TIME AND TIME AGAIN**





# THE GLASS

Pictured above, from left to right: The machine room on the ground floor; gearwheel segments for altimeters; engraving of airspeed indicator dial; assembly of airspeed indicator

Alongside the assembly of the bellows you will find the build of the mounting components that contain the jewelled bearings in which the spindles sit. It is these specialist bearings that deliver the smooth action for the indicator needles in each of the instruments. Different versions of the instruments are now available for motorgliders and turbos, which suffer more vibration than a pure glider. In these versions the bearings are harder and the mountings suspended on energy-absorbing material to help maintain the instrument's calibration.

Adjacent to the machine shop is the store room, where each batch of components is stored and catalogued after manufacture. Literally thousands of components are kept in stock both for new instrument builds and also for the repair and service of older models.

From the stores, each instrument's set of components are collected and taken to the main production floor where the build of each individual instrument is completed by one man. Each employee spends six months learning how to build, calibrate and test each type of instrument before they can go "solo" on a particular model. At every stage of production, a simple set of tests is run to make sure that the production is of the highest standard. Once fully assembled, the instrument is connected to the appropriate calibration tool and each indicator segment individually marked in pencil before being

hand-painted or marked. (If you look closely at your Air Speed Indicator the next time you are sat in your glider, you will see the scale is not quite linear!)

On completion, the instrument is given a serial number, EASA Form 1 if appropriate, and the ledger is signed by the maker. If and when the instrument comes back for repair or service, it would not be uncommon for the same man who made the instrument to inspect, repair and service it before release back to the customer. This kind of very personal attention to detail is seen only today in companies such as Rolls-Royce or perhaps Rolex.

Talking of which, would you keep your Rolex in a damp, dark box and then rattle it around with the vibration of towing out or running a turbo? When you consider how we use and often abuse these delicate instruments it is a miracle that they survive. Winter mechanical instruments are expected to be serviced every five years or, more realistically, when your inspector finds a fault or calibration error and refuses your annual until serviced.

Achim Winter has a few top tips to keep your instruments in good shape. The two key things that cause problems with these instruments are damp and vibration. Take care when

**IT WOULD NOT BE UNCOMMON FOR THE SAME MAN WHO MADE THE INSTRUMENT TO INSPECT, REPAIR AND SERVICE IT BEFORE RELEASE BACK TO THE CUSTOMER**

Diaphragms for airspeed indicator





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Managing Director Achim (left) and cousin Gerd Winter, production and quality manager

✎ towing out your glider to the launch point; we have all seen the wings bouncing up and down in the rear view mirror, just think what it is doing inside your cockpit. Take it easy; a few more minutes on your tow-out could save you hundreds of pounds in service!

Our Northern European climate is damp, particularly in the non-gliding season. If it is possible, try to store your glider in the dry and, if not, perhaps think about taking out the instrument panel or the individual instruments and keeping them somewhere dry and at a stable temperature. All of this will extend the service life of the instrument.

Winter do provide a very good maintenance service, which you can imagine is particularly busy in the early part of

the year before the season starts. If you have a sticky altimeter, or you notice your mechanical vario is slightly out of trim, think about sending it off at the end of the season rather than at the beginning!

Having seen the huge amount of work that goes into the instruments behind the glass, I now think of my panel as full of Rolexes and drive just that bit slower to the launch point. I will also tuck my glider up in the cold, wet winters of the UK.

(Winter Instruments also provide specialist altimeters and varios for balloonists and paragliders, airspeed indicators/altimeters for microlights, and a comprehensive range of imperial and metric instruments for gliders.

[www.winter-instruments.de](http://www.winter-instruments.de))

**HAVING SEEN THE HUGE AMOUNT OF WORK THAT GOES INTO THE INSTRUMENTS BEHIND THE GLASS, I NOW THINK OF MY PANEL AS FULL OF ROLEXES AND DRIVE JUST THAT BIT SLOWER TO THE LAUNCH POINT**



Shaun Lapworth has been a club and nationals pilot for 10 years. Based at Lasham, he has all three Diamonds and is still searching for the elusive UK 750km and a 1,000km in South Africa. Shaun recently set up NAVboys with Dave Draper [www.navboys.com](http://www.navboys.com)



Left: production of spare part for diaphragms, and (above) calibration of airspeed indicators (All photographs courtesy of Winter Instruments)





*This page, clockwise from top:*  
Guess where? Local soaring within 5km  
of airfield (Steve Codd)

The lovely long strip at Shobdon  
(Bobbie Jones)

Burns' Ian Myles brings home his  
Mosquito, just in time for the London  
train driver to wave (Kevin Moseley)

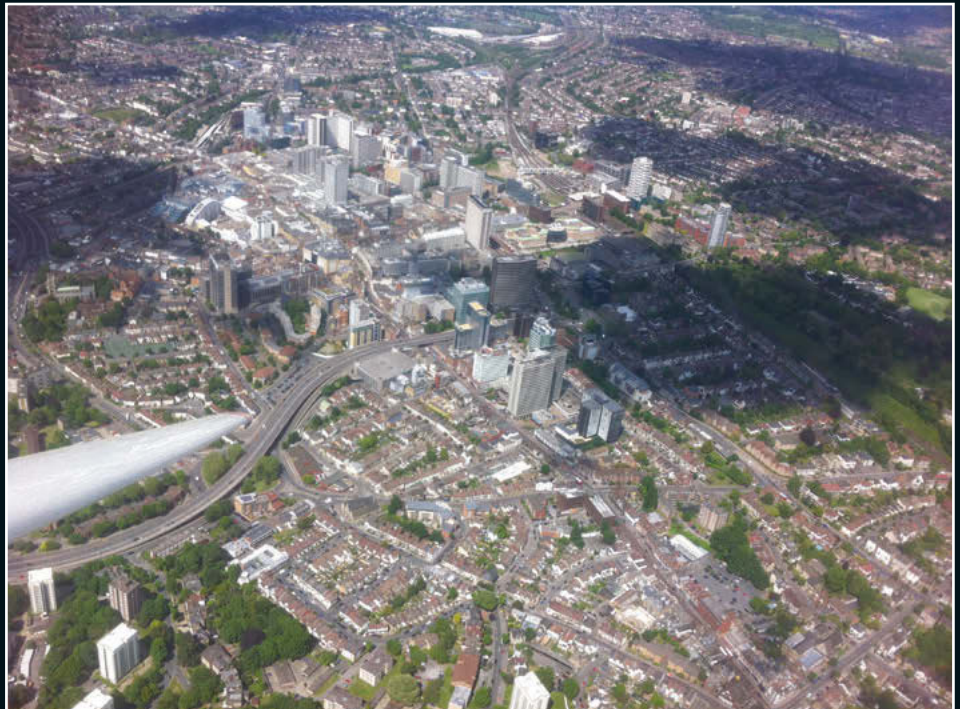
Melton Mast taken from '13' on 2 June,  
on the way back from Ripon (Steve  
Lynn)

*Facing page, clockwise from top:*  
Peter English took a friend (a  
professional photographer) flying  
at the Fault Line Flyers glider club  
just north of Austin, Texas, USA, with  
some resulting stunning air-to-air  
photography (Chris Caselli)

This photo was taken from an HpH  
Shark in the Ecrins National Park,  
France, by Damian le Roux. Damian  
said: "I think the near mountain is  
'Roche de la Muzelle'. The wind is  
from left to right in the photo, and I  
flew along the rising part of the wave  
extending beyond the wingtip. At  
the top of the photo, the surprisingly  
shallow shape of the wave can just be  
seen in the smoky layer."

Up at 10,300ft during a Four Counties  
expedition to Sisteron in May 2013  
(Chris Judith)

■ If you would like your previously-  
unpublished photographs to be  
considered for inclusion in Gliding  
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# HOW TO AVOID TUG UPSETS

Hugh Browning outlines valuable advice for safe aerotowing



Posters and leaflets highlighting aerotowing risks have been distributed to clubs. Can you contribute to avoiding aerotow accidents and, in particular, tug upsets?

**A**EROTOWING is very safe for the glider pilot. But if the glider gets too high the tug can be forced into a vertical dive. There were four fatal accidents of this kind in quick succession about 30 years ago. The BGA embarked on an intensive educational campaign to teach glider pilots how to avoid these tug upsets. The fatal accidents stopped and the tug upset incident rate declined.

In the last few years, the frequency of tug upset incidents has increased. Seventeen upset incidents have been reported since 2006, of which six were in 2012. In two of the very recent incidents the tug recovered just above the ground, in one case at 40ft and in the other case at 100ft.

Figure 1 (below) shows the number of reported upset incidents in each year from 1974 to 2012. Figure 2 shows upset rates per 100,000 aerotows. The tug upset incident rate is now seven times higher than it was 10 years ago and higher than when the fatal accidents took place.

In the slingshot upset, the glider pulls up too quickly from a low position on tow

and in effect does a winch launch behind the tug. However, getting too high behind the tug in other ways can also be very dangerous. Some of the recent incidents arose from the pilot getting too high and losing sight of the tug. Others stemmed from pilot distraction, attending to ventilation or instrument problems. Some resulted from the glider turning at release height without having confirmed visually that the rope had separated.

It is important that every aerotowing pilot understands the nature of a tug upset and avoids them.

A leaflet on safe aerotowing has been published recently, with particular emphasis on avoiding tug upsets. Every club CFI has been provided with a stock of leaflets. Please collect a copy from your club or download a copy from the safe aerotowing page of the BGA website ([www.glidering.co.uk/safeaerotowing](http://www.glidering.co.uk/safeaerotowing)). The leaflet contains stills from the video simulations of tug upsets that can be found on the BGA website. One of the stills is reproduced on the facing page.

Advice for safe aerotowing is provided

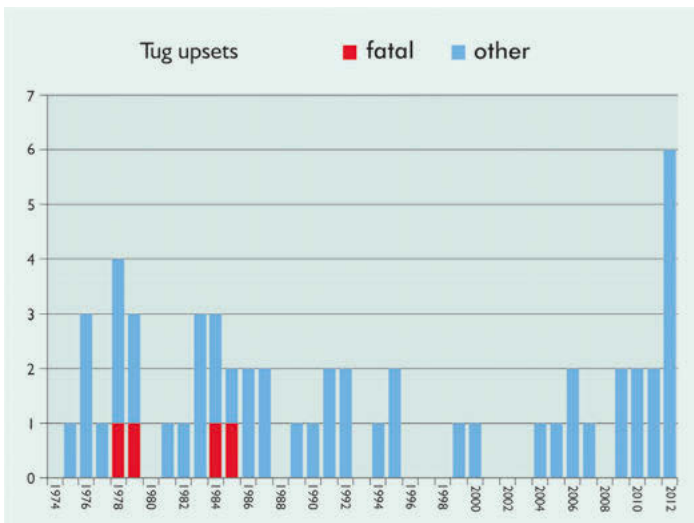


Figure 1

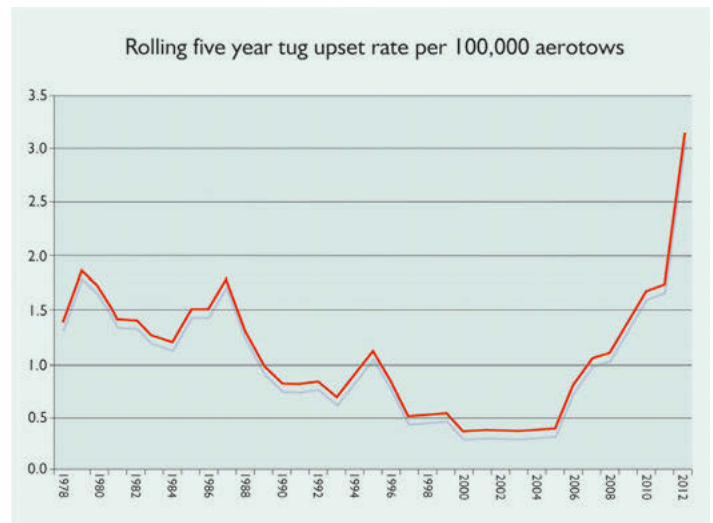


Figure 2

(graphics enhanced by Steve Longland)





This photograph, which was taken from Banbury's Pawnee, illustrates a correct aerotow configuration (Robert Cronk)

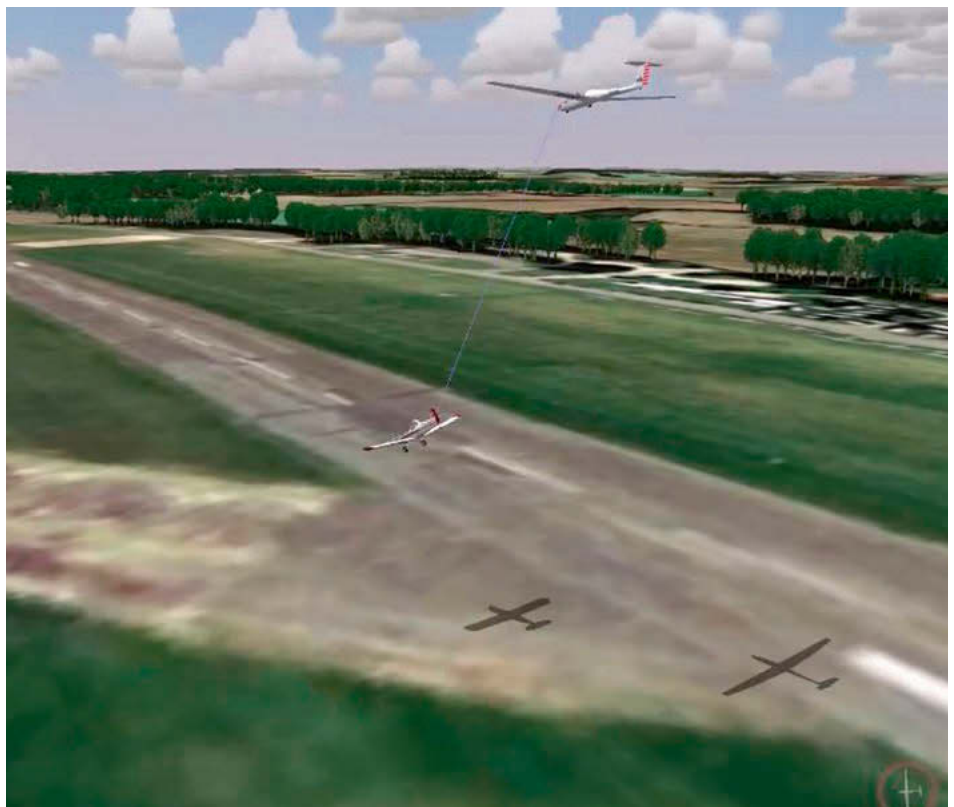
in the instructor's manual. Some of the essentials to avoid a tug upset are as follows:

- If you are inexperienced, do not aerotow on a belly hook and do not aerotow in turbulent conditions.
- Maintain the correct vertical position of the tug in the canopy. Do not allow the glider to get too high.
- If you are too low behind the tug shortly after the tug take off, or at any other time, move back into position SLOWLY. Being lower than the tug is not dangerous. An upset can follow if you pull up quickly.
- Release immediately if the glider is going high and the tendency cannot be controlled, or you lose sight of the tug.
- Fly the glider! Leave any potentially distracting problems with instrumentation or ventilation until after release. Leave the undercarriage down.
- At release height, is it clear? Pull the release, visually ensure the rope has separated from the glider, and raise the nose slightly before making a turn.

If you are uncertain about any of the advice in the leaflet, please ask an instructor.

Please help eliminate tug upsets.

■ [www.gliding.co.uk/safeaerotowing](http://www.gliding.co.uk/safeaerotowing)



A simulated tug upset caused by the glider getting too high (video simulations by Pete Masson)

# GOING OVER TO THE DARK SIDE

With increasing numbers of us joining the 'turbo club', Mike Young looks at the potentially higher risk of serious damage or injury caused by mishandling of the engine

**J**UST like baldness and going grey, it seems inevitable that a large number of us will end up turning to the 'dark side' as we turbo off into the sunset of our gliding careers.

Obviously the ability to get home for that anniversary dinner or other such event has its advantage. However, with it comes an increased risk. Yes, we are less likely to do minor damage from a field landing, but mishandling the engine appears to increase the chances of serious damage or injury (based on my perception and not statistical evidence).

Unlike commercial flying, where pilots have the opportunity to practise failures and non-normal events in the controlled environment of a simulator, most of us with turbos do not have that luxury. Although with more glider simulators becoming available, I'm sure that it won't be too long before that becomes a possibility.

The good news is that most self-sustaining systems fitted to gliders are designed to be very simple to operate. However, at times of high workload, which is invariably when you need to fire up the turbo, it doesn't take a lot to overload our capacity buckets. Since I now find myself back in the turbo club, I am conscious of the need for a slightly different approach to my flying in order to, hopefully, avoid making errors in high workload situations when using the turbo.

I think that it goes without saying that there should always be a suitable landing area selected prior to engine start. For me, this means that the landing area has been well assessed for any foreseeable hazards and that I have planned the approach accordingly. Thus one is able to concentrate just on flying the glider and starting the engine.

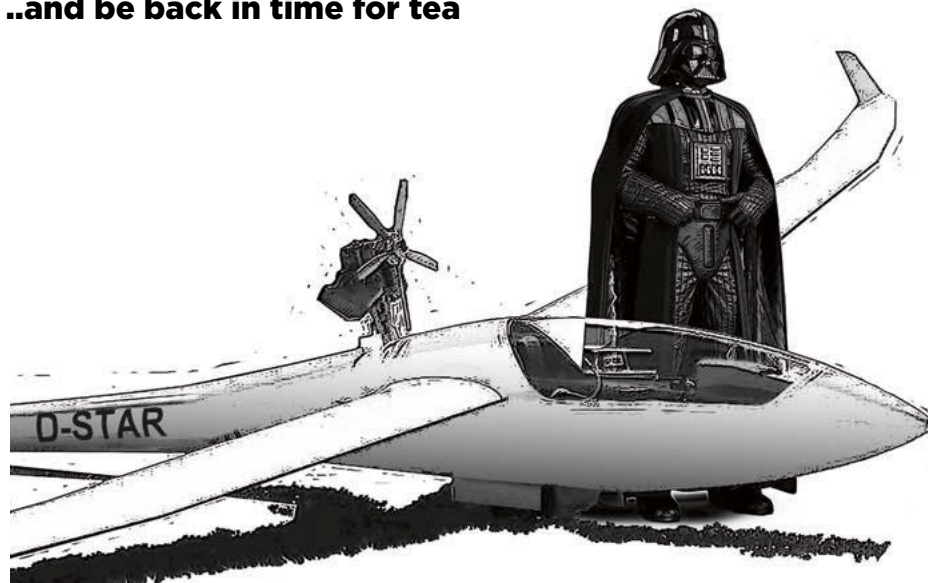
You would have thought that flying the glider is a fairly simple task for most pilots with a few hundred hours under their belt, but, after a friend of mine shared his story with me, it is easy to see that anybody can be distracted from this fundamental task, irrespective of their experience.

