

SAILPLANE & GLIDING

VOL. 66 NO.2

**RIETI - EXPERIENCING
A VERY FINAL GLIDE**

**A 500KM TRIANGLE
TASK THAT PROVED TO
BE WORTH THE WAIT**

**SSDR: SOARING THE
FUTURE, TODAY?**

LEARN TO SOAR RIDGES

**More top tips for flatland
pilots up-skilling to ridge
and mountain soaring**

£4.50



The BGA Shop



www.bgashop.co.uk

Summer is on the way...

The winter is retreating...skies are getting bluer...temperatures slowly rising...days are getting longer

Are you getting ready?

All you need to get ready for the new season is now available in the BGA Shop!



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With the soaring season now upon us, *don't run the risk of dehydration and disorientation!*

In-flight plumbing kits from the BGA Shop can help men avoid this very real risk - so why not try our

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Our commitment is to supply a diverse range of items to meet the needs of clubs and pilots along with an excellent level of service.

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finished in hard wearing PVC. Each stand will support up to 50kg, they are sturdy, light and easily stored. *Buy a pair and save £20.00!*



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Don't forget your FR 300

FR300 is a small personal flight recorder device that has built in antenna, rechargeable battery and a large memory, and is equipped with simple but powerful Logbook software - in 5 languages - that enables you to share flights and view them in Google Earth!

FR300 is registered in 5 countries for Silver and Gold FAI badge flights only. No calibration of the device is required.

FR300 has an integral battery with around 10 hours operation from one charge via a USB port.





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UK distributor **Allan Arthurs** invites fellow glider pilots to experience the Silent 2 Electro and give their views on 'soaring the future today'



MEMBER OF THE ROYAL AERO CLUB AND THE FEDERATION AERONAUTIQUE INTERNATIONALE



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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

We don't normally pay much attention to the upgoing wing when we're turning, so here's a shot taken last summer from the back of Mark Burton's Arcus (Steve Lynn)

DEADLINES

June/July 15

Articles, Letters, Club News: 8 April
Display advertisements: 23 April
Classifieds: 6 May

Aug/Sept 15

Articles, Letters, Club News: 5 June
Display advertisements: 22 June
Classifieds: 7 July

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British Gliding Association,
8 Merus Court, Meridian Business
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tel: 0116 289 2956 fax: 0116 289 5025
www.gliding.co.uk
email: office@gliding.co.uk

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debbie@gliding.co.uk

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› It is with great sadness that we report the death of Wally Kahn MBE, who passed away on 15 March. Wally served on the BGA Council from 1954-1990, was a member of the Royal Aero Club committee and received a RAeC Silver Medal in 1995. In 2011, he was awarded an MBE for services to gliding and, in 2014, was presented with a BGA Gold Medal. Wally first soloed in 1946 and earned his Silver C in 1947 (number 85 on the UK register) and Diamond badge number 50 in 1975. Having created the Lasham Trust in 1983, he was instrumental in securing the purchase of the airfield from the MoD. More recently, along with the late Peter Redshaw, Wally was the driving force behind the creation of the Wally Kahn Library, a digital collection of UK gliding books. See obit on p71.

› Schleicher's new ASG 32 EI, with electric sustainer, will be seen for the first time at AERO 2015, Friedrichshafen (15-18 April). As mentioned in the last issue, Schempp-Hirth will be introducing its Ventus 3 at the show.

› Three 17-year-olds have qualified as Instructors at Lasham. Jordan Bridge, Michael Harrison and Olly Metcalfe are now qualified to give trial lessons and air experience flights. The new instructors are a product of the Lasham Youth Group, which offers heavily subsidised flying training to about 60 teenage student pilots.

› A BGA Safety Briefing, *Mounting Cameras for Use in the Air*, has also been published. The publication includes a number of important considerations that might not be immediately obvious to those thinking about using a camera in the air and is essential reading for anyone contemplating aerial photography. See www.gliding.co.uk/bgainfo/safety/documents/mountingcameras.pdf

› Congratulations to Kay Draper, whose 4 August 2014 flight from Lasham in her LS8-15 secured her the UK Feminine Standard, 15m, 20m and Open Class 200km Triangle Speed Record (104.951m/h).

› In Diana King's letter (*Lifetime commitment*, p6, Feb/March 15) she attributed the creation of the Development committee to Chris Nicholas, Bill Scull and John Holland. It was, in fact, started by Wally Kahn in 1963, who was followed by Joan Cloke as chairman.

BRITISH-MADE HYBRID SSSDR SET TO TAKE OFF

PROJECT GloW is a hybrid-powered soaring microlight that aims to fill a price/performance gap in worldwide markets. This British-made, pilot-funded light aircraft, designed and manufactured by ProAirsport Ltd, has recently been awarded Government funding through the Smart technology programme. Also supported by SEMLEP (South East Midlands Local Enterprise Partnership), initial stages of production have begun at the company's premises in Northamptonshire.

Experienced glider pilot and founder of ProAirsport, Roger Hurley, explains: "Its self-launching capability significantly increases the opportunity to fly when you want and

from where you want. The pricing, yet to be announced, will be groundbreaking."

GloW's hybrid technology combines electric assist powered wheels that can accelerate rapidly to take-off speed and jet turbine propulsion for climb and cruise. Twin main wheels and steerable nosewheel allow the aircraft to sit wings level and it can be pilot manoeuvred before take-off and after landing. It is said to be simple to rig and ready in 15 minutes.

Roger says: "In flight, the engine can be easily turned on and off at will, without needing to extend it, meaning the aircraft can be flown as a pure sailplane in engine-off soaring flight or power climb, or cruise to transit. Cruise ability remains, but pure

soaring flight or a combined cruise/soar profile becomes an interesting reality."

The aircraft was designed following reductions in CAA red tape that came into effect in May 2014 and fits in the SSSDR category.

www.proairsport.com



SSDR Project GloW is the work of British glider pilot Roger Hurley

DATES

NATIONALS, REGIONALS AND OTHERS

Standard Class Nationals	Hus Bos	23-31/5/15
15 Metre Class Nationals	Hus Bos	23-31/5/15
Competition Enterprise	Sutton Bank	4-11/7/15
Club Class Nationals	Bicester	11-19/7/15
Europeans	Osceny, Hungary	12-25/7/15
(18m, Open, 20m two-seater Classes)		
Open Class Nationals	Cambridge	1-9/8/15
FAI 20m two-seater Nationals	Cambridge	1-9/8/15
1st 13.5m Class Worlds	Pociunai, Lithuania	1-15/8/15
Women's Worlds	Arnborg, Denmark	1-14/8/15
Europeans	Rieti, Italy	2-15/8/15
(Standard, 15m, Club Classes)		
18 Metre Class Nationals	Lasham	15-23/8/15
Junior Championships	Aston Down	22-30/8/15
Two-Seater Competition	Pocklington	23-30/8/15
UK Mountain Soaring Champs	Aboyne	6-12/9/15
Junior Worlds	Narromine, Australia	1-12/12/15
Glider aerobic competitions		
Dan Smith	Dunstable	5-6/4/15
Aerobatic nationals	Saltby	20-24/5/15
World Glider Aerobatic Champs	Zbraslavice, Czech	5-14/8/15
Saltby Open	Saltby	28-30/8/15

SHENINGTON REGIONALS
20-28/6/15

BOOKER REGIONALS
27/6 - 5/7/15

BIDFORD REGIONALS
18-26/7/15

HUS BOS CHALLENGE CUP
18-26/7/15

DUNSTABLE REGIONALS
25/7 - 2/8/15

NORTHERN REGIONALS
1-9/8/15

BICESTER REGIONALS
1-9/8/15

LASHAM REGIONALS
15-23/8/15

COTSWOLD REGIONALS
22-30/8/15

INTER-SERVICES REGIONALS
29/8-6/9/15



Skylaunch on location in Austria



It's lights, camera, action for Skylaunch in Austria

A SKYLAUNCH winch has been involved in filming on location in Austria. It returned to the UK earlier this year for the next phase of filming, in May and June, at Pinewood studios.

Pete "the Winch" Salisbury and John Sconce (from Derby & Lancs GC) worked on location in Austria driving a winch for a film production company for around six weeks, after Pete had prepared and verified the system at Pinewood Studios and in Austria before Christmas. Three different scenes required use of the winch.

The winch used is the original RAF Bicester Skylaunch from 1998, which has launched over 150,000 gliders and is still going very well. It is on loan from Jon Arnold of the RAF GSA, as there has been a spare winch within the GSA ever since Dishforth closed down.

This winch has been loaned to two French and one Dutch club in the past. It is also booked to launch the gliders at the International Vintage Rally in Terlet this July/August with Pete, who will be taking it out and driving for this event (for free).

The winch was already fitted with individual drum brakes, which has been essential for this filming as one drum is reeling off cable and one winding in at the

same time. John has been controlling the brakes whilst Pete winds in, or you run out of hands!

Now the film company has discovered Skylaunch, there is a possibility of more filming in the future, perhaps with a dedicated SFX winch built for them.

S&G has promised not to speculate on the film in question, as Skylaunch is bound to secrecy – and our word is our Bond!



The BGA promotions team at ExCel in February

An outdoor adventure

THE BGA took part in the Telegraph Outdoor Adventure Show, which was held at London's ExCel over four days in February. This was an opportunity to expose gliding to nearly 50,000 visitors, all of who had an interest in outdoor activities.

The stand was busy from the start, despite the wide range of other attractions, including a climbing wall, a bike test track and a swimming pool, and talks from luminaries such as Sir Robin Knox-Johnston, David Hempleman-Adams, James Cracknell and Steve Backshall.

People were astounded at the distances that gliders can cover and a lot of misconceptions about the sport were broken down.

As always, the BGA was supported by a loyal team of volunteers, without whom these events would not be possible. The next major event for the BGA promotions team will be AeroExpo, which takes place at Sywell from 29-31 May.

FUNDING TO FIT FLEET WITH FLARM

DEVON & Somerset Gliding Club is receiving £9,750 of National Lottery funding, from Sport England's Small Grants fund, to fit its entire fleet of seven gliders and a Pawnee tug with FLARM. The club is also constructing a gliding simulator, which will help basic training and allowing

training/practice on non-flying days. The club is contributing an additional £8,000 in labour and expenses.

Club chairman, Lisa Humphries, said: "We are delighted to have secured this investment, which means we can offer both more and safer training opportunities."



Devon & Somerset GC's fleet is to benefit from lottery funding (Ewins Aerial Photography)

FLARM UPDATE

With a mandatory update required by 31 March, Shaun Lapworth takes us through the necessary steps to continue to receive FLARM warnings



FLARM updates are intended to improve performance and operation



There are dedicated cables available that provide both a serial connection and power to the FLARM

■ **FLARMS not updated by 31 March 2015 will no longer provide FLARM warnings**

EVERYONE who has a FLARM or PowerFLARM device of any make or model will be affected by a mandatory FLARM update by 31 March, 2015. This includes standalone models and integrated FLARM units.

Why is the update mandatory?

FLARM technology GmbH, the original producer and license issuer for FLARM, has mandated a series of free updates which improve performance and operation. To date they have had several FLARM updates, the last being version 5.xx of the firmware released in 2011. From now on, there is likely to be a major firmware upgrade every year and this should form part of your annual maintenance.

The latest update, version 6, includes safety features that increase the effectiveness and robustness of collision warnings, further decreasing nuisance alarms by taking into account wind. It also includes new features to alert you about temporary danger areas, such as skydiver drop zones, RC planes and UAV zones (requires an obstacle database). Position and message encoding has been changed with the introduction of an optional “no-tracking” setting to address privacy from ground-based tracking solutions. Additional changes have been made to improve performance and system integrity.

When do you need to do this?

The update, available from the beginning of March 2015, needs to have been applied by 31 March, after which the existing FLARM firmware will cease to work.

How do you upgrade FLARM firmware?

All FLARM devices have the ability to be upgraded either via SD/micro SD card or through serial connection to a PC. The majority of standalone or integrated FLARM units have an SD/micro SD card slot, so the upgrade is very easy. You download the firmware update from either the FLARM technology website or the original FLARM manufacturer's website and save it to the SD card from the FLARM. With the FLARM turned off, insert the SD card with the firmware upgrade file on it and start the FLARM.

All FLARMS look for firmware upgrade files

at start-up and, if it is a more recent version than that installed on the device, it will upgrade. Once upgraded, the FLARM typically restarts, downloads any flights that are not already stored on the SD card and then finds a GPS position before listening for FLARM targets and transmitting the FLARM's position with the new firmware.

For older FLARMS that may not have an SD/Micro SD card or card slot for upgrade, you will need to connect the FLARM unit to a PC via a specific serial cable. Depending on the manufacturer, there are dedicated cables available that provide both a serial connection and power to the FLARM.

In some cases, it may be necessary to remove the FLARM from the glider to do this. If your PC does not have a free serial port you may need a good quality USB to serial port converter to connect the serial cable too. With the right cable and a Windows PC with a serial port you can download (from the beginning of March) an application called the “FLARM tool” complete with the version 6 firmware update from the FLARM Technology website. www.FLARM.com/support

Configure the tool to use your PC's serial port and then update the FLARM using the software tool.

For PowerFLARM devices, there will be a specific firmware update available from the FLARM Technology website. Please make sure you use this specific PowerFLARM update loaded via SD card, or from a PC and serial cable.

For built-in FLARM devices, such as those found in the LXNAV LX8000 or LX9000, there will be a new major firmware release including the FLARM update firmware. Upgrading these devices is the same as any other firmware update on the device and will be available from the manufacturer's website.

How to get support and assistance

The central point for assistance is the FLARM Technology GmbH website www.flarm.com, but there will also be details on your manufacturer's website specific to your FLARM. In the UK you can also get support from www.navboys.com and www.lxavionics.com – both will have specific pages for support and will offer cables and adapters if you do not have them for PC update.

THE RAVEN IS A SOARING CORVID PAR EXCELLENCE

NICK GAUNT's splendid article (*Soaring like a bird on a wing*, p42, Feb/Mar 2015) took me back to a wonderful five years I had flying from Aboyne in the 1980s. But I have to confess that I was never as ambitious as was Nick on that flight.

I would like to make a slight correction. Nick says: "...a crow joins me - a compliment indeed". I have little doubt that it was a Corvid (crow family), but unlikely to have been an "ordinary" crow and most likely something a little more exciting.

Corvids in Britain comprise the all-black Carrion Crow, the closely related grey-and-black Hooded Crow (northwest of Britain only), Rook, Raven, Jackdaw, Chough (but that is rare), as well as Magpie and Jay. In my experience - but no doubt there will be others with different experiences - Magpie, Jay and Jackdaw never soar. I have never seen Carrion or Hooded Crow soaring, but it is possible that they do for brief periods. Rooks do soar, but usually only on upwind slopes and sometimes thermal - with a lot of flapping - in gaggles. Rooks are invariably in flocks and seldom singly. I do not have much experience of Choughs, but I believe they do soar regularly. However, the Raven is soaring corvid par excellence. They often fly "solo", but I have seen a gaggle of literally dozens circling under a growing thunderstorm accompanied by gulls and Buzzards.

So I would suggest that Nick was probably joined by a Raven and not a Crow.

I don't glide these days and live on the Isle of Mull where Ravens are common. They not only soar extremely well, but are wonderfully aerobatic - I would like to come back as a Raven in my next life! Ravens will regularly bank beyond the vertical and occasionally completely



A gaggle of Ravens, a common sight on the Isle of Mull (Jack Harrison)

inverted. They then usually dive with a characteristic "cronk". Presumably this is display flight to impress the females, although young birds like to "play". I have never seen Ravens maintain inverted flight; however prolonged inverted gliding has been reported. Ravens (why?) often cruise around with undercarriage down (legs extended).

On Mull, we also get two species of eagle. Golden soars well and could be encountered not just on the islands, but almost anywhere in the Scottish mountains. Goldies like to "hover" at zero ground speed over an upwind hillside while searching for prey. They can remain apparently motionless with scarcely a feather out of place for minutes on end. The other eagle, the White-tailed (also known as Sea Eagle), is more-or-less confined to the west of Scotland, especially the islands. Whitetails soar amazingly well and often disappear high out of sight near cloudbase. They fly more like true sailplanes than do most birds with steady wings and smooth circling. Sadly, I have never had the pleasure of flying with a White-tailed Eagle and I usually only see them from great distances.

Soaring with a White-tailed Eagle must be the ultimate experience for a glider pilot - big birds with wingspans up to 2.5 metres. I look forward to seeing other people's photographs!

Jack (Weatherjack) Harrison, Mull

SAILPLANE & GLIDING



Andy Davis
Competition flying



Paul Whitehead
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

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



Among the trophy winners for 2014, who were presented with their awards by Graham Garnett at the BGA Dinner, were: (left to right) Paul Myers, Melissa Jenkins, George Metcalfe, Helen Hingley, Adrian Emck, Neil Goudie, Wendy Head, Steve Jones, Howard Jones, Patrick Naegeli, Garry Coppin (on behalf of Andy Aveling), Phil King, Tim Fletcher and partner, John Williams (Paul Morrison)

BGA PERFORMANCE TROPHIES

BGA 1000km Trophy
Fastest Flight over 1,000km
Not awarded

Wakefield Trophy
Longest Handicapped Distance
George Metcalfe (Lasham GS)
759.8km, 14 May, ASW 28

Furlong Trophy
Longest Handicapped Triangle
John Williams (Trent Valley)
504.9km, 25 June, Libelle

Frank Foster Trophy
Fastest Handicapped 500km
Ed Johnston (London GC)
104km/h, 3 August, ASG 29 (15m)

California in England
Longest Handicapped Flight by a
Female Pilot
Wendy Head, Cambridge GC
671.3km, 3 August, ASW 27

Manio Cup
Fastest handicapped 300km
Phil Jeffery, Cambridge GC
120.2km/h, 29 July, Ventus 2cx

Seager Trophy
Longest Handicapped Distance
in a Two-Seater
Steve Lynn (London GC)
757.8km, 3 August, ASH25 EB28

De Havilland Trophy
Greatest Gain of Height
Paul Myers (Cairngorm GC)
26,446ft @ Feshiebridge, 2 October,
Ventus 2ct

Volk Trophy
Longest Handicapped Out & Return
Hugh Kindell (Lasham GS)
631.8km, 12 June, Duo Discus

BGA NATIONAL LADDER TROPHIES
www.bgaladder.co.uk
Enigma Trophy
Winner, Open National Ladder
Robin May (London GC)
23,330pts

Firth Vickers Trophy
2nd Place, Open National Ladder
Andy Aveling (Lasham GS)
22,537pts

L.duGarde Peach Trophy
Winner, Weekend National Ladder
Ed Johnston (London GC)
21,339pts

Slingsby Trophy
2nd Place, Weekend National Ladder
Patrick Naegeli (Lasham GS)
19,211pts

Spitfire Trophy
Winner, Junior National Ladder
Tim Fletcher (Bath, Wilts & N Dorset GC)
17,630pts

Chris Wills Trophy
Winner, Wooden Ladder
Adrian Emck (Lasham GS)
20,845pts

OTHER BGA AWARDS
Rex Pilcher Trophy
Earliest Diamond Distance in the Year
Helen Hingley (London GC)
3 May, LS4

Goldsborough
Highest placed pilot(s) in previous World
Championships
Steve Jones/Howard Jones (Lasham GS)
1st place 20m Two-seater Worlds, Finland

Phil Lever
Most Promising Junior Pilot
Tim Fletcher (Bath, Wilts & N Dorset GC)

John Hands
For outstanding support for the organising
and running of competitions
Melissa Jenkins (London GC)

University Ladder
Bath 17,630pts

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

Philip Wills National Enterprise Trophy
Awarded by the Enterprise Club for
most enterprising flight launching from
anywhere in the UK
Phil King (Herefordshire GC)
On 19 March, a 500km flight was declared
entirely within Wales. Phil completed over
491km along the route of his planned
flight on a day when only six flights were
recorded on the national ladder. The next
best flight managed just 140km.

