

SAILPLANE & GLIDING

VOL. 64 NO.5



THERMALLING: THE SECRETS OF SUCCESS

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MEMBER OF THE ROYAL AERO CLUB AND THE
FEDERATION AERONAUTIQUE INTERNATIONALE



 **THE MAGAZINE OF
THE BRITISH GLIDING
ASSOCIATION**
OCT/NOV 13 VOLUME 64 No 5

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COVER STORY
Guy Westgate flies his wife, Delia, in the Fox during a break in filming at Parham. It was her first glider flight in seven years. Turn to p14 for full story on filming at Southdown Gliding Club (Guy Westgate/gliderFX)

DEADLINES

Dec 13/Jan 14

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

Feb/March 14

Articles, Letters, Club News: 4 Dec
Display advertisements: 20 Dec
Classifieds: 6 Jan

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PUBLISHER

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› Booker and Cambridge have both been successful in gaining grant aid from the Sport England lottery-funded Inspired Facilities Fund. Booker has been awarded £47,820 to transform its hangar to create a training and resource centre to house its gliding simulator, which is to be used for group activities to introduce gliding to local young people and those unable participate fully in the sport because of medical requirements or low income. Part of the funding will go towards a trailer for the simulator so that it can be taken to other venues for use by youth and community groups. Cambridge has been awarded £50,000 for the purchase of a new winch, which should be operational next year. The Inspired Facilities Fund has just been given a further £40million to extend its activities through to 2017. Details at <http://inspiredfacilities.sportengland.org/>

› At the Junior World Gliding Championships, held in August at Leszno in Poland, Ollie Barter finished 7th in the Standard Class, with Matt Waters 12th and Charlie Jordan 25th. Matt Davis was the leading British pilot in the Club Class in 16th place, with Luke Dale 26th and Sam Roddie 35th.

› Applications for the 2014 Royal Aero Club bursaries are now open. Bursaries of up to £1,000 are available to young pilots, aged 16-21, who have already reached solo standard, to help recipients advance from one recognised level of air sport to the next. Applications must be submitted via the BGA and should be received at the BGA office no later than 10 March 2014. In the last round, 17 of the 37 awards went to glider pilots, so these are definitely worth applying for. Full details at www.royalaeroclubtrust.org/bursaries

› John Williams' flight in his Antares on 10 September (PCS/RAN/FOD/PCS), with a scoring speed of 134.2km/h, looks likely to be a new 20m and Open Class 300km FAI triangle speed record.

› The Winter Series, designed to keep juniors flying over the winter, enters its second season. The first round will be at the Long Mynd from 25-27 October, followed by Lleweni Park (21-23 February) and Dunstable (25-27 April). www.facebook.com/ukjuniorgliding

› Advanced discounted tickets are available for The Flying Show 2013. Held at the NEC, Birmingham (30 November - 1 December) entry price will be £12.50 on the day, but members of BGA clubs can buy discounted tickets in advance for £6. Click on the buy now link at www.theflyingshow.co.uk/ and enter the promotion code BGA1981.

Ian Tait, 16, takes UK mountain soaring title

CONGRATULATIONS to the winners of the 2013 UK comps. The UK Mountain Soaring Championships were won by Ian Tait, who is just 16.

Matt Davis won the Juniors, while dad Andy took the title at the Opens. The Standards were won by Rich Hood, with Pete Masson taking the top spot in the Club Class.

Russell Cheetham won the 18m Class and David Watt the 15m Class.

■ Winners of the Standards and Opens are pictured below, left to right: Standards to the left of the glider - Howard Jones (2nd), Rich Hood (1st), David Bromley (3rd). Opens to the right - Russell Cheetham (2nd), Andy Davis (1st) and Iain Evans (3rd) (Photo by Alison Randle)



DATES

NATIONALS, REGIONALS AND OTHERS

World Grand Prix	Sisteron, France	9-16/5/14
Standard Class Nationals	Lasham	24/5-1/6/14
Open Class Nationals	Lasham	24/5-1/6/14
Worlds	Rayskala, Finland	22/6-6/7/14
(unflapped & 20m two-seater)		
18 Metre Class Nationals	Hus Bos	5-13/7/14
Worlds (flapped)	Leszno, Poland	21/7-10/8/14
Club Class Nationals	Dunstable	26/7-3/8/14
15 Metre Class Nationals	Tibenham	16-24/8/14
Junior Championships	Lasham	16-24/8/14
Two-Seater Competition	Pocklington	17-24/8/14
UK Mountain Soaring Champs	Aboyne	31/8-6/9/14
Competition Enterprise		TBC
Glider aerobatic competitions		
Dan Smith	Dunstable	5-6/4/14
Glider aerobatic nationals	Saltby	29/5-1/6/14
World Glider Aerobatic Champs	Slovakia	7-16/8/14
Saltby Open	Saltby	19-21/9/14

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

WINNERS OF 2013 REGIONALS

LASHAM REGIONALS

Andy Davis

WOLDS REGIONALS

Simon Barker

SHENINGTON REGIONALS

Matt Davis

NORTHERN REGIONALS

Mike Bond

BIDFORD REGIONALS

Richard Chapman

BICESTER REGIONALS

Open: Dave Watt / Derren Francis
Sports: Steve Pozerskis

MIDLAND REGIONALS AND

INTER-SERVICES

Open: Will Ellis
Club: Andy Farr

GRANSDEN REGIONALS

John Tanner

DUNSTABLE REGIONALS

Blue: Stephen Nock
Red: Matt Cook



The Ikarus C42 is popular in Europe, particularly in Switzerland, with 125 in use as tugs at airfields at 2,000ft or more altitude and up to 700kg gliders

IKARUS C42 APPROVED TO TOW GLIDERS UP TO 750KG

RED AIR UK's Ikarus C42 is the first aircraft in the microlight category to receive approval to operate in the UK as a glider tug for gliders up to 750kg. The C42 has been approved as a glider tug for the past 10 years throughout the rest of Europe.

"We plan to start a series of demo flights around the UK in late October/November with the arrival of our next tug," said Red Air's Malcolm Stewart. "The C42 tug that did all the tow test flights in the UK is now with our Southern Ireland dealer. It is doing the rounds of the Irish glider and microlight airfields, where the C42 is already well known as a training and touring aircraft."

Prices start around €62,500 (excl VAT, ex-works) for a factory-built C42 tug with all the equipment needed for flight. "There are many options available, particularly

avionics such as FLARM and EFIS options with a rear view camera, which are also approved," said Malcolm. "Delivery at present is around 8-10 weeks from Germany to the UK, plus two weeks for the final preparation and checks at Halfpenny Green Airport for the issue of the permit to fly, allowing the owner of the C42 to fly away, or we can deliver anywhere in the UK."

UK tug trials were carried out at The Gliding Centre, Husbands Bosworth. Malcolm said: "The final test at Hus Bos was the Duo Discus ballasted to 650kg and, despite the very wet and boggy runway and a turbulent 45 degrees crosswind coming over the trees at the point of tug rotation, the C42 had no problems at all. Performance was similar to the normal 180hp Chipmunk tugs."

www.red-air.co.uk



■ **TWO** representatives from the Bristol office of MBDA, Europe's largest supplier of complex weapons systems, visited the Junior Nationals at Nympsfield, which the company sponsored. Phil Summers (Functional Resource Manager), left, and graduate engineer Jeremy Bethray, centre, met the current Junior champion, Matt Davis, and toured the grid speaking to competitors and sampling the atmosphere. It is hoped that the relationship with MBDA and the UK Junior Gliding Team can be developed further. The visitors also met BGA Development Officer Alison Randle and director Russ Francis. (Bernard Smyth)

ICL trophy icing on cake for 75th

WINNING the Inter-Club League finals was the icing on the cake for Oxford GC, celebrating its 75th anniversary this year. On Day 2 of the finals, only Russell Cheetham (Hus Bos Pundit) completed his 157km task. The Novice class failed to post a score as no-one reached Y. The last glider flying by some margin was Oxford Intermediate Paul Morrison. He landed back at Bidford, having flown less than 2km (handicapped) further than his nearest competitor, winning the contest for Oxford.

■ Results: Oxford - 15 pts; Hus Bos - 13 pts; Wormingford - 13 pts; Bannerdown - 9 pts.



Oxford chairman Paul Morrison receives the trophy from Russell Cheetham, Hus Bos (Bill Inglis/Paul Morrison)

Business as usual after a break-in

SURREY HILLS Gliding Club was the victim of a break-in recently. In addition to the theft of instruments, all but one of its aircraft were damaged, a parachute was taken and the buggy used as a getaway vehicle. The buggy and a parachute were found the next morning. Just two days later, club members, with offers of help from other clubs, had got the fleet airworthy again and were out flying and looking forward to a Friends and Family flying day on August Bank Holiday Monday. Adrian Hewlett, chairman of SHGC, said in an email to club members: "My thanks to you all - without you and all you do, we wouldn't have a club."

Mobile command and control centre

LASHAM now has a purpose-built mobile command and control centre to help coordinate the busy traffic around the airfield. The new vehicle is fitted with an IC-A110E transceiver with both 8.33kHz and 25kHz channel spacing frequencies.

General manager Werner Stroud said: "It is equipped to run the airfield operations. Additionally, we hope that in the winter it will give some more protection for our team doing the lights, the launching and the logs. It's even got a control tower and more briefing space."

Equipment on the roadworthy vehicle includes a weather station, launching lights, LED lights for signalling, orange light to signify that a launch is in progress and the Icom IC-A110 mobile aviation transceiver.



Lasham's mobile command and control centre

Real-time weather updates delivered

PRODATA Weather Systems' Davis Vantage Connect is a new weather station which delivers real-time weather updates to internet-connected devices such as a smartphone or computer. The Connect unit powers a self-contained and solar-powered automatic weather station. It is likely to cost around £780, plus the cost of the Vantage sensor assembly chosen and annual cellular data plan. The Vantage Connect relays live weather and environmental data via the mobile phone network to a central web server, allowing in-depth field and site conditions to be viewed in detail on PC and smartphone screens from any internet-connected location worldwide.

www.weatherstations.co.uk



Justin Wills unveils a board listing more than 270 people who have made donations (Paul Haliday)

THE Gliding Heritage Centre was officially opened at the 41st International Vintage Glider Rally at Lasham on 4 August in front of crowd of about 200 people from many different gliding nations, **writes Tony Newbury.**

The first stage in this project is a hangar dedicated to memory of Chris Wills, who died in 2011. Chris was the first president and one of the founders of the VGC. He left a sum of money in his will to help build a hangar for vintage gliders so that they could be flown more often rather than being left unseen in their trailers. The hangar was completed in six months through the hard work and dedication of members of the centre, who worked in all weathers to level the site, construct the doors and finish the hangar in time for the opening.

At the ceremony, Chris's brother, Justin Wills, unveiled a board with the names of over 270 people who have made donations. These have been not only in terms of money, but also a number of important vintage gliders have already been given or loaned to the centre. The hangar was then opened by the great grandsons of Samuel Cody, who died 100 year ago and who made the first

successful British flight in a powered aircraft at Farnborough in 1908.

The hangar is just the first step in this project. The aim is to establish a working heritage centre where members of the public, as well as glider pilots, can see vintage gliders in the air and on the ground and where they can learn about all aspects of gliding.

Most other gliding nations already have gliding museums and, for a long time, it has been the dream of many people to have one in this country. Now, at last, we are on the way to it becoming a reality. The next step is to add a museum building, which will be used for static displays and presentations. A national centre of this kind will help not only to preserve the UK heritage, but will also raise the profile of gliding in general and help to introduce new people to the sport.

More details of the Gliding Heritage Centre can be found on the website at www.glidingheritage.org.uk If you would like to support the project, please make a donation. You can also become a member of the centre so that you take part in the activities and help shape the future plans.



Inside the new Heritage hangar (Paul Haliday)

THE COST OF REGULATION

I REFER to the BGA communication with club members regarding the conversion to Part-FCL licensing ahead of April 2015. Among other detail, the communication notes that the BGA Executive Committee considered the subject of fees in great detail during June 2013. Having considered a long list of factors including, primarily, the need to keep the fee to the minimum reasonably possible, the need to insulate clubs from fees and charges as they adopt associated Approved Training Organisation requirements, and the financial constraints felt by younger pilots in particular, it has been agreed that the one-off licence conversion fee, including CAA charges, will be £42 for those aged 21 and under and £84 for those over 21. These fees cover the licence for life; additional future licence fees will only apply if you change or add to your EASA sailplane licence.

In addition to the cost of those on the BGA spending their time and money on our behalf reducing damage, we can now estimate the cost of this EASA-driven regulation. With some 6,875 full flying members (confirmed by BGA), the cost of the conversion is £544,194 before including the time spent completing the paperwork. To this we need to factor-in increased cost for medicals. Clubs must set aside extra time for the chairman, secretary or CFI to certify each application. Doctors will be thrilled with

Bureaucracy: no favours

I COULD not agree more with Steve Saunders' letter (*Pulling plug on gliding*, p7, Aug/Sept). Like Steve I started gliding in the early 70s when you had to be at the club by 7am to get your name on the flying list to be sure to get three five-minute circuits in a T-21! Flying was fun. I have been involved in gliding, on and off, ever since, being a syndicate member in three different gliders along the way. With the introduction of the new licensing and medical rules I have decided, however, that with all the bureaucracy it is now simply not worth the bother and expense. The sad thing is that, in my view, all this bureaucracy will not improve the safety or availability of the sport one jot.

Ronald G A Eckford, York GC

extra income and the bureaucrats with their bonuses. However, we are told by the Money Advice Service that "nine million people are struggling to manage their money now compared to seven years ago". No prizes for guessing the damaging outcome then.

Adrian Emck, Lasham GC

BGA Chief Executive Pete Stratten

comments: *There are many barriers to participation in any sport and the cost of being involved in gliding is naturally an extremely important issue. As Adrian notes, the BGA Executive Committee has agreed that the potential cost to clubs of developing the Approved Training Organisation - of vital importance to all clubs, a large proportion of current pilots and future glider pilots - and operating it through the formative years should be absorbed through the licence conversion process.*

Of course nobody would disagree with Adrian, Ronald or anyone else that we should be spending our taxed income on flying and having fun rather than to satisfy bureaucrats. Where individuals feel strongly about the cost to end-users of regulation and bureaucracy imposed by Europe, it is also helpful to remind MPs about it. After all, the Government chose to join the EU. There isn't space here to describe how successful the BGA continues to be in limiting the cost of participating in gliding through its significant efforts in Europe and in the UK.

While being equally frustrated by the cost of regulation, the BGA is increasingly mindful of the long-term need - predating EASA by many years - to support a sport that needs to appeal to today's society. Becoming fixated on regulation as the key reason that our clubs' overall membership is shrinking at about 3 per cent each year is understandable. However, there are a number of equally important challenges to participation that need our collective engagement and effort. At this year's club management conference, we will be seeking and listening very carefully to club chairmen's thoughts on the many factors that directly impact on participation.

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

SAILPLANE & GLIDING



Andy Davis
Competition flying



Andy Miller
SLMG



Howard Torode
Airworthiness



Derren Francis
Tugging



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Andy Holmes
Winch operating



John Williams
Airspace



Alison Randle
Development



Bruce Stephenson
Vintage gliding

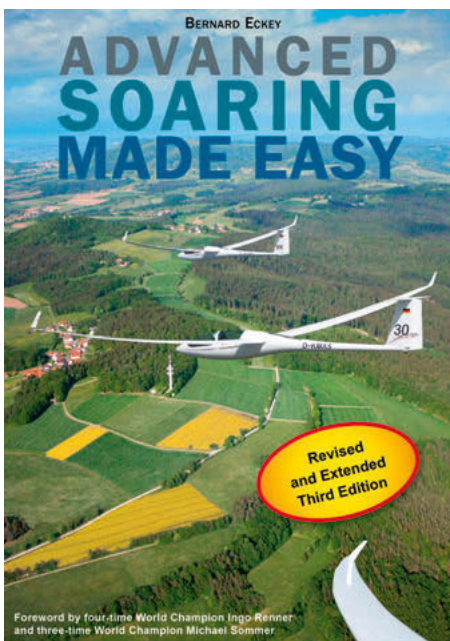
S&G is privileged to be able to call on the advice of some of gliding's leading experts. If you have a question for our experts on any of the subjects listed above, contact the editor (details p3).

EXPERT ADVISERS



Rich Abercrombie

THERMALLING: THE SECRETS OF SUCCESS



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

In the first article in a new series, aimed mainly at the beginner, Tony Cronshaw asks Bernard Eckey for top tips on how to enter and centre thermals quickly

TONY Cronshaw seeks answers from Bernard Eckey, who learned to glide in Germany before moving 'Down Under', where he became Head Coach in South Australia. The article includes extracts from Bernard's best-seller *Advanced Soaring Made Easy*, now in its third edition.

TONY: *The best pilots seem able to enter and centre quickly. How are they achieving that?*

BERNARD: The more pilots we ask about their preferred method of thermal centring, the more answers we get. This is not surprising given that thermal diameter and thermal characteristics vary considerably throughout the year and different parts of the world. What holds true for stronger and larger diameter thermals in the more

arid parts of the globe doesn't necessarily apply for small diameter thermals in Central Europe or more temperate areas.

The chosen method often comes down to personal preferences and the type of glider we fly. And yet, finding and successfully working lift has little to do with good luck. It's about your skill and your ability to get as close as possible to the centre of the lift.

TONY: *How do we decide which way to turn?*

BERNARD: Once we have crossed the sink near the thermal and the vario starts to indicate better air, but not yet strong lift, we need to keep a light touch on the controls, look for visual markers and edge towards the side where the best lift seems to be. If our eyes are glued to the variometer, our chances of turning towards the core are 50 per cent at

best and our chances of turning into sink are the same. We will often notice a wing slowly lifting while closing in on the core. The rising wing travelling through more buoyant air is a good indication. By gently banking towards the lifting wing and doing the exact opposite of what our glider tends to do, the chances of entering the best lift are increased and the risk of flying through the heavy sink normally found nearby are much reduced.

However, this means we must be able to thermal to the right and to the left. If we, like many other glider pilots, have fallen into the habit of thermalling in the same direction all the time, we simply must gather all our willpower and force ourselves to thermal in the opposite direction for half an hour or so every time we fly. Within a few weeks we will lose our preference for a particular direction of turn.

TONY: *When should we initiate the turn?*

BERNARD: When the lift starts to become obvious, we need to initiate a well banked turn, but the problem is one of timing. Sometimes we need to roll into the turn very soon after we feel the vertical acceleration, but on other occasions we should wait for a few seconds for the lift to build to something more reliable. Usually a swift turn is the right course of action at low altitude, but when high it is almost always best to delay the turn for a while. There are no firm rules here, we need to keep practising thermal entry and make a conscious effort to refine this important skill. Experience counts for a lot and as time goes by we will find it a lot easier to get it right.

TONY: *What is the best way of centring the lift given there are different and apparently contradictory centring techniques, for example, "dig the wing into the lift" method versus "open out a bit in the lift" method?*

BERNARD: First of all, it's important to be consistent and not change method from one moment to the next, unless you are a real expert. Once we are circling, probably with part of the circle in stronger lift than other parts, we want to **shift the circle towards the stronger part of the thermal**. Be patient and don't give up on the thermal too quickly. Even the best glider pilots do not get exactly into the core on the first turn and need to perform some thermal centring.

A popular method is to **increase the angle of bank as the lift decreases and decrease the angle of bank as the lift increases**. If we repeat this on each orbit, we



will close in on the core. Once centred, the air tends to become smoother and turbulence decreases markedly. Often this coincides with improved control responsiveness and a reduced noise level within the cockpit.

For smaller diameter thermals, for example at lower altitude, it often pays to **tighten the turn when intercepting the core**. It is unlikely that this will result in a steady rate of climb and therefore it needs to be repeated on each orbit. Applied a few times, we should find ourselves staying steeply banked in the narrow core. Naturally we must fly smooth circles, keeping the nose coming round, despite the thermal trying to throw us out and the demands of flying a tight turn.

TONY: *What angle of bank should we use?*

BERNARD: The single most important issue in terms of extracting the maximum rate of climb from a given thermal is the optimum angle of bank. Thermals are strongest at their centres and the optimum bank angle is ↗

Andy Bardgett demonstrates how to thermal successfully at Borders Gliding Club (Rich Abercrombie)

FINDING AND SUCCESSFULLY WORKING LIFT HAS LITTLE TO DO WITH GOOD LUCK. IT'S ABOUT YOUR SKILL AND YOUR ABILITY TO GET AS CLOSE AS POSSIBLE TO THE CENTRE OF THE LIFT

IF WE FIND PROBLEMS MAINTAINING BANK ANGLE WHILE THERMALING STEEPLY, THE REASON IS THAT OUR WINGS TRAVEL AT DIFFERENT AIRSPEEDS IN A BANKED TURN

TABLE 1 - CIRCLE DIAMETER IN METRES

AIR SPEED	BANK ANGLE IN DEGREES								
	20	25	30	35	40	45	50	55	60
40	237	185	150	123	103	86	72	60	50
45	300	234	189	156	130	109	92	76	63
50	371	289	234	193	161	135	113	94	78
55	448	350	283	233	194	163	137	114	94
60	534	416	336	277	231	194	163	136	112
65	626	489	395	326	272	228	191	160	132
g-force	1.06	1.10	1.15	1.22	1.31	1.41	1.56	1.74	2.00

✎ the one which maximises the glider's climb rate.

Circling at too shallow an angle of bank means that we will fly around the core and work very weak lift. On the other hand, an angle of bank too steep for our thermal is also detrimental to our rate of climb due to the significantly higher sink rate of our glider.

At 30° angle of bank the required lift is 1.15 times the weight of the glider. If

angle of bank is increased to 45° the wings need to produce 1.41 times the amount of lift compared to level flight and in order to fly at an angle of bank of 60° we need to generate lift equal to twice the weight of the glider. Also note that the stall speed increases by 8 per cent at 30°, 20 per cent at 45°, and 40 per cent at 60°. Also note in Table 1 (above) how the circle diameter increases with speed.

So, rather than using 30° bank, it's clear there is only a small penalty for using 40-45°

approximately 50 x 50mm. This cheap gadget can easily be affixed to the top of the instrument panel with some masking tape. While circling at 45° angle of bank, one of the wires will stand perpendicular to the horizon.

If we find problems maintaining bank angle while thermaling steeply, the reason is that our wings travel at different airspeeds in a banked turn. The outer wing travels further in the same amount of time and the resultant faster speed produces slightly more lift. The slower inner wing generates less lift and wants to drop. Having different amounts of lift is hardly noticeable at shallow bank angles, but becomes a complication while circling steeply. Without correcting control inputs, the outer wing keeps rising and the inner wing keeps going down. As a result, our angle of bank increases steadily and soon we find ourselves banking much more steeply than intended. The resulting higher g-loads quickly reach uncomfortable levels, the speed builds up rapidly and newer pilots get overloaded in more ways than one.

To prevent these unwanted effects, we simply apply and hold a small amount of opposite aileron – just enough to ensure that our chosen angle of bank is maintained. In other words, we don't allow the bank angle to exceed a self-imposed limit, which very much depends on our skill level and the handling characteristics of the glider. If you have ever wondered why you have trouble maintaining a steep angle of bank, I suggest you put the theory to the test and perform steep turns in neutral air when next the opportunity presents itself. Soon you will develop a pretty good feel for the amount of opposite aileron required and the exercise will be of tremendous help whenever confronted with narrow thermals in future.

TONY: *What speed should we thermal at?*

BERNARD: I'm sure it will come as no surprise that the airspeed for minimum sink

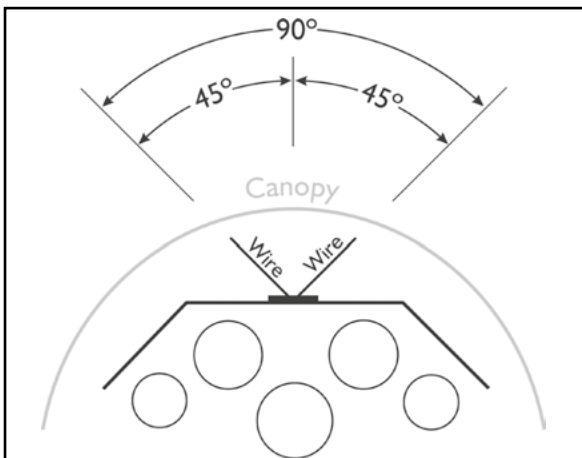


Figure 1: Bank angle gadget



Tony Cronshaw is an Ass Cat instructor at Cambridge Gliding Centre with over 1,000 hours gliding. His enthusiasm for helping the next generation of pilot includes running courses for visitors and members, and leading CGC's recruitment and retention sub-committee

bank, enabling us to achieve a much smaller radius of turn and stay near the core. We are then in a position to re-centre our thermal just by variations in the angle of bank.