An extremely accomplished powered aerobatic and glider pilot, with several thousands of hours, told me of an occasion when he had inadvertently spun a glider with a pop-up engine whilst attempting to start it. As he recounted the story, the hairs on the back of my neck stood up and it sent a shiver down my spine. Although very used to spinning aircraft, it took him a while (probably only a couple of seconds in reality) to recognise that the glider was actually spinning (possibly due to the distraction of starting the engine). It required a full recovery for the glider to exit the spin, during which time he had lost over 1,000ft. Without doubt, the consequences of him trying to start the engine below 1,000ft could have been catastrophic.

It certainly made me think that if it could happen to someone with his experience then I too might be vulnerable. Of course,

## Unleash the power of the Dark Side...

..and be back in time for tea



Cartoon by Matt Wright, Devon & Somerset Gliding Club



very few people are going to throw away the possibility of soaring above 1,000ft agl and for me to say at what height you should use the turbo is not the purpose of this article. It will depend on several factors, such as: recency on type, location, weather, experience, etc.

As for my own limited experience, several years ago I flew a Nimbus 4t in the European championships and due to my lack of practice with the turbo, problems with recording the turbo's use on the logger and also a desire to achieve the optimum distance should the day result in a field landing, I elected to fly the competition with the engine box taped up. It certainly made the decision making process a lot easier, as I didn't having the added complication of deciding at what point to give up the chance of soaring and fire up the turbo.

I recall landing out in three fields, including one next to a pig farm that had obviously recently been sprayed with something very fertile (I think that was the only time that I questioned my decision). Prior to the competition, I had used the turbo about four times in anger, including one occasion where it had failed to start. On a weak blue day with small scruffy cumulus I had decided to fly from Cambridge, my home club at that time, towards Bicester where there were reports of gliders climbing in wave. I was frustrated by my progress in the strong westerly wind and elected to start the turbo and motor towards Bicester. At about 800ft I popped up the turbo, accelerated, pulled the de-compressor, and slowed down to a sensible speed to climb away.

It took some time before I realised that although there was a lot of noise there wasn't enough (lack of familiarity of the system) and I didn't have the green light to show that the engine was running. A quick glance down confirmed that the fuel was selected to ON; I had left the fuel cock open as I was told that this was a good idea to prevent forgetting it during the critical moments.

By now I was less than 500ft, I abandoned the chance of starting the engine, switching the ignition off and concentrated on landing in my selected field, which turned out to be uneventful, apart from getting bitten by the farmer's dog! But that is another story.

It turns out that all the fuel had syphoned from the tank overnight because I had left the fuel cock open. During the DI I had checked the fuel quantity through the clear plastic tube on the end of the tank, which showed that it was full, or so I thought. Because I had filled the tank the night before I did not recognise that there was actually no fuel in the tube, rather than it being full!

I could have avoided my mistake altogether by a more thorough inspection prior to flight or possibly trapped the mistake later in the flight by an early recognition of the failure of the engine to start and soaring away! In the end, I mitigated my error and used all my handling skills to make a field landing with the engine extended.

So, in conclusion, it would appear that prior to starting on my new adventure with the 'dark side' I should remember to: read the flight manual, write an aide memoir for operating the turbo, but above all to fly the glider, fly the glider and fly the glider!



■ **Mike Young soloed at 16. He has around 4,500 hours, all three Diamonds and a 1000km diploma. Mike set the UK 750km Triangle record Standard Class in 2002 and has won numerous competitions. He won Silver medals in the 2001 Worlds and 2009 Europeans. Mike is also Forbes Insurance's flight safety consultant**

■ **BGA advice on converting to self-sustaining gliders is available at:**  
[www.glidering.co.uk/forms/OperatingTurbosGMDec06.pdf](http://www.glidering.co.uk/forms/OperatingTurbosGMDec06.pdf)

■ This article first appeared in the Forbes Insurance newsletter.  
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# DOWNWIND DASH

Rob Lockett flew his Olympia 2b from Tibenham to Truro. At just under 500km, this is thought to be a record UK flight



**F**LICKING through the ancient pages of my Olympia 2b's glider logbook, it appears that in the 1950s and 1960s pilots were duty bound to crash following any kind of winch launch failure or other eventuality, no matter how minor. Several times this practice led to BRL's fuselage being damaged, resulting in lengthy repairs and even lengthier work reports. The work report for the most extensive fuselage repair reads, "fuselage frames 2 through to 5 purchased new from Elliott's of Newbury, and new keel fitted". Vic Ginn, who had carried out the repair, had then amusingly scrawled "four weeks work!" in Biro at the bottom of the work report to highlight the extent of his labours.

Flicking through the logged flights for BRL brings less amusement. Only numerous short circuits and the very occasional Bronze or Silver leg are recorded for the first 40 years of BRL's life. Matters improved slightly in the 1990s when Matt Cook flew 100km in her and in 2009 I had flown 230km during the VGC International Rally at Achmer in Germany. Now that she was 54 years of age it was time she went somewhere, and it needed

to be 300km+ if it were to count as a proper cross-country.

For many years my mate John Gilbert (Gilbo) and I had day-dreamed of flying an old fashioned downwind dash to Devon or Cornwall in a spring north-easterly wind, perhaps for 300km in my Oly and 500km in his Skylark 3. The Stansted zone makes this difficult from my home club at Wormingford on the Essex and Suffolk border, as it requires battling into the north-easterly wind, so it would be best to launch from Tibenham in Norfolk.

I had the Easter week off work. It was perishing cold and there was sleet and snow, but the north-easterly set up and blew for a whole week. The first Saturday and Sunday were spent fitting GPS-Nav to the Olympia outside in the falling snow, but the weather looked hopeful every day from Monday through to Friday. I missed out on Tuesday as this was forecast to be a less good day, but turned out to be very good. On the Wednesday, Gilbo and I trailered to Tibenham, but the day was duff, so we trailered back home to Colchester. Thursday had been forecast to



be the best day of the week, but turned out duff with grey clag and snow so me and my girlfriend Gee went to Bletchley Park to look at Enigma machines, Colossus and stuff.

At 10pm on Thursday night I was on the phone to Tibenham's clubhouse interrupting their Poker Night (sozl!) to make special arrangements for a morning aerotow before club flying started. Thank you so much to the dozen people that I pestered on the phone that night and especially to Brian Kennard for tugging and to John Roche-Kelly for helping Gee with the trailer.

Friday, the last chance of the week, dawned with thick grey clag and spots of rain at home in Colchester. At 7am the forecast showed clag south-east of a line from about Bury St Edmunds to Luton, essentially along the line of track from Tibenham to Devon and Cornwall. Looking at the grey cloudy sky I was despondent, but Gransden's weather camera showed sunshine at Cambridge so off again to Tibenham!

The clag began to clear north of the A14 and by Diss there was blue sky. Arriving early at Tibenham, nobody was about to help me and Gee rig the Oly, except for some Scouts struggling to rig their tents in the 20+ knot wind. They managed a good job of helping rig and I then jogged off with the Oly to the main runway – I must get some tow-out gear!

I declared Tibenham to North Hill for 353km. If I could at least make, say, Glastonbury on the Somerset Levels then 300km would be in the bag. If things went better than expected then Brentor for roughly 400km might be on. If I could climb at Brentor and fly on then perhaps I could better Bill Bedford's Olympia 2 flight of 413km in 1951, which I understood was the furthest ever flown in the UK by an Oly 2.

It was now about 11.20am and there were small cumulus to the west, but overhead and east the sky was totally blue. The wind was off the sea at 20-25kts and it looked



unsoarable locally. I aerotowed upwind of the airfield to 3,000ft, not even reaching Long Stratton as the headwind was so strong. On tow I felt only turbulence and no thermals, but passing back over Tibenham's runway intersection I took a few turns in weak lift before deciding, 'to hell with it', and setting off downwind. Gliding down to 1,800ft I luckily found a blue thermal which topped out at 3,000ft. There was no going back now, so on to the only small cumulus in reach. I reckoned I would get to it at about 1,200ft. Unfortunately, I hit heavy sink on the way and the cumulus decayed giving only sink.

At 1,000ft the next cloud was three miles further on and out of reach, so without any better ideas I headed for it anyway. About a mile from the cloud, at 500ft, I had the jammiest save encountering a rough new thermal bubble in the blue. Gusty and rough in the windy conditions, the Oly tipped and surged but there was a positive

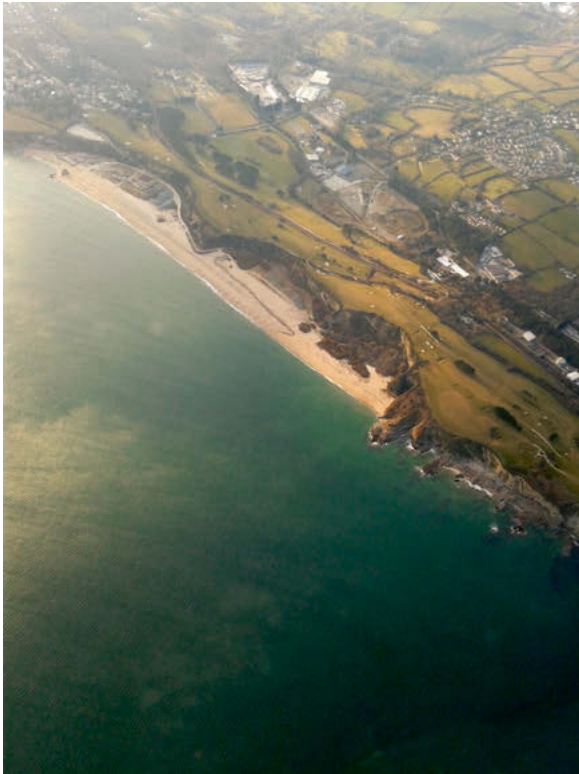
(Above) Exeter Airport - "Either that runway ain't straight, or my canopy's a bit distorted!" (Rob Lockett)

## ABOUT A MILE FROM THE CLOUD, AT 500FT, I HAD THE JAMMIEST SAVE ENCOUNTERING A ROUGH NEW THERMAL BUBBLE IN THE BLUE

(Above left) Rob Lockett with his Olympia 2b, BRL, which he flew from Tibenham to Truro. The trace of this impressive 496km flight is shown below (enhanced by Steve Longland)



## LOOKING AT THE CLIFFS AND BEACHES IN THE SETTING SUN, SAT IN AN OLD WOODEN GLIDER, WAS A REALLY MAGICAL EXPERIENCE



Out at sea near St Austell  
(Rob Lockett)

■ Rob Lockett's April flight has been bettered only by the Yellow Witch flight of 514km by Keith Nolan in Australia, December 1980. The longest UK flight in an Oly previously recorded was Bill Bedford's 413km flight from Farnborough to Newcastle on 2 May 1951

↪ vario average. The cockpit workload-ometer was bending the needle as I needed to select another field every two thermal turns due to the drift in the strong wind. Fortunately, it was East Anglia in April when many fields are landable. At 800ft I lost the climb, straightened up downwind towards the cloud and after half a mile found another good bubble to 1,200ft. Here I was able to manoeuvre to the edge of the cloud and very happily got Hoovered up.

Now that any early season cobwebs had been blown well and truly out of the DV panel it was time to set off on track properly. Well, almost on track. I very much under-estimated the effect that the 20 degree of crosswind component in the 25kt wind would have, particularly when my airspeed was only about 40kts. This resulted in getting downwind of track near Bury St Edmunds. Fortunately I found a fantastic climb to 5,500ft and pushed back upwind and back on track, promising myself not to make that critical mistake again.

Approaching Gransden, the sky was poor and I took it steady at 2,000ft resolving to take a few hundred feet climb in anything that was going up at 1kt or more. This came to pass climbing to about 2,500ft and then back on track. Well, Einstein said that it is surprising how humans often make the same mistake time and time again – yup, downwind of track again, partly due to the wind having gone more northerly, and

having to push back upwind and on track again. (Hmm, actually between writing the article and proof reading I heard on Radio 4 the other night that Einstein never said it at all!)

Biggleswade went by, then Woburn, and then Bletchley popped up on the GPS, but I couldn't eyeball Bletchley Park. The sky had overdeveloped a bit and I tried climb after climb, passing Aylesbury and Abingdon. I could only manage 3kts when the sky looked like there should be 5kts. Approaching Wantage at 1,800ft I didn't know where to head. The White Horse Hills looked tempting, but I didn't fancy 500ft agl again. Wantage was in sun, but upwind of track, and there was ragged cumulus downwind of track. I tried several cells of the ragged cloud before drifting over the high ground and climbed at a couple of knots, never finding a strong climb.

Above the hills, the TM6 crystal radio picked up the pilots of the EB28 at the other end of the glider performance spectrum, battling into wind around a closed circuit task. It sounded as if they were having a tough time, so I felt a bit better about my inability to climb well.

At Avebury conditions improved and I climbed to 5,500ft. This was the furthest south-west I'd ever flown and looking down to see several of the White Horses all at once was a nice moment. Conditions were excellent and I ran for about 40km maintaining 5,000ft with barely a turn to Frome. Passing the Somerset Levels conditions softened as expected, but I was high and 300km was now completed.

Past Yeovilton and Chard, I took a few climbs south of North Hill with the airfield in sight. The day was now weakening and the clouds were a long way apart, but I wanted to push on, hopefully to Brent Tor. There were a few clouds a little too far north, and a few a little too south. I opted for the southern route as I thought the push to the north with headwind component would be too slow.

Flying on towards Exeter, I arrived at 2,500ft above Exeter's ATZ looking down at a dozen parked airliners. Although I was several hundred feet clear of their zone, it still gave me a rebellious feeling.

### Safety margin

Next, Dartmoor loomed up over the nose and there had clearly been an inadequate level of pre-flight planning. I'd presumed that Dartmoor was about 700ft asl, but what lay ahead definitely looked like proper hills. The map confirms that the hills are about 1,600ft asl. Looking down at mile after mile of thick heather, my mind filled with visions of three-day glider salvages with tractors, flat-bed farm trailers and lots of rope and whingeing environmentalists. I would probably have enough height to marginally glide clear to the far side of Dartmoor near Tavistock, but not with any safety margin.

Fortunately, ahead and about three-quarters of the way across, I could see a small village (Princetown) with a cluster of cultivated fields that were probably landable. Well, there are no certainties and the combination of two probables was enough to set off across. Tracking over the higher peaks to the south of the Danger Area, I eventually contacted a reasonable climb near the top of the 2,317ft mast at Princetown and was pleased to climb. Struggling to unfold my map any further west, I eventually





Gee, Rob's girlfriend and 'dutiful' retrieve crew (Rob Lockett)

gave in and just tore a lump off. This was a bit of a shame as the map was brand new! I'd originally shoved a second map in the cockpit, pre-folded for Devon and Cornwall, but had lobbed it back out shortly before take-off as it was in the way and I didn't expect to get past North Hill. Never mind!

Clear of Dartmoor, it was now about 5.45pm and the sun was low in the sky. I was able to run high under isolated cumulus along the south coast, just a few miles inshore. Passing the beautiful bays of Polperro and Fowey looking at the cliffs and beaches in the setting sun, sat in an old wooden glider, was a really magical experience.

Nearing St Austell the cumulus was out over the bay, so I climbed over the sea drifting away from land in the north-east wind. The climb got ragged near the top and I set off back inland and then towards Truro. The complex of creeks in Falmouth Bay lay ahead and the huge ship moored a long way inland up one of the deep creeks was a very strange unusual sight to see.

Now 6.30pm, the sky was almost dead. I took a few turns in the last thermal, which decayed at about 1,700ft before gliding the last few miles south-west for distance. No lift from the last couple of potential thermal triggers and at 700ft I turned back to land in a recently cut field – the vast majority of the fields being too steep, or full of crop or sheep. The landing went well in the stony field; the old Oly rolled to a halt and I climbed out and stood in the beautiful rolling Cornish countryside. I'd landed at Gare Farm, near the head of the Fal Estuary between the village of Tregony and Truro.

Time to check on my trusty Garmin 12 GPS how far the Oly and I had gone from Tibenham. The answer, 266 nautical miles. "Hmm, that's further than I expected and looks close on 500km!", I thought. Changing the Garmin set-up to kilometres, 493km popped up on the screen. Aaaargh! So close! Well, my buddies with task analysis software reckon it's 496km from cast-off from aerotow to my furthest point, but still not quite

500km. I'm very pleased as it was one of my very most memorable flights, and to my knowledge is the furthest an Oly 2 has flown in the UK. It handicaps up to 800km too, so I doubt I'll ever fly that far again on handicap!

The farmer was really helpful and the Oly had a nice night picketed in the field, listening to the sheep and rook chorus. I took a taxi ride to a nearby Travelodge and by about 9pm Gee arrived safe and sound with the trailer (thanks Gee!). The next day we leisurely de-rigged in the sun and called in at Brent Tor, with their great selection of wooden gliders out soaring on Dartmoor. "Hmm," I thought, "this is a great place to start in a south-westerly in a wooden glider for a 400km flight to Tibenham!"

## THE OLY HAD A NICE NIGHT PICKETED IN THE FIELD, LISTENING TO THE SHEEP AND ROOK CHORUS



Rob Lockett has been gliding since 1996 and flies the Olympia 2 and an ASW 20 at Essex & Suffolk GC. He's a keen cross-country distance pilot and enjoys hill and mountain flying when away from the East Anglian flatlands

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## THE BGA, EASA AND YOU

BGA Chairman **Pete Harvey** highlights how the BGA is managing change and protecting gliding, at a time when we've some huge changes affecting ops within clubs. Also why the BGA view is well-respected by the rule-makers

# A

S GLIDER

As glider pilots, we're a pretty optimistic and resilient bunch – slightly irreverent, self-deprecating, invariably humorous. To support us all, the BGA operates by virtue of a small, professional, dedicated team and a huge volunteer force. Indeed, many of you reading this will be expert committee members, club officers, instructors, inspectors, receptionists – possibly all of the above.

The external stresses upon our wonderful sport have never been greater, at a time when available resources have been challenged. Health and Safety, rates, taxation, finance, employment law, environmental legislation, planning, wind farms, NIMBYS, CRB/vetting checks, airspace grabs and, of course, EASA-led changes. Much of this has a foundation in desirable objectives. We need to manage risk, we want to protect the environment, kids should be protected, etc, but no-one asked us if we wanted EASA and the multitude 'benefits' we enjoy as a consequence...

The BGA has been, and continues to be, actively engaged with the statutory and regulatory authorities whenever an issue impinges on clubs' and individual operation. We've been most fortunate that many, many individuals have sacrificed

**MANY INDIVIDUALS HAVE SACRIFICED CONSIDERABLE TIME AND EFFORT WORKING ON BEHALF OF US ALL**

considerable time and effort working on behalf of us all, to protect our freedoms.

