

SAILPLANE & GLIDING

VOL. 64 NO.6

TOP TIPS ON HOW TO
START GOING PLACES

HAS SCOTLAND GOT
THE MONOPOLY ON
RECORD FLIGHTS?

THE RACING YEAR:
RESULTS AND RATINGS

EXPED PILOT'S LAUNCH GUIDE

How to launch from hills, cliffs or even sand dunes
with very little help from those on the ground

£4.50



ISSN 0036-7235
9 17003 617230 44



22

www.bicestergliding.co.uk
01869 252493



Bicester
Gliding
Centre

WE ARE HERE TO STAY

FLY AT THE UK'S MOST UP-AND-COMING CLUB

MASSIVE AIRFIELD, NO AIRSPACE, NO RESTRICTIONS, NO NONSENSE
ONLY THE BEST FLYING!

Winch Launch by brand new Skylaunch £ 6.75
2000ft Aerotow £ 32.00

7 x two-seat training gliders
4 x single-seat gliders, including comp-ready Discus

Full Membership £ 415
Juniors (under-25's) £ 105
Trailer parking £ 140

NO ADDITIONAL JOINING FEES
INCENTIVES FOR INSTRUCTORS



Open all year round!
Bookable instruction for pre solo to NPPL
Great club atmosphere and bar

JOIN US FOR 2014



CONTENTS

- 04 BGA NEWS
- 07 YOUR LETTERS
- 08 PILOT FEEDBACK ON CONVERSION
- 10 HOW TO GET A LAPL MEDICAL
- 16 LEGAL ADVICE ON BUYING/SELLING A GLIDER
- 24 LXNAV STORY
- 26 GLIDING GALLERY
- 32 JUNIOR WORLDS
- 36 NORTHERNS CUP DÉJÀ VU
- 51 BOOK REVIEW
- 64 ENERGY-ABSORBING SAFETY CUSHIONS

CLUB

- 30 CADET SOARING COMPETITION
- 52 CLUB GALLERY
- 54 CLUB NEWS
- 60 CLUB FOCUS: STRATFORD ON AVON
- 62 VINTAGE GLIDING: FITTING FINALE
- 66 ACCIDENT/INCIDENT SUMMARIES
- 68 AAIB BULLETIN
- 70 OBITUARIES
- 71 BGA BADGES
- 72 CLASSIFIEDS
- 74 INDEX TO ADVERTISERS

FEATURES

12 GOING PLACES

In the second article in a series aimed at those acquiring new skills, **Tony Cronshaw** asks two leading coaches for top tips on how to start going places

18 A LAND OF OPPORTUNITY

With two new records set from Portmoak on the same day, **Santiago Cervantes** reflects on wave soaring opportunities and Scotland's monopoly on UK records

38 EXPED PILOT'S LAUNCH GUIDE

Pete Whitehead explains how you can have your own bungee system plus modified autotow system for under £1,000

45 RESULTS/RATINGS

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



MEMBER OF THE ROYAL AERO CLUB AND THE
FEDERATION AERONAUTIQUE INTERNATIONALE



 **THE MAGAZINE OF
THE BRITISH GLIDING
ASSOCIATION**
DEC 13/JAN 14 VOLUME 64 No 6

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

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



COVER STORY
EB28 13 soaring the
Cuillin Hills on the
Isle of Skye in early
September, with
the Isle of Scalpay
in the foreground.
Operating from the
small airfield of
Broadford on Skye
with P1 Robin May
(Roger Colbeck)

DEADLINES

Feb/March 14

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

April/May 14

Articles, Letters, Club News: 7 Feb
Display advertisements: 21 Feb
Classifieds: 6 Mar

© British Gliding Association 2013/14
All rights reserved. Views expressed
herein are not necessarily those of the
Association nor the Editor

PUBLISHER

British Gliding Association,
8 Merus Court, Meridian Business
Park, Leicester LE19 1RJ
tel: 0116 289 2956 fax: 0116 289 5025
www.gliding.co.uk

email: office@gliding.co.uk
To advertise in S&G: Debbie Carr
debbie@gliding.co.uk

To subscribe to S&G:
office@gliding.co.uk
Or subscribe at www.sailplaneandgliding.co.uk/subscribe
UK £25.75 Overseas airmail £41.50

› On 20 August, 2013, Wendy Head took the UK Women's Open 20m and 15m 400km triangle record at a speed of 100.1km/h in her ASW27b from Gransden. Other record-breaking flights recently validated by the BGA include: John Williams' flight from Portmoak on 19 August at 152.53km/h beating the existing UK records for the 100km and 200km triangle in Open and 20m classes, and Ed Downham's 901km flight from Bloemfontein (29 November, 2011), which set a new British National 15m Free O/R record. Kay Draper has set a UK Women's Open, 20m, 15m and Standard Class 500km Triangle record with 91.59km/h, remote start from Lasham; Santiago Cervantes a UK 15m and Standard Class 300km O/R Speed record with 135.97km/h, remote start from Portmoak; and Paul Fritche a UK Standard Class O/R Distance and Free O/R Distance with 550.3km, from Parham.

› The UKAB statistics have been published for the first time in a dedicated Airprox magazine, focusing on a number of specific incidents, advising readers how to avoid a similar situation. The magazine can be downloaded from <http://airspacesafety.com/wp-content/uploads/2013/09/Airprox-2013.htm>

› The RAF Air Cadets are equipping their fleet of G109 motor gliders with PowerFlarm and their G103 conventional gliders with Mini Box Flarm; all supplied by LX avionics.

› The CAA's consultation into the deregulation of single-seat microlight aircraft is under way. S&G will be reporting on this in a future issue.

› The longest glider flights ever from Potchefstroom, South Africa, were recorded on 5 November, 2013. John Coutts, flying a JS1-A, Uys Jonker in his JS1-B and Oscar Goudriaan in his 21m JS1-C set off on a declared 1,000km task. Oscar Goudriaan flew 1,263 km, Uys 1,241km and John 1,240km.

› The 2014 FAI Young Artists Competition has been launched, with a theme of 'Flying to Save Lives'. Entries must be submitted via the Royal Aero Club and should be received by 14 March. More information is at www.fai.org/ciaa-projects/fai-young-artists-contest

› Oops. In the Oct/Nov issue, we incorrectly credited Richard Chapman with winning the 2013 Bidford Regionals. Apologies to Bill Inglis, who was the winner. And yes, Richard, you do get Brownie points for owning up! See pages 46-49 for results of the 2013 BGA-rated UK competitions.

Robbie, 15, is the first to win FAI Breitling award

BUCKMINSTER's aerobatics prodigy Robbie Rizk, 15, is the recipient of the first FAI Breitling Youngster Award. Established in 2012, the award is given to an under-26-year-old who, during the previous 12 months before his/her 26th birthday, achieved an outstanding sporting

performance. Robbie travelled to Kuala Lumpur, Malaysia, to collect his award.

Robbie is no stranger to the pages of S&G. He soloed on his 14th birthday in August 2012 (in Germany). He won the Advanced Class of the 2013 UK Aerobatic Nationals and represented GB in the 2013

Aerobatic Worlds, receiving an FAI diploma for his overall placement (9th).

Robbie said: "I am extremely honoured to receive the first FAI Breitling Youngster Award and so I would like to thank both the FAI and Breitling for this excellent opportunity to travel the world and to meet new people.

"I'd also like to thank my family, who have supported me unconditionally throughout my progress, and my coach Paul Conran, who would often cross borders from Ireland to England just to coach me. Thank you."



Robbie Rizk (right) receives his award from (left to right) FAI president John Grubbström, Breitling lead team pilot Jacques Bothelin and Breitling's Monika Pieren

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
Wenlock Olympian Gliding	Long Mynd	13-19/7/14
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	Nympsfield	28/6-6/7/14
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 Conference and AGM, 1 March, 2014 at the Belfry Hotel, Nottingham**

LASHAM REGIONALS

24/5-1/6/14

SHENINGTON REGIONALS

21-29/6/14

WOLDS REGIONALS

5-13/7/14

NORTHERN REGIONALS

26/7-3/8/14

BICESTER REGIONALS

9-17/8/14

EASTERN REGIONALS

16-24/8/14

MIDLAND REGIONALS

26/7-3/8/14

INTER-SERVICES

9-17/8/14

DUNSTABLE REGIONALS

16-24/8/14

BIDFORD REGIONALS

23-31/8/14



Alex Harris, 16, is appearing in a TV series featuring young people's participation in sports

ESSEX CADET FILMED FOR BLUE PETER APPEARANCE

A BBC Blue Peter team visited Essex Gliding Club at Ridgewell airfield in August to interview Alex Harris and film his activities during a typical day at the club, **writes Steve Rhenius.**

Alex (16) was the first youngster to fly solo in the UK under the new regulations, on 15 October 2012, and is a member of the club's cadet scheme designed to

encourage young people to join the sport.

He has wanted to fly since he was a toddler and joined the club two years ago. Alex could be said to come from a flying family as his Dad, Mike, is an airline pilot, a gliding instructor and also flies the club's Piper Pawnee, providing aerotow launches. Alex's Mum, Sue, also qualified as a PPL.

Since he went solo, Alex has gained his Bronze badge, Cross Country Endorsement and two legs of his Silver.

The BBC filming was intended to form part of a series featuring young people's participation in sports and Alex was chosen to represent gliding.

The Blue Peter team worked with Alex to install a camera and voice recorder in his glider, a K-6 E, G-DCEM.

Using these and a further tripod mounted camera at the side of the airfield, Alex was filmed from the cockpit talking his way through a winch launch and an aerotow (with Mike as tug pilot). After his flight Alex was interviewed in the glider, answering questions from Blue Peter viewers about gliding.

We understand that the footage has been edited for broadcast sometime later this year.

A great time was had by all and thankfully the weather was favourable, providing good soaring conditions and hopefully an interesting introduction to youngsters to the sailplane world.



Alex Harris answered questions from Blue Peter viewers about gliding (Photos by Steve Rhenius)

Prestigious award for Ayala Truelove

THE British Women Pilots Association (BWPA) has awarded the prestigious Brabazon Cup to Ayala Truelove. It is awarded for an outstanding or noteworthy performance in aviation. Ayala was chosen in recognition of her achievement in winning Silver at the Women's World Championships in July. She has previously been the recipient of the BWPA's OP Jones gliding trophy for her exceptional performance at the 2009 World Championships as a rookie pilot.

Benefits of gliding for airline pilots

FORMER women's world gliding champion and EasyJet safety officer Sarah Kelman told the Royal Aeronautical Society's recent International Flight Crew Training Conference in London that flying gliders is beneficial to upset prevention and recovery training. "Gliders are well suited to demonstrate what loss of control feels like," she said, adding that glider wingspans and handling are "comparable" to those of a Boeing 737, in her view.

Team GB for 2014

THE British Team for the 2014 World Championships has been selected. In the championship for the unflapped and 20m classes, at Ryaskala in Finland, GB will be represented by Pete Masson and G Dale (Club Class); Richard Hood and Jez Hood (Standard Class); and Steve Jones (20m Multi-Seat Class). In the flapped classes event, to be held at Leszno in Poland, the team will be Leigh Wells and Phil Jones (15m Class); Russell Cheetham and Mike Young (18m Class); and Andy Davis and Pete Harvey (Open Class).

Stocking filler?

ANY gadget freaks among us might well be hoping to find Garmin's D2 GPS watch, designed for pilots, in their Christmas stocking. A standalone portable GPS with worldwide database, the D2 also syncs with other Garmin devices and can remotely control Garmin's HD action camera, VIRB Elite. It's available from AFE at £354.



While Scouts were waiting to fly, they were kept busy with other aviation activities, including the BGA simulator



Hertfordshire Scouts' Falke motor glider (below) is based at Cambridge Gliding Centre



Colin Knowles with some of the 36 Scouts attending the annual camp (Photos by Wendy Hawkes)

BE PREPARED FOR SCOUT AVIATION ACTIVITIES CAMP

EVERY October for the past three years, Hertfordshire Scouts have held their Air Activities Camp at Gransden Lodge. Hosted and supported by Cambridge Gliding Centre, this year was no exception; 36 Scouts from 10 Troops across the county came to Gransden for the annual camp on 26-27 October 2013.

The Scouts arrived on Saturday morning and were gathered for a safety brief and rundown on the weekend's programme, before being split into five patrols.

Air experience flights were provided by five LAA aircraft and their pilots, who generously gave their time and aircraft. Hertfordshire Scouts' Falke motor glider was also pressed into service. The visiting aircraft were a Bolkow Junior, Cessna 170, Eurostar,

Trinidad and a Chipmunk. The forecast was for strengthening winds, so the flying cracked on at a pace and by lunchtime on Saturday all the scouts had been flown. By Saturday afternoon all the leaders and volunteers had a flight too. In all, 50 flights were done and it was a delight to see powered operations dovetail into the normal gliding operations of the club.

Whilst Scouts were waiting to fly, they were kept busy with workshop sessions covering basic aerodynamics, aircraft engines and systems, basic navigation and aviation navigation. The BGA simulator was also very popular. At the end of flying on Saturday, Lauren Richardson brought her Pitts Special over from Little Gransden and treated everyone to a stunning aerobatic display. On Sunday, everyone made the BMFA Dart rubber-powered model.

This event can only take place with the support and help of a great many people and organisations: the guys from the LAA and their aircraft; the Youth Education Strut (YES), who looked after the airside operations; Hitchin Scout Active Support Unit (HiDEOUS), who provided the catering for everyone over the weekend; and Cambridge Gliding Centre, for without the unfailing support and tolerance of their members the event would not happen.

Colin Knowles, Hertfordshire Scouts Assistant County Commissioner for Air Activities/UK Specialist Adviser for Air Scouts



Falling out of sync

A RECENT email from the BGA regarding the fatal cartwheeling of a Nimbus 3 at the start of a cable launch in Scotland is interesting for one systematic issue which I believe is overlooked in our sport.

Interestingly, amongst the useful information contained in the AAIB report is the implicit feeling that two previously compatible technologies can fall out of sync over time and effectively become unsafe. Whilst glider design has advanced significantly in the last 30 to 40 years, with longer and lower wings carrying high loading, the practice of cable launching has changed little since it was designed in the 1930s for use with short and high wings carrying low loading. By changing glider design, but not the method of launch, have we created a new safety risk?

The conclusion I draw from this accident is that we obviously need to take a holistic approach to glider design and/or practices, leaving me to wonder what other unsafe circumstances we have unwittingly created for ourselves.

Mark Hope

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 4 December

BGA Training Standards Manager Mike Fox

comments: Mark raises an interesting point about different technologies, their progression, and how they work together holistically. However, I'm not sure I agree with his synopsis of how winning technology has been held back. The vast majority of clubs now have different winches to the ones that were used perhaps 30 years ago – with more power, guides on the use of that power for drivers, different weak link systems and different material wound around the drum, among other refinements. I can't think of anywhere that uses piano wire today.

We have intimate knowledge of what causes accidents on winch launches through the years and some of that knowledge has informed modifications to existing winch systems, as well as pilot technique.

Mark mentions longer wings. There have been recent incidents with short wing gliders that have not had serious consequences due to luck alone and, in fact, if readers have a look in S&G (pp38-39, April/May 2006) they will see a sequence of pictures of a K-13 which almost came to grief.

Mark raises a valid argument in general though and, as we move towards larger, higher weight gliders, we all need to think one step ahead of the aircraft to stay safe.

■ In any glider, to avoid a cartwheel on a winch launch, if you cannot keep the wings level, release BEFORE the wing touches the ground. For further details and for video simulations of wing drop cartwheels, please see the DVD on safe winch launching on the BGA website.

Thermalling in the same direction?

I REFER to your article in the last S&G and, in particular, to the photograph on page 8 and the article *Thermalling: the secrets of success*.

Unfortunately the picture shows how not to do it, as there is a potential for a mid-air collision. The two gliders to the left of the picture are thermalling to the right, the others are thermalling to the left and, as one is at the same height, they are potentially in conflict. *Laws and rules* gives clear instructions on thermalling.

Glen Douglas, Deeside GC

BGA Training Standards Manager Mike

Fox comments: As far as I can make out, all the gliders are turning in the same direction. Being unsure about the speed and direction of

travel, as well as direction of turn of other gliders in a thermal is a very common problem for glider pilots. I have been fooled, only to correct myself at a later stage.

This confusion is about more than perceptions of silhouettes; building up a picture of what's going on in a thermal is actually quite complicated and takes time.

Pilots need to give themselves a few seconds to study the dynamics of the gliders already in the thermal before committing themselves to joining. A 'snap shot' look won't do, because you have to see the movement of the aircraft in the turn. Once the pilot has the mental picture correct, planning how to join others and stay in the correct place in the circle, especially when they are at the same height, is a whole other article!

SAILPLANE & GLIDING



Andy Davis
Competition flying



Andy Miller
SLMG



Howard Torode
Airworthiness



Derren Francis
Tugging



Mike Fox
Instructing



Dr Peter Saundby
Medical



Andy Holmes
Winch operating



John Williams
Airspace



Alison Randle
Development



Bruce Stephenson
Vintage gliding

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

EXPERT ADVISERS

PILOT FEEDBACK ON CONVERSION

Is licence conversion a painful process?

People with new EASA medicals and licences recount their recent experiences to BGA Chief Executive Pete Stratten

AS PREVIOUSLY described in a number of S&G articles during 2012 and 2013, the BGA is working with the CAA to provide what's known as a licence conversion process. The licence conversion process aims to support members of BGA clubs making the change from the self-regulated BGA Gliding Certificate with various endorsements (Bronze, cross-country, aerobatics, etc) and instructor qualifications, and motor glider ratings, to the equivalent EASA licence with ratings by April 2015.

The basis for the conversion is a 'conversion report' submitted by CAA to EASA. Although the BGA is not converting powered aeroplane licences, the BGA guidance at www.gliding.co.uk/bgainfo/

licensing/easalicensing includes advice for tug pilots and those who teach towing (see the FAQs section).

As described in the published guidance, obtaining a medical certificate may be the first step for many. A helpful article on this subject, written by Dr Frank Voeten, can be found on page 10 of this issue.

The licence conversion detail might seem overwhelming at first sight. Fundamentally, the applicant needs to tell the BGA which relevant BGA (and CAA) qualifications they have, which EASA qualifications they wish to apply for, and supply a few pieces of evidence. The BGA does the rest.

During October, a number of people who have new EASA medicals and licences kindly supplied feedback on their own recent experiences of the conversion process:

ANDY PRESTON: "Having recently applied for a LAPL (Aeroplanes) and had my first attempt sent back by the CAA, it was with some trepidation that I applied for a LAPL(S) through the BGA. However, I needn't have worried as, to my surprise and great relief, the application was accepted the first time. The key to my success was thoroughly and properly reading the comprehensive information on the BGA website. I copied the various documents that were needed and had them certified by my CFI, taking care to use the correct wording. My main reason for getting on with the application was that previously I had to have a class 2 medical every year, whereas the LAPL medical lasts for two years and can be obtained from my GP at a much lower cost."

JANE RANDLE: "I gave up instructing a while ago, but I do enjoy coaching and flying with friends and family, mostly in our K-21. My GP has done my medical for a long time. In recent years, the practice manager seemed to regard medicals as a cash cow and it was getting very much more expensive, much to my doctor's embarrassment! I booked an appointment with the AME at Staverton. His consulting rooms are up a steep flight of steps,



At HPH the Season never stops

A New Shark in England

Gold Height in Wales

Diamond Height In the Borders

A New Shark in Scotland

Well Done Will

Well Done Tom

Call : 07837 292232

HpH www.HpHUK.co.uk
sailplanes



Jane Randle found her EASA class 2 and a LAPL medical cost little extra and will last her two years

so he has a good idea of the state of your heart as he greets you! I passed the medical, which was more aviation related and included a resting ECG. This gave me both an EASA class 2 and a LAPL medical, cost me very little extra and, in my case, lasts for two years. My husband had been through this process and he persuaded me to follow his example.”

JIM HEATH: “Back in the early summer, my self-declaration medical became due so I thought now would be the opportunity to convert to the LAPL(S). The first task was to convince my GP to take on the new procedure, so I provided a pack of all the relevant guidance documentation to study. The licence conversion seemed daunting at first, but, in fact, was straightforward. The only real issue was finding the minimum number of logbook entries for my chairman to certify. This done, the form and copies were sent to the BGA. Job done!”

CARL PETERS: “As I occasionally fly outside Europe, I decided to apply for an SPL. Organising an appointment for a class 2 medical was probably the most time-consuming part of the application process. The transition guide on the BGA website proved extremely useful and, avoiding the temptation to do the usual thing of ‘ignore the instructions’, completing the paperwork took no more than a few hours. I use an electronic logbook so providing the necessary certified evidence of launches, hours and instructor currency was easy. On my next trip to the club I managed to convince a CAA examiner that I spoke English to level 6 so my RT Licence could be added to the licence. I then posted everything to the BGA.

Thankfully, everything was in order and, much to my surprise, I received the licence from the CAA within three weeks. Total expense was just under £200. Time spent preparing the application excluding the medical process was about three hours.”

■ The BGA is, of course, aware of others whose experiences of conversion have led to frustrations. Where the BGA or associated CAA process has needed to improve during what has been an initial learning process for all, changes have been made. Going forward with your own conversion application, as one of the contributors notes above, there is no substitute for carefully reading the guidance material and checking the detail before submitting a conversion application.

THIS GAVE ME BOTH AN EASA CLASS 2 AND A LAPL MEDICAL, COST ME VERY LITTLE EXTRA AND, IN MY CASE, LASTS FOR TWO YEARS

APPROVED TRAINING ORGANISATION

■ Throughout this winter, a series of regional workshops are being held to discuss the incoming Approved Training Organisation (ATO) requirements with CFIs and others who manage training at BGA clubs. We expect the BGA club training organisation to be approved as an ATO in early 2014.

Potential attendees have been supplied with dates and venues and the BGA office has already seen a healthy number of workshop bookings. These workshops are also planned to be an opportunity to discuss the licence conversion process with CFIs who, inevitably, will be providing an element of support to their club members.



Carl Peters in Chile, “somewhere over the Andes at around 20,000ft”

HOW TO GET A LAPL MEDICAL

Dr Frank Voeten offers advice on the steps required to get your LAPL medical certificate

CONDITIONS REQUIRING AME ASSESSMENT

- Decreased visual acuity in either eye below 6/9 despite any correction
- Visual field defect
- Need for hearing aid(s)
- Angina/coronary artery disease
- Cardiac valve replacement
- Recurrent fainting
- Implanted cardiac device
- Heart failure
- Chronic lung disease
- Pneumothorax
- Organ transplant
- Cerebral disorder
- Epilepsy
- Sedative medication
- Antidepressant medication
- Psychotic disorder
- Alcohol/substance misuse
- Personality disorder
- Learning difficulties
- Malignant disease
- Diabetes requiring medication
- Endocrine disorder
- Sleep disorder
- Major surgery

■ Dr Frank Voeten has been gliding for 35 years, is an AME for the UK CAA and US FAA. Until recently he has been working for the CAA Aeromedical Section, dealing with Aeromedical Certification for all classes of pilots (including LAPLS). Frank has offered to advise the BGA (together with Dr Peter Saundby and Dr Steve Gibson) on matters relating to EASA, and does the same for the LAA. He runs three AME clinics (Coventry, Daventry, Booker), covering the M1 and M40 corridor and surrounding areas.

Apart from gliding, Frank holds a number of other licences, including an FAA CPL/IR. His other work includes General Practice, Forensic Medicine and Appraisal and Revalidation of GPs.

THE hows and whys of the transition of gliding into EASA regulations have been widely discussed in the aviation and gliding community and this short article does not aim to revisit this, but rather to shed some light on the current and future situation on how to obtain a Light Aircraft Pilot Licence (LAPL) medical certificate.

The bad news is that obtaining a LAPL to fly sailplanes will require some input and effort on your part.

The good news is that, for most people, obtaining a LAPL Medical Certificate will be very straightforward and the standards are, with very few exceptions, similar to those for driving a car (if you want to fly solo or with another licensed pilot), or similar for driving a bus or HGV (if you want to fly

with non-pilots).

Further good news is that for pilots without any health problems, your local GP can sign off your LAPL medical certificate.

A little bit of effort on the part of the GP is required, but with some help from you, as the pilot, it is a very straightforward process. Your GP does not require any training or accreditation to do this; it is all sorted out automatically when your GP enters your details and confirms your fitness on the CAA website.

'The Medical' should take no longer than a taxi or HGV medical appointment and, in essence, just serves to do a minimum amount of tests (vision, blood pressure and urine dipstick) and review your medical history to confirm that you don't have a medical condition which may cause you become incapacitated when flying.

The work required by the GP is not part of their contract with the NHS and they are not obliged to undertake this; the reality is that most will be happy to help and, if you approach them sympathetically, it is highly

likely that this will be a very straightforward process.

GPs can, and most will, make a charge for their time; enquire beforehand so there are no surprises. If they don't charge, consider yourself lucky.

Here are the six steps to getting your LAPL Medical Certificate:

- Download and fill in the application form from the CAA website: [www.caa.co.uk/docs/49/LAPL%20Application%20\(MED160\).pdf](http://www.caa.co.uk/docs/49/LAPL%20Application%20(MED160).pdf)

- Download and read the Guidance for Pilots from the CAA Website: www.caa.co.uk/docs/49/LAPLQuickGuideforPilotsV2.pdf

- Download the Guidance for GPs from the CAA website: [www.caa.co.uk/docs/49/LAPL%20\(GPs\)%20WEBv%20%20\(2\).pdf](http://www.caa.co.uk/docs/49/LAPL%20(GPs)%20WEBv%20%20(2).pdf)

Now, some GPs will be keen to get this sort of information before they see you so they can be prepared; you will know your GP best and, if in doubt, just get it to them. Don't be disappointed if, at the time of your assessment, your GP has not had time to read the information. These are busy folk, but you have done your best!

- Check you have not had one of the conditions listed in the panel on the left. If you have you can't have a LAPL medical certificate, but you must go and see an Aero Medical Examiner (AME). Please note, it does not mean that you won't be able to fly and get a LAPL medical certificate; it means that you need to be assessed by an AME rather than your GP!

- Appear at your appointment on time, well rested and relaxed.

- If your GP can't do your LAPL medical, or doesn't want to do these, you can contact any AME, who will be able to help you in obtaining a certificate.

AMEs are listed on the CAA website: www.caa.co.uk/application.aspx?catid=49&pagetype=65&appid=21

When you make an appointment with an AME, make contact and discuss with him or her any medical issues you may have/have had so they can let you know what information is required (test reports, etc).



The natural choice

01765 690777

hillaviation@btconnect.com

www.hillaviation.com

Unit 1a, Sycamore Business Park,
Copt Hewick, Ripon, HG4 5DF

AA rated security
Competitive premiums
No hull excess to pay
Protected no claims discount
Established reputation and experience
Specialist insurance supporting our sport

Authorised and regulated by the The Financial Conduct Authority

Security Ratings from Standard & Poor's

General Aviation Legal Consultant



TIM SCORER, MRAeS, over 35 years as PPL and Aviation Solicitor providing legal advice and assistance to clients who want a lawyer with "an unsurpassed knowledge of UK general aviation" (Legal 500 2011) who is an "easy to deal with incisive and hugely experienced aviation practitioner" with "a very realistic and affable approach as well as good client instincts" (Chambers Legal Directory 2012/13)

tim.scorer@quercuslaw.com

mobile phone: +44 0 7860 557766

direct: +44 0 207 936 9707

www.timscorerconsulting.co.uk



**Specialist Sailplane
& Sport Aircraft
Repair &
Maintenance Centre**



Bristol & Gloucestershire Gliding Club Nymphsfield, Nr. Stonehouse, Gloucestershire GL10 3TX

Tel: Workshop (01453 860861 - Home (01453) 823319 -

Mobile 07850 769060 - Email: sailplane@btconnect.com

Web: www.targettaviation.com

Winch and aerotow launches seven days a week?

Bookable training seven days a week?

2:1 trainee to instructor ratio?

All glass fleet?

Where else?

01767 677077 www.glide.co.uk

Cambridge Gliding Centre





GOING PLACES

In the second article in a series aimed at those acquiring new skills, Tony Cronshaw asks two leading coaches for top tips on how to start going places



Figure 1

HAVING explored thermalling techniques (pp8-13, *Ask the coach*, Oct/Nov 13), Tony Cronshaw seeks tips on how to start “going places” from two leading coaches: Bernard Eckey, author of *Advanced Soaring Made Easy*, and Kevin Atkinson, leader of the BGA’s Aim Higher initiative, recently launched at www.glidering.co.uk/bgainfo/aimhigher.htm

TONY: *When we want to fly confidently from place to place, what can the pilot learn about thermal conditions, even before launching, simply by looking at the sky?*

KEVIN: Pilots are generally good at recognising cumulus (cu) and have a knowledge of cu lifecycle, but they may be missing the opportunity to read the sky and form a more detailed view of thermalling conditions. Observing clouds and noting how long it takes cu to transition from embryo (newly appearing wispy clouds) to initial decay (ragged tops and edges) can tell us if thermals are short-lived bubbles or longer-lasting columns.

Observations of gliders launching ahead can also yield valuable information: A glider taking an uninterrupted climb suggests a thermal organised as a column. A glider breaking off periodically to move slightly upwind and then restart climbing suggests a thermal made up of a series of bubbles.

We can also learn to read the sky further

afield to assess cloud structures associated with large column thermals (in lighter winds usually), areas of blue holes due to interference by wave, top cover or contrails likely to cause reduced thermal strength, changes in coverage of cu indicating approaching sea air, cloud patterns indicating a sea breeze front, and so on.

TONY: *Assuming we climb away in one or two thermals after the launch, and cloudbase looks sufficient for going places, what kind of decisions are needed before setting off towards a chosen turnpoint?*

BERNARD: During each climb, we need to assess three inter-related things: When to leave the climb, the route to be taken, and the likely lift available on that route. There are three main scenarios to be recognised, as I will explain. However, we need to be aware that the required observations and analysis will add extra workload for the pilot who is already working hard to centre the thermal and keep a good lookout. For these reasons, an unoccupied thermal will provide a better opportunity for the newcomer practising these skills than one that is marked by several other gliders.

The first scenario is when “this thermal is a poor one”. In this case, we should leave the climb as soon as we have sufficient height to reach the next two or three promising

A VERY USEFUL TECHNIQUE IS TO USE THE YAW STRING TO GUIDE THE GLIDER LEFT OR RIGHT TOWARDS BETTER AIR

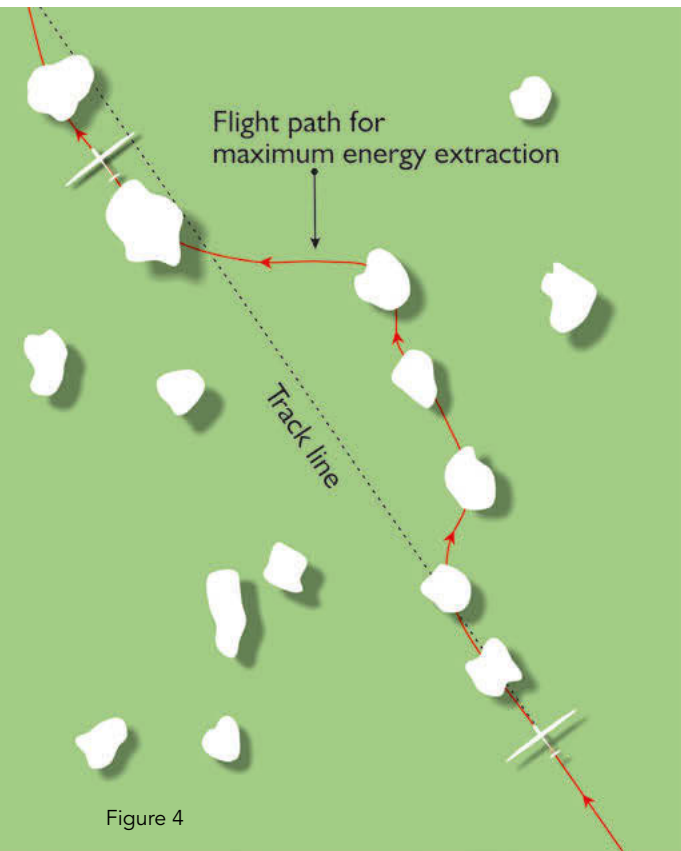


Figure 4



Kevin Atkinson is the club coach lead for the BGA Aim Higher initiative. With more than 7,500 military jet hours (Tiger Moths to Typhoon), Kevin started gliding at age 13 at Ouse GC (now York) flying his first solo on his 16th. Kevin has over 3,500 hours gliding, including competing in UK national and regional competitions

track (whilst allowing for wind) or less than a maximum detour of 30 degrees, except to run an obviously strong line. We can only accept an expanding cone out to half distance to the TP and then we must reverse with an inbound cone from the TP to the glider. This latter cone is more important to get right.

In spreadout, or streeting with capped tops, the widest cloud will be the strongest, but the lift core may still be small, ie not the full width of the broad cloud (see fig 5, below). We

should aim to fly over the upwind edge of any cloud shadow line: The advancing cold shadow can often trigger thermals. We usually choose a route with three cloud thermal options. If they all look the same, we plan to climb at the last one, because if they are all the same strength we lose nothing by trying all three, but if one appears good enough or unusually strong then we will climb in that one.

BERNARD: If there is streeting marked by cu (see fig 3 on previous page), it can pay to make substantial detours, gain height under the street, then leave close to cloudbase to cross the sink on the way to the next street. Exploiting streets in the blue is also possible as top pilots often demonstrate.