TONY: *How do I know how much bank I am actually using?*

BERNARD: It is not easy to judge the angle of bank accurately. Most pilots thermal at a much shallower angle than they think. Experience suggests that newcomers tend to circle at less than 30° when they think they are banking the glider 40° or more. To help pilots fly near the optimum bank angle, I personally prefer the method shown in Figure 1. This provides instant feedback and requires nothing more than a piece of wire, a bit of plywood and some masking tape.

The wire is bent as shown and is then glued onto a piece of plywood of

is best for thermalling. However, contrary to popular belief, the speed for minimum sink is NOT just above stalling speed, nor is it the minimum sink point on the glider polar. The polar tells us what happens with 1g loading, not with the wings banked and pulling g. Consider the polar curve (Figure 2 – right).

Point A represents the minimum speed at which the glider will still fly. Any slower and the aircraft stalls.

Point B is the rate of minimum sink, the optimum if the aim is to sink as slowly as possible.

Point C is the speed for best glide ratio.

Flying at speeds between points A and B results in a higher than necessary sink rate. However, we must not use the polar curve directly to determine optimum thermalling speeds because the accelerations due to turning change everything. Say your glider stalls at 37kts and the pilot wants to thermal at 45° angle of bank (which results in a g-force of 1.41). We can now apply the knowledge that the stall speed increases by the square root of the g-force as shown for various bank angles in Table 1.

For example, 37kts times the square root of 1.41 (approx 1.2) equals 44kts. The minimum sink speed similarly increases from, say, 41kts to 49kts. These figures are purely illustrative. You must consult the actual polar for your glider, including how it varies according to pilot weight and ballast.

So the question is one of how much extra speed is required. Circling just above the stall can be dangerous, uncomfortable, inefficient and far from ideal from a performance point of view.

Thermalling at higher than minimum speeds means the control response is much better, enabling us to manoeuvre the glider quickly into the best part of the thermal, feel where the best part of the thermal is and fly at the right speed, decreasing our reliance on

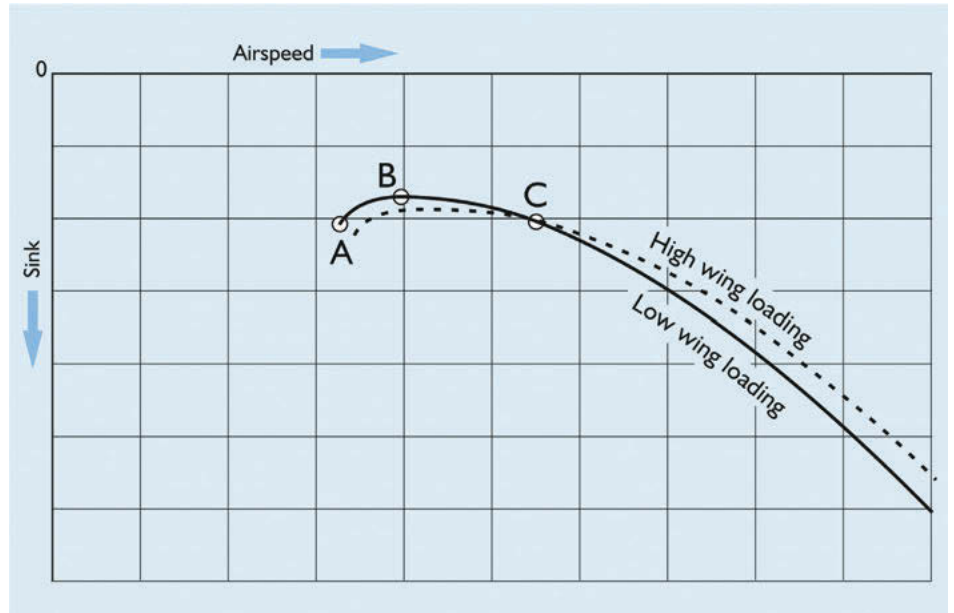


Figure 2: Polar curve

the instruments. The higher speeds increase safety margins. If we hit a severe gust, or have inadvertently washed off some airspeed, we are less likely to drop a wing or even enter a spin – a very important issue in a crowded thermal.

On the other hand, the radius of turn varies with the square of airspeed and therefore it is important not to fly faster than necessary. If pilots need to keep an eye on the airspeed indicator while thermalling they are not yet ready to fly in close proximity to other gliders. Experienced pilots only glance at their airspeed indicator from time to time, but take far more notice of these secondary indicators. By doing so, they can observe the airspace around them, watch other gliders and spot potential new sources of lift.

TONY: What should we do if the circle takes us through sink?

BERNARD: Centring a thermal by varying the angle of bank is only advisable when

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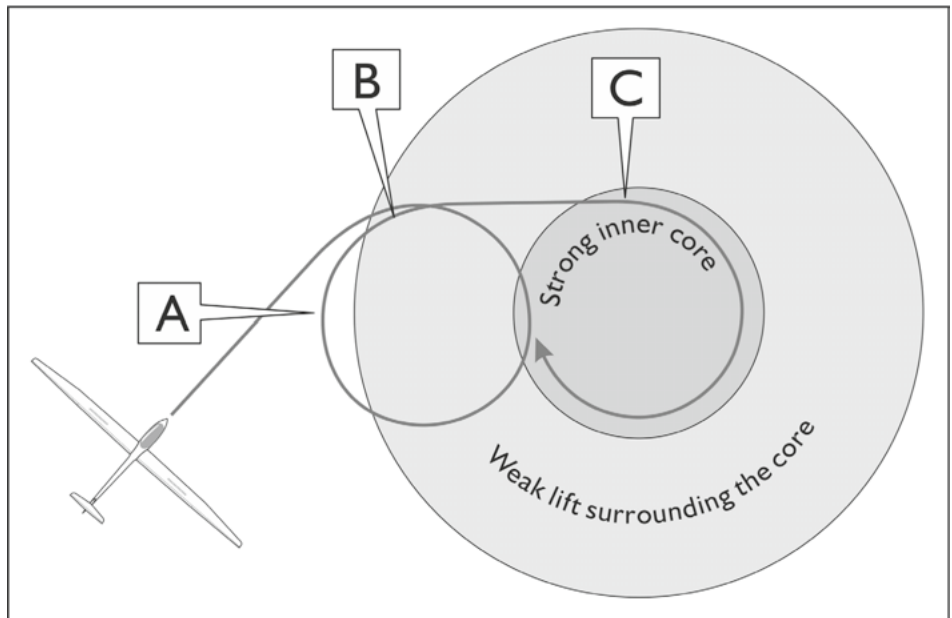
✎ just slightly displaced from the core. If our turn is partly in sink, we have to take more drastic measures. A major position change is called for, which involves a short-term levelling of our glider.

This leads us to the so called “Worst Heading” method (figure 3). The method requires that we make a mental note of our worst position in the thermal (Point A), and wait for almost a quarter of a turn before we level our glider completely (Point B). After a short while, we roll the glider back in the same direction (Point C) and should now be positioned substantially closer to the core. Whatever levelling time we decide upon depends on the diameter of the thermal, our speed and our distance from the core, but the manoeuvre needs to be repeated as long as subsequent turns are still partly in sink. A good indication of being in the core is an even and relatively smooth climb relatively free of turbulence.

While flying at 50kts we travel at a speed of 26m/s which means that levelling the wings for two seconds theoretically shifts our position by 50 metres plus the distance covered while rolling out of and back into the turn, which, dependent on the roll rate of our glider and our speed, can easily account for the same distance again. A two-second levelling of the wings results in a position change of approximately 100 metres. Significantly bigger changes are very rarely required unless we are dealing with a monster of a thermal and/or have drifted a fair distance away from the core.

The timing of our control inputs is just as important. Levelling our wings too early or too late makes the glider point in the wrong direction and possibly towards sink. For this reason, most experienced pilots use a reference point and form a mental picture of the thermal. The reference point may be the position of the sun or some feature on the ground.

It is very important to establish a mental picture of the lift distribution in the thermal. By paying careful attention to the “feel” of the air we get useful clues about the location of the core. A short moment of smooth air should make us shift our position towards this smoother patch of air. Equally, sudden turbulence indicates a position close to the edge of the thermal and a need to move towards the opposite side of the circle. In other words, we must update our estimate of the position of the core all the time using firm and precise control inputs.



TONY: *Are there any further suggestions to help improve thermalling?*

BERNARD: First of all, here is a golden rule when it comes to moving the glider closer to the centre of the lift: **never ever fly twice through the same patch of bad air.** This may seem obvious, but this basic mistake is repeated time and again. If you find yourself doing this, there is only one piece of advice I can give: **DON'T DO IT.** Once you have passed through bad air, take action to avoid going back through it.

Secondly, we must monitor the average rate of climb being achieved in a given thermal. The vario averager function, or the display from our flight computer, will tell us the average rate of climb over the last 30 seconds or for the thermal as whole. If we are not achieving a satisfactory rate of climb compared with our earlier climbs, or climbs reported by others, we need to change how we are tackling the thermal or find a new one.

Thirdly, improving thermalling involves many different issues. My advice is emphatic: **work on one particular aspect of thermalling only and take one step at a time.**

Finally, some gliders are not as manoeuvrable as others, which brings control responsiveness into the equation as well. If a chosen method works well for you, stick with it. But if you are frequently left behind in a thermal, then the above discussions and talking to your club coach/instructors will help diagnose the problem, devise a plan to improve your skills and put you on a fast track to future success.

Figure 3: The “Worst heading” centring method

(Illustrations enhanced by Steve Longland)

NEVER EVER FLY TWICE THROUGH THE SAME PATCH OF BAD AIR. THIS MAY SEEM OBVIOUS, BUT THIS BASIC MISTAKE IS REPEATED TIME AND AGAIN



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)



MAKING MOVIES AT SOUTHDOWN

Sixteen-year-old drama student Romina Hytten, who plays young pilot Molly in the film, was a natural and, despite never having flown before, she smiled and laughed her way through over 40 loops and countless rolls in the Fox with Guy Westgate

Actors and film crew descended on Parham in July. Guy Westgate reveals the challenges involved in filming the gliding scenes

INVESTIGATIVE thriller *A Dark Reflection* is set around Sussex, but has an international message. The Fact Not Fiction Films production follows *Sussex Standard* newspaper reporter Helen Eastman, who stumbles on an Aviation Industry cover-up and slowly exposes the issue of contaminated air on airliners. It is a movie style reminiscent of the Julia Roberts 2000 blockbuster *Erin Brockovich*.

Compared with Hollywood, the film was low budget with the crew and actors working

for a share of the profits on a collaborative funding model. Also unusually for a modern movie, it was filmed on traditional film, not digital media, to add to the picture quality and increase production value.

The film's plot needed two key characters to meet: newspaper reporter Eastman and airline captain Adamson, whose on-screen daughter, Molly, is a trainee glider pilot and has just been awarded a flying scholarship. As a reward, she gets an aerobatic glider flight in the Fox from Southdown Gliding Club. A great excuse for some stunning cinematography!

In the movie, the local newspaper covers the story and naturally the doting father is there to watch Molly's flight, so the central characters can meet for the plot to develop...

Film scenes are often shot out of sequence and in the first shoot of a BBQ scene, Molly was to accept a copy of her post-flight photograph, a full three weeks before the flight took place. We had to improvise with a different glider, some clever angles and a little Photoshop magic!

For the filming at the gliding club, the first challenge was learning to fly with a camera ship, a Twin Squirrel helicopter with gyro stabilized camera in a giant bubble on the nose. Although the helicopter crew specialised in film work, they were used to powered aircraft forming on them, so despite some very careful briefings of the limitations of a



The team: Romina Hytten (in the Fox), Guy Westgate, film director Tristan Lorain (kneeling) and director of photography Nick Errickson (Photo Susan Michaelis)

glider, the manoeuvres and rate of height loss, we took a while to adapt to each other.

The next challenge was to preserve continuity as the filming was scheduled over several days, avoiding the busiest club days at Parham. The film's director of photography wanted near constant light levels, sun angles and weather conditions and, for once, the weather played ball and presented us with fair conditions throughout.

Shot-to-shot continuity was preserved by filming only in the late afternoon and choosing camera angles to minimise the shots full of different cloud formations.

As well as the bulky movie film cameras, the aerobatic sequences were filmed with the ubiquitous GoPro Hero cameras in the cockpit and some high quality digital cameras mounted on a boom from the nose of the glider (thanks to the creative skills of fabricator Paul Holdnall and Tim Dews of Airborne Composites).

The last day of filming was again full of challenges; to shoot the ground action to complement the air-to-air and onboard glider footage, including the landing roll and precision stop in front of the cameras.

By early afternoon the airfield was buzzing with a crew of 30 people, from make-up, wardrobe, cameramen, focus pullers, producers, directors and actors. Although the weather seemed perfect, with wall to wall sunshine, there was a strong easterly crosswind and the duty team had already packed up early due to the rough conditions.

I had flown earlier in the day and had weathercocked into the crosswind during the landing rollout, so decided to position the cameras on the side of the airfield and use the glider's stability to my advantage. We auto-towed each attempt up to about 45kts and released midfield to give plenty of time to judge the deceleration and for the car



and rope to clear out of shot. The crosswind helped the turn and we aced it on the third take, positioning Molly in the front seat of the Fox, a few feet from a dozen nervous looking crew.

On a personal note, the subject of the film is very close to my heart, as my twin brother, Richard Westgate, was an airline pilot and believed he was suffering from Aerotoxic Syndrome before he died last year. Although we shared many glider flights, Richard was a world-class paraglider pilot with seven world records and several national records and cross-country league wins to his name. He believed that education and understanding of the issues involved was a much more powerful tool to effect an industry change than litigation.

All in all, it was a fascinating experience and I hope it will be one more tiny step towards making airline travel just a bit safer in the future!

(Above) The filming of sequences was captured by a specialist Twin Squirrel helicopter with a giant stabilised camera bubble on its nose, and dedicated film crew onboard. The Fox used in the flying sequence also had a bespoke nose mount to take multiple cameras

(Below left) Filming a key scene: main character reporter Helen Eastman, played by Georgina Sutcliffe, meets Molly's father (Christopher Dickens) after her glider flight



■ **A Dark Reflection**, a Fact Not Fiction Films production, is due for release next summer. It is a particularly poignant film for Guy Westgate, whose twin Richard (above) believed he was suffering from Aerotoxic Syndrome before he died.

Aerotoxic Syndrome is a term describing the alleged short-term and long-term ill-health effects that are attributed to exposure to cabin air that has been contaminated with atomised engine oils or other chemicals. It was first recognised as an issue in 1954 and the film will be released to mark the 60th anniversary of this ongoing problem.
www.adarkreflection.com



SCHOOL'S OUT TO FLY FOR GB

With a combined age of 56 years for three pilots, there was a youthful feel to Team GB in the aerobatic worlds, reports Robbie Rizk



GB Fox on aerotow behind Polish Swift being towed (Marko Rutenen)

YOU ARE ALWAYS STRIVING TO BE BETTER, TO BE PERFECT, WHICH IS WHY AEROBATICS WILL LEAD TO A LIFETIME OF FUN AND EXCITEMENT

WHILE most of my schoolfriends were waiting impatiently for the long school holiday to start, I was in Finland representing GB in the World Advanced Glider Aerobatic Championships. Not bad for a 14-year-old, I've been told!

Training started the day after the Saltyb Open competition finished in September 2012, as did the growing idea of Jack Newman, Chris Bowden and myself going to the World Championships after a combined experience of just 240 hours. Our coach/instructor Paul Conran was eager to train us to perfection, regularly flying with us three or four times a day each. The glider we were using is a Polish-built MDM-FOX, which is capable of speeds up to 152 knots and is stressed to +9/-6g.

My passion for aerobatics started when I was nine and my father, George, who is an Ass Cat instructor gave me control. "Do whatever you want, Robbie," he said. My first action was to point the glider vertically down, quickly followed by my dad taking control and showing me a couple of aerobatic manoeuvres.

Four years later, I was introduced to Paul and the current and upcoming British Team, who coincidentally were all based at the 'aerobatic centre of excellence', Buckminster Gliding Club. From then on, the team and I would train every weekend, making sure our lines were accurately 45 or 90 degrees, our loops round and our harmony smooth.

This year's team competing in the 4th FAI World Advanced Glider Aerobatic Championships in Oripää, Finland (18-28 July) consisted of aerobatic veteran Chris Cain, Richard Brown and newbies Chris Bowden, Jack Newman and myself.

Tickets booked, entrance fees paid (with the generous help of the British Aerobatic Association), accommodation sorted, we were ready to go. There was only one thing left to do before we de-rigged the glider – a

fun flight full of flicking and tumbling to break the seriousness we have trained with for a year! Fun and games over, the glider set off on a three-day road trip, along with Paul and Jack. The rest of us set off two days later by air.

On arriving in Oripää, we were pleased to open the door to a lovely four-bedroom villa, which included free wood, a BBQ and a sauna; all of which came into use at some point. As well as the nice house, the thousands of acres of trees and forest that submerged our accommodation were very pleasing to the eye and perfect for nice long walks in a sunny midnight sky. The following morning, we met Paul and Jack at the airfield and rigged the very dusty Fox. Only the Italians and the Austrians were there, which meant a very empty briefing hall and short briefing.

Our first practice day began and, to my surprise, I was placed at the top of the flying order. Soon enough, I was strapped in and ready to fly. Being towed by gutless PIK-23 Finnish towplanes was interesting, as for about 20 seconds on tow the only option in the event of a cable break was to land in 100ft trees. Also, the average climb rate of 3kts to 4,300ft took a tedious 15 minutes.

We all had a specific set of instructions to do on our first flight, which would help us get used to the airfield and the aerobatic box. After releasing off tow, instead of plummeting down to earth as fast as possible, we used the first 1,000ft making steep turns to look at the box markers, which were placed in the trees. An aerobatic box goes from 200m (660ft) to 1200m (4,000ft) vertically and is 1km squared horizontally. After we were familiar with the edges of the box and the useful reference points, which are few and far between in the forest we call Finland, we performed the first half of our known program.

During an aerobatic competition, each pilot flies six times:

● Program 1: Known program – published one year before

● Program 2: Free program – own program made to suit your preferences

● Programs 3-6: Unknowns – published 24 hours before – no practice allowed.

Soon enough, all of the countries had arrived and rigged their gliders; you could cut the tension in the air with a knife. The past week, the weather had been perfect for practising and the competition started the next day. However, bad weather was on the horizon and unluckily for us it stayed there for seven days. Paul and I decided to go shopping for some toys, which would keep us going for the next week. These included a badminton set, a baseball set and a backgammon set. However, my favourite toy was an electrically-charged racquet to hit Jack when he annoyed me... only joking, it was used for flies.

The next seven days comprised five hours on our computers, one hour watching TV, three hours playing darts, three hours talking, two hours napping and the rest sleeping. Yes, pretty boring stuff, but this is what we had expected.

The weather improved for the last three days of the comp, which meant we had to wake up at 4am and keep flying till 10pm, as the minimum number of flights for an official competition is three for each pilot.

After three tough days of battling it out on the airfield, the results were in. The team narrowly missed out on a Bronze medal and I came home with an FAI diploma for my overall placement (9th).

To end the competition, the airfield staged the Oripää Airshow, which featured two of the best aerobatic glider pilots and performances in the Sukhoi SU-26 from world famous aerobatic pilots Daniel Ryfa

and 'queen of the skies' Svetlana Kapanina. Also, we attended the closing ceremony to watch all the worthy winners collect their medals. Then, the after comp party started...

The great thing about gliding and aerobatics in general is that you are always striving to be better, to be perfect, which is why aerobatics will lead to a lifetime of fun and excitement. There is no doubt that I will go to future international competitions as I had a great time meeting the nicest bunch of people you could ever wish to meet.

■ The competition was won by Johan Gustafsson of Sweden. Results for team GB: Robbie Rizk (9th), Richard Brown (19th), Jack Newman (20th), Chris Bowden (21st), Chris Cain (37th). www.wgac2013.fi



(Above) rolling on a 45 degree line with Oripää airfield below (Robbie Rizk)

(Below) Team GB gathered around the Fox (Marko Rutonen)

■ www.BritishGliderAerobatics.co.uk/



Robbie Rizk, now 15, learnt to fly at Buckminster Gliding Club. He soloed on his 14th birthday in August 2012 (in Germany). Still a student, Robbie flies the MDM-FOX and Swift. He has 100 hours, Bronze badge, Cross-Country Endorsement and won the Advanced Class of the 2013 Aerobatic Nationals. At 13, Robbie became the youngest person in the world to take part in a national aerobatics contest. Flying with a safety pilot, he won the beginners class at the 2012 UK National Glider Aerobatic Contest, held at Buckminster





ISSOUDUN

WOMEN'S WORLDS

Claudia Hill reports from the 7th FAI World Women Gliding Championships held this year in Issoudun, France

WELL, where do I start? It was fabulous. Like a giant school exchange, only without the weird host parents. Instead as part of a brilliant team and with lots of pilots from all sorts of countries. Great, friendly yet competitive atmosphere. And, of course, we had the best crews. And the best team captain (Mel), and team masseur-cum-chef Conny, and Raz, the team mascot.

The Women's Team had flown at Issoudun, France, last year in the Pre-Worlds, and several

of us went there for a coaching week with Brian Spreckley this April, so on arrival it all felt very familiar – a bit like doing an Inter-Club League at a neighbouring club. Nick (my husband) and I were the first to arrive, with the others following over the next few days.

The practice days saw a mix of AAT, ensuring all the gadgets worked, (re)familiarisation with the area, flying near the big aerials the other side of Issoudun to see which gadgets they would mess up this time (they only wiped my secondary logger's complete memory once, luckily), and one slightly bigger task of 350km under a classic looking sky.

I flew the big practice task mainly so I could get an idea of most of the potential task area and its field landing options. Issoudun airfield is almost entirely surrounded by crop fields, which normally makes for excellent undershoot options this time of year. Unfortunately, the wet weather this year meant that the farmers started cutting fields only after the first competition week. The area to the south is more like the Cotswolds, with small, undulating but landable grass fields. To the east you have the Loire and Cher rivers and a mix of fields plus vineyards. To the west it's similar to Oxfordshire, a good mix of landing options, and to the north lies the Sologne, a large forest – but with landable fields and, more importantly, with sandy soil which generally provides decent conditions.

After that flight I was mostly happy with



Club Class Day 7: 1st, 2nd and 3rd place for the day for (left to right) Ayala Truelove, Helen Hingley and Claudia Hill (Dave Draper)

what I had seen in the way of field landing options. The next day we did another AAT – and on those two practice days I came second and third respectively, which started me off with a very positive attitude for the comp.

The competition started on Sunday. And I kept waiting for the classic conditions I'd seen on the 350km practice day. Thinking back now, all I remember is blue and hot (not strictly true, there were clouds as well, but fewer and fewer as the days went on). We certainly didn't have any classic days, as one could tell by the average speeds. Cloudbase went up to 6,500ft, but you were in trouble below 3,500ft; on some days the really good lift was only to be found above 4,000ft. The Loire and Cher rivers look quite pretty but really mess up the lift – there are still clouds and they pretend to look good, but when you get there they don't work. The Sologne did indeed generate some brilliant conditions most of the time. It's a bit of a shame that on competition flights there's not much time to look at the countryside, though – I'll have to go back to the area specifically to do a sightseeing flight to a variety of Loire castles.

After 10 days of competition flying in similar conditions, the flights tend to merge into one and I struggle to remember every detail of each individual flight, but certain things stood out. For instance, the impressively accurate weather forecasts during the first week – you could almost set your altimeter by the predicted cloudbase. Or the day when I thought I should push ahead of the gaggle, but didn't realise how unreliable the clouds near the Loire were. I ended up scrabbling around low down for a while and losing everyone, but then met



(Above): With the gaggle above the quarry (Claudia Hill)

(Below left): Silver medal for Ayala Truelove (Conny Andersson)

some of them again at the last TP. Or the day when I didn't trust my own judgement on an AAT, made a silly decision to turn around and go deeper into the sector after all, and lost out because of that. Or the day when I met up with Elena, the Italian Club Class pilot, at the last TP and we ended up helping each other get home. (Team GB got to share some of Team Italy's "post-flight salami" and "post-flight parmesan" afterwards.)

We did a mix of AATs and straight racing days, with the task setters taking advantage of airspace becoming available at the weekends that was prohibited mid-week.