Under the previous chairmen and CEO Pete Stratten's leadership, we have developed a professional, balanced, considered approach, avoiding emotional rhetoric. Indeed, much negotiation occurs quietly, in the margins, backed by solid statistical evidence.

As a consequence, our submissions are taken seriously and the doors of power remain open to us. We continue to believe this is the best approach to minimising the potential impact of change, particularly the recent EASA-led changes to airworthiness, licensing and training. We're particularly grateful for the CAA's collaborative approach, especially when witnessing the impact EASA changes have inflicted on some of our gliding friends within other EU countries.

Given the raft of changes brought on by a changing world, the BGA Executive thought it might be worth sharing one of our more recent submissions. It was made along with our colleagues at the GA Alliance for them to respond to the DfT's 'EU Balance of Competencies Review', providing an analysis of what UK's membership of the EU means for the UK national interest.

### European regulation – British Gliding Association briefing

Gliding is a fundamentally volunteer led and managed air

sport in which most European member states excel. The sport is funded entirely from personal taxed income. Gliding Team GB is highly ranked internationally, and British glider pilots are influential in the widest development of the sport. There are some 80,000 glider pilots flying some 20,000 gliders in Europe. Eight thousand of them fly some 2,400 gliders in the UK.

In 2003, the European Commission decided to include gliders within standardised European aviation regulation. This decision set forth a chain of regulatory events that has an increasing capacity to seriously damage the sport of gliding and, of course, citizens fundamental right to continue to enjoy a sport and recreational activity that is safely integrated with other airspace users. This damage – which is already apparent – is caused by excessive cost, reduced levels of flying, regulation/change fatigue, frustration at unnecessary bureaucracy and even individual's physical inability to comply with new requirements. This manifests itself in:

- Diversion of limited central volunteer and professional resources from development, safety management and participation growth within the sport
- An increasing drop-out rate by experienced participants and resulting negative impacts on gliding clubs and other participants.

The specific European regulations are;

**1702/2003 Part 21 – Certification Rules.** Part 21 requires gliders to be certified under rules designed for commercial air transport. Fortunately under pre-existing regulation, the design standard of sailplanes exceeds the new requirements. However, Part 21 resulted in a major bureaucratic exercise that, coupled with Part M requirements, cost most UK owners of gliders a significant amount of their taxed income.

**2042/2003 Part M – Maintenance Rules.** Part M requires gliders to be maintained under rules designed for commercial air transport. Without exception across Europe, Part M has resulted in a significant negative impact on gliding and other

**MUCH NEGOTIATION OCCURS QUIETLY, IN THE MARGINS, BACKED BY SOLID STATISTICAL EVIDENCE**



air sport, primarily because of unnecessary bureaucracy, as well as costly regulatory oversight, including newly-applied CAA fees. Part M has resulted in significantly increased costs to owners, encourages 'underground' airworthiness activity and adds nothing to previously accepted safe practices. Part M has doubled the cost of vital annual maintenance on UK-based gliders and has very significantly increased the associated costs and administrative burden on the BGA.

**1178/2011 The Aircrew Regulation - Flight Crew Licensing and Pilot Training.** The Part-FCL rules require that pilots are trained within a regulated structure (subject to similar constraints, bureaucracy and costs as Part M) and subject to disproportionate medical requirements that will, despite UK-developed AMCs, result in a number of currently active participants becoming grounded. The proposed glider pilot licence requirements negatively impact on existing privileges and therefore present highly significant operating limitations over the status quo. The ATO requirements, which are a watered down version of requirements designed for commercial air transport training, are essentially nugatory, disproportionate, unwieldy, costly and ultimately damaging. The industry and CAA are now engaged in a process of damage limitation that is consuming large amounts of time and resource, and are trying to ensure that existing acceptable levels of safety are not compromised.

EASA should be encouraged in the strongest terms to learn from the recent past and listen as well as delegate to the air sport industry, rather than reinvent in two years a licensing system that has taken 50 years or more of experience to develop into user accepted and safe systems.

**Standardised European Rules of the Air (SERA).** Eurocontrol has proposed SERA requirements that failed to consider air sports and the associated numerous differences to existing ICAO rules of the air adopted by most Member States. After push back from industry (with some very timely political support), the majority of UK gliding concerns regarding the SERA requirements have or are being revisited. However, doubt remains as to whether or not existing privileges will be available to pilots following the full implementation of SERA.

**Operations.** The potential impact of this emerging regulation has yet to be fully analysed. Early indications are that the rules have again been developed for Commercial Air Transport, but will be applied more widely and will be highly damaging.

#### Summary

The BGA believes that the EASA approach to developing regulation is not based on an informed assessment of risk and

ignores historic precedent regarding existing safety cases where sporting aviation is concerned. It appears to the BGA that EASA and, more recently, Eurocontrol are increasingly frustrated by the consultative rulemaking process and are therefore increasingly and openly paying lip service to



Part-FCL rules require that pilots are trained within a regulated structure

the responses made by industry during that process. Meanwhile, disproportionate aviation regulation rolling out across Europe is beginning to cripple the sport of gliding, despite only being partly along the aviation regulatory development roadmap.

An enormous amount of effort has been expended by the BGA, by sporting clubs and by thousands of individual owners and participants over a number of years in attempting to work with EASA and Eurocontrol to encourage them to adhere to the European Parliament's stated requirement for proportionality in rulemaking. Despite some successes, the BGA has concluded that European and domestic democratic intervention will be necessary to ensure that the sport of gliding can continue to exist as we know it beyond the middle of this decade under existing and emerging European aviation regulation.

The simplest solution would be to remove sailplanes from the scope of Regulation EC 216/2008. ”

Whilst the above is pretty dry reading for many of us, it's essential we push back against poorly considered or emotive legislative changes. We've already commenced communication on the new licence and training changes, which will soon affect us all. Whilst the changes are significant, we've worked hard to achieve a workable result and minimise the impact. Please don't read any complacency into that line, it's been a colossal effort and will completely change the legal basis for our operations. As per the recent airworthiness changes, we're simply trying to ensure 'business as usual' as far as possible.

We need help in many areas. If you could give some time to assisting the BGA team, we'd be delighted to hear from you.

A handwritten signature in black ink that reads "Pete Harvey".

**Pete Harvey**  
Chairman, British Gliding Association  
July 2013

**WE'VE WORKED  
HARD TO  
ACHIEVE A  
WORKABLE  
RESULT AND  
MINIMISE THE  
IMPACT**



Aerobatic flight examiner Guy Westgate reports on recent training experiences with his Fox glider in Spain and the lessons learnt to inspire a fresh look at advanced manoeuvre training

# ADVENTURES IN LACER



**T**HERE I was on 5 October 2010, upside down at 200ft with nothing on the clock but the maker's name... and even that was peeling off. Only it wasn't any old upside down, I was on aerotow in a Dutch MDM-1 Fox, towed by a French tug and, if that wasn't bizarre enough, my English tuggie and I were out over the Mediterranean, displaying off the seafront at one of the most iconic airshow venues in the world – Barcelona, Spain.

The 'Festa al Sel' (Sky festival) is held annually at the end of the summer. The display aircraft tend to use Sabadell, a busy GA airfield a few miles inland from the city and home to Barcelona's biggest aeroclub, with 43 club aeroplanes from singles, aerobatic and multi aircraft to helicopters and ULMs.

Our liaison with the club and host for the weekend was staff instructor and glider pilot Rafa Molina, who instantly fell in love with the Fox and explained that the club's sister airfield in the Pyrenees had once planned to buy one.

Flying from Sabadell was interesting to say the least, with every flight requiring a flight plan and the authorities only permitting a glider to fly in Barcelona's airspace if it remained attached to the tug at all times, including the landing!

And that is how we introduced the Fox to Aeroclub Barcelona-Sabadell and to Catalonia. Like so many times before, it was a chance meeting, but the seed was sown. Over the next two years this germinated into first an incredible idea, and then into a plan.

The Polish MDM-1 Fox is a remarkable glider, strong enough to inspire confidence, and arguably the most aerobatic training glider ever built. Serial production stopped a few years ago and, although the factory has committed to make more, they remain a rare glider with about 35 flying worldwide. Within a few months ↗



DANNYA



Above, left to right:  
French instructor Phillippe Salvato never failed to impress with his Thermos of tea, bread and pate for lunch

The Fox lined up on the main runway at la Cerdanya, the snow-capped limestone ridge of the Sierra de Cadi in the distance

The Fox's shadow on take-off and (far right) the MDM-1 Fox showing its Aerobility charity sponsorship

Main photo on previous pages:  
The GliderFX Fox G-IIIFX turning on to finals at la Cerdanya

(Photographs by Guy Westgate)

of the Barcelona display in 2010, our UK glider display team had its own MDM-1 Fox and rebranded to 'gliderFX'. We set about developing our opportunities, ready for the next adventure.

La Cerdanya, 100km north of Barcelona, will be familiar to many pilots who have flown there with Brian and Gill Spreckley and the European Soaring Club. The airfield has seen a transformation in recent years, being run by a local soaring club, then the town council and now a management consortium. There are new hangars, a café restaurant and a skydiving school, as well as microlight and glider flying. What has not changed is the ideal location of the airfield, near to Puigcerdà in the long and wide Cerdanya valley, and the famous Cerdanya sunshine

and its microclimate.

After a second fortuitous meeting, this time with Carlos Marti Batera, the aeroclub's president, the club formally proposed to rent our Fox.

Now the Fox is not really a glider that can be loaned out in the same way that some clubs share their training assets. We started looking at a bundled deal, to base the glider in Spain for the 2012/13 winter and to include a training package for their own instructors, to realise the glider's potential.

The idea of aerobatics can be divisive, as most pilots have little interest in learning competition-style aerobatic manoeuvres, and the financial commitment to get to a good standard in advanced manoeuvres is often prohibitive. Regrettably, the negative connotations of aggressive, competition-style aerobatics can be so unattractive that pilots often dismiss flights that would be of benefit.

Rafa and Carlos' stroke of genius was to advertise Fox flights in Spain as a 'safety course'. This made the promotion more inclusive, less elitist and, by marketing spin training and an upset-recovery training package, glider pilots and also the microlight fraternity at La Cerdanya were fully behind the project.

For the economics to work, the aeroclub charged a course fee to cover the fixed costs of delivering and collecting the glider the 1,000 miles from UK, and a flight fee to cover our residential costs when instructing. Gliding clubs across Europe typically charge aerotows by the minute and La Cerdanya's charge of €4.40/min lead to 4,000ft tows costing an eye-watering €70-85 – almost double the cheapest tows in UK.

The Fox arrived in December and, after a dozen flights with the new Spanish instructors, we had explored the repertoire of



■ I remember Alex Nielles (pictured above in the front seat) sat in a tiny café in the town of Alp, listening to every word of my very first instructors' briefing, wide-eyed and keen to learn. Alex was an instructor and a very capable and thoughtful pilot. He was widely regarded as The Master of the complex wave systems around la Cerdanya.

We flew seven flights in the Fox and Alex was eager to improve his own skills to deliver the upset recovery course as an instructor this coming winter.

Tragically, Alex died in the mountains above Saint-Geniez flying his Ventus 2CXM, competing in the European Championships at Vinon, France, on 16 June 2013.

My thoughts are with his many friends at la Cerdanya and his young family. Adeu Alex, descansa en pau...

(Photograph by Rafa Molina Arruabarrena)





potential manoeuvres. We split the exercises into four categories:

- Stalling and spinning awareness and avoidance
- A robust 'upset recovery' protocol
- Rolling and inverted flight
- The 'Boom-Pow' manoeuvres that make the Fox the Fox!

Our criteria were to get the best of the Fox, to give best value to the student (maximum hands-on time) and have them complete a structured set of manoeuvres that would stretch the student, but not the instructor. We whittled down the list and decided to create a formal syllabus for the three flights, to standardise the product so that different instructors could deliver separate flights, and we could also streamline the training for the new instructors.

Two of the candidates were experienced power aerobatic pilots, as well as glider instructors and they quickly adapted to the subtle differences of glider aerobatics.

The weather conditions were remarkable, with frequent wave that only once stopped flying due to the rotor on the airfield, but often boosted climb rates and allowed soaring above 10,000ft on several occasions.

One of our younger students coined a phrase 'infinity rolling', when the lift was so strong that you could roll continuously without losing height. One such event was on a flight in January; the altimeter was winding up almost exactly twice as fast as my watch's second hand in beautifully smooth wave.

It was bitterly cold and, passing 10,000ft, I started a conversation with my French student about what height we should stop the climb? Once he told me his personal height limit without oxygen, I set about defining a safe ceiling for our climb and



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**As always, we will have limited numbers of these, so be sure of yours by placing your advance order now!**





Above: The view west down the Cerdanya Valley towards Andorra after a wave climb to over 16,000ft  
Below left: Sergi Pujol Rodriguez, CFI of the CVVC at la Cerdanya, gets to grips with instructing in the Fox (Guy Westgate)

✈ invited him to start his rolling attempts and inverted flight practice. After two beats up and down the wave bar, I had made no progress with the conversion of French metres to English feet, or making allowance for Cerdanya's elevation of 3,500ft and flutter speeds with altitude. I decided that enough was enough! We started an airbrake descent from well over 16,000ft – who said the Fox can't soar?!

The Fox does draw a crowd and the courses were soon filling up. Most Spanish pilots speak excellent English and the only language confusion came from a misunderstanding of my English instruction "turn around" that sounds like the Catalan 'tourna' – to 'do it again'. After an unplanned roll attempt



joining downwind, I soon learnt the Spanish 'girar', pronounced 'heera' – to turn.

The local mountains tower above the airfield and the ski resort of Molina at almost 5,000ft agl is the local ridge, but we tried to ridge soar only once. Often the wave interferes with the ridge and, despite the dramatic scale, the north-facing lower slopes don't work as well as expected.

The feedback from students was excellent. The Fox's stall spin characteristics were used to develop recovery techniques and I am confident that every student expanded their knowledge. Everybody achieved at least a loop and roll, and hopefully gained handling confidence too.

Was it a success? In the same period in the previous year, we achieved 34 training flights in three months in England. In Spain we achieved over 125, with almost 50 hours flight time.

Perhaps of more value was Aeroclub Barcelona-Sabadell's success in motivating a broad demographic of pilots to learn something new and want to become better pilots.

A huge thank you has to go to Ian Gallacher, my tug pilot for the 2010 display in Barcelona and also fellow aerobatic glider instructor with gliderFX. I would also like to thank Carlos Marti Batera of the aeroclub and my Spanish instructors, Sergi Pujol Rodriguez, Rafael Molina Arruabarrena and Philippe Salvato.



■ The Centre de Vol a Vela la Cerdanya (CVVC) welcomes solo pilots and club expeditions to base from the field to explore the Pyrenees.

The 1,250m runway is in the centre of the wide Cerdanya Valley, with many safe out-landing fields, thermals, ridge and wave all year round.

There are many local hotels, gites and camp sites, with golf courses, horse riding, mountain biking, skiing, snow-boarding, swimming, ice skating, ballooning, microlight flying, PPL training and hiking opportunities all within 10 miles of the airfield.

Please contact airfield manager Xavi Jove for more information (he speaks excellent English).  
Email: [Xjove@aeroclub.es](mailto:Xjove@aeroclub.es)  
[www.aeroclub.es](http://www.aeroclub.es)



Photograph by Refa Molina Arruabarrena

Guy Westgate was taught to loop before he was solo in 1987 at the RAE gliding club at Farnborough, and it ignited his passion for aerobatics. Guy has eight national titles and is one of the senior aerobatic examiners in the UK

This iconic photograph was taken by Tony Hutchings, Dunstable pilot and professional photographer, from the back seat of the ASH 25 in 1989. A Canon T-90 camera was mounted on a long probe to keep it well away from the wing (<http://tonyhutchings.co.uk>)



ASH 25 '13' was brought to Dunstable from Schleicher's 25 years ago in the spring of 1988. It was the first 25 to be imported into Britain

**S**AAT down to write this memoir on 5 April 2013, exactly 25 years after my first flight in our new ASH 25, **writes Mike Bird**. Not surprisingly I was tempted to call this piece "25 years of the 25." It had a nice ring to it. Sadly the numbers did not work out quite so neatly, as you shall discover if you read on. But it did an amount of flying so vast and varied that on these pages I can only give you a flavour of what my best-beloved glider achieved in its lifetime.

Six days after that maiden flight, on a breezy nor' easterly day (similar to the weather we have had for much of March and April 2013,) Robin May got into the back seat, I got in the front and we took off on our first cross-country. John Jeffries climbed into the ASW 22, which the three of us had operated during 1987, and which I had bought from Hans-Werner Grosse after he had set several World records in it in Australia. John loved Wales and would often say: "It may not be much good here in Bedfordshire, but if you can get away to Wales (only about 150km distant) it'll be really good!" We could never quite tell if he was kidding, but he would come back with photos of what was undoubtedly Abergavenny or Welshpool.

To head downwind on a big out-and-return is, of course, asking for trouble, especially in early spring: the wind picks up a few knots, the cloud-cover gets a smidgeon thicker and the thermals a bit feeble – then you are down in some muddy field near the turnpoint with no prospect of being home before midnight – that is, if you've bothered to have a crew organised in advance. (I am talking about real gliders, you know, the ones without engines.) Nevertheless off we sped in great, loping strides, in seven-league boots.

#### **Welsh wave was a novelty**

We dolphined non-stop to Cheltenham, where we threw a few desultory circles, discarded the thermals and carried on westwards to the Black Mountains. Instead of beating along the familiar western face over Talgarth (as we often did subsequently in the prevailing westerlies) we were carried up smoothly on the east-facing ridge and, as we came off the end over the Wye Valley, slid into perfect wave. This was not part of the Grand Plan (we didn't have a plan), but a surprise and delight. We made only 7,500ft, but for me Welsh wave was a novelty; after a spell of splashing around in the blue 4,000ft above the mixed cumulus and lenticulars we headed home – into the teeth of the east wind. I boomed and landed at Bicester airfield 30km from Dunstable, but a rapid Bicester relight got us back into the air in time to see the ASW 22 strolling past us along the Chilterns. JJ shamed me by not needing any relight.

It was a foretaste of what big wings could do. On a 500km triangle (Dunstable-Frome-Welshpool) soon afterwards, I exclaimed

# GENTLEMEN



to Ed Downham in the back seat: "This is a gentleman's conveyance!" The comfortable ride between long, bendy wings, the seeming refusal to lose height and the long intervals between those tedious periods of having to stop and circle, all made one feel pampered and thoroughly spoilt.

In 1988, Robin May became National Open Class Champion in number 13, and again in 1989 and 1990 – a hat-trick. I don't think that has been done by any other pilot in UK competitions. In 13, Robin also won the Opens in 1996 and 2002.