Even on a blue day, experienced cross-country pilots select an “energy path” (fig 4). This is not a straight line, but a path that pays attention to the feel of the air, the sound of the air, and the lifting of a wing. The

pilot also chooses to divert slightly to cruise through lift marked by clouds, route over densely populated or industrial areas, and over slopes facing the sun and the prevailing wind. Each small decision helps us to exploit buoyant air and – what is equally important – avoid sinking air. At lower altitudes, tractors ploughing or harvesting often trigger thermals, and very good indicators of lift are soaring birds and thermalling gliders. Even if we are getting low, it’s worth flying directly into wind under clouds, and when even weak lift is found, hang on to it: It might be the top of a bubble starting to rise and, with luck, may turn into a reasonable thermal.

TONY: *What speed should we fly at between thermals?*

KEVIN: I recommend picking a block speed

to fly between thermals, which optimises the best speed to fly. We need sufficient speed to penetrate sink efficiently, especially into a headwind. If flying under a street, it may be tempting to “dolphin”, slowing down in the lift, and speeding up in the sink. But dolphin flying can be slow, so I prefer using block speeds for either maintaining height or accelerating (final glide or into wind TPs).

Once on the route, if a wing lifts up immediately, we should roll against it to climb up on the down-going wing whilst it is still in the rising gust. It is best to minimise the use of S-turns into wind as progress over the ground will be seriously reduced. However, S-turns can be more beneficial downwind. A very useful technique is to use the yaw string to guide the glider left or right towards better air. In straight flight, the string blows away from the area of rising air. So if the string goes right we need to turn left a bit and then resume the intended track, which is now displaced to the left of the original track relative to the cloud lines.

BERNARD: I agree block speeds are a good technique for optimising flight between thermals, especially with today’s fast, slippery, high-mass gliders. But using block speeds doesn’t mean that we cruise at the same speed all the time. Depending on our assessment of the flying conditions ahead, there will be a block speed for inter-thermal flying, a slower block speed for lines of energy, and a higher speed for areas of sink. And, of course, we change speeds when we want to extract energy in difficult flying conditions with broken lift and bubble type thermals.

This is, of course, what MacCready is suggesting, but the problem is that his theory does not take aerodynamic losses into account. Every time we move the stick back and forth we create additional drag and sacrifice some altitude. Therefore, it is essential to be gentle on the controls and not rely on the variometer for the timing of elevator inputs. We often



Figure 5

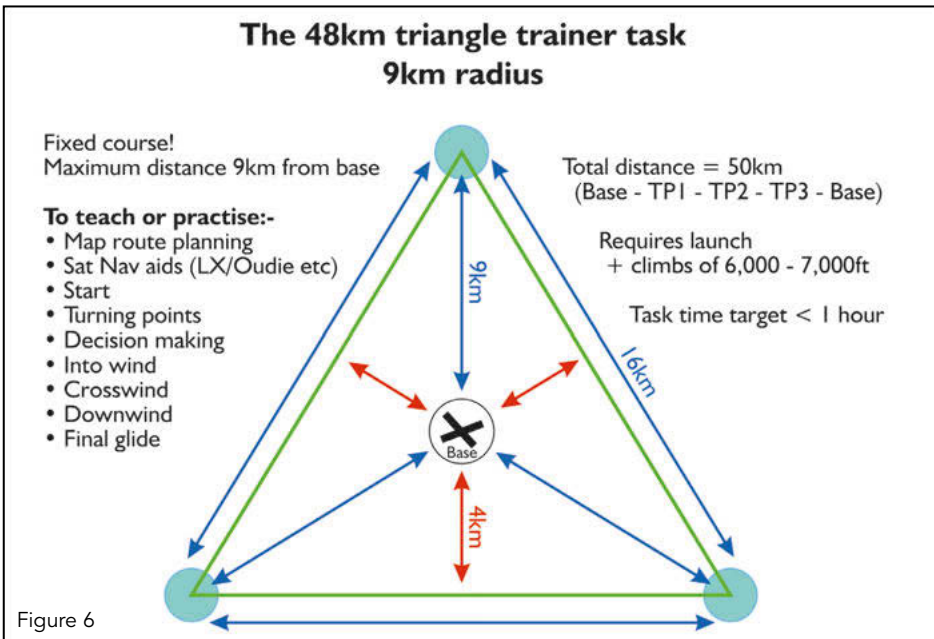
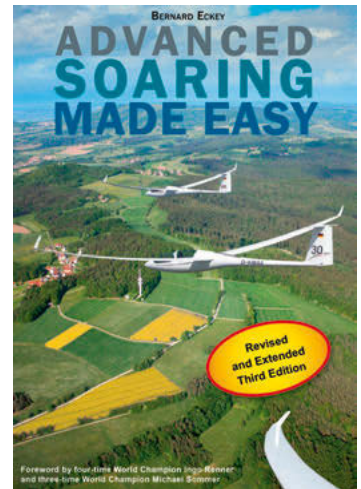


Illustration enhanced by Steve Longland



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

forget that the vario is only showing us what the surrounding air was doing about three seconds ago. If we give the vario priority and neglect the much quicker 'seat of the pants' input we will always be out of sync with the vertical movement of the surrounding air mass. An efficient extraction of energy in cruise will then remain an elusive dream. You will find almost half a chapter in my book on the important topic of block speeds for different conditions and height bands.

TONY: *How can we use local turnpoints to practise?*

BERNARD: Using local turnpoints is a great way to practise. Beginners especially are well advised to pick TPs that take the day's wind strength and direction into account and are on the upwind side of the airfield, or just slightly downwind of it. More advanced pilots can choose TPs near the limit of local glide and, by doing so, prepare themselves for their first real cross-country flight. Like any cross-country task, we may be faced with a TP which is in a blue hole involving lots of sink, so we will need to set off towards the TP with plenty of height and be prepared for the glide down and around the TP.

An out-and-return task can lead us to break my golden rule "Don't fly through the same bad air twice" if we find sink at the TP. A better task would be square route, centred on the airfield, with four 10km legs. If the 40km distance seems insufficient, then try flying the task multiple times and practise increasing overall task speed.

We should also treat these practice flights

as if they were a badge flight so that the pilot becomes accustomed to using a data logger, flight computer, taking food and drink, etc. The pilot can also benefit from replaying the logged flight on a PC and learning what worked well and what he or she can do better on the next flight.

KEVIN: Similarly, I recommend using a 48km equilateral triangle, or modifications of, as explained in the Aim Higher online resource guide (see fig 6 above).

TONY: *How can we accelerate our rate of learning of these things?*

BERNARD: Flying with an instructor, or someone who can act as a coach, will accelerate the rate of learning, through discussion and questions such as "which cloud should we go for next?", or "which track would you suggest now?". I recommend grabbing a coach every time the opportunity presents itself. Picking the brains of others will save time, money and frustration. It helps us learn better ways of doing things and will increase the chances of success next time we are on our own. In requesting coaching, remember "the mind is like a parachute – it doesn't function until it's open". Also, ensure you clearly explain what aspects of your flying you hope to improve. Then during the flight, observe the coach carefully and make brief notes to help stimulate the de-brief. It is very beneficial to follow up with reading and study at home afterwards. In other words, a combination of coaching sessions and the study of good gliding literature will get you on a quick path to successful and enjoyable cross-country flying.

I RECOMMEND GRABBING A COACH EVERY TIME THE OPPORTUNITY PRESENTS ITSELF. PICKING THE BRAINS OF OTHERS WILL SAVE TIME, MONEY AND FRUSTRATION



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)

TIME TO BUY OR SELL A GLIDER?



■ **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.**

He 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 – and not at the hourly rates that the big firms have to charge.

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.

**You can contact Tim at: tim.scorer@quercuslaw.com or tim@timscorerconsulting.co.uk
Mobile: 07860557766
Direct dial: 0207 063 9729
Address: Tim Scorer, RTI (second floor), International House, 1 St Katharine's Way, London E1W 1UN**

Tim Scorer offers some top legal tips to buyers and sellers for a smooth process

“PSSST! Wanna buy a cheap sailplane, mate? Flies lovely. EASA registered. Maintenance all up to date. No crashes. Nothing outstanding. Great value!” *“Go on then. Give us the details. Hang on a mo. I’ve got an old envelope here; I’ll just pop the details on the back”.* Later: *“Looks good. I suppose you want the 15 grand in cash?”* *“Yeah, I do. You can come and pick her up on Saturday and give me the cash then. OK? Done deal!”*

They say that a fool and his money are easily parted. Scenarios like this tend to confirm it. You can see why I am too often concerned by the casual approach some people take when buying a glider or an aircraft. My concern sometimes turns to regret (no, really) when they have to come to my office to tell me about all the things they discovered that were wrong with their purchase and/or its essential paperwork after they’d parted with their money. Three things then come to mind: “Caveat emptor” – (that’s Latin for “Buyer beware”); “If only...”; and “a stitch in time”.

We are all too aware that the aviation industry is highly regulated; quite often we regard that regulation as an obstacle or an unnecessary hurdle. Recent requirements for registration of gliders and EASA Certificates of Airworthiness, etc, bear out this regulated industry. But that same regulation can be a real benefit when it comes to buying an aircraft, and no disadvantage to a seller either. Let’s look at some of this regulation and how helpful it can be in a typical glider or light aircraft transaction.

Aircraft registration

Save for the possible deregulation of single-seat small aircraft in the future, and Annex II non-EASA gliders flying only in the UK, all gliders and aircraft flying in or over the UK must be registered with the CAA, which

maintains the UK Aircraft Register. You can access it by googling “G-INFO”. You then put the last four letters of registration – viz: LOYA, in the space provided. In a millisecond you will have lot of information about your intended purchase.

You will find full details of the glider, when it was built, the total hours at the last CofA/ARC, when that expires, and a rundown on the glider’s history. You will see the name of the registered owner, and whether he/she is owner or a charterer. Does this match the person you think you’re buying from? You will also see the applicable mandatory insurance cover and when evidence of that was verified. You may even find a photo or two. All this gives you an opportunity to check that basically you’re getting what you plan to pay for.

Aircraft condition, maintenance and airworthiness

In the same way that you would surely not buy a glider from an advert (electronic or otherwise) without insisting on seeing it, so you should always be sure to physically see the manuals, certificates, log books and records of the airframe (and engine for a motor glider) before you pay your money. Even if the books are kept by a club or maintenance company, you should still ask to see them. As a future owner you will have responsibility for their correctness and currency. So, making sure they’re correct before you buy is very sensible. You will be able to find out whether inspections are up to date and have been signed off properly; you will be able to check whether a gap in operation means a long downtime, perhaps due to accident repair; you will be able to see whether the recorded hours match the CAA records. If you don’t feel confident about reading and interpreting certificates and log books, you should enlist assistance from an engineer or other qualified person.

As to the hardware itself, quite often the

terms of the sale will be expressed as “As seen – as is”. Remembering those Latin words, translated as “Buyer Beware”, this means that the responsibility for you getting what you’re paying for stops with you, the buyer. If you’re technically and mechanically competent to look over your intended purchase and find out what’s wrong with it, then that helps. But although you may think a full-blown survey and its cost aren’t justified, you would be well advised to get a suitably qualified engineer to look over the aircraft, so that you can be satisfied that you won’t be facing a load of expense for remedial work after the purchase is completed.

Of course an essential requirement you will have is to be sure it flies all right. When it comes to a flight test there are inevitably problems with availability of the parties, not to mention decent weather. However, when undertaking a flight test it is vital that the seller, who must be authorised under the insurance on the glider, remains as the pilot in command, and that the buyer, although allowed to handle the controls, is simply a passenger with no responsibility for the flight. Failure to ensure that this is what happens can give rise to unwelcome problems, in the event that things go wrong.

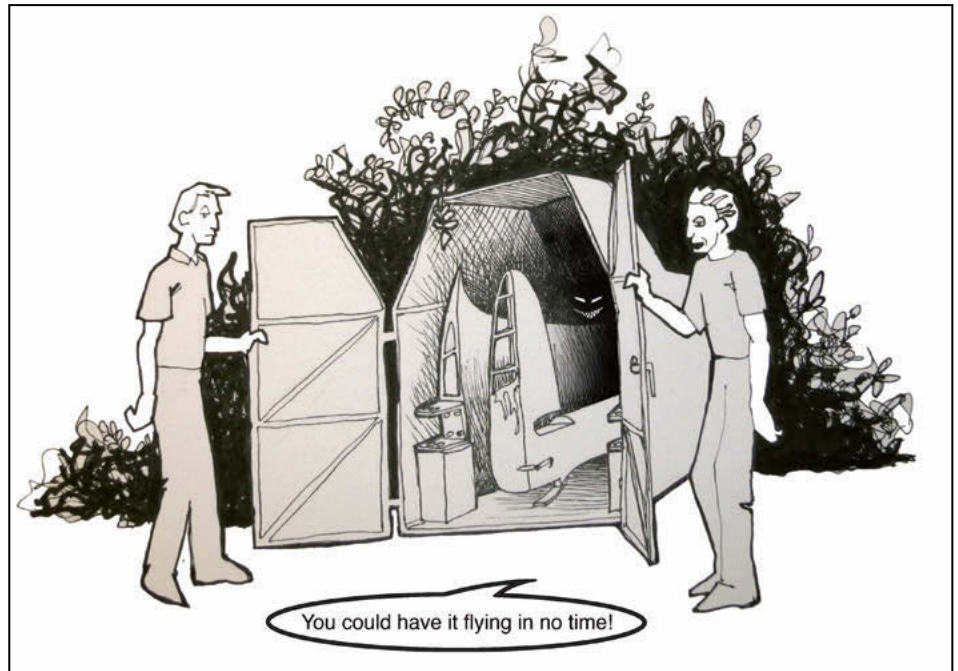
Title, ownership and liabilities

Once you’re satisfied that the seller is the registered owner from whom you are buying, and has title to the glider, you need to be sure that no one else has any claims against it, such as a repairer, or possibly an airfield which may be owed for parking or launch fees. For debts such as these, the creditor may have a lien over the glider and may have taken steps to prevent it being removed. Chains on the fuselage, or notices stuck on the canopy will give you a clue about this! The sale and purchase agreement should include an indemnity by the seller to cover such debts in a very short timescale, with a suitable retention of the purchase price pending the seller’s removal of the debt.

And what else...?

This isn’t a DIY guide to glider sale and purchase. It is simply an outline of preliminary practicalities which buyers and seller should take to help the process proceed smoothly. When it comes to paying out the equivalent of a new car, or spending hard earned savings, it does make sense to have a record of the transaction – and not one on the back of an envelope.

Essential information which should be



Cartoon by Matt Wright,
Devon & Somerset Gliding Club

included in a sale and purchase agreement will obviously include the full names and mailing addresses of the parties, the amount of the purchase price and any deposit payable, when and how these are to be paid, when delivery takes place, the closure of the seller’s liabilities, and the start of those taken on by the buyer from the date of sale, completion of CAA paperwork, and specific arrangements relating to insurance, and any additional inspections or remedial work. Those “as is, where is” words mean that the buyer takes on the glider as it is. It is up to him, or her, how that burden is discharged.

These guidelines may have a somewhat different significance if the purchase is from a dealer. As an individual consumer, a purchaser may acquire somewhat better rights if things turn out other than expected. Nevertheless it is still wise to apply the guidelines above. In particular, on the basis that the selling dealer may well produce a standard form of sale agreement, it is important to check the terms and ensure that they are acceptable, or amended as necessary.

But whether the purchase is from a private seller, or a dealer, it is important to consider in advance what might happen if the deal goes wrong. What rights has the buyer in that event? It would be satisfying for both the reader as well as the author to be able to give an answer to this question. However, the best that can be said is: “Tell me what the agreement said, and tell me what went wrong.” We can continue that discussion elsewhere... !!

**IF YOU DON'T
FEEL CONFIDENT
ABOUT
READING AND
INTERPRETING
CERTIFICATES
AND LOG
BOOKS, YOU
SHOULD ENLIST
ASSISTANCE
FROM AN
ENGINEER
OR OTHER
QUALIFIED
PERSON**



Has Scotland got the monopoly on records? Santiago Cervantes reflects on this land of wave soaring opportunity following two record flights, both flown from Portmoak on 10 September 2013

I WAS whilst examining John Williams' 300km triangle record as his Official Observer that I was struck by the difference in two pilots' perspectives of the same day. I had just previously completed my own pilot narrative for the 100km goal record for the Standard Class. As a result I have used the two reports as an indication of the record opportunities that are available in Scotland.

I started gliding from Portmoak in 2001, having been based at Aboyne in the 1980s. When I joined Portmoak, Colin Hamilton, Kevin Hook and John Williams were leading the way in wave soaring flights, as was Roy Wilson from Aboyne. Obviously they were standing on the shoulders of previous pilots that had explored the wave in Scotland, mainly without the modern aids that now enable us to maximise the soaring days that are available to us.

Over the past few years, record flights in Scotland have gone from pure distance flights to speed flights and now fast triangular flights in wave.

The point that I am getting to is that it appears to me that the future British records will be mainly set in Scotland, apart from triangular flights in excess of 600km (mainly due to the fact that we run out of space).

I'm sure that has put the cat amongst the pigeons!

Anyway chaps and chapesses, rather than leaving a few Scottish-based pilots to set the trend, why don't those of you based south of the border come up here and sample the delights of Scotland? At least we all speak the same language (for the time being that is).

With that in mind read on:

Pilot Narrative

Pilot: Santiago Cervantes

A LAND OF

Claim: UK 100km Goal Record for the Standard Class

Date of Flight: 10/09/2013

Declared Task: SA1 – STF

Weather background

For several days before Tuesday 10 September, it had been looking promising for a wave task, with moderate northerly winds and an inversion at a reasonable height band being forecast. Around two days before, a jetstream began to appear on the charts, which improved the chances of it being a wave day. This proved to be the case.

Planning background

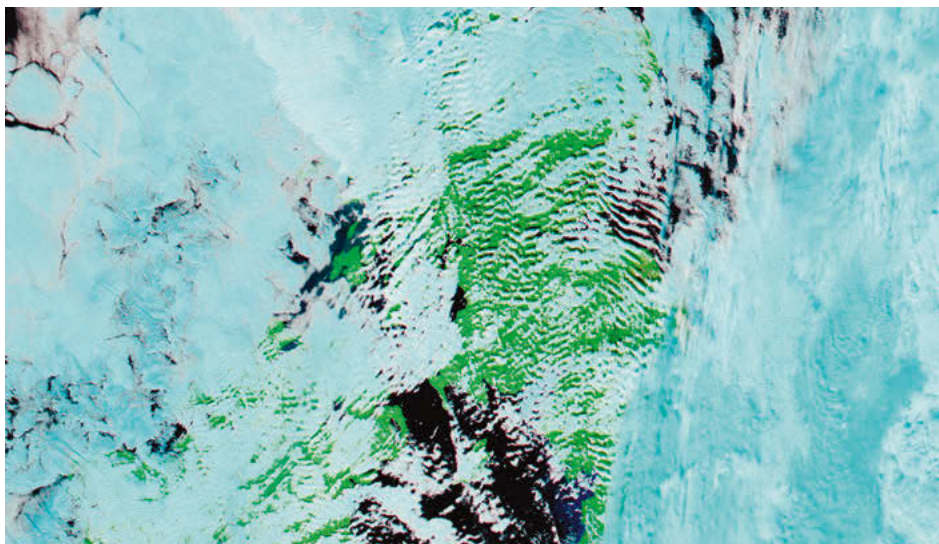
There is a core of pilots at Portmoak who have realised the potential for record breaking flights in Scottish wave. Each of us, through trial and error, has built up a knowledge base of the wave patterns that exist in our area. This has been assisted by the advances in satellite imagery and the incremental improvements in the RASP meteorology facility amongst others.

The day looked promising for an attempt on the 100km goal record. What I desired was a good tailwind component for a dash down the wave bars, which I reckoned would form in the lee of the Grampians. Previous wave flights had resulted in my start/turn/finish points being in the wrong place for the wave pattern and so I had created my own waypoint based on my experiences. Turnpoint SA1 (just to the SW of Edzell, EDZ) turned out in the event to be a good choice. So, with that mindset, I awaited the day itself.

The flight

It was obvious in the morning that it was to be a wave day. Living next to the club I could see that it was waving. SAT 24 (satellite imagery) did not show any definable pattern and a lot of cloud over the Highlands. I made a declaration at home for a 100km goal attempt. Going down to the club I could see that it is obviously working. I just knew that the wave would be good in the Edzell area given the prevailing conditions, despite the poor sat photos.

I got airborne at 09:29:22 off a winch



launch; on to the Benarty ridge and straight into wave. I tested the turbo and then set off to the start point. All pretty easy really. A fair bit of cloud to start with, but this improved as the day progressed.

Arriving to the west of Edzell, it was cracking and I climbed to over 10,000ft. The idea was to get to SA1 (also well positioned forward of a weak wave bar) and back to the good stuff whilst not infringing P600 (FL85 and above). If I say so myself, this was well judged and we jumped back on to the good bar with no problems. From then on, it was all quite easy really.

Just 'wellied' along well-defined energy lines. On getting to the Crieff area I was a bit concerned as STF appeared not be on an energy line, so I slowed down a bit to make sure I would not bust the 1,000m height loss rule. Just missed the 0.5km radii line so did a twirl to get into the 1km finish sector, which cost me a bit of time. Nevertheless managed to do it at 201.92km/h. Not bad for a first attempt.

Thought I'd have a bash at improving the times, so back to SA1 to try the Loch Tay system. It was not very good at 133.65km/h so I thought I'd have another go. Trudged back up to SA1 and off we went again.

The day was all the time becoming more beautiful with high-level wave developing and some fantastic skies. It was really turning into a classic day. However, from ↻

Above: Classic northerly wave with usable gaps in the lee of the Highlands, the UK being sandwiched between fronts

Far left: Returning eastbound after second speed attempt. Looking west towards Loch Earn. The photograph was taken halfway between Comrie and Crieff. Altitude 7,500ft

Below left: Loch Fruechie near Amulree on completion of third speed leg and returning to Portmoak. Altitude approximately 7,500ft (Santiago Cervantes)

**EACH OF US,
THROUGH TRIAL
AND ERROR,
HAS BUILT UP
A KNOWLEDGE
BASE OF THE
WAVE PATTERNS
THAT EXIST IN
OUR AREA**

ORTUNITY

A CIRCUITOUS GAP LED ME THROUGH TO THE PREVIOUSLY EXPLORED ENERGY LINE ALONG LOCH RANNOCH



Santiago Cervantes, 62, began gliding at 16. He now flies from Portmoak. A retired airline pilot, Santiago has all three Diamonds and a BI. He has 2,000 hours gliding and 22,000 hours power

↳ the task point of view, I was getting a reducing tailwind component which was turning into a headwind component. The last attempt was real fun with fantastic vistas, but I managed only 196.46km/h. What fun though and a really beautiful day. After the third attempt I had run out of water, so I did not want to continue due to the possible effects of dehydration. As much as I would have liked to continue, I decided to call it a day and cruised home. Landed at 15:57:20.

What a lovely day.

Sant Cervantes (FAI 1433)
Discus 1bT (D3 G-JPIP)

Pilot Narrative

Pilot: John Williams

Claim: UK 300km triangle Goal Record, National Open

Date of Flight: 10/09/2013

Background

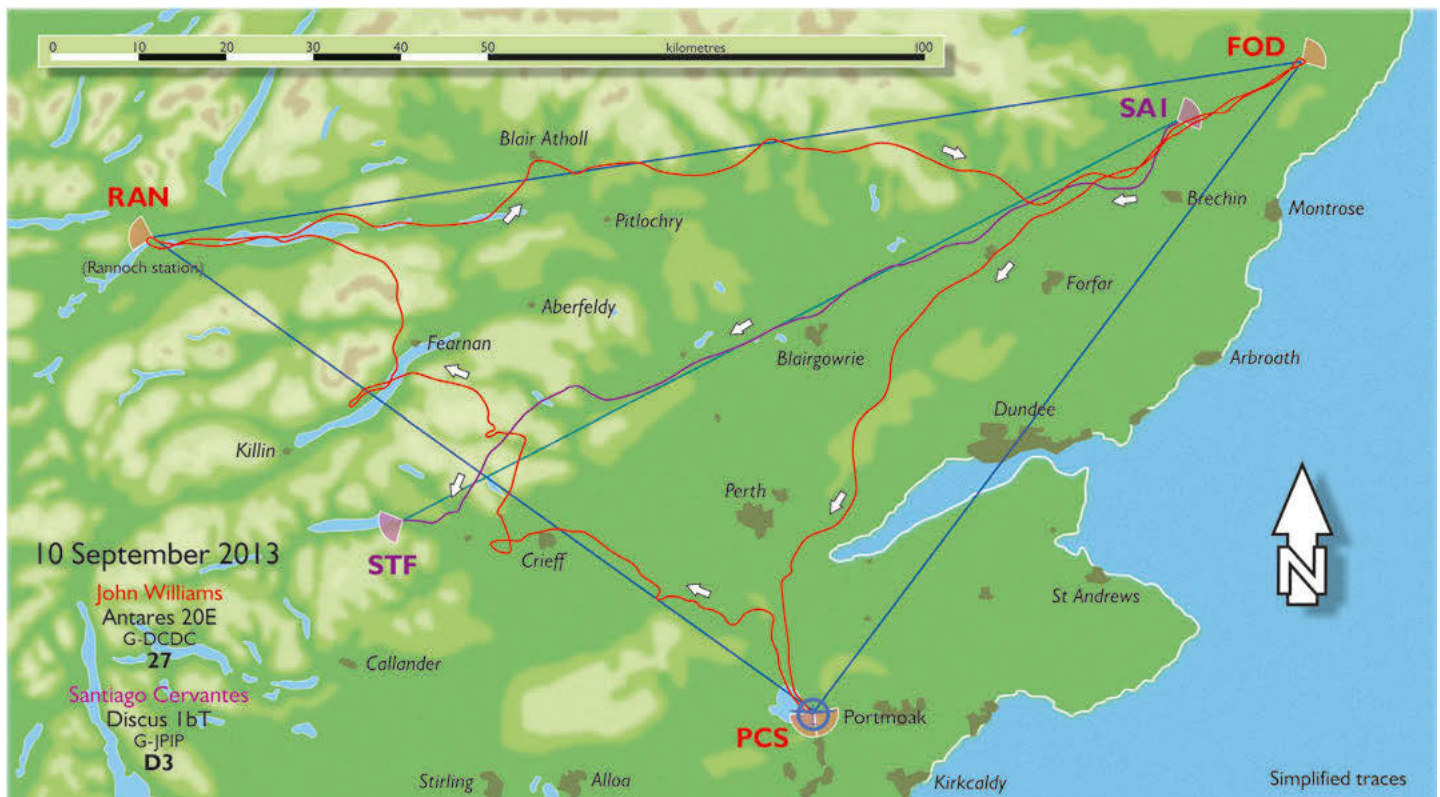
For some days, Tuesday 10 September had been looking promising with moderate northerlies and an approaching jetstream, which was due to build as the day went on. The day dawned with signs of wave in the sky, but no visible indications on the satpics or predicted by the Met Office F215. I waited to see what satpics would show as the day

developed. By late morning there was still little obvious structure, but, after a recent speed record claim for a 200km triangle, I thought that a 300km triangle might be worth a try and PCS RAN FOD PCS was declared in the logger.

First try

Launching just before noon, I found good local wave with strong climbs overhead Portmoak and Glenrothes. Diving through the start sector at c.6,000ft was mistake number one. Lower would have made it easier to later meet the 1,000m height loss criteria, and higher would also have allowed me to stay above cloud for the finish. Intermediate heights call for difficult judgements on when to dive below cloud on the final leg with issues of V_{NE} , visibility of local traffic and risk of not climbing to the required height.

Further mistakes soon followed – flying too aggressively had me under-jumping wave bars and rejecting a climb near Kenmore that saw me ridge soaring the N slopes of Schiehallion at 2,300ft asl shortly afterwards. And yet that same pushiness allowed a barely credible low line along Loch Rannoch to round the TP at 3,300ft asl and escape eastwards while climbing slowly up to



Record flights for Santiago Cervantes and John Williams from Portmoak on 10 September, 2013 (Illustration by Steve Longland)

cloudbase and establishing again in a more recognisable above-cloud wave flying mode.

The run towards FOD was then easier, though broken, and a superb looking line of cloud near Finavon tempted me to press on down to 3,500ft asl before it delivered wonderfully, with 3,500ft gained in five minutes fast cruising on track. The same line was used on the run back from the FOD turn and the third leg was straightforward until the decision to dive under cloud. Too soon – a struggle to climb after the finish line cost time and the task speed of 120km/h was 7km/h slower than the existing record.

But the learning was invaluable, there were snail trails of lift lines on the Oudie and the afternoon was young...

Lap 2

A start was taken, only 800ft higher than before (I do need more patience), but with an honest intention to be a bit less aggressive on the into-wind first leg. Some hope. In short order I was below 1,800ft near Crieff, but under the leading edge of a cloud that gave a 5,000ft gain at 10kts. That allowed me to jump under a wave bar and climb again above Loch Tay, where a circuitous gap led me through to the previously explored energy line along Loch Rannoch. Even from 3,200ft this gave 6-8kts while cruising on track at around 160km/h. Much better.

Then a repeat of the earlier second leg, this time arriving at the Finavon cloud at 3,100ft; it still delivered a solid climb on track. FOD was under 8 octas, but there was weak lift above the cloud and it was easily turned before exploiting the by now known lift lines home. This time I stayed above cloud longer and judged the 1,000m loss rather better. Unfortunately, I just missed the 500m radius start line before intersecting the FAI sector. This error, and a similar one at the start meant that the record satisfying rules reduced the speed from 134.2km/h (ladder rules) to 132.94km/h. It was still an increase of more than 5km/h on the existing record, leaving me more than chuffed. On a better day, and maybe a three-lap practice, more might be possible...

John Williams (FAI 3189)
Antares 20E (Z7, G-DCDC)

■ On 10 October, John missed out on another record (200km goal speed) by less than a wing span sector error. John wrote to Colin Hamilton, who spotted the error the next day, saying: “No problem, I’ve had a good run for records and am more than



Views upwards of a pretty cloud above Loch Tay (John Williams)

LX avionics Ltd
www.lxavionics.co.uk

The first fully portable Flarm with built-in power and Bluetooth

Introductory Price

Flarm Mobile IGC
£ 714.00 incl VAT

**Flarm Mobile IGC
+ ENL**
£ 834.00 incl VAT



VARIOMETERS AND FLIGHT COMPUTERS

V3 £564.00



V7 £1200.00



LX 16D from £ 474.00



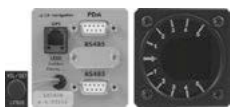
LX 166 £928.80



LX-Nav from £1314.00



LX 1606 £1020.00



LX 7007C from £2628.00



LX Mini Map pro £1680.00



LX 8080 from £2500.00



LX 8000 from £2109.00



LX 9000 £4089.00



LX Zeus 4.3 from £3170.00



LX Zeus 8.0 from £3528.00



TRANSCEIVERS 8.88KHz

We carry a very wide range in stock available for quick delivery, All have 8.33 capability and dual frequency listening watch; all have built in intercom that can be readily activated if required

DITTEL KRT 2
£ 999.00

Trig TY91
£ 1530.00

Funkwerk ATR 833LCD
£1194.00

Funkwerk ATR 833A OLED
£ 1440.00

Funkwerk ATR 833OLED
£1314.00

Becker AR 6201
£1554.00

TRANSPONDERS all with mode S

Trig TT21
£1698.00

Becker BXP 6401-2
£ 2034.00

Funkwerk TRT 800H LCD
£ 1895.00

Funkwerk TRT 800A OLED
£ 2064.00

Funkwerk TRT 800H OLED
£ 2064.00

Dittel KTX 2 Coming soon
Lower price



Contact: John Delafield 07850 950349 or 01865 374125 Email johnd@lxavionics.co.uk or mike.pettican@lxavionics.co.uk
or your regular supplier Prices at www.lxavionics.co.uk Prices subject to exchange rate Add p&p to all prices E and OE





pleased about just completing yesterday.

“I don’t mind running low in wave if I’m still actually in the system – it’s when you lose contact that the stress levels go up. On that basis, yesterday’s flight had nine occasions when I dropped below 4,000ft amsl; six of those went below 3,000ft and four went below 2,000ft. The one that really got me was consciously deciding that it was OK (just) to dive through a turbulent saddle on the north side of Cruachan – I was ready for the 5 down as I went through and that’s

exactly what resulted. Then a thermal with a buzzard and the ridge east of Dalmally went straight into wave again.

“Sometimes the fine lines between success and failure, safety and risk are exquisitely narrow. That’s what makes this game so addictive.”

Colin’s own flight from Portmoak on that day (MTR CRN MTR) is likely to have set a new 200km goal speed record for 15m and 20m classes at 157km/h, subject to validation.

(Top left) Clear ground below tempted me to risk a jump under a wave bar and climb again above Loch Tay

(Above) On track and cruising at 110kts

(Below left) Beautiful wave high above Loch Tay, but on a speed record attempt there was no time to climb up to it! (John Williams)



John Williams was a keen sailor until “forced” to take up gliding in 1993 when his job moved him to London. After early years at Dunstable he moved to Scotland and became intrigued by wave opportunities from Portmoak. He is one of a small group of Scottish-based pilots who continue to explore the boundaries of “what might still be possible, but hasn’t been done yet”. He has an Antares, 2,700+hrs, a BI rating and a 2,000km diploma

LXNAV: A STORY OF INNOVATION

Shaun Lapworth talks to the team from Slovenia behind some of the most advanced soaring instruments available today



LXNAV's Uroš Krašovic (left) and Erazem Polutnik. The company's product range now includes over 100 products and variants

IT ALL started back in 1988, when talented amateur programmer Erazem Polutnik joined his local club, Aeroklub Celje in Slovenia, at the age of 16. Erazem had started programming computers when he was a mere slip of a lad, cutting his teeth first on the ZX81 and then the Spectrum, Amiga and finally PCs. As his gliding progressed, he applied his programming and mathematical knowledge to his first program for gliding. This was written on an HP48 calculator and gave him the calculation required for final glide for any given MacCready, wind and distance.