Alex Ward Trophy
Named after one of our young juniors, lost
to us recently, this trophy is awarded for
services to junior gliding
Andy Cockerell

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LEARN TO SOAR

RIDGES AND MOUNTAINS

PART 2

Tony Cronshaw talks to leading coach Bernard Eckey and French mountain instructor Rémy Desbenoit, who offer some top tips for flatlands pilots up-skilling to mountain soaring

FLATLANDS pilots attracted by the exciting possibilities of mountain soaring can arrange training at centres such as St Auban, Sisteron, La Motte, Serres and other gliding centres in the southern French Alps. Tony Cronshaw talks with Bernard Eckey and Rémy Desbenoit about training for safe soaring in the mountains.

TONY: *Articles on soaring in the southern French Alps by Bill Malpas [1] and Bill Scull [2] published some years ago describe some extraordinary soaring conditions, but also an environment with multiple threats and risks. Is it fair to say that mountain soaring is not for the faint-hearted?*

BERNARD: I would agree that mountain soaring has higher risks than other types of gliding. Statistics show a trend of several gliding fatalities each year in the Alps, though this must be set against the enormous number of flights and hours flown there. But it's fair to say that acquiring the

necessary knowledge and flying skills will be a significant commitment. I hasten to add that, once we have mastered these skills, we are in for some unforgettable experiences and beautiful encounters with the very best Mother Nature has to offer.

TONY: *Which aspects of mountain flying represent the highest risks?*

BERNARD: The most prevalent cause of accidents is loss of control when flying close to terrain. The forces of nature in the mountains can produce very strong lift and strong turbulence. This could cause the glider to stall and spin unless there is a sufficient margin of airspeed. Then there are outlandings that can go wrong for a variety of reasons. Mitigating these risks means learning safe flying techniques and having escape routes to landing fields at all times. Other issues include mis-reading the weather, being over-ambitious, collisions, errors in decision-making, dehydration, fatigue, etc.

TONY: *Can you explain more about the forces of nature which generate powerful lift in the mountains?*

BERNARD: A sun-facing slope, especially when consisting of bare rock, is heated strongly and quickly in the clear alpine air. This not only makes for violent thermals high above the mountain, but it also produces ridge lift along the slope by warm air rising up the slopes (figure 1). If, on top of this, the wind is also blowing onto the slope, these forces combine to give "thermodynamic" lift, which can be strong and extremely turbulent. There are, however, many variations on how ridges produce lift, eg when wind and thermals are on opposite sides of the ridge, or when the upper airflow superimposes wave-induced updraughts.

TONY: *What are the implications for soaring an alpine slope, assuming the pilot has acquired ridge soaring skills as discussed in part 1 (S&G Feb/Mar 2015), but not yet in mountain situations?*

BERNARD: Although the basic principles remain the same, eg flying beats and

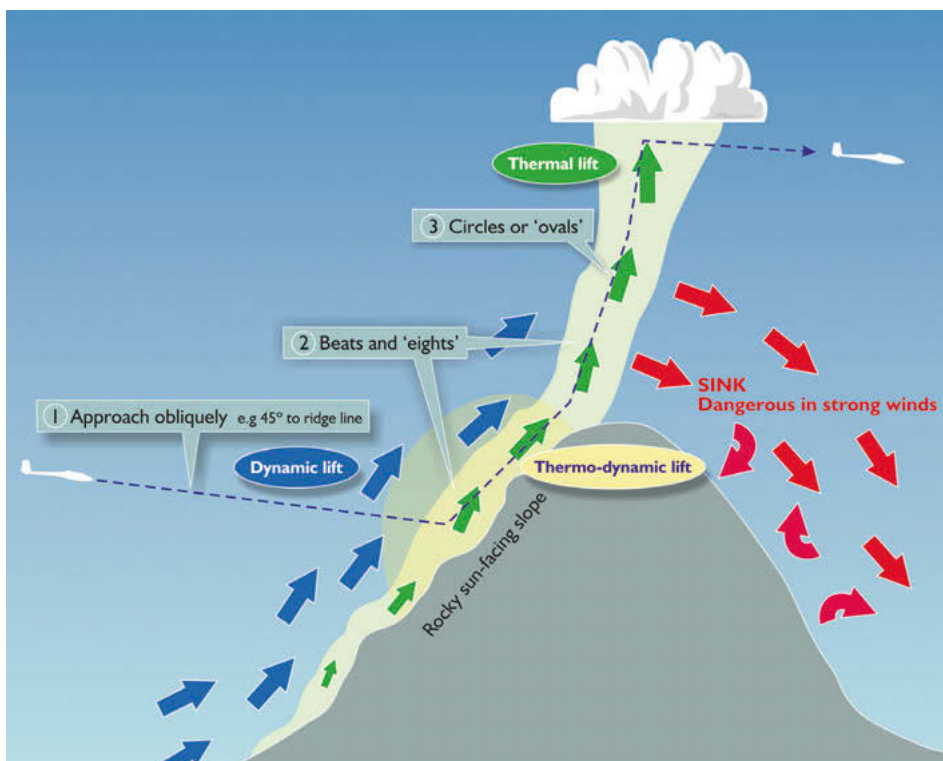


Figure 1 (Steve Longland)



“eights”, we need far greater safety margins on airspeed, current flying practice in alpine conditions, and specific local knowledge. We must maintain escape routes to outlanding fields, so knowing the exact location of suitable fields is a vital precondition. Things are complicated by the fact that some outlanding fields are not suitable all year round due to farming activities.

TONY: *I notice that the CNVV (French gliding association) publication “Safety in mountain flying” [3] recommends an airspeed of 45 per cent over the stall speed. CNVV also recommends that pilots listen to the airflow and, if things go quiet or if the controls feel sloppy, then to ease the stick forward immediately. The philosophy is to maintain a “lively ship”, which is responsive and has safe margins against stalling.*

BERNARD: That’s good guidance, but it needs to be underpinned by practical experience. Venturing into alpine flying without some coaching from an experienced pilot with good local knowledge is a recipe for disaster. When first joining a ridge, we need to assess conditions using a suitable margin on airspeed before reducing the value to an appropriate value for the prevailing conditions. Learning to make this judgement is one of many key skills required.

TONY: *CNVV says we need at least 1,000ft clearance over the crest before circling in a strong wind. What are the issues with lee sink?*

BERNARD: In strong winds, eg the Mistral, we can expect strong and potentially very dangerous sink in the lee of a ridge (figure 1).

We must be very alert to avoid drifting back behind the crest, as the heavy sink and the resulting headwind combine to make a return to the upwind side of the ridge very difficult and risky unless you have plenty of clearance above the mountain. It comes back to what I said before, first fly with a coach or instructor to learn how to soar these ridges in strong winds. It pays big dividends not only in terms of safety, but it also helps to boost knowledge and know-how. Best of all, it provides the necessary confidence and peace of mind when you face these daunting mountains on your own for the first time.

TONY: *Coming back to conditions when the wind is light or moderate, and the thermal air clings like a syrup to the slopes as it rises, how can we find out where thermals will be released?*

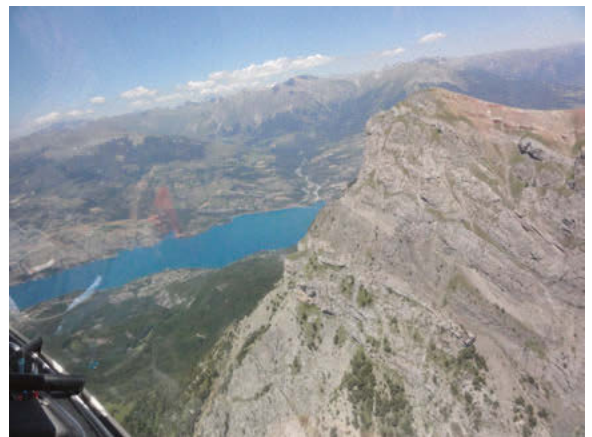
BERNARD: Learning to read the terrain and predict hot spots is vital for mountain soaring and flatland flying alike. A good tactic is to first explore the ridge along the crest line. We will often find strong thermals releasing from cols, areas sheltered from the wind and sunny gullies. The strongest thermals tend to form over the highest part of a ridge, sometimes marked by a radio mast.

TONY: *Next, can I ask about winds and wind changes in the mountains?*

BERNARD: This is a vital topic – one that is absolutely crucial for safe and successful mountain flying. Incorrectly reading

(Above) On aerotow from Sisteron towards Gache. Clouds indicate thermals releasing from ridges and causing a heat low over the mountains

(Below) Soaring the sheer face of Morgon before crossing Lac de Serre Ponçon to Guillaume



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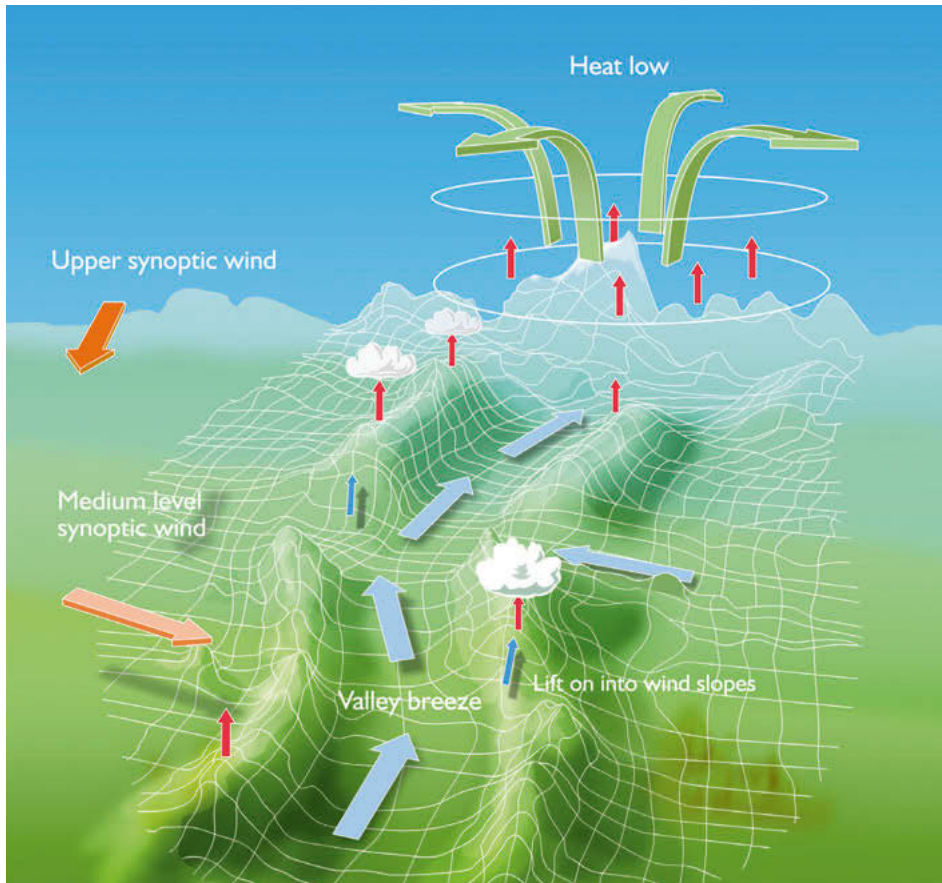
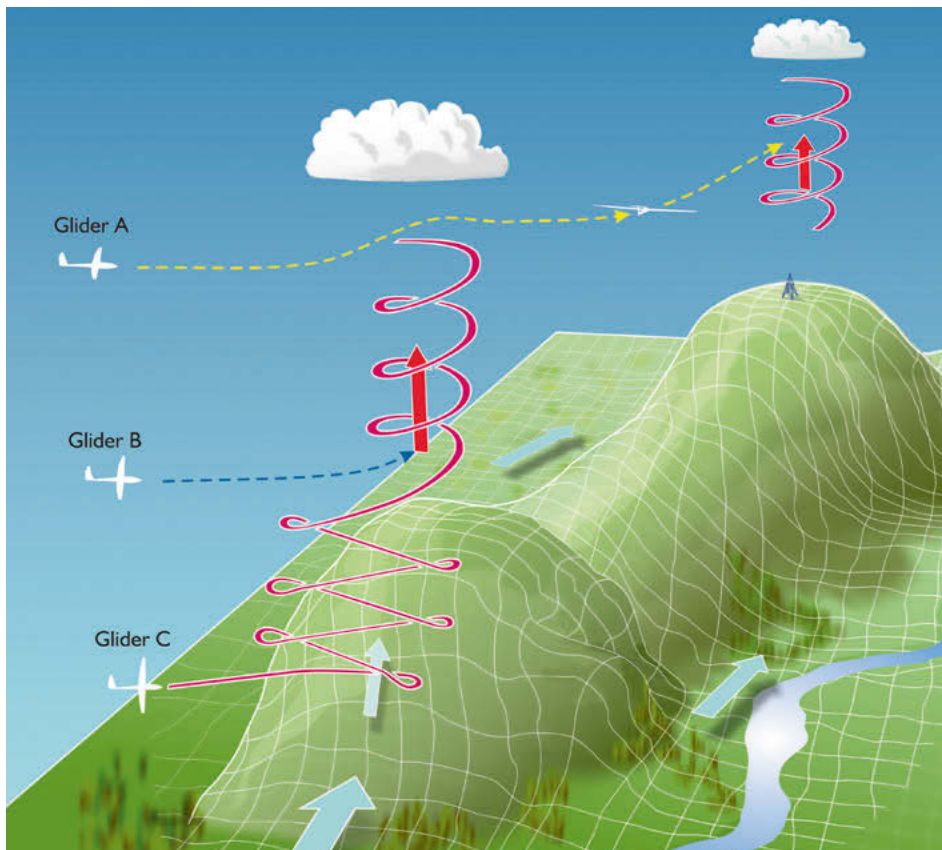


Figure 2 above and figure 3 below (illustrations by Steve Longland)



✎ the wind can cause great difficulties, not just because ridges don't work as expected, but the direction of landing may also be the opposite to what the pilot expects.

The first thing to remember is that the synoptic wind direction/strength is often modified according to how the terrain funnels the general airflow. Secondly, it's important to understand how the "valley breeze" (or "valley wind") operates in the mountains. As shown in figure 2, valley breezes are caused by the profusion of thermals forming a "heat low" over the mountains. This causes an in-flow of air from the surrounding areas, flowing up the valleys towards the high mountains to replace the risen air. The interaction of valley breeze and funnelled synoptic wind can change through the day, and vary according to the height band we are operating in.

The bottom line is that wind patterns can be complex and it's important to spot indications of changes in wind direction as early as possible. Good indicators are drift during flight, flight computer readout or, at lower heights, smoke drift, wind socks, ripples on water, etc.

TONY: *The limited scope of this discussion means that more detailed study will be important. Which parts of your book would be most helpful?*

BERNARD: There is no doubt that further reading will help us to come to grips with this interesting topic far more quickly. It also enhances safety and enjoyment. Chapters 4, 11 and 12 of *Advanced Soaring Made Easy* contain detailed discussions of ridge, mountain and wave soaring and section 4.16 is dedicated to the needs of flatlands pilots up-skilling to mountain flying.

TONY: *Rémy, can I ask: Why is this region of the southern French Alps is so attractive for gliding and home to so many gliding clubs?*

REMY: The microclimate of Haute Provence is protected by barriers of mountains to the north and east, and by hills to the west. Moist air passing over these barriers is forced up, dumping precipitation so that drier air flows into the area, ie the Föhn effect. The region's claim of "300 days of sunshine each year" is good for gliding, as well as for tourism! When the wind becomes a strong north-westerly Mistral, the area can experience excellent wave flying conditions. Wave lift is also found on many days with moderate winds.

TONY: *Which of the various gliding centres should the up-skilling pilot consider?*

REMY: Visiting pilots can choose to book training at one of several gliding centres, such as St Auban, Sisteron, La Motte du Caire, Serres, or a number of other clubs with English-speaking instructors. Each centre has its strengths: St Auban has extensive facilities, large fleet, structured courses and ground school for individuals or visiting club groups. Sisteron, Serres and La Motte du Caire offer training tailored to individual pilots. La Motte uses solely winch launching and therefore every flight starts with a ridge/thermal climb, a valuable skill to develop in different wind and thermal conditions. Sisteron concentrates on aerotowing, towing to one of several nearby ridges according to wind and thermal conditions. This enables the flight to connect with lift and quickly start a task. A bit of research online and by email will fill in further details, such as cost and availability, and help the visitor decide which club to select.

TONY: *Can you explain about the sort of flights you would make with a visiting pilot, who is learning mountain soaring for the first time?*

REMY: After ground briefings, the first flights would teach the pilot about flying defensively when close to terrain, including correct margins of airspeed and correct positioning of the glider, eg always turning away from the ridge, and not circling until high enough over the crest. Good lookout, coordinated flying and control of airspeed will be very important, despite the horizon being confusing. I want to the pilot to “fly by sensation” (listen to the air flow, feel the lift), not simply by instruments. I may cover the pilot’s panel and turn down the audio to encourage use of these sensations!

Each flight is also an opportunity to learn about the local geography/topology. For example, the Sisteron airfield is on the floor of a flat valley with ridges in all directions forming a bowl (cuvette) around the airfield. Flights from Sisteron usually start with an aerotow to one of these ridges, which may have sheer rock faces: These can appear daunting to pilots used to rounded green ridges in the UK. We must learn to manage feelings of stress and fear, which if unchecked could leave the pilot overwhelmed and unable to make routine decisions. Hence we aim to provide plenty of practice on these ridges so that the pilot becomes accustomed to climbing near rock faces.