The weather was so good that we had only three scrub days, and all competition days were good enough for decent-sized tasks, including a 4.5-hour AAT, a 400km and several 269km tasks. What a difference to last year's Pre-Worlds where we had only four days of rather short tasks!

The three Clubbies Ayala, Helen and I flew as a team when that worked, and on our own when it didn't. Considering we hadn't had a lot of opportunity to practise team flying, it worked better than expected at times. On one day we managed to start after most of the others, caught them up pretty soon and worked amazingly well as a team – so well that we ended up 1st, 2nd and 3rd that day.

Sometimes we could also help each other across classes, when the tasks weren't wildly different for Gill and Kay in the Standard Class.

Almost all team members had at least ☞



RESULTS:
Issoudun, France,
29 June - 13 July 2013
Club Class:

- 1 Christine Grote (Germany)
- 2 Ayala Truelove (GB)
- 2 Dörte Starsinski (Germany)
- 7 Claudia Hill (GB)
- 10 Helen Hingley (GB)

Standard Class:
1 Sue Kussback (Germany)
7 Kay Draper (GB)
8 Gill Spreckley (GB)
<http://wwgc2013.aeroclub-issoudun.fr>

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☞ one day win, except me – I had a day win for about an hour, until Ayala (who had crossed the finish circle after me, but then opted for a safe field landing instead of a marginal final glide) was scored, and then I came second. I didn't even have time to take a screenshot of my interim day win, but I was still quite happy with second place.

In general I just tried to be consistent and enjoy myself, and not make any major mistakes. And I consistently seemed to get around 850 points, which meant that I slowly crept up from 12th to 9th and eventually to 7th place. Considering my initial aim was not to come last in my first international competition I am very happy with my 7th place (out of 20)!

On the penultimate day Ayala was in the lead in her Libelle, slightly ahead of Dörte and Christine, the two German Libelle pilots, so Ayala and I agreed that we'd fly together on the last day – and just stick with the gaggle. Helen had decided to start earlier by herself.

Because the Tour de France was going past the airfield at 4pm, and with it lots of helicopters, our start line closed at 3.30pm. And so almost the complete Club Class gaggle set off at 3.30pm on the dot, after milling about near the airfield for two hours.

We crept round the task in 0.5kt gaggles, the leading pilots just trying to sit it out, but surprisingly none of the lower-placed pilots were making a break for it.

As time went on, it became more and more obvious that we were all heading



towards the inevitable mass landout. Dörte and Christine were higher than most of us at that point and pushed ahead. The rest, including Ayala, landed approximately 20km short of Issoudun, where there were enough cut fields to accommodate everybody.

I got a very weak climb and managed to push on a little, then found another bubble, but couldn't make it work (I saw Magali, one of the French pilots, about 800ft above me climbing away). I eventually landed 10km short of Issoudun in the same field as Dörte, which gave me exactly the same points as Ayala.

As Christine had landed in a field another 3km further it meant that Christine won the competition and Dörte and Ayala were beaten to a joint second place by a mere 14 points.

Only three Club Class pilots got round that day, including Helen and Magali!

All of us managed to be in the top 10 in our respective classes in the end (7th and 8th for Kay and Gill in the Standard Class; 2nd, 10th and 7th for Ayala, Helen and me in the Club Class). We had one medal winner and came second in the Team Cup. I thoroughly enjoyed myself, although it took me a few days to recover from 13 days of flying in the heat. I want to go to the next WWGC in Denmark in two years – I guess I had better go and qualify then...

Above left: Team captain Melissa Jenkins on the grid (Claudia Hill)

Above right: Team GB in its entirety (Heinz-Dieter Finck)

Below: Claudia Hill (left) and Melissa Jenkins at the opening ceremony (Conny Andersson)



Claudia Hill started flying gliders in Germany in 1994 while at university in Cologne. After moving to the UK in 1998 she joined Oxford GC, where she caught the cross-country bug. Thanks to the women's development initiative she was talked into doing her first regional competition in 2006 and her first Club Class Nationals in 2010. This was Claudia's first Women's Worlds



■ **Tim Scorer, MRAeS, has been a PPL for over 40 years and is still flying as P1. He flies a Cessna 172 from Earls Colne in Essex and has done a little gliding at Wormingford. Tim is a member of the BGA and many other aviation associations.**

Thirty-five years ago he managed to connect his hobby with his qualification as a solicitor, and has worked until recently in big City firms, acting mainly on instruction from Insurers and undertaking a wide variety of national and international aviation claims. Tim has written a book on handling aviation claims, based on his long and varied experience.

Rather than retire, he is now devoting himself exclusively to GA - its pilots, constructors, owners, operators, clubs, associations, and anyone for whom he can apply his practical and legal knowledge to legal issues for their help and benefit - and not at the hourly rates that the big firms have to charge. He may be small, but he's well connected. "If I can't do it, I know someone who can!"

In general terms, Tim is very happy talking to associations and groups about aviation and insurance legal issues. He writes regularly in aviation publications on topics of concern to pilots. This is his first article for S&G.

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GLIDING OUTSIDE THE UK?

Tim Scorer advises how to reduce the impact of risks associated with your trip

YOU'RE preparing for the trip abroad? You're hoping to enjoy the challenge of new soaring areas? You've been planning the trip for many months and it's all pretty exciting. It is assumed that you are fully compliant with UK licensing and insurance requirements, but are planning a trip over the Channel to do some gliding in a European country. OK. I don't want to chuck a wet blanket over the venture, but may I suggest a bit of time being spent on forward thinking and maybe some contingency planning? Time spent doing these things will have two big advantages to you: first, you've addressed some of the contingencies and satisfied yourself that you can deal with them. Secondly, if unfortunately the worst should happen, you know what to do, because you've addressed it in advance. Makes sense, doesn't it?

Lawyers have an unfair advantage when it comes to handing out advice: they've seen a lot of it before, from the files coming across

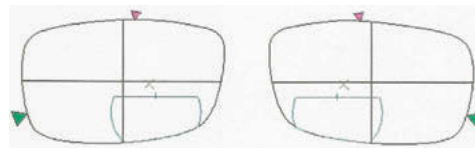
their desks, and from the problems faced by their clients. I had such a file some years ago about that nasty accident in France, when a parachutist descending over a glider competition turning point took off half a glider's wing and killed himself. Thankfully the glider crew survived their parachute descents. So, in this short article we will look briefly at the paperwork for pilots and their gliders, and then consider some of the ways by which you can reduce the impact of the risks associated with your trip, like taking out insurance.

Pilot licensing and glider airworthiness

Time and space preclude a lengthy dissertation on pilot licensing and glider airworthiness and maintenance requirements for travelling abroad. There are technical experts aplenty who are on hand to advise on specific aspects and individual circumstances. Suffice it to say that as long as your glider is UK registered and has an

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EASA Airworthiness Certificate, this will be acceptable across EU States and most of the rest of Europe.

However, as far as pilot licensing is concerned, uniquely, UK glider pilots have not been required to hold internationally recognised licences and their BGA certificates are not valid outside the UK. Recognition and acceptance of UK gliding certificates depends on the individual states intended to be visited. The BGA has done much work, eg in France, in order that certificates can be validated by the local DGCA (French equivalent of CAA) offices. The German licensing authority, LBA, will also accept correct and current BGA certificates. The Spanish authority requires certificate details to be registered at the intended glider site. So part of your planning must involve checking that your certificates are valid and can therefore be validated locally.

The diversity of licensing procedures and requirements is likely to improve in this area once EASA mandates sailplane licences for current BGA certificate holders. The advice? If in doubt – ask someone! And remember, if you plan your trip some time in advance, you need to make sure that your certificates and documents will be and remain current throughout the duration of your trip.

Compulsory insurance

There is, of course, an EU wide requirement that your glider carries minimum levels of aviation insurance for third party and passenger liabilities. The BGA has minimum requirements for policy compliance, including not less than £2 million for combined single liability limits. Of course, passenger liability doesn't apply to single-seat gliders.

A few points to note here:

- Check that the policy covers operations for the country where you are going
- Your policy excess may double for operations overseas
- In France, unlike the UK, the pilots as well as the glider, must be shown to have liability cover, though most UK policies do include cover for authorised pilots
- You may be required to prove that you have insurance cover so you will need a Certificate of Insurance from your insurance broker
- In Spain, the Certificate may need to be in Spanish as well as English
- Compulsory liability insurance does NOT provide benefits for you as a pilot, so you need to back that up with additional cover. Here are some options.



Optional insurance

There is a wide selection of other insurances which you should seriously consider taking out. Let's look at some of these:

● Gliders and trailers: No one requires you to insure your expensive hardware for damage, loss or write-off. But a specialist aviation insurance broker will ensure that the "hull" of the glider, and your trailer, will be covered for certain risks, and subject to terms. You need to ensure that your itinerary is spelt out, because there are limitations on coverage, such as shipping the glider by sea, when the risk becomes maritime, not aviation. Similarly, the trailer may be covered against accidental damage, but will not be covered for mechanical breakdown.

You need to carefully co-ordinate your insurances between the aviation dimension and the road transport dimension, in such a way as to avoid any gaps in coverage. Organisations like the RAC may provide a package which includes cover for mechanical breakdown and recovery of the trailer. In any event you need to refer to your motor insurers to ensure that they provide any necessary extension of cover, (a) for towing a trailer and (b) for going abroad. It should, of course, ☺

Cartoon by Matt Wright,
Devon & Somerset Gliding Club

YOU NEED TO CAREFULLY CO-ORDINATE YOUR INSURANCES BETWEEN THE AVIATION DIMENSION AND THE ROAD TRANSPORT DIMENSION, IN SUCH A WAY AS TO AVOID ANY GAPS IN COVERAGE

LEGAL PROCESSES ABROAD VARY CONSIDERABLY, FROM EACH OTHER AND FROM THE UK. DEALING WITH THEM IN A FOREIGN LANGUAGE ADDS FURTHER DISCOMFORT TO AN UNWELCOME AND STRANGE ENVIRONMENT

SOME USEFUL WEBSITES:

- www.egu-info.org – the European Gliding Union representing clubs and members across Europe
- www.hillaviation.co.uk – insurance brokers specialising in gliders and light aircraft insurance
- www.developpement-durable.gouv.fr – the French equivalent of the CAA
- www.lba.de – the German equivalent of the CAA
- www.aena.es or www.fomento.gob.es – the Spanish DCAG, equivalent to the CAA
- www.jsinsurance.co.uk – UK travel insurance brokers, who provide cover for gliding and include legal expense insurance
- www.gliderpilot.net – a forum for glider pilots to share experiences, information and classified ads

■ The author acknowledges the kind assistance in the preparation of this article provided by Steve Hill, insurance adviser of Hill Aviation, and Ben Walton, a gliding enthusiast, working at the CAA

✎ comply with UK Construction and Use regulations, and will need exceptional cover as it is exceptionally long (over seven metres).

● Personal accident and medical expenses insurance: As stated above, the aviation liabilities insurance will not provide any cover for injury or death to the pilot himself. So, some personal accident and medical insurance cover should ensure that private medical care will be available, and that a capital sum is provided in the event of death or loss of limbs. These benefits may form part of a general travel insurance cover.

However, while an average package holiday fits the insurers' standard risk format, your trip abroad with your glider is something different. It requires a much more specific and individual policy, which will, of course, be reflected in the premium. Although travel insurers may provide cover for a traveller deciding to go gliding as part of a holiday experience, like skiing, they may not give the same cover where the underlying purpose of the trip is gliding.

If you're involved in an incident or accident, another type of insurance may well come in very useful, especially if the local police or aviation authorities become involved. This is **Legal Expenses Insurance**. You might need this because in some countries where you go gliding, if you have an accident which results in injury or death to anyone, you are likely to be interviewed, even if not actually arrested, and detained. Though you may have a basic right to call a local lawyer, paying for their services could be a problem. The travel insurance brokers whose website details appear with this article sell policies which include

a reasonable level of legal expenses cover. You may also have travel insurance included as a benefit attaching to your credit or debit card. But it is more than likely that gliding and similar aviation activities will be excluded, as they would be in other policies such as a household policy.

You will find that your glider liability policy will include "defence costs" as one of its normal benefits. So, if a claim arises from an accident, your insurers will provide a lawyer to defend you and deal with the claim – always assuming no breach of policy terms. But the costs of hiring a local lawyer to help you to deal with an investigation, or defend

a potential criminal prosecution, will not be covered by the glider policy. Legal processes abroad vary considerably, from each other and from the UK. Dealing with them in a foreign language adds further discomfort to an unwelcome and strange environment.

As a possible solution to some of these problems, your aviation broker may also include an extra policy benefit in the form of a "Supplementary payments" clause. This may allow you (with insurer's agreement) to incur a specific sum for costs dealing with a "public enquiry". This could give assistance where, as in a number of countries on the continent, certain serious accidents will trigger an investigation by an Examining Magistrate, as well as a police criminal enquiry, both of these running with the separate accident investigation process. Keeping on top of all this – perhaps while you are detained – is a situation where you would welcome support from a local lawyer, who knows the relevant legal and other procedures, speaks English and can take on some of your burdens.

Policy exclusions

With any insurance policy you need to be aware of exclusions, especially for what insurers regard as "hazardous activities". You may feel that crossing the road is more dangerous than gliding, but insurers often disagree! So when effecting any insurance cover, you should always check the proposed policy terms carefully to ensure you have the benefits you need and have paid for. When you deal directly and personally with an insurer, or an insurance broker, be sure you spell out clearly the cover you want, examine the resulting policy and take up any issues as soon as possible – certainly before you need to claim.

And finally.....

You are likely to find that the mutually helpful club atmosphere of the UK is not replicated over the Channel. Over there, it's more of an "every man for himself" attitude. So, once you get there, introduce yourself to the "locals" and ask them about local rules, procedures, geography and so on. You will find the French are very sensitive about their nuclear power stations, for example. And just because English is THE international language of aviation, don't imagine that you'll hear it used in the local circuit and surrounding area. Time swotting up some aviation phrases in their language might well be worthwhile, and could at some later date avoid having to communicate with "Les Gendarmes", and the Examining Magistrate.



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This page from top:
Portmoak-based Bocian winch launches into a promising sky (Richard Lucas)

Capstan on tow: a visitor from Aboyne takes part in the Inter-Club League competition at Portmoak, 16 June 2013 (Richard Lucas)

(Bottom left) Taken during Midland GC's 2013 trip to Santa Cilia de Jaca (Mike Greenwood)

Midland GC's Discus is photographed by a passing mountain biker as it returns to the ridge (Nicky Harris)

Facing page, clockwise from top:
Rainbow over the Long Mynd on 3 August (Paul Smith/Paul Morrison)

Kevin Moseley took this picture of wave towards the east near Leeds on his way home on 12 August

Landing out at Long Marston during the Bicester Regionals (Steve Codd)

Overhead Oxford GC, Weston-on-the-Green, looking towards Bicester. Taken during descent in Glasflügel 303 Mosquito after a cloud climb to the base of airspace at FL85 on 26 August (Jon Christensen)

Atmospheric shot of G Dale's Libelle at sunset (Owen McCormack)

■ If you would like your previously-unpublished photographs to be considered for inclusion in Gliding Gallery, send them to: editor@sailplaneandgliding.co.uk or upload to: www.sailplaneandgliding.co.uk/dropbox





READY TO FLY?

Correct rigging, DI and pre-flight checks are essential for safe flight. Rigging errors are especially dangerous, advises the BGA

SOME accidents are unavoidable. Accidents caused by incorrect preparation for flight, whether through errors or omissions in rigging or pre-flight checks, are both extremely common and avoidable.

In the past 40 years, there have been 117 glider accidents and incidents in the UK involving disconnected or insecure controls, an insecure wing, or an insecure tailplane. These accidents have resulted in 10 fatalities and eight serious injuries.

Why do rigging errors occur? There are a number of contributing factors, but at the

end of the day the key issue is that we are humans and suffer from universal human shortcomings like distraction, forgetfulness, making unjustified assumptions and rushing to complete a task. Accidents of this type can be avoided if:

- Rigging is carried out by a person experienced on type, familiar with the flight manual, and without distraction
- A separate daily inspection is carried out after rigging by a person experienced on type, and without distraction. The daily inspection should, of course, include all the connections required during rigging

- Positive control checks are carried out. A positive control check is where, with care, the control surface is restrained and an attempt is made to move the control.

If you're not familiar with the aircraft, don't guess or assume. Read the flight manual, and seek help if there's any doubt: BGA inspectors are very helpful. Remember that it may not be only your own neck that's at risk.

Pre-flight checks

In the past 40 years, a total of 179 canopies have opened in flight, including 12 during 2012. Of course, a small number of

mechanical failures have contributed to the total. However, the vast majority opened in flight because the pilot in command failed to adequately complete pre-flight checks.

So why do pilots fail to complete pre-flight checks? Worldwide statistics indicate that some 75 per cent of aircraft accidents are caused by human factors deficiencies. We shouldn't be surprised that the same universal human shortcomings like distraction, forgetfulness, making unjustified assumptions and rushing to complete a task that can allow rigging errors to occur unrecognised are also associated with omissions or errors when carrying out pre-flight checks.

Do not interrupt anyone engaged in

rigging, a DI, or pre-flight checks. Intervene if you see such potential distraction taking place.

In a conventional sailplane (ie not a self-launcher nor a TMG), there is no substitute for carrying out pre-flight checks diligently and without distraction using CBSIFTCBE. Where checks are interrupted, start again. Do not allow anyone to rush you.

Sailplanes using a powerplant to get airborne can require a bit more preparation. With fuel, ignition, engine temperature management and other detail to consider, it's more than likely that a written checklist will be appropriate*. The good practice point about interrupted checks is as valid when using a written checklist as it is when using a mnemonic.

Example

A pilot on the launch line on a warm day gets on with the pre-flight checks, but chooses to leave the canopy open until the last minute. So CBSIFT has been completed. Sat waiting, he or she thinks about the flight ahead, including take-off eventualities. Eventually the cable or tug appears. What next? There are probably two options:

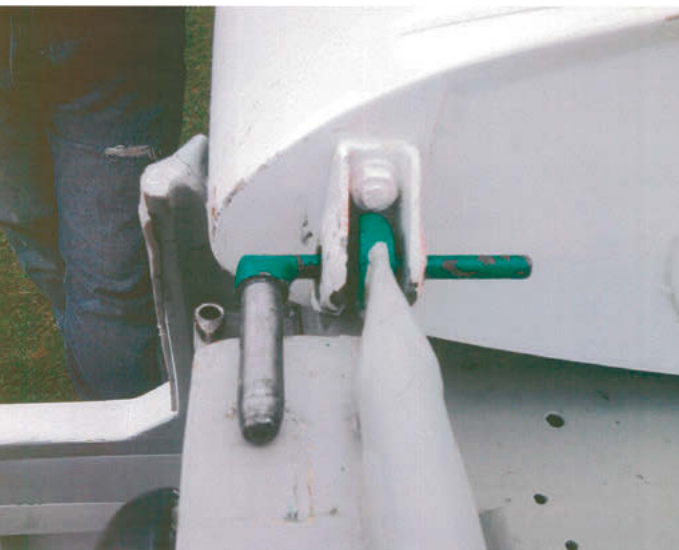
- It's been a long wait and the pilot can't remember whether the checks have been done. The only sensible approach is to run through the checks again from start to finish.

Or:

- Confident that the CBSIFT checks have been addressed, the canopy is checked locked and will not yield to upward pressure, the airbrakes are checked, closed and locked, and the eventualities plan is confirmed as still valid.

CBSIFTCBE is effective every time, providing the associated checks are completed diligently, without distraction, without assumption and without rushing.

**Written checklists should be put together with great care. Ideally the manufacturer will provide the detail in the flight manual. Good practice dictates that pilots should not mix written checklists and memorised mnemonics, but stick to one or the other.*



Spot the error that was found after flying. Never assume. And if in doubt, check...

THERE IS NO SUBSTITUTE FOR CARRYING OUT PRE-FLIGHT CHECKS DILIGENTLY AND WITHOUT DISTRACTION USING CBSIFTCBE



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POWER PILOTS 'COMING HOME'

Valerie Stait reflects on how two airline pilots found cross-country gliding and going back to grass roots



So where is the throttle?!
(Valerie Stait)

A PERSISTENT WHISPER NAGGED ME TO GO BACK TO MY BEGINNINGS, TO COMPLETE THE CIRCLE BETWEEN GLIDER PILOT AND AIRLINE PILOT

MY HUSBAND Ian had 150 powered types in his logbook and did not feel the need to add another. Especially one without an engine. I, on the other hand, started flying when I went on a week's gliding course in York and didn't come home for two years after talking my way into a job as course winch driver. I now fly 747s for a living and blame it mostly on York Gliding Centre.

Thirteen years later, I had barely gone near a glider, yet a persistent whisper nagged me to go back to my beginnings, to complete the circle between glider pilot and airline pilot; show the girl I was how far she had come. During an intensive course at Dunstable, Ian changed his mind about gliding when he soloed on day three and winter 2011 found us at Soaring Safaris, who operate out of Tempe airfield in Bloemfontein, South Africa. I jumped at the chance to fly their ASH 25 for a week, especially with former national champion Dick Bradley coaching from the back.

We started each day with a mandatory briefing. The previous day's tasks were projected on to the wall in fast time and the heroes and villains discussed.

Now, in South Africa met charts are more of a suggestion than a forecast so we spent some time covering a baffling array. I don't look at that much weather going from Heathrow to Hong Kong! When a 750km task was set, I began to wonder if this week was rather ambitious. I had a rusty 'Silver C', my furthest trip being 100km, and Ian was just solo.

Next, a few ground rules. "We want you to look after your glider as your own. This is not a rental car so do not treat it like Mr Hertz." Dehydration is taken as seriously as glider care here. With a combination of the 4,500ft altitude, hot temperatures and a fierce sun, by the time you feel thirsty you're already a litre of water behind. Finally, could we please flag up holes dug by the resident meerkats (cute

on TV, not cute when they're digging up your runway).

I walked out to the ASH, sitting sleek and pretty on the grid. By the end of the week we would be friends, but this morning she represented anticipation and the unknown. I am itching to fly her. As I run through the pre-flight checks, I add some 'eventualities' of my own. This is not a 747, Valerie. Remember she will seem VERY sensitive in pitch, especially on take-off. Fly with TWO FINGERS ONLY. And LOOK OUT! As the tug creeps forward, I remind Dick not to let his guard down, though sizing people up in a short time is an essential skill if you're in the business of hiring out expensive gliders to total strangers and he probably has me worked out already.

My first take-off was respectable, if unusual (you start in negative flap for better aileron control at low speed then select positive flap to lift off), though I had forgotten how much concentration an aerotow needs – like cycling with two heavy bags on the handlebars. For all its Formula One performance, the ASH feels agricultural to fly. The cockpit is an ergonomic nightmare – Ian, with his false elbow, had to wrestle the gear down and I needed both hands to take landing flap. Call me conventional, but I am averse to steering with my knees in the circuit. The obscenely long wings create enormous amounts of adverse yaw, requiring a bootful of rudder and constant co-ordination to turn. This is a very physical aeroplane. A couple of times I felt what I thought was a pre-stall buffet and relaxed on the controls, only to be told to tighten up the turn – I was actually side-slipping!

Looking down, the fairly featureless terrain made navigation a challenge. "You see that road marking the edge of the airspace?" Not really. "How about the three lines of trees?" Hmm... It didn't help that the Southern Hemisphere sun was in the wrong place and the GPS covered the compass! This didn't seem to bother anybody else, but we spent the week quite disorientated without it.

Moody showers met our return as we floated down to circuit height (5,500ft!). I smiled as I reflexed at 30ft, the 747's flare



Valerie makes sure she doesn't round out at 30ft, the 747's flare height (Valerie Stait)

height, and continued down, down (my backside MUST be on the runway by now!). In the end I decided to let it fly itself on (we're all passengers below 30ft, right?) and was rewarded with a respectable landing. By the time Ian strapped in, lightning peppered the sky. As the first spots of rain tapped the canopy, we ran for safety and by the time we had the ASH under cover we were soaked. As we headed for the bar, a retrieve crew headed out to rescue the LS 6, which had been cut off by the worsening weather.

Next morning I launched into an unconvincing sky and my soaring skills had to improve rapidly to keep aloft in the fickle conditions. After an hour of plain hard work, it dawned on me how tired I felt, how much capacity the learning, the altitude and the heat was taking out of me. Perhaps I just can't last more than an hour airborne without a cup of tea nowadays.