Uroš Krašovic joined the same club, while studying electrical engineering at the University of Maribor. In his spare time Uroš constructed various electronic components; these assemblies proved to be a good foundation for later projects.

The founder of LX Navigation was also a member of Aeroklub Celje and quickly recognised the talents of Uroš and Erazem, both as glider pilots but also as self-motivated and inspirational

programmers and electrical engineers. Erazem's first project for LX Navigation was software development for the LX20 flight recorder, released in 1996. Later, he also worked part time on projects for the Colibri logger, LX5000, LX7000 and LX7007 flight computers, while working as a researcher and teaching assistant at the Faculty of Mechanical Engineering in Ljubljana. Uroš joined LX Navigation in 1995 as a student and worked on both the simple and later complex navigation instruments. In 1997 he graduated from university and over the next 13 years Uroš was involved in

the development of all of the LX Navigation devices and equipment for gliders developed in that period (LX5000, DX50, LX6000, LX600, LX7000, LX700, Colibri, LX7007, LX160, LX1600).

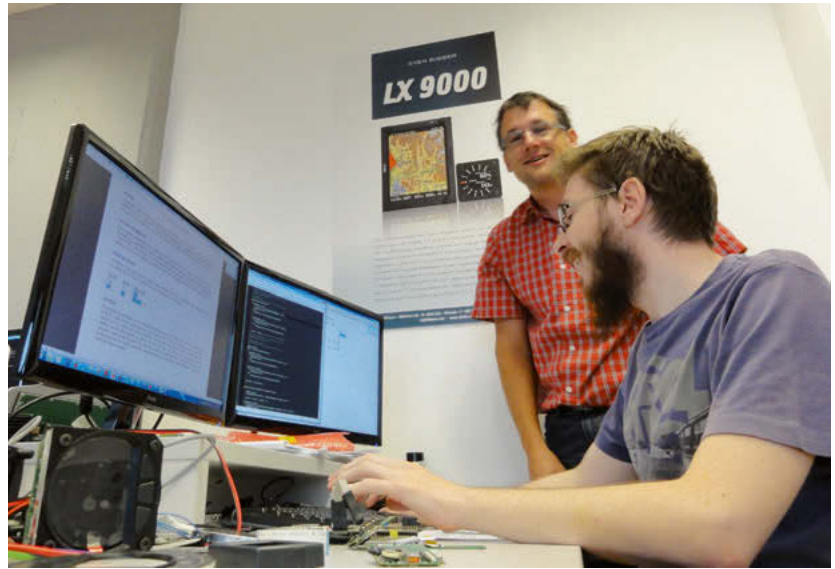
During Erazem's commute to Ljubljana he was spending lots of time on the train, a journey made longer by years of reconstruction work. Not one to sit on his hands, Erazem used the time to develop and refine SeeYou, the renowned flight analysis and planning software. This led to the start of his first company, Naviter, together with his friend Andrej Kolar – the subject of another great story. However, in 2006 Erazem was offered a full-time job with LX Navigation, working with Uroš Krašovic. The result was the LX8000 project.

The LX8000, developed from scratch, was a huge success. Given a free hand, Erazem and Uroš were able to re-invent the flight computer, sourcing all of the components and using a combination of a very powerful processor, solid state memory and fast colour 3.5" inch display. This, coupled with the LINUX operating system, bespoke flight computer software and vector maps, made the LX8000 the 'must-have' flight computer and vario combination. The LX8000 was simply way ahead of the competition.

Having now proved themselves, after some twists and turns, the owner of LX Navigation proposed they should establish a new company and continue the LX8000 story there. This proved to be the turning point for Uroš and Erazem and they struck out on their own, forming LXNAV.

The two immediately started working enthusiastically with their new-found independence. First they brought to the market the NANO, the smallest flight recorder with the





highest IGC approval. The next big project was the LX9000 flight computer and vario. With everything in place, the biggest display screen ever seen in gliders and all of the goodies found in the LX8000, things were set to roll. However, the manufacturer of the screen chosen for the LX9000 decided to stop production, forcing the fledgling company to completely redesign the product for a new type of screen. The delay and setback only strengthened the resolve of the boys from LXNAV and their LX9000 eventually arrived and became the new 'must-have' flight computer. Today, every second competition glider produced comes equipped with an LX9000, a dominance never seen before in gliding instruments.

Functionality

Not satisfied with the new glider installs of the LX9000, the next product to be produced was the LX8080, offering the same functionality as the LX9000 and LX8000, but in a standard 80mm form. This allowed existing glider panels to be updated by simply changing out an older 80mm instrument and yet still have the functionality of the larger instruments in the range. Bolt-on accessories for the three models also now include the custom-built control stick, allowing you to control the instrument with your flight hand thumb; an artificial horizon module; MOP sensor for electric and jet installations; and options for built-in FLARM. Not stopping at these, the boys then produced the "styler" program free to use for LXNAV customers so they can customise and control the screen layouts of the instruments pages and even build new ones. The combination of fast processing, great screen, vector maps, one of the best

performing varios on the market, options and customisable software is a winning formula. The common firmware and regular free updates make the instruments a platform that can be updated without replacement, making the system great value for money over the lifetime of the instrument.

With the growing success of the business, the team required to build design and market the products has grown. The product range now includes over 100 products and variants. The team delivering this is now 18 full-time and likeminded staff supplying through 29 dealers in all of the gliding nations worldwide. Relationships with glider manufacturers are strong, with many of the principals and works team pilots choosing LXNAV as the preferred instrumentation supplier.

The ethos and company mantra within LXNAV is Google-like, with Fridays kept as personal development, training and independent project time. By giving back this time to the team, LXNAV has been rewarded with innovative additions to the product range and facilities like Styler, computerised environmental testing of all equipment, automated pressure chamber calibration and more to come in the future. Whilst it's not all work, they often take time to go gliding or karting together as well!

For the future, the now very close relationships with component suppliers have led to key partnerships, which enable access to technology that would otherwise not be available. This bodes well for future innovative products and features for the existing platform of LX8000, LX9000 and LX8080, securing LXNAV as the number one supplier of glider navigation equipment.

(Above left) Assembly, testing and calibration

(Above right) Developing the firmware for the new V80 vario



**THIS BODES WELL
FOR FUTURE
INNOVATIVE
PRODUCTS AND
FEATURES**



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





This page clockwise from top left:
Shenington syndicate DG-505 soaring the 'Parcours' during September 2013 expedition to Sisteron (Gary Brightman)

Heading south towards The Sierras out of Minden, NV, at 15,000ft QNH in July 2013 (Roy Pentecost)

Kent syndicate's Arcus at Portmoak in September 2013. Pilot is Les Connolly with Colin Beer P2 (Peter Mather)

Ridge soaring the South Downs on a marginal September day in Duo WE4 with Paul Tickner (Phil MacMillan)

Facing page, clockwise from top:
Taken at the 41st International Vintage Glider Rally at Lasham in August 2013 (Chris Sterritt)

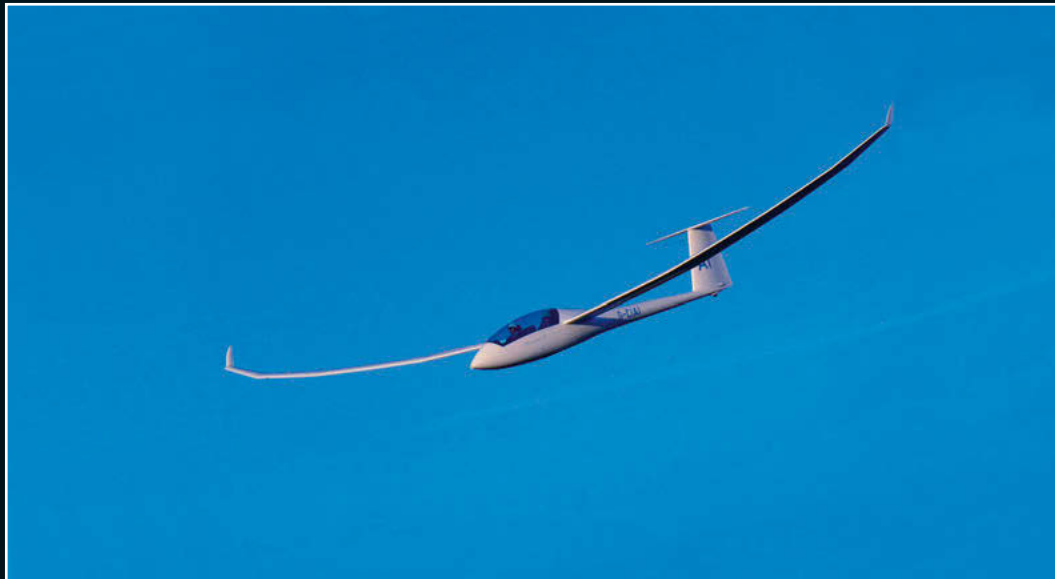
Paulo Greca (front) and Antoniebi Torres of Aeroclube de Tatuí, São Paulo, Brazil in Puchacz SZD 50-3 (Paulo Greca)

Stunning rainbow at Burn, with the club's K-21 ERH parked on the stub of RW25 looking east (Alastair MacKenzie)

Last launch of the day at Aboyne (Jane Moore)

Shadow of RF4 on cloud inside rainbow (Ian Atherton)

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





Forbes Insurance
Always Thinking Ahead

Tel: 0116 238 8874
info@forbesbrokers.com
www.forbesbrokers.com/aviation

Getting a quote is quick and easy -
use our Online proposal form
anytime at your convenience

**Do you layup your glider in the winter?
Reduce your premium with Forbes**

At Forbes our friendly team offers:-

- ✓ Highly competitive pricing for individuals and clubs
- ✓ Sound advice you can trust
- ✓ A proven smooth claims handling service
- ✓ Exclusive policy wording only available to Forbes
- ✓ 65 years of gliding/100 years of insurance experience
- ✓ BGA/CAA senior instructors/examiners on our team
- ✓ Many years of service on Club Committees
- ✓ All aspects of aviation and business insurance
- ✓ 24/7 Mobile Phone Availability

**Please give us a try and see why we are one
of the UK's fastest growing aviation brokers**

Nympsfield welcomes Competition Enterprise 2014 (June 28th - July 6th)



For details, please visit our
web pages (hgg.co.uk)... or
telephone 01453 860342... or
email: office@hgg.co.uk

Ridge Running – Learn to ridge run 90km of Cotswold Ridge this winter. Register for email alert.
More Coaching Weeks and Sid's Task Week planned for 2014. See our website for updates.
We welcome club expeditions - Clubhouse accommodation available throughout the year.

ZULU GLASSTEK LTD

SOLE UK AGENT TO ALEXANDER SCHLEICHER SAILPLANES
16 DIFFERENT SAILPLANES, SELF LAUNCHERS AND SELF SUSTAINERS

Announcing the new ASH32MI 20m 2 seater

SALES, REPAIRS AND MAINTENANCE CONTACT:

Zulu Glasstek Ltd...Peter & Sally Wells, Baileys Farm, Westfield Road, Long Crendon, Bucks HP18 9EN
Tel: Pete/Workshop 01844 208157 - email: zuluglasstek@clara.net - Parts Office Hours 9.30-12.30
www.zuluglasstek.co.uk - www.twister.airshows.org.uk

Celebrating 85 years



**BRITISH
GLIDING
ASSOCIATION**

**British Gliding Association
Annual Sporting Conference,
AGM**

**And Awards Ceremony
'Vintage Revival'**

**1st March 2014
The Belfry Hotel, Nottingham**

Exhibitors to include:

The Gliding Heritage Centre

LX Avionics
Bicester Aviation
BGA Shop
IMI Gliding Equipment
Eurofox
East of England Sailplanes
Pooley's Flight Equipment

Anglia Sailplanes
TPF Parachutes
Parasential
Sydney Charles Aviation
Hill Aviation
Jonker Sailplanes
HPH Sailplanes

Forbes Insurance

Book your room early with the Hotel to avoid disappointment
<http://www.qhotels.co.uk/our-locations/the-nottingham-belfry>



Cadets from Bicester, London, Cambridge and Oxford gathered at Bicester, on 7-8 August 2013, for the first cadet soaring competition

CHALLENGING

Cadets from four clubs gathered at Bicester to take part in an inaugural cadet soaring competition. Julia Robson reports



The top four flights per team went towards the team's overall score (to balance out the uneven numbers on each team)

■ **Photographs by Julian Bane and Robin May**

FOR two days over the summer, Bicester Gliding Centre (Windrushers) hosted more than 20 young pilots as they competed in the inaugural Cadet Soaring Competition, aimed at pilots unable to fly cross-country due to either age or experience – pre-solo competitors were more than welcome. The event was organised by Julian Bane and myself, and involved cadets from Bicester, London (Dunstable), Cambridge (Gransden), and Oxford (Weston-on-the-Green) Gliding Clubs. The aim was for cadets from the different clubs to meet, socialise and

network, whilst also giving them an incentive to improve their soaring skills.

When I explained to club members what I was organising there were a few raised eyebrows about gathering so many competitive teenagers together, and I did wonder what I was letting myself in for. However, I was extremely impressed by the high standard of maturity and safe flying demonstrated by all.

Day one dawned: the hangar doors were opened by 8am (a first for a long time) and gliders were prepared for battle. The more experienced visitors completed site-checks early on to allow those requiring a safety pilot more flying during the soarable part of the day. While not flying, cadets

helped out by keeping the log sheet up to date and pushing landed gliders back to the launch point – they were too young to drive the tow vehicles, but 10 cadets per wing more than compensated!

Once cumulus started popping it was time to start the competition. A 30-minute target duration was set based on the forecast, availability of resources and number of competitors, which meant the rules were finalised as:

- 1 point/minute up to 30 minutes
 - -3 points/minute over 30 minutes
 - 2 points/100ft height difference between 1,000ft and maximum height achieved.
- No logger? No problem – the cadets all downloaded the Naviter logger app for their smartphones!

Each cadet could have unlimited attempts, but only their best flight could be submitted and only the top four flights per team went towards the team's overall score (to balance out the uneven numbers on each team).

Although the rules had been kept simple, the cadets quickly discovered that achieving a large height gain was often at the expense of a significant time penalty and therefore some tactics had to be employed!

Those not flying solo flew with an instructor who, apart from flying the launch and landing if necessary, could offer verbal assistance throughout the flight. This allowed Elijah Andrews (Bicester) to achieve one of



The event, organised by Julia Robson and Julian Bane, allowed cadets from different clubs to socialise, network and improve their soaring skills

AND FUN

the highest scores on his eighth ever flight, proving all you needed to compete was the ability to coordinate controls, and even trimming was a bonus.

Before we knew it, it was time to light the BBQ and, much to the relief of the instructors who had been flying all day, time to put the gliders away. After everyone had been fed (thanks Chef Julian Bane), all retired to the bar for a cold lemonade, where the interim scores were revealed. This sparked a healthy and entertaining amount of debate from the teams as they each analysed their performances and tried to calculate what it would take to put themselves in the lead the following day.

The next morning everybody was up early again and ready to go. Many of the cadets used the morning to convert on to new types of glider and it was great to see those with access to only lean, mean glass machines at their home clubs getting excited about trying out our humble K-8! But once the day became soarable the cadets were soon getting competitive, including Team Dunstable trying to gain an advantage by flying in a fresh instructor.

With patches of top cover making soaring tricky, launch timing could make all the difference, but by late afternoon competitors were returning with tales of reaching 5,000ft. This inspired Joe Roberts (Dunstable) to attempt one last launch in search of his Silver height (missed by 12ft – unlucky!). Congratulations to Charlie Taylor (Bicester),

who did achieve his Silver height although, because it took him over 50 minutes, he scored lower than Joe!

With flying finished for Day 2, the inaugural Cadet Soaring Competition was over. The final scores were Bicester 336 points, London 324 points, Cambridge 305 points and Oxford 218 points. It was wonderful to have the airfield filled with young, enthusiastic pilots having such a good time and making new friends while improving their skills and experience through fun competition at an unfamiliar site. There was some great banter and the UK Gliding Cadets Facebook page has swelled in numbers as a result. Heartened by the success, plans are already in motion to organise next year's competition.

Thanks to Windrushers for hosting and generously reserving most of their fleet for our use, Dunstable for aerotowing their K-13 over for the use of all, and Weston for bringing their K-8.

Due to the number of cadets involved already we are unable to expand the current competition to other clubs, but would strongly encourage other groups of clubs to organise their own events and will happily help and advise them on doing so if we can.

IT WAS WONDERFUL TO HAVE THE AIRFIELD FILLED WITH YOUNG, ENTHUSIASTIC PILOTS HAVING SUCH A GOOD TIME



The event was so successful that planning of next year's competition is already under way



LESZNO

2013 JUNIOR WORLDS



Team GB finds competing in the 8th Junior World Gliding Championships an uplifting experience!

IN JULY 2013, six of the UK's Junior competition pilots competed at the 8th Junior World Gliding Championships in Leszno, Poland. Charlie Jordan, Matt Davis and Oli Barter talk about their experiences throughout the competition.

Charlie (Standards):

It's a really long way to drive. However, arriving in Poland was only part of an even longer journey, which began with team selection in late 2012. Since then we had prepared the gliders, ourselves, attracted excellent sponsorship, attended a training week and



Matt Davis enjoyed the experience of competing in the Club Class of the 2013 Junior World Gliding Championship in Leszno, Poland (Steve Barter)

competed in the extraordinary 2013 Club Class Nationals/Lasham Regionals.

Leszno was the host of the Championships – a large airfield in central Poland. Driving along the motorway for hours and seeing nothing but thick forest certainly brought home the realities of the competition. For three of us this was a new experience and we were eager to see what conditions were like.

The competition is split in two classes – Matt Davis, Luke Dale and Sam Roddie made up the Club Class contingent. Oli Barter, Matt Waters and I formed the LS8 Squadron. Arriving a week early gave us the opportunity

to get into a routine, helped by some very good weather conditions – 7,000ft cloudbase and over 32 degrees. We did short tasks to reduce fatigue and by Day 1 we were relatively up to speed.

The opening ceremony was followed by several scrub days, interspersed by only one windy AAT for the Standards. I will admit to being extremely nervous in the conditions, but after making a dummy start with Matt W, we realised the streeting was excellent and pushed on. Oli had been separated in the start zone and made his own progress, hooking up with the Germans. We all flew in excess of 100km without turning, making sensible TP decisions and managing the time well, eventually finishing at 119km/h and within a whisker of the podium.

Matt (Clubs):

Finally Day 1! After four days on the ground we were going racing; 260km racing task with 4,500ft bases and 4kt climbs – a proper UK day. We executed the Club Class plan perfectly, with Luke and I starting together and Sam chasing down 10 minutes later. The second leg was perfect for streeting and it was all going well. I was first back at 88km/h, and we came in 13th, 32nd and 36th. In hindsight we got a bit excited about finally being in the air and started too early, with Luke and Sam really suffering when the gaggle caught them up.

Oli (Standards):

On Day 2 we were blessed with an international long haul flight, a 3:15 AAT with one turn point well over the German border. Conditions were good in the start sector but very murky, which made staying together difficult. We made a good start only to find after 20km the sky turned to spreadout with very little sun. Charlie was rewarded for pushing on hard; whilst Matt and I scrambled to get higher with some others, he pulled 15km on us. One hour down, 60km flown... Flying well together, Matt and I started to rein Charlie in, and the gap was further reduced when we turned earlier in the first sector. Finally the sky was as forecast and it was a good race into TP2. I caught Charlie, and Matt was close behind. The sums in my head told me to clip the last two sectors and get home. Halfway to the last turn I realised my mistake – the speed I was achieving at that point in the flight was far greater than the flight average – I should have

gone deeper into the good weather in TP3. The weather in the final TP was back to spreadout, so trying to make distance here looked risky. Matt and Charlie both had low scrapes on the way home, but importantly we all made it home – unlike a quarter of the class.

Matt (Clubs):

Four-hour AAT on Day 2! The forecast wasn't that great – blue to 5,000ft with the odd cumulus to the east. We caught up 15 minutes on the Germans within 50km and had a storming run into the first sector, climbing well up to 7,000ft under some cu. Back into the blue on second and third legs before again meeting the cu in the third sector. A great day, achieving 82 km/h for 1st, 2nd and 16th.

More blue on Day 3, and a 170km racing task. We played the tactical game in the start with the Germans, Dutch and French. At 3pm, with a 5pm forecast shut-off, we bit the bullet and led the gaggle through the start. Sam paid the price of higher performance and landed out after being ahead on his own. Luke and I then led the gaggle before Luke missed a bubble and also landed. The gaggle eventually struggled round at a stonking 51km/h, 15km/h off the winners, who started at a sensible time. Luckily most of the main competitors were in the gaggle so not many points lost on the leaders.

Oli (Standards):

Day 3 brought us our first racing task and the longest task of the comp. Conditions were blue overhead and the cu looked a long way away. Being first onto the back row of the grid meant we were last to launch. With the start line 12km away and the underpowered tug taking eight minutes to reach 2,000ft, we were instantly dealt a bad hand and the main gaggles had gone before we got to the start sector. We pushed hard to catch them and nearly landed out 50km down track. Once again Charlie pushed a little harder and caught the gaggle whilst Matt and I took a little longer to catch them. The centre half of the task was in cu and the three of us kept loosely together. Back into the blue the gaggles once again bunched up. A handful of landouts, but not a lot of points spread between the finishers.

Day 4 was one of the more surreal days of competition gliding any of us have experienced. The weather was very blue and extremely hot. We sat at 3,500ft over Leszno with temperatures of 36 degrees on the ground, playing the 'blue-game'. So were the entire competition field, 80+ gliders in one of two gaggles, between 2,500-3,500ft over the town. It was painful deciding when to go and we

made a start as a three, with gliders on track, but still others behind us. By the first turn most of the Standard Class was together – I have never experienced a gaggle like it. The 30+ of us flew together, getting progressively lower over progressively smaller fields and bigger forests. Then at the edge of TP2 we pulled under the only cloud in the sky and climbed in smooth 5-8+kts up to 7,000ft! This left us with a decision to make – do we push into the sector and come back to the cloud or start heading for home? Given the difficulty of the blue conditions we opted for the latter. We weren't wrong about it being tricky getting home.

Those who opted to push into the sector were rewarded as the cloud was still sucking when they returned and they made around 50 points on us. The Czech team managed to sneak off early from the very northern limit of the start line. Going it alone, they started 30mins before the gaggle and romped it, scoring themselves a 1-2-3 finish. A high-risk strategy, but it put them right up in contention overall.

Matt (Clubs):

Day 4 was another English day forecast – 4,500ft bases with 4kt climbs. Hanging around in the start zone we were trying to pick the best three-hour window for our AAT, in order to get home before top cover cut off the day. With no sign of the top cover we started quite late and had a good run with strong climbs back to the second sector. When we arrived, the picture was bleak. The top cover was pretty much at Leszno, and we still had half the task to do. We had to do the last third of the task in 1-2kt thermals, absolutely destroying the speed; 15km/h off the pace for 34th, 43rd and 44th positions, and 400 points lost. Annoyingly, the French started only two minutes before us yet still managed a good speed. It just goes to show how differently it could have gone for us – this result essentially put us out of the competition, yet the French were still in it, and eventually came 1st and 2nd overall!

Oli (Standards):

Day 5 and the cloudbases were again lower than the 6,500ft we had become accustomed to in the practice week. It was a tough day for us as a team. The first 100km went without a hitch, then without any mistake we can identify, we were in the weeds and Charlie hit the spuds. Matt and I were luckier and managed to stay airborne, but it was hard work all the way ☹️

I HAVE NEVER EXPERIENCED A GAGGLE LIKE IT. THE 30+ OF US FLEW TOGETHER, GETTING PROGRESSIVELY LOWER OVER PROGRESSIVELY SMALLER FIELDS AND BIGGER FORESTS



Charlie Jordan thermalling over Leszno and (below) the team was grateful to its sponsors

RESULTS:

Standard Class

- 1 Peter Millenaar, Netherlands
- 7 Oli Barter, GB
- 12 Matt Waters, GB
- 25 Charlie Jordan, GB

Club Class

- 1 Valentin Grit, France
- 16 Matt Davis, GB
- 26 Luke Dale, GB
- 35 Sam Roddie, GB

BIBBY 
OFFSHORE
because we love this business™


CALASH

SYDNEY CHARLES
AVIATION SERVICES

IT WAS JUST ONE OF THOSE DAYS WHERE THE SKY LOOKED ONE WAY BUT PRODUCED THE OTHER



Charlie Jordan cruising with Matt Waters and (below right) Oli Barter (Steve Barter)

■ It is important to explain how much we appreciate the help we received throughout this campaign. We secured some incredible sponsorship from Bibby Offshore, Calash Ltd, Sydney Charles and, of course, the BGA. There are lots of other sponsors who helped in other ways, such as Severn Valley Sailplanes for providing a spares kit and Lasham for hosting our training week. All of our crews, parents, coaches and messages of support from back home helped so much and we cannot thank everyone enough. In particular, captain Simon Barker and Janine, alongside Pete Masson and Graham Garnett, for a whole heap of background work. Finally, Leszno and Poland simply put on a great show. It was tough going back to work after such an epic three weeks, but we didn't have to wait long for the British Junior Championships...

home. Matt and I both made it home without much more drama, but 18 km/h off the winner's pace is hard to stomach.

Charlie (Standards):

What happened?! I wasn't even pushing hard, but after trying several clouds I was on finals for a field. It was frustrating for me and essentially the end of my competition. The area

I landed in grabbed a few others, but in such a tight competition you can't afford to lose 600 points. Still, it was a good adventure and some local kids tracked down the team's Facebook page and added me as a 'friend' before I even got back to Leszno!

Matt (Clubs):

Day 5 was another hot blue day. We had a 245km racing task, and the whole class started together. We ran well together, until Sam made the sensible decision to detour to some cu. Unfortunately

for him, no one else did; the gaggle benefitted from numbers and Luke and Matt pulled ahead a little. By the last turn, we'd pretty much made our way to the front of the gaggle. Round the turn, back to the same monster cu, climb on to glide. Except there's nothing there! We pushed on into the blue, taking a weaker climb to get home safely. Whilst we're there, all the gliders behind us that we'd left for dead earlier came streaming 1,000ft over our heads. No luck today either then; 23rd, 25th, 37th, at least 10 places off where we should have been.

1.5 hour AAT on Day 6 with a pretty bleak forecast. We started late in the day, getting to the first sector without difficulty. Now we were faced with a block of top cover casting a shadow all up the second leg. Sam managed to get on the other side of it whilst Luke and I just sat in nothing and waited. After what seemed like an eternity some sun broke out on track and we raced for it, determined to get ahead

of the gaggle that formed below us. Into the second sector, we were already over time and turned for home. The day switched off before anyone had a chance to finish and the entire Club Class promptly landed out. Sam had a better run coming 15th, with us 25th and 26th.

Oli (Standards):

The three of us now had our start tactics nailed. And for the first leg of Day 6's 3hr AAT we flew a textbook flight. Climbs were going to 6,000-6,500ft with some cu and the rest blue. The first sector was blue and those behind us were peeling off. With the advantage of a later start and a couple of km in the sector, we turned and chased them down. Unfortunately the bubbly thermals struck once again and Charlie was left 1,000ft below Matt and me. The two of us were flying well together in the blue and caught and overtook a few other gliders. The 2nd sector had a good coating of cumulus and, learning lessons from earlier in the comp, I decided to push deep hoping this would leave others in front of me coming back into the blue. Matt and I were split in the 2nd sector by another bubbly climb. The three of us made it back individually. I landed happy with my flight and 2nd place was the reward, pipped by a late-starting Swiss man.

Charlie (Standards):

Day 7 was to be the last of the competition, and a 245km racing task was set. The start zone was difficult, but eventually headed down track under a perfect cloud street. For 100km we took only the strongest climbs and zoomed past a few stragglers. After the 1st TP the sky unravelled and we became split up again, gradually getting lower. I was with Oli and we took a long glide, arriving low over a forest to find 1kt, which we gladly accepted. Eventually scrambling up to about 4,000ft at 60km out, Oli's instruments said we would make final glide. I was sceptical to say the least. It was only at 5km I thought we would make it, so crossing the line was an incredible way to end the competition.

How do I summarise a competition which extends far beyond the races, but to all the preparation in the preceding nine months? We approached the Worlds professionally – we took every opportunity we could to improve our chances, and I think we can all be proud of our performances given such an unforgiving environment. It was clear to see how much more pair flying and relevant practice the other teams had, so achieving 5th in the Team Cup is positive for the future. It was certainly nice to beat the Germans and French!





Our task. Your security.

The security you get with the
best value gliding insurance

Established by prominent figures in British gliding and formerly Joint Aviation, Sydney Charles Aviation Services is the leading, independent sailplane insurance agency in Europe.

Sydney Charles Aviation Services has an in-depth knowledge of gliding and gliding insurance, as well as providing the personal contact that ensures every sailplane client receives the same high standard of service and competitive prices.

For enquiries, please contact us on:
Tel: **+ 44 (0) 1420 88 664**
fax **+ 44 (0) 1420 542 003**
email: **office@sydneycharles.co.uk**

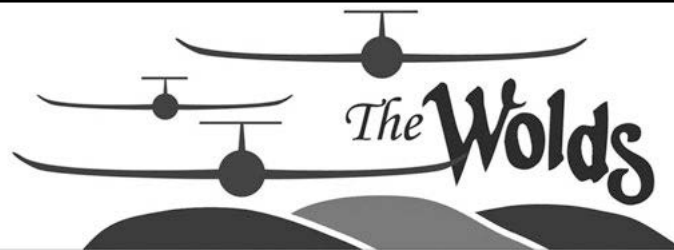
Sydney Charles Aviation
7 Old Aylesfield Buildings
Froyle Road, Shalden
Alton, Hants GU34 4BY



SC
SYDNEY CHARLES
AVIATION SERVICES

www.sydneycharles.co.uk

Trading in the style of Sydney Charles UK LLP, authorised and regulated by the FSA



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

"The Wolds" Regionals Competition July 5th-13th 2014

Entry Fee of £125 and £60 for Juniors

- Experienced team...led by John Norman to ensure maximum enjoyment
- Large, pilot friendly flat airfield in an area with an abundance of large fields
 - very few airspace problems... let you concentrate on flying
- Probably the best club facilities in the UK with lots of FREE camping/electric hookups/showers and toilets together with new clubhouse and bar. Also great choice of local B&B's & cottages to rent
- Family friendly location...Easy stroll into the market town of Pocklington with shops, banks & restaurants
 - Superb reasonably priced catering from breakfast to evening meals

All at a low price of £125 or £60 for Juniors. 2 Classes...Open and Sport.

So....Whether you are a pundit wanting to hone your skills early in the season or an aspiring Silver C pilot wanting to dip your toe into competition flying; this is the comp for you!

For more details and /or reserve an entry see

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

CUP DÉJÀ VU

Mike Bond last lifted the Northern Gliding Championship Cup in 1988. Twenty-five years later, he was handed it again, at 70

I HAD given up gliding on the very day I won the Northerns in 1988, to concentrate on flying Learjets. Well, who wouldn't? Twenty years later, by pure accident, I fell back into gliding at Rufforth Airfield, York (a very friendly club indeed).

I bought a Kestrel 19m, entered the Northerns and was placed 7th. The following year I came 5th, and in 2012 4th, so I was really fancying my chances of being in the top three in 2013. But the Kestrel was getting heavier to rig, so I asked Karen McLean, of McLean Aviation, which ship I should go for. Her reply was a DG-202 17m carbon fibre model. "But you won't find one anywhere, they are like hen's teeth," she added.

Imagine my surprise when Russ 'Russyluv' Hardcastle, the senior engineer at McLeans, sauntered over to my caravan the very next day and casually advised me that one was for sale

on *gliderpilot.net*. An omen? Spooky. The deal was done the same day! Clearly, the DG-202 17c is one of the best-kept secrets in the soaring world! McLean Aviation race-prepared it for me and off I set, with crew chief Tom 'Tommyluv' Pavis (17-years-old) and sponsor/retriever, Pete Crawley.

Day One. The weather was junk and we were offered a diminutive 99km triangle, Sutton Bank (SB) Start West:Knaresborough:York East:SB Control North:SB. I gave the pack a 10-minute start, flew aggressively and caught most of them up at KNA. I was so busy being gleeful, I didn't notice the conditions had cycled ahead and spent 40 minutes over Elvington Airfield between 900-1,200ft, listening to all and sundry calling final glide! Grrrrr...18th out of 28 is no way to start a comp!

Day Two. The weather was – you've guessed it – junk, again. On offer was a quad, a miserly 82km, SB Start West:Tontine Inn:Sutton On The Forest (where I live):SB Control North:SB. Clag was moving in from the south, so I tried to be as smart as I could and leave my start as late as I dare, to get the best conditions. Bad decision – the clag was moving faster than I imagined, and I was slow around my home town to come in 14th for the day and 18 overall. Must try harder!

Day Three. Ahhhh...Day Three. ALL competition pilots have a dream of being the only pilot to finish the task. I managed it in 1988, could I do it again?