TONY: *How easy is it to make a flight around the whole cuvette?*



REMY: A flight around the cuvette can be a nice way to learn about the local ridges. One circuit around the cuvette will cover about 100km and can be done in low/moderate winds whilst staying local to Sisteron (within 20:1 glide). However, that assumes that soaring conditions are suitable all the way around. Alternatively, if soaring conditions are much better in a particular sector, we might choose to make a training flight in that sector, climbing up from the lower ridges onto higher ridges. Of course, if the conditions of the day involve stronger winds, we might plan a wave flight instead.

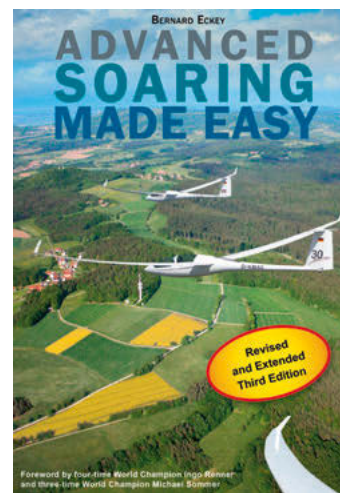
TONY: *There are many ridges in this area, but sometimes there are quite sizeable gaps to cross. What tactics should the pilot use to jump from ridge to ridge?*

REMY: Let’s consider a day with a light/moderate wind and thermal or thermodynamic lift, and we’ve started by climbing over the top of our first ridge. We follow the crest to gain height and then make the decision to jump off towards our next objective. Before departing, we assess the height needed to glide across to the next ridge. Our aim will be to arrive over the next ridge, at least over the lower part of it, so that we can “dominate” the next ridge and take advantage of lift rising over it.

As shown in figure 3, pilot ‘A’ is able to start quite high and chooses a route over smaller ridges far below (but still producing some rising energy) whilst also routing under clouds and wisps. Cloud markers between ridges are often indicators of better air, perhaps due to wave influence, although not necessarily strong lift. We arrive over the top of the new ridge where a new climb is made.

Pilot ‘B’ can’t start quite so high, perhaps restricted by cloudbase, but again chooses a route over the lower ridges, and arrives over the lower part of the new ridge. We search along the crest and take a thermal climb and then route along the crest to take

In north-westerly wave – Pic de Bure is to the right of nose.
NB: Metric instruments!



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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)



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↪ another climb. Pilot 'C' arrives below the crest hoping to connect with dynamic or thermodynamic lift on the flank, then climb up and over the ridge. We try to predict the wind direction onto the new ridge through predictions of the synoptic wind and valley breeze, and this helps us decide where to arrive on the new ridge. If we can't climb then don't worry! We will already have a safe route in mind, either back to the home airfield or to an outlanding field.

TONY: Which of these tactics will be most suitable for the new pilot?

REMY: It's better to dominate the next ridge, so preferably 'A' or 'B'. But sometimes we will arrive below the crest (as for our first climb of the day) so climbing on the ridge ('C') is also an important skill to master.

TONY: What sort of cross-country flights would you make with a visitor?

REMY: As part of a first week's course, I would aim to show the visitor routes on the axis between Pont d'Aiguines in the south-east and Col de Cabre to the north-west (figure 4) passing the airfields of Sisteron, St Auban, and Serres, plus various landout fields which we will observe and discuss. There's a

lot to learn on the way about different ridges. Later, when the pilot is ready for solo, tasks of 200-300km are possible along this axis.

TONY: What routes would you aim to teach next?

REMY: The next stage would be to teach the routes to Dormillouse and Guillaume in the north-east, then south along the Parcours to Trois Evêchés (figure 4). Actually there are many variants of routes depending on the soaring conditions. The decision on where to go might only be finalised once we are airborne and we can assess the cloud structures in different sectors.

TONY: In order to fly solo, what does the pilot need to do?

REMY: I am looking for a good "flying head" to assess situations, make safe decisions and fly accurately. This will include: look-out; flying safely near terrain; tactical decisions; maintaining the flight within range of landing fields; navigating to the next turnpoint; and, finally, using the radio to report height/position at key landmarks. A pilot making good progress with dual flying could be ready for supervised solo flying (or pair flying) within a few days, given suitable weather.

[1] Four articles by Bill Malpas available at the Aim Higher section of the BGA website.

[2] "Alpine Soaring" by Bill Scull, S&G June/July 1993, or search online for pdf.

[3] "Safety in mountain flying" (36 pages) published by Centre National de Vol à Voile (CNVV). Available at alpine clubs or search online for pdf.

■ In the next issue, Ask the Coach answers readers' questions arising from the recent articles on "learning to go faster".



Rémy Desbenoit has over 8,000 hours gliding, much of this instructing in the French Alps. Born in Réunion, a French island in the Indian Ocean, his childhood dream of a career in aviation came to fruition through military flying then as a gliding professional at Challes les Eaux, Chartres, Vinon and running courses from St Auban and Sisteron. For courses and coaching enquiries: marta@quovadis.aero



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

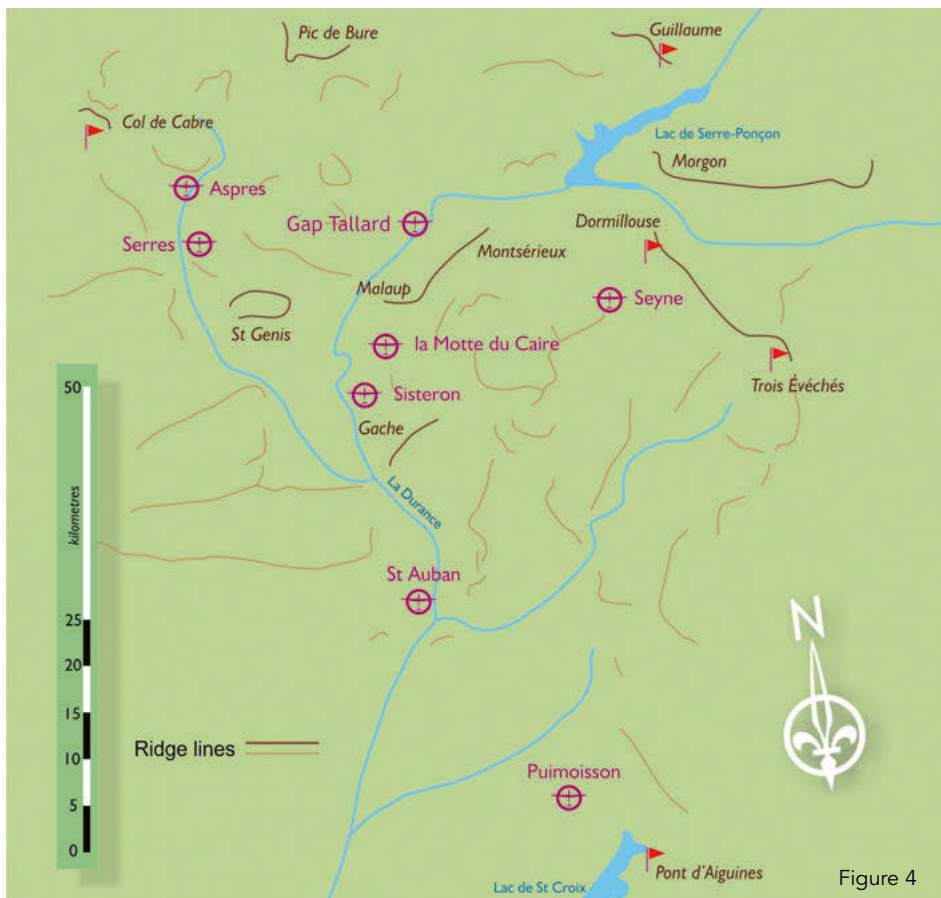


Illustration by Steve Longland

Figure 4



AN ETERNAL TRIANGLE...

(Above) launching above a mostly frozen Loch Leven, and (below) climbing south of Amulree (John Williams)

...well I've been waiting for an eternity to try it, says John Williams of the flight that should secure him a UK speed record

AFTER an appalling dearth of usable wave in Scotland throughout 2014, I was pretty keen to make use of any half-chance that appeared in 2015. On Sunday 8 February I was down with a head cold, but FLARM-radar allowed me to watch Alistair Mutch working blue wave, while satellite images showed beautiful wave structures that were tantalisingly out of reach in the far north beyond Loch Ness.

Monday dawned with a clear sky and my cold felt better. For a long time I've been

wanting to try a pre-prepared 500km triangle task – but its start point in the west at Loch Venachar was always likely to be tricky with excessive cloud cover. Perhaps the relative blueness of today would help.

At 9am, Pete Stratten phoned me about airspace issues; as an aside I said I was hoping to fly and that he should look at the current satellite image. Though miles apart, we admired the same clearly defined wave structure in the far north and marvelled at the visible wave structures in the west – with even St Kilda showing a real “bow-wave” of what looked like wave bars. We mused that they might be no more than ripples in the fog at unhelpfully low levels – but it was clearly an air mass with a low inversion that just wanted to make waves.

At 11am, I self-launched to 4,300ft over a frozen Loch Leven (see pic above) and pushed north in search of anything that wasn't blue – hoping to get a climb that in turn might get me to the start sector where there did seem to be some low-level clouds. Gliding north I found evenly spaced areas of sink and weak lift, but by the edge of P600 I was down to 1,500ft and was lucky to find a climb to 2,800ft. That let me push on to some wisps forming south of



Amulree (see point 1 on satpic image, also photo at bottom of facing page) and they delivered a proper climb to the dizzy height of 7,500ft. The low-level struggling may not seem important or wise (the start point was still some way away), but it did provide the information and confidence that the day was working from really low down. That was to prove crucial later on.

The start point had bigger wisps and enough of a climb to try setting off at 6,400ft with a wisp or two on track to aim at and better looking cloud structures in the distance beyond Loch Tay. The wisps helped to stretch the glide, and the clouds beyond Loch Tay allowed climbing on track to almost regain start altitude near Dalwhinnie, where decisions had to be made. Cloud cover was 7 octas and broad cloud accumulations with less readable shapes were a concern (2). I dithered a bit and then pushed into wind for what looked like a better route to the NW and had two very tense sessions just skimming cloud tops (cloud bottoms were on the hills) before emerging into a decent gap at 4,000ft asl at Loch Ness.

From there, the satellite's promise of better wave in the north was beginning to show itself (3). Running almost on track felt OK – until I realised that I was operating a bit too close to 5,000ft and that great nuisance of R610A (almost never used low flying area that's been promised to be released for more than a year now) needed some slowing-down to stay above the required 5,000ft.

The first leg had one final twist. On approaching Loch Shin there was an abnormal steep peak of a cloud with an amorphous hole on its lee. I wanted to take the direct line, but at the last moment decided against what looked like a possible breaking wave of pure rotor and took a long diversion upwind of the dominant cloud (4). (Later I learned that this cloud was the primary from the twin Munros of Conival and Ben More Assynt.)

The dive cost me more than 2,500ft and left only 250ft to spare above R610A – a very near thing. But the steepness of the upwind cloud did deliver – initially at 11kts and took me to the highest point of the day at 8,800ft and to Crask Bridge for a completed first leg at 112km/h. That was too slow to make an impression on Phil Jeffrey's current record of 116.6km/h, but the next leg had a downwind component.

The second leg started so well that I got caught out by the sudden arrival of D703 (Tain Range). I called Inverness, who

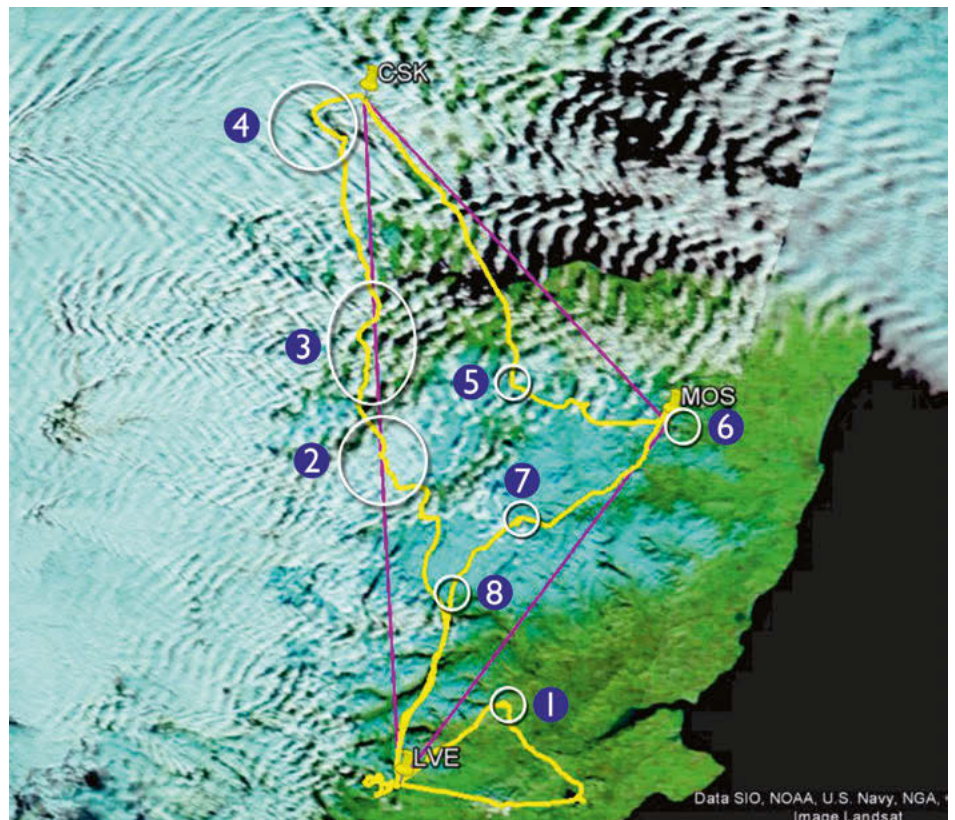
confirmed that the range was active, but also suggested I call Tain. The range controller was really helpful and (in the nick of time) cleared me straight through, out over the waters of the Moray Firth. With some relief I first cleared the danger area and then reached the coast just below 5,500ft. There were cloud gaps here, but they ran due south towards a totally blue Cairngorm massif and I needed to turn east by an ever increasing angle. When that angle seemed like almost 90 degrees (5) I had no choice but to turn downwind and make the best of it in the blue for the last 30km to the turn point at Mossat.

Luck shone on me as wisps appeared at Mossat and then became a visible cloud – so I could climb up to 6,000ft, cut the sector, and see the Oudie show a task speed of 126km/h for the task so far. I noticed that the Oudie wasn't showing the turn sector itself, but paid no attention as the LX had beeped reassuringly (it's the one that matters) and I had much more to worry about at 5,800ft, with the nearest cloud on track a very long way away.

I've come to really like the V9 vario I got last year, mainly for its excellent AHRS function, but the accurate display of air-mass ("netto") is a real godsend in the blue. Slowing down and concentrating hard 🙏

LUCK SHONE ON ME AS WISPS APPEARED AT MOSSAT AND THEN BECAME A VISIBLE CLOUD – SO I COULD CLIMB UP TO 6,000FT, CUT THE SECTOR, AND SEE THE OUDIE SHOW A TASK SPEED OF 126KM/H FOR THE TASK SO FAR

Satpic, with key references marked, showing John Williams' flight in his Antares from Portmoak on 9 February 2015, which should secure him the UK 500km triangle speed record (Illustration by Colin Hamilton/ Steve Longland)





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↙ on the instrument paid big dividends and I could almost reach the Dee Valley. But the Oudie showed a depressing loss of task speed. The 126km/h at Mossat was dropping like a stone and now down below 100km/h – no hope of a record speed then. I resigned myself to it being “just-a-valiant-attempt”, but pushed my luck and arrived at a wisp near Linn of Dee just below 3,000ft. Lift was rough, but very welcome and gave enough to push forward again to a rolling cloud with a view right up a very blue Lairig Ghru (7, and photo to the right) and that gave 8kts to 5,700ft.

The record chance was clearly gone, but maybe there was still a chance of completing a rare February 500km triangle. Was there enough time? To help the calculation I looked again at the Oudie – and finally realised that it was still trying to go the previous turn! On correcting that, the indicated task speed jumped back to 116km/h – there really was still a chance of the speed record, but only if I could really press on. That meant taking chances and sacrificing height to reach the nearest cloud – an upwind deviation, but worth it if the sky was more readable.

I almost overcooked it by arriving at Tummel Bridge below cloud and at only 2,400ft (8), but there was some confidence to be had; partly from flying low before the start and partly from intersecting the Oudie’s snail trail of indicated lift from the first leg. By Loch Tay at 4,600ft the height had almost doubled and the blue conditions gave the dubious advantage of being able to see the terrain better. A direct line over a gully down



to Loch Earn worked well enough to press on and try to maximise the allowed 1,000m height loss at the Loch Venachar finish.

The LX beeped and the Oudie showed a really satisfying 121km/h. In disbelief I took few more turns to climb and had a simple run home to land just after the blindingly low sun had dropped below the hills, though it still illuminated the last weak wave bars from below (see photo below). It was a really challenging day out. I’ve heard some people say that wave soaring is easy and boring – this one was neither for every single minute.

(Above) Climbing at 8kts while looking up through the Lairig Ghru

(Below) After landing – last bar in the sunset (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, 2,900+hrs, a BI rating and a 2,000km diploma

RIETI – A STING IN THE TAIL...

Afandi Darlington remembers the final day in what had been an enjoyable Italian comp, before a thunderstorm led to his accident



The Empire Team, wingtip to wingtip (Owen McCormack)

I HAD JUST FLOWN THROUGH THE GUST FRONT OF A FULLY-DEVELOPED THUNDERSTORM, AND NOW FACED WHAT LIES BEHIND SUCH A BEAST – MILES AND MILES OF SINKING AIR

IT HAD been my first visit to Rieti, a mountain flying site nestled in the Appenine mountains some 70km from Rome, and it had been an enjoyable trip. I was flying my ASG 29E in the 18m Class of the Coppa Internazionale del Mediterraneo (CIM) gliding competition, alongside a friendly group of pilots from many different European countries and I had enjoyed the competition. The weather had been quite good, with fast racing tasks of 350-400km on most days and, to my surprise and after eight days of hard racing, I found myself lying in second place overall behind the talented Austrian pilot Peter Hartmann.

The final day of the competition, 15 August 2013, looked likely to be a scrub due to thunderstorms and all of the Empire Team¹ pilots had de-rigged the day before, ready for the long drive back home. As it turned out, however, the forecast in the morning called only for scattered thunderstorms and the task setter set a 2.5hr three-sector AAT to the north and west of

Rieti – which seemed like a straightforward challenge.

We rigged, watered and gridded, whilst around the airfield the first cumuli popped over the 7,000ft ridges to the east of Rieti. I took off in a somewhat pensive mood, aware of the presence of French team pilot Louis Boudierlique, who was 140 points behind me overall, in third place. My tactics were to start with Louis and to have a straightforward flight, aiming to finish at a similar speed and consolidate my second position in the competition.