As Ian launched, the day really kicked off and he shot straight up to 8,000ft. That you can climb so far so effortlessly on your wits alone impressed him enormously. On the other hand, he was disgruntled that he wasn't given the initial take-off and landing. After an extensive career in aviation he expects to be able to jump into anything and fly it. I pointed out that, as he's only flown two aerotows in his life and nothing like an ASH before, I wouldn't have let him either. It took him some time and frustration to realise that gliding is a parallel universe where the game is not quite the same. Besides, as a long-haul pilot I get only two landings a month so no sympathy here.

On the next take-off my wing dropped for the second time in a row. With little aileron control in the thin air I had a full-on job to pick it up again, weaving drunkenly behind the tug. Dick left me to deal with it and, to be fair, he hardly screamed at all. "Remember to keep your wings level – both of them." Obvious, yes, but it hadn't occurred to us powered pilots that we needed to watch this from the very start of the take-off roll in an aeroplane that will otherwise topple over.

From then on we had no more problems. Landings also highlighted the power/glider differences. Trying helpfully to stop short by the hangar, I touched down with full airbrakes and heard an indignant squeak from both the tyre and the back seat. I had, of course, ↗



Launchpoint at Bloemfontein (Shaun Lapworth)

REQUIREMENTS FOR FLYING SOLO IN SOUTH AFRICA

- A valid BGA or other National Glider Pilot's Licence
- A valid DVLA or higher medical certificate
- A valid Radio Licence or the practical skill to demonstrate RT proficiency
- Logbook record of gliding experience that shows the pilot is suitably qualified
- To be current to fly gliders in terms of the requirements of the licence being validated
- Insurance to cover injury in the event of a gliding accident. This is not a statutory requirement, but most operators will require that a visiting pilot has this cover in place.

The licence will be validated at the gliding site on arrival to start flying for a period of three months, or the expiry date of the licence or medical, if that occurs before the three-month period is up. The validation process includes temporary membership of the Soaring Society of South Africa, a requirement to fly gliders in South Africa.

The process costs R500.00 or, at the current rates of exchange, approximately £32. ● None of the above apply if you are doing a dual-flying course.

● Bloemfontein is reachable by air from Capetown, Durban and Johannesburg or Jo'burg is about a four-hour drive. www.soaring-safaris.com

**WERE I SOLO,
I WOULD HAVE
FOLLOWED MY
INNER CHICKEN
AND RETURNED
FOR ANOTHER
LAUNCH, BUT
CONVENIENTLY
I HAVE A
NATIONAL
CHAMPION IN
THE BACK**

Valerie and Ian Stait found their gliding experience in South Africa beneficial on all levels



Valerie Stait flies for a living, but hasn't been gliding for a while. In 1995/6 she was course winch driver (or winch wench as they so succinctly put it!) at York GC. During 1997 she was tug pilot at Buckminster GC and in 1998/9 an instructor at Bournemouth Flying Club and Donair (East Midlands). Valerie currently flies for Cathay Pacific, which has included the A340, Boeing 747 and Boeing 777



Lift is strongest where the lightning is brightest (Eamonn Healy)

✈ landed with the brakes on! Again obvious, but in powered aircraft brakes are something you do with your feet not your hands.

Back in the briefing room, we run through the SeeYou post-flight analysis software. It

can make a dramatic difference to your flying and instructor Reb misses nothing among the avalanche of statistics exposing my weaknesses. In my defence, the thermals are violent here compared with Europe. As gusts constantly try to tip you over or throw you out, it does get pretty sporting at times. Reb is not moved by excuses and continues pulling my soaring apart.

As the week progressed, we began to settle in and enjoy the experience. Ian preferred the shorter trips to get the feel of the launches and landings. However, the school of thought here is that the better your handling while soaring, the better your handling

in general. On his second trip, Ian flies the whole task and comes back with a pretty landing and a smile.

On our last day, the sky was polka dotted with promising early cumulus though the aerotow felt incongruously calm. We pulled off tow into... nothing. Worse still, a brisk breeze was pushing us towards controlled airspace. Were I solo, I would have followed my inner chicken and returned for another launch, but conveniently I have a national champion in the back. He isn't smiling, but not too worried yet either so we work the weak lift while a

stern GPS flashes airspace warnings.

As we claw back towards Tempe we encounter a new problem – the parachutists announce that they are dropping above cloudbase. SURPRISE! We quickly scoot north where it has finally started building into a stunning gliding day. It is so luxurious up here we are just dolphining and climbing – in fact my overall L/D ratio for this flight was 91:1!

The good times didn't last, however. A shower marking a huge storm front cut off the convection. With our options dwindling, Dick pointed me directly towards it (you want to play with that?!) and we were rewarded by a booming line of lift along the front itself as curtains of showers and virga developed rapidly around us.

The lesson in gliding had turned into a lesson in met. Those following the weather from the ground estimated that it would reach Tempe within 30 minutes and radioed the fleet to get back to the field by then or stay well clear. This time everyone scraped home.

Despite the ongoing storms, we rounded off our last night with a delicious BBQ, which somehow involved a lot of whisky. As we made our way home, the skies cleared and the Southern Cross rose promisingly in front of us.

I can heartily recommend a soaring holiday in South Africa. We had a fabulous week playing with the big boys' toys and, despite an exponential learning curve, Ian got to do something he'd never done in 40 years of flying. I found my experience here invaluable and it betters you on every level. But most of all, being in a gliding club again felt like coming home.

Sky Full of Heat

I HAVE read many gliding books, including: Reichmann, Delore, Piggott, Bird, Moffat and the fantastic Briigliadori book, **writes Carl Peters**. However, none have had a tangible effect on my cross-country speed. I have reconciled that I am most probably the common denominator in this, but it doesn't stop me enjoying a good gliding book and flying cross-country. Against such books, *Sky Full of Heat* is a great book in its own right, but rather different from the usual.

The book is split into two parts. Part one is broadly reflective in style and follows an interview format. It describes the influence of Sebastian Kawa's father, how he achieved success in competitive sailing and then progressed to gliding. On first starting the book, the early chapters may not be quite what you expect, but they are important to read; they provide context and allow you to draw parallels with your own experiences.

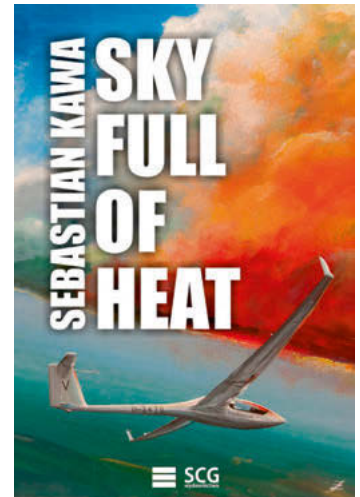
Part one also includes a chapter on safety and the appreciation and management of risk. This is an area that isn't often given much attention in other books, but should be. Training and instructing are also considered. The book then moves on to consider specific experiences and examples; it is exceptionally well translated and the conversational style begins to feel as though you are listening into a conversation in the club bar – albeit not with a typical club pilot! Whilst this part of the book might not be what you might expect from a typical gliding book, it is extremely readable and helped me understand why some people become champions.

The latter sections of the book lean more towards the norm; there are just over 120 pages of exceptionally clear and insightful material on how to make the most of soaring conditions and fly cross-country. I found that many paragraphs, if not individual sentences, demanded a second read – either so much information was presented or the text triggered so many thoughts that I had to pause and reflect. Whilst there are few photographs, there are lots of drawings and examples to bring the book to life. I found this section of the book more 'coaching direction' than suggestion; without wishing to state the obvious, Kawa clearly understands the environment in which we fly in to a huge degree. I imagine that being a fly on the cockpit wall of a Diana 2 (rather than on the

wing) would be a fascinating experience.

To conclude, *Sky Full of Heat* is a hugely enjoyable book through which I learnt a great deal. I am confident in my ability to fail to apply most of what I read, but if I enjoy my flying and feel I have made the best of the day for my ability, I'm happy. In the latter 'instructive' sections there is little mention of competitions and so the book will appeal to all cross-country pilots as much as those that compete. It is generous for such a successful pilot to spend the time to write down his experiences and the book will make a great addition to your gliding library.

■ Carl Peters serves in the RAF and flies with the RAFGSA at Bannerdown Gliding Club, RAF Keevil. He has flown in the Alps, the American Sierra Nevada and the Chilean Andes on a number of occasions. Whilst he has flown a few nationals (although wouldn't expect anyone to remember) and a number of International Inter-services in France, he now focuses on flying cross-country for himself.



Sky Full of Heat,
by Sebastian Kawa
Paperback; 346 pages
RRP: £39.99
(Amazon price - £31.18)
ISBN: 1481147358

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FOUR MEN WENT TO ROMO...

Well actually, four pilots, two crew, an interpreter and a gap year student, all for a week at the French Club Class Nationals, reports Shaun Lapworth

THE French Club Class Nationals were held at Romorantin in the Sologne regions of France, a couple of hours south-west of Paris, at the end of July.

Four UK pilots: Brian Spreckley, G Dale, Tim Milner and yours truly managed to get an invitation as this normally popular event was undersubscribed due to the dates being so close to the European Championships. In total, 38 French pilots, four Brits, two Czech and a visiting Italian made up the numbers for the eight-day comp.

The trip down was uneventful for the unofficial UK team, except for G, who somehow managed to break the front of his trailer. This was quickly and efficiently repaired before it was needed. The locals, who seemed to revel in the opportunity, sprang into action and by the Monday and the first landouts it was back in action, good as new.

The French take their Club Class seriously and the first step before going to the grid on the first day was the scrutineering and the all-important weigh-in. As the Club Class is unballasted, weight is really important, or at least trying to get a heavy glider to appear light is, and so the games began! Clearly in the past there have been some problems with this and we were weighed every day to keep us on a level playing field.

And now to the grid. With no formal grid rotation, gridding became more of a sport than the weighing as the week went on. The Brits and Czechs proved equally good at

getting up earlier than the French. Booking a favoured slot at the back was key so we did not have to launch first in the hot and sweaty conditions. Launching again proved an interesting difference from UK comps, as a choice of winch or aerotow was offered to keep cost down for the many juniors in the field. Perhaps something to consider for future events, UK comps committee!

Briefing was held each morning in the hangar decked out with posters and pictures of the local chateaux that made up quite a number of the turning points for the event, and very splendid they were too. No quarter was given to some of the assembled entries, who had only the rudimentary basics of the French language; it was all in French from start to finish. It is at times like these that I wish I had paid more attention at school and not given up learning French once I knew how to order a pie and a pint. Alice, our tame interpreter and instructor from St Auban, along with Brian, who is almost a local these days, managed to pass on the salient points each day and we all learned to nod and clap at the right times so as not to embarrass ourselves, or our hosts.

With a reasonable forecast and a nervous organisation setting a "get out of jail" three-hour AAT, just in case the forecast storms arrived early, we set about planning how we might work together. None of us having really flown together before, it seemed unlikely that we might be able to make it work. However, a loose arrangement to try



and meet up and start roughly together and cooperate on the radio seemed a fair plan.

Being very relaxed in the warm sunshine and back of the grid helped and, when we were all airborne, it proved easy to meet up. We climbed well as a group and, while about half the fleet started, a good run of clouds formed in front and we set off roughly together. Using a UK frequency, we kept each other informed. Slowly the bonds started to form and we flew most of the task together.

Having a few of the French in front of us made it easy to spot the climbs during the first leg and progress was good. Reasonably deep into the first sector, a glance over the shoulder showed darkening skies in the distance and a run back following a similar reverse track seemed appropriate. A quick glance down, probably the first in over an hour, revealed the symmetrical and ornate pattern of a grand chateau sprawling over tens of acres of formal garden complete with moat having been carved out of the seemingly endless forest of the Sologne.

The run back uphill and towards the approaching darkening skies prompted a pragmatic and thoughtful debate, which was full of encouragement to go deeper west and north into the final sector. With G, Tim and Brian 10km in front and toying with the leading edge of the storm, my role was to lead the now chasing French pack south into the final sector where cumulus were a bit more scrappy, but still in the sunshine.

The debate up front ended as the first spots of rain hit the canopy and it was then a race to get back in front of the now rapidly receding edge of the sunshine and to the finish before too much time ran out. We all got back safely, despite a close look at the trees surrounding the airfield – just over time, but happy that the distance covered was as good as it could have been. Results were quickly produced and, despite the handicapping needing a few tweaks, it was clear that the French were going to have a tough week with only four of them in the top 10.

The next three days proved to be unkind with very hot and humid warm sector air coming up from the South of France making it difficult for the organisers to set and start a task. Our group, unfazed by the conditions, bonded further and relaxed into the atmosphere, enjoying the heat, good food and light banter.

With an early scrub on the second day, we managed to escape the airfield and Brian organised a visit to his estate 100km to the



south. A very pleasant afternoon by the lake, interrupted by a bit of skinny dipping from G, was followed by a supper of lamb and veg – all grown and reared on the farm.

Day two promised a long, slow grind in the hot conditions over a 247km racing task. The team worked well together again, making the best of the conditions with four pairs of wings to search out the thermals in the blue. Tim pulled ahead and started pioneering as the conditions bunched up the fleet 30km from the final turn. Progress was slow and Tim pushed just that bit too hard and hit the deck. G and Brian changed gear and managed to grind out a long, slow climb to get them to the final turn and then drifted back home to cross the line with a reasonable result. Meanwhile, I forgot all I had learned and planked it, having run out of patience and ideas. My reward was a mobile-free zone, a long walk, a friendly shopkeeper, who must have thought I was mad, but lent me his phone anyway, and a welcome retrieve – eventually.

Day three was hot, damned hot and was going to get hotter. At 38°C they launched the grid and the slow circling in the very humid and blue conditions began. The reluctance to start was eventually broken by a few singletons that promptly landed out or back at the site. Not looking good for us to get around the 283km racing task. Eventually a gaggle formed and pushed out on track just before 3:00pm. We decided to give them 10 minutes head start and set off over the

Climbing in shear wave before the start on the last day, Tim Milner in front (Shaun Lapworth)

RESULTS:

French Club Class Nationals

27 July - 3 August:

HC (1st) Brian Spreckley, GB

HC (2nd) G Dale, GB

HC (10th) Tim Milner, GB

HC (12th) Shaun Lapworth, GB

The competition was officially won by French pilot Eric Bernard

**IT WAS THEN
A RACE TO
GET BACK IN
FRONT OF THE
NOW RAPIDLY
RECEDING EDGE
OF THE SUNSHINE
AND TO THE
FINISH BEFORE
TOO MUCH TIME
RAN OUT**

STARTING FROM NEARLY 7,000FT AND GLIDING FOR 25KM BEFORE WE APPEARED AT CLOUDBASE ON THE FIRST DOWNWIND LEG WAS AMAZING



G Dale settled into his Std Libelle before the grid launch (Shaun Lapworth)

(Below right) Brian Spreckley and G Dale came first and second, respectively, although the podium places were reserved for French pilots (Neil McLaughlin)



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

↪ forest after them. Conditions improved as we flew east and south and became, well, almost pleasant.

The leading gaggle was swallowed up within half an hour and we raced on further with decent climbs of 4-5kts to 4,500ft. Turning back towards the start and crossing the forest, conditions became sticky and tricky. The climbs weakened to 1-2kts and the leading gaggle slowly dropped one or two gliders in each field as we proceeded at a pedestrian pace.

Eventually, with the forest spread evenly in all directions and just a couple of fields left for 17 gliders, at 5:30pm the inevitable happened. Fourteen of us landed in one field, with Tim, Brian and a lone Frenchman struggling a few more kilometres further and just round the next turn before being swallowed in another field. The freshly-cut field with 14 gliders in it was promptly declared a new airfield by the French. They disappeared to the pub to celebrate, returning an hour later

with the distinct smell of Pastis hanging in the air, singing loudly! The temperature on the ground at 6:30pm was still 34°C as we derigged for the 60-minute retrieve home. A busy and hot day for the crews.

Day four was another tricky day so the organisation played safe with another AAT of 2:45. The team worked well together, pulling each other along and making good calls into each of the first three sectors. G scraped away twice from impossibly low down, but eventually succumbed to over enthusiasm and planked it about halfway around. The three of us remaining worked to get into the first cumulus we had seen for days, only to be disappointed with weak, broken climbs under bags of steam.

Getting to the last two sectors was only just possible and a fluke climb left me above and lonely, with Brian and Tim sweating it out lower down. Eventually, having staggered into the last two sectors fighting an increasing south wind, all three of us ended up in separate fields, but with a decent bag of points each.

Day five and the final day delivered a new air mass, which was cooler and full of promise. A 305km racing triangle task was set with a 147km into wind leg. G spotted it first – shear wave at the start, which eventually we all managed to find. With only a height limit before the line opened and no limit

after, we managed to climb nearly 3,000ft above the base of the cumulus, dragging a couple of the French with us.

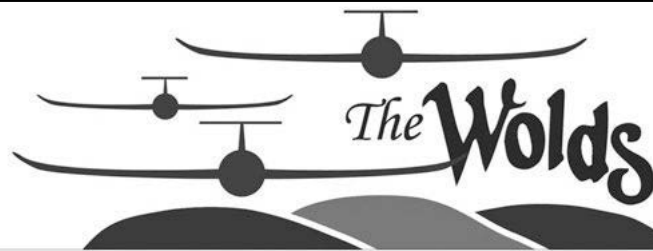
Starting from nearly 7,000ft and gliding for 25km before we appeared at cloudbase on the first downwind leg was amazing. The groundspeed in the 30kt tailwind was just magic and set us up nicely to catch the early starters. Conditions improved as we reached the bottom turn and this made the long haul upwind that little bit easier.

The 147km slowly ticked away and, after three landout days, it was looking like we might actually make it home. With all four of us trading places and dragging each other along, we made it to the top turn together and headed for home with the first of the French. The run home was a choice of left or right, with neither making much of a difference in the end and the four of us finished within a couple of minutes of each other. Brian managed a third for the day, which secured his overall first place, and G won the day, securing second overall.

Prizegiving and supper on the Saturday evening were very pleasant, but I am not sure the script went to plan. The top three places were not filled by French pilots, so whilst there was due recognition for the visitors, the podium was reserved for the pilots of France. Any embarrassment was soon forgotten and drowned unceremoniously in rum and orange juice, along with copious quantities of local wine.

My thanks to Alice, Alex, Neil and Colin for looking after us and fetching us from fields and also to Tim, G and Brian for dragging me around the tasks.





With many years experience of running competitions, both Nationals and Regionals, The Wolds Gliding Club at Pocklington is once again inviting entries to:

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www.wolds-gliding.org or email directorwolds@yahoo.co.uk



DATES FOR YOUR DIARY

■ BGA Club Management

Conference, 23 November, 2013
at Warwick University

■ BGA Conference and AGM,

1 March, 2014 at the Belfry Hotel,
Nottingham

> **SAILPLANE & GLIDING**
OCT/NOV 13

> **FEATURE**
UNFLAPPED EUROPEANS



OSTRO

2013 UNFLAPPED EUROPEAN

COME join me in the Polish skies for the 17th European Gliding Championships at Ostrów. Ready? The mark over the 'o' makes it an 'oo' – pronounced Ostroo. Poland, as we see towing the trailer out there, is flat. And wet – just before we set off there were pictures of Germany, Poland, etc, all flooded. Crops are late, nothing cut, everything too high to land in. Looks like Plan 'A' had better apply (for those unclear on this, Plan 'B' is 'need a retrieve crew').

Maciej Całka, the comp director, welcomes us as we roll on to the airfield – they're a very friendly lot, the locals. The team has annexed the quietest and highest part of the campsite – a boon later when the German team have to

dig drainage channels. Chateau Sparrow is a stupidly big tent and comes with an optional conservatory – perfect! 'We' are Bob Fox – team captain, along with consort Jean; in the Standard Class Howard Jones and crew Annelies (borrowed from Team Netherlands), Sarah Kelman and Boris; Clubbies Tim Milner and his trusty crew Colin, and self with Alan crewing.

Wet. And now warm. We've been warned that it may be buggy and indeed at around 8.30pm squadrons of mozzies commence their nightly operations. As practice week gets its act together we buy 100 per cent DEET and fit bugwipers. We launch for a look round the task area – lots of small strip fields, reasonable-sized-but-not-frighteningly-large forest areas, nothing ↗

(Photograph by Sverre Eplöv)

OŚRÓW

CHAMPIONSHIPS

REPORT BY LIZ SPARROW

FINALLY BACK UNDER CU, BUT THEY'RE SAD RAGGEDY THINGS AND THE ONLY SAVING GRACE IS THAT THERE ARE OTHERS WAY BELOW US



Some cultivated strips are harvested manually with scythes, often with rocks left behind (Liz Sparrow)

✂ landable. Most of the fields to the west have water in them. The picture below left is looking west, and the arrow shows Ostrów Michalkow airfield. Most cultivated stuff is in the strips you can see, these are fairly short and not very wide. Some are harvested manually with scythes; seems it's OK to leave rocks in these as some landouts discover to their cost. Practice week weather is hot with good conditions bringing thundery stuff in the evenings. Bring on the real thing!

Now it's team kit on for the opening ceremony – a parade through downtown Ostrów and a big event in the main square.

Nicely done with just about every local dignitary on the stage by the end, but perhaps it's best all round that the video footage of the children folk-dancing was irretrievably lost... The comp organisation test operations out and by Day 1 most stuff is working reasonably well.

Day 1 briefing is delayed as the weighing queue stretches nearly 1km down the field, but a flurry of activity gets everything on to the grid for the revised time. They've organised the most important bit viz the weather – the Day 1 forecast is reasonable,

but not stunning, with 327km for the Clubbies, 380km for the Big Boys and Girls. It proves difficult in parts and the landout trolls get some people, but Team GB have a solid first day – a bit off the pace, but no drama.

In the Standard Class, Sebastian Kawa starts as he means to go on with 1,000pts.

Day 2 brings four-hour AATs for all. Conditions vary across the task area. We Clubbies have a great run out to the north, but then it gets soft and we are down to taking 4kts. So we turn fairly early in the first sector contrary to default AAT practice; as we head south it dries out and gets better and better. A nice line running down to the south-east picks our speed up very nicely and we take it part way into the second sector, turning as it runs out and heading east under a splendid line that we run without really losing height. We pick up so much time on this leg that we bounce the back edge of the final sector so as to ensure we don't come in under time; although it's a big sector, it's a long run home with no later chance to increase the track. Having had a splendid

romp to the TP, we struggle to get on glide for home and end up coming in 14 mins over time.

Day 3 has 300km+ racing tasks for both classes and another nice flight for us in the Club Class, with speeds in the high 90s.

Day 4 is also racing tasks; the task area is generally an east-west tranche centred on the Ostrów/Leszno area. Airspace no-go to the north is Poznan – 'TMA Poznan North' and to the south is Wroclaw with its confusingly-named TMA 'TMA Poznan South'. There are a couple of military areas to avoid, but it's a fairly easy airspace set-up. Just to keep us on our toes the comp organisation change the max altitude level from time to time, but in fact the conditions are good-UK style and so little chance of breaking the max limits.

Day 5 is an AAT. Conditions forecast to be good everywhere ahead of an encroaching front, but they aren't – blue and difficult in the start sector. We're hanging around far longer than comfort dictates, but there are Cu coming slowly our way from the NW which is where we're going. Eventually the Standards go then finally we are in a position to start. Great run once we get on track; storming along with a gaggle of 20m boys and listening to the Stds there are good Cu and conditions over the rest of the task area. At the end of the storming line with a blue hole ahead and strong headwind, we turn relatively early in that sector and head down for the second sector. But after 30km or so it blues out and we're now committed to going a fair way in the blue. Initially it's good, but just when we need the one good climb to turn it isn't there. We struggle back into the strong headwind in the blue watching the task speed wilt. Finally back under Cu, but they're sad raggedy things and the only saving grace is that there are others way below us. We all struggle home, but we've gone further into the slow sector and get slaughtered on speed.

International Night tonight. A great do and at around 9pm the only member of the organisation who can still stand and speak announces tomorrow as a rest day. We are happy as it means we pilots can have a small bevvy and even stay up beyond 10pm. However, now the weather goes duff and we want to fly – points to score! Instead there's sightseeing, fettling, drinking tea and scoffing cake! The international jury are cool as they've had the necessary four days to

RESULTS:

Ostrów 5-20 July 2013

Standard Class:

- 1 Sebastian Kawa, Poland
- 18 Sarah Kelman, GB
- 21 Howard Jones, GB

Club Class:

- 1 Roman Mracek, Czech Republic
- 11 Tim Milner, GB
- 16 Liz Sparrow, GB

20m multi-seat:

- 1 Wolfgang Janowitsch/
Andreas Lutz, Austria
- www.egc2013.eu/results



Liz Sparrow competing in Std Cirrus (Mikolaj)

make it a valid comp. We sit at briefing and watch the good weather approach and re-establish itself – five possible days to go and all five look taskable.