Weather not-so-junk today, wind at operating height was south-westerly 30kts. Hmm. My chief crew, Tom Pavis, arrived with four barrels of water and discussed the task. It was another quad 168km, SB Start West:Garforth:Harrogate North:Kexby Bridge:SB Control North:SB. Tom fancied I might get into wave, so the decision was to head west.

The tug pilots dutifully dropped us all miles

from any lift and the mayhem began! My decision was to stretch my glide and land at Bagby Airfield, a few miles west in the valley, if I failed to find lift. I didn't really see how any points would be on offer today, but three or four of us gallantly headed west towards the sunshine, being chased rapidly by spreadout emanating from SB.

Most pilots landed back at SB, and were actively doing a sun dance on the airfield, so they could relight. The Smarty Pants who went west finally slid into the sunlight and stayed aloft. Good decision! By now I had dumped my precious water, just to stay alive. Bad decision!

I managed to get high enough to start, and set off for Garforth 49km away. My first glide took me 20km down track to Dishforth (my old home airport) and I climbed in a weak thermal, only to arrive back where I started. Dismay. Thermalling in a 30kt headwind in weak conditions is soul destroying. This malarky went on for about four hours and, when, at a quarter to four, my Naviter Oudie screamed "task started" at me, I was faced with the decision to start again or settle for the miserable effort of 20km achieved. My trace resembled a bowl of spaghetti! A super looking cloud made the decision for me, so I restarted at ten to four.

The cloud's kindly offering got me to Wetherby, two-thirds down track, where I chose the racecourse to land in, lowered the gear... and scraped away. Gear up! This medieval ritual occurred twice more before I finally realised, at about ten past six, that I was about done. But wait! Some 10 miles to the west, a single cloudstreet stretched from Leeds to Thirsk, approximately seven miles west of SB. It was sliding east and north, but looked as if it might over-develop. Also to the west, some seven miles away, I could see a farmer cutting his cornfield. I had about 2,000ft so, again, the decision was made for me and off to the west I gingerly ventured.

I arrived – it worked – so on with the horizon and into the murk I spiralled. I lost the core so flew southwest, into wind inside the cloud, gaining height slowly. When west abeam Garforth, I shot out of the cloud,



Mike Bond with crew Tom Pavis and the DG 202 17 he flew to victory

**I ALWAYS SAY
THAT AGE,
CUNNING AND
TREACHERY
WILL ALWAYS
TRIUMPH OVER
YOUTH AND
ENTHUSIASM!**

into the sector, and scurried back into cloud heading northeast, not losing height. When east abeam Harrogate North, I turned west, and into the sector under a thunderstorm, and into torrential rain.

By now, my friendly cloudstreet didn't look quite so pally really, but there was absolutely nothing else in the sky, so in we go again. It was dark, but really dark inside and lift rapidly improved from 2kts to 4, to 8, to 12, with the final turn in 2,000ft per minute. Geronimo! I now had 2,500ft on the airfield and, as it was getting a bit bangy and flashy, my sphincter demanded I straighten up and beat a hasty retreat for Kexby Bridge.

After five minutes, I burst into sunshine at 10,000ft. With my back to the street, I scurried around the penultimate sector, and headed northwest for the final sector. Dismay, my friendly street was now my taskmaster, as a sheer wall of water blocked my track home. Moreover, about 600 tons of water had just been deposited on the airfield to compound my misery. The decision was to cross the squall line at 90 degrees at max rough air speed, and land at Bagby airfield in the valley.

Raindrops the size of saucers smashed against my valiant ship and, in the space of two minutes, I lost 3,000ft. Not bad, not bad at all considering, because I reckoned I could just about reach the field. As I approached SB from the west I had forgotten the ridge and little welcoming updrafts tickled the 202's heel into and out of the final sector to splash down at ten past seven. Wet through, I climbed out of the cockpit to young Tom's war dance. The only one back. We'd done it. Eureka!

First for the day moved us into third position overall, and I was now only 83 points behind Rory O'Connor, and 69 behind John Tanner. All to play for!

Day Four. Yet another quad, 124km, predominantly east/west with a westerly 25-35kt wind, SB Start West: Malton: Ripon: Helmsley:SB. "Four barrels of water again, please, Tom."

I watched helplessly as a host of lemmings hurtled downwind towards Malton into what looked like a dead area. I headed due south for some 30km over York city, where a downwind street deposited me at TP1 at 5,200ft, ready for the into-wind leg. Lots and lots of little white crosses on the ground made me feel peevisly good. I always say that age, cunning and treachery will always triumph over youth and enthusiasm! Rather than head west to Ripon, I shot back up the street and zig zagged three or four cloud streets to arrive at Dishforth airfield, one of England's finest wave sites.



Sure enough I found it and climbed in 2kts, but worth 4kts because standing wave meant that I was not being blown down wind at 30kts. I took it to 1,000ft over the field, turned Ripon in more unwanted wave and shot downwind at two miles a minute to turn Helmsley with 1,000 useless feet in hand. However, over high ground, with an into-wind final leg... into rising ground is no place to be biting one's nails, to finish sixth for the day.

But there was a twist. Rory and John had come a cropper at TP1 and I moved into first place overall, with Graham Morris hot on my heels and Mike Armstrong in third, with only one day to go. The Bond camp felt good! Andy Cluskey went DOWN wind, to win the day handsomely – how does that work?

Despite chief crew Tom Pavis's rain dance, I was forced to fly another day and prove it was no fluke. A 98km quad, SB Start West:Harrogate North:Knaresborough:Tontine Inn:SB was Director Andy Parish's final offering. I started late and roared around in fine style at 90km/h. I was overjoyed to see Graham Morris coming out of the final TP as I went in, a low point for him. He had started 10 minutes before me, but nevertheless held on to second place overall. Andy Cluskey, who flew really well on the final two days, edged the redoubtable Mike Armstrong into fourth place for third overall.

My thoughts on the DG-202 17? I could never have won in the Kestrel. When I needed speed, the 202 gave it. When I was low and desperate, at 6lb per square feet wing loading it was superlative. I never had to 'fly' it; handling was effortless, a trademark of the DG stable. I don't ask for luck, but managed to avoid bad luck the whole competition. Thank you, Glaser Dirks, for a wonderful machine.

Twenty-five years to the day, the hour and almost the minute, since last winning the Northern's, Mike Bond lifts the cup again, flanked by crew Tom Pavis (left) and sponsor/retriever Pete Crawley

RAINDROPS THE SIZE OF SAUCERS SMASHED AGAINST MY VALIANT SHIP AND, IN THE SPACE OF TWO MINUTES, I LOST 3,000FT



Mike Bond learnt to glide at 635 Giding School, RAF Burtonwood, in 1965. He has 10,000 hours in jets, turbos and piston engines and 2,000 hours gliders. Mike is a current tow pilot and an ex-Full Cat, ex-ATC instructor and ex-parachute jump pilot

THE EXP PI

■ In the distance, under the wing, you can see the launch point near Keswick and Derwentwater and also the hills used to ridge soar to Bow Fell at the head of the Langdale, where wave allowed some peace and this photo. In the foreground is the unlandable Langstrath valley and, on the right, the west flank of the Helvellyn range (Pete Whitehead)

EDITION GLIDER LOT'S GUIDE TO LAUNCHING

Edensoaring's Pete Whitehead explains how you can have your own bungee system plus modified autotow system for under £1,000

HAVE you ever wondered if you could glide from those hills, cliffs, or even sand dunes you come across? You, and a friend or two with gliders (because it is a bit lonely doing it on your own) could do this, you know, using the minimum of help from the ground. And you could carry everything you need in your glider tow vehicle, maybe best a 4WD because you would almost certainly need to launch from the grass. If, on the other hand, you haven't wondered, or haven't been excited by the YouTube videos of fast soaring on the cliffs, then this article is not really of interest...

You will need some kit:

■ **Pilot.** Let's just say that this kind of flying is at the challenging end of the spectrum, and it is for

"self-authorising" pilots. Specific training is not appropriate; it's better to have an "understanding of how things work" (or "Physics"). It is not for all glider pilots. Our flying orders say very little, but include: "You must obey Aviation Law and The Laws of Physics to avoid breaking anything or hurting anyone". The principles you have learned during your BGA approved training are still relevant, indeed these and your flying skills, and "feel", must be second nature. It goes without saying that ability to land in any suitable place is important. Please perfect your field landing skills elsewhere before you try all this.

■ **Glider.** You would be best served by a glider with highish wingtips, and ailerons which work at 10kts. And one with good airbrakes for an ✈

Illustration by Steve Longland

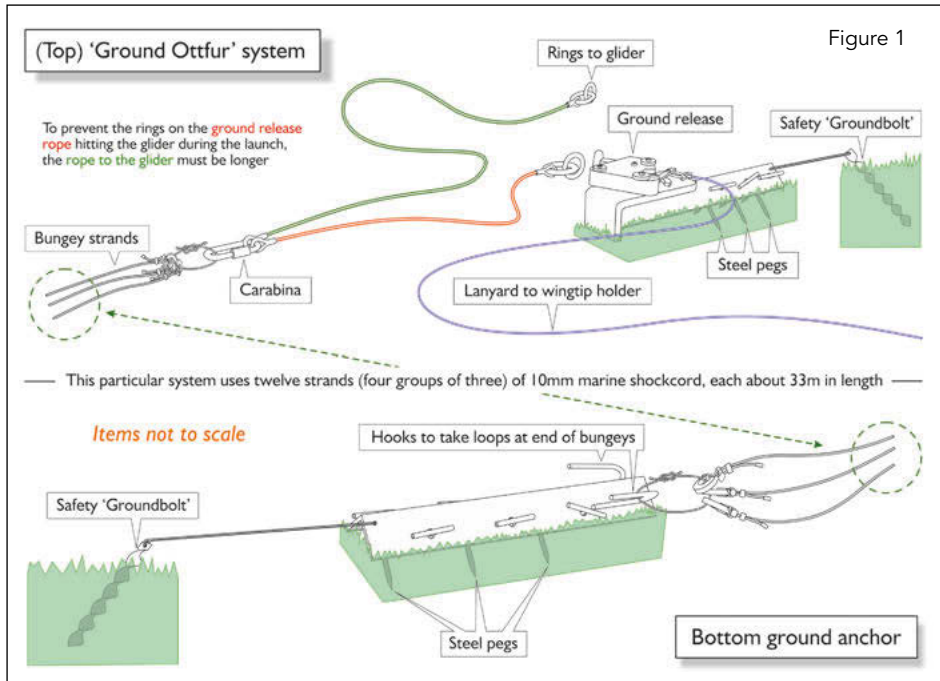


Figure 1

Illustration by Matt Wright

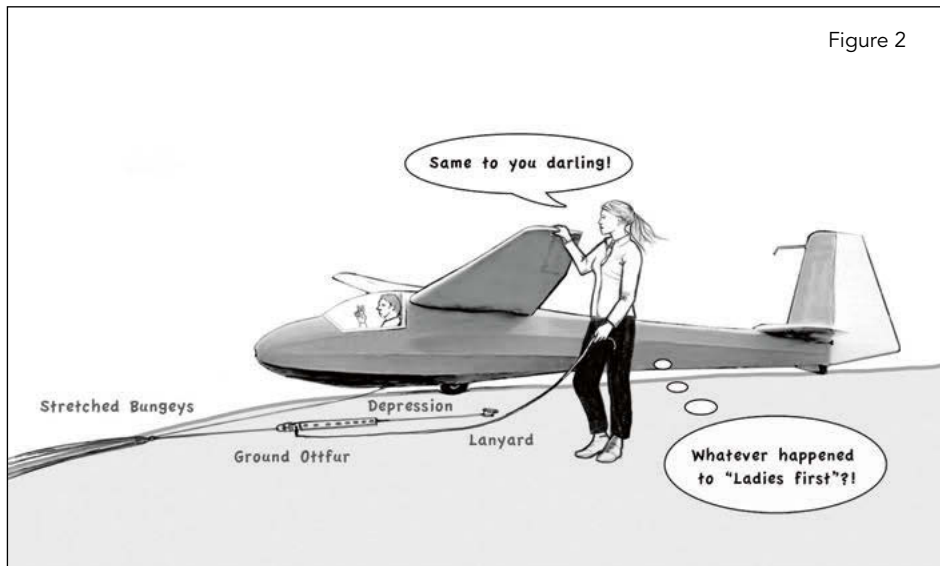


Figure 2

✂ easy field landing, as well as confidence in exploring the nooks and crannies safely. Leave the Arcus at home and take your K-8, or K-6, Oly 463, or similar. This is more for inverted snobs. You may, however, bring along the Range Rover, but careful, please, to keep mud – or worse – off the cream upholstery.

Launching equipment

1. Bungeeing. This is the cherry on the bun. Good sites are not that common, and they are rather wind-direction critical, but this is THE way to launch if possible.

I am not suggesting the uncouth method using teams of people, as at The Mynd, more the elegance of having one person on the ground; in the ideal case using one walker or passer-by to hold the wingtip and pull the release of the ground Ottfur so this way all the pilots in the expedition can fly.

You will need some bungees; new ones rather than some tired and rotting old gear from a school which used to do ground slides in a Primary. I did buy some new 1-inch diameter bungees years ago, but they are now prohibitively expensive thanks, I think, to all those people doing bungee jumping in their gap-years. I have now sourced good value marine shockcord, the best value being 10mm diameter and coming in rolls of 100m. About £60 delivered. Cut these into 33m lengths, have four rolls worth, or 12 strands of 33m and you have a powerful set of bungees (at £240) which will launch a single-seater in no wind – on a slope, of course, because gravity is your friend in bungeeing.

Luke Roberts and I have tested the force delivered at full stretch (double the resting length) at 12kg force per strand, or 144kg force total. To compare with this, my once new, but now old, 25mm bungees pulled at



(Left to right): black plastic hook applied to an end of the shockcord; group of three strands of shockcord with hooks attached to the loop of rope; the top 'ground Ottfur' is attached to a piece of steel angle, held by steel pins to the ground (Pete Whitehead/Luke Roberts)

101kg force, and Luke's better, but "used", bungees pulled at 120kg force. I intend to add to my new bungee set by adding in a new roll of 10mm shockcord each year (not bad at £60 a year to maintain the force), and later retiring the older sections as they age, thus keeping the set in good shape. For a few years, the launching force can increase until I am near the limit for my Oly 463 (white link, 500kg force). There is no need to use a weak link in the system, though.

Making up a strand has been revolutionised by my discovery of some quick-fit plastic hook ends for each strand; one strand can be sorted in minutes, see photo below. The old way was to form a loop and seize the ends with "whipping" twine – very laborious and off-putting. See photos 1 and 2, facing page, showing the hook applied to a cut end of shockcord, and a group of three strands connected to one loop for handling.

By the way, I am not going to get side-tracked into the engineering properties of the shockcord, such as hysteresis loops and the like. Play around with them and measure this and that if you wish, but there is no substitute for just USING them.

The essential elements of this beautifully elegant set-up are shown in figures 1 and 2 (facing page). You will need some form of Ottfur or Tost hook, or "bomb release", or whatever, for what we call the "ground Ottfur" (photo 3 below). The bottom ground anchor can be seen in photo 4.

Two people – that's you (the pilot) and one helper – stretch each group of three stands to the bottom ground anchor, so that's four gentle strolls downhill pulling 36kg force between you; quite easy. The bungees are now stretched (between the ground Ottfur and the bottom ground anchor) and ready for you to get into your glider and do



A collection of handling ropes, with bottom ground anchor and top 'ground Ottfur'

your checks. When you are really ready, the helper attaches the launching rings, removes the safety pin from the ground Ottfur, and goes to the wingtip, ready to simply pull the lanyard when the pilot says "Go" (the standard two-fingers sign for all out will do). And that's it; as nice a launch as any cultured pilot would want. YEHA!

(Bungee, bungee, bungee, it matters not what you call it, so don't please don't get your knicker elastic in a twist over the semantics).

2. The double and triple pulley autotow.

Whilst bungee sites are rare, the potential sites for doing this kind of modified autotow are numerous. There are plenty of hill and cliff sites with fields at the top, and here we can use the modified autotow. I thought I had invented this until I found the reference in the USA *Soaring* magazine from 1946, which related to the double pulley system, with the final pulley mounted on the back of a sports car rather than on the ground.

Look up "double pulley autotow" on Google. Not quite as elegant as mine (I would like to think, because the rope to the glider leaves the pulley on the back of the car, rather than a ground-anchored pulley), but it shows that others have used a similar system, and it worked. So until an historian in the gliding world tells me otherwise, I shall take the credit for the systems I shall describe.

Autotow, either direct from car to glider or via a reverse pulley (anchored at the "far end" of the runway) is well known. Once you realise that kinetic energy of a body is $\frac{1}{2} m v^2$ (that's half m times v squared) you will understand the value in slowing down the vehicle to $\frac{1}{2}$ the speed, or better $\frac{1}{3}$ the speed, of the glider rope, so that one wastes only $\frac{1}{4}$ or $\frac{1}{9}$ of the energy normally put into the tow-car. Also, perhaps a lot more importantly for expedition pilots because we operate from lumpy fields, we hit the bumps with $\frac{1}{4}$ or $\frac{1}{9}$ the energy with which we would otherwise hit them. The car and one's teeth can stay intact, and the whole experience is calm.

It is tried and tested. It is low stress for the pilot, who gets a nice smooth launch, and also the driver, who stays at slow speed, but with suitable power applied via the right foot.

Photo 5 (overleaf) shows the ground anchors and pulleys used. Photos 6

IT IS TRIED AND TESTED. IT IS LOW STRESS FOR THE PILOT, WHO GETS A NICE SMOOTH LAUNCH, AND ALSO THE DRIVER, WHO STAYS AT SLOW SPEED



Why we do it...the view looking north in the Lake District, climbing in wave in the lee of Conistone Old Man, after a launch from Latrigg, near Keswick, 29 September 2013, into a lovely, clear easterly breeze (Pete Whitehead)

DETAILS OF SUPPLY OF EQUIPMENT

- **Ground anchors.** "Groundbolt" supply "Erdanker ground anchors" 50x680mm. £17 each, delivered.
- **Blocks (pulleys).** Try "14 tonne snatch pulley block" on the internet, £23 each, delivered.
- **Shockcord.** 10mm marine bungee/shockcord. I used "stainlessdirect.com" on eBay. £59.99 each roll of 100m, delivered.
- **Quick-fit plastic hooks for shockcord.** Look for "Auto-locking, Adjustable, Heavy Duty Plastic hooks for 8-10mm bungee/shockcord". Approx. £18 for 24 hooks.
- **Skyrope is available from Skylaunch Ltd, of winch building fame.**



(Above left-right): 'groundbolts' and pulleys; 2 to 1 pulley autotow system; 3 to 1 pulley autotow system (Pete Whitehead)



Pete Whitehead was inspired to start expedition gliding by Anthony (S&G's Armchair Pilot) and Catharina Edwards in 1974, joining the Cambridge expedition to Cross Fell in 1974. One of the founders of Edensoaring, Pete continues expedition flying in the northern Lake District and Yorkshire Dales, using his bungees, home-built winch and now the modified autotow system described here. Luke Roberts from Bicester has joined in and provides new energy, so watch out down south!

6 and 7 should explain the two systems, the first is the double pulley system which doubles the rope speed at the glider, and the second is the triple pulley system which triples the rope speed. As figure 3 (facing page) shows, one can position the tow-car in various starting positions and directions, and also off-set the tow-car using an extra pulley (with extra rope) if required. The towing vehicle can use gravity and go downhill to get some free energy.

A few more comments

Ground anchors must be up to the job. I use "Groundbolts", which are hammered in with a lump hammer and in an "array" pattern with a running rope to join them up (and thus spread the load). These are effective, but cheap and quick to set up and remove, the latter simply by unscrewing them (using a bar or screwdriver through the hole). Mine cost approximately £17 each. A box of big bow shackles is very handy for joining things up.

The pulleys or "blocks" have to be of reasonable diameter and kind to the rope, low friction, and preferably snatch blocks, which make easy loading/unloading of the rope. Mine are excellent value 14-tonne

blocks obtained via the internet at approximately £23 each, delivered. Keep them greased.

The launching rope. I use pre-stretched Polypropylene rope, 10mm diameter, called Skyrope, obtainable from Skylaunch. A 1,200m length cost me £330 delivered. A 200m length would suffice for most expedition purposes. The aim is to get airborne with a safe speed and perhaps 50-100ft (above the hill top), or a maximum of 200ft (Aviation Law – 60m is legal without CAA winch launching permission, so this makes for spontaneity in your expeditions. Go when the conditions are right and aim for 100 per cent soaring success).

You must have a weak link strop and some proper Tost rings. You don't need a drogue chute or other paraphenalia if using the Skyrope. The less ironmongery, the better.

Some numbers

It is not difficult to do the calculations of launching speed, target speed for tow car, etc. Using mph, because cars have mph on the speedo... Most old-fashioned gliders want 50mph launch speed as a minimum, so the rope speed must be this less the wind speed, at least. Say 10mph wind, that's a minimum rope speed of 40mph, so the car must do 20mph with a rope-speed doubling system, or 14mph if using a triple rope speed system. You can do your own calculations on the fag-packet equivalent for different wind speeds. Err on the side of safety.

It is not too critical to overspeed a little, the glider is aiming for a launch not a world height record on the rope. Stay in a low climb angle and pull off early before the "top" of the launch (where the safe winch speed is important) and all will be fine. Extra speed can be converted to height or used to move to the soarable part of the slope. It is self-evident that you will achieve a higher

Quality reading sunglasses for aviators

Designed by glider pilots, for glider pilots
www.ofcoursetd.com info@ofcoursetd.com

launch with this system compared with that from a bungee launch.

Eventualities. E is for eventualities. No change here then, but one must work things out carefully, especially for the first part of the launch, pulling off early if necessary (hand on the “bung” as per BGA advice). Landing ahead in the field, or neighbouring field, has to be prepared for, but even a low launch is usually sufficient to achieve a soaring flight or flight to a safety field down below. Remember we are almost certainly launching near the edge of the hill, cliff, etc. There will be a field or beach at the foot of the slope, otherwise the site is not suitable. Option B is never crossing one’s fingers in hope.

Consider appropriate communications between launch point/pilot and tow-car.

Could one launch from the bottom of a hill? Of course one could, but then one would need CAA permission to launch to higher than 60m above ground level, so it detracts from the idea of doing all this when the weather is just right.

Clubs may be wondering if this system could be used “full-size” on their airfield. It could be used this way, perhaps as a back-up for the winch. The rope spends quite a lot of time being pulled on the ground, thus wearing out quicker in regular club use, so I would advise the choice of winch in this setting.

Clubs doing larger numbers of bungee launches would need to consider sheathing the group of shockcord strands in some form of loose sock, eg spinnaker sail material, to protect and also make handling them easier.

You can have the bungee gear and a double or triple pulley autotow system ready

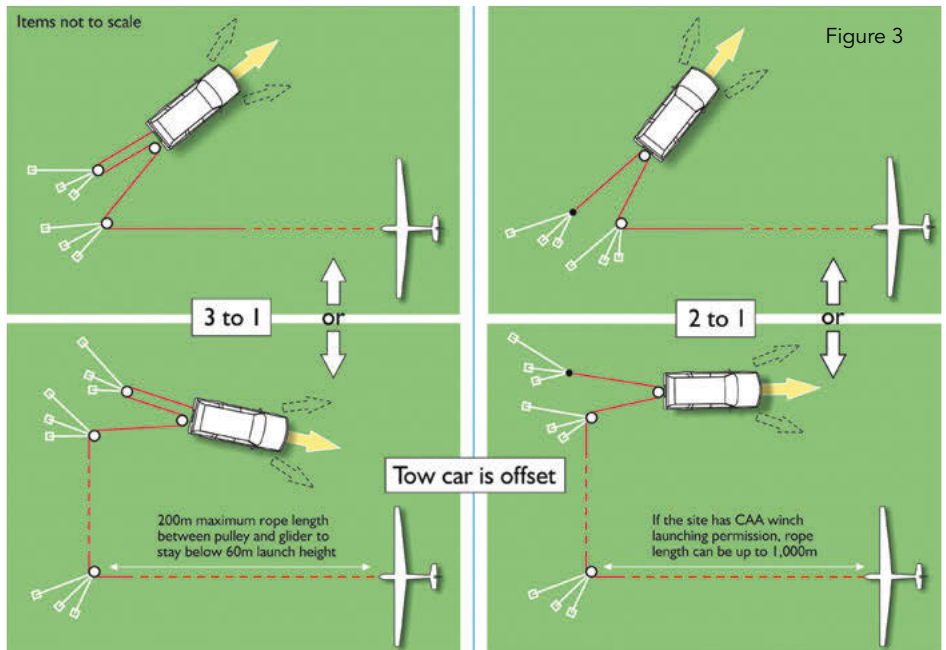


Illustration by Steve Longland

and waiting in your car for under £1,000. Sources of the gear are noted on p41, but feel free to contact me if you wish for more detailed advice (edenpete@gmail.com). It wouldn't be a bad idea to ask your club if you can try out your system on your home airfield.

In expedition launching it is self-evident that you will need cooperation from the landowner and the farmer too, if not the same person. Here your greatest asset will be your charm. (Or the book *How to Win Friends and Influence People* by Dale Carnegie, if you're let down in this department, like me!).

Have fun (with a capital F), and fly safe(ly).

THIS MAKES FOR SPONTANEITY IN YOUR EXPEDITIONS. GO WHEN THE CONDITIONS ARE RIGHT AND AIM FOR 100 PER CENT SOARING SUCCESS



Baltic Sailplanes Ltd

UK Agents for Sportine Aviacija & Co

The LAK 17b fes, expand your horizons

Highlights

Completely new 4 piece wing with modified geometry and a new high lift wing profile
Increased fin for longitudinal stability and a completely new redesigned horizontal stabilizer
FES provides a maximum climb rate of up to 2.0 m/s or over one hour duration at cruising power
Best glide at over 50:1

For more information please contact
Ron Bridges on 01327 811833 or Tony Pozerskis on 01858468820
Alternatively, visit our web site at
www.balticsailplanes.co.uk or email ron@balticsailplanes.co.uk



Baltic Sailplanes Ltd — Sole UK agents for Sportine Aviacija & Co

Your BGA Shop

www.bgashop.co.uk



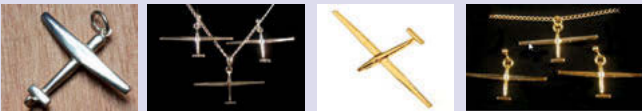
Find the perfect gift for the glider pilot in your life

With Christmas coming up fast, the BGA Shop the natural place to seek the perfect gift for the pilot - or the glider! - in your life.

Just right for Christmas are our BGA Glider Pilot badges!

Larger than previous styles, these are made from nickel and gilt plated metal alloy with translucent enamel colour fills, and the Diamond badge is set with three diamante stones. All are 18mm diameter and 1.5mm thick with a butterfly clutch pin type attachment.

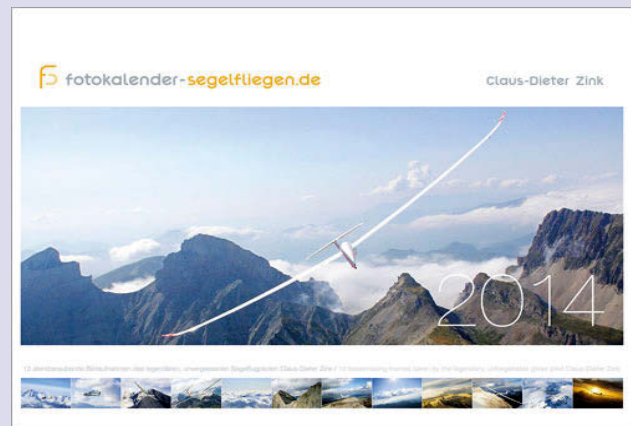
And new this year, glider jewellery - pendants, earrings, tie-pins - something to suit everyone!



Once again, this year, we are featuring the glorious photography of the late Claus Dieter Zink in the 2014 calendar - available in hanging format at 650 x 490mm. There are, as always, limited supplies so be sure of your copy now!

All year round, the BGA Shop is still the best source for club essentials, gadgets, gifts and gizmos, clothing and cover-ups, tools and trivia, models and manuals...and now the BGA Shop stocks more of these than ever!

www.bgashop.co.uk





Steve Jones (David Roberts)

1	S Jones	51	L Rebbeck
2	M Young	52	A Tribe
3	P Jones	53	C Curtis
4	R Cheetham	54	S Tape
5	T Milner	55	A Watson
6	P Harvey	56	S Ell
7	E Johnston	57	G Morris
8	D Watt	58	L Wells
9	P Masson	59	R Bromwich
10	A Davis	60	J Gatfield
11	M Cook	61	S Roddie
12	R Hood	62	J Ewence
13	H Jones	63	A Darlington
14	D Francis	64	C Smithers
15	J Hood	65	N Tillett
15	J Meyer	66	A Holmes
17	E Sparrow	67	G Baker
18	B Spreckley	68	A Cluskey
19	G Dale	69	G Paul
20	K Tipple	70	C Starkey
21	I Macarthur	71	R Thirkell
22	A Nunn	72	A Cockerell
23	K Barker	73	G Glazebrook
24	O Walters	74	M Armstrong
25	S Lapworth	75	J Wilton
26	M Holden	76	T Wheeler
27	D Bromley	77	G Drury
28	T Scott	78	D Findon
29	S Kelman	79	H Hingley
30	R Browne	80	P Sheard
31	P Fritche	81	G Green
32	M Davis	82	R Francis
33	J Williams	83	M Webb
34	J Pack	84	C Cole
35	A Liran	85	S Astley
36	P Pentecost	86	T Pridgeon
37	I Evans	87	D Draper
38	W Ellis	88	W Parker
39	P Crabb	89	M Szymkowicz
40	S Pozerskis	90	P Baker
41	J Tanner	91	T Arscott
42	M Bond	92	J Whiting
43	S Nock	93	C Teagle
44	W Inglis	94	D McCarthy
45	L Roberts	95	F Jeynes
46	G Stingemore	96	A Hughes
47	L Dale	97	W Kay
48	A Farr	98	B Birlison
49	R Welford	99	P Stafford-Allen
50	S Barker	100	R Grieve

> **SAILPLANE & GLIDING**
DEC 13/JAN 14



Mike Young (Pete Masson)

101	N Atkins	151	S Woolcock
102	T Fletcher	152	R Tietema
103	G McAndrew	153	C Jeffery
104	E Morris	154	G Thomas
105	M Newland-Smith	155	M Roberts
106	D Gardner	156	M Clarke
107	O Barter	157	M Burton
108	P Rice	158	C Harkness
109	P Naegeli	159	R O'Conor
110	J Galloway	160	R Large
111	S Codd	161	A Beatty
112	S Eyles	162	O Dale
113	J White	163	M Davis
114	R Ellis	164	K Woods
115	A D'Arcy	165	A Brown
116	C Jordan	166	D Byass
117	P Rackham	167	J Staley
118	D Williams	168	C Cobham
119	M Player	169	R Berry
120	A Bridges	170	P Thelwall
121	O McCormack	171	N Weir
122	G Coppin	172	R Johnson
123	B Scougall	173	R King
124	P Reading	174	D Smallbone
125	J Sharp	175	G Corbett
126	A Armstrong	176	J Rebbeck
127	M Tomlinson	177	P Whitehead
128	B Cooper	178	N Goudie
129	J Arnold	179	J Simmonds
130	M Fox	180	A Sampson
131	D Smith	181	N Mallender
132	K Draper	182	R Kalin
133	D Booth	183	C Davey
134	F Davies	184	M Pettican
135	S Barter	185	A Ramsay
136	C Hill	186	P Gentil
137	M Jenkins	187	M Pope
138	D Allison	188	R Brisbane
139	P Stratton	189	G Payne
140	M Pike	190	J Ravenscroft
141	J Svorc	191	G McDonald
142	B Pridgeon	192	L Hornsey
143	J Nash	193	M Durham
144	J Sage	194	D Heslop
145	G Spreckley	195	M Weaver
146	J Reed	196	C Jessop
147	A Clarke	197	T Macfadyen
148	M Gatfield	198	R May
149	M Waters	199	J Spencer
150	G Goudie	200	K Atkinson

> **BGA PROVISIONAL RATINGS LIST**



Phil Jones (David Roberts)

201	P Copland	251	C Lawrence
202	J Taylor	252	W Bullimore
203	W Amor	253	R Fack
204	K Woods	254	D Jamin
205	T Davies	255	P Ryland
206	G Macdonald	256	R Hines
207	J McWilliam	257	S Helstrip
208	F Russell	258	S McLaughlin
209	B Hutchings	259	B Fairston
210	P McLean	260	P Ruskin
211	D Higginbottom	261	D Sanders
212	J Hitchcock	262	M Costin
213	D Glover	263	A Mulder
214	N Wall	264	R Witter
215	A Langlands	265	S Olender
216	M Davenport	266	R Starling
217	I Campbell	267	J Craig
218	J Crowhurst	268	N Parry
219	S Wilkinson	269	R Watson
220	N Clowes	270	D Masson
221	G Smith	271	P Purdie
222	J Stephen	272	D Roddie
223	A Macgregor	273	W Chappel
224	A Reid	274	J Clark
225	P Candler	275	R Wells
226	W Tandy	276	R Cole
227	R Pye	277	P Wright
228	D Crowson	278	T Jenkinson
229	J Westwood	279	E Smith
230	M Bird	280	A McNamara
231	G Craig	281	T Newham
232	G Bass	282	J Tonkin
233	T Whiting	283	S Nash
234	D Langrick	284	S Armitage
235	G Metcalfe	285	V Watt
236	C Luton	286	F Aitken
237	P Smith	287	J Gorrings
238	D Brown	288	C Marren
239	Z Marczynski	289	R Hodge
240	J Richards	290	I Mountain
241	A Hatfield	291	T Davies
242	C Hunt	292	M Birch
243	A Pozerskis	293	C Marshall
244	P Hayward	294	A May
245	P Jessop	295	R Slater
246	C McEwen	296	D Staff
247	T Smith	297	F Roles
248	M Dickson	298	G Corbett
249	A Roch	299	A Kellerman
250	M Hawkins	300	P Schartau