The flight was straightforward to begin with. Under the shadow of rapidly growing cumulus congestus, I waited for Louis to start and rolled into the start zone a few seconds behind, with a string of 18m gliders ahead

¹The Empire Team: a motley collection of Kiwis, Brits and a token Aussie

pointing towards the first climb some 20km away, on the eastern side of the valley. We ran along the ridge line into the first sector, making good progress with 5-6kt climbs under firm cumulus.

My plan on flying with Louis fell apart as we turned in the centre of the first sector and I lost sight of him – I don't like following gliders anyway so I thought little of this and headed off over the flatlands to the west of the Appenine range, clipping the small second sector and into the blue of the third sector towards Orvieto, flying alone with few other gliders in sight. Each time I stopped to climb I could look back to the town of Terni, on the edge of the cumulus, with Rieti beyond in gathering darkness. It was starting to look a little threatening. The towering cumulus at the start zone had continued to grow in the intervening two hours and a large cumulonimbus cloud had formed over Terminillo, a 7,000ft peak just 10km to the east of the airfield.

Conditions in the blue were difficult and it was with relief that, after a long 35km glide, I pulled into a climb at ridgetop level on the northern end of the Terni ridge. There were a couple of gliders above and – surprise – one was FC, Louis' JS-1; perhaps the day wasn't going too badly after all. I climbed away from the ridge all the way up to 6,000ft. During the climb, Ben Flewett called on the radio that a thunderstorm was in progress close to the airfield and to ensure everyone had plenty of height for the final glide. Taking Ben's advice – he knows just how gnarly Rieti can be – I took another 700ft, rolling out of the climb with 35km to run to the finish line, and with the vario giving a glide angle required to the finish of only 20:1 – what could possibly go wrong?

I accelerated to 110kts, aiming for the airfield that was clearly visible in the distance, although it was now raining heavily some 4km to the west of the airfield. The sky above me had a strange appearance – 8/8ths cloud cover with a wispy, torn appearance. I was just taking this in when, with about



20km to run to the finish, the glider hit heavy turbulence, throwing me violently around in the cockpit. I thought about slowing the glider down to improve the ride when the turbulence stopped as abruptly as it has started, and I was into smooth air again. I didn't recognise it at the time, but I had just flown through the gust front of a fully-developed thunderstorm, and now faced what lies behind such a beast – miles and miles of sinking air.

The netto vario wound its way steadily downwards, settling at between 3-5kts of sink. I called the finish line and asked if there was any rain on the airfield and they replied that there wasn't, which confirmed what I could see ahead of me. I definitely had a sinking feeling – this flight was now not going to plan. I felt my skin getting warm and my breathing became more shallow and rapid – the onset of stress.

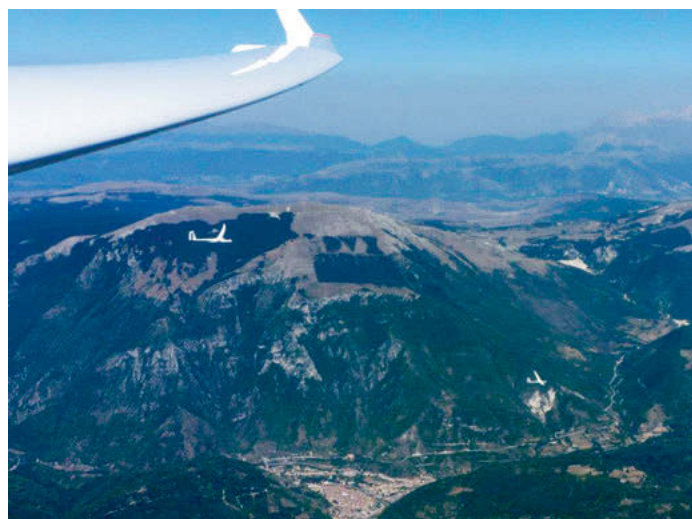
The sink continued and passing 10km to the finish I was down to 1,600ft above the airfield, still maintaining a 20:1 glide to the finish and thinking about my options. I'd been in the sink for over 10km – would it continue? What about fields? Those who've flown at Rieti will know that the last 3km to the airfield is inhospitable for landings, with small cropped fields, buildings and power wires to contend with – and almost

certain damage to the glider. If I'm honest with myself, I only briefly considered landing short with about 6km to go (which is what I should have done), as I was still on glide to the finish and I didn't want to damage the glider in a small field, or lose my second place – optimism over realism – so I carried on gliding.

With 4km to go, I was 550ft above the airfield – still on a 24:1 glide to the finish line, but with my options narrowing rapidly. No obvious fields ahead, just a small field full of tall sunflowers off to the right that mean certain damage and probably a savage groundloop. Carry on gliding. Then – the first few fat drops of rain on the canopy, cracking against the Perspex, and heavier sink. The airfield, still clearly visible ahead, climbs inexorably up the canopy as the glider falls below the required glide angle. Heart rate increasing, situation deteriorating – what to do?

With 2km to go to the finish, I decide to dive down into ground effect, reasoning that since it's a solid surface, the sink has to stop at the ground. Nose down, ground coming up, airfield gone from

A very final glide (Afandi Darlington)



High in the blue, few landing places below (Jon Gatfield)

I PICK A GAP BETWEEN THE TREES THAT ARE RUSHING UP AHEAD OF ME, PULL BACK AT THE LAST SECOND – PROBABLY OUT OF REFLEX – AND BRACE FOR THE IMPACT



Afandi Darlington started gliding in 1989 and is a member of Imperial College GC and Lasham, where he flies an ASG 29E. Following a successful career as an aircraft designer at Airbus and Farnborough Aircraft, he is now a Senior Inspector of Air Accidents (Engineering) at the AAIB

view – but holding the heading, pulling up over a couple of sets of power wires before hugging the ground once more. I recalled afterwards seeing, in my peripheral vision, the branches of trees swaying in the direction I had come from, indicating a powerful low-level outflow from the thunderstorm above. No options left now, and shocked by how quickly the ASI is unwinding, knowing that, in this situation, speed is my friend. 80 – 70 – 60 – 50 in a matter of seconds, still in hugging the earth in ground effect.

With less than 0.5km to the finish line, and just a couple of hundred metres from the airfield boundary fence, I realise that I'm not going to make it, and that I'm going to crash. No emotion, just a logical deduction based on what's happening to me. I know the airfield's very close, but in between are two rows of trees and some buildings. Do I pull up over the trees, hoping that I can possibly land just inside the airfield from the semi-stalled apogee of the pull-up? This possibility is rejected almost as soon as it presents itself, as that would be asking for a stall/spin, or at least a high rate of descent arrival with no choice of landing spot. Much better to keep control by flying the glider and accept my fate, so I pick a gap between the trees that are rushing up ahead of me, pull back at the last second – probably out of reflex – and brace for the impact.

With a terrific crunch the glider ploughs through the trees, its graceful wings absorbing the energy with splintering and tearing sounds. And then, silence. I can see more trees ahead of me, and to the sides, the valiant wings are still attached, both now resting against low wooden buildings. A power line brushes against the right wing, but the fuselage is intact and the canopy isn't even broken. A quick radio call to the finish line to tell them I've crashed, but am OK and then deep breathing, slowly realising that

I've got away with it – without even a scratch on me. Amazingly lucky.

Post-flight thoughts

I've thought about this flight a lot since it happened, running through the last climb and final glide to think what I could, and should, have done differently. The easy answer is to say that I should have landed in a field with about 10km to go, where there were a few reasonable options – and accepted the possibility of damage, inconvenience and the loss of a podium position. I think a deeper underlying factor though was my lack of knowledge about the structure of thunderstorm gust fronts, and not realising that the turbulence I'd flown through was the gust front itself, a door into the lion's den beyond. And that the strongest cold downflow is often not where the rain is falling, but close to one side of it – which I think is what happened in this case.

Another option would have been just to park up in the last climb and wait for the storm to dissipate before gliding in, which would have worked as gliders were finishing in still air and sunshine about 20 minutes after I crashed, showing how dynamic thunderstorm downflows and gust fronts can be.

Or possibly by gliding 60° off track to the left to follow the rising ground towards Terminillo, which in these conditions would have been in gentle lift due to the outflow being uplifted over the slopes – an unintuitive, but effective piece of local knowledge that was passed onto me by an old German pilot the day after I crashed.

In any event, I escaped without harm and I hope you can learn something from an experience that I cannot recommend. Rieti remains unfinished business for me, and it is a soaring paradise I will return to – older and, I hope, wiser.

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THOSE GREEKS BEARING LISTS

Catharine and Paul Jessop reflect how Homer would applaud the pre-flight checklist that focuses our mind and prepares us for each new gliding adventure



Catharine Jessop is a teacher of Classics at a girls' school in North London, and is the wife of Paul Jessop and the mother of UK junior pilot Charlie Jessop

Paul Jessop instructs in gliders and motor gliders at Gransden Lodge. He shares a Standard Cirrus with son Charlie, but is seldom allowed near it

TELEMACHUS, rousing his companions, ordered them to lay hold of the rigging. They heard his urging, and raising up the pine mast stepped it in its hollow block and fastened it with the forestays, and hoisted the white sails with tightly plaited leather ropes. The wind filled the middle of the sail and a dark-gleaming wave hissed loudly round the keel of the ship as she made way, and she ran through the billows... from Homer, *The Odyssey* (trans C. Jessop).

We don't know who Homer was. We recognise his name as the author of ancient works in ancient Greek, but whether he was a single person, a committee or generations of unconnected contributors we don't know. Neither do we know where he came from or even whether he was male. The mischievous ask the question: "were Homer women?"

We do know that the stories in *The Odyssey* and *The Iliad* are gripping yarns that speak to us today. Great narrative arcs cover love, combat and exploration – with a healthy dose of treachery, betrayal and the intervention of gods and fabulous monsters.

We should note the way in which Homer routinely describes setting off on journeys and preparing for war, travel or quest. In these circumstances he leads the reader through the routine preparations that the traveller makes before he sets out or the

warrior makes before he goes into battle. These are repeated time and again – almost as if they are a ritual preparation. They might be thought repetitive or boring, but to understand them we need to remember that Homer's poems were not initially written down. They were recited from memory, at first perhaps by the poet himself and subsequently by bards, as a way of transmitting history from generation to generation.

Scholars now wonder if the description of the preparations acts as a moment for the poet to draw breath, consider the state of

his narrative and, importantly, to remember what comes next. As the young would say today, it gives him a chance to "get his head in the right place".

Sometimes as pilots we are faced with the same challenge: getting our heads in the right place to be ready to fly skilfully, to handle an emergency, or to teach an effective lesson. We don't sit down and tell stories about dragging the boats up the beach and provisioning them with supplies for a voyage, or checking that we have sword, shield and breastplate at the ready. We close the direct vision panel, waggle the stick around the box and intone, "controls have full and free movement".

This is our moment of preparation for an epic voyage. A moment when we can draw breath, consider what is going on around us and remember what comes next. If by the end of this moment our head is not "in the right place", it is time to pull the aircraft off-line and think about flying later, or flying another day.

For sure the items we check are important in their own right. It's vital that the canopy is locked and that the brakes are closed. Our checklist ensures that and we run through it religiously and carefully. We never let it become a recitation lest, after years of flying basic trainers, we get to fly something with flaps and neglect to set them correctly, chanting as we go, "flaps not fitted".

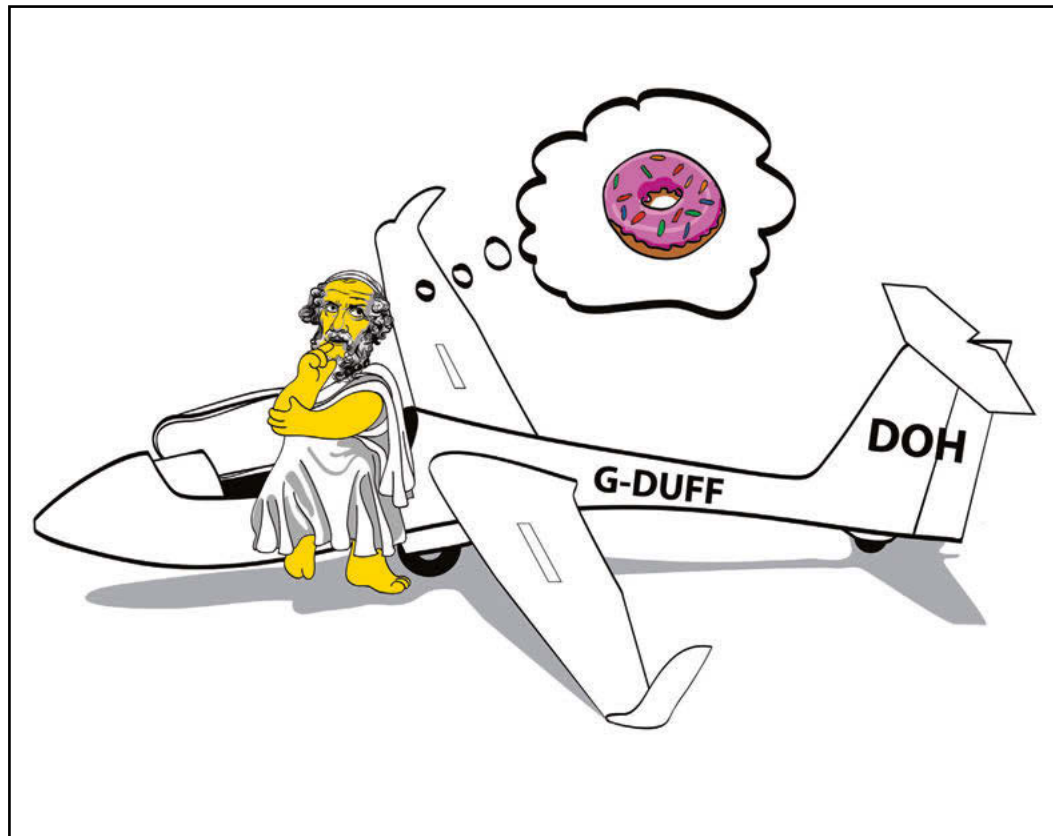
But, nevertheless, this checklist is an incantation, a comforting ritual whereby we exclude distractions, focus on the important, remember our obligations, pay due respect to our mortality and rehearse our reactions in the coming adventure. It is the same prayer we used the last time we went flying and it's the same prayer we will use next time. Though we learn from every flight, we hone our preparations through the familiar tones of the checklist.

BGA advice to club management is that "the cockpit should be a committee free zone". Preparing for flight is no time to be reminded that the toilets don't work

or that some curmudgeon is complaining that he hasn't been allocated the Astir for the Regionals. When the words "controls have full and free movement" pass our lips, the world outside takes on a different hue. It is an environment of hazards and opportunities: threats and thermals. The checklist is our time to transfer our attention from the trivial to the critical.

The checklist ends with a review of eventualities. A final opportunity to verify that our preparations are complete, the environment is friendly and the omens are auspicious. It's also our final opportunity to remind ourselves that sport aviation is optional and should not be pursued unless everything is aligned in the correct direction.

Homer would recognise this. His heroes make ready for adventures and battles with care and consideration. He never wrote about Icarus and Daedalus, though certainly he was familiar with the story. Had Daedalus gone through the poetic preparations for his adventure, he might have remembered the limits on his airframe, stayed within the placarded altitude limits and avoided a watery grave. He might have recognised his own arrogance that day. Making time to draw breath is a lesson we learn and must not forget.



Cartoon by Matt Wright, Devon & Somerset GC

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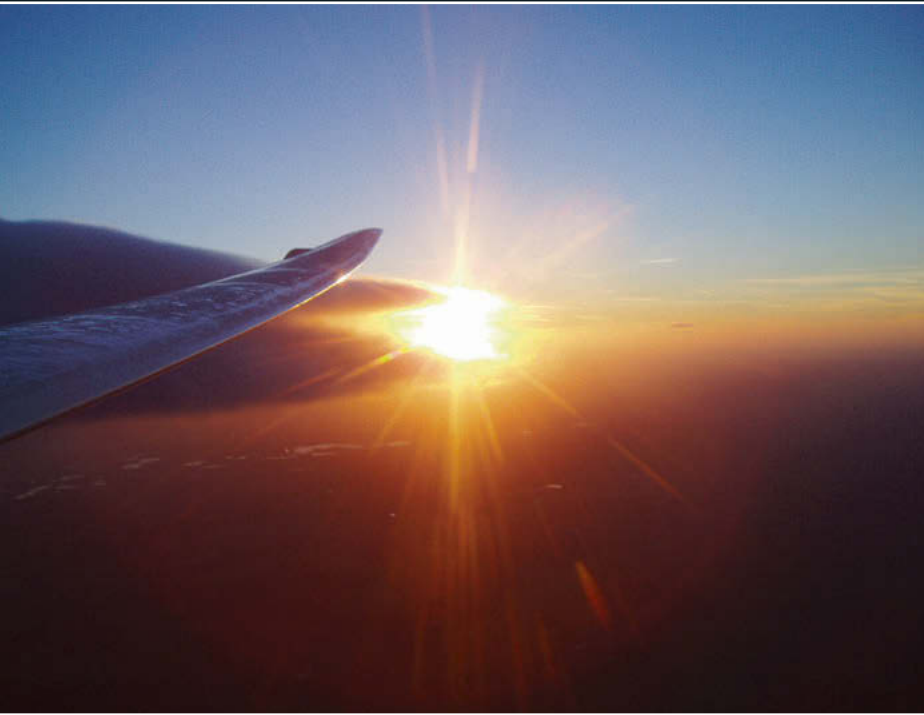


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TRIG



This page clockwise from right:

Shenington GC's Ian Atherton was treated to some stunning scenery flying over the Lake District, Pennines and Scotland in early February, during his day job as a shorthaul airline captain based at Birmingham Airport (Ian Atherton)

Flying over the Glacier Blanc on last summer's expedition to the Alps, undertaken every year by South Wales GC. Ash Lambe is in the front as P2, with P1 James Metcalfe (Ash Lambe)

Facing page, clockwise from top left:

A hardened bunch of Burn pilots decided to brave the elements on 1 February. The wind was blowing 20kts and gusting to 25kts from 340 degrees at just 4°C. As the afternoon progressed, northerly wave set up in the Vale of York and Alastair Mackenzie decided to rig at 2.45pm. "By the time the wings were on, the sky was filled with impressive looking wave bars," he said. "A 3,700ft launch yielded a 2kt climb just north of Drax power station to the east of Selby. At 5,000ft I set off north-west towards a promising wave cloud over Sherburn and, having ducked under it, was rewarded with a 4kt climb from 4,400ft up to 6,500ft when the sun set. As you can see from the pictures, it was pretty cold outside at -10°C and ice periodically formed on the wings and canopy. I watched the sun set at 6,500ft and then made a dash for the airfield." (Alastair Mackenzie)

Another snowy scene for Ian Atherton (see above)

Borders' Stuart Black soaring above the snow-capped Cheviots in his DG-300 during February's wintery spell

Another stunning sight during Alastair Mackenzie's February flight (see above)

Dave Clarke flies K-6 at Burn in early February (Kevin Moseley)

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WHAT GOES UP...