Day 6 and 7 more AATs – Day 6 the Clubbies had a curate's egg sort of run, good in parts, but we got low with the star Czechs and had to scabble to keep away from the wet ground beneath. Day 7 half the Club Class receive penalties for being underweight! I am one of them although I've towed out in identical config each day. We are re-scrutineered and they remove my penalty, but it is clear that the weighing equipment is not robust so we'll check daily...

Day 8 I have a roaring first half and consistently take slightly better lines, which is good as I'm losing out a little in the glide. We're flying stupidly fast between thermals, so either they're gliding better than me or I'm losing out as I'm not at max all-up like most of the rest. I like to think it's the latter... The second half I pick one line which is NOT better than the rest and I'm history.

Day 9 I retrieve my misplaced mojo and, while the conditions don't prove romp-worthy, we turn in solid performances at 68ish km/h... Tim's in 11th and I'm in 14th with one day to go. I'm having a really great time racing the best in the world and I'm looking forward to the last day.

So here we are and the start line is open only for one hour. The organisation hope we'll start early and be back for prizegiving. It feels a frighteningly short space of time to get going in – there are some good climbs but lots of lingering cloud and marginal climbs. Twenty minutes into the allocated time there's a cracking line on track and we elect to go – as it turns out: bad decision! After another half hour, the conditions really brew up, but I've got low and had to struggle. Now

it's 6kts+ all the way. In spite of the huge satisfaction of taking a 7.4kt average that takes me to cloudbase just as I drift enough to hit the zone boundary, I know that it's a 100km/h+ day and I'm simply not going that fast. Wishing all the others struggle is a vain hope at this level! A disappointing last day, but hey – the points I score are the results of the decisions I make and the skill I exhibit and I'm happy.

As the fat lady sings, Roman Mracek is as clear a champion in the Club Class as Austrians Wolfgang Janowitsch and Andreas Lutz are in the 20m; Sebastian Kawa has clear water at the top of the Standards. Tim is 11th and I'm 16th and in the Standards Sarah is 18th and Howard 21st.

Yes, I could leech off the top guys more than I do and I'd certainly have done better on the last day. There's a balance between following the top guy and making your own decisions to see what works better – getting that closest to 'right' is the whole game and the joy of comp flying. Except, of course, when you ARE the top guy. Is it boring for them do you think?



Sarah Kelman, in ASW 24, coming in to land (Marcin Kasprowiak)



Liz Sparrow started gliding in 1990. She flies from Lasham and instructs at Shalbourne. She also runs the women pilots' development initiative, Women Glide UK. Liz's competition career started 1999 when she entered her first UK regional championship, winning the Novice Trophy and taking 8th place overall. Since then, she has been a regular competitor in other regional and national competitions and since 2002 has flown in the UK Club Class National Championships. Liz made her international debut in 2003 and has qualified for the team for each Women's Worlds since then. In 2012 she won the Women's Pre-Worlds at Issoudun, France, and was narrowly pipped at the post coming second in the UK Club Class, qualifying for the European Championships in Ostrów Wielkopolski in Poland – sadly this overlapped with the Women's Worlds so she couldn't do both. She came 16th in the Club Class at Ostrów.



Pictured during the first Competition Enterprise, held at North Hill in 1974: Skylark 2, 493 (pilot Bill Longstaff) overflies a Kestrel (pilot Mike Pope). Both pilots competed again at North Hill during the 40th Competition Enterprise, 29 June - 6 July, 2013



Reunited at North Hill in 2013: (top row) Tony Maitland, Mike Pope, Bill Longstaff and Justin Wills. (Front row) Gillian Wills, Miriam Longstaff and Valerie Fielden (Bernhard van Woerden)



Francis Bustard (in 1974 the new President of DSGC) with Kitty Wills at Competition Enterprise in 1974 (Bill and Miriam Longstaff)

Liam Vile, 17, has his first experience of comp flying at North Hill in the 40th Competition Enterprise and can't wait for the next time

COMPETITION Enterprise came home to North Hill for its 40th Birthday. This coincided with Devon & Somerset GC's 60th anniversary and set the stage for my introduction into the world of gliding competitions. This was quite a leap for me, as I had only completed the final leg of my Silver badge a month before the comp was due to start and, up until then, had done only a handful of short cross-country trips with just the one landout after my Silver distance flight. I probably should mention at this stage that I am 17 and I have been very fortunate to benefit from the generosity and support of the Ian Beckett Fund and the Friends of HEB – a small group of people at DSGC led by John Burrow, who allows his K-6 HEB to be flown by our club's juniors for free. This was to be my hot ship for the comp.

Friday night saw the arrival of the majority of the competitors and the packed clubhouse was buzzing with the excitement of what the week would bring.

Saturday

The task 'The Point of No Return' was to fly as far as you can away from North Hill and get back. One point awarded for every km flown out and two points for every km flown back, with a 50-point bonus for getting home. The weather forecast was not great for the southwest. We expected a lowish cloudbase and the threat of top cover, but with the prediction of slightly better conditions being a possibility to the east. I was offered the back seat in 94, Bob Bromwich's DG-500MB, which I gladly accepted, thinking that the experience would be worth more than a few of my own points.

The conditions were difficult with very broken climbs and a low cloudbase, with the usual wave interference around the M5 motorway. The clouds ran out around Yeovil where most competitors turned back. Bob, however, set off on a long glide for the clouds in the distance and the gamble paid off as we were able to work our way north-east turning Honeybourne near Evesham in Worcestershire. We made our way back as far as Nympsfield, before having to fire up the iron thermal to eventually get home at about 7pm and nab 2nd place. Trevor Stuart had also jumped the gap from Yeovil and, pulling out a low save, continued east to Ducton near Parham before turning for home and running out of day near Shaftesbury. He clocked up a very impressive 291km to win the day.

Sunday

Cloudbase was a 'massive' 1,500ft above North Hill and by 1pm

MY FI

there was no improvement so the day was scrubbed.

Monday

The forecast suggested that a convergence might set up along the south coast, but with some uncertainty of the timing of its inland progression, the tasksetters came into their own and dreamt up the 'Beaded Breeze'. This task was 10 turnpoints in two lines between Whiddon Down and Salisbury, which could each be turned once and in any order, with the option of including North Hill in between to rack up more distance.

This made for some interesting tactical decisions and I decided to try and just reach as many turnpoints as I could. The convergence did set up, albeit with a base of only 2,000ft above North Hill, so after turning Tiverton and Chard I headed for Axminster, which by now was in sea air resulting in my second field landing. The one thing that did cheer me up from my field was the sound of a turbo firing up its engine overhead. Matt Wright in his ASW 24 won the day, covering 350km and collecting eight turnpoints, with Andrew Cluskey 2nd doing 353km, but only six turnpoints, in his ASW 28-18T.

Tuesday

Lots of rain and no flying – so to the wet weather programme of talks and a visit to the University of Wyoming's meteorological research aircraft, a tooled up Beach King Air, based at Exeter Airport investigating extreme convective precipitation events. Yes, in the UK!

Wednesday

Jill Harmer, our comp met decoder, convinced the tasksetters that there was a good possibility for wave today. The task was devised to take advantage of this option, especially as the wind was going to be strong and cloudbase was not expected to be very high. 'The Compass Rose' was set, centred on Tiverton East (TIE), fly out and back into each of the four quadrants divided by the north-south and east-west axes. Bonus points would be awarded for each 100ft achieved above 2,000ft.

Waiting for the cloudbase to improve,



launching finally started at 16:00, by which time the cloudbase had crept up to a whopping 1,700ft above North Hill. Five gliders managed to find and connect with the wave over TIE, with some achieving the base of the FL65 airway. I, however, spent so much time focusing on getting into it that I ended up very low and, after a marginal climb, I managed to just squeak around Tiverton East. Then giving up the hunt for wave, I decided to head off downwind as far as I could go.

I don't think I ever managed to get more than 1,800ft AGL and eventually ran out of height just before I ran out of land at Weymouth and arrived in my next field, a beauty – overlooking Chesil Beach – and coming fourth for the day. The winners were Phil and Diana King in Duo Discus DD2. They managed to get into the wave and flew short O/Rs into all four sectors.

It was a day where the nature of Competition Enterprise became clear to me – make the most out of the day and just have a go. The achievements are often greater than the expectation on the grid. I'm not sure that, if at a normal comp, we would have even flown or that the grins would have been quite so cheesy!

Thursday

The cloudbase was far too low even for an ☹️

The grid at North Hill during the 40th Competition Enterprise (Jon Hart)



Chesil Beach – not much land left downwind (Liam Vile)

MY GRIN WAS SO CHEESY THE TOP OF MY HEAD WAS IN DANGER OF FALLING OFF!

■ Competition Enterprise was conceived by Philip Wills in 1974 and run by John Fielden up to his death in 2002. It continues to be held every year at a variety of gliding sites around the UK, with the prime aim being to maximise the day.



Landing out in a beautiful field overlooking Chesil Beach, Liam Vile came fourth for the day on the Wednesday of the comp (Liam Vile)



Liam Vile, 17, has been flying with Devon & Somerset GC since he was 13. He soloed on his 16th birthday and has been the most active of DSGC Junior pilots, completing his Silver in June this year and his 300km Diamond goal on the Friday of the competition

✈ Enterprise task, so the day was scrubbed. But it wasn't completely wasted as the conditions improved later in the afternoon and crew flying continued till late in the evening. The highlight of the day was the return of the Eagle BBB that was recommissioned after 11 years of languishing in a trailer.

Friday

The day had looked to be the best for the week and the reality didn't disappoint. The task 'Some days are Diamonds' set a range of turnpoints in a line to the north-east of North Hill to cover the various performance of gliders (and expertise of pilots): The Park, Avebury, Wantage, Newport Pagnell and Grafham

Water. Points were awarded for distance travelled and for each TP reached.

The conditions weren't easy, with many people struggling low down soon after setting off. It had been forecast to turn blue to the east of The Park where the climbs were scarce and not especially strong. I had declared my first 300km, Wantage O/R, and was expecting to end up in a field, but thought: "What the hell, if you don't at least set off on a 300km you will never do one!" So with little confidence I set out and actually made it

to Wantage fairly easily, but it had taken so long getting there that the conditions were really deteriorating. The return flight consisted of many low saves guided by a single line of unreliable clouds, which stretched down the south west peninsula, and I ended up in a field a stone's throw from North Hill.

No bonus points for getting back then, but I managed to cross the declared start/finish line, so got my Gold distance and Diamond goal instead, and the K-6 shared third place with Ron Johns in his ASH 25 711. My grin was so cheesy the top of my head was in danger of falling off!

The winner of the day was Trevor Stuart in his ASW 27 621, who turned Grafham Water and made it most of the way back, scoring a distance of 505km. Ron Johns in the ASH 25 made it to Newport Pagnell and back for around 400km. Trevor commented that his average climb rate for the flight was 1.5kts.

Saturday

The high pressure was stabilising out on the SW peninsula, and there was a wish to get all

the competitors home early for scoring before the prizegiving and anniversary party. The task was 'Ever Decreasing Circles', consisting of a series of O/Rs to a set of concentric rings round North Hill at 20km, 40km, 60km and 80km. A time limit of finishing within three hours of start or before 5pm was also stipulated.

The longest flight was 200km by Rory O'Connor in DG-800B, who won the day, followed by a bunch of 160km flights completed in the blue. I was tired after the long week and didn't want to miss the party so I turned back at the 40km ring. Due to logger problems, I wasn't scored on the full distance, the climbs were around 3-4kts, but with a blue sky and another 33°C day, it was unpleasant to be in the cockpit. Oh and I landed out again!

The party started with a plaque being unveiled by Gillian Wills and Lisa Humphries (DSGC Chairman) commemorating the founding of DSGC and the spirit of Enterprise. The awards ceremony saw Trevor Stuart winning The Enterprise Challenge Trophy and also the John Cadman Trophy for his most enterprising flight on the first day, Matt Wright was 2nd and Ron Johns 3rd. The Blunt Nails trophy for the best placed wooden glider went to Lemmy Tanner flying his K-8, and the Sam Witter trophy went to Andrew Reid for his enterprising flight after using the turbo. I was awarded the John Fielden scholarship.

I really enjoyed the week and from the sound of all the laughing so did the rest of the competitors. I would like to thank not only the multitude of people that made it happen (led by competition director Justin Wills) and did such a fantastic job of it all, but also to the pilots that competed. Many new friends were made and it is a reminder of what a fantastic sport this is, with people of all generations and backgrounds coming together to share in the fun. It also showed the spirit of Competition Enterprise; despite the less than stellar conditions we flew five contest days and did far more flying than I expected.

I gained a lot in my own flying, finding myself being able to determine how to approach the task in a way that suited me, where speed wasn't necessarily key and where I could change the plan mid-flight to take advantage of the weather. From a relatively inexperienced cross-country pilot, I would highly recommend giving Competition Enterprise a go, and I look forward to doing more next year at Nympsfield!

I'd like to thank all my friends and supporters for making my first competition achievable. (Junior Nationals next year...)

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PRIZE FLIGHT IS WORTH A WAIT

Picked as a winner after an S&G reader survey, Mike Buckland eventually flies with Steve Lynn in ASH 25 EB28 '13'



That wingtip is 14 metres away!
(Mike Buckland)

DESPITE EVERYTHING, A SORT OF TENACITY TAKES OVER AND YOU OVERCOME THE CHALLENGE YOU HAVE SET YOURSELF

BACK in 2012 Susan Newby, the editor of S&G, sent out a questionnaire to a number of readers and prospective readers. All BGA instructors were asked for their opinions (do instructors have opinions?!) on all things related to the magazine.

I received the electronic message and, probably like many people, after huffing and puffing about questionnaires, I knew that if no one completed the questions set then how could Susan seek to improve the magazine?

Questionnaire duly filled in, a short time later I received an email from Susan to say that my name had been drawn from all the other respondents and I had won a prize; either a gliding book or a ride in an ASH 25 EB28.

Now I can buy a book any time, but a ride in an EB28 would not be so easy to come by, so the flight it was.

The donor of the prize was Steve Lynn, based at the London Gliding Club, Dunstable. Little did Steve know that his altruistic offer would be won by someone who lives in Paris and, although I am a frequent visitor to the UK (I instruct as often as my work permits at Challock Gliding Club), it soon became apparent that the logistics of weather, Steve's rota for the EB28, my

availability and location would conspire to make it a long time before we could align everything.

After numerous attempts to fix a date, 2012 disappeared, but Steve is not the sort of guy to give up, so 2013 appeared and again more false starts; that is until Friday 31 May, a date I knew I would be in the UK. Steve had the EB28 for the day and it was just the "weather gods" to align.

Despite a promising forecast, Friday dawned grey and very much overcast with a low cloudbase. I was now in the Canterbury area and, after a quick call to Steve, we decided that, despite the weather, we had been so long in

trying to fly that we would go for it.

So, two and a half hours later I arrived at the London Gliding Club.

They are a friendly bunch at Dunstable; Steve and I met for the first time and he quickly introduced me to other members of the club and then to his EB28, call sign 13, which was already at the launchpoint and waiting for the weather to improve!

The first thing you notice when you meet 13 for the first time is the wingspan; it is a staggering 28 metres – the same as a Boeing 737. I picked up the wing, held it level and the other wing promptly dropped until it touched the ground!

Steve had already planned a 300km flight – Leighton Buzzard LEZ, Upwood Hangar UPW, Ollerton OLL, Lyveden LYV, DUN Dunstable.

We convinced each other that the weather had improved sufficiently for a cross-country and strapped ourselves in. After the usual pre-flight checks, plus a lot of others unique to 13, Steve fired up the 2-stroke Rotax and, without any of the usual warm-up procedures I am used to when flying power, off we went. The ground run was very bumpy on the Dunstable runway, but the wings soon started to work and we climbed out at about 600ft per minute. Steve had provided us both with noise-cancelling headsets that proved to be very effective; perfectly clear speech despite the Rotax roaring away quite close to my head!

The airspace at Dunstable is quite complex and Steve did all the flying, keeping me fully informed as we climbed above the clouds, engine off at 3,000ft QNH followed by the headsets and we were gliding. Steve dived through the "start-gate" at Leighton Buzzard (LEZ) and we set off on task.

Conditions were definitely challenging. We had burnt off some of our 3,000ft to comply with airspace, but now we were at 1,300ft in a very large glider. "What height to do you go for an engine restart?" I asked Steve – 900ft came the reply. A bit low I thought, but then I realised that Steve had prepared well and it became obvious that at all times he had several airfields he could divert to where he

would then attempt the engine restart.

Cranfield appeared from the gloom, a quick radio call and the controller very professionally gave us permission to thermal over the runway threshold, where we managed to climb to all of 1,700ft. Conditions, especially cloudbase, were all a bit too low for a cross-country, but we limped on, or “bimbled” as Steve put it.

Getting low then climbing to a cloudbase of 1,700ft or so and calling airfields to request permission to thermal in their airspace was the modus operandi until we at last reached Upwood Hangar and then the conditions slowly improved.

Cloudbase had risen and we finally started to make better progress, negotiating past both of the Peterborough towns with the Wash just visible to our right.

Grantham came into view, followed by Newark. Unfortunately, we now had a huge blue hole to cross, but wisps of cloud were starting to form so we aimed at these rather than divert around. This proved to be a mistake. None of the wisps seemed to work and the decision not to divert was now a bad choice.

Despite the conditions, and some of my less than expert handling of 13, we managed to get to the Ollerton turnpoint. We had lost a lot of time getting here, but now we were on our way back with a tailwind to help.

Conditions had definitely improved and, after carefully navigating past Saltby where NOTAMS had reminded us of the BGA aerobatic competition, we managed to climb to 3,000ft.

Feeling more secure than we had for all of the flight so far, we continued homewards. Our security soon evaporated as the sky ahead was overcast, with no sunshine on the ground and a seemingly dead sky.

Both of us scanning the sky ahead, we saw a glint of sunshine off the roofs of Kettering, and aimed for this. At last, a really solid climb; the LX8000 vario was showing 5kts on the ‘averager’ and at just below cloudbase the female voice of the LX8000 announced “final glide height achieved”.

This looked to be the very last climb so we climbed an extra hundred feet or so to 4,200ft, Steve wound the MacCready setting back and we were on final glide with more than 40km to run.

Some wisps of cloud embedded in the grey overcast could be seen to our left. “Do you think we should divert?” asked Steve optimistically. There was no choice – we had to believe in the calculated glide numbers.



We flew at 13's best L/D about 60kts and scanned the sky. A radio call from Steve to Dunstable, who informed us that there was some limited cloud activity there, and on we went.

After what seemed an age, Dunstable ridge came into view and we could see that the numbers really were correct. A quick radio call and we were in the circuit. A short burst on the airbrakes to burn off 100ft or so, wheel down, lots of warnings from the LX8000, a curving approach and we were on finals. Touch-down was smooth with a surprisingly short ground run for such a heavy glider.

So having now put pen to paper I am left with the following thoughts.

Obviously an EB28 is not a glider for the novice. It demands a far greater appreciation of exactly where you are and what your options are at any one time. Flying the glider is demanding, especially turning where rolling into a thermal is not like any other glider I have flown and seems to need a technique that includes rolling away before turning back to centre the thermal. Straight glide performance is magnificent.

In general, my most memorable flights have often been those where, despite the weather, despite what other pilots are doing or not doing, despite everything, a sort of tenacity takes over and you overcome the challenge you have set yourself.

Flying 13 on a 300km task in such conditions certainly falls into this category, but what a memorable flight it turned out to be – and we did not start the engine on task!

Mike Buckland (left) won a flight with Steve Lynn in EB28 13. S&G would like to thank Steve again for providing such a great prize and for his tenacious efforts in making it all happen. Thanks Steve – ed!



Mike Buckland started gliding at Lasham in 1993. He has been an Ass Cat instructor since 2002 and instructs at Kent Gliding Club. Mike has 1000+ hours gliding and 500+ hours power flying. His current glider is a Ventus 2CT

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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

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

Regional Safety Officers

RSO club allocations are listed on the BGA web site at 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

Airworthiness Guidance

Guidance for owners of Annex II and EASA aircraft is at www.gliding.co.uk/bgainfo/technical/news.htm

Accident Investigation

Chief Accident Investigator

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Other Information

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BGA course information is at www.gliding.co.uk/bgainfo/bga/courses.htm

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BENEFITS OF CASC

Community Amateur Sports Club (CASC) status offers clubs many opportunities, with most CASC registered clubs reporting that the savings in running costs and increases in income they receive are being invested in club facilities and equipment.

Some clubs actively use their greater financial freedom to subsidise concessionary rates and, in turn, to increase membership numbers and flying activity. Whilst gliding does not routinely receive formal Government funding, the CASC scheme does supply a steady flow of funding to the sport. It is clear that clubs which actively work to get the most out of their CASC status are more likely to create lively and interesting projects, which are then able to attract grant funding.

Clubs are now regularly securing Sport England and Awards for All grants, which of course represent greater Government funding for the sport (in a roundabout manner). These clubs are also more likely to be in contact with their local County Sports Partnership, accessing the resources and any small grants available to them there.

Challenging hoop for clubs to leap through

CASC status provides sports clubs with the equivalent of charitable status, including giving them 80 per cent mandatory rate relief and entitlement to claim Gift Aid on donations. The sport with the highest take-up of the scheme is gliding. Thirty-nine per cent of our clubs have CASC status, which is over 20 per cent ahead of the next best sport and around 30 per cent ahead of the majority sports. In addition to rate relief (which we have been unable to quantify) over the last 10 years, the scheme has brought over £350,000 into the sport from Gift Aid and tax reliefs. The forecast annual savings from the rate relief are around £260,000 together with a further £45,000pa from Gift Aid and tax reliefs.

The Finance Bill published this spring, made significant changes to the scheme. Responsibility for implementing these changes lies with HM Treasury, which has subsequently published a consultation on its current proposals. Needless to say, not all of its proposals have been warmly received. If all are implemented as proposed, there is some doubt as to whether gliding clubs would continue to qualify for membership of the scheme. At least three gliding clubs doubt whether they could survive without it.

Much of the Development Committee's recent attention has been occupied with responding to this consultation. Our request for information from clubs produced an impressive response. We also had a number of volunteers who stepped forward to analyse data, devise arguments, proofread draft documents and otherwise provide support and counsel. Diana King and I wish to thank everyone who contributed to this

substantial piece of work. We will not know the outcome for a few months, but we will keep you informed. It is possible that further action will be required. The BGA is committed to ensuring that gliding remains within the CASC scheme.

Data

Thanks to the CASC consultation, which created the requirement to ask for information in a different way and for a completely different purpose, we now have a great deal of 'new' information about gliding activity in the UK. We are expecting to be able to use this information to feed into various development and participation projects. We have always known that there are some good ideas being put into practice at clubs. The challenge continues to be to share that information so that these ideas can be developed and crossbred. We are all in this together, and retention of club members is our greatest opportunity. Or threat. Depending on how you look at it.

HMRC has presented a challenging hoop for sports clubs to jump through. It is entirely possible that, in order to remain within the CASC scheme, a club must be able to demonstrate that it is possible to take part in the sport on a budget of £20 per week (£1,040pa). The exercise of assessing how much (or rather, how little) it can cost to glide has been extremely useful. Clubs provided numerous examples of the way that they package gliding in order to make it accessible for a person on a more restricted budget. By viewing this mass of information as a whole, it is clear that various concessionary, split payment and bulk buy products have developed largely spontaneously. By looking at the topic in more detail, we may be able to devise some more interesting 'products' for our gliding customers. The term 'customers' refers to both existing and future club members.

It is highly likely that spin-off work from the CASC Consultation will be appearing in the Club Management Conference on Saturday 23 November at Warwick University. If you are involved with managing your club, please make sure you book your place.