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

THE RACING YEAR

JUNIOR CHAMPIONSHIPS 2013
Nympsfield, 17-25 August

Pilot	Glider	Points
1 Matt Davis	Std Cirrus	2935
2 Sam Roddie	ASW 24	2763
3 Luke Dale	Std Cirrus	2727
4 Tom Arscott	Discus w	2542
5 Tim Fletcher	K-6cr	2539
6 Oliver Barter	LS8 (15m)	2534
7 Charlie Jordan	LS8 (15m)	2512
8 Mike Gatfield	ASW 20f (15m)	2308
9 Callum Harkness	ASW 15	2287
10 Daniel Smallbone	DG-101	2264
11 Charlie Jessop	Std Cirrus(w)	2160
12 Bradley Hutchings	LS4	2086
13 Alistair Bridges	Std Cirrus	1907
14 Rob Starling	ASW 15	1741
15 Jack Tonkin	Astir CS	1673
16 Simon Hawkin	Discus w	1552
17 Julia Robson	ASW 20bl (16.6m)	1546
18 Joseph Borucki	ASW 19b	1542
19 Peter Carter	Astir CS	1496
20 William Amor	Discus	1291
21 Andrew Collings	Astir CS	1214
22 Jake Brattle	Astir CS	1092
23 Emil Benson	Astir CS	1034
24 James Wood	SZD 51 Junior	932
25 Tom Hogarth	Astir CS	684
26 Christine Davies	ASW 20w	664
27 Sarah Reed	Std Libelle	540



Four pages of BGA-rated UK competition results start here - turn to pages 48 & 49 for the remainder. For the provisional 2013 Ratings List, see page 45

15 METRE CLASS NATIONALS 2013
Hus Bos, 13-21 June

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
1 David Watt	Ventus 2a	5227	5/888	1/234	1/859	2/906	3/617	1/1000	11/723
2 Matthew Cook	Ventus 2a	5175	7/877	8/217	3/844	3/890	7/597	4/989	8/761
3 Darren Francis	Ventus 2c	5128	3/892	10/215	6/655	1/957	5/604	1/1000	4/805
4 Kim Tipple	ASW 27	5034	8/876	6/219	2/856	13/675	4/606	6/967	3/835
5 Tim Scott	ASG 29	4758	2/894	3/232	14/534	4/886	10/552	7/951	12/709
6 Owain Walters	Ventus 2c	4653	13/812	7/218	8/639	14/672	9/573	8/937	5/802
7 Paul Fritche	LS8	4548	15/798	13/211	4/815	16/657	13/527	9/930	20/610
8 Paul Crabb	Ventus 2a	4525	9/874	10/215	9/638	6/705	2/630	15/661	5/802
9 Jon Gatfield	ASW 27	4305	12/822	17/51	10/604	10/693	19/433	5/968	10/734
10 Chris Starkey	ASW 27	4282	4/891	21/17	19/271	5/743	8/574	3/999	7/787
11 Andy Cockerell	LS8	4243	16/794	14/206	15/530	7/700	16/472	10/922	17/619
12 Ed Johnston	ASG 29	4219	19/667	5/231	7/649	12/678	1/649	19/486	1/859
13 Brian Birlison	Ventus 2c	4125	14/804	8/217	5/813	9/697	16/472	20/477	15/645
14 Nick Tillet	ASW 27	4025	11/832	1/234	12/569	15/669	20/427	16/658	16/636
15 Gary Stingemore	ASG 29	3917	1/906	3/232	20/241	11/691	6/598	18/495	9/754
16 Chris Curtiss	ASG 29	3492	6/887	10/215	22/165	23/100	12/537	10/922	14/666
17 Nigel Mallender	LS8	3477	17/719	16/178	16/445	18/563	11/539	21/450	23/583
18 Mike Gatfield	ASW 20	3303	18/695	22/0	11/602	20/530	22/354	17/519	21/603
19 Frank Davies	LS6	3229	21/589	19/23	18/350	21/486	21/421	14/749	19/611
20 Jim White	ASW 27	3211	23/68	20/22	20/241	8/699	14/523	13/822	2/836
21 Chris Luton	ASG 29	3093	10/854	22/0	13/551	22/173	15/490	22/435	22/590
22 John Spencer	ASG 29	3011	22/262	14/206	17/386	19/545	23/33	12/872	13/707
23 Jerry Langrick	LS8	2852	20/649	18/47	23/103	17/578	18/453	23/408	18/614

OPEN CLASS NATIONALS 2013
Aston Down, 3-11 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
1 Andy Davis	JS1-C	6163	2/903	3/968	2/614	1/1000	1/806	2/936	1/936
2 Russell Cheetham	JS1-C	5878	5/751	2/997	1/711	2/896	2/754	1/1000	2/769
3 Iain Evans	JS1-C	5184	3/893	1/1000	6/487	3/879	8/420	3/897	4/608
4 Angus Watson	ASH 25	5101	1/914	4/911	5/524	6/790	4/540	5/835	5/587
5 David Findon	Nimbus 4DT	4853	4/799	5/887	4/569	4/800	10/365	4/851	6/582
6 Pete Harvey	Nimbus 4T	4187	6/706	8/683	8/398	5/793	3/636	10/339	3/632
7 Mark Szymkowitz	Nimbus 3DT	3992	8/534	7/692	3/571	8/672	6/457	9/535	8/531
8 Richard Kalin	Nimbus 4T	3941	8/534	10/651	7/418	10/613	7/448	6/754	9/523
9 John McWilliam	Nimbus 3DT	3863	7/567	9/661	10/312	7/729	9/396	7/628	7/570
10 Graham Paul	Nimbus 4M	3720	8/534	6/708	9/391	11/580	5/482	8/608	10/417
11 Chris Cobham	ASG 29/18m	2333	11/386	11/544	11/295	9/631	11/252	11/225	11/0
12 David Gardiner	Nimbus 3/24.5m	668	12/193	12/104	12/4	12/367	12/0	12/0	11/0

CLUB CLASS NATIONALS 2013
Lasham, 25 May - 2 June

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1 Pete Masson	DG-101	5847	1/1000	1/1000	1/1000	4/980	5/926	2/941
2 Jon Meyer	Libelle 201B	5557	4/907	13/876	8/899	10/938	1/1000	3/937
2 Jez Hood	LS4	5557	3/914	3/975	10/896	8/948	3/934	8/890
4 G Dale	Libelle 201	5546	9/890	5/950	4/964	1/1000	12/824	5/918
5 Ian Macarthur	LS4	5514	6/905	6/946	7/905	8/948	4/932	10/878
6 Tim Milner	Std Cirrus	5470	8/901	6/946	5/934	5/955	6/904	13/830
7 Shaun Lapworth	Std Cirrus	5428	18/804	8/931	3/979	2/997	15/783	4/934
8 Liz Sparrow	Std Cirrus	5306	7/904	18/863	19/772	3/985	7/886	7/896
9 Matt Davis	Std Cirrus	5242	25/759	11/890	11/875	7/950	10/867	6/901
10 Jeremy Pack	Std Cirrus	5094	10/880	26/777	9/897	5/955	17/764	14/821
11 Ayala Truelove	Libelle	5055	11/859	2/997	6/913	22/577	8/873	12/836
12 Ken Barker	Cirrus	5024	2/947	17/868	24/709	17/808	2/935	23/757
13 Luke Dale	Std Cirrus	4926	22/784	10/891	19/772	18/801	9/869	17/809
14 Allan Tribe	LS4	4917	14/842	21/826	13/845	15/854	24/689	11/861
15 Steve Pozerskis	ASW 20	4795	21/789	12/879	13/845	14/864	19/735	31/683
16 Will Ellis	K-6E	4703	12/852	19/860	2/993	11/888	39/110	1/1000
17 Helen Hingley	LS4	4578	26/757	25/792	18/777	16/820	25/677	24/755
18 George Green	Discus b	4555	15/840	31/731	17/779	13/872	28/662	34/671
19 Sam Roddie	ASW 24	4475	17/806	23/811	16/784	33/397	11/866	16/811
20 Douglas Gardner	LS3a	4214	24/761	29/759	21/731	25/504	18/757	29/702
21 Steve Eyles	LS4	4144	16/811	4/963	38/245	23/532	16/778	15/815
22 Alistair Bridges	Std Cirrus	4102	39/605	14/874	25/496	20/785	30/588	25/754
23 Mike Tomlinson	LS4	4074	37/620	37/659	23/724	19/786	29/610	33/675
24 Steve Barter	Discus	4037	34/666	27/774	15/817	34/392	22/706	32/682
25 Jamie Sage	Discus	4031	36/625	33/720	22/727	21/719	33/481	22/759
26 John Williams	Libelle	4021	23/783	30/757	32/343	29/438	13/820	9/880
27 Claudia Hill	LS4	3904	30/696	14/874	28/358	24/531	25/677	21/768
28 Rose Johnson	DG-101	3836	19/801	16/870	37/252	26/474	23/698	27/741
29 Chris Cole	LS3	3625	28/707	34/719	39/40	12/880	31/578	30/701
30 Melissa Jenkins	LS4	3584	13/843	28/765	26/406	42/0	14/791	20/779
31 Gordon MacDonald	Std Cirrus	3574	20/800	24/805	41/0	28/443	21/728	19/798
32 John Tanner	DG-1000/18m	3369	35/647	22/813	29/347	39/85	20/731	26/746
33 Jack Stephen	Discus	3365	29/700	35/703	30/346	38/140	27/669	18/807
34 Dennis Heslop	LS1 F	3195	32/679	41/158	12/850	30/427	35/450	35/631
35 Jane Nash	Mosquito 15b	3145	31/680	36/677	34/320	31/425	36/432	37/611
36 Tom Newham	Pegase 101a	2703	40/486	38/566	36/258	36/389	34/464	38/540
37 Brian Spreckley	Libelle	2685	4/907	9/920	27/400	27/458	42/0	42/0
38 Carol Marshall	LS7	2666	37/620	32/726	35/290	34/392	32/549	40/89
39 Martin White	Pegase 101A	2501	33/672	40/223	31/344	32/406	38/135	28/721
40 Liam Brady	Discus bT	2208	42/26	39/506	33/338	37/298	37/415	36/625
41 Graham Bambrook	ASW 24	1785	27/750	20/832	40/14	41/19	40/71	39/99
42 Lemmy Tanner	K-8	301	41/87	42/91	41/0	40/20	41/70	41/33

18 METRE CLASS NATIONALS 2013
Bicester, 17-25 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4
1 Russell Cheetham	JS 1 Revelation	3304	4/801	4/995	2/992	1/516
2 Steve Jones	Ventus 2cxa	3197	17/714	2/997	3/985	3/501
3 Ed Johnston	ASG 29	3180	1/937	19/802	1/1000	11/441
4 Dave Watt	ASG 29	3146	7/765	3/996	9/933	5/452
5 Andrew Davis	JS 1 Revelation	3138	15/725	6/987	4/967	4/459
6 Mike Young	ASG 29E	3106	2/894	21/763	8/941	2/508
7 Alistair Nunn	JS 1 Revelation	3028	5/800	12/860	7/950	22/418
8 Owain Walters	Ventus 2cxa	3026	10/746	7/924	10/919	13/437
9 Tim Scott	ASG 29	3012	11/739	11/862	5/961	7/450
10 Mark Holden	Ventus 2cxa	3007	8/764	9/905	11/917	21/421
11 Richard Browne	ASG 29	3005	14/735	1/1000	17/833	13/437
12 Derren Francis	Ventus 2cxa	2982	21/673	8/906	6/955	8/448
13 Roy Pentecost	ASG 29	2860	3/871	16/819	19/811	35/359
14 Ian Evans	JS 1 Revelation	2842	9/756	17/818	16/837	17/431
15 Garry Stingemore	ASG 29	2798	19/697	18/805	12/904	31/392
16 Chris Curtis	ASG 29	2781	16/722	13/850	26/757	5/452
17 Bob Bromwich	ASG 29	2737	6/796	10/864	30/677	28/400
18 Howard Jones	Ventus 2CT	2736	12/737	24/730	18/831	12/438
19 Bob Thirkell	ASG 29	2718	28/629	14/844	14/844	27/401
20 Nick Tillett	ASG 29	2565	20/683	22/755	28/713	23/414
21 Jez Hood	LAK 17	2558	24/641	26/713	25/759	9/445
22 Chris Starkey	ASW 27	2541	32/563	15/830	23/771	33/377
23 Steve Ell	ASG 29	2535	37/309	5/988	20/794	10/444
24 Patrick Naegeli	ASG 29	2498	23/660	20/783	29/695	34/360
25 Rory Ellis	ASG 29	2471	17/714	30/620	27/727	24/410
26 Garry Coppin	Ventus 2cxa	2435	27/630	23/737	34/639	18/429
27 David Booth	JS 1 Revelation	2386	30/615	33/582	24/765	19/424
28 Phil Jeffery	Ventus 2cT	2271	21/673	35/412	21/792	30/394
29 Andy Holmes	LS8	2237	33/559	34/496	22/780	26/402
30 Mike Clarke	ASG 29	2218	28/629	27/672	35/599	37/318
31 Ian Macarthur	JS 1 Revelation	2191	38/205	25/714	15/839	16/433
32 John Spencer	ASG 29	2080	34/502	32/587	36/569	20/422
33 Brian Birlson	Ventus 2c	2070	36/375	28/641	31/663	32/391
34 Graham Smith	ASG 29	1918	26/631	38/0	13/852	15/435
35 Zenon Marczynski	ASG 29	1781	25/637	37/89	32/655	28/400
36 John Arnold	Discus 2	1735	31/595	31/614	37/188	36/338
37 Gareth Baker	Ventus 2cT	1701	12/737	36/386	38/169	25/409
38 Andy Cockerell	LS8	1368	39/77	29/637	33/647	38/7
39 Rory O'Conor	DG-800B	499	35/499	38/0	39/0	39/0
40 Chris Cobham	ASG 29	50	40/50	38/0	39/0	39/0



Photos: Emily Hadley

The Competitions Calendar for 2014 is on page 4 - updates will be at www.gliding.co.uk/bgainfo/competitions/news.htm

BICESTER OPEN REGIONALS 2013
Bicester, 27 July - 4 August

Pilot	Glider	Points
1 Dave Watt/ Derren Francis	Ventus 2	2682
2 Ken Hartley/ Mark Lavendar	Nimbus 3/25.5m	2574
3 Geoff Glazebrook	LS6/17.5m	2555
4 Mick Webb	LS8	2510
5 Mark Newland-Smith	ASW 28	2364
6 Jim White	Duo Discus	2358
7 Owain Walters/ Matthew Cook	Ventus 2	2190
8 Peter Strafford-Allen	Ventus 16.6m	2180
9 Bob King	ASW 27	2153
10 Peter Baker	LS8	2108
11 Mike Costin/ Clive Groves	DG-1000/20m	2025
12 Andrew Reid	Ventus 16.6m	1944
13 Oliver Bosanko/ Julia Robson	ASW 20 16.6m	1620
14 Paul Rackham	LS6/17.5m	1616
15 John Spencer	ASG 29	1610
16 John Ferguson	Ventus 17.6m	1562
17 Andrew Sampson	ASG 29/18m	1551
18 Al McNamara	Ventus 2cxa 18m	1356
19 Dickie Feakes	Duo Discus T	1134
20 Bob Bromwich	ASG 29/18m	1094
21 Tim Jenkinson	Ventus 2cxa 18m	1072
22 Ged McKnight	LS6/17.5m	882
23 Martin Durham	LS8	714
24 Basil Fairston	ASW 27B	438

BICESTER SPORT REGIONALS 2013

Pilot	Glider	Points
1 Steve Pozerskis	ASW 20	1889
2 Luke Roberts	Discus	1888
3 Steve Tape	DG-200	1877
4 Tim Wheeler	Std Cirrus	1738
5 William Parker	Discus	1668
6 Warren Kay	ASW 24	1654
7 Cris Emson/ Martin Hastings	DG-505 20m	1619
8 Steve Codd	Discus	1617
9 Geoffery Clark/ Trevor Barnes	Astir	1605
10 Boris Kubrak/ Andy Hyslop	ASW 19	1520
11 Mike Tomlinson	LS4 WL	1475
12 John Staley	LS4 WL	1461
13 Neil Goudie	ASW 19	1460
14 Colin Davey	ASW 20	1459
15 Paul Copland	ASW 19	1399
16 Seth Helstrip	LS4	1089
17 Luke Hornsey	ASW 20	1067
18 Derek Staff	LS4	968
19 Philipp Schartau	DG 300	965
20 Norman Parry	LS4	954
21 David Sandells/ Rob Stafford	DG-200	946
22 Terry Mitchell	K-21	934
23 Mark Sanders/ David D'arcy	LS4	899
24 Mike Howey	DG-200	895
25 Derek Kitcher	Astir CS 77	848
26 Andy Elliott	K-21	829
27 Geoff King	DG-300	709
28 Max Kirschner	Mini Nimbus	673
29 Mike Entwistle/ Tony Bartlett	SHK	631
30 Stephen Moss	ASW 20	627
31 Lee Hitchins	Astir	432
32 Larry Lawes	Std Cirrus WL	313
33 Mike Pettican/ Pete Cadle	DG-505 20m	248
34 David Keith	Discus	216
35 Eddie Wright	Cirrus VTC 17.74	175
36 Ellie Youle	ASW 15	81

LASHAM REGIONALS 2013
Lasham, 25 June - 2 July

Pilot	Glider	Points
1 Andy Davis	Arcus E	5869
2 David Watt	Ventus 2a	5708
3 Howard Jones/ Andy Holmes	LS8/Discus 2ax	5216
4 Alistair Nunn	JS 1 b	5027
5 Dave Draper	LS8	4904
6 David McCarthy	Duo Discus T	4871
7 Graham McAndrew/ Bernie Morris	Duo Discus XLT	4820
8 Iain Evans	JS 1 C	4775
9 Oliver Barter	LS8	4740
10 Owen McCormack	Discus 2	4722
11 Kay Draper	LS8	4675
12 Jindrich Svorc	LS8	4635
13 Matt Waters	LS8	4570
14 Mike Clarke	ASG 29E	4544
15 Chris Cobham	ASG 29E	4479
16 John Simmonds	LS8	4466
17 Charlie Jordan	LS8	4423
18 Julian Hitchcock	DG-1001M	4070
19 Mark Davenport	Discus 2cT	4037
20 Kim Tipple	ASW 27B	4013
21 Nigel Mallender	LS8	3906
22 Colin Hunt/ Bob Westlake	Ventus 2cT	3888
23 Mike Bird/ Peter Purdie	ASH 25 WL	3550
24 Chris Warren/ Eric Smith	Duo Discus XT	3517
25 Bill Bullimore	Nimbus 3	3417
26 Michael Costin/ Clive Groves	DG-1000T	3043
27 Colin Watt/ Dave Williams / Ed Foxon	DG-1000/20m	2964
28 Bradley Hutchings	Astir CS	2927
29 Tony Cook	ASW 20F WL	2910
30 Tochi Marwaha	DG-1000T	2729
31 Simon Armitage	Discus CS	2567
32 Anne Roberts	JS 1	2118
33 Peter Webber	PW5	1791
34 Reg Watson	Ventus 2cxT/18m	1167
35 Stephen Collins	Mosquito	1082
36 Mark Adams	DG 101A	958
37 Jens Franke	Std Cirrus b	713

NORTHERN REGIONALS 2013
Sutton Bank, 27 July - 4 August

Pilot	Glider	Points
1 Mike Bond	DG-200/17	1697
2 Graham Morris	ASW 27b	1649
3 Andrew Cluskey	ASW 28 18E	1618
4 Mike Armstrong	Ventus 2ct	1615
5 Chris Cole	LS3	1570
6 Chris Teagle	LS6c	1554
7 David Williams	Libelle	1441
8 Barry Pridgeon	ASW 20fl	1381
9 Rory O'Conor	DG-800b	1330
10 Paul Whitehead	Ventus ct	1311
11 Richard Brisbourne	Kestrel	1294
12 John Tanner	Duo-discus	1287
13 Mike Pope	Ventus 2ct	1246
14 Steve Wilkinson	PIK 20D - 78	1222
15 Andy Hatfield	DG-200	1155
16 Peter Ryland	DG-400	1121
17 Reg Watson	Ventus 2ct/18m	1106
18 Callum Harkness	ASW 15	1064
19 Charlie Jessop	DG-1000s	916
20 Chris Gill	Discus t	894
21 John Klunder	ASW 27	793
22 Rob Bailey	ASH 31Mi	753
23 Chris Davidson	Libelle 201	714
24 Andrew Collins	Astir CS	658
25 Warwick Horne	ASW 20fl	380
26 Graham Bambrook	ASW 24	347
27 Phil Westerby-Jones	Discus	107
28 Dave Bieniasz	Discus	0

MIDLAND CLUB REGIONALS 2013
Hus Bos, 3-11 August

Pilot	Glider	Points
1 Andy Farr	DG-505 Orion 20m	3799
2 John Whiting	Discus w	3239
3 Edward Morris	Std Cirrus 16m	3207
4 David d'Arcy/ Mark Sanders	LS4	3183
5 Steve Nash/ Jane Nash	Mosquito	3019
6 William Amor	Discus w	2526
7 David Higginbottom	Std Cirrus	2521
8 Bob Pye	LS4	2457
9 Jordan Richards	SZD 51 Junior	2385
10 Robert Hines	Std Libelle	2324
11 Roger Wells	Discus	2271
12 Greg Corbett	Astir CS	2155
13 Paul Jessop	Std Libelle	2121
14 Simon Hawkin	LS4	2061
15 Alec Watt	Slingsby T-65 Vega 15m2047	2025
16 John Bradbury/ Mark Williams	Discus	2025
17 Ian Mountain/ Ian Campbell	K-21	1931
18 Charles Cooper	Discus w	1470
19 Steven Wilson/ Martin White	Pegasus	1469
20 Jamie Sage	K-21	681
21 Nigel Lassetter	LS4	194

MIDLAND OPEN REGIONALS 2013

Pilot	Glider	Points
1 Will Ellis	Duo Discus w	5104
2 John Wilton	ASW 20c	4497
3 Allan Tribe	DG-1000/20m	4157
4 Bob Bromwich	ASG 29/18m	4123
5 Jonty Sharp	LS8/18m	3913
6 Martyr Pike	Duo Discus x	3876
7 Rolf Tietema	ASW 20c	3813
8 Richard Large	Arcus	3807
9 Guy Corbett	LAK 17a/18m	3782
10 Brian Scougall	Discus 2c 18m	3751
11 Kevin Atkinson	Duo Discus	3687
12 Neill Atkins	LS8/18m	3669
13 Gwyn Thomas	Nimbus 3/25.5m	3633
14 Dave Crowson	Duo Discus	3609
15 Chris Aldis/ Jerry Langrick	LS8	3594
16 Tony Pozerskis	LAK 17b/18m	3592
17 Julian Fack	Duo Discus	3571
18 Paul Wright	Nimbus 2	3371
19 Luke Dale	Duo Discus	3352
20 Ted Richards	Duo Discus x	2977
21 Lee Davidson	Kestrel 19m	2922
22 Timothy Clark	Nimbus 2b	2862
23 Richard Bennett/ Alex Rowlands	Duo Discus	2640
24 Frank Roles	LS6/17.5m	2636
25 Dave Fidler	Discus 2c 18m	2590
26 Clive Groves/ Guy Glover	DG-1000/20m	1871

WOLDS REGIONALS 2013
Pocklington, 15-23 June

Pilot	Glider	Points
1 Simon Barker	Duo Discus	440
2 Mike Fox	LS4	336
3 Sam Roddie	ASW 24	196
4 Mike Bond	DG-200	173
5 John Galloway	Discus 2C	98
6 Dave Tagg	LS8	82
7 Dave Holborn	LS7	69
8 Steve Derwin	LS7	53
9 Pete Thelwall	Std Cirrus	43
10 Bob Bromwich	DG-500M	0
10 Steve Hunt	Discus	0
10 Terry Winn	Janus C	0

■ For Competition Enterprise see www.comp-enterprise.co.uk

■ For the Two-Seater Competition see www.wolds-gliding.org

■ For the non-BGA rated Glider Aerobatic Nationals see www.aerobatics.org.uk



Photo: Matt Cook

STANDARD CLASS NATIONALS 2013

Aston Down, 3-11 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1 Richard Hood	LS8	4900	9/538	4/903	6/903	1/776	7/913	1/867
2 Howard Jones	Discus 2	4754	1/726	1/1000	13/710	2/748	1/1000	14/570
3 David Bromley	LS8	4631	7/571	2/932	1/1000	11/580	5/922	10/626
4 Paul Fritche	LS8	4622	4/699	5/882	8/860	3/739	9/837	11/605
5 John Williams	LS8	4564	5/695	3/925	2/970	15/332	10/836	2/806
6 Jeremy Pack	LS8	4097	15/309	13/573	10/783	5/715	2/961	3/756
7 Andy Cockerell	LS8	4086	3/703	16/268	3/930	8/692	13/790	7/703
8 Russell Francis	LS8	4076	14/385	12/667	4/923	7/710	14/742	8/649
9 Bob Grieve	LS8	3970	8/557	15/303	5/913	10/615	11/826	3/756
10 David Draper	LS8	3801	2/706	7/750	17/112	5/715	4/944	13/574
11 Ayala Truelove	LS8	3695	6/627	10/701	12/752	9/679	16/307	9/629
12 David Byass	LS8	3570	11/458	9/707	14/593	13/431	12/796	12/585
13 Andy Holmes	LS8	3568	10/485	17/72	7/891	12/543	8/872	6/705
14 John Arnold	Discus 2c	3444	16/305	11/669	9/848	17/-3	6/918	5/707
15 Alison Mulder	LS4	2728	13/422	6/760	11/771	14/364	15/411	17/0
16 Gareth Baker	LS8	2604	12/432	8/721	16/131	16/56	3/959	15/305
17 Nigel Mallender	LS8	2236	17/161	14/549	15/364	4/734	17/195	16/233

SHENINGTON REGIONALS 2013

Shenington, 22-30 June

Pilot	Glider	Points
1 Matt Davis	Duo Discus	2978
2 Bill Inglis	Antares	2554
3 David Findon	Nimbus 4DM	2457
4 Neill Atkins	LS8 18	2455
5 Angus Watson	ASH 25	2450
6 Steve Pozerskis	ASW 20	2411
7 Steve Tape	DG-200	2095
8 Simon Ramsay	Discus	2003
9 Maureen Weaver	Discus CS	1992
10 Ian Campbell	LS8-18	1816
11 Tim Davies	ASW 20	1815
12 Tess Whiting	Discus bwl	1809
13 Mike Costin	DG-1000T	1619
14 Steve Nash	Mosquito b	1519
15 Richard Slater	Ventus C17.6m	1493
16 John Inglis	Arcus	1447
17 Carol Marshall	LS7	1336
18 Roger Partington	Pegase	1304
19 Ged McKnight	LS6C (17.5m)	1303
20 Edward Morris	Std Cirrus(16m)	1240
21 David Bramwell	JanusC	1171
22 John Klunder	ASW 27a	1164
23 Peter Berridge	Discus	900
24 Michael Lynes	ASW 19b	713
25 Peter Scheiwiller	LS4	663
26 Jane Nash	Mosquito b	387
27 Rowan Griffin	Std Cirrus	340
28 Rod Weaver	Discus CS	245
29 Gavin Preuss	Pegase	0

GRANDSDEN REGIONALS 2013

Gransden Lodge, 10-18 August

Pilot	Glider	Points
1 John Tanner	DUO Discus	5038
2 Robert Welford	ASG 29	5033
3 Colin Smithers	ASH 25E	4807
4 Graham Drury	ASW 27	4700
5 Peter Baker	LS8	4522
6 Peter Stafford-Allan	Ventus 2b/16.6m	4483
7 Mark Player	Ventus 2cxT/18m	4218
8 Mike Tomlinson	LS4 WL	4171
9 Steve Woolcock	LS7 WL	3987
10 Mark Robinson / Andy Beatty	Duo Discus T	3953
11 Geoff Glazebrook	LS 6/17.5m	3833
12 Den Heslop	Ventus 2cxt	3791
13 Paul McLean	Ventus 2cT/18m	3596
14 AlastairMacGregor	Ventus 2cxT 18m	3487
15 Gerald Bass	Discus BM	3476
16 Pete Smith	Nimbus 2 c	3440
17 Mark Hawkins	Ventus 2cT/18m	3401
18 Paul Ruskin	ASW 20F	3361
19 Simon Armitage	Discus	3163
20 James Kellerman / Robert Verdier	Arcus	3065
21 Carol Marshall	LS7	2860
22 Colin Cownden / Jem Davies	ASW 28E/18m	2842
23 Chris Lewis / Chris Davis	Duo Discus T	2559
24 John Ferguson	Ventus cT 17.6m	2242
25 Peter Whitehouse	DG-200	2159
26 Andy Preston	Discus	1983
27 Reg Watson	Ventus 2cxT	1971
28 Geoff Brown / Julian Bayford	LS8T/18m	1771
29 Alan Boyle	Discus 2T/18m	955
30 Peter Wilson	Discus	165

DUNSTABLE RED REGIONALS 2013

Dunstable, 17-25 August

Pilot	Glider	Points
1 Matt Cook	Ventus 2a (15m)	3708
2 Stefan Astley	Nimbus 2b	3186
3 Tony Hughes	LS6 (15m)	3152
4 Paul Rice	Duo Discus W	3096
5 Paul Rackham	LS6c (17.5m)	3051
6 Mark Newland-Smith	ASW28 (15m)	2917
7 Mark Burton	Arcus	2818
8 Ryan Berry	ASG 29 (18m)	2813
9 Geoff Payne	ASW 27b	2746
10 Graham Paul	Nimbus 4d	2493
11 Bob Tandy	ASW 24w	2491
12 Andrew Roch	LS8-18	2322
13 Justin Craig	ASW 27b	2236
14 Guy Corbett	Lak 17a	2167
15 Francis Russell	LS6c (18m)	2077
16 Ben Crook	Ventus b (16.6m)	1975
17 Tim Jenkinson	Ventus 2cx (18m)	1919
18 Aidan Paul	LS8-18	1879
19 Paul Whipp	ASW 28 (15m)	1822
20 Robin Hodge	LS6c (18m)	1814
21 Martin Smith	ASW 27a	1755
22 Robert John	Duo Discus	1614
23 Bill Craig	Duo Discus	1299
24 Michael Marshall	LS8 (15m)	620
25 Graham Pursey	ASW 28-18	593

DUNSTABLE BLUE REGIONALS 2013

1 Stephen Nock	Std Jantar	2646
2 Tom Pridgeon	LS3	2314
3 John Reed	Discus	1947
4 Ken Woods	LS4	1912
5 Paul Gentil	SHK-1	1894
6 Paul Candler	LS7w	1666
7 Daniel Jamin	Pegasus	1526
8 Malcolm Birch	Std Libelle	1360
9 William Parker	Discus	1329
10 Nicola Craig	Std Cirrus	1211
11 Alex Hippel	Discus	1145
12 Nicola Claiden	LS4	1125
13 Andrew Zuchora	ASW19b	1100
14 Greg Corbett	Astir CS	603
15 Rob Brimfield	K-21	473
16 Melissa Jenkins	LS4	57

UK MOUNTAIN SOARING COMPETITION 2013

Aboyne, 1-7 September

Pilot	Glider	Points
1 Ian Tait	Grob Twin Acro	1866
2 Roy Wilson	ASH 31 Mi/21m	1737
3 John Williams	Antares 20m	1656
4 Phil Penrose	LS7 WL	1649
5 Phil King	LS8/18m	1570
6 Tony Brown	DG-808C/18m	1566
7 Pete Gray	DG-600/18m	1542
8 Bob Bromwich	DG-500M 20m	1474
9 Stuart Naylor	Duo Discus	1329
10 Dave Latimer	Ventus cT 17.6m	1131
11 John Dunnington	Duo Discus	1099
12 John Ellis	DG-808C/18m	1011
13 Santiago Cervantes	DG-500 20m	846
14 Roy Garden	Discus	636
15 Julian Fack	Duo Discus	628
16 Pete Ryland	DG-400/17	572
17 Colin Hamilton	Ventus cT 15m	528
18 Mike Costin/Guy Glover	DG-1000 T	447
19 Steve Derwen	LS7 WL	237
20 David Taylor	LS4	-93

BIDFORD REGIONALS 2013

Bidford, 13-21 July

Pilot	Glider	Points
1 Bill Inglis	Antares 18S	5996
2 Graham Paul	Nimbus 4DM	5744
3 Dave Findon	Nimbus 4DT	5691
4 Frank Jaynes	Duo Discus XT	5620
5 John Galloway	Discus 2cT	5569
6 Dave McCarthy	Duo Discus T	4938
7 Mike Pope	Ventus 2cT/18m	4874
8 Joseph Westwood / Richard Palmer	Ventus cT 15m	4313
9 Alan Langlands	Duo Discus T	4279
10 Guy Glover/ Mike Costin/Clive Groves	DG-1000/20m	3865
11 Richard Chapman	Ventus bT	3556
12 Jon Wand	ASH 26E	3398
13 John Clark	Nimbus 2 c	3377
14 Simon Hawkin	Discus CS	1917
15 Malcolm Lissan	Ventus 2cxM/18m	1699

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

 **MARSH**




SOMETIMES IT'S NICE TO BE A PASSENGER

GLIDER INSURANCE FROM MARSH

Marsh has arranged a bespoke glider insurance policy to meet the very specific requirements of glider pilots and owners. Supported by our experienced team of aviation insurance specialists and in-house claims management services, all you have to do is sit back and enjoy the flight.