Mark Dalton reflects on some questions in life open to debate and on his own experience of the ground effect in gliding

I WAS sitting on the cliffs of the Great Australian Bight (as you do) gazing towards Antarctica and wondering what the word 'Bight' meant. Initially I thought it was spelt 'bite', which would be logical, since the southern part of Australia looks like someone has taken a bite out of it. Then I googled it and found that it means 'open bay'. Very open, I thought as I watched the swell crashing on to the rocks below.

And rather like the derivation of the word 'bight', there are certain questions in life to which, inexplicably, no one seems to know the answer. For example, without using Google, answer these:

1. What is Rembrandt's first name?
2. Where is Bermuda?

"Birds teach us something very important. To whatever height you rise, you will finally come down to the ground!"

- Mehmet Murat ildan

3. What do Seventh-day Adventists believe?

See? There are also examples of this in gliding. Here's one: which glider goes further under exactly the same meteorological conditions *and in still air*?

● Glider A, starting at 500ft above ground and flying down its glide path at best L/D, rounding out appropriately and rolling to a halt. **OR**

● Glider B (which is the same glider and pilot, etc), starting at 500ft above ground, but diving down to within a few feet of the ground and using the so-called ground effect

while speed bleeds off and finally touching down.

I have discussed this knotty little problem with several of my wise and experienced gliding companions and most of them are absolutely sure of the answer and have all had experiences which positively prove their point of view. The only problem is that half say glider A and half say glider B. And (here's the thing), the ground effect lobby point to the reduction in drag from reduced wing vortices at low level and so on, while the disbelievers emphasise the poorer performance of the glider at higher speeds. So it seems the jury is still out.

I remember my first day at medical school, when the dean of the college addressed the assembled students.

"What you have yet to understand," he said, gazing up at the rows and rows of fresh faces "is that half of what you are about to be taught in the next five years will turn out not to be true."

He paused for effect.

"Your problem will be to work out which half." He smiled wryly.

And 40 years later, I realise he was right – I'm still trying to work out which half I should believe! Perhaps the same concept can be applied to gliding.

So, what should we believe with ground effect? Does it really work, or only under certain conditions? Or is it a figment of the mind? Perhaps, in a wind, you are merely reducing the headwind component by being lower earlier (so to speak). Surely, one would have thought that with our thorough understanding of aerodynamics, this question should have been settled a long time ago.

In support of ground effect, I have to relate an occasion which occurred on Day 2 of the 49th Multi Class Nationals being held at Dalby, in Queensland. Cunning Mick Sly and I were in the Duo Discus in company with Jim Crowhurst in the baby Discus above and in front of us (I always seem to be below and behind JC!) turning for home with plenty of height in hand for a comfortable

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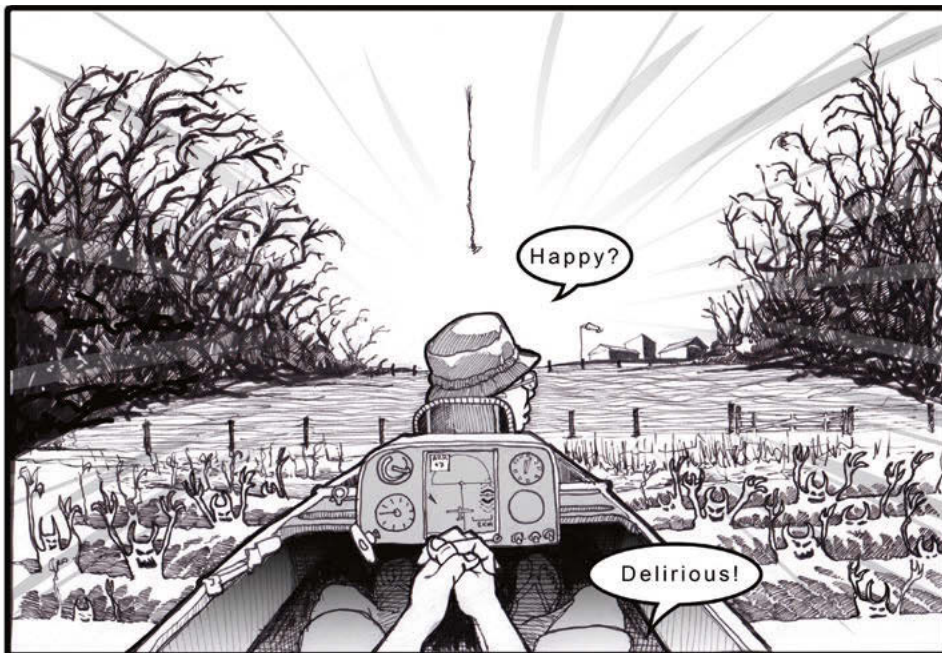
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THE LINE OF SCRUB TOOK ON A MALEVOLENT AIR AND GREW 50FT IN A MATTER OF SECONDS, REARING UP TO BLOCK OUR PATH

finish. Good looking clouds ahead gave the promise of yet further lift. It had been a challenging racing task with a couple of low saves and we were already relaxing and congratulating each other on a job well done.

But all the time the vario indicated sink, sink and yet more sink. Our initially optimistic conversation dwindled as we eyed the gradually reducing numbers nervously. Eventually (and inevitably) the trusty Borgelt B500 indicated that we were now 'below glide' (that understated way of indicating that, at the present rate of progress, we would arrive at the airfield with a couple of hundred feet of earth above us).

And still the sink pressed us down. Jim in the Discus was also being affected, although since he had sensibly taken another 200ft in an earlier climb, it looked like he was going to make it comfortably.

At 30km out, the airfield was looking a little high in the canopy. At 20km out things were looking decidedly 'challenging'. At 10km out, the runway had disappeared behind a line of trees and I was taking a very keen interest in the surface of the large brown field moving below the nose. By now the cockpit was decidedly silent. I put the undercarriage down.

Luckily, Mick was doing the flying. They say that in any given situation in aviation, you need two out of three of the following: height, speed, or ideas. We certainly did not have height, which meant we had to tick the other two boxes. So the appropriately-named Cunning Mick solved the problem. He dived down to gain speed (tick), the idea

being to use the ground effect to stretch the glide (second tick). We were now within a few feet of the ground (I could hear the corn, or whatever was growing in the paddock, brushing the undercarriage). I glanced down at the ASI – 83kts with a line of scrub rapidly approaching and the runway a thousand miles beyond it.

"Happy?" says Mick, cheerfully, from the front seat. Deliriously, I thought to myself, sarcastically.

I watched the ensuing few seconds unfold as if in slow motion. Our trusty Duo clawed its way through the air, which had taken on the consistency of treacle. The sky had turned a blood red and demons from the ground reached up through the earth to us, rather like in those horror movies where zombies come to life, their misshapen claws grasping wildly at our undercarriage to drag us down. The line of scrub took on a malevolent air and grew 50ft in a matter of seconds, rearing up to block our path.

And then, suddenly, we were home. The sun shone again, The monster line of scrub had reduced to its natural height of a couple of feet and those beautiful piano keys welcomed us with steadily opening arms.

We landed on the bitumen and rolled to a gentle stop. As I opened the canopy I leant towards my co-conspirator.

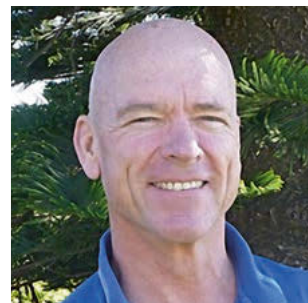
"Were you confident we were going to make it?" I asked, nonchalantly.

Mick was fiddling with his harness, so I couldn't properly see his face. "Ground effect," he muttered. "Ground effect."

Hmmmm...

FOOTNOTES

1. Rembrandt was his first name. His surname was Van Rijn.
2. In the middle of the Atlantic (more or less).
3. Nobody knows.



Mark Dalton is previously from London Gliding Club, but now in Oz (better conditions!) flying from Kingaroy Soaring Club, Queensland. He says that you tend not to get your glider out of the hangar unless a 300km is possible (which is most of the time!). Mark flies an ASW 20BL and has 1,750 hours, a Gold badge and two Diamonds ("Missed the height by 40 metres, dammit!")



AT THE BIRTH OF

Frank Jeynes travels to Germany, battling traffic and a tunnel fire, to finally bring home a new toy, his Arcus T 'G-RKUS'

IT WAS July 2014 when the call came; my wife and I were skirting Tours, on a motorway, on our way back from our home near Le Blanc, France. It was Steve Jones saying a delivery slot had become available for the Arcus T that I'd had on order for what seemed like ages, and I had to make up my mind there and then – yes or no!

You can guess what the answer was, but delivery was still another six to seven months away – the time taken to manufacture. That is another long wait,

but a lot shorter than the two years' wait if you ordered now. Although Tilo Holighaus (Schempps' co-owner) and Hans-Georg Berger, known as Biggo (Schempps' General Manager), say that delivery time is being reduced to just under that because extra moulds are available.

In the meantime, decisions about finish, extras, instruments and the trailer occupied my mind and, to keep the appetite whet, Biggo was kind enough to email a few photos of production progress.

And so eventually the exciting time came to fetch it. Steve Lee (Bidford club member) and myself set off early on 14 January 2015.

Our planned route took us first to Spindelbergers to collect the Cobra trailer. Their factory is at Edermünde, just south of Kassel; a long drive, 980km done in one day, not helped by nearly two hours' traffic on the M40 not moving. It was a relief to get to the tunnel.

Ralf Diestertich at Spindelbergers has been enormously helpful and the trailer was ready



Collecting the Cobra trailer from Ralf Diestertich at Spindelbergers



AN ARCUS

and waiting the following morning so off we set, with a warning that the German towing speed limit was 80km/h – great!

The next stop after another 400km was Schempp-Hirth, where we received a very warm welcome from all we spoke with, particularly Tilo and Biggo. And, at long last, I was able to see the real thing.

First impressions – well, it felt almost what a small boy must have felt when first visiting Hamleys toy shop in London just before Christmas. Exciting to say the least! There were so many new gliders being finished in this one workshop alone, including four Arcus (mostly self-launchers), plus single-seaters.

Then there is a sense of that German quality – clearly a very high standard. And efficiency; everything appeared highly organised with attention to personal detail. Tilo spent the best part of an hour running through my spec, the updates in the cockpit, instrumentation and the engine installation. Not stopping there, but going on to talk

about the flight characteristics, handling with flaps and how it differs from the Duo, particularly the approach control.

Efficiency then took over and all the trailer fittings were adjusted and the glider loaded. We had to do nothing except tow it away the following day, after an overnight stay in Munich on other business.

Finally, the last leg home – another 1,050km. After the final night's stay in Mannheim and a tour of rural Germany trying to find a hotel, it should have been an easy journey back to deliver the glider to Southern Sailplanes for an ARC, but it was not to be. There was a fire in the tunnel and absolute traffic chaos, which was not easy with an 11-metre trailer.

Hours later, we boarded a ferry and arrived at Steve Lee's at 12.30am. A long four days of travelling was made tolerable with Steve's help.

Now I'm looking forward to seeing G-RKUS with the wings on.

To be continued...

Pictured above, top row: fitting front and back instruments; Sabrina with the final finish; Frank Jeynes gets a cockpit briefing from Tilo Holighaus

Bottom row: testing the engine installation; finishing in the workshop; engine briefing with Tilo Holighaus



Frank Jeynes started gliding in a T-21 in January 1982 at RAF Pershore. He has 4,000+ hours and all three Diamonds. Frank has flown 50 types of glider. He has a PPL A with TMG, and is a Full Cat instructor and in his third term as CFI, now of Bidford Gliding and Flying Club, where the Arcus will be based

PAST REVISITED

Developments in the UK have led to the BGA modifying its medical requirements, resulting in less bureaucracy and cost for glider pilots. BGA Medical Adviser Dr Peter Saundby explains



A typical airfield scene from the time when Dr Peter Saundby was responsible for aviation medicine in the Near East and Middle East Air Forces, and when the original BGA medical rules were drafted

A DRIVING LICENCE IS NOW SUFFICIENT EVIDENCE OF FITNESS TO FLY GLIDERS SOLO OR WITH ANOTHER PILOT

FIFTY years ago the BGA Executive Committee had a serious medical problem. In a reprehensible accident, investigated in part by the Royal Air Force, an epileptic instructor had dived into the ground killing himself and a young student. A nasty letter arrived from the then Board of Trade asking what was to be done. In 1944, the UK had signed the Chicago Convention following which the International Civil Aviation Organisation (ICAO) ordained glider pilot licences with associated medical certificates. As now, the BGA was independent, but the government had neither filed a deviation nor demanded any change. The Exec were first advised that there was no alternative to medical examination and certification, but chairman Philip Wills had always said that gliding was like skiing, no medicals were required. So long as there were no two-seat gliders, that had been justified.

At that time, I was an RAF medical staff officer based in Cyprus and responsible for aviation medicine in the Near East and Middle East Air Forces. I was also CFI of the Services Gliding Club in Cyprus and flew with the club in Aden. Those were the days when we still had an empire and the Cold War was seriously threatening.

One summer's day, I received a letter from Air Commodore

'Paddy' Kearon, who was the RAFGSA nominee on the BGA Exec, asking for a solution. By then I knew that this irresponsible epileptic instructor had held a PPL, but had concealed his disease from his family, his club and the medical examiner who had issued him with a certificate. His epilepsy was known only to his general practitioner, who had prescribed treatment and was horrified to learn that he had been a flying instructor. To answer the Board of Trade was easy; they had issued his medical certificate, but to address the problem took the rest of that day.

As a service medical officer, I knew that a change of aircrew employment standard was always after recovery from accident or illness and never followed a periodic medical examination. I had realised that in civil aeromedicine the problem was not the detection

of yet undiagnosed disease by examination, but the concealment of known disease by a few irresponsible pilots. Unlike in the military, this was enabled by the separation of medical assessment from routine clinical care. My proposal was that for solo flying, a simple self-declaration to private driver standard should suffice because no third party was at risk, but for instructors a declaration to the higher PPL standard was necessary. And, to prevent dishonesty, their declaration had to be endorsed by a doctor with access to past clinical records.

This was accepted by the BGA Exec, implemented soon after, and the BGA rules remained unchanged for the next 30 years. However, changes were made by others, the most notable being that insulin-dependent diabetic private drivers were permitted on the road. With some misgivings, the BGA followed suit with the result that we subsequently had the largest series of such pilots, worldwide, and were able to publish our experiences in a scientific paper which gave support to changes in the USA. In the early years I was attacked by other doctors and called professionally irresponsible, but although the BGA suffered several accidents from medical causes, the eventual loss rate was similar to the rest of general aviation.

By the 1990s, European legislation was impending and AOPA had proposed a simple medical declaration for recreational pilots. Knowing that the BGA alone would be powerless, we joined with other Associations and with the support of the CAA to draft the National Private Pilot Licence (NPPL) medical procedures. These followed existing BGA medical regulations, but included medical endorsement for all pilots in order to comply with anticipated EU law and, at the suggestion of the CAA, replaced the PPL standard by the professional driver standard (DVLA Group 2). In terms of risk these two are similar, but an order of magnitude separates them from the private (DVLA Group 1) standard. Although the UK NPPL complies with the basic European Aviation Law (EU 216/2008), the European Aviation Safety Agency (EASA) did not accept it as an Acceptable Means of Compliance (AMC). At meetings in Cologne I made a big mistake, I had thought that policy would be driven by evidence; but it was driven

by politics, votes determined who was to hold the power and earn the money! Sadly, the most unscrupulous and dishonest scare tactics were employed by some eminent professionals in the field of aero-medicine.

The popular votes recently gained by Nigel Farage, Marine Le Pen and others of that ilk in European elections have reversed the flood tide of bureaucracy. This provides an opportunity for the BGA to return to our earlier and simpler procedure by which solo pilots did not need to obtain medical endorsement. Intervening changes, such as the improvement of administration of driving licences and decreased prevalence of cardio-vascular disease, permit further relaxations.

The CAA established a Working Group of which the BGA is a contributing member and which is considering various options for the assurance of recreational pilot medical fitness. The CAA suffers constraints, but nothing reintroduced by the BGA has been ruled out by that WG. Indeed changes implemented by the BGA can act as a useful pilot study for the CAA.

The principal change is that the possession of a driving licence is now sufficient evidence of fitness to fly gliders solo or with another pilot. Because we also wish to encourage youngsters who may not yet hold a driving licence, for those under the age of 25 a self-declaration (or signed by parent or guardian if under 18 years) to the same standard as the DVLA private driver is acceptable. This can be administered at club level as previously. The reason for the top age limit is to provide some check on older drivers, who may have lost their licence for reasons such as alcohol or traffic offences. They would have to seek an NPPL under existing rules and the GP is then likely to bring their concerns to the notice of the BGA medical adviser. For instructors and those wishing to carry passengers, the existing NPPL remains unchanged.

The age restriction for instructors over 70 years was agreed some 20 years ago because of the incapacity risk for the healthy national population exceeded the critical level (professional driver or class 2) by this age. Since then, the national death rate from cardio-vascular disease has fallen by a third and, while maintaining the same risk exposure level, the age is raised to 75.

The provision that clubs may demand a higher standard at their discretion was originally because some once thought that the BGA standard was too low, but no club has ever implemented this action. However, it has proved to be a rarely used but essential tool

for managing those few psychiatric cases that might have all the right pieces of paper, but are causing great concern.

There was much debate within the CAA working group on the definition of the other pilot flying with a pilot restricted because of medical reasons. The BGA has long had such limited instructors, who have given good service in senior roles. There have been no adverse incidents and two BGA pilots successfully managed deaths in the air. Therefore the BGA definition remains that the other pilot should be competent to recover the aircraft in the circumstances of the proposed flight and there should be no change to this rule.

The new rules make no change to established medical standards or acceptance of risk; they are a simplification of the means by which fitness can be demonstrated and recognition of epidemiological change with safety being confirmed by previous experience. However, it is hoped that successful implementation will act as prototype for wider application, both nationally and in Europe.

Little did I realise some 50 years ago that a response to a letter drafted during one hot Cyprus afternoon would take up so much of my time in later life.



Dr Peter Saundby learnt to fly in a University Air Squadron and enjoyed a career as a medical officer and pilot in the Royal Air Force. Accredited in Occupational and Public Health, he retired with the rank of Air Commodore. Gliding with the RAFGSA, Peter has flown in nationals, has a Gold 'C' with three Diamonds, and instructed for over 40 years. Active as the safety officer of the Black Mountains Gliding Club, he supports the BGA as medical adviser.