The amount of international travelling number 13 did was vast: one trip to Australia; two to the USA (the first a world champs and the second a series of competitions, record and diploma flights in Florida, South Carolina, Nevada, Idaho and Texas); three to Switzerland; two to Spain; umpteen to France, Germany, Austria, Poland, Italy and Finland.

Robin's way of starting a French expedition was novel. Twice he set out from a 6,000ft tow over Folkestone: in 2003 he reached Épinal (660km); in 2004 he flew 705km to Luxeuil.

More unplanned frights/delights occurred: In Waikerie, Australia, on New Year's Eve 1990, on seeing a front roll over us and kill the thermals, Ian (Nimbus) Newman and I were happy to scrub and get drunk with the locals that night. Then we discovered that our crew-lady had plans to meet her boyfriend and was en route with our trailer on the 800km road journey to Benalla, so we had to launch pronto. We were towed to within gliding range of the good weather and completed 575km in four hours dead. If declared, it would have been a record. What the heck...

In Spain in 1993, back-releasing from Brian Spreckley's tug in rough air over unlandable terrain during a long-distance ferrying flight from Monflorit to Soria, being reminded by P2 Marion Barritt that the rough air was wave-rotor, climbing to 14,000ft and making Soria comfortably: by pure chance the only decent flight of the entire expedition.

Lacking the contest skills and killer-instincts of R May Esq, I myself only managed 3rd place in the UK Opens at Abingdon in 1992 (with Ed Downham), a 4th place in the UK Overseas Nationals in Leszno, Poland, in 1994 (with Marion Barritt)

## RECORDS IN ASH 25 NUMBER 13

- National two-seater O/R distance – R May and S Jones, Finland, 709km, 01/06/1988
- UK two-seater 100km triangle – R May and E Morris, 124km/h, 27/07/1989
- UK two-seater and Open 200km triangle – R May and P Townsend, 119km/h, 18/07/1990
- UK two-seater and Open 600km triangle – R May and S Lynn, 95km/h, 19/07/1990
- National two-seater 500km triangle – M Bird and R Gardner, Australia, 130km/h, 03/01/1991
- National two-seater 300km O/R – G Dale and M Bird, Australia, 138km/h, 04/01/1991
- National two-seater 500km O/R – R May and N Hoare, USA, 892km 05/07/1995
- National two-seater and Open Straight Distance – R May and P Rackham, USA, 892km, 06/07/1995

### DISTANCE DIPLOMAS

- Robin May and H Rebeck, 24/6/1993, 750km Diploma, Dunstable, UK
- Mike Bird (solo) 27/6/1995, 1,000km Diploma, Minden, USA (twice in four days, after photo-fumble!)

and (again with Marion) a 4th in the 1995 US Seniors in Florida: Geezerglide was an early-season limbering-up for former US World Team members like George Moffat, Karl Striedieck, Doug Jacobs and Dick Butler.

When I started this piece I looked up the website of the gliding club at Strasbourg which had bought 13 from us at the end of 2004. I was delighted to see a picture of our old glider on their airfield, mountains in the background, still bearing the number 13 on its big fin.

However, that sailplane is no longer part of the Strasbourg fleet; it came to a sudden end at Puimoisson in the Alpes-de-Hautes-Provence on 14 July (Bastille Day) 2011, in the 24th season of its life. Both pilots, in their 60s, were injured and the *aéronef détruit*. It saddens me too much to go into detail, but you can get the whole story on <http://www.bea.aero/docspa/2011/f-tt110714/pdf/f-tt110714.pdf>

In the course of nearly a quarter-century, ASH 25 number 13 gave enormous pleasure to scores of fellow-pilots and passengers. I now own a share in another ASH 25 (BB, built in 1989, originally owned and flown in many competitions by John Gorringe) based at Lasham, and as you all saw in the April/May issue of S&G the number 13 continues to fly on the tail of the Dunstable-based EB28 (which is, like Eta, a derivative of the ASH 25) over the deserts and dunes of Namibia.

■ **COMPETITION NUMBER 13:** Low competition numbers are jealously guarded: the number 13 originally belonged to the late Peter King and appeared the fins of an ASW 15, an ASW 17 and an ASW 20 before being transferred to his partner in the ASW 20, Robin May, who put it on the ASH 25 from 1988 to 2004. The number 13 is now on the fin of the EB28 featured in the April/May 2013 issue of S&G.

■ **Number 13 rather shot itself in the foot so far as records were concerned.** Two-seater records – intended for an inferior class of sailplane – began to beat single-seat records, so they were abolished. From 1996 two-seaters became Open Class. After that, getting into the record books became somewhat harder.



The official launch of Nene Valley Gliding Club's Flying Scholarship Scheme, on 6 July, was attended by students, parents, teachers, Ramsey's deputy mayor, the chairman of Hunts District Council and representatives of the BGA

**WE FEEL CERTAIN THAT IT WILL BE A GREAT DEVELOPMENT TOOL FOR THEM, ENCOURAGING CONFIDENCE AND SELF-RELIANCE**



Katie Barkans, 17, is the oldest of the first group of six students. She is enjoying sharing the experience with other students. Also in the first group are Lewis Smith, Bethany Game, Henry Webb, Chris Barrott and Ollie Wilson (who is already setting his sights on becoming an instructor at the club)

## COMMUNITY TIES

**N**ENE Valley Gliding Club's Flying Scholarship Scheme has seen the club team up with Abbey College in Ramsey to offer flying scholarship places to students, enabling them to undergo pilot training, *writes Kerry Mertz.*

An initial group of 12 will be taught to fly by NVGC's instructors with the aim of taking students to solo flying standard.

NVGC's chairman, Michael Muir, said: "As well as teaching these young people to fly, we feel certain that it will be a great development tool for them, encouraging confidence, self-discipline and self-reliance."

The scheme will provide full funding, initially for 12 scholarship trainees, for as long as their training takes place and to pay their individual flying fees. Where trainees are assessed as 'exceptional' or 'above average' by the instructor team it may be possible to further extend their funding to enable them to obtain a full Glider Pilot's Licence.

The initial *ab-intio* selection process was made by the school, followed by a trial lesson where NVGC's instructors assessed the student's aptitude. The candidates short-listed were then interviewed by a selection board comprising a member of the school staff and an NVGC representative.

At the scheme's launch, BGA Chief Executive Pete Stratten said that it represented an exciting new initiative, which involved

the club, town and a local school, to bring young people into the sport. He added: "The association is absolutely delighted with the scheme and wish it every success."

In addition to the flying part of the scheme, Abbey College's Engineering and IT departments are working on a glider simulator project as part of their A-Level course. The NVGC flight simulator, which is at an embryonic stage of development, has been moved to the school for completion by students. The college will also be assisting with ground equipment modifications and replacement work. The first project is to re-design, manufacture and fit some new cable guide rollers for a two-drum winch.

Frank Nieuwoudt, the college's associate assistant head, said: "We are all very excited. We know that our students see this as an immense opportunity and will try their utmost to qualify for this scheme. It's been wonderful to see the change in those students already taking part."

Initial funding has come from a Sport England grant of £8,560. Future funding will be achieved through further grants, sponsorship and club/college fundraising activities in Ramsey and surrounding areas. Hunts District Council Chairman Barbara Boddington donated bunting signed by Olympic gymnast Louis Smith to aid fundraising.

■ NVGC chairman Michael Muir is happy to discuss the scheme with other clubs wishing to explore similar schemes. Contact him at [Michael.Muir@hertfordshire.gov.uk](mailto:Michael.Muir@hertfordshire.gov.uk)



# GLIDING'S PART OF GCSE CURRICULUM

**A**SPECTS linked to gliding have been introduced to the Physics GCSE curriculum for students of Abbeyfield School in Chippenham, Wiltshire.

Thirty students arrived at Keevil on 28 June for a presentation of gliding, as well as a visit and tour of the varied fleet in the hangar. After a safety brief, they set out to the airfield with Bannerdown's K-21, K-13 and EZE, Airborne Composites' Twin Acro kindly on loan, for a day in the hands of BI Ben Dews (18).

Club member Jon Pickering is a physics teacher at Abbeyfield School and is the founder of the relationship between the school and Bannerdown GC. Jon was delighted with the success of the day, having a crowd of students enquiring about scholarships to learn to fly with BGC this summer. He said: "It's a fantastic opportunity for students to learn teamworking skills and self respect. It will also stand out on their CVs when the time comes

for interviews. A long-term goal is for the school to own its own glider."

CFI Ian Harris said: "The activity on the day was immense, from crew changing, answering students' questions to listening to how awesome it was and the smiles all round following the flights. Students had workbooks, which included various tasks from calculating winch launch acceleration forces and energy transfers, to the benefits of energy cushions and also the materials that gliders are constructed from."

Bannerdown GC currently holds memberships designed for Abbeyfield students to achieve solo flight. Luke Knight, 15, went solo on 1 January and is now working towards his Bronze. He is an inspiration to others to follow on.

The school buys four junior memberships, with the club offering discounted winch launching. Scholarships are offered towards the end of the school year so students, aged 14-16, have the summer to fly.

Students found the practical aspects of their day at the club beneficial to their study. Aaron Booth, 15, said: "It gave a practical use to the things we have learnt in the classroom."

Amelia Elliott, 15, said: "We looked at energy transfer, speed, acceleration and how energy transfers from the ground to the air. It gave us a bigger picture and a better understanding of how it all worked when we had the chance to go up in the air."

## SOME STUDENTS ALSO HAD THE OPPORTUNITY TO FLY:

■ **Jemma Harding, 15:** "When I first sat in the glider, I thought 'oh my God, it's going to be very high'. The instructor reassured me and said if I was going to scream, please do it quietly! When the winch started, I was surprised at how steep it was - a bit like a roller coaster. It was smooth up there and great fun to recognise the area, which looked like a toy town."

■ **Aaron Booth:** "I was surprised at how quickly we got up and how high we were. It was very quiet and I got the chance to fly the glider."

■ **Amelia Elliott:** "I was really excited. It was a great opportunity. There was a surprisingly loud noise when we released off the winch, but it was smooth and relaxing - a great feeling to be off the ground."

● **Yvonne Elliott, a former gliding instructor and, until very recently, a teacher and manager in schools and further education colleges, has taken on the voluntary BGA role of Schools and Colleges Lead. Yvonne will be working closely with others involved in developing opportunities for young people in gliding. Yvonne can be contacted at: [yhellott@btinternet.com](mailto:yhellott@btinternet.com)**



Students at the Abbeyfield physics gliding day at held at Bannerdown Gliding Club on 28 June

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# The BGA Team and General Information



## Executive Committee

### Chairman

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

### Executive Members

Matt Cook, Dave Fidler,  
Sharon Kerby, Tony Smith,  
David Latimer, Andy Perkins,  
Ron Bridges, John Williams

### Treasurer

Les Kaye

### Company Secretary

Tony Smith

## HQ

Tel: 0116 289 2956 Fax: 0116 289 5025

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

### Chief Executive

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

### Office Manager

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

### Accounts

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

### Administration

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

### Communications Officer

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

### FAI Badges Officer

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

### Chief Technical Officer

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

### Airworthiness Quality Manager

Keith Morgan

### Magazine Editor

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

## Performance & Development

### Competitions & Awards

Russell Cheetham

### Team GB Manager

Graham Garnett

### Development

Diana King

### Development Officer

Alison Randle  
[alison@gliding.co.uk](mailto:alison@gliding.co.uk)

### Marketing

Sharon Kerby

## Operations

### Safety

Pete Stratten

### Future Licensing

Chris Gibson

### Airspace

John Williams

### Instructing

Don Irving

### Training Standards Manager

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

### SLMG

Andy Miller

### Technical

Howard Torode

### Flying Operations

Ted Norman

## CAA SLMG Instructors and Examiners

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

## Regional Gliding Examiners

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

## Regional Safety Officers

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

## Airworthiness Inspectors

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

## Airworthiness Guidance

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

## Accident Investigation

### Chief Accident Investigator

Chris Heames

## Other Information

### Courses

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

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## BGA Office Contact Details

8 Merus Court, Meridian Business Park, Leicester, LE19 1RJ

tel: 0116 289 2956 fax: 0116 289 5025 email:[office@gliding.co.uk](mailto:office@gliding.co.uk)





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**Alison Randle**  
BGA Development Officer  
[alison@gliding.co.uk](mailto:alison@gliding.co.uk)

■ **The Planning and Environment Fund (PEF)** is a fund established and funded by the BGA (through member clubs' affiliation fees) to assist clubs at risk from planning, environmental or similar developments that may need financial help to fight legal challenges, or to support a complex planning application or appeal.

The PEF is for funding professional fees, rather than capital purchases (the Philip Wills Memorial Fund is designed to assist with those). Cases would include:

- Planning permission and similar work, to establish a new site.
- Where a club is at risk of loss of amenity on its present site, due to neighbouring developments, and needs to fight a planning case to retain the use of the current site.

Clubs apply by preparing a brief business case for their application, which the Trustees consider before making a decision.

It is helpful if clubs can let us (the Development Committee) know in good time if they have this sort of issue looming. Diana King and I can advise clubs before they make an application.

■ Further information is available from:  
[www.gliding.co.uk/bgainfo/clubmanagement/documents/PEFInfo.pdf](http://www.gliding.co.uk/bgainfo/clubmanagement/documents/PEFInfo.pdf)

# Standing together against the Goliaths

WE CAN all help one another. If clubs find themselves in a difficult situation through the actions of a third party, although that club may not have had direct experience of such a situation, collectively, gliding probably has. Even if a club fails to achieve something, nevertheless, that club's experience will be helpful to other clubs.

Please note that whilst planning examples are used here, these principles apply equally well in many areas of club development.

## Wind turbines

The prime locations have now been used up, which means that planning applications to site new turbines are increasingly being submitted where there is more likely to be conflict. The companies concerned are well resourced, with large legal teams, who spend their days seeking to ensure their case for getting planning approval is strong. This has two implications for gliding:

- Companies do not waste their resources in cases where they have no chance of gaining approval. They will search for sites with minimal conflict, which is just one reason to get your site registered for non-official aerodrome safeguarding.
- Companies will gather all evidence around applications that secured planning approval, in order to establish precedent for future applications.

Up until 2009, the Planning Inspectorate published all the documentation for planning applications, which meant that other parties (like us) could readily source them. Unfortunately, this no longer happens and, although some planning authorities do publish the documents, the only sure way to get hold of them is if one of the parties involved collects and collates the information and passes it on. Gliding does not have a legal team, but we do have a network.

There have been two contrasting cases for gliding clubs recently. In very brief summary, one club has worked extremely hard to make their case against proposals for a local wind farm, but to no avail. However, there is much to learn from that

case and the club is sharing documents with the BGA so that the full facts are available to use in future. The other club was more fortunate – it achieved a compromise as a result of being able to negotiate a reasonable working solution with their local planning authority. They were unable to prevent turbines being sited uncomfortably close to their site; however they have been able to secure planning conditions that in certain wind conditions the turbines can be turned off.

So what can we in gliding do for ourselves?

- Negotiate when feasible to achieve compromise
- Understand that hard work doesn't always bring success, but we can all learn from the situation
- Seek BGA support early
- Sharing experience helps (we know this from the way we learn to fly).

## Glimmer of hope?

There has been a recent glimmer of hope from the Government which seems to be acknowledging the plight of the common man in all of this; however we should not disregard the overall drive for increased use of renewable energy.

*The Department for Communities and Local Government will make sure local people have more say in the planning of wind farms and that the need for renewable energy does not automatically override the planning concerns of communities.*

*"We want to give local communities a greater say on planning, to give greater weight to the protection of landscape, heritage and local amenity," said Communities and Local Government Secretary Eric Pickles.*

*Planning approvals for wind farms in England have dropped in recent years, a situation the government is keen to turn around.*

*In 2008, about 70% of applications were approved, but approvals were down to 35% in 2012.*

Source: [www.bbc.co.uk/news/business-22791815](http://www.bbc.co.uk/news/business-22791815) (6 June 2013)





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**MARSH & MCLENNAN COMPANIES**





*Facing page clockwise from top left:*

Denbigh's Clare Holland took this photo during the Spring Wavefest of son (Toby) and godson (Matthew), absolutely fascinated by the process of rigging (particularly attaching wings!) with Kevin Hook's DG-400 in the background. The next generation of pilots perhaps?!

Lasham's Guy Roth made his first solo flight on his 14th birthday on Monday 24 June. Both of Guy's older brothers, William and Henry, flew solo at what was the then earliest legal age just after their 16th birthdays, whilst younger brothers Toby, 11, and Felix, 8, are both keen to emulate their older brothers and are regular fliers at Lasham

Charles Taylor from Bicester was given a trial flight voucher on his 14th birthday (7 March) and wasted no time before soloing on 2 June

Rob Jackson chose a flight in Oxford's T-21 'Daisy' as the moment to ask his partner Sinawan to marry him. Rumours of the 3kts of sink while heading downwind at the time are unconfirmed, but thankfully she said yes quickly! (Claudia Hill)

Jonathan Power is a keen young Cotswolds member who would have gone solo on his 14th birthday, but the weather was unsuitable and the flight was delayed by a couple of days to 6 May (Chris Power)

The Gliding Centre's Chris Luton took this impressive photo of lenticular cloud in the Shetlands, which was evidently a good place to be over Easter

*This page below:*

A spectacular rainbow on the Pennines at Edensoaring (Frank Mcloughlin)

■ 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)



■ 'Wolds' Wednesday instructor Patricia Ridger found herself on the cover of *WI Life* recently. Patricia has been an active member of the Women's Institute since 1994, which is as long as she has been gliding. She is also taking on the challenge of directing this year's Two-Seater comp in August ([www.paulreadphotography.com](http://www.paulreadphotography.com))



■ Southdown's Katie Simmonds has gained her 737-800 wings, flying with Ryanair. Katie said: "My uncle Julian Hitchcock (instructor at Southdown) and mother Patricia Simmonds (previously a Silver C glider pilot) introduced me to gliding when I was 13 and ever since then I have been hooked on flying."

Katie was awarded a bursary at Southdown when she was 16, she has worked as a hostess at Virgin, became a tuggie at Southdown a few years ago and then went for her goal to be a commercial pilot. Her ambition is to return to gliding and become an instructor.

"I would also very much like to return to Virgin to work at the 'pointy end' of the aircraft!" said Katie.



# CLUB NEWS

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

THE club attended the Abingdon Airshow in May and we took the Astir along. It attracted a lot of interest and produced many new contacts. With the weather improving, our two new Bronze pilots decided to try for their Silver distance. Ashley Valentine did a magnificent 100km out-and-return to Aston Down, but unfortunately his logger failed. Dave Spillett just landed short of his goal, but managed to cover just over 50km to make a claim. Congratulations to them both in their first major attempt at a cross-country task.