To find out more, please contact James Woodward (quoting SPG_DEC):

 Marsh Ltd, Aviation Solutions, Capital House, 1-5 Perrymount Road, Haywards Heath, West Sussex, RH16 3SY

 +44 (0)1444 335283  james.r.woodward@marsh.com

 uk.marsh.com

Marsh Ltd is authorised and regulated by the Financial Conduct Authority for insurance mediation activities only.
Copyright © 2013 Marsh Ltd. All rights reserved.

 **MARSH & McLENNAN**
COMPANIES

Climate and Dusty Free Covers
from



www.emfo.se emfo@telia.com

Gliding Holidays Down-under?

Rated by G Dale as 'the perfect place for badge flying', Lake Keepit Soaring Club has everything you need for a great holiday with all the flying you can take.

5-10,000 cloudbase (AGL), 4-10 knot thermals and varied terrain mean 300 km flights are possible in *our* winter! With safe outlanding options and open airspace, most pilots only need a check flight to go solo in one of the club's excellent single-seaters. Surely there's no better place to spend a Pommie winter?

LKSC is a club, so charges for aircraft and our range of great accommodation are affordably low. English is spoken and the natives are friendly! Visit our website or email the club for the full story.

www.keepitsoaring.com

Tel: +612 6769 7514

enquiries@keepitsoaring.com

Bronze & Beyond

A Christmas suggestion

Over 3,000 sold

The book that tells you what every British cross-country pilot should know.

Available from BGA & direct from:

www.mccullagh.biz

The Road to Narromine

THE world is a place of many different people. Some are content to take the path well trodden, but a few are destined to chase their dreams and a few of those can write really well about that journey. Jim Richards is such a person. His main passion is gliding so the book is stuffed full with great descriptions of flying, from fast jets to sailplanes of all types.

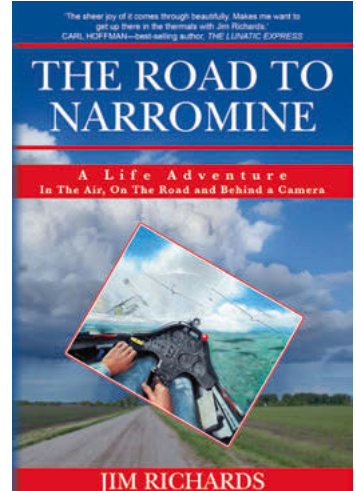
He began his working life as the morning DJ at a Canadian radio station before landing a radio reporter job in Bermuda in 1959. It's here that he made friends with the local USAF base and started climbing into aeroplanes. We are taken up in a converted B29 to report on the refuelling of F105s – a risky operation in those early days – not long after this he watched from his front lawn as one exploded over the sea. A ride in a T33 Shooting Star was next before he went to New York and learned the craft of directing and filming TV commercials.

This eventually led to setting up his own company in Australia, where the drive along

the road from Sydney to the Narromine Soaring Centre in a big V8 is lovingly related. It's 1977 and the soaring now starts in earnest, all wonderfully told in an evocative style. Solo in a Blanik, on to an IS-28 and cross-countries begin in an IS-29. The writing is so good you can almost feel the sun through the canopy and feel the thermals. The next 35 years cover lots of different sailplanes, interesting characters and flying incidents that will delight fellow enthusiasts. Getting caught out by overhead wires during a field landing is related in clinical detail and is a lesson worth absorbing. The tales of filming speeding cars whilst strapped to a helicopter skid and similar hairy stunts are sandwiched between the gliding chapters and are excellent. My favourite Oz gliding quote – "The thermals were so good that any fool on a wrought iron garden seat could have done well."

A brilliant flying read for those long winter nights.

Neil Frost, Staffordshire Gliding Club



The Road to Narromine
A Life Adventure: In The Air, On The Road and Behind A Camera by Jim Richards

Paperback; 398 pages

RRP: £9.99

ISBN: 1481070452

DYNON AVIONICS

A little Attitude for Everyone

The New D1 Pocket Panel

Dynon's new portable true attitude indicator that can be used by ALL pilots. The D1 utilizes the same MEMS-based AHRS technology that has made Dynon the leading supplier of EFIS (Electronic Flight Information Systems) in experimental and sport aircraft. Now everyone can *Go Fly* a Dynon for only £995 +vat.

www.DynonAvionics.com info@DynonAvionics.com

MENDELSSOHN PILOT SUPPLIES
0131 447 7777
www.gps.co.uk
Seattle, Washington

Teaching an old dog new tricks...



■ **Introducing Izzy, Cranwell Gliding Club's dog. Always keen to help, Izzy is seen here towing out. Izzy says: "Always check there are no obstacles, people or aircraft approaching when towing out." (Photo: Zeb Zamo)**

This page clockwise from centre left:
Self-portrait of Booker's Peter Kirkwood

Happy 50th birthday to this Dart, flown by Graham Stanford and his syndicate partner out of Staffs. It was the first Dart built and tested and there is footage of Derek Piggot flying it on YouTube. It first flew on 26 November 1963. Graham said: "She still flies very well and has taken me around a 150km once this year (albeit the slowest 150km ever flown!!)"

Valued Bicester member Tim Harrington, who has decided that his solo flying days are done, finished with a flight in a K-6e

The Gliding Centre has bid a fond farewell to Hungarian course tug-pilot Gabor, who has now returned home. He did a great job tugging and also behind the bar and the club wishes him well for his career in commercial aviation



■ Booker GC is supporting the Rotary Club Wheel Appeal, raising money for WheelPower. This national charity for wheelchair sport provides opportunities, facilities and equipment to enable disabled people to play sport and lead healthy active lives. Rotary Clubs in Bucks are passing a pendant between themselves with the proviso that it has to be transported by a different and unique means to the next club. Booker was pleased to be able to help the High Wycombe Rotary Club deliver

the pendant (and their cheque for WheelPower) to the Thame Rotary Club at Haddenham airfield via a glider, with High Wycombe Rotary Club President Humphrey Creed at the controls in KLA. On arrival at Haddenham airfield, Humphrey was met by several members and the president of the Thame Rotary Club, where the pendant was handed over and finished its journey on a reindeer-driven sleigh with Santa at the helm (in spite of it still being September).





This page clockwise from top:
Herefordshire's Phil King lands after 200km
in Welsh wave in September 2013
(Diana King)

Aboyne's Capstan under an impressive sky in
October 2013 (Murdo MacDonald)

Upward Bound Trust's Dave Bramwell enjoys
a wave flight to 11,000ft at Edensoaring

Sometimes there is wave and you can't get
off the ground! Black Mountains tug and
wave on a damp SW day (Robbie Robertson)

Peter Gill from Staffs GC took this in wave at
15,000 ft flying from Milfield

A wave day over the Mynd, 13 August 2013,
(Geoff Purcell)

■ Our thanks to all the photographers
and to our *Club News* contributors for
sending these in. If you'd like to submit
your previously-unpublished photographs
for possible inclusion somewhere in
S&G, please email them to: [editor@
sailplaneandgliding.co.uk](mailto:editor@sailplaneandgliding.co.uk) or upload to:
www.sailplaneandgliding.co.uk/dropbox



CLUB NEWS

ANGLIA (WATTISHAM) **WWW.ANGLIAGLIDINGCLUB.ORG.UK** **520739N 0005722E**

A SUCCESSFUL summer saw us as the highest club in the Midland/Inter-Services Regionals at Hus Bos - congratulations Will Ellis, Jonty Sharp, Gwyn Thomas and Lee Davidson (who also won the Novice trophy). David Eke, Jason Eccles, Jon Hill and Neil Sutherland have soloed; Lee Davidson and Kevin Charlton have gained Silver; and Allison Eke re-qualified as an Ass Cat. Our splendid LS8 has arrived to accompany our refurbished LS4. We look forward to welcoming Essex Gliding Club for the winter and we'll be running a winter lectures on Saturday evenings.

Allison Eke

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

IT has now been a year since our new EuroFOX came into operation and, with its reduced cost, has improved the club statistics. The average flights per day increased by 20 per cent and overall launches have increased by over 30 per cent on last year. I am sure the good weather this summer has also had a positive effect. The club attended the local Banbury Canal Day, which produced an excellent response and interest in gliding. Even the Major's wife, who was interested in joining, sat in the Astir for a photo shoot!

David Sibthorp

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

ACHIEVEMENTS everywhere at Bannerdown: Tony Barber resoloed after 50 years, Aden Jones is progressing well and enjoying his Caroline Trust grant to work towards his Bronze, and there have been lots of conversions to our amazing LS8. Well done to Andy Smith on completion of his Ass Cat course. We came 4th overall in the National Inter-Club league competition, winning the regionals. Our SkyLaunch is off for a well-needed refurb and bigger engine. It's great to see launch rate and attendance increasing.

Ian Harris/Debb Evans

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

HEAVY engineering work here, conducted by Geoff Pook, Phil Drake, Nick Bowers and Mick Longhurst, means a happy generator and

improved track. We will benefit hugely from their skill. Congratulations Trevor Harrod and Andy Green (solo), Neil Hoddinott (Cross-Country Endorsement), and your correspondent (Bronze). Bath University 'Freshers' Week' drew 280 expressions of interest. Alastair McGregor and Mark Player have been up to their tricks on a 500km flight towards Dover – apparently they could easily have diverted to France!

Chris Basham

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

CLUB stalwart and valued member Tim Harrington has decided that his solo flying days are done – he finished with a flight in a K-6e. Well done to Joe David, Bogdan Miclovici, Martin Spriggs and Rafael Jose Pimpao on their recent solos; that's 15 in total this year. John Potter completed his Silver and Andy Henderson nabbed his 500km for all three Diamonds. Our new SkyLaunch is providing much improved launch heights and a significant drop in failures. The club continues to grow and runs Wednesday through Sunday for the winter.

Lee Hitchins

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

THE Inter-Club League Finals were held at the end of August. The first day saw superb weather and Richard Brown of Husbands Bosworth achieved a speed of 116km/h (handicapped) around a 318km task. The contest was won by Oxford GC. Sixteen-year-old Zoe Harris has gone solo and Graham Barlow has gained his Assistant Instructor rating. The club has had a great year with many new members.

Mike Pope

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

A GOOD weekend of wave in September was enjoyed by the London Gliding Club expedition with many climbs to FL100. Will Greenwood in his Jet 1 got his Gold height nearby. Bo Nilsson, our resident instructor, has decamped to NZ for the winter and Gerry Martin will ensure that we remain a seven-day-a-week operation until the end of October. We welcome visitors for our ridge and wave and, being only a couple of hours from the centre of the country, a winter weekend of fun is always on!

Robbie Robertson

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

THIS year has seen a big increase in launches, much more cross-country flying – especially from the younger members – and a grant of almost £48,000 from Sport England towards refurbishing the elderly blister hangar and a trailer for the gliding simulator. Recent achievements include first solos by Calvin Lau, David Lowe, Andrew Whitten, and a re-solo for Kevin Vaughan Smith. Stuart Whitehouse and Simon Vardigans have completed Silvers. Plans for 2014 include a possible summer expedition to Germany, as well as the regular spring and autumn trips to Wales and Scotland.

Roger Neal

BORDERS (MILFIELD) **WWW.BORDERSGLIDING.CO.UK** **535314N 0020510W**

CONGRATULATIONS to Trevor Parish (solo in a glider, converting from power), and Helen Fraser (Gold, with a distance flight of 329km in Feunteuilanos). Tom Beck, a visiting pilot on our wave weeks, climbed to 19,000ft to hopefully claim his Diamond, if not his Gold, height and John Brown did the usual Borders' trick in claiming his Silver height with a climb to 9,000ft. Well done to all of you from Borders. Needless to say, we'd like to thank all visitors this year - it wouldn't be the same without you.

Rich Abercrombie

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

WE'VE had an enjoyable flying season, with some unusually helpful weather providing several months of good thermal, ridge and wave. The field has been dry and firm and, thanks to our dedicated ground staff, we've recently laid over 20 tons of stone on the launch and landing points to ensure it stays that way, even when the winter bites. Congratulations to Tony Platt, who went solo; to Yvonne Stott and Laura Maksymowicz, who both completed their Silver badges; and to James Gerrie, who has achieved his Silver height and duration legs.

Keith Clarke

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

CONGRATULATIONS to Matt Davis (won the Junior Nationals), Leo Cheng (solo) and Ken Pile (Bronze). Thanks to Andrew Collings, our

(Left to right): Mayor's wife, Lesley Turner, at the Banbury Canal Day in **Banbury's Astir** (David Sibthorp); **Bath University** Gliding Club attracted interest at the university's Freshers' Week (Andy Green); power pilot Trevor Parish (right) was sent solo by **Borders'** Rich Abercrombie



students have a video on www.youtube.com/watch?v=VfPT39OcevY&feature=youtu.be and several uni members are to learn to drive the winch. We are to expand our cadet scheme. Mark Scott coped with a cable break on his first solo and later made a longer flight. Visitor Tony Hewitt went solo. Forty-one members/guests enjoyed an end-of-season dinner at Giuseppe's Gourmet. Chris Rollings gave a talk on cloud flying and will give tuition in it next year. We are hosting Enterprise from 28 June and will run three coaching weeks and Sid's Task Week.
Bernard Smyth

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

THE Open Aerobatics Contest was held here in September. Competitors included youngsters like our own Robbie Rizk (15) and James Taylor (17). The youngsters walked away with many medals! Robbie Rizk flew superbly to take the Gold medal, James Taylor took the Bronze medal and Guy Roth won the 'Beginners Trophy'. Robbie Rizk hit the headlines again by being awarded the global 'FAI-Brietling Youngster Award 2013' (see p4) and had to fly to Kuala Lumpur to collect it! Congratulations to Michael Sheehan on becoming an Ass Cat and Chris Hayball on his NPPL (SLMG).
Stuart Black

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

IN a busy two months, we congratulate Brian Crossland (solo), Ian Cudahy, Mac McDermott and Lee Wilson (Silver heights), Dave Peters and Dave Bell in their Nimbus 3 (3rd in the Pocklington Two-Seater competition) and Ron Jubb, Terry Tordoff, Paul Fox, Tommy Lynch and Ian Myles on passing their RT written exam. After some months' absence and work by members, the Venture motor glider is now flying again. Some members have been travelling, with John Firth and Chris O'Boyle flying from Barcelonnette in the Alps and other mounting an expedition to Portmoak.
Chris Cooper

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

WE'VE had a great season at Gransden, recruiting lots of new members, having a great regional competition and gaining the funding to order our new winch. As well as this, Wendy

Head set a UK open feminine 400km triangle record, Iain Baker a new club 100km out-and-return record, Haluk Yildiz gained Diamond height for the full set, Chris Lewis his Diamond distance and Keith Marshall a Silver distance. We're open throughout the winter and are looking forward to prize-giving on 9 December.
Peter Wilson

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

CONGRATULATIONS to Olya Vasilenko, Janine Ostick, Sarah Willlocks and Alastair Smith on their first solos, and Steph Smith (no relation to Alastair), who re-soloed after a four-year hiatus. Mike Tetlow and Ben Manning both achieved Silver height, Jeff Shen his Bronze Cross-Country Endorsement, while the Webbs (Mick and Tim) seem to have sewn up the summer weekend and mid-week club ladders.
Andy Hyslop

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

FOLLOWING the display of our PW6 at the Freshers' Fair, we welcome a new group of students from UWE in Bristol. Our juniors have had a successful summer, with Max Lazenby using his Royal Aero Club bursary on aerobatic training while Emil Benson finished 23rd in the Junior Nationals. Thanks go to Mike Randle for his support and to Airborne Composites for the Astir CS. Jonathan Apperley has completed his Silver. We now have a syndicate Capstan, which is proving very popular. It joins a number of other Annex II gliders residing here.
Frank Birlison

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

AT the beginning of 2013, Kev Atkinson asked club members "what do you want to get from gliding this year"? The support and response has been fantastic, with over 94 achievements ranging from first solos, numerous badge claims, improved soaring technique, advanced cross-country training and competition flying. Many members maximised their personal ambitions for this year! Even Izzy the retriever has not been exempt as she tows out the LS8 ready for launch (see p52)! Thanks Kevin. It only remains to wish everyone the season's greetings and look towards 2014 in anticipation.
Zeb Zamo

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

AUGUST and September brought good flying weather allowing the club to run Silver and Gold courses, giving local residents the opportunity to experience gliding. Congratulations to Paul Shannon (Bronze and Cross-Country Endorsement) and John Paskins (Motor Glider Instructor rating). As part of our Junior Gliding Centre activities, one of our local Scouting groups held a weekend camp at the club on 18-19 October. This allowed the participants to obtain their Aviation Badge during an enjoyable weekend.
Barry Patterson

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

WE have had a mixed summer with rain, low cloud and fog to wave. We have kept up our annual flying of visiting Scouts as part of their summer camps. It has been a very acquisitive time, as Dave Parker added a fourth K-6 to the private owners' line-up, Leith Whittington bought an immaculate Dart 17R, the club purchased a K-8B and third two-seater K-7M, while Martin Smith and Chris Kaminski brought a Skylark 3F onto site. We welcomed new member Mike Vosper, a blacksmith whose skills have already been used.
Martin Cropper

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

WE were saddened by the passing of Colin Dewhurst, who had contributed so much to the club with his willingness to help with a smile. Many thanks to the clubs which offered us help when our Puchacz FWE was destroyed in a field-landing incident. We have purchased a replacement from Karlstad Gliding Club in Sweden. Resident instructor Istvan Toth got Diamond height, as did tuggie Jonathon Morris. Ian Tait from Highland GC won the UKMSC; entry forms for next year's championship are on our website. Preference will be given to previous entrants.
Glen Douglas

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

WE'RE praying for a winter of wave weather and will shortly be announcing the dates of



(Left to right): **Nympsfield** solo for Mayra Codo De Oliveira; Dan Smith went solo at **Nympsfield** after a scholarship paid for by Doug Jones (Richard Starling); **Cotwolds' PW6** at the University of the West of England Freshers Fair (Matt Page); wave over the western edge of **Dartmoor** (Roger Appleboom)



🌀 Wavefests 2014. Denbigh Gliding also accepts bookings for expeditions throughout the year - check out our website and also www.lleweniparc.co.uk for what else you can do in this special part of North Wales.

Clare Witter Holland

DERBY & LANCS (CAMPBILL)

WWW.DLGC.ORG.UK

531818N 0014353W

WE are now into our winter season, operating every day except Mondays. Thanks to Alan Jolly and Ryan Hobson for instructing and launching this summer. Congratulations to John Bruce (solo), Adrian Long (BI) and Andrew Neofytou (Silver). Well done to John Collins and Mike Armstrong for bringing the DG500 to 2nd in the Two-Seater Comp at Pocklington. We're not sure what the CFI is encouraging, but he's handed out bottles of wine to several members who have landed out, including one who went to France - and he flies a turbo!

Dave Salmon

DEVON AND SOMERSET (NORTH HILL)

WWW.DSGC.CO.UK

505107N 0031639W

WHAT a fantastic summer of achievements. Congratulations to all, including our youngest solo, Peter Bennett (14). Also to Liam Vile who became the youngest (17) to gain a Gold distance and Diamond goal, and to Ollie Ogden Barker, Rick Andrews and Michael Fawcett (solo), Mark Eatough, Ruth Comer and Rick Andrews (Silver heights) and Ruth has her Bronze. And final congrats to Mark Layton and Tom Sides (5-hours). Our winter talks have re-started with a fabulous insight into the Battle of Britain from Sir Chris Colville.

Cheryl Smith

DORSET (EYRES FIELD)

WWW.DORSETGLIDINGCLUB.CO.UK/DGC

504233N 0021310W

WE have placed an order for a EuroFOX. Our Auster tug was badly damaged in an emergency landing on Bovington Tank Ranges after an engine malfunction. The K-13 that was being towed landed safely and there were no injuries - all credit to both pilots for their very quick thinking. Congratulations go to Ben Sheppard, who soloed in August after soloing with the Cadets. Nathan Hanney, one of our instructors, was asked to assist at the annual Royal Naval Adventure Training week at Lee On Solent in September.

Colin Weyman

DUMFRIES & GALLOWAY (FALGUNZEON)

WWW.DUMFRIESGLIDING.110MB.COM

545638N 0034424W

AFTER a long lay-off, we had a successful flying week in August. Our members are less rusty and it is beginning to be the club we hoped for again. Thanks to Richard Charnley, everyone socialised on the Saturday with a BBQ. Several trial lessons have been done and we are hoping to have an official opening day soon! Powered aircraft have also been arriving and enjoying our cups of tea, coffee, etc. All we need now is the good weather for flying and more members.

Wendy Mclver

EAST SUSSEX (RINGMER)

WWW.SUSSEXGLIDING.CO.UK

505423N 0000618E

OVER at Ringmer we have been enjoying the end of the summer season and have our fingers crossed for a dry-ish winter. We have been researching hard and are looking forward to testing a new weapon in the battle against poor winter field conditions shortly. On top of this we are also looking at potential options for a new tug aircraft. Most importantly, the soaring conditions have been holding up reasonably well in this Indian summer, which seems to be as good at growing thermals as it is mushrooms.

Will Harley

ESSEX (RIDGEBELL)

WWW.ESSEXGLIDING.ORG

520253N 0003330E

OUR flying week was a success with good weather enabling excellent flights. The Army Gliding Club from Wattisham visited and enjoyed experiencing a much smaller field than they are used to. We thank everyone who helped make the week such a success. Congratulations to Geoff Millet, Callum Dray and Marco Constantino (solo). Junior member Alex Harris has been filmed for Blue Peter (see p6) - he's also gained his Cross-Country Endorsement and Silver distance. We look forward to being in our winter at Wattisham and wish all clubs a great Christmas with a load of aviation goodies in their stockings.

Peter Perry

ESSEX & SUFFOLK (WORMINGFORD)

WWW.ESGC.CO.UK

515630N 0004723E

WE had a good time hosting one of the hotly-contested Inter-Club Regionals in July. The contest has had an energetic revival this year in the region boosted by a lot of work and effort

by many members, but particular mention should go to Dave Aherne and George Green. Thanks too to colleagues at Norfolk (particularly Paul Gould) and Rattlesden. We hope there is some momentum behind the revitalised Inter-Club League here and some other nearby clubs can join in and perhaps even host an event.

Adrian Tills

FOUR COUNTIES (WITTING)

WWW.FOURCOUNTIESGC.CO.UK

523645N 0002835W

AT our AGM, CFI Andy Mason summarised 2013's achievements. They included two task weeks, expeditions to Sisteron and Rieti, participation in regionals, and club cross-country flying, including a 400km. Increased membership led to numerous first solos and post-solo progressions. Our successful links with LSUGC and 134 (Bedford) Sqn ATC continued. The refurbished Skylaunch with Dyneema had provided 2,626 launches, averaging 2,000ft. Our CFI thanked members, especially DCFI Colin Davey and wife Hilly, whose catering is second to none; Phil Wilsher, our chief inspector; and Simon Watson, our treasurer.

Chris Armstrong

HEREFORDSHIRE (SHOBDON)

WWW.SHOBDONGLIDING.CO.UK

521429N 0025253W

WE had some fun flying during Task Week, though no spectacular weather. Away from Shobdon, congratulations to Iain Evans, coming 3rd in the Open Class Nationals and to Phil King, who for a month held the top spot on the BGA de Havilland Trophy for gain of height, with 20,682ft at Aboyne. We have been busy with trial lesson visitors with several returning for more, making us hopeful of new members. Following some good wave, with significant cross-countries, we are turning our attention to the wave and ridge for the next few months.

Diana King

HERON (RNAS YEOVILTON)

WWW.HERONGLIDINGCLUB.COM

MOONFRUIT.COM 51006N 002384W

DESPITE the ongoing runway repairs, we've had a reasonable season; hopefully there will be some more soaring to be had before the bad weather arrives. The summer course was a success with all the participants enjoying themselves, including the instructors and tug pilots. Unfortunately some indifferent weather conditions meant that there were no new solos. Well done to Andy Farr and Will Ellis, who

(Left to right): First solos for **Dorset's** Ben Sheppard (left), who previously soloed with the Air Cadets (Colin Weyman); also for **Essex's** Geoff Millet (Steve Rhenius); post summer course social at **Heron**; Daisy Simmonds after converting to **Nene Valley's** Junior



came 1st in the Club Class and Open Class respectively in the Inter-services, with the Navy winning overall. Plans are now being made for the winter maintenance programme.

Jim Hasker

HIGHLAND (EASTERTON)

WWW.HIGHGLIDE.CO.UK

573508N 0031841W

TEAM Easterton needs a bigger trophy cabinet! Ian Tait won the UK Mountain Soaring Championships flying a Grob Acro, despite having Dad Robert in the rear seat. Not bad at 16-years-old. Stuart Naylor in the Duo Discus, ably assisted by Billy Fisher and Chris Gill, won the height gain trophy and Phil Penrose in the LS7 came 4th. The two Easterton teams took the top two places at the Scottish Inter-club league (Fulmar was 1st and HGC 2nd). Congratulations to all. Bruce "Hagar" Gordon has a new toy, a Standard Cirrus.

John Thomson

LAKES (WALNEY)

WWW.LAKESGC.CO.UK

570752N 0031549W

MEMBERS who went to France had an enjoyable time and those who remained managed to keep flying. Chris Richardson has completed his Cross-Country Endorsement with a two-hour flight in wave in a south-easterly wind. The Capstan returned from Pocklington with the class trophy; congratulations to Peter Redshaw. Several members have started their applications for EASA licences and feel the process is not too difficult. Thanks to John Burdett and Peter Lewis, the tug has had its 50-hour check and we are now ready for a winter of spectacular wave flying!

John Martindale

LASHAM GLIDING SOCIETY (LASHAM)

WWW.LASHAMGLIDING.CO.UK

511112N 0010155W

OUR new maintenance hangar was the scene of our excellent James Bond 007-themed end of season party; sadly misnamed, as the season has not yet ended. The 41st International Vintage Rally was an astounding success with almost 100 gliders and 150 pilots from around the world taking part. Our Aboyne Expedition has started with wave flights to 15,000ft and one exceptional climb to 27,000ft by Graham Bell. Congratulations to Niki Marchant on her Diamond height, which completes her Diamond badge.

Chris Sterritt

LINCOLNSHIRE (STRUBBY)

WWW.LINCSSLIDINGCLUB.CO.UK

531836N 0001034E

WE don't get many August/September soaring periods at Strubby better than this year. Paul Kerman and Katherine York have gone from solo to Bronze and Cross-Country Endorsement and Paul has his Silver height. Tony Bowness and Pat Fowler have also reached Silver height. Our spare K-13 has been sold to the South Wales Gliding Club. We hope their members have as much fun with it as we did.

Dick Skerry

LONDON (DUNSTABLE)

WWW.LONDONGLIDINGCLUB.CO.UK

515200N 0003254W

CONGRATULATIONS to Tom Walker (solo), Bev Atkins, Roger Rhodes and Emily Tillett (Cross-Country Endorsements) and to Tom Russell (Silver distance). The regionals competition was a great success, although with mixed weather. Congratulations to winners Matt Cook (Red class) and Steve Nock (Blue class). Registration for the 2014 regionals (16 - 24 August) is open on our website. Our application to the Inspired Facilities branch of Sport England has been successful, bringing a substantial grant to help finance the refurbishment of our clubhouse and hangar. Thanks go to Geoff Payne, who led the application.

Andrew Sampson

MIDLAND (LONG MYND)

WWW.LONGMYND.COM

523108N 0025233W

SEPTEMBER 18th was one of several good wave opportunities here, with Alan Reynolds reaching 11,500ft and Richard Bennett 12,000ft. On 27 September Rob Shepherd and Geoff Minshull enjoyed their first east wind wave flights in the club K-23. We have had a very encouraging number of first solos, so congratulations to Leonie Minty, father and son Richard and Oliver Smith, John Groves, Miles Dearden, Ben Hughes and Sue Watts, who has re-soloed. As a result, the club single-seaters will be in great demand with the recent addition of an ME7 very popular.

Steven Gunn-Russell

NENE VALLEY (UPWOOD)

WWW.NVGC.ORG.UK

522612N 0000836W

WE were lucky to experience some great weather during the open weekend, raising about £2,600. Thank you to all who mucked

in and helped, especially to our scholarship trainees for running such a tight operation. We have been awarded a grant of £4,980 from the 'Star People' scheme that will contribute 50 per cent of the costs for our junior members to get to Bronze. Congratulations to converts Daisy Simmonds (Junior), Gareth Thomas (K-8), Ollie Wilson (K-6) and Tim Williamson (Bronze, Cross-Country Endorsement and Silver height). The youngsters are going great guns.

Kerry Mertz

NORFOLK (TIBENHAM)

WWW.NORFOLKGLIDINGCLUB.COM

522724N 0010915E

REFURBISHMENTS to the clubhouse are going well, with the new briefing room looking very smart ready for next year's competitions. We are pleased to be hosting the 15m Nationals alongside the Eastern Regionals from 16-24 August 2014. Back to this year's achievements, congratulations to Matt Vanston for his Bronze badge and Mike Hoy for all three Silver legs. There were some great performances in the Inter-club league, and even some cross-country during the August task week.

Caroline Billings

NORTHUMBRIA (CURROCK HILL)

WWW.NORTHUMBRIA-GLIDING-CLUB.CO.UK/

54560N 0015043W

FOR the third year running, a successful bikers' rally was held in late September when we hosted around 500 bikers for the weekend. Alongside their own activities, we offered trial lessons, which were very popular once the weather had cleared! Thanks to all involved. Tim Neville and Chris Noon completed two-hour flights for the Cross-Country Endorsement, and Tim also gained his Silver height. I completed my Full Cat rating thanks to help from Derek Smith, so now there is no excuse for the other instructors not to do one too.

Rob Rose

NORTH WALES (LLANTYSILIO)

WWW.NWGC.ORG.UK

530239N 0031315W

OUR club has made some upward strides, firstly investing in a nearly new beautiful PW6 with only 20 hours on the clock. We are hoping that this will be of great benefit in upgrading newer pilots onto glass gliders. A further addition is a new CFI's office plus map and briefing room with good security features, which sadly are much needed on our field. The past few weeks have provided three



(Left to right): **Rattlesden's** EuroFOX takes shape (Dave King); Alex Altuccini, 17, solos at **Shenington**; **Southdown's** Rod Walker 'finally' achieves his third Diamond, having bagged his first two in the early-90s; **Staffordshire** instructor Ian Carrick congratulates Malcolm Taylor (right) on first solo



☞ magnificent wave days, which many were able to take full advantage of and we hope for a few more before winter.

Brian Williams

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

2013 continues to be a busy (75th) year here at OGC. Just as the last of the washing and tidying up from the club's 75th anniversary party was finished, OGC won the Inter-club League final for the third time. Congratulations to all who took part and we look forward to defending the trophy. Alex ('Axle') Rose has gone solo, Mark Brooks has added a solo at BMGC to his repertoire, as well as joining Paula in buying a share in 579, a long-standing OGC-based Cirrus.

Paul Morrison

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

GOOD weather for the open weekend with lots of people taking up the couple of months' free membership, a couple taking up the 10 flight offers and two new members! All in all, a great success. Congratulations to Tony Claydon on his Silver and to Ross Morris and Murray Spittal on their Gold height gains at Milfield, both reaching 14,000ft (bet the strip looked tiny!). Sadly, the Aboyne trip did not result in any spectacular events due to the weather.

Marty Edgar

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

A GOOD summer has been had here with plenty of soaring flights. Surprisingly there were even some good soaring days to be had in October. September was cold and made us think that winter had arrived, but milder weather moved in and gave us some pleasant if somewhat unexpected gliding days later in the year. The cooler weather isn't all bad news. It will enable us to prepare for the spring and the soaring season of 2014. Our EuroFOX is taking shape and work is already under way on extensive runway resurfacing and repairs.

Liz Russell

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

THE SGU has lots of new members. Walking On Air has recruited four new members from The

Scottish War Blinded charity. Our latest batch of fledglings (solo): David Marshall, Graham Main, Andrew Sutherland, Dougie Wilson, Lars Boehne, Sam Pope (a cadet) and Michael Keeley. A score of badge legs, heights etc; "only" a couple of UK records: John Williams' 300km triangle and Sant Cervantes' 100km goal. Lots of visitors, not much wave so far, but all happy bunnies.

Chris Robinson

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

THE past few months have been very exciting with two scholarship courses where students did exceptionally well. The club would like to thank the visiting instructors Martin Cropper, Kevin Fear and John Bradbury for their assistance. And a big thank you to Dave Reddie, John Cockfield and Robbin Thomas for continued support. Jordan Richards entered the Inter-services coming ninth in his first competition and winning the 'Sproule Mug' as the most improved RN club glider pilot. Seahawk is buzzing with enthusiastic new Junior members who are progressing nicely toward solo.

Jake Matthews

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

WE'VE had more solos to celebrate – Alex Altuccini is the latest, with Reuben Swinfield a fortnight before, and Dave Carter resoloing. Our modified K-8 is now flying, thanks to a Sport England grant and the hard work of Colin Hales and Lucy Wootton. T-21 'Beth' has also completed a refit and is back in the air, and the club has been given a Skylark 4. From November through to February we will be operating midweek on a more ad hoc basis when the weather allows. Visitors are always welcome.