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ENCOURAGING PARTICIPATION

Adrian Emck looks at how women are under represented in gliding compared with other sports, and potential encouragement to become and stay glider pilots

AS MALES participate in far greater numbers than females in gliding, the vast majority of people who give up gliding are men and I speculate that what may encourage women to stay gliding may encourage men to stay too. For reason of self-interest, we men need to learn to market gliding to women and accept that we have used our overwhelming controlling majority to mould gliding in our own image. Yet maintaining our 'do nothing' status quo by invoking a fear of 'positive discrimination and political correctness' could prevent initiatives tailored for this much-neglected professionally and financially successful female market sector.

skill and nerve, and are often found in equal numbers, in dangerous and safe events as their male counterparts. In the Winter Olympics, females such as Gold medallist Lizzy Yarnold threw themselves head first down an ice run at 80mph along with the men. With such parity in sport and activities demanding skill, nerve and fortitude³, why do women have such a poor representation in our exciting gliding? Lasham has just 7.6 per cent female full-flying members above the age of 26, UK civilian clubs average 7.4 per cent⁴. Services gliding clubs are excluded due to the armed forces' recruitment policy that expects all personnel to take part in adventurous sport.



Lasham's youngest pilots instructed by Dave Bowtell (centre) and Malcolm George: Nikkie Dobson (left) at 14 years and 40 days old, with Susie Lyell, also 14, who both soloed on the evening course of 12/10/13 (Helen Parkin)

THE LEGACY OF STEPHEN EMCK PROVIDES A YEARLY AWARD TO ONE OR MORE FEMALES WHO SHOW 'THE RIGHT STUFF'

The economics:

Women have achieved greater work parity, are a majority in higher education and gain more UK 1st class degrees¹. It follows that adults with jobs that can support gliding are as likely to be women as men. Yet gliding fails to attract sufficient female numbers. Without a strategy in place to address this numerical imbalance, and with the historical gliding membership² decline of 2 per cent to 3 per

cent a year, a strategy to increase women numbers would contribute to more gliding members overall.

Subjective bar room comments from both men and women suggest women are less adventurous and more cautious than men. Yet if we look at comparable sports does this perception actually stand scrutiny?

Personality and individual differences

Those of us who witnessed the London 2012 Olympics were impressed by the courage and fortitude of UK Hockey Captain Kate Walsh, who competed (her team beating Belgium three nil) with her broken jaw wired up from an injury suffered in a previous match. Olympic sportswomen demonstrate as much

Human physiology and ergonomics

TJ Lyons MD wrote in his definitive paper in *Women in Fast Jets-Aeromedical considerations*⁵ for the USAF: "Most anthropometric and strength problems faced by women are a result of aircraft being designed for larger, stronger persons. The issue is political, economic and engineering rather than medical"... there are "only minor differences of questionable operational significance between men and women".

As a result of such early groundwork by Lyons and others, women fly combat missions in the USAF, and other air forces, including the RAF.

Could difficulties with the cockpit contribute to putting women off?

Regarding anthropometric strength and engineering problems, as far back as 1943 Jaqueline Cochrane outlined the physical needs of US female pilots in the cockpit; given that today NASA space suits can be designed for both male and females, it is reasonable to ask that glider cockpits are correctly designed. However, poor cockpit design that produces "a cascade of negative effects that may lead to aircraft mishap"⁶ applies to both genders. This may suggest cockpit design is not the central inhibitor preventing women from persevering with gliding although, as with men, it may be a

contributory factor.

Unfortunately, it seems that manufacturers of gliders have never been compelled to consider that these issues are as equally important as improving glider performance. In Lüsse, Germany, in 2008 when presenting cockpit comfort/safety issues to the OSTIV Sailplane Development Panel, I asked designers from two leading glider manufacturers how many female engineers in their companies and their competitors were involved in cockpit design. The answer? None. Although this was eight years ago, how do we get around this problem? We would welcome updates with engineering and design developments.

Leg problems found in the 2004 Lasham Survey⁷ of 818 cockpits can, in the future, arguably only increase in the glider cockpit for both men and women. Cockpits are designed by men with up to 40 per cent more upper body muscle than women⁸, who may also suffer particular range-of-movement (ROM) problems in the cockpit. Women may be unable to reach and easily operate the glider undercarriage lever, a task perhaps effortlessly performed by their male counterparts.

Since breadwinners are as likely to be women as men; and that women in other sports have as much fortitude and skill as their male counterparts, further obstacles to women I identified are political/cultural.

Gliding and the family

Western society has changed fundamentally since the 1960s. Women are marrying later, have children later and often cope without a male breadwinner⁹. The average age of the first woman's marriage in 1981 was 23.1 years and this climbed to 30 years in 2009 (Office of National Statistics); if they start gliding in the years between 14 and their 30s, when raising a family may intervene, women might not only have had a good gliding experience, but can extend it to their children.

"Gliding is a solo sport and not family friendly," claimed four sons of a keen gliding father. Those four sons have now grown up with children of their own, who never contemplated gliding for themselves – or their children. If gliding was such a negative experience for men, how much more off-putting can it be for women in our male-dominated environment?

Interestingly, as of 1 July 2014, RAF women officers increased to 16.9 per cent¹⁰ and meanwhile even the MoD says: "Significant efforts are being made to

introduce more 'family friendly' policies to aid the retention of female personnel." An equivalent desire to make changes is required in gliding; supporting female cadet gliding is the starting point. Identifying 'life stages' that act as barriers to long-term participation is also necessary.


Coaching and mentoring

A senior female instructor, who noted the number of female *ab-anitios* fell at her club after she retired, believes that the involvement of the senior women pilots is critical. This is true of other sports: "Women comprise the bulk of adult ski-lesson takers. Women are more likely to want to ski and/or learn with only women. This has led to all-women's classes at many ski areas, and there are also some all-men's classes," from male professional ski instructors in Colorado¹¹. As the CEO of executive search firm Robinson Hambro puts it: "We now have abundant evidence that senior (women) role models are crucial in keeping junior women motivated and progressing in their careers."¹²

With paragliding gliding in the USA (36 per cent women members¹³) you can find similar comment: "Luckily I met other women near or beyond my level... Motivation and support seem to be the biggest factors of staying in the sport."

What are we doing to increase numbers of female pilots at Lasham Gliding?

The benefit of a warm welcome to women sincerely offered from the outset cannot be over-estimated. The explicit support of Lasham membership was gained and, under the leadership of Dave Bowtell and his empathetic team, there are 120 cadets of both genders in training. To support the girls, since 2012 the legacy of Stephen Emck provides a yearly award of up to £500 to one or more females who show 'The Right Stuff' during training by demonstrating the most progress in flying, training, enthusiasm, initiative, commitment and the willingness to help and co-operate with fellow cadets and instructors. To date, five cadets; three in 2012 and two in 2013, received the bursary. The youngest winner, Lucy Lyell, was 14 years old. We look forward to the announcement of the 2014 winner/s in March.

The scheme runs for 

■ In 2012, I was awarded the Stephen Emck award to help me progress my flying. I was lucky to win the award and it set me up with enthusiasm for gliding during 2013.

In 2013 I started training for my Bronze badge using the money from the Stephen Emck award. The award covered the cost of training and allowed me to continue my flying whilst I was at university, studying River and Coastal Engineering. The award gave me a good excuse (not that I needed one) to go flying and relax alongside my studies. It's important to work hard and play hard!

During 2013 I completed my longest flight and my confidence for flying soared. I am still very grateful for the award and would like to thank those who awarded it to me. I can't wait for the soaring season to return in 2015 and to spend many sunny Saturdays on Lasham Airfield!

Helen Parkin,
Lasham cadet coordinator

2013 winners Jess Mockford (left) and Suzie Lyell, then aged 14. Jess soloed on 1/7/14, did her work experience at Lasham and has completed her Silver height. Suzie soloed on 12/10/13 and completed her Silver height in 2014 (Charles Tolman)



Saturday 13 February, 2013: (left to right): Suzie Lyell - Stephen Emck Award Winner 2013, Alex Lyell, Emily Twigg - winner 2012, Helen Parkin - winner 2013, Sara Ashdown, Zoe Pringle, Jess Rowe, Gemma Barton, Katie Moore - winner 2012. Chairman of the cadets, Dave Bowtell, points out that the girl cadets have their own Lasham 'get together' and liked doing things together at their own pace (Charles Tolman)



MOTIVATION AND SUPPORT SEEM TO BE THE BIGGEST FACTORS OF STAYING IN THE SPORT

■ To date, not one photo of a woman with a glider exists among the Women Sport Lottery Winners¹⁶. Meanwhile this small initiative for female cadets exists to complement WomenGlide UK www.womenglide.co.uk



Adrian Emck flies a K-6e from Lasham has written a number of S&G articles on pilot comfort-safety. He is a member of the Scientifique et Technique Internationale du Vol a Voile (OSTIV) Sailplane Development Panel, and claims no credit for any work by the cadet team, which he admires from afar

✂ 10 years and each year £500 is split to help cadets. In 2012, the female cadets were invited to apply. Nine girls attended the launch and Liz Sparrow, the 2012 leading world ranking female pilot, ran their friendly gathering.

The girls were presented with examples of women pilots past and present, including Lasham's successful women. The girls learnt that Space Shuttle commanders Eileen Collins and Pamela Melroy were once cadets too, as were Soviet Air Force women pilots from WW2. Russia's all-female air regiments flew more than 30,000 missions along the Eastern Front¹⁴. Parachutes reserved for Russian men were not issued to women combat pilots until June 1944.

Conclusion

At Lasham we do provide female cadets with parachutes, but are also determined to provide them with the increased support that they deserve.

If you would like to have the Terms and Conditions for the Stephen Emck Award to adapt for your own club, please request via editor@sailplaneandgliding.co.uk (Helmut Fendt, chairman of OSTIV Sailplane Development Panel, says: "This is a brilliant idea to motivate young female pilots, and it might also be a trigger for others."¹⁵)

ENDNOTES

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General

"Are male and female brains really wired differently from one another?" *BBC Horizon* 29/09/14

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UK distributor Allan Arthurs invites fellow UK glider pilots to experience the Silent 2 Electro and give their views on 'soaring the future, today'



TOMORROW

I HAVE been a keen advocate of the Front Electric Sustainer (FES) since it was first announced; the combination of this with a modern lightweight airframe giving the ability to self-launch seemed to me to be the perfect marriage. So it was full of enthusiasm for the Silent 2 Electro that I made my first visit to the Alisport factory in Cremella, Italy, back in early January 2014.

What I found was even more remarkable; a small company of like-minded people, each hand picked for their individual passion for sport aviation! Alisport SRL is no newcomer to the field of aviation; the company has been in business for over 20 years. It started with an innovative STOL aircraft called the Yuma, but it was not long before it turned

its attention to the production of a range of exceptionally light, self-launching sailplanes, culminating in the Silent 2 Electro, built for the new FAI 13.5m Class. Every component of the glider is built to the very highest standard and everything is incredibly light. I returned home with the UK agency agreement in my pocket and a big smile on my face!

My next visit to the factory coincided with the first Italian FAI 13.5m Championship, held at Alzate Brianza, near Lake Como in April/May 2014. The competition was dedicated to Leonardo Brigliadori, former world champion and strong supporter of the FAI 13.5m Class. It was a race that exceeded all expectations, both in terms of the competition itself and in the performance of the gliders. Weather conditions



Y'S WORLD?



FES control unit

Below: Andy Aveling was particularly impressed with performance in the speed flap setting



Below: launch grid at the first Italian FAI 13.5m Championship, Alzate Brianza, in April/May 2014



✂ were variable, but under the expert guidance of competition director Giorgio Ballarati the competitors were able to make the most of every day – with interesting tasks of between 170km and 320km.

There were seven Electros in the competition. It was impressive to see these aircraft self-launch, all within seconds of one another, to seek out the first thermals of the day. It later emerged that there was a secondary unofficial competition between the pilots, to see who could preserve the most battery power.

Another remarkable aspect of the event was undoubtedly the performance of this nimble new breed of sailplane. The average speeds achieved over the five competition days were very respectable, even as high as 114km/h. The winner was Riccardo Briigliadori, in a Silent 2 Electro. Later in the summer, Francois Pin flew the Silent 2 Electro to first place in the SSA Club Class Nationals in July, in Texas, USA.

Back in the UK, the government Red Tape Challenge was the topic of debate, and the CAA had already announced a public consultation on its proposal to deregulate (for airworthiness purposes) all UK-registered single-seat microlight aircraft. With a MTOW of 300kg (or 315kg, including a Ballistic Recovery System) and a stall speed of no more than 35 knots, the Silent 2 Electro fits perfectly into this category – now known as Single-Seat Deregulated (SSDR).

While there was never any doubt about the fact that the aircraft would meet the requirements for SSDR, the fact that this particular microlight aircraft has the characteristics of a glider proved to be a

further challenge. It was largely through the good offices of the BGA that this matter was resolved and on 13 June 2014 SSDR was announced and self-launching sailplanes included! This effectively means that the Silent 2 Electro is not subject to any regulatory airworthiness regime and maintenance is a matter for the pilot – in accordance with the manufacturers' recommendations.

The next big hurdle was crew licensing. Having been classified as a microlight effectively meant that pilots were required to have a PPL(M) to fly it. Once again the BGA came into play, successfully arguing that this particular microlight exhibits the characteristics of a sailplane and that it would clearly be in the interests of all concerned that it be flown by suitably qualified glider pilots. Thus it was that as of a further CAA announcement on 19 August 2014, pilots holding either a PPL/PPL(M) or a SPL/LAPL(S) with a Self-Launch Endorsement may fly the Silent 2 Electro.

I waited a long time to fly the Silent, but all good things come to those who wait. However, as much as I'd love to relate my own experience, I have invited several other UK glider pilots to share their views:

Andy Aveling: I contacted the first thermal at about 800ft, so it seemed like no time at all before I was ready to dispense with the power. Between thermals, the flap/trim system worked well, very similar to a conventional flapped aircraft. I was particularly impressed with the performance in the speed flap setting. The glider settled nicely at 80+ knots and delivered a very flat glide; it didn't feel like flying a small glider. After an hour of soaring in a brisk wind, I returned for a landing. The airbrakes were powerful and responsive, making for easy approach control. Landing was straightforward and, after a sensible ground run, I powered-up to complete a touch and go. Post-flight analysis revealed that just 20 per cent of the available battery power had been used for the two flights – very impressive by any standards!


Chris Gibson: Several things impressed me about the ease of operation, but I had to smile when with just a turn of the 'throttle knob' the glider leapt forward and smoothly into the air. Climbing out at about 6kts, the take-off was completely uneventful. I found the glider very easy to fly, the controls being well harmonised. As

a light sailplane and with almost full span aileron it was very responsive; the stall was positive, but uneventful. Having been used to a glider with trim and flaps, the automatic adjustment of both via the flap control took a little believing, but after a short while I was convinced it all worked and was just very simple to fly. The battery management system provided clear information about power utilisation and time remaining. In the circuit the undercarriage operation is easy and the landing completely uneventful. Good fun – and I am sure it will find its place in the market.

G Dale: My first impression was that, although the glider is small, it's very comfortable and has plenty of room in the cockpit. Controls are light as you would expect. The motor is incredibly simple. At the first sign of a thermal, crank it into a turn and shutdown the motor. Once in the glide the Silent 2 is light, nimble and has what appears to be reasonable performance at moderate speeds – maybe up to 75-80kts. It's just great to fly, feeling very agile and willing to turn tight in thermals. Much more pleasant to fly than other self-launchers I've flown, including some very costly two-seaters.

There's no engine up and down nonsense, the batteries come out of the fuselage quickly and easily, are light to carry around and the chargers can be stowed in the cockpit. Of all the aircraft to appear in the last few years – including the ones with blisteringly high performance, and all the high-cost self-launchers and turbos – I find this the most interesting. It offers the prospect of simple, safe, moderate performance self-launch soaring. It's the sort of glider you can take to the hills, the mountain or the desert and really get stuck into some serious flying – with almost no support. I just loved it. So how about a proper competition then?

Bill Murray: My first impression was gained while rigging. The wings are incredibly light (just 34kg) and with automatic coupling of the controls it all goes together with incredible ease. The FES system is impressively simple to operate. A clockwise turn of the speed knob and the prop is out and running. Likewise shut-down, with an anti-clockwise turn the prop stops and parks, all becomes quiet and you're flying a glider! Positive flap allows slow tight circling, and will out-climb pretty much anything. Moving to negative flap it accelerates smoothly,



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giving the impression of a larger span glider. All in all, a very nice package

Ayala Truelove: I flew the Silent 2 Electro in the first Italian FAI 13.5m Championship and I fell in love, so much so that I have decided to buy a share in a new one! The ability to self-launch was simply fantastic. In most cases we shut down the motor at about 900ft, having used only about 10 per cent of the available capacity. On one particular occasion, when things did not go well, I motored some 50km back to the airfield, maintaining level flight at just 6kW of the max available 22kW. Goodbye field landings!

The glider itself is very nice to fly, light on the controls and well harmonised, but it's in the glide that the Silent 2 really shines. We were cruising at 75-80kts, flaps -2, and the performance was very good indeed, easily outrunning the Club Class gliders flying the same task. If you think 13.5m is too short, think again. The proposed handicap for the glider in the UK is somewhere between 94 and 96, the same as an LS4. In short, I was hooked and highly recommend you try it.



■ Read about Paul Conran's flight in the Silent 2 Electro, pp30-33, Feb/March 2014



Allan Arthurs has been a member at Lasham since he started gliding in 2007 and describes himself as an "average club pilot". He has accumulated some 870 hours, a Silver C plus a few Gold bits, one Diamond and a BI Rating

■ A lightweight, deregulated, self-launching sailplane that is easy to operate and a delight to fly; what's not to like? We look forward to the first 13.5m World Championships in Pociunai in August and the future of the new class. Whatever happens, it's sure to be exciting and we fully expect the Silent 2 Electro to be a serious contender!

BOMBS AWAY AT DENBIGH



Denbigh was invaded by the juniors during the first weekend of February. The weather wasn't ideal for soaring, but the second round of the 2014/2015 Winter Series was still great fun for all of those taking part (Andy Cockerell)

When ridge running is not an option, juniors focus skills on flour bombing. Saz Reed reports

THE juniors made their way to North Wales, to the picturesque gliding club of Denbigh, Lleweni Parc, for the first weekend of February. Coming from all parts of the UK, including Scotland, Kent and Devon, juniors travelled for miles to join together and make the second round of the 2014/2015 Winter Series the biggest yet.

Even though there was not the epic ridge running hoped for, the juniors had a fantastic time. Across the four days (5-8 February) the aim was to get as many of them flying as possible. On the Thursday, Tim Fletcher managed to find some energy for the longest flight of this series.

As the weather did not improve for much soaring, we decided to have some fun. What do you do when the juniors like to fly gliders low and fast, but still have a competition? Yes,

flour bombing. With thanks to Ben Hughes, who relayed his idea from the other side of the world, and Will Ellis, who made it happen.