Gransden cadets work the launch queue at CGC August Regionals



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 **MARSH & MCLENNAN
COMPANIES**



This page clockwise from top:

Booker tuggies with K-13 cabriolet: Callum Collins, Gus Carrick and summer instructor Andrew Monk (Nigel Henry)

Welland's new tow-out vehicle! (Mick Nunley)

Oxford's Liisi Laks after a 50km, having a picnic meal delivered by her crew (Paul Smith)

Fenland finds rope more user-friendly for launching than wire. Normally it takes less than an hour to replace the rope. When it goes wrong and the drum falls off the truck, it takes quite a lot longer to get the rope stowed on to the drum and ready to winch! (Robert Boughen)

Facing page clockwise from top left:

Dartmoor member retired GP Robin Wilson was more than happy to fund a flight for his granddaughter Charlotte when she announced that she was going to take up medicine (Martin Cropper)

Buckminster's Horst Lange was met with a cake to celebrate his 88th birthday after a solo flight in a K-21 (Stuart Black)

Devon & Somerset's Liam Vile, 17, (awarded the John Fielden scholarship at Competition Enterprise) congratulates the club's youngest pilot Pete Harmer, 14

Piers Murray, 15, is thought to be the youngest pilot to fly solo in Sussex. He did it in a record time - just six weeks after joining Southdown

Even younger is this future pilot, spotted during Nene Valley's task week (John Young)

Matthew Fox (right) explains to the BGA Training Standards Manager that the log trace was wrong and he was way off the airspace limit (Neil Frost)

Squadron Leader George Capon RAFVR(T), OC 614 Volunteer Gliding Squadron, presents Flight Lieutenant Graham Hayes with a memento of his 10,000 launch milestone, watched by Sqn Ldr Terry Horsley - another 10,000 launch veteran on the Squadron

Bruce Cooper dropped in to Portmoak and grabbed the opportunity to fly Pete Benbow's T-31. This is the glider Bruce went solo in some 39 years ago (John Williams)

■ 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 or upload to: www.sailplaneandgliding.co.uk/dropbox



CLUB NEWS

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

THE club had a successful family day. With good weather, super grub and flights available, the day went smoothly and ended with a lovely evening to sit and chat. The Inter-Club competition between the four local clubs started at Hinton in June. The weather was poor; on Sunday our Andy Preston ventured forth, but landed out. Our novice pilot Dave Spillett also landed out at Edgehill. Members Laurie Clarke and Mick Love, together with Bruce Grain from Essex & Suffolk attended a Basic Instructors course at Hinton.

David Sibthorp

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

CONGRATULATIONS to Aden Jones on his first solo, on his 15th birthday. Well done to Jon Lomas and Frank Soowamber for completing Silver. Congratulations to Gaz Baker for a respectable second place in Holzdorf military competition and to Steve Tape for second at the Bicester regionals. We have been putting the fleet to good use with the hangar empty most weekends. Finally, congratulations to all those who helped BGC win the local finals of the Inter-Club League.

Ian Harris/Debb Hackett

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

THIS summer began disastrously with a winch cooling system failure requiring major work, conducted rapidly and efficiently by Richard Hankey and his team. Dominic Choi went solo in July. Success came at the Upavon Inter-Club, which we won, and Nigel Warren has run a number of worthwhile evening group visits for Rolls-Royce employees. Mark Player reports exciting wave flights from base, achieving heights up to 9,000ft. Friends and Family Day in August was well attended, and much enjoyment was provided for our nearest and dearest by the duty team with nearly 30 flights.

Chris Basham

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

BICESTER has enjoyed a busy few months, regularly flying 100+ launches a day. Thanks to the Sport England grant, our brand new

Skylaunch will start its shake-down tests shortly. We had a very successful regional competition and, despite the conditions, there was plenty of flying done by the 70 or so entrants and a lot of fun was had. We are now concentrating on the 18m nationals in August and our inter-club cadet competition is well under way. With our future now secure at Bicester and a steadily growing membership, we are looking forward to a bright future.

Lee Hitchins

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

OUR regional competition was a great success with eight competition days. Bidford pilots took three places in the top four, with Bill Inglis winning, Dave Findon third and Frank Jeynes fourth. Eric Dillon, who started gliding in 1978, has gone solo!

Mike Pope

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

MIKE Williams has taken over as chairman following Mike Codd standing down after years of sterling service. Clive Micklewright, who was vice chairman, has also retired. Our 7/7 operation makes Talgarth great for passing long summer days, with no airspace restrictions and lots of hill and wave flying to boot. Unfortunately, one of our K-13s had an argument with the windsock pole and lost, but a replacement has been located and the fleet remains at full strength. Liz Torrance, our office manager, is working from home so if you need to phone the club, please be patient.

Robbie Robertson

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

WE'VE benefited considerably from the summer, with first solos on a five-day course for Dutch visitors father Philip Van Schijndel and 15-year-old son Sam. Other solos include Ruth Jackson and Richard Eaton. Jim White had a pretty successful time at the Bicester Regionals. The expedition to Le Blanc was a great success and plans are afoot for next year's outing. Our late August task week is to run along our (Tim Scott's) new Handicap Grand Prix lines. The intention is to provide safe, competitive flying.

Roger Neal

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

CONGRATULATIONS to (Uncle) Alan Gibson, proud owner of his glider pilot's licence. Well done from all of us. Our EuroFOX plans are well on track with the kit arriving in September. During July, Walking on Air visited us for a week and had both thermal and ridge soaring. We also hosted a Sky News crew filming Oliver Aitken, an 11-year-old stammer sufferer, on a flight to raise money for the Starfish Project (a stammer charity). It really is great to see young people with such drive and commitment.

Rich Abercrombie

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

MATT Davis got some plugs in for gliding online, on radio and in the newspapers before setting off for the Junior Worlds. We received a £6,500 grant from Sport England to buy 10 FLARMs for club gliders, the tug and the Bristol University Astir. The award also covers remote displays for two-seaters. We also received funding to support pilot training during the transition to cross-country flying. Sid gave a talk on met, which was well attended. Chris Rollings ran another series of successful coaching weeks. Filip Dosedel went solo – congratulations. June saw wave climbs to 11,000ft.

Bernard Smyth

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

ROBBIE Rizk (14) has become the youngest pilot to participate in a World Class Aerobatics contest (see p16). During the event in Finland, Robbie flew superbly to take 9th place overall (out of 40) with an overall score of 70.1 per cent. The British team came a very creditable 4th. The Vintage Glider Rally was blighted with poor weather, but the occasional good spell allowed some beautiful machines to take to the air, including the last remaining airworthy Petrel. Congratulations to George Rizk on becoming an Ass Cat, and to John Davies and John Hayter, who both soloed this summer.

Stuart Black

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

CONGRATULATIONS to Paul Bassett (Ass Cat) and to Richard Truchan (Silver). The Burn team

(Left to right): **Banbury's** Mick Love, Alan Smith, Bruce Grain and Laurie Clarke at the end of BI course; **Bannerdown** CFI Ian Harris congratulates Aden Jones, 15, on his first solo; Dominic Choi after first solo at **Bath, Wilts & N Dorset**; solo at **Booker** for 15-year-old Dutch visitor Sam Van Schijndel



is delighted to be equal first in the Yorkshire ICL. We welcome Andy Toone back into the air as a solo pilot. Mike Howey held a cross-country course, but the weather prevented any cross-country and even local flying most days. Nevertheless all those attending found the lectures both interesting and useful. An Open Day was held in July and was a sell-out. The club again hosted a day's free flying for the limbless war veterans from BLESMA.

Chris Cooper

CAMBRIDGE (GRANSDEN LODGE)

WWW.GLIDE.CO.UK
521041N 000653W

THANKS to Rebecca Bryan, Chris Lewis and George Sanderson for representing Cambridge on the BGA stand at Aero Expo 2013 and to Graham Spelman becoming our chief winch driver. We have welcomed eight new members in the last two months. Mike Margetson has achieved his Silver whilst Monique Van Beek, Justin Brister, Matt Cooper, Carl Gore, Miles Porteus and Robert Sills have all gone solo. Mark Lawrence-Jones and George Cheeseman have bagged their Cross-Country Endorsement, with Graham Spelman, Keith Marshall and David Wilson achieving Silver distance.

Peter Wilson

CHILTERN (RAF HALTON)

WWW.RAFGSA.ORG/CGC/
514733N 0004416W

CONGRATULATIONS to Joe Borucki for his 300km Gold distance/Diamond goal flight in the ASW 19. HXU also took part in the Soaring and Task Week in July (1,957km flown by just a few aircraft over four days of mixed weather), the Bicester Regionals and the Inter-Unis. A particularly successful JSAT Advanced Course in July with three members resulted in three Silver heights and durations, and one distance. Meanwhile, Mick Webb and Luke Hornsey were leading, respectively, the Weekend and Midweek Ladders. It was also good to meet up with our young Chilean Air Force friends during their visit in June.

Andrew Hyslop

COTSWOLD (ASTON DOWN)

WWW.COTSWOLDGLIDING.CO.UK
514228N 0020750W

WE hosted the Open and Standard Class Nationals at Aston Down and welcomed Sir John Allison to open the event. Cotswold pilots have done well elsewhere too, with

Brian Birlison coming 13th in the 15M and Doug Gardner coming 20th in the Club Class Nationals. Congratulations also to Matt Page (Silver distance). Thanks to Mike Oliver, members have been introduced to Alpine flying in France, while Simon Lucas organised a successful expedition to Skelling and we welcomed pilots and gliders from Parham for a long weekend. David and Pat Gardiner, aided by Richard Kill, organised an excellent Greek evening.

Frank Birlison

CRANWELL (RAF CRANWELL)

WWW.CRANWELLGC.CO.UK
530231N 0002936W

NOT too much to report; the July/August weather has provided many opportunities for club members to gain various legs and complete badge claims. During this period the club fleet has been deployed to various competitions, as well as maintaining a good level of club flying. Let's hope that we are able to take advantage of good conditions throughout September and possibly October?

Zeb Zamo

DARLTON (DARLTON)

WWW.DARLTONGLIDINGCLUB.CO.UK
531444N 0005132W

THE club was very active in June and July, enabling local scout groups to obtain their Aviation Badge by providing hands on flying and technical lectures. These have been very successful with over 40 Scouts obtaining their badges. Congratulations to Chris Gadsby (BI) and John Harrison and John Paskins (Ass Cats). Members have been very active in obtaining badge claims with Simon Brown (five-hours duration, 50km and 100km in one flight); and Nigel Reddish and Paul Shannon (Bronze papers), with Nigel successfully doing his flying checks. Congratulations to Jonathan Jones on going solo.

Barry Patterson

DARTMOOR (BRENTOR)

WWW.DARTMOORGLIDING.CO.UK
503517N 0040850W

THE weather in June and July has enabled us to enjoy some good soaring. Mike Gadd has inspired members to participate in the West Country ICL, which, although some dates were rained off, has lifted our game in terms of cross-country capability (trailers, crews, pub meals, etc) and we are excited for next year. We have added a very smart K-13

conversion to the two-seater fleet, which will be followed by a 'new' K-8 for our solo pilots to use in their progress to EASA Licence – once Inspector John Bolt has given it the 'thumbs up'.

Martin Cropper

DEESIDE (ABOYNE)

WWW.DEESIDEGLIDINGCLUB.CO.UK
570430N 0025005W

IAIN Symon went solo, as did Tomasz Okulicz. At the AGM, Alex Maitland stood down as chairman and Ed Colver was elected to replace him. The Chairman's Award was presented to Colin Dewhurst for outstanding service to the club in 2012. Haluk Yildiz got his Diamond height in August. Charlie Jordan flew in the 8th FAI Junior World Championships.

Glen Douglas

DENBIGH (LLEWENI PARC)

WWW.DENBIGHGLIDING.CO.UK
531239N 0032312W

YET again at the end of our Spring Wavefest, half of the top 10 places on the BGA height ladder were the result of flights from Lleweni Parc. Generally good conditions in April and October mean easy access to the Welsh wave box from winch launches (although plans are afoot to install a very modern tug) and we're really looking forward to our Autumn Wavefest 28 September-27 October. Lleweni Parc will be hosting an 'Annexe Weekend' of Competition Enterprise 26-27 October. Contact Kevin Hook office@denbighgliding.co.uk if you fancy celebrating your own achievement. You'd be welcome!

Clare Witter Holland

DERBY & LANCS (CAMPBILL)

WWW.DLGC.ORG.UK
531818N 0014353W

CONGRATULATIONS to Terry Morley and Colin Taylor (solo), though not exactly first time for Colin, a very experienced power pilot. Also to Warwick Horne, John Klunder, Dave Bailey and Ian Carrick for their Full Ratings, Steve Day, for Ass Cat, and Roger Fielding for BI. The Vintage Rally was enjoyed by all and, despite the weather, a good amount of flying was achieved. The Longest Day, raising money for charity, unfortunately couldn't start until midday. However, we've just had 18 days of unbroken flying! Several gliders and pilots have departed for France, and others to the Northerns.

Dave Salmon



First solos for (left to right): Will Howitt, 15, one of the two **Bristol & Glos** cadets sponsored by member Doug Jones and the first cadet under the age of 16 to solo (Maggie Howitt); John Davies of **Buckminster**; and **Cambridge's** Justin Brister, Monique Van Beek and Robert Sills, pictured with their instructors



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

WITH the good weather in July, we were all looking forward to a good Task Week starting 27 July, but this was not to be. Out of 11 days there were four flyable, but not good enough for meaningful tasks. We did still have our end of task week BBQ and "Y Factor" show, provided by Mark Enfield. Thanks to all who helped out. Congratulations to Anthony Sanders and Paul Hale for achieving their five-hours, and to Dave Poole for his Silver height. Charlie Waygood (AKA the mower man plus apprentice James) has converted to the K-8.
Colin Weyman

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

AFTER 18 months without a runway we are flying again! At the time of writing, we have had a few weekends of flying and are looking forward to our flying week in August. It is going to take time to get to where we were before, but we must thank clubs who have been there for us and still are. We have a new website, where information and contacts can be found, and anyone is more than welcome to try out our new runway and facilities.
Wendy McIver

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

IN the brief summer here in East Sussex we held a very successful charity day, supporting two local causes and increasing awareness of the club. We had excellent conditions, enabling a good introduction to gliding. We congratulate Mark Lawrence and Will Harley on their Bronzes. Also congratulations to Ron Simpson, who has re-soloed. We have three new scholarship pupils, who will hopefully make good progress. In preparation for winter, the committee is investigating methods to supplement our drainage. We are trialling Gypsum treatment and a hard matting runway and hope that we can extend our season.
Will Harley

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

OUR members and visitors have taken full advantage of the weather. Super thermals, sea breeze fronts and some great wave have

made up for the lack of ridge. The scenery has been breathtaking and we have flown a lot of voucher flights. The local ATC is coming to us, enabling their members to experience real flying close to home. New members continue to appear, and the club continues to thrive with the support and enthusiasm of our 'resident' instructors and helpers. Several pilots are ready for their Bronze exam and more gliders are being based here. It's great!
Keith Natrass

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

BELATED congratulations to Don Sigourney on achieving his Silver. We had a good flying week in July and members enjoyed the warm weather. During the week, cadet Callum Dray went solo and we congratulate him. A warm welcome is extended to new member James Paxton and we wish him every success in his flying here. We are looking forward to a visit from the BBC Blue Peter film crew who are going to feature junior member Alex Harris, the first person to solo in this country under the new regulations.
Peter Perry

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

WELL done to Richard Hayhoe (solo). Vernon Bettle, Bruce Grain and Adrian Tills have become BIs, which will help with the instructors' duty rota. Andy Sanderson organised a day's flying from dawn to dusk on the longest day, starting at six minutes past four in the morning! The club offered members a £1 launch fee and free use of club gliders and, as might be imagined, the day was a considerable success, despite the weather conspiring against our best endeavours. Plans are already afoot for another "longest day" next year, when the solstice falls at the weekend.
Adrian Tills

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

IN the Bicester Regionals Open Class, Peter Stafford Allen was second on day three and finished 16th overall, with 2180 points. Well done. We have been using rope in place of wire for launching with great success; no more bleeding fingers and less launch failures with very smooth launches. Normally it takes less

than an hour to replace the rope. When it goes wrong and the drum of rope falls off the truck, it takes quite a lot longer to get the rope ready to winch (see p53)!
Robert Boughen

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

WE'VE flown whenever possible and hope the good weather lasts through Task Week. We have an expedition to Usk planned and a wave week just before the clocks change in October; visitors are welcome for the week or to join us as winter members for hill and wave soaring. Five members and two gliders went to Competition Enterprise, with the Duo team of Tony Maitland, Phil and Diana King coming fourth. The Open Weekend was successful with interest in the simulator and trial lessons sold. We are waiting for our EuroFOX and hope to have it running by spring.
Diana King

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

THE recent hot weather has brought some decent soaring conditions with all pilots filling their boots. Richard Penman has been the hog of the year so far and there have been a couple of weekends now where the hangar has been empty. The preparations for the summer course are in place; let's hope that the weather stays as good as it has been. Andy Farr is representing us at the Inter-Services this year and we wish him every success.
Jim Hasker

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

THE sun brought a bumper crop of achievements. Most importantly, Simon Bachelor went solo. There were more wave climbs than there's space to list, but Phil Penrose had several (the best peaked at 21,000ft) and these put him at the top of the BGA Height Gain ladder. Ian Lane was signed off as a EuroFOX tuggie. The first round of the Scottish Inter-Club League at Portmoak was non-scoring, but our intrepid team captain, Andy Anderson, was awarded a bottle of fizz for grit and determination. HGC log sheets and individual flying accounts are now available via our website.
John Thomson

(Left to right): First solo for **Deeside's** Tomasz Okulicz; **Dorset's** Anthony Sanders after his successful five-hour attempt (Colin Weyman); Callum Dray with **Essex CFI** Dave Hertzberg after first solo (Steve Rhenius); Toby Walker with David North after first solo at **Lakes**



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

AS I write this the Vintage Club Rendezvous Rally, which is the prelude to the Vintage Glider Club International Rally has just concluded at Kent Gliding Club. Visitors from France, Germany, Belgium, the Netherlands and Denmark enjoyed an excellent week of ridge and thermal soaring. On the 30 June, our open day went off spectacularly well with us achieving our target of 100 air experience winch launches. We are now looking forward to our cross-country week in August, along with the club expedition to Shenington. Finally, congratulations to Jake Brattle, who achieved his Silver back in April.

Terry Webster

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

SOME excellent summer conditions with good thermals and wave to 12,000ft, allowed much of the Lake District to be visited. Noteworthy achievements have been Toby Walker flying solo, Chris Richardson adding his second Bronze soaring flight and passing the exam, and Lewis Alderson completing his Bronze. Our bowser has been replaced by a fuel store after much effort from several members, particularly Tom and Andy Pullen. We hope this will reduce our fuel losses. Various trailers have been refurbished or resurrected and there is only the K-21 trailer to service now.

John Martindale

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

CONGRATULATIONS on first solos to juniors Guy Roth (14), Cecilia Bayley (14), Oliver Metcalfe (15), Alex Pipe and Roland Clegg (16), Meyhud Bajpai (18) and Yanor Carlisle (20); also seniors Stuart McCandish, Neil Brooke, David Griffiths, Paul Hicks, Anthony White, Stuart Pannell, Julian Palmer (71) and Ken Miles (72). Darren Smith and Gerald Hill have bagged Silver distance. Popular founder member Mike Gee sadly died before witnessing the opening of the Chris Wills hangar, home to the new Heritage Gliding Centre, and the 41st International Rally of the Vintage Glider Club, getting under way as I write.

Andy Jessett

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

PAUL Kerman and Katharine York have re-soloed after a long break; both have converted to the K-6. A group of pilots enjoyed an expedition to Wolds GC and benefited from some unusually good weather. We had a team on the BGA stand at Waddington air show, which proved a useful networking exercise. Many thanks to Richard Hannigan and Andrew Rattray for helping out with instructing.

Dick Skerry

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

CONGRATULATIONS to power pilot Paul Wilkinson on his first gliding solo, and to glider pilot Krassi Shtereva on achieving her first power solo. Also congratulations to Martin Browne on his solo. Nikki Craig and Alex Hippel were awarded champagne for their first 300km. Our second Task Week had mostly good weather and several notable flights. Our 6th 'Girls Get Gliding' day was a great success. Thanks to 'Artistic Director' Adrian Hobbs, our restaurant is decorated with superb photographs depicting gliding and club history. With wonderful cuisine from Trevor Carey, the restaurant has become a valuable attraction.

Andrew Sampson

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

WE have had a good steady summer with some very good soaring. ICL was a success despite the weather. A very well attended Friends and Family Day saw a number of visitors enjoy a flight in a glider until the true British summer returned to spoil our fun. A successful club flying week was held and special thanks to Jeff Green for looking after that.

Terry Hatton

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

THE Mynd has been very busy. Wood week was great, with five days, 185 launches, and 2,400km of cross-country flying. Eventual winners were visitors Adrian Emck and Jason Hatton, with our instructors Dave Crowson and Rob Hanks in third place flying the K-13 with club members. The same K-13 has been busy

as two visitors also flew it to Talgarth during a lively trip from North Hill. The hangar's in much better shape with new doors and more work has been done on the entrance drive. Congratulations to Bob Moss, Josh Murton and John Kingsley on first solos.

Steven Gunn-Russell

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

AFTER launching a Flying Scholarship in conjunction with our local college in Ramsey, I am delighted to announce our first solo. Many congratulations to Ollie Wilson, who on his first solo flew to 2,900ft in a 28-minute soaring flight. Early August saw us hosting our annual Task Week. An excellent time was had by all. It is with great sadness that I announce the passing of Janet Emms in July. Janet's association with the Nene Valley Gliding Club was lengthy and she worked tirelessly alongside husband Roger. Our thoughts are with Roger and his family.

Kerry Mertz

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

A GREAT start to the soaring season this year, particularly for our junior pilots, with James Loveland and Peter Carter achieving Silver badges and 100km flights in the club Astirs. Plenty of long flights saw James, Peter, Mike Hoy and Beth getting their five-hours and Dave Taylor's first 500km flight. The Inter-Club League is proving to be a hard fought battle this year, with only two points in it going into the last leg.

Caroline Billings

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

RECENT wave conditions have delivered good soaring. Jamie McGregor covered 90km after work one evening, while I gave Tim Neville his first taste of wave cross-country at just over 100km. Tim has also now taken his first flight in the Astir. Hotshot cadet Matty Moor showed me the way to 10,400ft in wave. Ben Moor has re-soloed after a 20-year break (not that he'd forgotten much). Welcome back, Ben – good to have you around again. Last, but not least, Ian Fisher, Malcolm Smith and Dan Stocks have passed their Bronze ground exams. Well done.

Rob Rose



(Left to right): Busy **Norfolk** juniors Ed Eveson (Silver height), James Loveland (first 100km flight) and Peter Carter (5-hrs, 100km and height in one flight); **Northumbria's** Ben Moor solos again after a 20-year break; James Kirby, first 14-year-old to solo at **Portsmouth**, with his instructor Geoff Clark



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

THE weather has allowed us to catch up on some of the lost months earlier in the year. Chairman Chris Jenks didn't quite make the Long Mynd, but he managed his 50km after a successful landout. Nigel Morris and Frank Friend achieved Bronze duration flights of two hours and Rob Rowntree managed two half-hour flights and a conversion onto a glass ship. On Monday 5 August we offered to fly five Adventure Scouts at a discount and, between showers, we managed to fit them all in.

Brian Williams

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

OUR Daisy is in the news again, although we don't think either Paul Smith or Richard Hall used their 100km cross-country flight in our T-21 to propose to each other. Daisy is now at Lasham for the VGC Rally. Congratulations go to Silvers Liisi Laks, Paula Hastings, Pat Wallace and John Mart. We also welcome new Ass Cats Martin Brown and Cecilia Craig. We recently hosted some German glider pilots from Landau. Finally, it's OGC's 75th Birthday this year and, at the time of writing, preparations are under way for the party, with members baking cakes (see p65).

Paul Morrison

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

CONGRATULATIONS to Tim Beasley and Mick Upex (Silver), and Tony Claydon (Silver height). The Bocian syndicate entered the two-seater competition at Pocklington in August, so those of you in Duo Discus' had better watch out. Our Pawnee's back on line with a new engine and the Husky will be receiving an overhaul after all its sterling work recently. Our Open Weekend on 7-8 September will include a full BBMF flypast on Sunday. Finally, we have trips to Milfield and Aboyne.

Martyn Edgar

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

FAMILIES day went flawlessly, thanks to Jemma and Sarah. It was very popular, with everyone launched. Congratulations go to Mike Burrows and Sam Hepburn for re-soloing

after long lay-offs, and also to John Travel for his Bronze. Special congratulations to James Kirby, a young man whom, after a surprisingly short period, has soloed at 14. James has been a model member who's never idle and his passion for flying is obvious. He flew on his own on 10 August and managed seven solos by the following day.