Tessa Whiting

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

OUR cadet scheme has brought an influx of young members, leading to Charlie Mills becoming our youngest Bronze holder (17), Piers Murray our youngest solo (15), and Callum Lyle, Chris Lewis, Georgie Kloos, Daniel Long and Ed Jasuilevicius all going solo. Bob Cray and Angus Nisbet gained their Silvers, Paul Fritche became the Standard Class free

distance record holder, with an out-and-return flight to Gainsborough. Veteran cross-country pilot Rod Walker gained his third Diamond, with a distance flight. Our presence at the Shoreham Air Display generated plenty of interest.

Peter J Holloway

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

STEVE Jones is our newest solo pilot and several weeks earlier Alex Allen (14), became our youngest solo pilot. Peter Burgess has moved to our Astir and Steve Jarvis has his Silver. We also congratulate Geoff Williams, who has qualified as an Ass Cat instructor. Our Grob two-seater has returned from its summer soaring over the mountains of Europe and we have just acquired another K-13. This is perhaps just as well as we continue to attract new members. Work has continued on the airfield, mainly further improvements to the drainage.

Stuart Edinborough

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

CONGRATULATIONS to Steve Daniels for his first solo aerotow and then a timing near miss, making him a member of the character-building four hours and 50 minutes club. Rob Kameny has bagged his Silver height. Chris Jones has passed his SLMG licence and several members have qualified for their Flight Radio Telephony Operators Licence. Our friends at Milfield provided an excellent day's wave, with Peter Gill topping the show at 15,200ft and Peter Lowe and Tony Moore also getting over 10,000ft.

Neil Frost

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

FOLLOWING the terrible break-in, vandalism and theft from our hangar, the club is now mostly back to normal thanks to enormous help from all the club members that helped get everything back in order. Despite everything, we've had a good spate of flying toward the end of the season. Congratulations to: David Addison (solo) and to all those heading towards their Cross-Country Endorsements, including Andrew Woolley and Bob Sluman, Jason Barton (Bronze) and successful competition entries, including Steve Codd (8th at Bicester Regionals) and Tom Arcott (4th in Junior Nationals).

Marc Corrance

First solos for (left to right): Helicopter pilot Jonathon Salt being congratulated by **Trent Valley** CFI Robin Parker after soloing in the Grob (Geoff Lloyd); **Upward Bound Trust** trio Ruaidhri Meghen (Steve Bonser), Cherry Bateman (Chris Scutt) and James Simpson (Gary Newbrook)



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

WE are very sorry to report that CFI and course instructor Chris Curtis has announced his intention to leave gliding to focus on his family. Chris has been a voice of sanity, a steadying hand and will be greatly missed. Task week was well subscribed this year with two classes. Results were: Pundit - first Ed Jenkinson and Jonathan Walker, Sports Class - first Alan Foxon with a team of novices. Dates for the diary: 18m Nationals 5-13 July 2014 and Midland Regionals 26 July-3 August 2014.

Tricia Tietma Pearson

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

OUR initiative to attract new members is bearing fruit with record numbers of visitors and group flying days. As our partnership with Lincoln University Gliding Club enters a second year, the number of students continues to grow. Dave Plumb completed a terrific year with his Gold height; Mark Gradley has his too and Liam Collieran Silver height. Helicopter pilot Jonathon Salt has soloed. We are preparing to buy our airfield when, as we expect, it becomes available to us in the future. This will pre-occupy our thoughts and efforts!

Geoff Davey

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

WE'VE had a fantastic end to the main season with several solos and other achievements. James Simpson went solo in August; Cherry Bateman had her first solo in September, as did Ruaidhri Meghen. Meanwhile Chris Raine achieved his Silver distance in September during our expedition to Edensoring. Several members had fun flying there, with Dave Bramwell managing to get to 11,000ft in wave. Chris Scutt had great fun taking his K-6e to Velké Porčí in the Czech Republic during August to take part in the annual HOP competition.

Chris Scutt

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

OUR open weekend was a big success with a good turnout and lots of flying. We even attracted some new members. Kevin Hale

organised a fly-in of vintage aircraft and we were happy to host a Jodel, TSW2 Bi Plane, Buckler 1950s trainer, Indian Hindustan Pushpak, an 1946 Auster AOP6 and a few others. Winter is coming and I reflect on what a joy it is to be in an aerotow club, where you can ride to 5,000ft and take a 40-minute, smooth as silk, glide down to earth. Magic!

Jay Myrdal

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

NOT a great deal to report this time, I am afraid. We have enjoyed some good flying recently, although not brilliant, but at least everyone has had some "safe" fun. As you read this we will have all enjoyed our Christmas "Bash", yet again organised by Lisa and Alan, and will probably be standing round looking at our winter waterlogged field, contemplating the new EASA License Conversions.

Paul Porter

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

TWENTY-NINE gliders took part in our Two-Seater Competition in August. Matthew Sheahan from Lasham came first winning a trip on the Wessex Rose, a hotel canal-boat run by Dave and Karen Binney. We hosted another successful inter-university competition with great weather. Sam Roddie followed up representing Team GB in the Junior Worlds by coming second in the Junior Nationals. Jason Marchant went solo, sent by Simon Barker, a first in 10 years of instructing. University of York student, James Wood gained his BI rating in time to help out with new students.

Paul Docherty

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

WE had a good day flying students from Wrekin College, and our BI flying has been well received. There was warm hospitality and good flying for a small expedit to the Long Mynd. Congratulations to Josh Mann on re-soloing and to Colin Haynes for his Bronze. Many thanks are due to Darren Dowd for being our treasurer for the past couple of years, as he heads off to Halton. Thanks also to Simon Hawker for being our OIC; he is now handing over the keys to Alan Swan.

Ian Redstone

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

WHILE the airfield was closed supporting a military exercise, members took the opportunity to redeploy to Keevil. The weekend was successful such that Jamie Sage made a 50km out to Newbury South 'engine off' in the Grob 109 and Ian McFarlane achieved his 50km. Congratulations also go to Ian for his 5-hour duration plus Gold height during a very successful expedition to Milfield where Sam Prin also achieved Gold height. Work has started to implement a computer logging system that will debut with the launch of the new control point.

Sam Prin

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

THIS has been our best summer for several years, with the introduction of a Friday fly day well received. In a bid to get ourselves noticed by the surrounding population we invited several press organisations to sample a free mini-gliding course. The G-SORA syndicate represented the club at the annual Two-Seater Competition at Pocklington. Congratulations to Pete Tyndal, Shaughn Hanks, Sam Parks, Nick Covill and Tony Bradley, who have all gone solo in the past months. Finally, congratulations to Mike Bond, who won the Northern regionals (see p36). Well done mate.

Mark Boyle

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

THE Northerns, with an entry of over 25 and five decent flying days, was the best in my time at the club. The competitors I spoke to all said they had a good time so congrats to comp director Andy Parish and his team. Another milestone's just been reached as Richard Cole finished off the EuroFOX shakedown (after its maiden flight in September). Nice to see we achieved something big, complicated and on budget. Well done to the entire team. It's been a great summer, but planning for winter now!

Christopher Thirkell

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



■ In addition to day-to-day operations, Stratford on Avon also offers one-day and one-week courses in the summer, runs a pilot development week every August and provides corporate days and group bookings for visitors, along with a gift voucher scheme for people wishing to celebrate a special occasion and view Stratford upon Avon from the air.

> CLUB FOCUS

STRATFORD ON AVON

AT A GLANCE

Membership:
Full: £365
Junior: £50

Launch type:
Winch: £8

Club fleet:
K-21, 3 x K-13, SZD Junior,
K-18, K6CR
Scheibe Falke SF2000

Private gliders:
21

Instructors/Members:
22/106

Types of lift:
Thermal and occasional
wave

Operates:
Seven days/week - May to
September
Weekends, Thursdays and
public holidays - October
to April

Contact:
Clubhouse: 01789 731095
Membership: 0121 684 9282
Email: office@
thesoaringcentre.com
www.stratfordgliding.co.uk

Long and Lat:
521406N 0014310W

Radio: 129.975MHz

STRATFORD ON AVON Gliding Club (sometimes known as 'Snitterfield') was formed in April 1974. Originally based at Long Marston airfield, problems with security of tenure resulted in a move to Snitterfield - a former WW2 airfield - in 1987. Situated off the A46 and A3400, between the villages of Snitterfield and Bearley, the club now has the security of a long-term lease and excellent facilities for both members and visitors.

Our flat east-west oriented 100-acre site is ideal for winch launching and large enough for landing in any wind direction. We're a winch-only site using a Skylaunch and a back-up winch equipped with Dyneema cable for optimum safety and launch heights of up to 2,000ft.

Due to planning restrictions, powered aircraft can't operate from the site, but we do fly turbos and our recently purchased Scheibe Falke SF2000 touring motor glider, which will allow us to offer the full EASA LAPL(S) syllabus post-transition.

Visiting motor gliders are also welcome, but on a strictly prior permission required (PPR) basis to ensure compliance with our planning conditions, noise abatement

procedures and local airspace. Please get in touch if you would like to fly in.

We're a thriving club and our varied membership includes cross-country pundits, juniors, Warwick University club members, vintage gliding enthusiasts and *ab-initios* of all ages. We're also in the final stages of becoming a Junior Gliding Centre.

Based 375ft AMSL, slightly above the surrounding countryside, local soaring is excellent with several local hotspots and also occasional wave. We're often aided in finding the lift by the buzzards, which nest nearby!

We fly seven days a week from May to September and are open on weekends, Thursdays and public holidays during the rest of the year, with on-site catering provided. In the winter months, we also arrange to fly on extra days when the weather looks good, notifying members by email.

We pride ourselves on being a very welcoming a club and hope you'll pop into visit us soon. We're very easy to find by road (as well as air) and are located just five miles from junction 15 of the M40.

Daniel Brown



STEMME S10-VT
The Ultimate self-launch 2-seater
125 knot cruise or 50:1 glide
2463km Gliding Record
or fly to New Zealand!!
Side-by-side comfort

Coming soon:
S6, S8 & S2

Please contact:
www.STEMME.co.uk
Tel/Fax: 01277 823066
Mike.Jefferyes@stemme.co.uk

Maiden Flight
S6 Prototype



Outie is now available in two versions: both have identical hardware with sunlight readable screens, micro SD card slot, cables and mount.

Outie 2 at £498 incl VAT has full version of See You Mobile fully loaded with world wide data & lifelong free upgrade.

Outie 2 Lite at £299 incl VAT is ideal if you already have a See You Mobile Licence or want to run XC Soar or LK8000.

BGA and IGC Approved Calibration Centre for all types of GPS Flight Recorders £19 + £6 return post

Dickie Feakes
Bicester Aviation Services
11 The Poplars, Launton, Bicester OX26 5DW
07710 221131 or 01869 245948
dickie@bas.uk.net

GLIDER/AIRCRAFT INSURANCE?

Contact:
Tony Fidler
Glider pilot for 35+ years
40+ years insurance experience

ANTHONY FIDLER & CO INSURANCE CONSULTANTS
27 High Street, Long Sutton
Spalding, Lincs PE12 9DB
Tel: 01406 362462
Fax: 01406 362124
E-mail: robin_fidler@yahoo.co.uk

Authorised and regulated by the Financial Services Authority

Call 01452 741 463



Mountain High Oxygen
We are now authorised distributors for the full range of MH Oxygen EDS and XCR systems. Visit our website to view the full range.

Gadringer Seat Harness
Replacement seat harness for most gliders in a full range of colours. prices start at: **£354.37 inc VAT**

Camelbac Unbottled 2 litres
Leak-proof fully insulated bottle offers up to 3 hours of cool, clean water.
£31.50 inc VAT



ATR500 Radio Entry level 57 mm radio with easy operation via 2 line LC-Display 9 memory frequencies, Auto TX off after 2 mins Power supply: 10.5V - 14V
price £948.00 incl VAT



MicroRecorderSD
The FAI ratified microRecorder comes complete with a USB download/charging connect to a NMEA data out/external power connector and external antenna. It includes Engine noise detection and a SD card. The SD Flash card enables flights to be transferred to a removable flash card for easy downloading.
£300.00 inc VAT



Winter Bordgerate Instruments
The very best German precision Instruments. Visit our website to view the full range.



Colibri II
Smallest logger with high level IGC approval. All you need to claim badges, records or competition flights It is small in size, but big in functionality. Standalone it is useful for navigation, wind calculation and tracking of engine status. Full details on our website.
£528.00 inc VAT

Dittel KRT2 Transceiver
Fantastic NEW 57 mm VHF-AM transceiver, full graphic LC-display with dual-watch technology.
£999.00 inc VAT



CALL NOW FOR A FAST AND FRIENDLY SERVICE!

To complement our existing workshop facilities you can now access a huge range of **Parts, Repair Materials and Accessories** from the comfort of your own home - simply give us a call or visit

WWW.SVSP.CO.UK

The Smartest Way to Purchase Materials!



...and Remember!
We offer a complete instrumentation service - we can fit out your panel

and our Heritage is **REPAIRING GLIDERS** we have 15 years experience in all kinds of repair, simply call for advice.

TEL. 01452 741 463
M. 07860 542028
SALES@SVSP.CO.UK
PASSAGE ROAD, ARLINGHAM GLOS, GL2 7JR

FITTING FINALE



A brace of 1960s Slingsby's finest (Howard Torode)

WITH the 2013 gliding season coming to a close, one of the last established vintage events of the year was Slingsby Week at Sutton Bank (24 August – 1 September), *writes Bruce Stephenson*. This year's event was blessed with some of the best weather of recent years, as some 22 gliders and pilots gathered for an eventful week of Yorkshire hospitality.

Club president Nick Gaunt opened the rally with an amusing, tongue-in-cheek speech on EASA regulation, aimed at making gliding safer, before officially declaring the week open, with some fine soaring on the east wind lee-wave.

The rest of the week offered some exciting soaring in some of the country's most

spectacular scenery. Rally organiser Phil Lazenby closed the rally with a cordial invite to welcome all vintage enthusiasts to next year's 2014 event.

Meanwhile, 5 October marked the last official event for 2013 on the Vintage calendar, the VGC Annual Dinner. As a special celebratory dinner, this year's 40th event was held at the stunning location of the Shuttleworth Collection at Old Warden. With special tours for dinner goers, the dinner kicked off as one of the most memorable Annual Dinners in years past. Members came from all over Europe and, with special guests Sir John Allison and the BGA's Pete Stratten, the awards ceremonies got under way.

Party-goers enjoyed the delights of the season's closing Shuttleworth air display the next day. The finale to our 40th year couldn't have been more fitting, as VGC member Graham Saw delighted the assembled crowds, putting his Lunak through its paces. The display marked symbolically just how far the VGC has come in the past 40 years and the special relationship it now enjoys in delighting crowds at Old Warden.

The VGC and its members would like to extend grateful thanks to Sir John Allison and all the staff at Old Warden, without whose help such an enjoyable event would not have been possible.



From another age: Old Warden's Edwardian 1911 AVRO Triplane is put through its paces (Gayle Pearce)

COME TO AUSTRALIA TO FLY AWAY THOSE WINTER BLUES!

At the 'GLIDING CLUB OF VICTORIA' - BENALLA
HOME OF THE 2017 WORLD GLIDING CHAMPIONSHIPS

SUMMER COURSES:

- Going for Solo
- Going for Silver
- Going for Gold

Courses available from: October to April Inc...
and outside these dates by arrangement.

**Accommodation/Flying packages available,
For further details, check out our website:**

**www.glidingclub.org.au
or call +61 3 5762 1058**



VGC member Graham Saw puts his Lunak through a spirited display for the crowds (Gayle Pearce)



Sir John Allison gives a highly entertaining speech to dinner attendees (Bruce Stephenson)



VGC President Nick Newton (right) presents William Cook (left) and Ken Reid with the International Rally Challenge Trophy for the best restoration of their immaculate T-21 at the International Rally (Bruce Stephenson)



20 EuroFOX tugs sold into the UK, call us for a demonstration

- Join the quiet & efficient tug evolution
- Nose or tail wheel Tug – 750kg tow load
- Long successful history of tugging in Europe
- Non EASA Annex II permit "group A" aircraft under the LAA
- Versatile - use for Nav training, tug pilot reviews, power syndication
- Proven engine - Rotax 100 HP, water cooled with a low noise footprint
- 400 worldwide, strong, robust, safe & reliable
- Quality materials, easy wing fold

www.eurofoxuk.co.uk
Eurofoxuk@btinternet.com
07923 441269

SAILPLANE & GLIDING



Six issues for the price of three!

Subscribe to *S&G* today by Direct Debit and you will receive six copies of *S&G* for the price of three - that's just £12.88 for the first year of your DD subscription. Subscribing to *S&G* costs just £25.75 for one year (six issues) for UK-based pilots. **THAT'S LESS THAN THE COST OF A SINGLE AEROTOW!**
www.sailplaneandgliding.co.uk

Photo: Alastair Mackenzie

JET A1

AV GAS 100LL

Supplied, all over the British Isles in Bulk and Drums and around the World in ISO Tanks (23,000 litre stainless Steel) and Drums (200 litre, Mild Steel Epoxy Lined)

Speedy delivery service Competitive prices Quality assurance

We operate a Quality Management System, which complies with the requirements of BS EN ISO 9001:2000 in the Procurement, Importation, Storage and Distribution of Aviation Fuels. We are DCL registered (Defence Contractors List) and we have recently been awarded, with a further two year contract to supply the Ministry of Defence with Aviation Fuels.

Aviation fuelling equipment, both bowsers or tanks, from 2,000 to 40,000 litres capacity, available at low prices.

For more information call Damian at:
020 8440 0505 or E Mail: sales@cymapetroleum.co.uk

CYMA Petroleum (UK) Limited



242-248 High Street, Barnet, Hertfordshire EN5 5TD
Telephone: +44(0)20 8440 0505 Telefax: +44(0)20 8440 6444
Email: sales@cymapetroleum.co.uk www.cymapetroleum.co.uk

ONLY DUMMMIES IGNORE FACTS

Dr Tony Segal reflects on his early investigations, using manikins, into heavy landing, spinal injury and seating foam



(Above) Dr Tony Segal with manikin at the RAF Institute of Aviation Medicine test track at Farnborough

(Far right) Hybrid 3 manikins – small (5 percentile female) and large (95 percentile male) – were tested

**EFFECTIVE IN
REDUCING THE
OCCURRENCE
AND SEVERITY
OF SPINAL
INJURY IN
ACCIDENTS
AND IN HEAVY
LANDINGS**

MY INTEREST in the important topic of spinal injury in gliding accidents started when I observed a heavy landing in a glider at Lasham in May 1984. The young lady pilot involved suffered an unstable fracture of the spine and could possibly have had to spend the rest of her life in a wheelchair. I am pleased to report she made a complete recovery.

I was at “Lasham University” (the club bar) one Saturday evening shortly after this accident when the late Frank Irving (senior lecturer in aeronautics, Imperial College) ordered me, as a medical doctor, to do something about the situation concerning spinal injury in gliding accidents and heavy landings. Here is where chance came in. The following Monday morning a fellow pilot showed me a newspaper cutting concerning energy-absorbing foam used in the seat cushions of lifeboats used for emergency evacuation from oil rigs. The foam used was Dunlopillo Low Resilience (DLR) foam. I wrote to the technical officer of Dunlopillo for information. He turned out to be an ex-pilot

from Lasham and was delighted to help. He promptly sent me technical details and samples of foam for testing.

The Commandant of the RAF Institute of Aviation Medicine (RAF IAM), Air Vice-Marshal Peter Howard, allowed me to use their test facilities. I started by testing a small piece of unloaded foam in the Helmet Test Lab. However, when I showed the excellent results to Frank Irving he told me off and ordered me to repeat the test with loaded foam and a full-size cushion.

He explained that foam behaves differently when loaded and when unloaded. Secondly, tests in the USA showed that, unusually, the entire volume of the foam absorbs energy. The energy absorbed is not dependent simply on the linear crush

distance. Following this, I was allowed to use the impact test track at the RAF IAM with a full-size cushion compressed by an instrumented manikin to measure the spinal load on impact.

This test clearly showed the advantage of DLR energy-absorbing foam over a bare seat, or over ordinary household foam. For the test I had used ½” of soft DLR foam, for pilot comfort, on 1” of firm grade DLR foam. The work was presented at the OSTIV Congress in Benalla, Australia, in 1987, and published in the OSTIV journal *Technical Soaring* dated 1988, volume 4.

Problems then arose. First, people got muddled between the two types of foam, soft and firm. Then, with a low cockpit canopy, there was no space between the pilot’s head and the canopy when both types of foam were being used in the cushion. I considered protection from spinal injury was more important than seating comfort, so recommended that only firm grade foam should be used in these circumstances. Finally, unfortunately, the commercial firm of Dunlopillo was purchased by a Japanese firm, which stopped the production of DLR foam.

Recommended

I turned for help to my friend Air Cdre (retired) Dr Peter Saundby, Medical Adviser to the BGA. He contacted Professor Gp Capt David Glaister, who was testing a new design of crash helmet for motor cyclists and aircrew. He lined the test helmets with Sunmate foam and recommended this material for glider seat cushions. The foam was then imported from the USA by RD Aviation (now AFE Oxford) and renamed Dynafoam for distribution in the UK and Europe.

A new test track had been built at Farnborough for the Defence Research Agency (DRA), operated by a team of test engineers: namely Sqn Ldr Ian Mckenzie, Les Neil and Mark Rees. I was allowed to use this test track. I had available three state-of-the-art “Hybrid 3” test manikins: 5th percentile female, 50th percentile male and 95th

percentile male. I decided to use all three manikins, although most similar tests use only the one 50th percentile male manikin.

I tested Dynafoam ½" thick, 1" thick, 2" thick and 4" thick. I also tested the bare seat, ordinary soft commercial foam, and Plastazote energy-absorbing foam.

For the deceleration of the crash impact I used the values recommended by the US Army *Air Survival Design Guide*, namely peak G of 17Gz and velocity change of 9.4 m/s (21mph): 76 per cent of survivable accidents occur at or below these values.

Due to my previous experience with DLR foam and the limited cockpit height in most gliders, I decided to use only the firm grade of Dynafoam for my test. Incidentally, this made the introduction into the UK gliding community of a relatively new material at that time less complicated.

The main results of the load on the lumbar spine were as follows:

5TH PERCENTILE FEMALE

Bare seat	1249 lb.f.	5.558 kN
½" Dynafoam	1083 lb.f.	4.819 kN
1" Dynafoam	1038 lb.f.	4.619 kN
2" Dynafoam	823 lb.f.	3.662 kN
4" Dynafoam	767 lb.f.	3.413 kN

50TH PERCENTILE MALE

Bare seat	2035 lb.f.	9.056 kN
½" Dynafoam	1837 lb.f.	8.175 kN
1" Dynafoam	1690 lb.f.	7.520 kN
2" Dynafoam	1402 lb.f.	6.239 kN
4" Dynafoam	1183 lb.f.	5.264 kN

95TH PERCENTILE MALE


This gave results between the above values, probably due to the effect of friction between the heavy manikin and the test seat.



WHY YOU SHOULD FLY WITH AN ENERGY-ABSORBING SAFETY CUSHION

The pilot of this glider comments:

'Flying doesn't always go as planned and whether it's your own mistake or a circumstantial one, having a properly specified energy absorbing seat cushion installed is as vital as wearing a parachute. I didn't have one and my consultant estimated that my recovery time would have been reduced by 30% with an energy absorbing cushion. In my case that was two months! Don't learn this lesson the hard way - go and get an energy absorbing cushion today. It might be the best £100 you ever spent...'



BRITISH GLIDING ASSOCIATION

Samples of Dynafoam were placed in the altitude chamber of the Defence Research Agency, Farnborough. A rapid decompression was carried out, lasting three seconds, from 5,000ft to 25,000ft. There was no macroscopic change in the structure of the foam. This means there should be no problem with the seat cushion when flying at altitude in wave.

I should like to thank Group Captain David Gradwell (Head of Altitude and Life Support) and Mr P Harmer (Senior Scientific Officer) for their help with this test.

These results were published in the OSTIV journal *Technical Soaring* for October 1995. They were presented at the OSTIV Congress in 1995 in Omarama, New Zealand. Since then, Dynafoam has been widely used in glider seat cushions and has been very effective in reducing the occurrence and severity of spinal injury in accidents and in heavy landings.

Also, instructors report a reduced incidence of back pain due to the repeated minor impacts that occur when the pupil lands the glider.

If there is sufficient room under the canopy, ½" thickness of soft grade Dynafoam can be placed for comfort on top of the firm grade of Dynafoam, while still maintaining the important property of spinal protection.

■ OSTIV is the "Organisation Scientifique et Technique Internationale du Vol à Voile".

■ The BGA safety booklet, pictured above, advises that pilots always fly with an energy-absorbent cushion. It's not expensive and helps protect your spine.

Recognised energy-absorbing foams, such as Dynafoam and Confor, return almost no energy in a crash. Ordinary foams and many other materials do the opposite. The returned energy separates the pilot's bottom from the seat. This means the pilot can end up descending and meeting the glider structure coming the other way as it, in turn, bounces off the ground.



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

BGA accident/incident summaries

AIRCRAFT

Ref	Type	Damage	Date, time	Place	PILOT Age	Injury	P1 hours
71	Bocian	substantial	02/06/13, 17:45	Dartmoor GS	56/60	none/none	354
Rear fuselage broken during landing. In the 90° crosswind the circuit was flown, as planned, on the downwind side of the airfield. Losing height, the P1 prompted the P2 to turn towards the airfield and then later took control. By the time the P1 realised that they would not make it over the treeline they were too low to do anything other than turn away and land downwind, downhill in an adjacent field. The P1 had to groundloop the glider to avoid running into a stone wall. Flying the circuit in the sinking air on the lee side of the hilltop airfield cited as a contributory factor.							
72	ASW24	substantial	27/05/13, 16:10	London GC	60	none	2000+
Damaged wheelbox and undercarriage doors after the undercarriage collapsed on landing. Returning through strong sink the pilot made a late decision to land 2km from the airfield. Landing with some 60kg+ of water ballast still onboard contributed to the heavy landing and subsequent damage.							
74	Pegase	substantial	25/05/13, 16:00	Rattlesden GC	59	none	384
Broken tailboom after an undershot approach ended up with a wingtip catching on crop and yawing the glider round.							
75	ASW24	substantial	25/05/13, 11:00	Cambridge GC	74	serious	1400
Fractured vertebrae and damaged fuselage and canopy. The airbrakes came open during the winch launch, unnoticed by the pilot. After a poor launch, the pilot attempted an abbreviated circuit onto a cross runway, but was unable to clear a boundary hedge. The glider yawed as it flew through the hedge before landing sideways.							
77	Grob 103	minor	07/06/13, 17:10	Surrey Hills GC	-	none/none	689
Canopy opened during flight. It had remained shut throughout the winch launch and for the early part of the flight; it is thought that the trial flight P2 may have inadvertently moved the handle, possibly while taking photographs.							
79	Sport Vega	substantial	27/05/13, 12:55	Darlington GC	77	none	82
Broken tailplane fitting after a ground loop during landing. The winch reduced power as the glider rotated towards the full climb and the cable back released at about 50ft. The glider descended through the wind gradient in the 20kt wind, dropped a wing as it rounded out and ground looped round the wing.							
80	T59 Kestrel	minor	02/06/13, 12:40	Wyvern GC	50	none	50
Heavy landing damaged the canopy and undercarriage doors. The pilot was new to the type and, distracted by another glider blocking the usual landing area, he allowed the speed to reduce during the approach. The glider stalled during the roundout, dropping to the ground from about 5ft agl.							
81	Astir	substantial	08/06/13, 12:45	East Sussex GC	19	none	35
Glider hit ridge while ridge soaring. The pilot was attempting a Silver distance flight along the ridge, but after crossing a gap, he arrived at the next section below ridge height only to find there was no lift. Before he could turn away towards his landing area, a wingtip clipped a tree, turning the glider into the ridge.							
86	PA25	minor	18/06/13, 15:45	Scottish GU	63	none	930
Tug tow rope hit and broke fencepost 10ft outside the airfield boundary.							
87	Puchacz	minor	16/06/13, 18:30	Northumbria GC	64/-	none/none	not reported
Airbrake tube bent. As the glider slowed and the wing dropped, a corner of the lower airbrake paddle caught on a low earth bank on the edge of the airfield, bending an airbrake support strut.							
88	K-21	substantial	21/06/13, 18:45	Devon & Somerset GC	68/16	none/none	140
Broken fuselage after groundlooped off-site landing. After hearing a bang during the winch launch, the P1 assumed the cable had broken so he lowered the nose to the recovery attitude, pulled the release and having regained speed, started a modified circuit. In fact, the (unlocked) airbrakes had come open. Not realising the airbrakes were open, the P1 was unable to complete the modified circuit and elected to land in a small field, groundlooping the glider to avoid running into a hedge. The pilot had been distracted after closing the canopy during his pre-flight checks and had omitted the 'brakes' part of the checks.							
89	Discus	substantial	01/06/13, 17:55	Lasham GS	35	none	38
Fuselage underside damaged during wheel-up field landing. The pilot was attempting Silver duration and distance and landed after 4 hours 53 minutes in the air.							
91	Pegase	destroyed	24/06/13, 16:15	Shenington GC	48	minor	270
Facial injuries and destroyed glider after undershooting field landing ended with the glider going through one fence and a drystone wall before becoming entangled in a second fence. From the pilot's perspective on approach, the field was several times wider than it was long, although the landing distance available was more than adequate. This, combined with an approach flown over a downslope into what would have been an uphill landing may have led to the illusion that the landing field was shorter than it was.							
92	JS1	substantial	26/06/13, 13:40	Midland GC	67	none	790
Fuselage and wings damaged after the glider spun during the turn from base to final. The pilot had selected full landing flap and slowed to light wind approach speed just prior to initiating the turn.							
93	Olympia	destroyed	27/06/13, 10:45	Derby & Lancs GC	48	none	353
Glider crashed, overturned and destroyed after taking off with the elevator disconnected. The group of six pilots and five gliders were visiting as part of the club's vintage week. The glider had been rigged the evening before by the group as a whole without any single individual taking responsibility. There were no positive control checks done on the elevator, no independent rigging checks and, on the day of the flight, no DI was performed before the pilot got in and flew the glider. Realising early on during the winch launch that the elevator was disconnected, the pilot released and the glider settled into a shallow dive before crashing.							

BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	Place	PILOT Age	Injury	P1 hours
94	K-21 Supermunk	substantial substantial	30/06/13, 15:15	The Gliding Centre	59 66/14	none none/none	not reported not reported

Tailwheel tug taxied into the back of the parked glider. The propellor sliced into the rear of the glider's wing, damaging the wing, propellor, cowling and shock loading the engine.

Incidents

70	SF25e	none	16/05/13, 14:45	-	-	-	-
Broken bones in hand. While turning the Limbach engine over by hand, the engine fired and the prop struck the pilot's hand.							
73	K-8	destroyed	11/05/13, 16:30	-	-	-	-
While being towed back to the hangar, into wind, the glider took off, flipped over and landed on its back. Towing on the nose hook instead of the CofG hook or having a third person in the glider may have prevented the incident.							
76	Astir	none	02/06/13, 15:25	-	-	-	-
Glider took off with the tail dolly still attached.							
78	B4	none	08/06/13, 15:00	-	-	-	-
Pilot's first aerotow on the high wing, CofG hook glider resulted in the glider pitching up during take-off, followed by PIO and then both pilots releasing the rope. After two uneventful winch launches the pilot had not had an aerotow specific briefing and the trim had not been correctly set for the aerotow.							
82	K-6cr	none	3/06/13	-	-	-	-
Investigation revealed that the seat pan had been modified, allowing excessive rearward stick movement and elevator travel. Also, the seatback had been moved rearward, moving the pilot's mass 100mm further aft. The combination had led to unusual and pronounced spinning characteristics.							
83	ASW20	none	29/05/13	-	-	-	-
Despite carrying out positive control checks, it was discovered after the second flight of the day that the starboard flap was disconnected. The pilot was new to the syndicate and still learning the glider.							
84	PA25	none	11/06/13, 09:50	-	-	-	-
Tug pilot became lost after the glider released. Thick haze under a strong inversion made visual navigation difficult. The club TMG was guided to the tug with the help of ATC and the pair returned to the airfield over an hour after the tug had taken off.							
85	Astir	minor	19/06/13, 16:10	-	-	-	-
Aileron damaged after the glider struck a parked car while being towed out.							
90	ASG29	none	2/06/13, 10:00	-	-	-	-
Wingtip hit another pilot at the start of the take-off run. The other pilot had parked his glider adjacent to the club aerotow grid and, distracted by his preparations, had walked in front of the other glider just as the all out had been given.							

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.



AAIB BULLETIN: 7/2013

THIS is an abridged report of the UK Air Accident Investigation Branch report into a fatal DG-100 accident. The full report can be found in the AAIB Bulletins at www.aaib.gov.uk/publications/bulletins.cfm

Aircraft Type and Registration: Glaser-Dirks DG-100 glider, G-DDFN

Year of Manufacture: 1975 (Serial no: 30)

Date & Time (UTC): 4 August 2012, 1131 hrs

Location: Pluckerston Farm, Kirriemuir, Angus

Synopsis

Whilst turning to the right, the glider was seen to enter a spin from which it recovered after about two turns. The glider was seen to fly normally for about a minute and it then entered a second spin, from which it did not recover. The pilot was fatally injured.

Analysis

The pilot was properly licensed to conduct the flight and the aircraft, as far as could

be established, was serviceable. The weather was suitable for the flight being undertaken and the pilot had carried out the necessary flight planning.