A target was set up near the centre of the field and flour cups were distributed to the P2s, their initials written for identification on each side. P1s had instructions to fly a safe, fast beat-up, while the P2 dropped the bomb as near to the target as possible. The two-seaters would then pull up and land! This competition kept the juniors entertained all day Saturday.

On later inspection, most of the bombs landed within 300m of the target, except those of Peter Carter, who must have been aiming for something completely different!

The winners of the flour bombing competition were Jake Brattle and Colin Field, who managed to get within 50m of the target. They enjoyed a nice bottle of bubbly, which was kindly donated by the Holmes'. Jake, however, did not celebrate his drive home from the series, as his was the



Mike Gatfield enjoying the Winter Series (Luke Dale)



Top: Ed Foxon and Saz Reed are ready with a flour bomb (Clement Allen) Above left: Alex O'Keefe wearing the Dick of the Day hat (Freddie Turner) Above right: Enjoying the spectacular scenery over Llewenni Parc (Freddie Turner)

only trailer that broke down, while miles away from home.

Peter Hibbard (aka overall winner of Dick of this round) and Sam Roddie also gave it their best shot, but the flour exploded in the cockpit before they had even made the target; watch out on UKJGTV for that one!

The flour bombing did not stop there, however, with many of the juniors, including Alex Harris, Amy Jo-Randalls, Ollie Metcalf and many more, getting bombed during the evening entertainment.

The flying on Sunday was stopped by a massive cloud of sea breeze that engulfed Denbigh. Ali Bridges had previously said: "Wouldn't it be hilarious if it went foggy or something now and we couldn't fly?" so he is getting blamed for that one.

Thanks go to Benedict Smith and his team for feeding the juniors and a major thank you to Kevin Hook and Rod Witter for letting us take over Denbigh, cause chaos and for bombing you; we will see you again soon.



Flour power: Alex Harris and Saz Reed (Sue Harris)

■ Join us for the final round of this Winter Series at Shenington from 17 April www.juniorgliding.co.uk
■ Don't forget to apply for the 2015 junior championships, or two-seater training, via the BGA website
■ The Phillip Wills memorial Trust is supporting a juniors cross-country training weekend (9-10 May) in conjunction with the British Gliding Team. Juniors will have the opportunity to fly cross-country tasks alongside current and ex-team pilots, to gain insights, experience, learn and have fun. Highlights will include the opportunity to fly in a two-seater with current World 20m Class champions Steve and Howard Jones, with a detailed debrief



Delegates arriving at the conference were met by the sight of the EuroFOX demonstrator parked outside the hotel (Roger Cornwell)



World champion Steve Jones makes himself at home in the Silent 2 Electro brought to the conference by UK distributor Allan Arthurs



Sydney Charles were sponsors of the conference and had a nano³ up for grabs in a competition



Lisa Humphries checks out Essex Aviation

BGA C

Four hundred glider pilots enjoyed the annual BGA Conference and AGM, held at the Nottingham Belfry on Saturday 7 March

AROUND 400 glider pilots attended this year's BGA Conference, held at the Nottingham Belfry Hotel. The organisers, led by Liz Pike, had once again produced another superbly organised and interesting event to cater for most tastes and interests. As people arrived at the venue, they could not miss the increasingly popular EuroFOX tug demonstrator parked immediately outside the hotel, or the SDR Silent 2 Electro microlight sailplane parked in the foyer (see article on p38).

Before the main conference, as has become customary, the day kicked off at 9.15am with two parallel sessions for club officials: a Club Chairmen's forum led by BGA Chairman Pete Harvey, and a CFI/Senior Instructors' forum led by Mike Fox, the BGA training standards manager.

The main conference began with Peter Harvey welcoming everyone and providing a brief introduction of the conference programme, including highlighting an afternoon session describing worrying developments around airspace. Erazum Polutnik of LX Nav and Andrej Kola of Naviter presented a fascinating view of the new world of glider instrumentation, much of which was on show in the exhibition area where 26 traders were demonstrating their products and services.

Following a coffee break, BGA Chairman Pete Harvey and BGA Chief Executive Pete Stratten presented the annual BGA update, including a piece described as 'shaping our future'. Peter Harvey described the financial situation, including that BGA reserves are at an appropriate level and that future budgeting aims to break even. He spoke at length about the evolving regulatory environment, the excellent support from many at CAA, including the GA Unit under Tony Rapson, the welcome breathing space of a three-year delay of EASA FCL and ATO requirements, and pointed out how the no win, no fee claims culture is also an important driver for firming up the association's governance and procedures over recent years. He thanked the many volunteers who do so much for our clubs and our wider association. Without them, gliding could not exist.

Moving on to challenges, Peter described at length worrying CAA decision-making around airspace matters and subsequent airspace developments, asking rhetorically, 'is the system broken, has GA been sidelined, is the GA safety case being ignored in the interests of commercial expediency?' He went on to advise everyone to attend the afternoon airspace presentation. Moving on to the changing face of gliding clubs, he noted how society is always evolving and gliding needs to keep up with change. Pete Stratten then moved on to remind us of the fundamental BGA roles, that is to support clubs, protect resources and promote participation, and how the BGA, while keeping safety and regulatory priorities moving forward, is focused and being proactive on

CONFERENCE

membership issues.

During a short presentation, Pete highlighted gliding membership trends, discussed retention, including meeting club member's needs with related BGA services. He described developments and plans around raising awareness, both nationally and locally, including signposting to the BGA website information describing individual clubs. Peter Harvey then moved on to a truly uplifting presentation using a number of great images highlighting why most of us are so passionate about our fantastic sport and why so many people take part in gliding.

The BGA awards followed, with BGA Diplomas being presented by Peter Harvey for Debb Hackett, Mike Hutchinson, John Glossop, Mick Orr, John Henry, Peter Redshaw, Vince Mallon and Chris Armstrong. The Bill Scull Safety Award was presented to Andy Miller. It was announced that a BGA Gold Medal for exceptional service had been presented to Diana King during the November 2014 BGA club management conference. The BGA Challenge Trophy, which was recently refurbished by John Henry (Portmoak), was presented to Eden Soaring.

Patrick Naegeli (Lasham) presented a special celebration marking 25 years of BGA service by Debbie Carr. The lively presentation kept everyone guessing, including Debbie who was clearly surprised when her picture from 1990 appeared on the screens. Robert John (London) provided a Caroline Trust update and presentation of the Caroline Trust special award to Liz Pike for her unstinting efforts in support of the charity.

Following lunch and another period during which delegates could meet, relax and browse the exhibition areas, the formal business of the AGM took place. The Minutes of the AGM held on 1 March 2014 were approved; the package of updated Operational Regulations was adopted; the Annual Report was adopted; the Revenue Account and Balance sheet for the year ending 30 September 2014 was adopted; the budget for the year ending 30 September 2016 and annual subscription rates were adopted and the auditors Grant Thornton were re-appointed for 12 months. Moving on to the appointment of officials, following the retirement of Dave Fidler (Cranwell), Neil

Goudie (Cambridge) was nominated and accepted as an Executive Committee member.

John Williams, Airspace Committee chairman, presented an update on recent and anticipated airspace developments. John noted that last year he spoke about a multitude of important issues that the BGA understood and broadly supported – some that with suitable modification could work out satisfactorily, and some which to BGA eyes simply defied understanding. The latter were all instances of existing or applied-for Class D airspace, where the CAA's own alternative policy of proportionate and carefully placed Radio Mandatory Zones would appear to be the tailor-made solution and would provide a safer solution for all airspace users. But at that time, it was not clear whether a dream or nightmare scenario would unfold.

With Southend now surrounded by Class D airspace, with controlled airspace in place in Scotland for just one CAT flight per day, with Farnborough busily collating, but not sharing, its class D airspace change application that it alone is allowed to comment on direct to CAA, and a Post Implementation Review completed at the grossly under-utilised Norwich airport resulting in only the top 1,000ft of the class D airspace being shaved off, this is a truly critical time. John concluded his presentation, made to a packed and concerned audience, noting that "in stark contrast to other GA regulatory matters, we have lost all faith in CAA listening to or acting on our airspace concerns. We must stand together with GA colleagues to maximise our ability to change that situation. We will continue to use data, logic and proportional argument – but it will have to be reinforced with legal action. We will do everything needed to keep our own house in order. The CAA's GA conference on 28 March will be most interesting. We need help from all clubs and their members as we try to turn the nightmare into a dream."

Head of the CAA's GA Unit Tony Rapson, attending the conference, responded: "From the BGA's perspective I can see why John sets out the conclusions he has. I am sorry that ☞



Pete Stratten (right) is presented with his RAeC Silver medal by Patrick Naegeli

NATIONAL AWARDS:
BGA Chief Executive Pete Stratten reported a number of national awards: the RAeC President's Breitling trophy to Alex Harris (London); the RAeC Prince of Wales Cup to the British Gliding Team; a RAeC Gold Medal to Steve Jones (Lasham); a RAeC Silver medal to Pete Stratten (BGA) and a RAeC Certificate of Merit each to Hugh Woodsend (Cotswold) and to John Bradley (Wyvern).



Yvonne Elliott checks in to another busy and informative BGA annual conference

■ Photos by Paul Morrison

CHAIRMEN'S FORUM

■ Pete Harvey led a discussion with a number of club chairmen on topical issues, including working together on participation matters, support and airspace challenges. Pete Stratten provided an interactive update on the internal 'members' part of the new website and Gordon MacDonald provided a summary of airworthiness compliance issues observed at clubs, and described club committee's airworthiness management responsibilities as owners.

CFI AND SENIOR INSTRUCTORS' FORUM

■ CFIs and senior instructors had a really productive hour discussing the finer points of improving pilots abilities to thermal together, along with a very visual talk by Kevin Atkinson on some of the issues involved, writes Mike Fox. The conversation moved onto a simple framework for FLARM training, collision avoidance and situational awareness. We concluded with a reminder of the need for pilots to respect ATZs and the advantages for all involved of informing airfields by radio when lingering or crossing instrument approach 'feathers'. It was a great pleasure to meet new CFIs and greet others who have been in post for a few years.

■ The BGA would like to thank the exhibitors supporting the conference: Sydney Charles, LX Avionics, LX Navigation, LX Nav, Naviter, NAVboys, TPF parachutes, Jonker Sailplanes, HPH Sailplanes, Baltic Sailplanes, EES Aviation Services, Forbes Insurance, WomenGlide, Anglia Sailplanes, Hill Aviation Insurance, Parasential, Pooleys Flight Equipment, EuroFOX, AFE Oxford, BGA Shop, BHPA, Essex Aviation, Hayward Aviation Services, Cloud Dancers, Vintage Gliding Club, Soaring Safaris, The Caroline Trust, and Allan Arthurs with the Silent 2 Electro.

■ Prizes were generously donated by Pooleys, TPF Parachutes, Sydney Charles and Forbes Insurance.



Tony Rapson (right), head of the CAA's GA Unit, seen here with CAA colleague Mark Shortman, was on hand to talk to delegates

✎ his faith in the CAA has been lost. There is a lot of time and effort being committed to these airspace issue by CAA staff. It is only right that GA organisations, including the BGA, continue to feed their strong views into the CAA and would encourage them to continue to do so. When feeding views into the CAA it is very useful if data, logic and proportional measurements are provided as evidence. I would have to disagree that the Future Airspace Strategy VFR Implementation Plan is just words. The Implementation Plan will form the foundation of a much wider discussion on airspace as it affects VFR operations, so has the potential to drive change. The continued engagement of the BGA with the CAA on these and all issues is vital."

After coffee, the afternoon continued in a packed meeting room with three very engaging presentations. Sixteen-year-old Robbie Rizk, who flies a Swift S1 and an ASG 29 at Buckminster GC, provided an engaging insight into competition aerobatics. The flying techniques, rules and highs and lows were all presented in a clear, understandable and interesting format. We expect to see a lot more of Robbie in years to come.

Dr Tony Head, a former glider pilot and current GA pilot, and in his day job the principal psychologist within the Directorate of Training Army (UK), has since 2000 investigated glider and aircraft conspicuity with



LX Nav's Erazum Polutnik (above) and Andrej Kola of Naviter presented a fascinating view of the new world of glider instrumentation

the BGA, RAF Central Gliding School and the CAA. Tony very clearly presented the science behind the facts about effective lookout, including limitations of the eye and issues around ageing, as well as some highly pertinent observations associated with directed lookout. With airspace safety and collision avoidance a hot safety topic during 2015, this expert presentation provided much food for thought.

Frank Chapman, a glider pilot, former RAF fast jet and test pilot, and former airline pilot, has worked as a test pilot for Airbus since 2004. Frank presented a fascinating view of the A350XWB flight test programme, which he leads between flying all Airbus types other than the A400M. Describing the programme from maiden flight through to certification, Frank very eloquently and modestly described all aspects of this fascinating aspect of flying and used video to demonstrate a number of subjects including the 30kt crosswind tests. Throughout the 30 minutes he spoke, it was clear that everyone in the room, regardless of experience, understood and appreciated every point. A number of technical questions asked by airline pilots in the audience were answered with the same clarity and awareness.

The conference, which was kindly sponsored by Sydney Charles Insurance, continued with a formal dinner and disco sponsored by Forbes Insurance and was attended this year by a record 222 people, including 50 juniors. During an after-dinner glide-off using model gliders built between courses, former World Champion Andy Davis was disqualified in the first round and Terry Mitchell (Bicester) slid into first place despite a great challenge by Alex Cheetham.

The BGA trophies were introduced by Andy Perkins and Luke Roberts, and presented by the British Team manager Graham Garnett (Lasham), following which the fun continued into the early hours.



◀ A 491km flight, flown entirely within Wales on a day when only six flights were recorded on the national ladder, won Phil King the Philip Wills National Enterprise Trophy, presented here by Graham Garnett

▶ A record number of juniors attended this year's conference and annual dinner



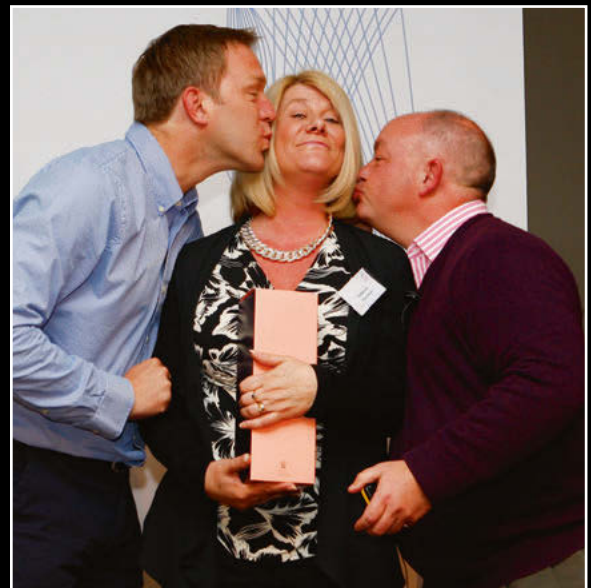
(Left to right): Andrew Cockerell, right, is the recipient of this year's Alex Ward Trophy, for services to junior gliding. He is pictured with Saz Reed and Peter Hibbard; the t-shirt says it all!; Melissa Jenkins won the John Hands Trophy, presented for outstanding support for the organising and running of competitions

2015 BGA SPORTING CONFERENCE AND AWARDS
PHOTOGRAPHY BY PAUL MORRISON



▶ The BGA's 'first lady of gliding', Debbie Carr, receives a special award for 25 years with the BGA from Patrick Naegeli (right). Pictured left is BGA Vice Chairman Andy Perkins

◀ The BGA's Lizzie Pike also receives a special award. This was for her considerable help and involvement with The Caroline Trust



EASA EXTENSION

BGA Chief Executive Pete Stratten highlights the benefits of a three-year period to fix training and licensing requirements

AS PREVIOUSLY reported, a number of amendments to the Aircrew Regulation that were agreed in Europe late last year included an optional extension of the licence transition period to April 2018. Not all Member States have taken advantage of this extended transition period. Notably, the German government will adopt FCL and ATO rules in 2015 – which was a very unpleasant surprise for the Deutscher Aero Club, who, up until January this year, were expecting an opt-out. The UK has, like many others, listened to those impacted by the rules and chosen to opt out until 2018.

So the good news is that UK glider pilots, as well as aeroplane or SLMG pilots using a national licence, will not need an EASA licence or associated qualifications until

April 2018. That's a three-year period during which EASA can be helped to fix its training and pilot licensing requirements while we continue to enjoy our flying activities essentially unburdened by the unreasonable excesses of the Aircrew Regulation. We will, of course, need to check the glider pilot licensing requirement in any country we visit.

The BGA office continues to process a steady trickle of applications by glider pilots who, for various reasons, have chosen to hold an SPL or LAPL(S). Full details, including FAQs, are available on the BGA website. During the period of transition any pilot who has chosen to hold an SPL or LAPL(S) can subsequently choose to operate using the FCL licence privileges, or alternatively operate as they always have

done. At the time of writing, the CAA's ORS 4 exemption 1075 provides the legal basis for that. Naturally, it's important to ensure that before exercising licence privileges, the licence holder satisfies the related recency and medical requirements.

Pilots who do hold an SPL or LAPL(S) may wish to add privileges to their licence. EASA has at last indicated that gliding training probably should not, after all, need to take place under an approved training organisation. The BGA is, of course, pushing hard on that point, albeit against what appears now to be an open door, and particularly so with the CAA GA Unit boss, Tony Rapson. But EASA moves slowly.

So where does that leave those who currently want to add privileges to an SPL or LAPL(S)? The answer lies in the conversion requirements, where training under BGA can be recognised as equivalent to an EASA qualification. We are still waiting for the CAA to confirm that approach in writing and agree the process, but, red tape permitting, it should be a practical and straightforward solution during this period of ongoing significant change. As soon as we confirm the detail in writing with the CAA, we'll let everyone know.

Those SPL or LAPL(S) holders with an FI(S) certificate who need a Part-FCL 'revalidation seminar' by the end of 2015 will be pleased to hear that Don Irving and Mike Fox are working on that. Details will be announced in due course.

It may be of interest that, with the help of a number of club CFIs, we've developed a revised BGA gliding training syllabus that can be easily morphed into its EASA compliant namesake. We are currently trialling the revised syllabus at one club before offering it to a small number of clubs for further evaluation. When the feedback from the trials has been incorporated it will be available for everyone to use, initially on a voluntary basis until we eventually adopt EASA training requirements.

■ www.gliding.co.uk/bgainfo/licensing/easalicensing.htm



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Photo: Alastair Mackenzie

THERMAL SOARING PROTOCOL

THE thermal soaring protocol aims to describe known good practice based on many decades of hard-learned experience. It does not replace the need to comply with the Air Navigation Order.