David Hurst

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

IT seemed like a long wait, but G-RATT, our new EuroFOX towplane, has arrived at last and work has started to get it airborne as soon as possible. In addition, big improvements are to be made to our runway over the next few months. To add to our good news, the weather has warmed up to more seasonal temperatures, which in turn has contributed to some lengthy soaring flights and many cheerful glider pilots. Welcome to our new members: Colin MacDonald, Cathy Page, Graham Wright, Aaron Sharp, Nathan Godding, Garry Coleman, Dick Willcox, David Bailey and Tom Bailey.

Liz Russell

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

CONGRATULATIONS to Joe Fisher, who was awarded an MBE in the Birthday Honours List for services to disability sport, developing a modification for the K-21 to enable disabled pilots to become instructors. Congratulations also to: Tom Sneddon, Matt Roberts, Joel Scott-Hacks, Marco Elver, Peter Webster, Alan Wells, Dougie Urquart, Bennie Pompilis, Michael Antczak, Matt Reid, Don Burton and Lucy Cockburn (solo); instructors Alan Weston (Basic); David Coats, Jim Cowie, Garry Simpson (Ass Cat); Johnny Paterson (TMG solo). Kate Byrne (FI). We are hoping for a good autumn wave season – we've promised our visitors.

Chris Robinson

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

WE can finally motor tow launch and land on grassed areas for the first time in two years. Members have been on successful expeditions to Ocana, Santa Cilia and the Mynd in the last couple of months. Our thanks for the hospitality extended by all those clubs involved. As I write, Jordan Richards has completed his first day of

competition in the Inter-Services at Hus Bos, and our DG505, with Andy Farr from Yeovilton, finished first in the first Club Class day. Our Summer Courses at Predannack started on the 16 August. Congratulations to Jake Matthews on his two-hour flight.

Tony Richards

📍 **SHALBOURNE (RIVAR HILL)**
WWW.SHALBOURNEGLIDING.CO.UK
512014N 0013239W

IT may have been hot, blue and sticky, but club members have been taking every opportunity to fly, following the standard technique of throwing gliders skyward until they stick. One of the most notable flights was Steve Barber reaching 8,000ft in the K-8! Alan Pettit's beautifully restored Olympia V400 took to the skies for the first time in 20 years (<http://www.youtube.com/watch?v=1Gms07BAi2U>). There have been many notable achievements over the last few months, with congratulations due to Nigel Burt for completing his BI, Darren McKillop and Justin Butler for going solo and Alan Holden for completing his Silver distance.

Claire Willson

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

THE improved weather has seen some achievements: Eric Lown (300km in his K-6E), Lech Zakrzewski (Cross-Country Endorsement and Silver height) and Dave Price (Bronze). We also have two new soloists: Angus Preston went solo at 16 after only 30 launches; Stephanos Batgidis, also 16, arrived an ab initio and in just over two weeks has gone solo, finished Bronze, Cross-Country Endorsement, Silver height and duration, converted to aerotow and learnt to drive the winch. Visitors are always welcome but check with the office if you're planning on bringing a glider or group.

Tessa Whiting

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

THE late summer wasn't ideal for soaring, but worked wonders for recruitment with 20 young cadets, who should ensure a bright future for Southdown. Tony Erret has recently soloed, and Paul Fritche flew an unusual out-and-return to Gainsborough, a distance of over 560km. Roger Coote has become an honorary life member, and the BGA has awarded him a Gold Medal for services to gliding. Our Dawn till Dusk Flying

First solos for (left to right): **Shenington's** Angus Preston, 16, solo at 16 after just 30 launches, and Stephanos Batgdis, 16; **Stratford's** Ben Sturdy, 16 (David Martin); **Wold's** youngest pilot, 14-year-old Will Blackburn, is congratulated on his first solo by instructor Dave Holborn



day brought members in for breakfast at the crack of dawn, and sent them home happy after a successful BBQ. The visit to Aston Down saw upwards of 20 members mustering at the launch point in near perfect weather conditions. Many thanks to the Cotswold club.

Peter J Holloway

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

A WELL-ATTENDED hog roast at the clubhouse in June, to celebrate our 50th year, provided a happy reunion for some of our earliest members. We have attracted a steady stream of new members. The fine weather has given them plenty of flying opportunities and we congratulate Miles s'Jacob [sic] on becoming our youngest solo pilot at 15. More experienced cross-country pilots have had to search hard for thermals on the clear days and dodge the showers on the cloudy ones. Teams of volunteer members led by Graham Nisbet and Martin Bishop have been hard at work laying new concrete at the club entrance gate, installing a new field drain, clearing hedges and trimming overgrown trees.

Stuart Edinborough

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

CONGRATULATIONS to Rob Kameny (Silver duration), Robert Knight (solo and conversion to the Astir), Bill Harrop (Cross-Country Endorsement and Bronze), Steve Channon (conversion to the Astir), Malcolm Taylor (solo), John and Pauline Larner (Silver heights). Paul Whitters showed us how to do it with Silver distance and height in the Open Cirrus. Our installation of FLARM has had an unforeseen benefit since every flight is automatically logged. Some of the above would have remained invisible otherwise. Visitors are welcome to give us a call if you want to come over and experience how it performs.

Neil Frost

STRATFORD ON AVON (SNITTERFIELD)
WWW.STRATFORDGLIDING.CO.UK
521406N 0014310W

WE held task week at the beginning of August and luckily the weather played ball most of the time. The week was thoroughly enjoyed by everyone who attended and one of our new junior members, 16-year-old Ben, went solo. A new addition to the club's fleet has been our

new Falke 2000, which has proved extremely popular and will help enhance the club's training capabilities.

Daniel Brown

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

IN late July/early August we hosted Scouts and Guides from the 'Poacher' International Camp at the Lincolnshire Showground. We flew 220 youngsters from across the world over five days. Apparently, gliding with was the 'hot ticket' from all the activities available. Tough work for a group of hard working members, but rewarding. We have stepped up the number of flying evenings for visiting groups this year, generating both revenue and interest in the club. We have members entered into several regional and national competitions over the summer and others have recorded notable flights from Kirton so far this season.

Geoff Davey

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

OUR recently refurbished K-13 'HRAF' took pride of place at the Haddenham Real Ale Festival in July, this time sporting a flying duck in honour of the festival and its generous donation. Well done to Mike and Patrick, who manned the stall and received a lot of interest in gliding, plus some group bookings were also made on the day. Dave Bramwell competed at the Shenington Regionals and enjoyed every minute, completing some tasks without resorting to the "iron thermal". A club flying week is planned for mid-August and a trip to Edensoaring is scheduled for September.

Chris Scutt

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

IT has been busy few months. We had a visit from 14 Beaver Scouts for their Air Experience badge. We were treated to a spectacular flypast from a Lancaster bomber in the run up to RAF Fairford's RIAT and our Flying Pig Festival was a great success. The FPF was held over two days and featured 22 bands from as far afield as London. There was also a funfair, lots of good food and a great bar. We raised a sizable amount for local and national charities and had a great time.

Jay Myrdal

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

GOOD things come to those who wait, with Greg Taffs waiting some 13 years to return and re-solo with us, his return obviously prompted by our new gate sign, which, thanks to the support of AOM Web Services, has finally been erected. Malcolm Johnson finally got to attend, and successfully complete, his Ass Cat course, whilst Dick Short got his 'Top Banana' Eon Baby back in the air following its restoration. With our second flying week of the year almost upon us, we shall expect the imminent catastrophic breakdown of the weather. Hey Ho.

Paul Porter

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

CLUB pilots have been active in international competitions. Well done to Steve Ell (11th in 15m class in Flapped Europeans), Tim Milner (11th in Club Class at Unflapped Europeans), Sam Roddie (flying Junior Worlds as I write) - Simon Barker and Bob Fox captaining the GB teams in the last two competitions respectively. Notable achievements include James Wood (Silver), Alexis De Boeck (Bronze with Cross-Country Endorsement), Peter Wickes (solo with help from Sutton Bank) - all University of York students, and Steve Gibson (Pt 2 100km diploma). Will Blackburn went solo (14) and Graham Wadforth gained his tug pilot rating.

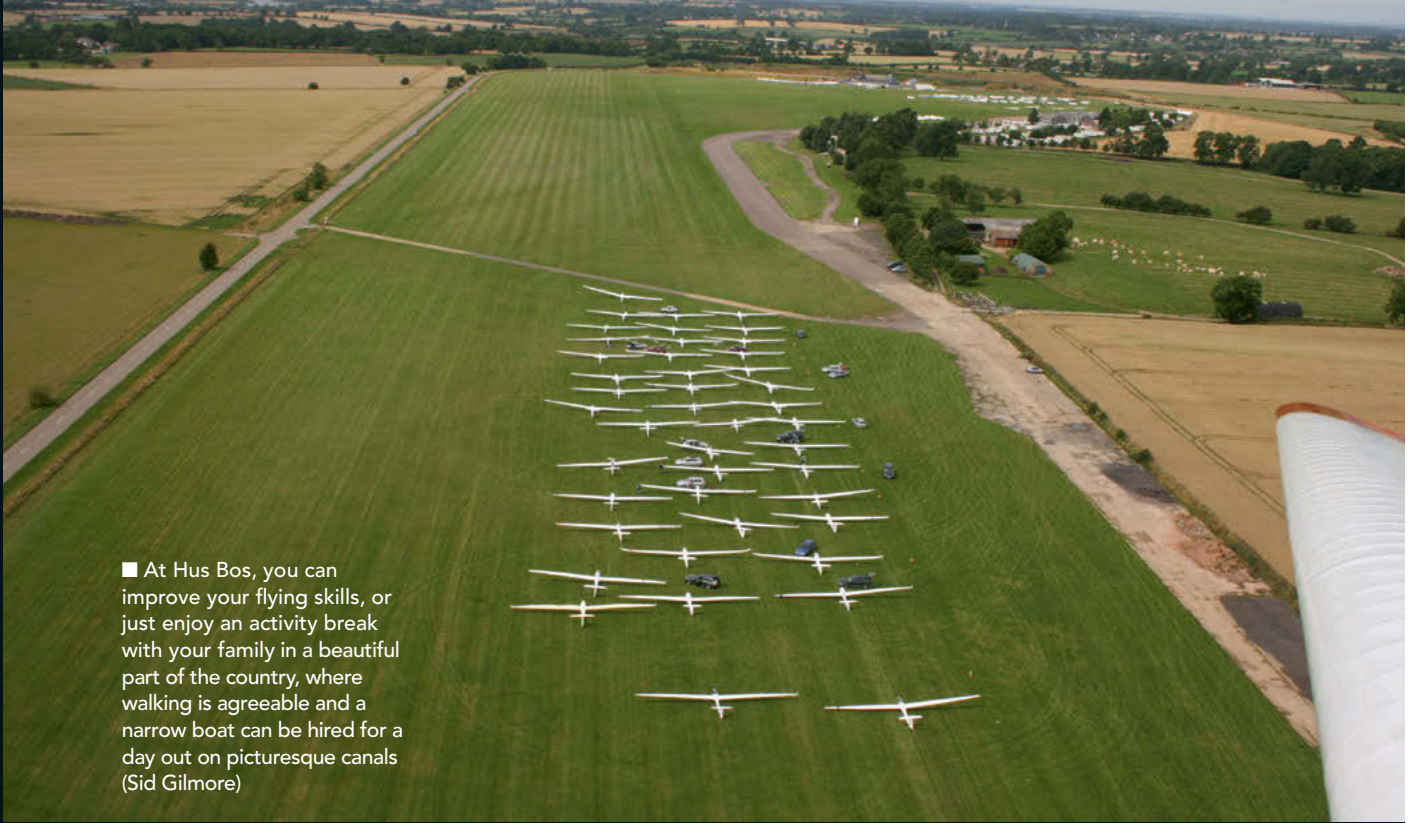
Paul Docherty

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

THE UBAS training week went exceptionally well, leading to four of the six attendees going solo by the end of the week. The group were enthusiastic and professional, and it was good to see them rewarded by some good flights in a good weather week. The annual Cosford meeting of the Large Model Aircraft was also graced by good weather, which allowed Wrekin to run a bumper number of BI flights. Congratulations to Wrekin member Andy Nash for his first solo, Colin Haynes in passing his Bronze paper, and it's good to see Dave Catherwood back flying our trusty K-18.

Ian Redstone

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



■ At Hus Bos, you can improve your flying skills, or just enjoy an activity break with your family in a beautiful part of the country, where walking is agreeable and a narrow boat can be hired for a day out on picturesque canals (Sid Gilmore)

> CLUB FOCUS

THE GLIDING CENTRE

AT A GLANCE

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Junior: (17-18) £146
Cadet: (14-16) £60

Launch type:

Aerotow: £27 (2,000ft)
Winch: £9
Motorglider: £75 per hour

Club fleet:

2 x Puchacz, 2 x K-21, Duo Discus, 2 x Juniors, Discus, 3 x Supermunks, Falke motor glider

Private gliders:

86

Instructors/Members:

33/198

Types of lift:

Thermal

Operates:

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ESTABLISHED 60 years ago, Coventry Gliding Club, better known as The Gliding Centre or even just Hus Bos, is in Leicestershire just off J20 of the M1 to the south of the historic village of Husbands Bosworth.

We are fortunate in having few local airspace restrictions and so have developed a strong cross-country ethos. Lift is mainly thermic and soaring is achieved all year round. We are proud to be one of the foremost clubs in the country with a superb modern clubhouse, onsite catering courtesy of the Glider Club Café, our own well-stocked bar, excellent inexpensive accommodation with showers and a campsite with full amenities, including undercover BBQ and Wi-Fi. All facilities are wheelchair accessible.

The Gliding Centre has developed a very successful mentoring scheme over the past two years, which supports our role as a BGA accredited Junior Gliding Club. Once solo, all pilots are actively encouraged to progress through the system, making use of our Falke motor glider for navigation exercises and field landing practice leading to the Bronze

Badge and Cross-Country Endorsement. The motor glider can also be hired for NPPL training with our own instructors.

In the summer months, a daily briefing enables pilots of all levels of skill and experience to obtain help with understanding met charts, using the radio, planning a task, such as a Silver distance, and getting advice on how to get the most from the day from experienced cross-country pilots.

We host two competitions each year, a national and the Midland Regionals. For newbies, our annual task week over the August Bank Holiday provides a good opportunity to sample competition gliding without the pressures, at a time of the year when landable fields abound. Fly your own single-seater or book a two-seater with an experienced cross-country pilot.

Throughout the summer courses are run – from *ab initio* to advanced cross-country – using our fleet of five two-seater training gliders. These can be booked for a few days or a couple of weeks and, with the benefit of individual attention from our course instructor Chris Curtis, most visitors make excellent progress as well.

Tricia Pearson-Tietma



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Flights in Ulf Kern's Hols Der Teufel, affectionately known as the Bowl of Trifle, were enjoyed by many pilots (Al Stacy)



Looking down on John Burrow's Slingsby Eagle flying above the Lasham hangar and clubhouse (Alexander Giles)

41ST INTERNATIONAL VINTAGE GLIDER RALLY

REPORT BY MICHAEL OAKLEY



Surely flying a Minimoa is more fun than that?! Daniel Jarmin forces a grin from Alexander Giles (Alexander Giles)



Netherlands pilot Marijke Waalkens' Dopplerab (Schempp Hirth) was a hit with many (Al Stacy)

THOSE magnificent men in their flying machines filled the skies over Lasham Airfield, near Alton, for the 41st International Vintage Glider Rally (3-10 August). More than 1,400 take-offs were recorded. Nearly 100 vintage gliders, together with over 140 pilots representing 14 countries from as far afield as Australia and India, took part. The weather was kind and even the oldest gliders were able to fly every day. The static display included gliders built as long ago as 1927, and those flying dated back to 1935.

The spectators' enclosure was busy throughout the rally and organised tours for aircraft spotters proved popular. In the evenings the pilots and supporters were treated to a varied programme of entertainment, including spectacular aerobatic displays.

During the rally the display hangar, which is the first phase of the Gliding Heritage Centre, was officially opened by

the great-grandsons of aviation pioneer Samuel Cody, and Justin Wills, brother of the major benefactor and founder of the Vintage Glider Club, Chris Wills. The dream is to raise funds to create what may become the National Gliding Museum (see story on p6).

Highlights of the rally included many flights of over five hours and one of seven hours. The gliders soared to around 5,000ft, which is the highest allowed locally because of the Heathrow flightpath.

Nick Newton, President of the Vintage Glider Club, said that this was the best rally since the international club was formed 40 years ago. He paid tribute to the efficient organisation and hospitality of Lasham Gliding Club, hosts for the event. The 2014 rally is to be in Denmark (2-12 August).

■ The main photograph on this page shows the Heritage Centre's MG19 framed in a celestial scene (Alexander Giles).

CLUB PREPARED TO SHOCK YOU

Darlington GC's safety officer, Dr John Paskins, explains the thinking behind the club's decision to invest in an automatic external defibrillator

AS PART of the annual safety review I looked at the first aid provisions within the club. There are first aid kits in all places where they should be and they all contain a selection of bits and pieces which could all be useful in the event of a minor accident or injury.

As well as looking at the first aid kit, I also looked at the population they were intended to serve. It is well-known that glider pilots are getting older and it seemed to me that if anything significant in the way of an accident or injury was to happen on the airfield it was as likely to be a cardiac catastrophe as a partial amputation.

Sudden cardiac death is not uncommon. I have seen one case and heard of several others occurring on an airfield. The first aid management of myocardial infarction is taught and practised throughout the UK and there will often be people around who have been shown how to do basic resuscitation.

In sudden cardiac death, the heart simply stops beating because of the insult to the cardiac muscle from the coronary thrombosis which has

stopped blood circulating within the heart. The heart often starts totally uncoordinated muscle activity at this stage. This is called fibrillation.

Once upon a time, it was only ambulances and emergency departments in hospitals that could treat fibrillation, by using big heavy machines to administer a direct current shock to the patient's chest.

Nowadays we can use small portable battery-driven devices which, once connected to the patient by two sticky pads on the chest, can decide what the problem is and if necessary treat it by applying a direct current shock.

It was not difficult to persuade the club's committee to purchase an automatic external defibrillator and we now have one in the clubhouse ready for use at any time anywhere on the field.

Training is not difficult. These machines are specifically designed to be used by untrained persons. An occasional reminder at the morning pre-flight briefing is probably all that is needed is to give some poor cardiac victim a fighting chance.

■ **BGA Medical Adviser Peter Saundby comments:**

This question has been controversial in public health medical circles.

There are doctors who would like these defibrillators to be available in every public space. Others point out that the aggregate cost is high and usage very infrequent. Even those few patients that that are 'shocked' and recover often have a poor survival due to severe underlying disease. For example, following legal pressure defibrillators are now carried in all airliners, but I have seen little published in the aeromedical literature on successful use.

The BGA has 85 clubs and these vary from large to small, but I am aware of only one case when a defibrillator might have been used successfully. The scale of first aid equipment is a club decision which depends upon local circumstances. I could not support a general BGA recommendation to this effect. (Not many clubs will be fortunate enough to have the services of such a respected consultant in accident and emergency medicine as Dr John Paskins!)



Darlington GC club members are briefed on the automatic external defibrillator, a small portable battery-driven device

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Photograph courtesy of glidingsport.com



Oxford celebrates its 75th in style

GUESTS at Oxford Gliding Club's 75th anniversary celebrations were treated to a flypast by a Gnat, thanks to some nifty negotiations by club chairman Paul Morrison, who said: "If I'm remembered for nothing else in my chairmanship, helping arrange OGC's first fast jet display is one thing that I am quite proud of!"

It was one of the highlights of a day that saw 120 past and present members, plus guests, celebrating at Weston-on-the-Green on 17 August. A vast assortment of cakes, baked by members, kept guests fuelled through the afternoon before the evening's dinner and entertainment, which included a magician and live music. Paul Morrison gave a speech thanking the team of members whose tremendous efforts made the event such a success, before outlining the club's 'fairly muddled timeline'.

While records suggest the Oxford and Country Gliding Club visited Weston-on-the-Green in 1930, that club appears to have been short-lived and unrelated to the present club. It was in December 1937, that Oxford Gliding Club was born, largely due to the efforts of Captain Robert S Rattray, CBE.

By March 1938, Cumnor Meadow had been selected as the first site for the club, originally named the Oxford University and City Gliding Club. Austrian-born gliding champion and sailplane designer Robert Kronfeld became the club's first CFI (not to mention also acting as manager, technical adviser, ground engineer and flight engineer, for a salary of £10 per week). Flying operations began on 7 May, 1938.

Tragedy hit the club just one week later, when Rattray was killed flying a Hütter H-17 – a small machine with a 9.7m span and a glide angle of about 17:1 – but support and enthusiasm for the club continued. One supporter was Amy Johnson, who wrote to the club shortly after Rattray's crash in the Hütter saying: "You must keep the Oxford Club going". She attended the first public open day at Cumnor Meadow later that month.

Two fields at the rear of the Lambert Arms, just outside Oxford at the foot of the Chiltern Hills, were acquired as a new site for the club in 1939. Kronfeld thought the Chiltern slopes were the finest soaring ridges in the south of England. During that season, 57 members achieved 'A' badges and a further 22 were issued to Air Defence Cadets.

With the outbreak of WW2, the club became quite dormant for more than a decade. In 1948, Robert Kronfeld was killed while flying an experimental flying-wing glider, the two-seat General Aircraft GAL.56. His widow, Margaret, asked for the Oxford Gliding Club to be restarted as a memorial to her husband and, in 1951, flying operations began at Kidlington.

In July 1956 the club moved to Weston-on-the-Green, which remains its home today.

■ With thanks to Claudia Hill, Phil Hawkins and David Weekes for the club's historical background. (Also, many thanks to chairman Paul Morrison and OGC for the invitation and hospitality – ed.)