From witness reports and the track log data, it appears that the winch launch and initial thermalling flight were normal, with an average climb rate of about 150 ft/min.

The average airspeed in this period was only a few knots above the '1g' stalling speed for the glider, about 36kt, but this is usual for a glider in weak soaring conditions, with the pilot trying to fly at close to the 'minimum sink' airspeed. However, at about 'Point C', turning to the right, the speed probably decayed and the glider entered a spin, from which the pilot was able to recover. The height loss during the recovery was 500ft.

After that initial spin, the pilot flew to the north before making a turn to the right onto a south-south-easterly track. From the flight evaluation manoeuvres performed later, the combination of rate of descent and airspeed suggests that the airbrakes may have been fully open at that stage, likely to have been a deliberate

action by the pilot. At this point, it appears that the pilot was probably returning to the gliding site, perhaps as a result of a medical problem or the unsettling experience of the inadvertent spin, to join the circuit on the downwind leg at the normal initial height of 500ft agl.

At 'Point F' the glider was at 930ft agl so using the airbrakes to lose the height would have been reasonable. At 'Point H' the glider was still at 750ft agl and levelled off in a turn to the right. Whether this was intended to be another orbit to lose more height is not known but the airspeed was about 40kt, still close to the stall.

It could not be determined whether the airbrakes had been closed or were still extended to some degree at this point, but the glider entered a second spin from a height of 750ft agl and did not recover. It is possible that the airbrakes had remained open, or they opened unintentionally because they had not been fully 'locked' after the intentional descent. In either case, this would have caused an increase in the stalling speed as well as increasing the height needed to recover. The airbrakes were found to be open at impact and, although unlikely, the pilot may have opened them during his attempted recovery from the spin.

The post-mortem examination of the pilot identified a heart condition, but it is unlikely that this would have contributed to the accident, although this, or another medical effect, could not be ruled out. Further, it is reasonable to assume that the pilot, having entered and recovered from the first spin, would have paid particular attention to ensuring that a safe airspeed was maintained. The fact that the pilot appears not to have retracted and locked the airbrakes when levelling off, and allowed the airspeed to decay, may further indicate that the pilot's performance was in some way impaired.

Conclusion

The investigation concluded that the glider entered a spin due to the low airspeed whilst turning to the right, with the airbrakes extended to some degree. No specific reason was identified for the decay in airspeed leading to this spin. The aircraft did not recover from the spin and the extension of the airbrakes may have delayed the spin recovery.

■ S&G extends its profound sympathy to the family of the pilot involved.

Black Mountains Gliding Club

The premier UK site for glider pilot development

- ▶ Develop your flying skills at Talgarth this year
- ▶ Fixed price courses are available
- ▶ Over 100km of local ridges
- ▶ Great place to develop thermal, ridge and wave flying techniques, giving excellent average flight times
- ▶ Airspace - we have loads of room!
- ▶ Located in the National Park - fun activities for your family while you fly
- ▶ Now open daily until the end of October
- ▶ Expeditions and individuals are all welcome, however booking is essential
- ▶ Please contact us at enquiries@blackmountainsgliding.co.uk



Tel: 01874 711463 (weekday mornings)

www.blackmountainsgliding.co.uk

The BGA Team and General Information



Executive Committee

Chairman

Peter Harvey
chairman@gliding.co.uk

Executive Members

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

Treasurer

Les Kaye

Company Secretary

Tony Smith

HQ

Tel: 0116 289 2956 Fax: 0116 289 5025

office@gliding.co.uk
www.gliding.co.uk

Chief Executive

Pete Stratten
pete@gliding.co.uk

Office Manager

Debbie Carr
debbie@gliding.co.uk

Accounts

Peter Bishop
accounts@gliding.co.uk

Administration

Lizzie Pike
lizzie@gliding.co.uk
Sheila Weston
sheila@gliding.co.uk

Communications Officer

Keith Auchterlonie
keith@gliding.co.uk

FAI Badges Officer

Basil Fairston
basil@gliding.co.uk

Chief Technical Officer

Jim Hammerton
cto@gliding.co.uk

Airworthiness Quality Manager

Keith Morgan

Magazine Editor

Susan Newby
editor@sailplaneandgliding.co.uk

Performance & Development

Competitions & Awards

Russell Cheetham

Team GB Manager

Graham Garnett

Development

Diana King

Development Officer

Alison Randle
alison@gliding.co.uk

Marketing

Sharon Kerby

Operations

Safety

Pete Stratten

Future Licensing

Chris Gibson

Airspace

John Williams

Instructing

Don Irving

Training Standards Manager

Mike Fox
mike@gliding.co.uk

SLMG

Andy Miller

Technical

Howard Torode

Flying Operations

Ted Norman

CAA SLMG Instructors and Examiners

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

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

Chris Heames

Other Information

Courses

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

Fees

BGA Fees are detailed at www.gliding.co.uk/forms/bgafees.pdf

Email News

Staying in touch with latest developments could not be easier. Just subscribe for Email alerts at www.gliding.co.uk/subscriptions

BGA Office Contact Details

8 Merus Court, Meridian Business Park, Leicester, LE19 1RJ
tel: 0116 289 2956 fax: 0116 289 5025 email:office@gliding.co.uk

Robin Cole (1918-2013)



ROBIN COLE, CBE DL HonDSc FREng, died 14 September 2013 at the age of 94. He was a former RAF Squadron Leader (engineer) and set up Conder Engineering to

make welded steel structures, initially for the farming industry, such as gates and pens. Eventually the company graduated to making steel-framed buildings, such as hangars and factories. Following his lifelong concern for wildlife, he set up the Conder Conservation Trust. He met his wife Jane, a WAAF, in India and they married in 1947. They had two children. He was Deputy Lieutenant of Hampshire.

Robin learned to glide at Cambridge University in 1937, and was the last surviving competitor from the 1946 Nationals. After the RAF he moved to Winchester and was a member of the Surrey Gliding Club before the move to Lasham in 1951.

He let Lasham buy, for a "snip", a prototype of his revolutionary Kingsworthy building, which is still Lasham's clubhouse. Lasham's 'Conder' building won the Initiative Building Competition in 1962. Robin also generously donated £2,000 to Lasham to build the tug hangar. Paul Minton recalled that the only difficulty we had with the planners was that they wished the hangar to be painted with cow dung to "merge into the landscape". It was probably Robin's diplomacy which saved the building from a smelly fate.

In the Nationals in 1961, Bernard Davey and Robin flew a two-seat Beagle. They found the last cloud of the day over Bodmin Moor, where they were joined by Imperial College's Eagle. Both gliders entered cloud, each convinced that they had right of way. Somehow, on the way to 8,000ft, they missed each other. Bernie and Robin pressed on some miles beyond Perranporth.

John McCullagh, Lasham GS

Maggie Buchanan (1946-2013)



PARHAM is an emptier place now that Maggie Buchanan is no longer with us.

She was born on 30 October 1946 and passed away on 6 October 2013.

Maggie had been married to Angus for

40 years and had three daughters: Helen, Shona and Fiona, who were seen growing up over the years at Parham by many club members.

Maggie had a friendly and lively presence and will be remembered with great affection; always managing to brighten our days.

She was a good organiser and had worked as a nurse for many years. On several occasions, she had moved the whole family to Sydney for a season so that they could be together with Angus. This sometimes involved farming the young family out to trusted local friends so she could join Angus for a night stop in Bangkok.

Maggie had over 2,000 hours of flying experience as a gliding instructor, tug pilot and touring motor glider pilot, and had gained a Gold C with two Diamonds.

She was an enthusiastic sub-aqua diver and a competent and fearless off-piste skier, despite, latterly, artificial knees! In skiing, she was right at the centre of organising the Southdown Sliders' annual trip to the slopes where, every year, she ensured we had fun.

Maggie and Angus stayed with me in Florida, where we were able to visit Sun n Fun and fly the Teal and Chipmunk. When I sat beside her in the Teal for the first time she turned round and said, very seriously: "Where are all the engine controls?" She hadn't expected them to be located in the roof. Towards the end of her visit I arranged a flight for her in a Cub floatplane, which she enjoyed enormously and much preferred.

Maggie was a keen and knowledgeable birdwatcher and was enthused when we were able to see both a Golden Eagle and a Sea Eagle on the same day on Mull.

I also recall standing in the canteen queue at Portmoak when she noticed someone choking seriously and, without a moment's hesitation, grabbed him - a total stranger - around the stomach to administer the Heimlich manoeuvre.

During the construction of our new hangar, Maggie was always first there in overalls to muck in and help with the painting.

We often flew the Grob 109B together, when she would chat away about turning up one day at the Minden Gliding Club

with Angus and both coming away with Diamond heights. She laughed when I reminded her of the day she arrived for a flight in my Jodel to Orkney with a large flat screen TV to be fitted into the hold.

I will remember her excitement when we collected our Shark from the Czech Republic. She was on top form and was thrilled at how beautiful England was in the spring.

We will all miss seeing Maggie at Parham and sharing her company. She remained forthright, persistent and a brave fighter to the end. I know that Angus and the girls will always be amongst friends when they visit.

Tom Beck, chairman, Southdown GC

Ken Martin (1939-2013)



AFTER 39 years as a valued club member, Ken Martin has passed away, aged 74.

His engineering career at Mather & Platt, Manchester, well qualified him to be our Technical

Officer for some 30 years. Quietly and without fuss he dealt with a myriad of tasks, many passing unnoticed. His cars bulged with tool boxes and spare parts, always willingly made available to members in need.

Gliding was not Ken's initial pastime passion. In his youth he excelled at speed cycling, water skiing and full-suit wreck diving, which included amateur projects for The Manchester Ship Canal Co, exploring the murky depths.

He became an accomplished Alpine skier until a multi-fracture accident forced him to seek a new sport, so his introduction to gliding came via a course at Lakes GC at Walney Island. That left him well bitten. He joined Avro GC at Woodford, but with the 1,200ft ceiling over Woodford, Shobdon became his main club.

In addition to instructing, he shared in a Libelle, then a Ventus B(T) and a Nimbus 4D(T), the latter engendering many beard twitching recounts of seemingly impossible glide-outs.

With the Ventus he made numerous trips to Gap-Tallard, which fulfilled his love of mountains and lakes.

So thank you and goodbye Ken - it was our pleasure to have known you.

Joan and Charles Boutcher, Herefordshire GC

BGA BADGES

No.	Pilot	Club (place of flight)	Date
DIAMOND BADGE			
788	Haluk Yildiz	Cambridge	02/08/2013
789	Jonathan Smith	York	30/06/2013
DIAMOND DISTANCE			
1-1196	Chris Lewis	Cambridge	20/08/2013
DIAMOND GOAL			
2-2480	Edward Morris	Hus Bos	06/08/2013
2-2481	David Rhys-Jones	Southdown	26/05/2013
2-2482	Alan Boyle	SGU (Cambridge)	14/08/2013
2-2483	Dougal Crisp	Gliding Centre	19/08/2013
2-2484	Carol Marshall	Dorset (Cambridge)	14/08/2013
2-2485	David Hurst	Portsmouth Naval	20/08/2013
2-2486	David Martin	Derby & Lancs (Le Louroux, France)	03/08/2013
2-2487	Mark Butcher	Essex & Suffolk	14/08/2013
DIAMOND HEIGHT			
3-1762	Haluk Yildiz	Cambridge/Essex (Aboyne)	02/08/2013
3-1764	Jonathan Smith	York	30/06/2013
GOLD BADGE			
	Helen Fraser	Borders	15/08/2013
GOLD DISTANCE			
	Eric Lown	Shenington	06/07/2013
	David Plumb	Trent Valley	25/05/2013

Mike Gee (1928-2013)



MIKE GEE, FCA, died on 9 July 2013, aged 85. He read mathematics at Cambridge and learned to glide at the University Gliding Club.

The Cambridge sky blue Olympia had 'C, Silver C, Gold C, North Sea, Irish Sea' painted on the side of the cockpit. Mike earned his 'Goldfish Club' badge for ditching it in the Irish Sea off Llandudno.

He was famously accident-prone and on one occasion he was severely struck by lightning in the cockpit. Another day, after launch, Mike noticed the ASI was not working. He knew at once which tube had come off at the back. He undid the knurled nuts, withdraw the panel and placed it on his lap. However moving the stick was difficult and so, until he replaced the panel, his aerobatics were quite interesting before he achieved a safe landing.

Mike became an Accountant Officer in the RAF during his National Service. He was a long-serving committee member

No.	Pilot	Club (place of flight)	Date
	Edward Morris	Hus Bos	06/08/2013
	Dougal Crisp	Gliding Centre	19/08/2013
	David Hurst	Portsmouth Naval	20/08/2013
	Helen Fraser	Borders (Fuentemilanos)	15/08/2013
	Thomas Arscott	Lasham/ Surrey Hills (Nympsfield)	19/08/2013
	Stephen Noujaim	Bristol & Glos	20/08/2013
	David Martin	Derby & Lancs (Le Louroux, France)	03/08/2013
	Mark Butcher	Essex & Suffolk	14/08/2013
GOLD HEIGHT			
	Phil Westerby-Jones	Yorkshire	30/06/2013
SILVER BADGE			
	James Roland	Booker	01/08/1977
	Emil Benson	Cotswold	25/05/2013
	Frank Soowamber	Chiltern	17/07/2013
	Jeffrey Price	Southdown	10/07/2013
	Simon Brown	Darlington	24/07/2013
	Christopher Pullen	Wyvern	25/06/2013
	Jason Holloway	Cambridge	11/08/2013
	Michael Upex	Peterborough & Spalding	03/08/2013
	Michael Smith	Yorkshire	13/08/2013
	Timothy Moore	Four Counties	31/07/2013
	Angus Nisbet	Southdown	26/04/2013
	Ian Vickers	Cambridge	04/09/2013
	M Lawrence-Jones	Cambridge	20/08/2013
	Graham Nixon	London	20/08/2013
	Russell Winters	Portsmouth Naval	19/08/2013
	Robbie Christie	Kent	20/08/2013
	Anthony Claydon	Peterborough & Spalding	28/08/2013
	Liam Lyons	Lasham	10/08/2013

of the Surrey Club, the BGA Council and Lasham Gliding Society, where he gave invaluable advice and help on financial matters for more than 50 years. Mike undertook a huge volume of work on Lasham's VAT affairs, convinced we were being overcharged. This resulted, eventually, in a large refund cheque from HM Revenue & Customs. Mike, Wally Kahn and David Carrow were the brains behind Lasham's negotiation of long leases and eventually the purchase of the airfield. Mike was awarded LGS Life Membership for his sterling work. He was also a trustee of the Guild of Aviation Artists and the Fan Museum.

His marriage to Moragh was a long and happy one and produced four sons. Mike had a very "press-on" attitude to cross-country flying and so often landed out. Moragh's life was occasionally interspersed with long retrieves with the babies in the back of the car, sometimes all night. The problem was solved when Mike eventually got an aircraft with an engine.

John McCullagh, Lasham GS

No.	Pilot	Club (place of flight)	Date
	Douglas Knights	Trent Valley	02/06/2013
	Krasimira Shtereva	London	31/08/2013
	Jonathan Jenks	North Wales	31/08/2013
	David Jones	Derby & Lancs	11/08/2013
	Robert Cray	Southdown	26/08/2013
	Stefan Scibor-Kaminski	Bicester	29/08/2013
	Andrew Neofytou	Derby & Lancs	20/08/2013
	Lloyd Roberts	London	31/08/2013
	Stephen Jarvis	South Wales	31/08/2013
	Samuel Prin	Wyvern	29/06/2013
	Simon Vardigans	Booker	20/08/2013
	Martin Hardy	Kent	20/08/2013
	Adrian Nettleship		20/08/2013
	Neil McLaughlin	Four Counties	24/07/2013
	Michael Hoy	Norfolk	20/08/2013
SILVER HEIGHT			
	Lech Zakrzewski	Shenington	08/08/2013
CROSS COUNTRY ENDORSEMENT			
	Steven Daniels	Staffordshire	12/07/2013
	David Carus	SGU	01/07/2013
	Iain Wood	South Wales	27/07/2013
	Paul Mansi	Lasham	15/06/2013
	Dominic Miller	London	28/09/2012
	Rhoan Birch	London	10/08/2013
	Howard Waters	SGU	19/07/2013
	Tony Bradley	Edensoaring	14/07/2013
	Henry Roth	Lasham	11/07/2013
	Neil McLaughlin	Four Counties	28/04/2013
	Michael Smith	Yorkshire	10/08/2013
	Matthew Vanston	Norfolk	18/08/2013
	Roger Lucas	Derby & Lancs	16/08/2013
	Mehul Bajpai	Lasham	06/08/2013
	David Spencer	Derby & Lancs	16/08/2013
	Jeffrey Shen	Chiltern	18/08/2013
	Tom Humphrey	Four Counties	16/08/2013
	Alexander Harris	Essex	26/08/2013
	Samuel Hepburn	Portsmouth Naval	20/08/2013
	Stephen Hill	Derby & Lancs	10/08/2013
	Geoff Minshull	Midland	22/08/2013
	Richard Ballard	Trent Valley	07/08/2013
	Allan Cole	Gliding Centre	05/09/2013
	David Hope	Black Mountains	29/07/2013
	David Lewis	Buckminster	01/09/2013
	Alberto Recchi	Lasham	31/08/2013
	Stefan Scibor-Kaminski	Bicester	19/08/2013
	Guy Trees	Booker	29/08/2013
	Nigel Williamson	Dartmoor	02/09/2013
	Charlie Mills	Southdown	28/08/2013
	Michael Oakley	Lasham	28/08/2013
	Charles Eaton	Booker	04/09/2013
	John Woolley	Surrey Hills	05/09/2013
	Philip Mackenzie	Four Counties	26/08/2013
	Spencer Defriend	Midland	07/09/2013
	Jack Rose	London	04/09/2013
	Philip Drake	Bath, Wilts & North Dorset	07/09/2013
	Geoffrey Miller	Lasham	11/09/2013
	Andrew Lomas	Derby & Lancs	12/09/2013
	Emily Tillet	London	10/09/2013
	Neil Hoddinott	Bath, Wilts & North Dorset	14/09/2013
	Thomas Russell	London	29/08/2013
	Jacob Matthews	Seahawk	29/09/2013
	Mark Lawrence	East Sussex	25/09/2013
	John Shackleton	SGU	27/08/2013



EES Aviation Services

Husbands Bosworth Airfield
www.eesaviation.com
Tel: 01858 880807 07729 322804
Lutterworth, Leicestershire LE17 6JJ

Complete maintenance and repair service for all aircraft
BGA & LAA inspector, authorised CT microlight repair agent
UK Service & Repair Centre for Sportline Aviacija & Co - manufacturer of LAK17b fes

Photograph courtesy of glidingsport.com

The Premier Motor Gliding School

- * Courses or by the hour for NPPL SLMG & TMG PPL.
- * Bronze C Cross Country & Field Landing Checks.
- * Convert your BGA Licence to an NPPL SLMG.
- * RT Examination Centre.

Competitive Prices



Oxfordshire Sport Flying

www.enstoneaerodrome.co.uk
telephone 01608 677208




SKYLAUNCHuk.com

Skylaunch are now manufacturing
1-2-4-6 Drum Winches powered
by Diesel, Petrol, LPG, CNG
or Electric

"It's like going up on rails"

"Another new SkyLaunch winch delivered to Chanet Vol a Voile, France"

Tel: 44(0) 1939-235845 skylaunchwinches@yahoo.co.uk www.skylaunchuk.com



The Motor Glider Club

- NPPL Courses – SLMG & SSEA
- Courses for Glider Pilot's – from £980
- RT Courses & Test Centre
- Ground Study W/E Courses
- Motor Glider Hire – £60ph
- C150 Hire – from £99ph

Hinton Airfield, Nr Banbury
Less than 1 hour from London or Birmingham – via M40

01295 812775
www.motorgliderclub.co.uk
E-mail: clivestainer@tiscali.co.uk



SkyCovers.co.uk

All-weather covers to protect your glider from harmful UV and weather.

From only £599

Durable, waterproof and breathable, tailored to fit your glider with built in polishing and ventilation, comes with carry bag

Check our website for information - canopy and hangar covers also available

Enquiries Tel. 07976 247505
Email: protect@skycovers.co.uk



life cover
for glider pilots

Glider pilots can often face expensive premium loadings when applying for life cover.

In the vast majority of cases we can secure standard rates and this includes aerobatic and competition flying.

- online premium discount
- our aviation insurance advisor has 23 years flying and 25 years industry experience
- special discount scheme via our pilot supplies partner

stein financial
pilot insurance

01793 491888 www.flyingcover.co.uk

SOFTIE
Emergency Parachutes

Five models
many variations
comfort our priority



PARASENTIAL - UK AGENTS
www.parasential.co.uk
parachutes@parasential.co.uk
01256 381689/07752 419445

Great Winter Gliding Holidays in South Africa



The Country

Magnificent Scenery and Unique Wildlife

No jet lag - Same Time Zone
as Central Europe

Convenient overnight flights
to Cape Town and Johannesburg

The Site

Friendly Club Atmosphere
Good airfield facilities

World Class Guest Houses
within 4km's of the airfield

The Gliding

Ideal cross country environment
Strong thermals, high cloud bases
and safe outlanding conditions

Excellent fleet of well equipped gliders

Daily Met Briefings
Task Planning and Guidance

Comprehensive post flight analysis

ASW27b, JS1 and Duo Discus now in Fleet



www.soaring-safaris.com

info@soaring-safaris.com

Dick Bradley : +27 83 280 1028

Classifieds

Please send the text of your classified advert to Debbie Carr at the BGA office (not to the editor) - debbie@gliding.co.uk Call 0116 289 2956 if you have any queries about classified adverts.

Please remember that, if you are emailing text, your advert may not appear unless we have received payment by post or credit card by the deadline. The deadline for classifieds to be included in the **Feb/March 2014** issue of *Sailplane & Gliding* is **4 Dec 2013** after which any adverts received will be published in the following issue.

Text: 80p/word, minimum 20 words (£16).
Black and white photographs: £6 extra.
Box number: £3 extra. All prices include VAT.



GIFT IDEA

FR 300 Flight Recorder
Only **£93.00** incl P&P in the UK

Tel: **07850 950349**

or order on-line at

www.ixavionics.co.uk

Cotswold Gliding Club (CGC) are pleased to announce that they intend to construct a new sailplane storage building at their site at Aston Down Airfield in Gloucestershire.

The building will be very similar to the buildings constructed by SGU at Portmoak but will be for ten sailplanes plus two tugs or short wingspan / partially de-rigged gliders.

The club has made good progress and has obtained both Planning Permission and Building controls Approval and has made some preliminary construction purchases.

CGC has a small number of places still vacant and would welcome inquiries from owners and syndicates who would like to base a fully rigged sailplane at Aston Down.

The airfield has two hard runways in excellent condition and suitable for self-launchers.

For further information please contact the CGC Office - office@cotswoldgliding.co.uk

SKYCRAFT

Propulsion Systems for Land, Sea & Air

GET AIRBORNE

Skycraft, the HOFFMANN PROPELLER service centre, has unrivalled experience in supply and maintenance of propellers for tugs and gliders.

Skycraft Services Limited | Albany House & Brown's Yard | Silver Street | Litlington | Cambridgeshire | SG8 0QE |
Tel: 01763 852150 | Email: skycraft@btconnect.com | www.skycraftservices.co.uk

Image by: www.jamienlucphotography.co.uk

SAVE THE DATE!

The 2014 BGA Sporting Conference, AGM
and Awards Ceremony is on Saturday 1 March
at The Belfry Hotel, Nottingham

Repair and maintenance workshop for sailplanes of composite structures

Specialised in REFINISH

At your service since 1988 - more than 1000 refinished sailplanes from all over the globe

WE OFFER:

- Complete refinish in gelcoat or Polyurethane
- Cockpit renewals, replacing seals, all kinds of repairs and modifications
- Anti-collision painting, applying registration, competition and other markings
- C of A renewals, 3000 hrs inspections, special inspections

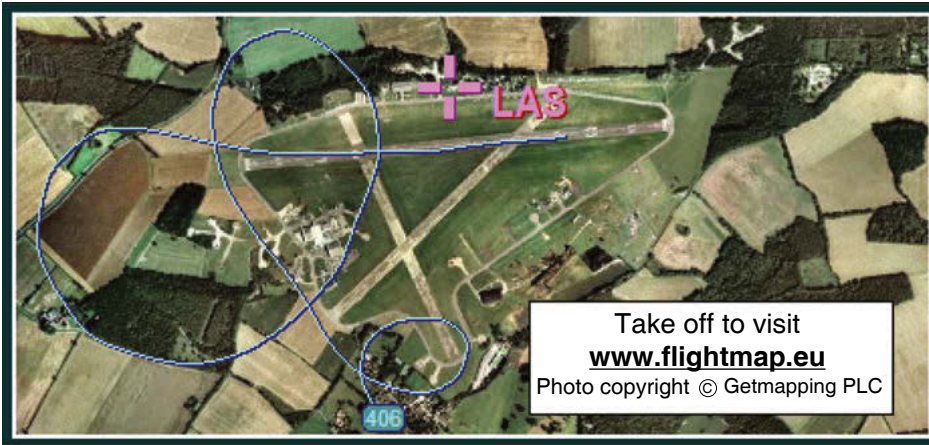
YOUR BENEFITS:

- Best quality customer oriented service at reasonable prices
- Guarantee certificate for the quality of service
- Simple order procedure, organisation of transport and other services available on request
- All services according to EASA regulations



GLIDER SERVICE

Glider Service Franc Novak s.p., Alpska cesta 43, SI-4248 Lesce, Slovenija, phone: +386 4 53 53 400 Fax: +386 4 53 53 410, info@gliderservice-novak.si



Soaring (Oxford) Ltd

- UK agents for all Grob aircraft including full support for single seat Astir gliders
- Suppliers of all general gliding and winching parts and accessories including everything from tyres and instruments to weak links and winch cable
- All at very competitive prices

We will save you money!

Soaring (Oxford) Ltd
RAF Syerston
Newark, Nottinghamshire, NG23 5NG
Tel: 01636 525318
Email: support@soaringoxford.co.uk




INDEX TO DISPLAY ADVERTISERS

AFE/RD Aviation	inside back cover
Airborne Composites	74
Anthony Fidler	61
Baltic Sailplanes	43
BGA	29, 44 + 69
Bicester Aviation Services	61
Bicester GC	IFC
Black Mountains GC	68
Bristol & Gloucestershire GC	28
Cambridge GC	11
CYMA	63
East of England	72
EMFO	50
EuroFOX	63
Flightmap Software	74
Forbes Brokers	28
Gavin Wills	67
Glider Service	73
Gliding Club of Victoria	62
Hill Aviation	11
Harry Mendellson	51
HpH Sailplanes	8
John McCullagh	50
Lake Keepit	50
LX Avionics (John Delafield)	22 + 73
Marsh	50
North Yorkshire Sailplanes	74
Of Course	42
Oxfordshire Sportflying	72
Parasential	72
Quercus	11
Roger Targett Aviation	11
Severn Valley Sailplanes	61
SkyCovers	72
Skylaunch	72
Skycraft Services	73
Soaring Oxford	74
Soaring Safaris	73
Southern Sailplanes	back cover
Stein Financial	72
Stemme Motor Gliders	61
Sydney Charles Aviation	35
The Motor Glider Club	72
Wolds GC	35
Zulu Glasstek	28

Sailplane & Gliding's cover and entire contents are the copyright of The British Gliding Association. Nothing herein may be republished in any medium or format, in whole or in part, without explicit prior written permission from the publisher. Views expressed herein are not necessarily those of the BGA, nor of the editor. The publisher reserves the right to accept, reject, discontinue or edit any advertising offered for publication. Publication and/or inclusion of advertising is not an endorsement, qualification, approval or guarantee of the advertiser or of the service or product advertised. Readers are advised to make their own enquiries in respect of advertisers they may use.

Garmin D2 Pilot Watch

Introducing the D2 Pilot Watch. Garmin re-invents the aviation portable with the first highly capable and ergonomic GPS watch designed specifically for aviators.

As well as being a standalone portable GPS with worldwide database, the D2 also syncs with other Garmin devices. Pilots may conveniently build flight plans and create waypoints within Garmin Pilot on their iPad 3 (or newer), select Android tablet, or other compatible devices. From there, the data may be uploaded to D2 using a Bluetooth wireless connection.

Additionally, D2 will remotely control Garmin's HD action camera, VIRB Elite. When connected to VIRB Elite, D2 has the ability to remotely start and stop video, view elapsed time for active video recording, as well as capture high quality still photos – even when video recording is active.

Garmin D2 Pilot Watch **£354.00**
Quickfind: GARMIND2



Garmin VIRB Elite

The VIRB Elite is a true HD 1080p action camera that combines enhanced HD video recording with Bluetooth capability and advanced GPS functions like preset recording profiles.

VIRB Elite features a built-in 1.4" Chroma colour display that stays on when the camera is on, but uses minimal power, allowing for up to three hours of recording at 1080p with the rechargeable lithium-ion battery. And video enhancement features like Digital Image Stabilization and Lens Distortion Correction ensure footage looks great, even before you start editing.

- 1080p HD video recording with 16 megapixel CMOS image processor
- Chroma display: colour, high-resolution; easier control of setup, playback and adjustments
- High-sensitivity GPS, accelerometer and barometric altimeter
- Bluetooth connectivity to D2 Pilot Watch remote control
- Rechargeable 2000 mAh lithium-ion battery, record up to 3 hours at 1080p

Garmin VIRB Elite **£349.00**
Quickfind: GARMINVIRBE



Garmin D2 & VIRB Elite bundle

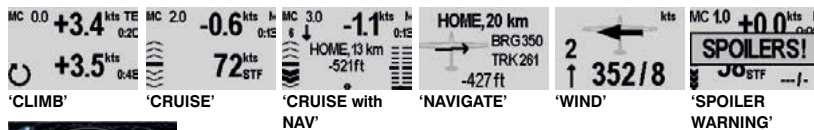
Purchase Garmin D2 Pilot Watch and Garmin VIRB Elite together and SAVE £78.00



Garmin D2 & VIRB Elite bundle **£625.00**
Quickfind: D2VIRBEBUNDLE

ClearNav Vario

Multiple display screens, including



The best plug-and-play replacement for a Cambridge CA1302.

This ClearNav Vario continues the ClearNav design philosophy of providing robust and configurable products which are simple to use and require a minimum of heads-down time in the cockpit. Multiple display screens provide maximum information at a glance. The pilots who already have flown with the Vario have pronounced it the best instrument ever for selecting thermals while cruising, and maximising climb-rate.

Configurable switch inputs for Wheel, Brakes and Cruise/Climb with Smart Warning for wheel up, or brakes out on take-off.

Every ClearNav Vario ships with a complete package of hardware and software. Upgrades are enabled via downloadable software modules, allowing pilots to select the exact performance package appropriate to their needs.

CNv Club Version (audio vario, speed director, home navigation and wind info)

£1,195.00 Quickfind: CNVCLUB

CNv Cross-Country Version (adds Task navigation, flight recorder and output to 3rd party displays)

£1,749.00 Quickfind: CNVXC

2014 Gliding Calendar

The 2014 Gliding Calendar (Segelflug Bildkalender) once again takes its place at the top of the class as our best-selling calendar, now in its 45th edition with stunning shots captured from the lens of renowned photographer Cornelia Temnitz.



Printed on coated art-paper, 48cm x 29cm, the 12 stunning sailplane photographs include text descriptions in English, German and French, combined with detailed supplementary information and black & white drawing on the reverse.

2014 Gliding Calendar **£24.95**

Quickfind: GLIDINGCAL2014

All prices include UK VAT

AFE OXFORD

airplan flight equipment

The UK's largest pilot shop. Opposite Oxford Airport, 10 minutes from Junction 9 of the M40



SAT NAV: OX5 1FQ

www.afeonline.com

1000'S OF PRODUCTS AVAILABLE ONLINE

Opening Hours (local):
Monday – Friday 09:00–17:30
Saturday 09:00 – 17:00

Tel: (0)1865 841441
Fax: (0)1865 842495
e-mail: tech@afeonline.com

AFE Oxford Pilot Shop
Unit 2 Chancerygate Business Centre,
Langford Lane, Kidlington, Oxford OX5 1FQ



- Supply
- Maintain
- Repair
- Certify

Membury Airfield,
Lambourn Woodlands,
Hungerford,
Berkshire RG17 7TU

tel_ 01488 71774 fax_ 01488 72482
 evenings_ 01488 668484
 mobile_ 07774 429404
 email_ office@southern sailplanes.com

Zeus, God of the sky*

LX Navigation, the original LX company with some 30 years experience, have designed a navigation system to rule over them all... 'Zeus'.

The LX Zeus was so impressive that we installed them in our own aircraft immediately.**



*According to Greek mythology...
 **Call us on 01488 71774 for more details, or see them working in our gliders - 6,110, and 210

Presented in Conjunction with:





SCHEMPP-HIRTH. PERFORMANCE THROUGH EXPERIENCE.
 SOLE UK AGENTS FOR SCHEMPP-HIRTH | GLIDER SALES, PARTS SUPPLY & SUPPORT | INSPECTIONS & ANNUAL MAINTENANCE | COMPLEX REPAIRS & INSURANCE WORK | APPROVED FOR ANY EU-REGISTERED GLIDER
 GLIDER COMPONENT REPAIR | SOLO ENGINE INSPECTIONS | OEHLER PROPELLER REPAIRS | EASA PART M SUBPART G APPROVED | EASA PART 145 APPROVED | CALL US FOR FURTHER DETAILS: 01488 71774