**David Sibthorp**

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

OUR shiny new Duo Discus has arrived and, happily, has barely been empty since. Following our soaring week congrats to: Frank Soowamber (5-hours, Silver height and cross-country endorsement), Paul Jones (50km followed by 100km), Tom Dews 50km. We are enjoying competing in local Inter-club League and being in first place. We welcome Paul Jones into the role of Junior Gliding Officer at the club to support the Abbeyfield School students and our Air Scouts (see p47).

**Ian Harris/Debb Evans**

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

SPRING brought a successful Open Day: much flying, membership increased by five and club president Mervyn Pocock took our new Puchacz soaring. Our committee has been strengthened by Steve Lambourne and Nick Bowers, while John Garland stepped down after 10 years, pleading business with a Ventus. The first day of the Inter-club went well, with us in the lead, but poor weather left us with a 'scrub' on the Sunday. We congratulate Sudip Nair (Silver), and Mark Player and John Garland (500km), with a 'probable' 500km by Mick Longhurst!

**Chris Basham**

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

WITH our place at Bicester secure and new winch arriving in July, summer is in full flow and we are brimming with activity. Our cadets

are working hard, with some of our under-16s already converting to our Astir and flying our K-21s cross-country with some of the best pilots in the country. Our GP series has started and members are enjoying club level flying at its finest. Currently we have over 55 aircraft registered for regionals and then we have the 18m nationals starting on 17 August – a fantastic summer.

**Lee Hitchins**

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

THE advanced cross-country week in May was run by Bill Inglis and blessed with good weather, which resulted in eight consecutive flying days and several participants achieving 500km goals. The Pawnee is flying again after a major re-build. Our first Classic Wings & Wheels event was a great success and we raised almost £2,000 for charity. June started with superb weather and 500km flights from Dave Findon, Bill Inglis, Mike Pope and Malcolm Lassen. Our regionals are 13-20 July and a Wooden Ships weekend is scheduled for 27-28 July.

**Mike Pope**

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

WE are now open seven days a week and welcome visitors who want to try our uncluttered airspace and long ridges. We have the longest flight time per launch of almost any UK club and virtually no launch queues! Just phone the office any morning and book. Saturday 25 May saw the first day of the new Talgarth Grand Prix, organised by Geoff and Julie King. By choosing a weekend day a few days in advance, good soaring is almost guaranteed and the concept is proving very popular with members.

**Robbie Robertson**

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

THE Booker expedition to Le Blanc went well, with some decent cross-country weather. We have a number of new solos, including tuggies Callum Collins and Gus Carrick. Other first solos include Peter Kirkwood, Ruth Jackson and Boris. After three years of time, effort and discussions with the BGA – to say nothing of cost – Graham Saw's Lunak has been granted

full aerobatic status again. This has been a fantastic effort by Graham. Congratulations Will Ellis, who won day six at the Club Class Nationals in the only all-wood glider.

**Roger Neal**

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

WE'VE been having some fantastic soaring. Congratulations to Tom Farquhar, who didn't quite get round a 100km task, landing 10km short, but completed a leg of 53km gaining his distance and completing his Silver. Barry Lytollis also completed his Silver with a five-hour flight. (Uncle) Alan Gibson and Kate Ashley both completed their Bronze exams and are really looking forward to their GFTs. Well done to all. Lastly, our newest, shiniest tug pilot, Dan Hedley, has converted to the Pawnee. Knowing there'd be cameras, he even shaved! Well done Dan.

**Rich Abercrombie**

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

AFTER the rigours of the soggy season last year, we can scarcely believe our luck. We've already had some excellent flying and it just seems to get better. Right now, the sun is shining, the ridges are running and our field is dry. All the incentive our members need to have fun, like they did at a recent successful Bank Holiday Task Weekend. The dry weather also means we can carry out the field improvements scheduled last year and we are hoping this can go on forever!

**Keith Clarke**

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

CHAIRMAN Colin McEwen is selling his Ventus and stopping gliding. Well done to Andy Davis on winning the Lasham regionals and Jon Meyer on joint second in the Club Class. Congrats to Stuart Lees (first 300km) and Greg O'Hagan (first 500km) and to University members Ben Shepherd, Matt Gilby and Maxime Deligny (solo) and student Jake Brattle (Silver). After the students' AGM James Young is captain and Jake Brattle vice captain. Two coaching weeks with John McWilliam and Andy Davis made the best of the weather. Chris Rollings was coaching in June.

**Bernard Smyth**



(Left to right): **Banbury's** fleet out at Hinton and ready to go in the spring sunshine; **Booker** Cadet Ben Followell, winner of the (late) Easter Egg Cup Aerobatic competition (Jane Moore); solo for **Booker's** Ruth Jackson (Jane Moore); Dan Hedley converts from **Borders'** Super-Cub to the Pawnee



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

OUR young aerobatic pilots have hit the headlines with three selected for the British Glider Aerobatic Youth Team, competing at the World Glider Aerobatics at Oripaa in Finland in July. Robbie Rizk (14), who won the Advanced Class at the UK National Aerobatics Contest at Saltby in June, will be the youngest person ever to take part in a world-class aerobatic championship. He will be joined by Chris Bowden (19) and Jack Newman (24). The team will be coached by instructor, Paul Conran. Congratulations to Bruce Stephenson and Keith Ford (Silver badges).

**Stuart Black**

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

THERE have been some outstanding soaring days and congratulations go to Paul Fox on his Bronze cross-country endorsement and his Silver, and to Andy Kitchen on his 100km. Unfortunately our motorglider has been temporarily unserviceable, but members needing field landing checks must thank other local clubs for assisting. In May, Burn hosted a reunion for 643 Volunteer Gliding Squadron. An excellent day was had by all. We have entered a team for the Yorkshire Inter-club League and so far put in a good performance.

**Chris Cooper**

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

MAYFEST was another great success. We enjoyed visitors from Portmoak, Bowland Forest, North Wales, Oxford, Spalding, and Pocklington. Average height gains were in order of 8-9,000ft with Paul Myers (Bowland Forest) topping out at 17,500ft. Thanks go to our caterers Maggie, Phil and Fiona, Jean, Moritz and Ray; also John and Andy for keeping a good bar. Look forward to seeing you during Octoberfest 28 Sept - 6 Oct. We will be flying every flyable weekend.

**Chris Fiorentini**

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

THANKS to Mike Margetson and team who filled in pot holes prior to our Open Day in April. This was a great success with 40

trial lessons and some new members. Five members ventured to Jaca and the University gliding club visited Challock. Finn Sleigh (15) is the youngest Cambridge pilot to solo. In his first flight he soared for 48 minutes and bagged Silver height! Finn also received the annual Neville Anderson Award, given to encourage young pilots. Other achievements; Haluk Yildiz (Diamond distance), Iain Butler (Bronze) and Bill Murray (BI).

**Peter Wilson**

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

OUR younger pilots have distinguished themselves, with Max Lazenby and Emil Benson awarded Royal Aero Club bursaries. Jonathan Power became our youngest solo pilot two days after his 14th birthday. He was featured in the local paper, and won a club award of £50. Mike Oliver flew our first 500km of 2013. We've increased our launch rate by using our two Skylaunch winches side by side, getting pilots airborne earlier. It is with regret that we announce the resignation of Darrel Tucker and we thank him for all his hard work and energy while chairman.

**Frank Birlison**

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

THE Whitsun bank holiday brought thermic conditions, with Kev Atkinson and Angus Watson completing a flight of 764km, Ian Mountain recording 550km, and Tim Davies and Mick Lee 300km+. Congratulations to Mark Birtwhistle (solo), who then topped this off with 35 minutes and 80 minutes, and to Becky Seyburn (Silver height). The BBQ organised by Miriam Watson was well under way whilst awaiting the return of the Ash, which had been airborne for some nine+hrs previously. A great weekend for all. Hope there's more to come in the following months?

**Zeb Zamo**

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

THE club had a successful flying week in June and congratulations go to Amy Sentance, Tim Sharpe and Andy Lucas (new BIs), Dave Carter (solo), Paul Shannon (re-solo) and John Maddison (Diamond distance). Father and

son Mike and Simon Brown have gained Silver height, with Chris Gadsby doing his 50km and 5-hours duration. Chris now has his Silver and will complete training and acceptance tests to become a BI. Our fastest 100km was highly challenged by the two rivals, Roger Starling and John Swannack; it all comes down to aircraft handicaps.

**Barry Patterson**

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

IN the last week of May, Ged Nevisky achieved 300km Diamond goal, Chicklade out-and-return; the first time this distance has been flown from Brentor for a decade. Phil Hardwick and Mike Jardine have flown Silver distances to North Hill and Dr Robin Wilson (ret'd) gained Silver height (that completes Mike's all 'home grown' Silver). Mike Gadd led our participation in the Inter-club League at The Park, where he came last, but did fly 93km on his first ever cross-country.

**Martin Cropper**

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

AFTER a long winter we got going again, with Ewan Reid going solo in May. Fifteen-year-old Zachary Sole went solo, the tug being flown by his father Lionel Sole. The team under Mike Law refurbished our ASW 19, with both wings being rubbed down and refinished. Ron Ogston and his team built a new tractor shed, which allows us to keep the tractor connected to the grass cutter.

**Glen Douglas**

**DENBIGH (LLEWENI PARC)**  
**WWW.DENBIGHGLIDING.CO.UK**  
**531239N 0032312W**

AFTER being dominated by easterly winds, it was a relief to see a return of the westerlies during Wavefest. The BWND expedition saw half a dozen climbs to FL195 in a single day, with good wave on three days out of six. The £150 prize for our 150km @ 150km/h ridge task has yet to be claimed – speeds being limited by extreme turbulence. The easterly portion of Wavefest provided some truly excellent thermal flights. We are now looking forward to, and taking bookings for, our Autumn Wavefest centred on October.

**Clare Holland**



(Left to right): **Cambridge's** Finn Sleigh was sent solo by Robert Welford (Lorna Sleigh); **Cranwell's** Kev Atkinson and Angus Watson after 764Km in ASH 25; Zachary Sole, 15, went solo, the tug being flown by his father Lionel at **Deeside**; Tony Poole was sent solo by Alan Jolly at **Derby & Lancs** (Martin Powell)



#### **DERBY & LANCS (CAMPHILL)**

**WWW.DLGC.ORG.UK**

**531818N 0014353W**

WE'VE had a few really good days with a couple of 600kms+ flights plus lots of other soaring. Congratulations to Tony Poole (solo), Garry Lewis (5-hours) and to Andrew Neophytou (cross-country endorsement) – a big change from the fast jets he used to fly. The passengers in the big jets he now flies can now be confident he can navigate them to their destination. Our early season cross-country course resulted in lots of local field landings.

**Dave Salmon**

#### **DEVON AND SOMERSET (NORTH HILL)**

**WWW.DSGC.CO.UK**

**505107N 0031639W**

CONGRATULATIONS to Liam Vile (Silver) and Stuart Proctor, who completed his first 300km with an out-and-return from NH to Candover Church. Well done to Rowan Smith, who has completed his Ass Cat course, and Paul Summers and Clive Williams, who have completed their BI training and acceptance checks. Preparations are under way for Competition Enterprise – returning for its 40th Anniversary – see website for details. We are very saddened to hear of the passing of Dick Wolff. A very much respected club member and instructor. He will be greatly missed.

**Cheryl Smith**

#### **DORSET (EYRES FIELD)**

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

**504233N 0021310W**

WE are doing well with our one-day courses and air-experience flights, thanks to our co-ordinator Dave Bamber, instructors, maintenance guys and helpers. Our open days are also proving a great success, earning at least one new member from each day. Dave Poole has provisionally achieved his Silver height (yet to be ratified), and Ass Cat instructor Nick Barnes has just passed his NPPL SLMG. In April, Nick won the club Boomerang Challenge with the fastest O/R to Frome. Carol Marshall has been partaking in the 2013 Club Class Nationals at Lasham.

**Colin Weyman.**

#### **DUMFRIES & GALLOWAY (FALGUNZEON)**

**WWW.DUMFRIESGLIDING.110MB.COM**

**545638N 0034424W**

AT last, after over a year of no flying, the end is in sight. Despite atrocious weather, the

contractors have nearly finished putting the runway back to flying mode. Grass seed is to be sown, and everything is getting set up to fly! It has been a very horrible and strained few months, but hopefully we will soldier through this and become a small, but very strong club, which can once again welcome visiting pilots.

**Wendy McIver**

#### **EAST SUSSEX (RINGMER)**

**WWW.SUSSEXGLIDING.CO.UK**

**505423N 0000618E**

OUR field has finally dried out and we have made good use of the soaring conditions. Mike Collins is now a Full Cat, another instructor from Parham has been cleared to instruct here and two existing BIs are on a Half Cat course. Harvey Ryall has flown solo and we had a successful trip to Talgarth. We are now planning our charity flying day and a trip to the junior nationals. We now boast what must be the smartest K-13 in the country, strikingly similar to the Red Arrows' Gnats colour scheme!

**Will Harley**

#### **EDENSOARING (SKELLING FARM)**

**WWW.EDENSOARING.CO.UK**

**544152N 0023506W**

OUR season has got off to a fantastic start. We have had some excellent wave, sea breeze and thermal flights, as well as soaring the trusted ridge. These have been done in anything from the club K-8 to a Duo Discus. We have increased our launch rate to get more people airborne and we have more new members; one has already gone solo this year. Our new toilet and club facilities are proving very popular; running water is a real asset. Thanks again to all who contributed.

**Keith Natrass**

#### **ESSEX (RIDGEWELL)**

**WWW.ESSEXGLIDING.ORG**

**520253N 0003330E**

WE have had an influx of new members and wish the following the very best for their gliding and tugging time with us: Jago Roberts, Alan Cherry, Stuart O'Neil, Dennis Marcinkowski, Michael Jones, Clive Denney and Simon Barnes. Our first gliding week of the season was 'grotty', however the last weekend of the week proved better and some good soaring flights were made. We must give a big thank you to Mike Harris, Don Sigourney and David Jones for

rebuilding our K-21 trailer - no small job. Luckily all are experienced welders. Well done lads!

**Peter Perry**

#### **ESSEX & SUFFOLK (WORMINGFORD)**

**WWW.ESGC.CO.UK**

**515630N 0004723E**

ESSEX & Suffolk members have achieved some noteworthy flights recently. Rob Lockett managed 493km in his Oly taking off from Norfolk Gliding Club's Tibenham airfield and landing in Cornwall (see p32). Another member, John Gilbert, completed a 400km closed circuit task in his Skylark. These two also flew an out-and-return from Wormingford in East Anglia across to turn at Rhayader, Wales, and almost made it back to base – landing just short at Gransden Lodge airfield. Congratulations to Steve Faulkner on his first solo and to Bruce Grain on his Silver.

**Adrian Tills**

#### **FENLAND (RAF MARHAM)**

**WWW.FENLANDGDC.CO.UK**

**523854N 0003302E**

WE have a new OIC and welcome Mark Lawton after stand-in OIC Al Leech retired from the RAF, but we really must thank previous OIC Ollie Peters for all the hard work he did for the club. With our hand-ruddered adaptable K-13 and now a wheelchair accessible bus, we can help service personnel on rehabilitation schemes. A reminder to all pilots/visitors to our site that our radio frequency is 124.15 mandatory for Marham Flying Club and us to monitor and use when active. Congratulations to Jon Oakley on his 100km.

**Robert Boughen**

#### **HEREFORDSHIRE (SHOBDON)**

**WWW.SHOBDOGLIDING.CO.UK**

**521429N 0025253W**

THE sunshine and thermals have cheered us up and our total cross-country distance flown so far this year is nearly equal to the whole of last year. Congratulations to Simon Hodges, Bobbie Jones and Nigel Snee on their 5-hours, with Simon winning (5 hrs 36 mins) the fierce competition for who could fly the longest. Welcome to new members James Tennant-Eyles, Iain Evans and Rose Johnson. Iain and Rose are helping to increase the club's total cross-country kilometres and giving the rest of us some much-needed competition.

**Diana King**



(Left to right): East Sussex's K-13 in its new livery (Jon Styles); Simon Hodges, Nigel Snee and Bobbie Jones celebrating their 5-hours, with the Herefordshire Junior (Diana King); Laura Mullen (winner of the flying start challenge) after flying with Heron's Jim Hasker



**HERON (RNAS YEOVILTON)**  
**WWW.HERONGLIDINGCLUB.**

**MOONFRUIT.COM 51006N 002384W**  
THE club had a successful Easter course, which produced a re-solo; there would have been a couple of new solo pilots had weather been better. Congratulations go to Colin Law (5-hours). Laura Mullen, winner of the Flying Start Challenge, also flew with us, her prize being a flight in a glider. The new tow truck has arrived and is serving us well and resulting in better launches. Add to that the fleet maintenance being completed and the season is shaping up well. Once again airfield maintenance continues to be a problem.  
**Jim Hasker**

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

CONGRATULATIONS to Ian Tait on Gold height at 15, and only six months after going solo. John Thomson has also achieved Gold height. Well done to Anne Burgess on being awarded the Royal Aero Club Certificate of Merit for services to gliding in Scotland. Part of the strip near the west end has been re-seeded with grass and is too soft to land on! Our website now offers weather information from the Easterton weather station and a messaging module. Thanks to Geddes, Angie and Stuart for the gliding safety evening on 1 June.  
**John Thomson**

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

OUR two new mentoring groups have been bearing excellent fruit. Our Solo to Bronze group saw George Kyriacou, Joe McCarron and Oli Lee go solo. Oli is our first 14-year-old to solo! Shortly afterwards, George achieved his Silver height. Kathryn Waller completed her Bronze, which she followed up with a solo spin to celebrate. Our cross-country group has also been busy, with Dean Farrugia completing his Silver and Martin Hardy bagging his Silver distance. We are all now praying for good weather for the Vintage Gliding Club International Rally in August.  
**Terry Webster**

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

KESTREL gliding club pilots have started the season in style, under the guidance of

Mr Motivator, Trevor Barnes. Chris Reynolds, Nick Killick, Sophie Onions and Chris Tilley have completed their 5-hours, Nick Killick and Chris Reynolds did their Silver height, and Will Jones managed his Diamond goal. Congratulations also to Jon Warren, who has now soloed and converted to the Astir. Finally, thanks to Brian Garston, who having been an instructor for 16 years and CFI for 2 1/2 years, is hanging up his instructing hat and getting some solo flying in.  
**Robin Colbourne**

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

THIS spring we have enjoyed some excellent gliding days using thermals, wave and the local ridges. At our AGM there was much talk of how to finance a replacement for our tug, with several ideas suggested. We managed to find two "volunteers" to join the committee - Lewis Alderson and Chris Richardson. Chris has recently gone solo (again) and followed it by achieving his first one-hour soaring flight. Phil Storer took time off monitoring the cricket scores to guide the K-21 in a wave flight round the southern lakes.  
**John Martindale**