(Left to right) Peter Boulton won one of the raffle prizes; taking time out from the afternoon preparations; Ben Vickers (one of the club's younger members) cuts the cake with John Freymuth (who isn't!); John Gibbons (right) looks back over the history of the club with Ben; Kayleigh Barrett with just some of the cakes baked by members for the afternoon's cakefest (Photos by Krzysstof Kreis, Freddie Turner and Paul Morrison)



(Below) Paula Hastings, left, and Claudia Hill wearing commemorative t-shirts designed by Steve McCurdy (Paul Smith)



BGA accident/incident summaries

AIRCRAFT

Ref	Type	Damage	Date, time	Place	PILOT Age	Injury	P1 hours
44	Pegase	substantial	20/04/13, 16:00	London GC	41	minor	111
<p>Glider's nose damaged and fuselage snapped during a field landing. The pilot chose a suitable field at a suitable height and then went looking for lift. Finding none he returned to the field without any further assessment and without flying a circuit. After turning final he found himself too high and too close in on a light wind day on approach to a downhill landing. After a brief attempt at a sideslip, about $\frac{3}{4}$ of the way into the field and still in the air, the pilot tried to turn at low level and groundlooped after touching down. Tiredness and lack of sideslipping practice a factor.</p>							
45	SF25	minor	20/04/13, 10:00	Yorkshire GC	64	none	5
<p>Prop strike during TMG landing. After a bounce on landing, the pilot moved the stick forward, allowing the propellor to touch the ground on the subsequent touchdown.</p>							
48	ASW 20	destroyed	26/04/13, 15:30	Devon & Somerset GC	44	none	680
<p>Glider ditched in sea after failing to soar coastal cliffs. The pilot's glide computer indicated that the wind strength and direction, although not ideal, should provide some lift. After losing height in turbulence and sink, the pilot realised that the surface wind was blowing along the cliffs, not up them. By now he was below the tops of the coastal hills and had no option but to land in the sea.</p>							
51	DG-500	minor	23/04/13, 13:50	Cambridge GC	71	none	not reported
<p>Rear canopy shattered during solo winch launch. The pilot believes that he closed the rear canopy and DV panel, but cannot positively recall doing so.</p>							
52	Kestrel	minor	30/04/13, 12:15	Buckminster GC	-	none	not reported
<p>Aerotow rope and rings picked up by winch cable during winch launch. The rope, still attached to the tug, whipped off the cable when taut, putting a hole in the canopy and slightly damaging the glider's wing. After the previous landing, the tug had taxied cautiously across the winch cables, as normal, but was distracted by another task before he had a chance to pull the tug rope away from the cables.</p>							
53	K-7	substantial	27/04/13, 14:00	Dartmoor GC	62	none	30
<p>Damaged wings, fuselage and canopy. Low airspeed late on approach in a gusty crosswind ended in a heavy landing. After the bounce, the crosswind lifted the upwind wing, the downwind wingtip caught on the ground, yawing the glider through 90°. The glider rolled into a boundary fence, trapping the pilot in the cockpit.</p>							
58	Astir	substantial	06/05/13, 13:00	Shenington GC	-	none	156
<p>Canopy hinges ripped out, canopy broken, internal fuselage damage and wheel damage during heavy landing. After a fast approach, the glider was flown into the ground without rounding out. It bounced back into the air and slewed round after the subsequent touchdown.</p>							
59	Ventus	substantial	08/05/13, 15:10	South Wales GC	52	minor	518
<p>Canopy smashed, undercarriage doors detached and gelcoat damaged after over-running field landing. The flight was intended to be local soaring in weak lift, but rain showers cut off the pilot's route back to the airfield. While assessing the field the pilot noticed his glide computer giving a different wind direction than during take-off. The pilot believed the glide computer and the downwind landing into an otherwise suitable field ended up with the glider going through the far hedge and coming to rest straddling a rural lane.</p>							
61	ASW15	substantial	10/05/13, 11:50	Edensoaring	65	none	252
<p>Fuselage broken, wing damaged, canopy and elevator broken. While ridge soaring, the pilot turned towards the hill and flew downwind of the slope to avoid catching up with another glider. The other glider turned away from the ridge so the pilot turned back into wind but found that he had insufficient height to clear the edge and fly back into lift. The glider landed on the top of the hill and rolled down the slope until stopped by a fence.</p>							
62	K-21	minor	11/05/13, 13:40	Buckminster GC	61/24	none/none	1250
<p>Heavy landing punctured the nose wheel after a low cable break. During Bronze test training the instructor allowed the P2 to handle the glider during a simulated winch launch failure during the initial climb. The instructor specialises in aerobatic training and was not aware of the current BGA launch failure syllabus.</p>							
63	Cirrus	minor	12/05/13, 12:00	Bristol & Glos GC	33	none	not reported
<p>Hard landing following low cable break in windy conditions.</p>							
64	Foka	substantial	16/05/13, 15:20	Midland GC	-	none	83
<p>Damaged aileron after the glider hit a parked vehicle during the landing ground run. After a normal circuit and approach, the glider taxied too close to the launchpoint where the car was parked.</p>							
67	PA18 Cub	substantial	18/05/13, 15:45	Booker GC	19	none	not reported
<p>Tug engine failure at 150ft during early stages of an aerotow. After releasing the glider, the tug pilot set up for a forced landing, but overshot the first field, hitting a hedge which pitched the aircraft nose down. The tug came to rest inverted and the uninjured pilot was able to extract himself. The glider returned safely to the airfield.</p>							
68	Duo Discus	minor	29/04/13, 16:35	Ontur, Spain	59/67	none none	1600
<p>Minor damage to undersurface after the undercarriage retracted after a normal landing.</p>							
69	Grob 109	substantial	31/05/13, 18:40	Northumbria GC	57/28	none/none	72
<p>Damage to undercarriage and propellor after the TMG left the runway. A combination of pilot currency and crosswind may have been a factor.</p>							

BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	Place	PILOT Age	Injury	P1 hours
Incidents							
47	Sport Vega	minor	20/04/13, 11:00	-	-	-	-
Aileron damaged during ground incident. The pilot drove the club tractor into his glider.							
49	Puchacz	minor	21/04/13	-	-	-	-
Minor damage to airbrake and wing surface after a winch rope was dragged over the wing. The member retrieving the winch ropes had detached the ropes from the retrieve vehicle and pulled the parachutes and strops off the back of the truck, not noticing that one of the strops had caught on the rear of the truck. As he drove off and round the back of the parked glider, the rope was pulled up over the wing and caught on the airbrake.							
50	Discus	none	03/04/13, 14:40	-	-	-	-
Wheel-up landing on grass. At the end of a cross-country flight, the pilot flew a straight-in approach at the end of his final glide.							
54	K-13	none	26/04/13, 12:30	-	-	-	-
Straps released during flight. During instructor training, the rear seat P2 was demonstrating spin entry and recovery techniques. When the stick was on the back stop, the top of the stick caught on the cruciform tabs of the release buckle of the fuller-figured front seat P1 and a slight aileron input twisted the buckle enough to release the straps.							
55	PW-6	none	08/04/13, 13:30	-	-	-	-
Winch cable break at 1,100ft. The parachute and approx 50m of cable took an unusually long time to come down and drifted over an adjacent industrial estate before landing on a roof.							
56	Grob 103	minor	03/05/13	-	-	-	-
Front canopy cracked. The trial flight passenger pushed himself out of the cockpit with his right elbow leaning on the open canopy, pushing out an 8-inch oval section.							
57	Libelle	none	05/05/13, 11:35	-	-	-	-
Wing flutter during flight with one aileron control disconnected. Positive control checks had been done before the flight. On inspection it was discovered that the spring-loaded connecting pin could latch into a indent at the end of the control pushrod rather than the rod end bearing.							
60	Pawnee	none	04/05/13, 11:20	-	-	-	-
Tow rope released by the tug pilot. After inadvertently flying into cloud, the tug pilot could not be sure that the glider had released so pulled the release himself.							
65	Grob 103	none	12/05/13, 16:40	-	-	-	-
Ground loop on landing. The student pilot allowed the glider to drift downwind during the crosswind approach. The instructor took control and had to raise the downwind wing to ensure clearance from the parked tug. The upwind wing caught the ground and the glider groundlooped after touching down.							
66	Puchacz	none	19/05/13, 15:40	-	-	-	-
Glider got badly out of position during aerotow training. Both the tug and the glider released the tow rope, which landed on a farm building, fortunately without causing any damage.							

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 or by post to the address on p3.

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AAIB BULLETIN: 7/2013

THIS is an abridged report of the UK Air Accident Investigation Branch report into a fatal Nimbus-3 accident. The full report can be found in the AAIB Bulletins at www.aaib.gov.uk/publications/bulletins.cfm

Aircraft Type and Registration: Schempp-Hirth Nimbus-3 glider, G-EENN

Year of Manufacture: 1981 (Serial no: 9)

Date & Time (UTC): 4 September 2012 at 1233 hrs

Location: Portmoak Airfield, Scotlandwell, Kinross

Synopsis

The glider was being winch launched from a grass airfield. At an early stage of the launch the right wingtip contacted the ground, the left wing lifted and the glider cartwheeled to the right before coming to rest, inverted. The pilot was fatally injured. Three Safety Recommendations are made to the European Aviation Safety Agency and the British Gliding Association concerning cable release mechanisms.

Analysis

It was assessed that at the time of the accident the glider was serviceable. The glider's weight and balance, the winch operation, cable and weak link, were considered not to have been factors in the accident.

Accident sequence

The ground marks indicated that shortly after the start of the launch, the glider started to veer to the right and the right wing rubbing strip ran along the ground for approximately 29m before the mainwheel left the ground. The right wingtip then ran along the ground for a further 22m. The winch cable had released by a height of approximately 20ft, but it was not possible to establish if the pilot released the cable, or whether the back-release mechanism had operated. The glider's heading had changed by approximately 67° before it cartwheeled about the right wing and impacted the ground in a nose-down, inverted, attitude.

The ground marks from the right wing are consistent with the experience of the

winch manufacturer that the glider should become airborne in approximately 30m and 3-4 seconds. It is estimated that the total flight time was around 5-6 seconds. It was assessed that it was around four seconds from the start of the launch until the cable released, by which time glider was in an unrecoverable attitude.

Directional control

The directional control of the glider during the launch would have been influenced by a number of factors. The surface wind was from approximately 20° to the left of the launch direction and varying in strength between 12kt and 21kt. The wind direction could have had two different effects, inducing a tendency to weathercock to the left, and a tendency to lift the left wing.

The starting position of the glider, to the south of the winch cable, would have caused an initial pull to the right as the launch started and the cable straightened. The rapid acceleration of the glider meant that the wing holder was not able to hold the wing for more than one or two paces. The right wing then dropped to the ground and, once on the ground, created drag, increasing the tendency to turn to the right.

The left wing would now be developing greater lift than the right, and any wind from the left at this stage could also cause the left wing to lift. Once the main wheel left the ground the pull from the cable acting below the C of G of the glider would have imparted an additional rolling moment to the right.

Release of the winch cable

The advice from the BGA is that if the wing touches the ground during the launch then the pilot should immediately release the winch cable. Although the right wingtip of G-EENN contacted the ground at an early stage of the launch, the cable was not released and the launch continued. The investigation examined possible reasons why the pilot did not, or could not, release the cable until it was too late.

One reason that should be considered is that the pilot may not have initially been aware that his wingtip was on the ground. This type of glider has a long wing and only a small roll angle is required before the wing contacts the ground.

The pilot was an experienced glider pilot, although he had made only one

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flight in the previous three months. The BGA analysis suggests that experienced pilots may be more prone to not releasing the winch cable early enough, though the reasons for this are not clear. It may be that there is a greater tendency based on their own past experience with aerotows, with slower accelerations, to believe that a wing drop can be corrected. It could also be that at the time of their *ab-initio* training, there was a different emphasis on the need to have one hand securely on the release handle during a winch launch.

The cable release handle in G-EENN was fitted in a position such that the pilot would probably not have been able to keep his hand on it and still achieve full roll control authority. It is not known whether he was in the habit of keeping his hand on the release during a winch launch, but if not, there was the potential for a critical delay in operating the release handle.

Stopping the launch

The winch operator was too far away to be able to see what was happening at the early stages of the launch and would have needed to receive a 'stop' signal. There is provision for a 'stop' signal to be sent to the winch operator, but the relay of such a signal would need to be made as soon as any launch problem became apparent. The time to signal, and for action to be taken, would be very short, and while it might work in some circumstances, it would not be a reliable method. On this occasion both the wing holder and the launch signaller saw the wing touch the ground, but events then developed quickly, so it is unlikely that either of them had time to consider and make a 'stop' signal. Therefore, the responsibility to release the cable would have to rest with the pilot.

Moving the cable

One of the factors in the accident was the pilot's decision to move the cable a considerable distance away from where it had been laid out, presumably in an attempt to avoid an area of wet ground. The offset of the cable would have generated several adverse effects as the launch progressed, all of which would have contributed to the right roll, and made recovery to wings level difficult or impossible. Whether he considered these effects, and how they would have affected the launch when he moved it, is not known.

Safety action

The BGA has identified winch launching as a target area for improving safety and have provided comprehensive information on their website. This safety initiative is continuing and is likely to be the most effective method of informing pilots of the pitfalls associated with winch launching and the best practice to avoid them. Therefore no safety recommendation is made in this area.

Safety Recommendation 2013-008

It is recommended that the European Aviation Safety Agency amend the certification standard for Sailplanes and Powered Sailplanes (CS 22) to include the requirement that the cable release mechanisms can be operated at any stage of the launch without restricting the range of movement of any flying control. To ensure that action is taken to review the operation of the cable release mechanism on gliders that operate on an EASA Certificate of Airworthiness, the following Safety

Recommendation is made to the EASA:

Safety Recommendation 2013-009

It is recommended that the European Aviation Safety Agency require that Type Certificate holders of EASA Type Certificated gliders ensure, where practicable, that the cable release control can be operated at any stage of the launch without restricting the range of movement of any flying control. At the time of this accident there were approximately 500 EASA Annex II gliders operating in the UK, under BGA Certificates of Airworthiness. To ensure that action is taken to review the operation of the cable release mechanism on these gliders, the following Safety Recommendation is made to the BGA:

Safety Recommendation 2013-010

It is recommended that the British Gliding Association ensure that, where practicable, the cable release control on EASA Annex II gliders can be operated during any stage of the launch without restricting the range of movement of any flying control.

Advice from the BGA

THE AAIB report, featured here, into the fatal accident caused by a wing drop and subsequent cartwheel last year at Portmoak made a number of recommendations to EASA, in respect of EASA type certified sailplanes, and to the BGA, in respect of Annex II sailplanes. These recommendations concern the ability of cable release mechanisms to be operated at any stage of the launch without restricting the range of movement of any flying control.

In addition to responding to the recommendation, the BGA has contacted UK agents about encouraging type certificate holders to address the design of cable releases and develop modifications where necessary.

The report also noted the BGA Safe Winch Launch initiative and quoted widely from our advice. As any modification to cable release mechanisms is likely to be some time away, it is appropriate to emphasise once again the key advice to pilots on how to reduce the possibility of a

cartwheel following a wing drop:

- Start the launch with your hand on the release
- If you cannot keep the wings level, release immediately – before the wing touches the ground.

In addition, everybody involved in the winch launch process should act to ensure that the launch is as safe as possible by correctly setting-up for the launch, ensuring the wing is balanced at all-out, waiting for the glider to creep forward before giving all-out, running with the wing, etc, as recommended in the BGA Stop the Drop presentation. This presentation, along with a vast amount of other material on the subject, is available on the Safe Winch Launch DVD (available from CFIs) or from the Safe Winch Launching web page at www.gliding.co.uk/safewinchlaunching

The full AAIB report can be accessed at www.aaib.gov.uk/cms_resources.cfm?file=/Schempp-Hirth%20Nimbus-3%20glider%20G-EENN%2006-13.pdf

BGA BADGES

No. Pilot Club (place of flight) Date

FAI 750KM DIPLOMA

97 Peter Hurd London 02/06/2013

DIAMOND BADGE

786 Roderick Walker Southdown 30/04/2013

787 David Taylor Norfolk 02/06/2013

DIAMOND DISTANCE

1-1192 Graham Smith Southdown 25/05/2013

1-1193 Roderick Walker Southdown 30/04/2013

1-1194 David Taylor Norfolk 02/06/2013

1-1195 Aidan Paul London 02/06/2013

DIAMOND GOAL

2-2475 Joseph Borucki Bicester 02/06/2013
(RAF Halton)

2-2476 Gillian Starling Bristol & Glos 25/05/2013

2-2477 Michael Witton Midland 25/05/2013

2-2478 Adam Darby London 20/04/2013

2-2479 Clive Dalzell Bicester 02/06/2013

GOLD BADGE

Gillian Starling Bristol & Glos 25/05/2013

Clive Dalzell Bicester 02/06/2013

GOLD DISTANCE

Stuart Procter Devon & Somerset 26/05/2013

Gillian Starling Bristol & Glos 25/05/2013

John Hall Southdown 25/05/2013

Michael Witton Midland 25/05/2013

Joseph Borucki Bicester 02/06/2013
(Chilterns)

Daniel Smallbone Lasham 01/06/2013

Adam Darby London 20/04/2013

Nicola Craig London 02/06/2013

Clive Dalzell Bicester 02/06/2013

SILVER BADGE

Thomas Hogarth Mendip 02/06/2013

John Mart Oxford 25/05/2013

David Taylor Norfolk 01/08/1989

Daniel Smallbone Lasham 01/06/2013

Scott Kennedy SGU 06/07/2013

Kevin Charlton Anglia 02/06/2013

Jon Lomas Bannerdown 07/07/2013

David Arblaster Welland 25/05/2013

Lee Davidson Anglia 11/07/2013

Liam Vile Devon & Somerset 03/06/2013

Timothy Beasley Peterborough 07/07/2013
& Spalding

Patrick Wallace Oxford 13/07/2013

Yvonne Stott Bowland Forest 13/07/2013

Lukasz Nazar Oxford 06/07/2013

Paula Hastings Oxford 13/07/2013

John Carpenter Lasham 07/07/2013

James Loveland Norfolk 02/06/2013

Peter Wilson Cambridge 19/07/2013

Paul Whitters Staffordshire 24/07/2013

SILVER DISTANCE

Thomas Hogarth Mendip (Keevil) 02/06/2013

Jonathan Jenks North Wales 09/06/2013

Peter Jude Trent Valley 02/06/2013

Frank Pilkington Shropshire 25/06/2013

No. Pilot Club (place of flight) Date

Martin Hardy Kent 25/05/2013

David Taylor Norfolk 01/08/1989

Daniel Smallbone Lasham 01/06/2013

Kevin Charlton Anglia 02/06/2013

Jon Lomas Bannerdown 07/07/2013

David Arblaster Welland 19/05/2013

Matthew Page Cotswold 07/07/2013

Lee Davidson Anglia 10/07/2013

Mark Williams 17/06/1986

Andrew Preece Bicester 29/06/2013

Timothy Beasley Peterborough 07/07/2013
& Spalding

Lukasz Nazar Oxford 06/07/2013

Liisi Laks Oxford 13/07/2013

John Carpenter Lasham 06/07/2013

James Loveland Norfolk 06/05/2013

Alan Holden Shalbourne 07/07/2013

Keith Marshall Cambridge 05/07/2013

Paul Whitters Staffordshire 24/07/2013

SILVER DURATION

Jeffrey Price Southdown 01/05/2013

Frank Soowamber Chiltern 31/05/2013

Graham Nixon London 25/05/2013

M Lawrence-Jones Cambridge 20/04/2013

Henry Abraham Sherington 02/06/2013

Irvin Hunt Wolds 25/06/2013

John Mart Oxford 25/05/2013

David Taylor Norfolk 25/07/1989

Carl Love Gliding Centre 26/06/2013
(Portmoak)

Daniel Smallbone Lasham 01/06/2013

Scott Kennedy SGU 06/07/2013

Peter Metcalf SGU 05/07/2013

Paul Whitters Staffordshire 16/05/2013

Jon Lomas Bannerdown 19/05/2011

David Arblaster Welland 10/08/2012

James Gerrie Bowland 19/06/2013

Andrew Neofytou Derby & Lancs 26/06/2013

Lee Davidson Anglia 11/07/2013

Mark Williams 17/06/1986

Liam Vile Devon & Somerset 03/06/2013

Peter Snee Herefordshire 25/05/2013

Patrick Wallace Oxford 13/07/2013

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Paul Hale Dorset 07/07/2013

Malcolm Aston SGU 19/06/2013

Nicholas Killick Kestrel 25/05/2013

Lukasz Nazar Oxford 06/07/2013

Paula Hastings Oxford 13/07/2013

John Carpenter Lasham 07/07/2013

Stefan Scibor-Kaminski Bicester 01/05/2013

Colin Law Heron 18/05/2013

James Loveland Norfolk 02/06/2013

Anthony Ayre Chiltern 17/07/2013

Peter Wilson Cambridge 17/07/2013

James Davidson Lasham 06/07/2013

Edward Bittenbender London 01/05/2013
(Ontur, Spain)

SILVER HEIGHT

Frank Soowamber Chiltern 25/05/2013

Michael Calvert Lasham 14/03/2013

Thomas Hogarth Mendip 02/06/2013
(Keevil)

Liisi Laks Oxford 02/06/2013

Alexis De-Boeck Wolds 26/05/2013

M Lawrence-Jones Cambridge 20/04/2013

Henry Abraham Sherington 02/06/2013

David Taylor Norfolk 25/07/1989

No. Pilot Club (place of flight) Date

Daniel Smallbone Lasham 01/06/2013

Jon Lomas Bannerdown 19/05/2011

David Arblaster Welland 25/05/2013

Jonathan Garner Shalbourne 20/04/2013

Andrew Neofytou Derby & Lancs 03/06/2013

Mark Williams 02/09/1989

Peter Snee Herefordshire 25/05/2013

Patrick Wallace Oxford 25/05/2013

Andrea Ciccone Nene Valley 02/06/2013

Yvonne Stott Bowland Forest 13/07/2013

Nicholas Killick Kestrel 25/05/2013

Mark Eatough Devon & Somerset 14/07/2013

Stefan Scibor-Kaminski Bicester 01/05/2013

Ruth Comer Devon & Somerset 18/07/2013

Colin Law Heron 18/05/2013

Colin Haynes Wrekin 02/06/2013

Anthony Ayre Chiltern 17/07/2013

Raymond Rimes Devon & Somerset 18/05/2013

Peter Wilson Cambridge 19/07/2013

Geoff Pook Bath, Wilts & N Dorset 17/07/2013

Mark Lawson Bristol & Glos 18/07/2013

Paul Whitters Staffordshire 24/07/2013

Edward Bittenbender London 01/05/2013
(Ontur, Spain)

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100K DIPLOMA P1

Peter Jude Trent Valley 02/06/2013

Frank Pilkington Shropshire 25/06/2013

Matthew Page Cotswold 07/07/2013

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100K DIPLOMA P2

Stephen Gibson Wolds 26/05/2013

Andrew Cobbett Lasham 07/07/2013

100K DIPLOMA PART 1 & 2

James Loveland Norfolk 06/05/2013

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Anthony Drury Yorkshire 08/06/2013

David Bradbrook York 22/06/2013

Alexis De-Boeck Wolds 25/06/2013

M Lawrence-Jones Cambridge 07/06/2013

Henry Abraham Sherington 09/05/2013

Andy Smart Cotswold 25/06/2013

Maxwell Mingay 19/06/2013

Peter Francis Cotswold 26/06/2013

George Cheeseman Cambridge 02/07/2013

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Peter Bunnage Lasham 23/07/2013

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Paul McGrory Shalbourne 28/07/2013

Beverley Atkins London 27/07/2013

Tony Gaze (1920-2013)



TONY GRAZE, a Spitfire pilot with Douglas Bader's famous Tangmere Wing, has died at the age of 93.

An Australian, Tony came to this country to study at Cambridge and joined the RAF on the outbreak of the war. He was credited with 12½ victories, including shooting down an ME262 jet fighter, and was awarded the Distinguished Flying Cross three times – one of only 47 men in the Second World War to be so honoured.

On 4 September 1943, with his aircraft critically damaged by enemy fire, Tony was forced to crash land in enemy-occupied France. With the aid of the French Resistance, he escaped from Occupied France by making the arduous eight-week journey over the Pyrenees on foot and returned to become the first Allied pilot to land in France after D-Day.

Towards the end of the war Tony took part in the defence against the German V1 flying bombs. This involved intercepting them over the Channel and

flying alongside with his wingtip just under the tip of the V1, flipping it into a spin so that it would crash, harmlessly short of its target.

After the war, his flying skills helped him become Australia's first Grand Prix racing car driver and he was known as the "Godfather of Australian motor racing". In 1952 he raced in the British, Belgian and German Grand Prix. In the UK he was instrumental in getting Goodwood set up as a racing circuit.

He married Kay Wakefield in 1949 and came to live at her home in Caradoc Court near Ross-on-Wye, just across the river from Bristol & Gloucestershire Gliding Club.

Tony joined the club soon after it moved to its present site in 1956. He bought a Slingsby Eagle 3 in which he set a UK two-seat 200km triangle speed record with Rosemary Storey in May 1960. In June 1961, Tony set a UK out-and-return record of 170 miles (about 280km), also with Rosemary.

He took part in a number of gliding competitions with some success and, at Butzweilerhof in 1960, became the first Australian to compete in the World Gliding

Championships.

Tony swapped his Eagle for a K-6, though how he got his length into it was a mystery! Later he owned a Standard Austria and then a Dart 17. When he changed gliders, he generally sold the old one to a syndicate in the club.

Those who knew Tony in those days remember him for his unselfishness and unassuming manner. Early on, he bought an Auster Tugmaster (later changed for a Rallye Commodore) in which he used to fly to the club from an airstrip on the Carodoc estate. He provided innumerable tows for members when the club's tugs were not available, often missing the chance to soar himself in order to get other people into the air.

Tony returned to Australia in 1977 after his wife died.

Although clearly a very wealthy man, this did not show in his manner. However, on one occasion during a competition when his retrieve car broke down, the Lasham public address requested that a member of his crew should "bring his other Jaguar".

Ken Brown, Bristol & Gloucestershire GC

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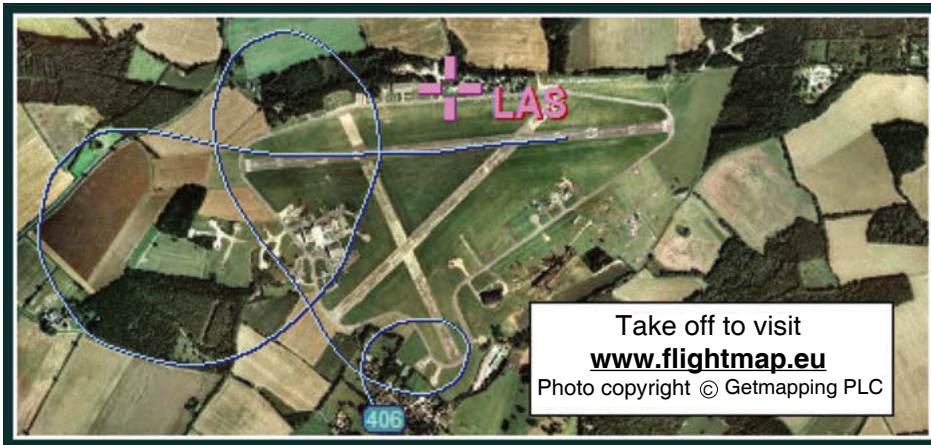
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