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

THE weather has facilitated many milestones. Congratulations to: Tony Cook and Chris Hareson (Gold distance/Diamond goal); Phillip Allen and Charlie Sweeney (all three Silver legs); Nick Trowsdale (Silver duration/height); Adam Aston, James Davidson, Adrian Head, Adrian Nettleship, Paul Raisbeck, Stewart Waldie and Barney Zubor, (Silver distance); David Easton and Michael Calvert (Silver height). Pete Masson won the Club Class Nationals, while brother David set a record for the first 15m 750km out-and-return. Kay Draper has set a women's 100km goal record for the Standard, 15m and Open classes.  
**Andy Jessett**

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

CONGRATULATIONS to Sam Henson, Richard Shepherd, Tom Russell and Jack Rose (solo), Beverley Atkins (Bronze) and Simon Roberts and Mike Biggs (cross-country endorsements). Our spring cross-country soaring course and task

week was extremely well attended. Summer activities continue with our 6th annual 'Girls Get Gliding' day, a second task week, and evening flying groups. The aerobatics group fly on Wednesday evenings. We are gearing up for the Dunstable Regionals (17-25 August) and by the time you read this there may be very few places left - so get in touch quickly.  
**Andrew Sampson**

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

AN excellent reporting period for Mendip. Achievements belong to Jack Tonkin for winning an Inter-club novice task then completing a 300km flight in the club Astir; Laurie Penrose for his Silver duration; Remi Karbowski and Billy (Justin Bieber) Cavanagh for their first solos; and Simon Withey for his personal best cross-country speed flight at ICL. Well done to Tom Hogarth, who completed his Silver with a height gain and 50km distance whilst winning novice class at ICL. A very successful club open day was held in May with lots of visitors and a new recruit.  
**Terry Hatton**

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

IT was 12 April before the roads were finally cleared of enough snow for the club to be accessible by car. In May, nine members enjoyed a fortnight of spectacular mountain flying in Jaca. In May, Neal Clements ran his weekend course, which is tailored to the particular needs of the individual pilots and is often oversubscribed. Cross-country has made up for time lost - on 25 May, Dominic Haughton managed a triangle to include Lampeter, Snowdon and back. On the same day, Rob Hanks achieved 500km via Chipping Campden, Oundle and Devizes.  
**Steven Gunn-Russell**

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

THE past couple of months have seen successful ARC reviews of our K-8 and K-13. Many thanks indeed to John Bennett for all his hard work. Congratulations to Gareth Thomas on going solo. May saw our annual Edensoaring expedition, in all, eight members went and accumulated over 40 hours flying between them. I am delighted to report while



(Left to right): Sam Henson smiling after his first solo at **Dunstable**; **Nene Valley's** Gareth Thomas is congratulated on his first solo by Ian Taylor (Peter Valentine); Tony Cummins's refurbished Skylark 4 at **N Wales** (Brian Williams); Mike Blom receives his wings from Paul Davey at **Crowland** (Sheena Fear)



Unable to stop a planned wind farm, we have agreed conditions that will enable us to have the wind farm switched off in certain wind conditions, which is surely unprecedented.  
**Kerry Mertz**

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

AFTER a successful Bronze ground school, I'm pleased to report Dan Stocks is the first attendee to complete his Bronze exam – worthy of mention is that Dan is not yet solo, but keen to address that! Congratulations also to Tim Neville (resoloed after a lengthy break). Finally, well done Jamie McGregor on his first solo cross-country. We have placed a deposit on a EuroFOX after successful demonstrations.  
**Rob Rose**

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

FOLLOWING the financially disastrous snowfalls; we have continued to enjoy some superb flying conditions, allowing many members to reach optimum heights for our site. We have welcomed back much-regarded member Tony Cummins after six months in New Zealand visiting his family. He brought his lovingly restored Skylark 4 for its new inaugural flight, it really did look fantastic. To conform to new BGA requirements we have purchased a large Portacabin to provide a briefing room and CFI's office; these along with our new launchpoint caravan are welcome additions.  
**Brian Williams**

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

LOVE is in the air! Congratulations go to Rob Jackson, who chose a flight in our T-21 'Daisy' to ask Sinawan to marry him (she said yes). Other achievements: Ben and Jake's (solo), George and Ben being ambassadors for gliding in Parliament, John Mart and Keith White (5-hours), Krzysztof (50km, 5-hours, Silver height and Gold distance), Paula (50km), Pat Wallace (50km and Silver height), Jon Christensen (300km) and Paul Smith, Richard Hall and Andrew Butterfield all completing their first 500km – Paul's being only the 3rd 500km ever flown from Weston in the 50+ years the club has been here. Claudia Hill is representing the UK in the Women's World Championships and we've just taken part in the first heat of the ICL, with

OGC winning several of the classes. We have a 75th anniversary party in August.  
**Paul Morrison**

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

FIRST we say goodbye to outgoing CFI Kev Fear and thank him for his time and effort. Martin Ewer has taken over again and we wish him well. A BBQ and "Horse racing" evening was held and everyone had a spiffing time! Two changes after the AGM – Nick White (new chairman), and Tim Beasley joined the committee. Congratulations to Ross Morriss (Silver), Mike Newton (two-hours), Tim Beasley (5-hours) and Mick Upex (50km), and to Mike Blom for soloing in May.  
**Marty Edgar**

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

OUR clubhouse has a new lick of paint and is looking more than presentable, thanks to all who helped. Our expedition to Edensoaring went well and several long flights were made in wave, ridge and thermal lift. Evening flying of the local Scout groups has started up again. At the time of writing, we're looking forward to our longest day celebrations with some dawn till dusk flying, and our annual friends and family open day. Congratulations to David Hurst on soloing our motorglider on the way to his NPPL.  
**David Hurst**

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

OUR EuroFOX kit arrives in July. There is still much to be done, but we are well on the way to our new tug and subsequently more affordable aerotows. The soaring weather has arrived at just the right time to accommodate our cross-country cadre. Thanks to Roger Davis for forming the cadre and for his continued encouragement. It's great to see the airfield buzzing with activity early in the morning again.  
**Liz Russell**

**SEAHAWK (RNAS CULDROSE)**  
**WWW.SEAHAWKGLIDING.CO.UK 500509N 051520W**

AS I write this, we have just completed our first weekend of motor tow launches since August 2012, with all members needing checks. Last year's work included reseeding most of

the grassed areas. There were concerns that recovering the tow cable from the grass, which has remained soggy until recently, would cause damage. Congratulations to Jordan Richards for his flight to Bodmin and back; that should bag him his 100km diploma. Thanks to Aston Down for hosting members in April. Others are planning expeditions to Talgarth and Spain in June.  
**Tony Richards**

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

CONGRATULATIONS to: Lucy Wootton (Silver height), Harry Abrams (Silver duration), Paul Mucha (first 100km) and Trish Langlands (Gold distance/Diamond goal). Our K-13 'Triple Charlie' is back after a complete overhaul, and 'Jaffa' the K-8 is getting plenty of use – thanks to Colin Hales. The 2013 Regionals are fully booked and we have a full schedule of entertainment for the evenings. We hope to have more Inter-club flying days this year. Our midweek team is busy.  
**Tessa Whiting**

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

WE don't expect northerly winds in the summer at Parham, but our cross-country pilots have made the most of the ridge soaring opportunities. Greg Alcock and Phil Weng have soloed, Rick Forshew has his Ass Cat rating, and tug pilot Katie Simmonds is now a First Officer with an airline company. The spring bank holiday produced some exceptional performances, including 300km from John Matthews and David Rhys-Jones, and 500km from John Haigh, Paul Fritche, Graham Smith, Ralph Johnson, Damien Le Roux, and Rod Walker with Brian Bateson in the Duo.  
**Peter J Holloway**

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

THERE was mixed weather for our soaring week in May, but pilots successfully flew a couple of 200km and a 300km task. Members also enjoyed our club awards night in May. Our recent winch week, run by instructors George Robertson and Ian Kennedy and supported by a team of volunteer winch drivers, was a great success with fine weather all week enabling a group of pre-solo pilots to gain useful practice – soaring flights as well as circuits – in our K-13.  
**Stuart Edinborough**



(Left to right): Juniors Ben and Alex Allen with Josh Matthews after their first flights at Usk (Sarah Reed); Solos at Upward Bound Trust for Steve Bishop and Ben Hawkins (Chris Scutt); Welland's 50km gang – Mick Hunton, Steve Chapman and Andy Burton



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

JOHN Lamer has made an early bid for a trophy by doing a field landing in the new family K-6e. Wife Pauline has managed her Silver height. Rob Kameny passed his cross-country endorsement and Henry Reeves has moved onto single-seaters. John Reynolds has his Silver height. Paul Whitters has achieved his 5-hours. Steve Horsley took his first solo as his son looked down from the K-13. Finally great news – Sport England has passed our grant application for equipping the club fleet with FLARM transceivers.

**Neil Frost**

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

GROUPS have enjoyed trips to Shobdon and Tibenham to enjoy soaring away from home. Thanks to both clubs for the warm welcome. We had a very successful charity day in May in aid of St Catherine's Hospice and raised £625. Congratulations to David Kirby-Smith (50km distance); Bruce Grain for completing his Silver with his 5-hours and 50km distance; Tom Arcott (BI); and Chris North (Ass Cat).

**Marc Corrance**

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

HUSBANDS Bosworth is celebrating 60 years of gliding this summer. The EuroFOX has visited the club and was tried out by many members. Congratulations to Dougie Crisp, who has qualified as a BI. Chris Curtis, Jonathan Walker and Rob Barsby have joined Stafford Lintott as Flight Examiners under EASA. Mick Watts went solo in April on aerotow after a 52-year gap.

**Tricia Pearson-Tietma**

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

DAVE Plumb has done his 300km on his second cross-country flight. Alan Spencer has completed his PPL. Pete Jude has both 50km and 100km diplomas. John Caldwell and Dan Shariatmadari have Silver heights; Dan also has his cross-country endorsement. Barry Pridgeon has his 500km; Geoff Lloyd has re soloed, while Ashley McBain has converted to the Astir. We had a successful flying week. Our Motor Falke is used regularly and the Pawnee is due back.

**Geoff Davey**

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

CONGRATULATIONS to Steve Bishop and Ben Hawkins on their first solos, and to Henry Ollis, who achieved his Silver distance on the same day. Our Vintage Rally in May was a big success. Most of the visiting pilots managed a soaring flight. Thanks to Gayle, Sue and Chris R for organising the BBQ and marquee. Dave Bramwell competed at the Sherington Regionals in June, flying his Janus.

**Chris Scutt**

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

JEFF Lynes has achieved his first 300km – unfortunately he suffered from the logger gremlin. The Cirrus syndicate has flown at every opportunity, with Richard Hypher gaining his 5-hours and our CFI Jane Nash flew 2,330km in six days at the Club Class Nationals. The club task week started successfully, but was truncated by weather. We held an Air Sport Festival open day. The weather deterred many, but some interesting visitors flew in.

**Peter Berridge**

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

OUR first flying week was a satisfying Silver Service three-course meal. A good starter, with Dave Arblaster achieving his Silver distance, and thus completing his Silver badge. The main course was disappointingly wet and windy, however there was a great dessert, three Silver 50km flights achieved in one day. Mick Hunton flew in from Cranwell, Steve Chapman of Channel flew out-and-return to Welland, and our own Andy Burton completed his Silver too. This was washed down with Steven Burgess resoloing and Gregg Taff rejoining.

**Paul Porter**

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

THE unstable weather has provided some exciting days and we are all current in crosswinds. The York University link continues, with students training most weekends with our enthusiastic team. Congratulations to Dave Higginbottom on his first 500km, and look out for Steve Ell, Tim Milner and Sam Roddie representing team GB this year (with

Simon Barker and Bob Fox both taking the role of team captain for comps in Poland. Paul Docherty, Dave Proctor and Jan van de Hoek are planning to revitalise our publicity; meanwhile we enjoyed running our first 'Wolds Regionals'.

**Patricia Ridger**

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

WITH some good soaring weather, we have had great weekends with a growing enthusiasm for cross-country. We've also seen a growing band of young flyers that learn very quickly. We are running our first summer camps for the University Air Squadron; with the Tutors still grounded we have been approached to carry out Zero to Hero training. Now summer is here, let's hope for a successful week. Congratulations to Colin Haynes (Silver height). Some members decamped to fly at Seighford on the Cosford Air Show weekend, many thanks to them for hospitality.

**Ian Redstone**

**WYVERN (UPAVON)**  
**WWW.WYVERNGLIDINGCLUB.CO.UK**  
**511712N 0014700W**

CONGRATULATIONS to Matt Williams for completing his Bronze, converting to the Discus and forming part of the new K2 LS4 syndicate. Congratulations also to Paul Wright for achieving his Diamond goal. The club LS4 has returned ready for the 'Wyvern Wings' task fortnight. Several members represented the club at the Inter-club League, enjoying some good flights from The Park and Keevil.

**Sam Prin**

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

AFTER three bad months to start the year, April, May and early June have given us the opportunity to do plenty of flying and improve the bank balance. Recent achievements include Chris Gill completing his Gold and achieving his first 500km, Tony Drury his 5-hours and converting to the DG 303 and David Latimer his 1000th tow as tuggie. We're looking forwards to the Northerns and, before that, integrating the EuroFOX into the fleet.

**Chris Thirkell**

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



■ The club's open weekend this year, on 7-8 September, is one not to be missed. The BBMF DC-3 is scheduled to attend on the 7th, with Spitfire, Hurricane and Lancaster due to put in an appearance on the 8th. Add to this the Fokker Triplane "Red Baron" and a WW1 B2 bomber, plus all the other bits and bobs, and it should be a winner!

## > CLUB FOCUS

### PETERBOROUGH AND SPALDING

#### AT A GLANCE

##### Membership:

Full: £270  
Country: £175 (*resident over 70 miles from airfield*)  
Junior: Up to 19 £50  
19-25 £135  
Cadet: £25

##### Launch type:

Aerotow only: £26 (2,000ft)  
£1 per 100ft thereafter

##### Club fleet:

2 tugs (Piper Pawnee and Beagle Husky), 2 x SZD Puchacz, SZD Pirat, Grob Twin Astir, Grob Astir

##### Private gliders:

22

##### Instructors/Members:

15/57

##### Types of lift:

Thermal, occasional weak wave

##### Operates:

Saturday, Sunday and Bank Holidays

##### Contact:

Tel: 01733 210463  
07913 945634 (Launchpoint)

##### Long and Lat:

52423N 0000857W

Radio: 129.975Mhz

**P**ETERBOROUGH and Spalding Gliding Club, better known as Crowland, nestles in the Lincolnshire countryside, just north of the historic town of Crowland and south of Spalding, on the old A1073. It sits between two mountain ranges – unfortunately, the Pennines are a fair way off and the Urals are even further!

The club as it is today was formed alongside the Perkins Gliding Club (part of the Perkins Engines Sports & Social Club, now no longer in existence) on 1 June 1970. Although only 15 miles from the Wash, and on a very flat landscape, soaring flights are achieved all year round, with distance flights in the summer months a common occurrence.

We benefit from having a small, but practical, strip of some 40 acres, which gives us almost north-south east-west take-off and landing opportunities and allows us to fly on most days.

A spring soaring flight can show all the Spalding flower fields in full bloom, and landing out in "England's Larder" is no problem; most of the farmers' fields around here are bigger than the strip!

Launching is by aerotow only. We run an active cadet scheme, and generally have two cadets on the boil at any one time (one for each weekend day). We also host a local modellers club, who start flying when we finish.

We are a friendly bunch, welcoming visitors either flying-in or coming by road. We have good facilities for those who wish to perhaps stay for a day or two, with electric hook-ups for caravans (small charge for the hook-up). Shower and cooking facilities are also available. The clubhouse is licensed and the bar is opened once all the club toys are put to bed for the night. A range of sandwiches, soups and snacks are usually available.

For those flying in, there are few restrictions in the area, though we are only 4NM from Fenland aerodrome (122.92Mhz), so bear this in mind if you decide to drop in. Our circuit is generally gliders right-hand circuit, power left-hand circuit and all aircraft land to the right-hand side of the runway.

In addition to our flying weeks, we hold an open weekend every year.

**Martyn Edgar**





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Launch queue on Sunday 5 May at the Haddenham Vintage Rally. Vintage rallies attract an impressive range of classic gliders, but is wood and fabric being relegated to the shadows of the British competition scene? (Chris Scutt)

# IN THE SHADOWS

**W**ITH this year's Wenlock cancelled due to low entries, it is clear that this end of our sport either simply doesn't appeal to the British glider pilot, or has been neglected for far too long now, *writes Bruce Stephenson*. Either way, it is not good news for our sport in general and, to some extent, quite surprising for a nation that is a world-leader in nostalgia; so much so you could almost

say that we invented the word!

British gliding has come far over the years, and today enjoys a robust competition series. However, it is one that is in reality rather narrow in scope when it comes to across-the-board competition. Now before you all start rising up in arms, let me quantify that statement.

Let's compare our competition scene to that of our closest sport, sailing. In many ways equally expensive, both sports enjoy remarkable similarities in more ways than one, none more so than at the lower ends. Invariably made of wood, generally both vintage sailing dinghies and vintage gliders are remarkable value for money.

But here the similarities largely end. There is a huge choice of tailored competition series for sailing dinghies. From the iconic Uffa Fox pre-war designed Firefly (manufactured post-war by an aircraft company, and raced in the 1948 Olympic Games) to the classic Finn series sailing dinghies (yet another Olympic contender), sailing offers the classic and vintage enthusiast a vast choice. In fact, so popular is the desire to race these beautifully crafted vessels that there is even a dedicated "Classic and Vintage Racing Dinghy Association"! Yet in comparison, until very recently, UK gliding has not enjoyed even one dedicated series for our wonder-ships of yesteryear.

Sure Competition Enterprise has bridged

some of the gaps, but that gap is a positive creek compared with sailing's ocean of choice. Even Competition Enterprise is so dominated by glass that even the iconic K-6 is a rare bird indeed in today's grid!

So why has wood and fabric been relegated to the shadows of British competition? Why haven't we taken a leaf out of sailing's book? You could argue that modern sailplanes have developed so much, that in reality our old rules and the handicapping system no longer truly takes into account all aspects of the lower performance scales. Yet despite this, we have a very small group of tenacious wood competitors that occasionally give glass a run for their money.

Now I know many glass pilots may read this with a passing shrug, but there is a more worryingly underlying message here. If such is the apathy at our sport's lower levels, what is the long-term future at the higher levels as we enter into an age of what is fast becoming known as a new dawn of austerity? Not only that, on an even wider scale, one could argue as to what of the future of our older glass ships? They too are effectively becoming more and more marginalised by technology.

I believe that the future of UK gliding is going to be challenging indeed. I also firmly believe the time is right for a whole new emphasis that encourages the club pilot that doesn't have the disposable income to invest in more competitive machines. The message is clear, let's not just idly stand by and accept what that future may bring, let's take up sailing's lead and create a new opportunity for the UK gliding community!



Henry Ollis on approach in K-6cr GEM at the Haddenham Vintage Rally (Chris Scutt)

**SO WHY HAS WOOD AND FABRIC BEEN RELEGATED TO THE SHADOWS OF BRITISH COMPETITION?**





# Weather gods favour the Haddenham Rally

**C**OMPARED with last year's event, the 2013 Haddenham Rally was more than blessed with some welcome sunshine, *writes Chris Scutt*. However, due to strong winds, flying still could not start until Saturday afternoon. This was marked by a spectacular flight by Richard Moyse, who connected with some wave – an unusual occurrence indeed around Haddenham – and managed to soar to over 6,000ft!

Sunday brought calmer weather and, in a hive of activity, the gliders were rigged. Andrew Jarvis had just over an hour of fun in the Minimoa, followed by Justin Wills in the Rhonbuzzard, who achieved the longest flight of the weekend at 3 hours 55 minutes.

Richard Moyse set off in the Sky again for 2 hours 23 minutes, whilst Chris Raine flew the Kite 1, managing a very respectable 34 minutes.

With a sunny start to the Bank Holiday Monday, it wasn't long before cumulus clouds began popping up from around 10am. Upward Bound Trust's Peter Bryant flew the club's K-8 for 1 hour 3 minutes; whilst David Cornelius managed the third longest flight of the weekend with 2 hours 36 minutes in

his lovely red K-6cr. Bob Playle managed to pip David, however, and enjoyed the second longest flight, with 2 hours 52 minutes in his K-6e.

Special mention should go to Steve Bishop, who went solo for the first time in the club K-13 on one of the busiest flying days of our year! A vintage of a different kind also appeared on the airfield courtesy of Chris Raine, who arrived in his beautifully restored 1937 Morris 18 car.

The famed Haddenham BBQs were once again the highlight of the weekend, with thanks to Gayle Pearce, Sue Bryant and Chris Raine, who managed to conjure up a variety of meats, salads and puddings.

See you next year at Haddenham!

Minimoa on approach during the Haddenham Vintage Rally, held 4-6 May 2013 (Gayle Pearce)

**RICHARD MOYSE  
MANAGED TO  
CONNECT WITH  
SOME WAVE –  
AN UNUSUAL  
OCCURRENCE  
INDEED AROUND  
HADDENHAM –  
AND MANAGED  
TO SOAR TO  
OVER 6,000FT**

Kite 1 next to Chris Raine's beautifully restored Morris 18 (Chris Scutt)



# PROFILING THE BGA INSPECTOR

Survey establishes profile and assesses needs for the future

**T**HE first survey of BGA inspectors was carried out during the winter 2012/13 to seek inspectors' views on the way we currently do things, to create an inspector profile and assess the needs for the future, **writes BGA Chief Technical Officer Jim Hammerton.** We had a marvellous response with 80 per cent of inspectors taking part. It was very encouraging to see that so many inspectors are engaged in what we are trying to achieve in this very important role, and their comments were very important to us.

## Inspector profile

Amongst other things, we were keen to establish what the profile of a typical BGA inspector was if, indeed, there was such a thing as a 'typical' inspector? The results were illuminating:

- 38 per cent are either retired or semi-

retired with some time on their hands, meaning that more than 60 per cent are managing to fit in maintenance of BGA aircraft alongside work and family commitments.

- More than 50 per cent of inspectors also have a civilian or military aviation engineering background. Those with other engineering backgrounds accounted for a further 39 per cent. Thirteen per cent had an aircrew background and 8 per cent have motor trade engineering experience. Nineteen per cent had a combination of more than one engineering discipline or other trade.

- More than 65 per cent said they were carrying out their inspector duties as volunteers at gliding clubs and this is split approximately 50/50 between club and privately-owned aircraft. (See *vocational*

*background chart top right.*)

The age profile of BGA inspectors is worth considering in detail: perhaps unsurprisingly more than three-quarters are over 50. More than half are over 60 and a quarter of them are over 70 years of age. So, although not entirely surprising, this age profile presents a clear message that all of us at clubs need to think seriously about inspector succession planning. Those older inspectors will not want to carry on forever!

Generating new inspectors is not going to be easy. The ever changing pressures on society coupled with increasing EU regulation, including the anticipated EASA engineer licence, is going to make recruiting new inspectors quite a challenge. New ways of doing things and ways of making the onerous task of gaining a maintenance authorisation more palatable need to be found. (See *inspector age pie chart below left.*)

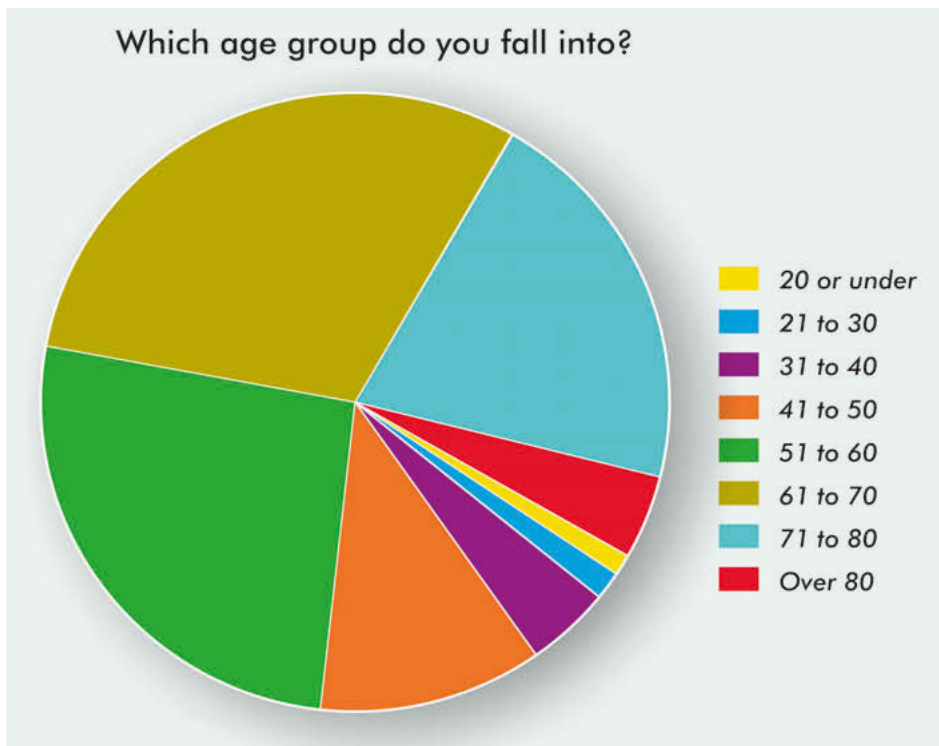
Just 15 per cent of BGA inspectors hold either a CAA or EASA engineer licence.

On average, each inspector works on just under 12 EASA gliders and about two Annex II types.

The 'typical inspector' is probably about 60 years of age, works largely voluntarily out of a BGA gliding club and maintains both EASA and Annex II aircraft with a couple of other inspectors or assistants and probably with help from the owner. They are generally satisfied with their facilities, but feel that some improvements could be made to make their life a little easier or more comfortable. Their basic training was probably carried out in military or civil aviation, and generally they do not hold a CAA aircraft engineering licence.

## The way we do things

The main finding is that, in general, we are doing well given the limited resources at our disposal and we are keeping costs at a reasonable level. A few points were highlighted: for example, some kind of





forum, together with regional meetings for inspectors would help the exchange of information and ideas. This is something that we will look to do.

Several inspectors commented that the website could do with improvement and updating with improved links to manufacturers' and suppliers' service information. Navigation was difficult for some and an improved search facility would be popular. The BGA website is currently under review and, hopefully, any difficulties currently associated with the website will disappear.

Over 75 per cent of inspectors had contacted the BGA during the last two years for either technical or administrative support. An overwhelming 97 per cent were satisfied with the assistance provided. Fewer than 25 per cent had cause to contact the CAA over the same period, but, again, the vast majority (90 per cent) were satisfied with the response.

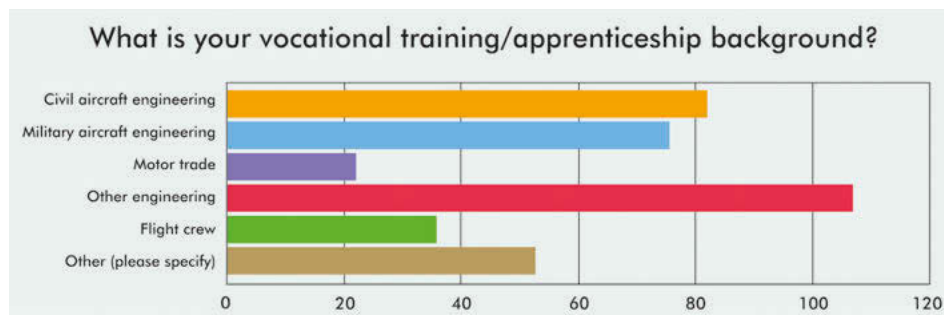
### The future

The need to recruit and train new inspectors is clear, as is the provision of training for existing inspectors to keep up with evolving technology and changing legislation. The BGA is looking at ways of facilitating this training and recognises the need to support clubs and private owners.

The range of training that most inspectors wanted was surprising. Training on legislation was the most frequently requested topic, followed by radio and transponder training, followed closely by training on composite materials. Other training topics were much less frequently requested and showed broadly similar demand. (See training suggestions bar chart above right.)

The question of how training should be funded provided some interesting data. Thirty-one respondents (the largest group) suggested the participants, ie inspectors themselves, should pay. However, this question gave rise to a lot of diverse comments, so clearly some further analysis needs to be done before reaching any firm conclusions.

We feel the survey was a great success and it has provided us with some clear pointers for the way ahead and subject matter for debate in the future. Thank you again to all those who took part; your comments are most welcome and very useful. To the 20 per cent of inspectors who didn't wish to participate this time, please consider taking part next time as your comments are valuable to us and the gliding movement.



Illustrations enhanced by Steve Longland

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Photo: Alastair Mackenzie

# BOOST VALUE OF CONTRIBUTIONS

With the BGA taking on the Caroline Trust fund as its favoured charity, Robert John explains how your generosity can go even further

**W**HETHER it is from volunteers giving their time or from members' donations of assets, all gliding clubs benefit from the generosity of members seeking to put something back into the sport we love. These benefactors derive much satisfaction from seeing the pleasure that upcoming generations of glider pilots obtain as a direct result of their generosity.

The effectiveness of these donations is significantly enhanced when done tax-efficiently, either by being tax deductible for the donor or enhanced with a tax reclaim by the donee, or both.

## Giving to your club

If your home club has registered as a Community Amateur Sports Club (CASC) then it is able to use donated funds for a wide number of sporting and educational purposes, as well as buying assets. Donations can be variously enhanced by tax relief as detailed below and if your club is not a CASC, partnering with a Registered Charity may be an effective tool.

## Giving to the Caroline Trust, the BGA's partner charity

The BGA has for some time been working on the development of a new British Gliding Trust to be the focus of British Gliding's charitable developments. Rather than create duplication of effort and incur the costs and delays of registering a new charity, the BGA has agreed that the Caroline Trust, a Registered Charity, will be the BGA's favoured charity and will partner with it to further the Trust's aims.

Expansion of the Trust's areas of operation is being combined with a major fundraising boost and a new cohort of trustees. The Trust will support various BGA charitable initiatives, including Junior Gliding, the disabled and the disadvantaged, and encouraging greater participation in the



sport by women. Effectively, The Caroline Trust is becoming British Gliding's partnering charity.

Although the Trust has generalised charitable objectives focusing on UK Gliding as a whole, the Trustees will also discuss specific projects (falling within the charitable definition) with donors and clubs. For instance a club cadet project or acquisition of disabled-adapted glider for a club that is not a CASC, in order to make the fundraising for the project tax-efficient. Funds pledged or bequeathed to a club can be donated instead to the Caroline Trust, gaining tax benefits, and then ring-fenced for that club's own project.

## The tax relief available for gifts to CASCs and the charity

**Gift Aid:** This is available whereby the CASC or charity can reclaim 25p in every £1 donated. All that is required is a written declaration from the donor that they pay Income Tax on income sufficient to cover the gift.

A higher rate taxpayer can claim an additional amount equivalent to the higher rate band on their Self Assessment Tax Return (25p/£ for 40 per cent, 37.5p/£ for 50 per cent or 31.25p/£ for 45 per cent band) [www.hmrc.gov.uk/individuals/giving/gift-aid.htm#4](http://www.hmrc.gov.uk/individuals/giving/gift-aid.htm#4)

Your club treasurer will be able to give you further details. For the Caroline Trust the details are at [www.carolinetrust.org.uk/how\\_you\\_can\\_help.htm](http://www.carolinetrust.org.uk/how_you_can_help.htm)

**Inheritance Tax Relief:** ITR is available on bequests and the great news is that you do not need to be dead to action a bequest. All you need is a conveniently expired relative and a solicitor to make a Deed of Variation



**Charlie Jordan:** The Caroline Trust helped with the financial aspects of my first competitions, especially the aerotows and glider hire fees. It removed some of the barriers that every Junior faces. I have now competed in every Junior Championships since 2007 and flew my first Nationals last year. Nothing pushes you to develop more than racing alongside other glider pilots. I now fly with the Junior British Team and will be competing at the Junior World Gliding Championships in Poland this year.



to the will (which needs to be done within two years of the date of death) to obtain the tax relief.

For example, see the figure to the right. As can be seen the bequest of £40,000 has cost the beneficiaries "only" £9,400.

There are other tax efficient ways of making gifts, including Payroll Giving and Capital Gains Tax relief on donated assets.

Please see [www.hmrc.gov.uk/individuals/giving/basics.htm](http://www.hmrc.gov.uk/individuals/giving/basics.htm) for further information.

As a movement, British Gliding has some excellent charitable organisations, but giving to these charities and to the CASC clubs has been sporadic and disorganised compared to many sports with similar numbers of participants.

The fact is that in any given year, we could expect between 100 and 200 current or past glider pilots or members of their close

families to decease. Most of us, if we thought about it, would want some modest part of our estate to support the sport we love, especially the participation of pilots at the younger end of the spectrum.

With a little forethought or even, as we've seen above, afterthought, we can arrange for HMRC to multiply the value of our contributions.

## INHERITANCE TAX RELIEF

	Without bequest	With £40,000 bequest
Gross Estate	725,000	725,000
Nil band	-325,000	-325,000
Bequest (10% of net estate)		-40,000
Taxable Estate	400,000	360,000
IH Tax at 40%	-160,000	
IH Tax at 36% (reduced rate)		-129,600
Remainder to Beneficiaries	565,000	555,400

*\*Tax relief on charitable bequests may be restricted pro-rata where IHT exempt agricultural or business assets form part of the estate*

**Amy Sentance:** I applied for and was awarded a Caroline Trust Bursary after achieving my Bronze C badge and my Silver Height. As well as soaring fees in club gliders, it allowed me to pay for motor glider fees for field landing checks and navigation exercises to complete my Cross-Country Endorsement, which was shortly followed by my Silver distance. I have since completed my Silver badge and, earlier this year, was honoured that my Darlton CFI asked me to become a Basic Instructor. I passed my BI course in May this year, and feel privileged to be able to introduce people to the wonderful sport of gliding. When it's not my duty day, I enjoy flying an ASW 15b, especially when on club expeditions to Borders GC



Darlton GC instructor Amy Sentance with Jonathan Jones (Dave Jones)

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# BGA accident/incident summaries

## AIRCRAFT

Ref	Type	Damage	Date, time	Place	PILOT Age	Injury	P1 hours
22	T-61	substantial	16/02/13, 15:30	Burn GC	77	none	1827
Burst tyre and damaged propellor. The pilot flew an offset approach to avoid overflying the glider launch point. His passenger pointed out a potential obstruction and by the time the pilot had assessed this, the nose had dropped and the aircraft was now low and still turning to line up. The subsequent heavy landing burst the tyre and tipped the TMG forward, causing a prop strike.							
23	K-13	substantial	16/02/13, 13:30	South Wales GC	52 / 48	none / none	504
Fuselage frame distorted. While making an approach from an unusual direction as part of an annual check, the starboard wing caught on a sapling growing out of the boundary hedge. The glider yawed through 90° before landing sideways.							
25	Grob 103	minor	17/02/13, 15:00	Staffordshire GC	-	none	not reported
Rear canopy transparency separated during winch launch. The canopy frame remained attached with the handle in the locked position. Both DV panels were closed during the launch.							
26	T-61	minor	18/02/13, 12:15	Herefordshire GC	80	none / none	2600
Prop strike after the mainwheel sank into soft ground. The pilot over-corrected to a crosswind gust after landing and the TMG ran off the narrow runway.							
27	K-13	substantial	22/02/13, 14:15	Essex and Suffolk GC	63 / 70	none / none	992
Nose-first impact followed by sideways skid damaged the nose and fuselage. The wing dropped during the winch ground run so the P1 pulled the release, just as the glider became airborne. The P2's launch failure recovery led to the nose first touchdown and, during the ensuing bounce, the glider yawed before landing sideways.							
29	Astir	minor	02/03/13,16:10	Dartmoor GC	60	none	6
Crack in frame behind seat after a heavy landing. The pilot shut the airbrakes on approach to deal with an undershoot. After opening the brakes again just before rounding out, the pilot overcorrected with the elevator and ballooned the round out. A PIO followed, which ended in a heavy landing.							
30	Twin Astir	substantial	14/03/13, 14:30	Midland GC	57 / -	none / none	3780
Broken undercarriage and door. After a normal landing, the undercarriage collapsed during the ground run - both gear levers were in the locked down position. The overcentre mechanism had been incorrectly set up.							
32	SF 25E	substantial	13/03/13,15:05	Devon & Somerset GC	62 / 77	none / none	131
Damaged prop and mainwheel structure. The TMG was taking off after a touch and go when the passenger informed the P1 that they had overrun and picked up one of the winch cables. The weight and drag of the cable on the tailwheel contributed to a heavy landing.							
34	Ventus	minor	25/03/13, 12:10	Jaca, Spain	70	none	2218
Fuselage gel coat damaged by a wheel-up field landing. The pilot had omitted to retract the undercarriage after take-off and retracted it before landing.							
36	SF25	minor	29/03/13, 11:30	Nene Valley GC	52	none / none	not reported
Prop blades damaged. The pilot was taxiing to the end of the runway after landing when an outrigger wheel left the hard surface and the extra drag yawed the aircraft to the right. It continued off the runway and the mainwheel sank into soft ground, tipping the nose down.							
37	K-16	substantial	03/04/13, 09:10	Hinton in the Hedges	53 / 66	none / none	not reported
Tailwind gust while taxiing downwind lifted the tailwheel allowing the prop to strike the ground.							
39	PA18	minor	01/04/13, 12:15	East Sussex GC	56	none	506
Prop strike after the tug nosed over on soft ground at slow taxi speed. The main part of the airfield was dry and firm enough for normal operations, but the tug was moving off to one side to leave room for an aircraft on final when it ran into softer ground.							
40	K-18	substantial	06/04/13, 13:25	Derby and Lancs GC	57	none	90
Sideways landing twisted the fuselage and damaged the tailskid mount. After getting low in the circuit, the pilot followed another glider round a normal circuit and ended up making an approach into a narrow and congested landing area. Trying to turn at low level to avoid a landed glider, the wingtip caught the ground, yawing the glider so that it landed travelling sideways.							
41	Ventus	substantial	03/04/13, 16:30	Bristol and Glos GC	63	none	720
Wheel-up landing caused small split in fuselage joint. Field landing in challenging conditions after a difficult flight, the pilot omitted his pre-landing checks and forgot to lower the undercarriage.							
42	ASW28	minor	09/04/13, 14:00	Scottish GU	57	none	not reported
Wheel-up landing on tarmac damaged undersurface.							



## BGA accident/incident summaries *continued*

Ref	Type	Damage	Date, time	Place	Age	Injury	P1 hours
<b>Incidents</b>							
19	Cirrus	none	02/02/13, 12:00	-	-	-	-
Pilot distracted during rigging and forgot to insert the main spar pin. The pilot taped the wing-fuselage gap and towed the glider to the launchpoint where he realised the mistake after noticing the main pin sitting on the seat in the cockpit.							
20	Junior	substantial	05/01/13, overnight	-	-	-	-
Tethered glider blown over during the night. Extensive damage to fin, tailplane, rudder and canopy.							
21	Pawnee	none	02/02/13, 10:45	-	-	-	-
Aircraft drifted off the runway during take-off. The pilot had abandoned the take-off and shut down the engine, but could not prevent the left wheel from leaving the tarmac onto soft, ploughed ground where the sudden deceleration lifted the tail and allowed the (stationary) propellor to strike the ground. The wind was reported to be 60° off the runway at 15G25 knots.							
24	Slingsby Eagle	none	17/02/13, 14:00	-	-	-	-
Tug upset soon after take-off ended by the tug pilot releasing the glider. The glider was seen to gradually ascend behind the tug after take-off until the tug pilot had the elevator fully nose-up at 100ft ato over the end of the airfield. After quickly guillotining the rope, the tug pilot was just able to recover to level flight without hitting the ground. The glider pilot reports that the aerotow seemed slow and that he was worried about being low over the end of the field so may have been unconsciously easing back on the stick to climb.							
28	club gliders	none	-	-	-	-	-
Student under-estimated his weight and flew several flights overweight.							
31	Grob Acro	substantial	January 2013	-	-	-	-
Elevator struck hangar door during hangar packing, delaminating the underside skin.							
33	ASW20	minor	10/03/13, 14:30	-	-	-	-
Fuselage dolly snapped during de-rig, toppling the fuselage onto the tarmac. The wings and tailplane had been put away, the nose was damaged where it fell onto the rear edge of the trailer, with minor damage to the canopy and fin.							
35	T-61	minor	30/03/13, 14:30	-	-	-	-
Damage to wing and propellor. Starting the engine to taxi for fuel, the engine went straight to full power and the TMG moved forward despite the throttle being closed. The pilot steered away from the open hangar but a wingtip caught on the door, yawing the TMG round until it collided nose first with the hangar door.							
38	K-13	none	29/03/13, 12:30	-	-	-	-
Loose battery came out of its container during a simulated winch launch failure. One end of the retaining strap was not easily visible during the DI and had been left unfastened.							
43	ASW15	none	20/04/13, 13:00	-	-	-	-
Cable chute inflated as the pilot recovered from a 40ft winch launch failure. The chute tangled with the aileron causing a groundloop after touchdown.							

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

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*Cambridge Gliding Centre*



# BGA BADGES

No.	Pilot	Club (place of flight)	Date
<b>FAI 750K 2 SEAT DIPLOMA</b>			
21	Kevin Atkinson	Cranwell	25/05/2013

## DIAMOND DISTANCE

1-1182 Haluk Yildiz	Cambridge	06/05/2013
1-1183 Graham Bell	Lasham	20/05/2013
1-1184 Greg O'Hagan	Bristol & Glos	30/04/2013
1-1185 Barry Pridgeon	Trent Valley (Bidford)	02/05/2013
1-1186 John Maddison	Darlington	25/05/2013
1-1187 Michael Longhurst	Bath, Wilts & N Dorset	25/05/2013
1-1188 John Garland	Bath, Wilts & N Dorset	25/05/2013
1-1189 Mark Player	Bath, Wilts & N Dorset	25/05/2013
1-1190 Paul Smith	Oxford	02/06/2013
1-1191 Andrew Henderson	Bicester	02/06/2013

## DIAMOND GOAL

2-2467 Ian Harris	Bannerdown	04/06/2010
2-2468 Graham Bell	Lasham	20/05/2013
2-2469 Chris Harrison	Lasham	06/05/2013
2-2470 Gerald Nevisky	Dartmoor	25/05/2013
2-2471 Patricia Langlands	Shenington	02/06/2013
2-2472 Paul Wright	Wyvern	25/05/2013
2-2473 Tony Cook	Lasham	26/05/2013
2-2474 Andrew Wood	Southdown	02/06/2013
3-1759 John Garland	Bath, Wilts & N Dorset	16/04/2013
3-1760 George Rowden	Yorkshire	23/04/2013
3-1761 James McMackin	SGU	29/09/2012

## 100K DIPLOMA P1

Robert Visse	Gliding Centre	14/08/2012
David Jones	Derby & Lancs	20/04/2013
Peter Wilson	Cambridge	16/05/2013
Paul Summers	Devon & Somerset	19/04/2013
Darren Smith	Lasham	16/05/2013
Charles Sweeney	Lasham	26/05/2013
David Bellamy	Cotswold	02/05/2013
Stephen Chapman	Channel (Lyveden)	02/06/2013
Garry Lewis	Derby & Lancs	25/05/2013

## 100K DIPLOMA PART 1 & 2

Andrew Kitchen	Burn	20/04/2013
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## BGA AEROBATICS BADGE INTERMEDIATE

George Rizk	Buckminster	02/06/2013
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## GOLD BADGE

Ian Harris	Bannerdown	29/03/2012
Graham Bell	Lasham	20/05/2013
John Garland	Bath, Wilts & N Dorset	16/04/2013

## GOLD DISTANCE

Ian Harris	Bannerdown	04/06/2010
Jon Christensen	Oxford	20/04/2013
Graham Bell	Lasham	20/05/2013
Alistair Bridges	Lasham	06/05/2013
Christopher Harrison	Lasham	06/05/2013

No.	Pilot	Club (place of flight)	Date
	Gerald Nevisky	Dartmoor	25/05/2013
	Patricia Langlands	Shenington	02/06/2013
	Thomas Beck	Southdown	03/06/2013
	Tony Cook	Lasham	26/05/2013
	Andrew Wood	Southdown	02/06/2013

## GOLD HEIGHT

Ian Harris	Bannerdown (Portmoak)	29/03/2012
John Thomson	Highland	20/04/2013
James McMackin	SGU	29/09/2012
Ian Tait	Highland	05/05/2013
John Garland	Bath, Wilts & N Dorset	16/04/2013
Malcolm Aston	SGU	22/05/2013

## SILVER BADGE

Robert Visse	Gliding Centre	14/08/2012
Andrea Cornish	Rattlesden	06/04/2013
Amy Sentance	Borders	03/04/2013
Richard Truchan	Burn	20/04/2013
Steven Nicholl	London	20/04/2013
Ian Webb	Cranwell	20/04/2013
Ross Morriss	Peterborough & Spalding	21/04/2013
Laura Maksymowicz	Bowland Forest	27/04/2013
Barry Lytollis	Borders	20/04/2013
James Wood	Wolds	20/04/2013
William Lane	SGU	30/04/2013
Thomas Farquhar	Borders	27/04/2013
David Bellamy	Cotswold	02/05/2013
Jake Brattle	Kent	30/04/2013
Tony Cook	Lasham	01/05/2013
Ian Francis	Bannerdown	31/03/2013
Peter Carter	Norfolk	05/05/2013
Bruce Stephenson	Buckminster	03/05/2013
Stuart Waldie	Lasham	06/05/2013
Madeleine Findon	Bidford	30/04/2013
Sudip Nair	Bath, Wilts & N Dorset	20/04/2013
Adrian Phillips	Devon & Somerset	19/04/2013
Adam Aston	Lasham	06/05/2013
Paul Fox	Burn	16/05/2013
Richard Grain	Surrey Hills	20/04/2013
Alicia Carpenter	Wyvern	06/05/2013
Paul Summers	Devon & Somerset	19/04/2013
Paul Raisbeck	Lasham	30/04/2013
Charles Sweeney	Lasham	26/05/2013
Andrew Mayer	Bicester	06/05/2013
Keith Ford	Buckminster	25/05/2013
Paul Jones	Bannerdown	26/05/2013
Michael Jardine	Dartmoor	25/05/2013
Donald Sigournay	Essex	02/06/2013
Michael Margetson	Cambridge	02/06/2013
Dean Farrugia	Kent	25/05/2013
Stephen Chapman	Channel	02/06/2013
Christopher Gadsby	Darlington	02/06/2013
Michael Hunton	Cranwell	02/06/2013
Andrew Burton	Welland	02/06/2013
Garry Lewis	Derby & Lancs	25/05/2013
Philip Allen	Lasham	26/05/2013

## CROSS COUNTRY ENDORSEMENT

John Ritchie	SGU	09/04/2013
Jay Derrett	Cambridge	23/04/2013
Neil Parkinson	Booker	17/04/2013

No.	Pilot	Club (place of flight)	Date
	William Wilson	Dartmoor	30/03/2012
	Matthew Wiles	Dartmoor	09/02/2013
	Liisi Laks	Oxford	21/04/2013
	Liam Lyons	Lasham	28/08/2012
	Daniel Shariatmadari	Trent Valley	28/04/2013
	Jonathan Jenks	North Wales	27/04/2013
	David Lewis	South Wales	01/05/2013
	Mark Perrier	York	28/04/2013
	Allan Phillips	SGU	04/05/2013
	Helen Jones	London	21/04/2013
	Robert Akehurst	Lasham	03/05/2013
	James McMackin	SGU	26/04/2013
	Russell Winters	Portsmouth Naval	05/05/2013

Timothy Beasley	Peterborough & Spalding	06/05/2013
Michael Newton	Peterborough & Spalding	06/05/2013

Joseph Scaife	Devon & Somerset	09/05/2013
Benedict Smith	Midland	17/02/2013
Ash Lambe	South Wales	09/05/2013
Edward Bittenbender	London	26/04/2013
Robbie Rizk	Buckminster	04/05/2013
Robert Kameny	Staffordshire	14/05/2013
Dewi Daniels	Black Mountains	18/05/2013

Michael Hoy	Norfolk	26/05/2013
Shaun Dayman	Midland	27/05/2013
Matthew Page	Cotswold	25/05/2013
James Shaw	Cambridge University	21/04/2013

Adrian Head	Lasham	06/05/2013
Paul Fox	Burn	05/05/2013
Peter Ware	SGU	04/06/2013
Lawrence Rizk	Buckminster	31/05/2013
Lukasz Nazar	Oxford	02/06/2013
Krasimira Shtereva	London	04/06/2013
Andrew Turner	Bristol & Glos	02/06/2013
Frank Soowamber	Chiltern	01/06/2013
David Morgan	London	02/06/2013
Anthony Kay	Derby & Lancs	06/06/2013
Peter Hadfield	SGU	04/06/2013
Jack Newman	Buckminster	29/05/2013
Frank Friend	North Wales	07/05/2013
Rodd Peters	Bicester	09/06/2013
Lech Zakrzewski	Shenington	11/06/2013

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**Roy Jones (1928-2013)**

ROY JONES was born in Mansfield in 1928, but spent most of his childhood in Kent. He would tell the story how, in March 1945, he witnessed hundreds of gliders being towed over the channel for the final onslaught on the Rhine, and against Hitler's Germany.

He couldn't, of course, know that his future syndicate partner in their Phoebus, Bernard Wilson, was in one of those gliders.

Roy did some flying in gliders in the Air Cadets, but joined the RAF at war's end and was stationed in Italy and Germany, although not in a flying role.

After leaving the service, he returned to Mansfield with his German wife and stepdaughter, and worked at the local dairy.

Roy came back to gliding, joining Camphill sometime in the seventies, then moved to Burn with his K-6E in 1984. He gained his Silver C in that aircraft in 1990 with a flight from Long Mynd to Nympsfield.

As he was a fluent German speaker, Roy often accompanied other Burn members

on trips to Germany, and he flew at the Wasserkuppe.

Roy ended his flying career about 15 years ago and took up table tennis - something of a contrast.

He was a jolly sort of a person and always (as I recall) wore the same flat cap and pair of overalls when at the club.

**Tony Flannery, chairman, Burn GC**

**Steve Elsey (1928-2013)**

STEVE ELSEY was born in 1928 and, after leaving school, worked as a mechanic. His passion even then was flying, so he joined the RAF and spent time in India, also as a mechanic.

He graduated to a car salesman, and eventually found himself at Doncaster learning to fly gliders.

Steve flew with the club when it was based at Doncaster, then lapsed for reasons that I don't know.

While at 'Donny', his job was working on tug and motor glider engines, and he apparently did a sterling job on each.

When Steve rejoined at Burn, he took on the important role of winch maintenance, which he also did diligently until the work

got too much for him, and he took the time to do a bit more flying.

He was an affable sort of a person, with an infectious laugh that he shared with all.

The last time he was seen at Burn was when he and his wife visited us at last year's open day when he came just for a visit.

Steve is survived by his wife Shirley and children Debbie and Simon.

**Tony Flannery, chairman, Burn GC**

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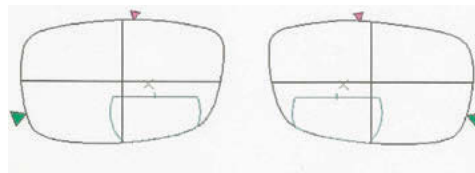
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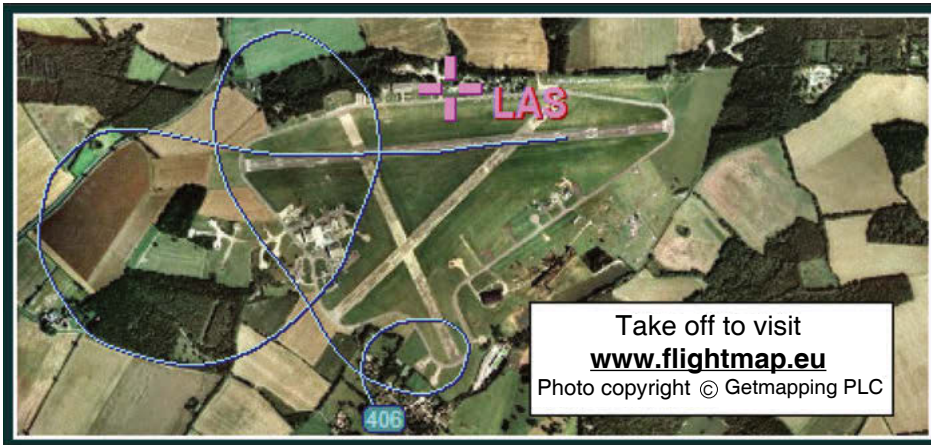
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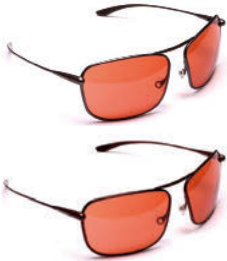
# AFE Summer Sunglasses Promotion



Designed by airline pilots and tested to perform up to 36,000ft and beyond, Bigatmo sunglasses feature super-lightweight titanium/titanium beta frames and unbreakable NXT polymer lenses. The soft silicon nose pads are adjustable and every frame is hand-polished - these are true aviation-quality sunglasses.

AFE recommend the high-speed Alutra photochromic lens (copper/brown) which is optimized for high contrast environments providing exceptional cloud definition. With eight layers of anti-reflective coating, this lens reduces glare and instantly reacts to changes in UV levels whilst retaining true colour perception.

## Iono frames

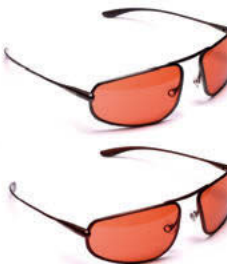


A larger lens for maximum glare reduction (available in Gunmetal or Brunello coloured titanium frames)

**Iono Alutra (Gunmetal)**  
RRP £179  
**AFE SUMMER PROMOTION £149**  
Quickfind: BIGIONO0471

**Iono Alutra (Brunello)**  
RRP £179  
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Quickfind: BIGIONO0549

## Strato frames



A cut-down aviator style available in Gunmetal or Brunello coloured titanium frames

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RRP £179 - **AFE SUMMER PROMOTION £149**  
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State-of-the-art lens and frame technology combined with award winning design. Serengeti sunglasses are optimized

for changeable visual conditions, reducing eye strain. The 'drivers' grade copper-coloured lenses filter the blue light spectrum offering superb clarity in both bright and overcast conditions. AFE has selected the most popular aviation model, the Velocity, available in either Gunmetal or Espresso-coloured titanium/acetate lightweight frames.



**Velocity (Espresso)**  
RRP £197 **AFE SUMMER PROMOTION £139**  
Quickfind: SER6935

**Velocity (Gunmetal)**  
RRP £197 **AFE SUMMER PROMOTION £139**  
Quickfind: SER6692



RE sunglasses are the real deal! Hand-made in the USA for the US Military, RE Aviators feature bayonet temples and lifetime warranted solder joints. Choose between the Grey lens (a colour-neutral general purpose lens, standard issue for NASA astronauts) or the Tan lens (a high-contrast lens offering good performance in overcast conditions, excellent haze penetration and very good cloud definition).



55mm Aviator frame, Gun metal, grey lens - **£109.99**  
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58mm Aviator frame, Gun metal, grey lens - **£109.99**  
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55mm Aviator frame, Gold, tan lens - **£119.99**  
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58mm Aviator frame, Gold, tan lens - **£119.99**  
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- Position marker button
- Vibration sensor
- Track playback function
- Output tracking record as GPX / PLT / CSV / NMEA / Google Earth file format, WGS 84 datum
- Size 72.2 (L) X 46.5 (W) X 20 (H) mm



BT1000XT GPS Flight Recorder - **£84.95**  
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