Joining a thermal

1. Gliders already established in a thermal have the right of way.
2. All pilots shall circle in the same direction as any glider(s) already established in the area of lift.
3. If there are gliders thermalling in opposite directions, the joining gliders shall turn in the same direction as the nearest glider (least vertical separation).
4. The entry to the turn should be planned to retain continual visual contact with all other aircraft at or near the planned entry height, and to ensure no glider already turning will be required to manoeuvre to avoid the joining glider.
5. If possible, join the same circular track as the other glider, or if that is not practical, join a circle wider than that of the thermalling glider and only move onto that glider's circle when you can achieve safe separation.

Sharing a thermal

6. Maintain visual contact with established gliders and position your glider so established pilots can see your glider. Lookout is always paramount. Never allow your monitoring of in-cockpit equipment to interfere with your lookout.
7. When at a similar level to another glider, never turn inside or point your glider at or ahead of the other glider unless you can guarantee safe separation and maintain visual contact.
8. If you lose visual contact with a nearby glider, or if you cannot guarantee safe separation, leave the thermal.
9. Look out for other aircraft joining or converging in height.

Leaving a thermal

10. Look outside the turn and behind before straightening up.
11. Do not manoeuvre sharply unless clear of all other aircraft.



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MEMBERSHIP OR EXPERIENCE - WHAT'S YOUR CLUB SELLING?

SALES success is a numbers game; just do enough of the activity and you will get the results. With a 1-2 per cent conversion rate of trial lesson to full membership across the sport, just 100 flights are needed to get one new member. The problem is that when it comes to club membership, club members are the ones doing the selling, and they do not have unlimited time.

There will always be a market for

people who only want to fly once and the income from these flights remains an important part of a club's financial life. Many clubs cater for this sort of flying at designated times to avoid conflict with club flying. Some clubs have demonstrated that selling too many trial lessons results in a sharp, sometimes terminal, decline in club membership.

The evolved gliding model is that we sell trial lessons to anyone who will buy one, and then let them buy membership, if they really want to. Many believe that people should not be able to come back and fly as part of their three-month temporary membership, because it isn't fair on the actual club members. So guess what? People don't come back. Let's think about this the other way round. You have just paid the thick end of £100 or so for one flight. You have landed after your first flight and you were whisked away from the glider so the next guy could get in. You feel slightly odd; excited, but odd. (Previous gliding studies

membership, with the first flight free. Another emphasises the three-month membership that is included with every first flight, in whatever guise that first flight takes, whether a booked voucher, a walk-in, as part of a day or evening group, an open weekend or a five-day course. Both clubs are already seeing better conversion rates.

Follow up. In addition to the cheerfully simple 'see you next week' method, there is so much opportunity to do something effective and often it is just a matter of acknowledging the person's visit and showing them how to return. Using emails and websites doesn't cost much. Several clubs are developing systems, with some clubs setting up automatic emails to encourage people to come back and use their three-month memberships. The BGA has included follow up in the BGA voucher sales process.

Whatever way your club sells membership, there are a couple of important areas where an understanding of what is at play is helpful: the difference between first flight experience and club reality; and the length of time to get reward.

Perceptions

Everyone has them. What images of gliding have people seen before they arrive for their first flight? Maybe it was Kate Humble flying with a Saudi Prince in the desert, or perhaps David Attenborough flying with dinosaurs. They are probably expecting a white and shiny glider. They might expect something like a race track day, with uniform overalls and baseball caps. So if the trial lesson probably wasn't what they were expecting, how will their transition into life as a club member go? How are they helped to understand what is going on? This is where selling membership rather than experience is most useful. The whole point is that their first trip is their first trip as a club member, therefore reducing the amount of work club members have to do later in order to support new members to become actual glider pilots.

Alison Randle
Development Officer
alison@gliding.co.uk

AT THE 2014 Club Management Conference, the debate and discussion on trial lessons and temporary membership yielded a number of useful comments and suggestions:

- Offering three-month membership (without any inclusive flights) as a prize for local auctions and raffles
- Discount on next membership if you introduce a friend
- Reduced rates for friends and family – word of mouth is best
- Village magazines are useful
- Send weekly sports bulletin to local paper, particularly free papers
- Automatic emails to invite people back during temporary membership
- Use the admin features to tailor your club's page on the new BGA website

REWARDS

THE human brain is wired to seek reward for actions. This is particularly prevalent in current society and people trying something new expect to be able to do it themselves quite quickly.

Achieving proficient gliding has a much longer lead in and it is all too easy for us long-term participants of the sport to transfer our expectations on to the newbies.

What is proficient gliding anyway – is it racing or is it a well-co-ordinated turn? If people are going to persist with an activity, they must be given the opportunity to feel included and to feel that they are succeeding.

have shown that one flight is not enough for the brain to process the unfamiliar sensations of moving in three dimensions.) Now someone you don't know is asking you to spend several hundred pounds on something that you're not really sure about, especially as you thought that you have just spent £100 on something that already includes three months of membership. You spent that money because you've always wanted to try gliding, but now you feel slightly confused. You leave. No-one bids you farewell. No-one ever contacts you again.

According to fossil records, the sabre-toothed tiger was a highly evolved, highly specialised creature. Glider pilot numbers in the wild have been decreasing for a long time. In recognition of this, some clubs have changed the way they market by shifting the emphasis from selling the experience, to selling the sport.

One club now sells a 90-day

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A very young-looking BGA Vice Chairman, Andy Perkins (right), is congratulated on his solo in 1995 by Steve Bonser

■ This year sees the 50th Anniversary of the formation of the Upward Bound Trust (UBT), **writes Chris Scutt**. Former members, pupils and friends of the Trust are invited to join in the celebrations at our annual vintage rally on 2-4 May 2015. Please register at: <http://ubt.org.uk/anniversary.php> or email ubt50@ubt.org.uk

The inspiration for the Upward Bound Trust came from the Lord Mayor of London, Sir Frederick Hoare, when he took as his theme "Youth and Leadership" during the year 1961-62. Research showed little or nothing was being done to stimulate young people in the adventure of the air. From that moment, the idea to form a gliding school for young people aged 16-21 developed rapidly, under the guidance of Brigadier George Chatterton, who had commanded the Glider Pilot Regiment during WW2.

A number of glider pilots who had

served in the regiment became the first instructors of the UBT when it was founded in 1965 and based at Haddenham Airfield, Bucks.

The gliders used in the early days were a T-21b, T-31b, a Blanik and a Bergfalke II. A Pirat purchased by instructors and volunteer staff was operated privately and allowed staff to gain the necessary experience to become the next instructors. A second T-21b replaced the Bergfalke and, some years later, a K-8 was purchased. The T-21bs were replaced in 1996 thanks to a substantial National Lottery grant, which enabled the trust to purchase two K-13s.

Although many changes have taken place over the years the Trust's founding principles still apply, that is, training young people to fly at a subsidised rate.

We very much look forward to reuniting with many former pupils, members and friends of the Trust at the celebrations in May.



This page clockwise from top:
Flying on a frosty day at Darlton (Barry Patterson)

Dawn launch at Anglia GC on the longest day last June. Lee Davidson is P1, with Dave Johnson as P2

With full permit received, glider towing with Dorset GC's EuroFOX started a couple of weeks before Christmas 2014. The club has high hopes that cash flow will be greatly improved by the combination of lower fuel costs and better uptake of aerotows

Upward Bound Trust's young student Oliver is looking forward to his first solo flight on his 14th birthday in April (Chris Scutt)

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





This page clockwise from top:

Borders' Stuart Black in his DG-300 over the Cheviot Hills (Stuart Black)

Paul Barker and Andy Durston, having just completed a 4,600km out and return to Marrakech! Possibly the first time a commercial flight has had both pilots being current Southdown GC members?

A £15,000 grant from the Armed Forces Community Covenant Grant enabled Anglia GC to upgrade its ground vehicles with this Gator and a matching heavy duty tractor, plus new high power ground radios

Penultimate flight of the day at Oxford GC in early February (Paul Morrison)

BBC Radio Gloucestershire reporter James Thomas with two of Nymphsfield's cadets, Dorian Bury and Seb Smaka, during a visit to do a report on the club's successful cadet scheme in February (Bernard Smyth)

Dewi Edwards took this shot of Knighton descending from 8,600ft in wave from Shobdon on 1 February

"Birds fly over the rainbow, Why, oh why, can't I?"
Wolds GC K-21 GBV parked up while a shower passes over the Yorkshire Wolds



CLUB NEWS

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

THE past year has been a very successful one. We obtained a major grant from the Armed Forces Community Covenant Scheme to upgrade our ground equipment. Then a joint Army Air Corps/Army Gliding Association purchase gave us a Rotax Falke, so we can now aerotow. Our first three military gliding scholarship holders have soloed (Danny Richmond, Dan Harber and Nathan Ketley) and all took part in our successful second wave expedition to Easterton – thank you to Fulmar/Highland GCs yet again. We have gained two new military instructors (Jonty Sharp and Lee Davidson). To cap it all, we helped the delightful Nora Brier to celebrate her 100th birthday with a loop and the BBC film clips went viral!

Allison Eke

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WWW.BANBURYGLIDING.COM
5204355N 00118784W

AFTER the Christmas festivities, and with only limited flying, the spring cleaning has commenced. In the clubhouse we have had some water ingress, the electrics need some attention, the small meeting room has been kitted out and we are looking at replacing the main doors. The fleet is having its annuals and we have a small project to produce wing dollies to enable gliders to be taken to the launch point more easily and quickly. The programme is being compiled and dates set for our major events. Members are starting to think about the coming season and how to plan for that elusive badge. We are looking forward to a great soaring season, with some good and safe flying.

David Sibthorp

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

EXCITING changes to the fleet to report first; we have upgraded our Discus and acquired our original K-21, so R20 returns home after 10 years and the LS8 is back from Slovenia looking dapper in its new livery. Congratulations to Andy Smith on his Ass Cat completion course and a big 'well done' to Charlotte, Alex and Aden on their visit to the House of Commons to support Youth in Aviation.

Ian Harris

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

WITH the Park set to winter running, we are continuing our season of talks, led by Geoff Pook. Two versions of EuroFOX have visited for evaluation, although many members seem happy with the existing Pawnee. Our committee is pondering future developments in the fleet, infrastructure and membership. Flying continues as weather permits, and the workshop is having a busy time under Nick Bowers' supervision. Two-seaters are being taken in hand, while work has been completed on K-6 BNH (making instructor Tony Gordon particularly happy because he thinks it's his) and Astir JKW. Unfortunately, K-6 581 has suffered a canopy failure and needs a replacement. Anybody got a spare?

Chris Basham

BIDFORD (BIDFORD)
WWW.BIDFORDGLIDINGANDFLYING
CLUB.CO.UK 520803N 0015103W

OUR dinner dance was held at the Arrow Mill on 31 January at which the Ladder Trophy was presented to Richard Palmer. Building on the very successful 2014 season, we have added an additional K-13 and a Bellanca Scout tow plane to our fleet. Our task week is to be held from 9 May, with Trevor Atkinson due to provide advice on how to fly faster across the country. Our regional competition is to be held from 18-26 July.

Mike Pope

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

AFTER a miserable winter last year, things are booming at Talgarth with plenty of ridge and wave to banish those winter blues and keep the members smiling. Even Snoopy, the T-21, has been soaring the snowy slopes and the pilots just about survived the cold! The airfield is standing up well to winter use, despite the presence of sheep keeping the grass down after our mower suffering problems. Keith Richards is doing a fantastic job keeping the club fleet serviceable – however, the new colour schemes of our two K-13s are rumoured to be confusing some of the elder members. Both Don Gosden and Tony Crowden are recovering well after operations.

Robbie Robertson

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

ENTRIES to our first regionals for several years are progressing well. There's a button on our website to access details of the "Red Kite" HDT (Handicapped Distance Task) competition; the format created by Booker members Tim Scott and Jim White, which is rapidly gaining popularity in the gliding world. Vacancies for our expeditions this year, to Shobdon and Talgarth, and to Klippeneck, are disappearing fast and bookings are already being taken for Aboyne in the autumn. The simulator is proving popular in the colder months, although the launch rate this winter is also the highest for five years, so we look forward with renewed enthusiasm and confidence.

Roger Neal

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

THE weather has been kind to us, with wave setting up and dragging us to 12,000ft on a number of weekends. Our airfield is also in great shape ready for the start of our flying weeks at Easter – thanks to Ken Marston for all his efforts. The first visit to Newcastle Airport's Air Traffic Control tower proved a big hit, with another visit in February. A big thanks to the controllers for being able to sort this out for us. We're also hosting a flying day for the controllers in the summer.

Rich Abercrombie

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

A GREAT start to the year with many hours of wave and ridge flying and multiple Gold height flights. Subs were frozen at our AGM, the committee were re-elected, and plans for a second winch and an improvement of club facilities were outlined. More coaching weeks are planned with star coaches. Wi-fi has been added to the tug hangar and video display facilities to the restaurant, reception and briefing room. Guy Westgate and Dan Welch did some aerobatics briefing and training in December, and we hope for better weather for a return visit by Guy. Christmas dinner at Giuseppe's was enjoyed by a select gathering. Sadly, our "baby" Grob, EKF, came off worst in an argument with a moving car, but we hope it will rise again.

Bernard Smyth

(Left to right): **Banbury** members spring clean the hangar (David Sibthorp); **Borders** visit to Newcastle Airport Air Traffic Control (Rich Abercrombie); **Cambridge** pilot Richard Hadley sent solo by Peter Warner (Peter Wilson)



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

IT has been a very quiet and uneventful winter, but a good and well-attended Christmas party was held at the clubhouse in December. After an excellent meal, the annual prize-giving took place. Ian Myles won the cup for most improved pilot, Tony Flannery for the biggest height gain, Bob Baines for the longest flight and Dave Bell and Bob Baines for the longest two-seater flight. Dave Peters and Dave Bell, in their Nimbus-3, were also congratulated for gaining third place in the annual two-seater competition at Pocklington.

Chris Cooper

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

WE congratulate Paul Myers on winning the BGA De Havilland trophy for his flight to 26,446ft at Feshie during last year's Octoberfest (see p18, Feb/March 2015). This event was under-subscribed, but as it turned out definitely a "should-have-been-there". Please check our website for available booking slots in May and October this year. The airfield has been snow-covered for long periods over the winter, but nevertheless a stalwart crew has been evaluating our latest acquisition, the winch kindly donated by Angus GC. Winch drivers have also been learning the exacting task of reversing it into its newly-refurbished shelter!

Phil Hawkins

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

IT was great to see John Glossop presented with the first CGC Lifetime Achievement Award in December, after 60 years' active involvement with gliding. As a competition pilot, instructor, airfield designer, task setter, competition director and committee member, John has contributed so much to the successful development of CGC during his many years with the club. Congratulations to Richard Hadley, who was sent solo by Peter Warner on 8 December, and to all our 2014 prizewinners, who received their trophies along with mince pies and mulled wine just before Christmas. Colin Smithers has once again organised an interesting series of winter lectures and Greg Monaghan our Bronze theory classes ready for the new season.

Peter Wilson

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

THE winter months have been almost as productive as the summer. We have had several westerly wind days and the ridge has worked well. There is a very full winter cross-country ladder with several pilots braving the southern reaches of the Chilterns and turning Watlington. Best flight so far is by Neil Beattie with 149km at 96km/h. There have been many badge duration flights of one and two hours, and also five-hour flights for Danny Boag, Alastair Smith, Jim Whitson and Sarah Willocks. Congratulations to all. We are currently part way through a round of winter talks and lectures that we hope will improve all aspects of club activities. The fleet has almost finished the annual servicing schedule; things are shaping up for a fantastic year.

Mick Boydton

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

WE held our AGM on 31 January. The treasurer reported a healthy rise in launches, although finances showed a slight deterioration. We hope soon to implement complete integration of our launching records from our launch vehicle to the office Glidex admin system. Peter Chapman was appointed as our new safety officer and John Docherty becomes our marketing manager. Our CFI, Mike Weston, will retire shortly and we thank him for all his hard work. We await the announcement of his successor. Robin Davenport reached 23,000ft at Aboyne in October, gaining Diamond height. We shall be hosting the Junior Nationals this August and one of our juniors now has an ASW 15B in readiness. An Arcus Turbo and Ventus 2cxa have joined the private owner fleet.

Frank Birlison

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

THROUGHOUT the winter period the instructor team has been busy ensuring that all cross-country pilots and those aspiring to go cross-country have completed both their field landing and general airmanship checks. Tim Davies has completed his conversion to new Turbo Falke, with others in the pipeline working towards conversion. Thanks to Mick

Baker, who together with other members, has completed the refurbishment of the newer tractor (yes, it's got a cab!). The Duo Discus, at the time of writing, is undergoing refurbishment and together with the rest of the club fleet being fitted with updated FLARM. As we head towards the better weather(?), members will be preparing themselves for the competitions to come or just the general enjoyment of soaring flight that the sport gives us.

Zeb Zamo

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

THE weather restricted activities in December and January, as it was too wet to fly. On snowy and cold frosty days the club took advantage of the frozen field to fly. The EuroFOX is now fully operational; initial aerotow evaluations and check flights have been carried out by CFI John Maddison and DCFIs. A formal instructor aerotow check and training programme has been developed and all instructors will complete these checks before instructing. Members' annual checks lecture this year will be Safe Aerotowing and the club must thank Lizzie of the BGA for supplying us with the Safe Aerotowing booklets. A very successful instructors meeting was held in January, where many topics were discussed. The club is now looking forward better weather.

Barry Patterson

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

BY the time you read this, the cumulus will be popping by 10am. Surprisingly, we have lost less than 10 flying days over the winter, enabling the stoics to maintain currency. We have used the period for maintenance with both winches taken in for a thorough examination by Rick Wiles and his team. In the case of the Guslaunch winch, this included removing the differential – untouched for 30 years – because Allan Holland's highly tuned ears were growing suspicious. You'll have to wait for the next issue of S&G to find out what the inspection revealed. A team led by Colin Boyd and CFI Don Puttock has been running some attended tuition for Introductory Flight Pilots, as part of our ongoing succession plan for instructors.

Martin Cropper



(Left to right): **Darlington's** Winch Black Hand Gang; retired RAF and airline pilot Adrian Irwin is congratulated by Ged Nevisky after going solo at **Dartmoor**; ready to take up slack is **Dartmoor's** Stefi Guiu, a student from Romania, who is studying at Plymouth University



DEESIDE (ABOYNE)

WWW.DEESIDEGLIDINGCLUB.CO.UK
570430N 0025005W

WE had an early start to 2015 with flying on 3 January under the auspices of David Innes, who has returned to instruction after a 29-year break. Our EuroFOX will shortly arrive so may be flying by the time you read this. Booking forms for our 2015 wave season are available from our website, so whether you are a lone pilot or a club expedition we look forward to seeing you.

Glen Douglas

DENBIGH (LLEWENI PARC)

WWW.DENBIGHGLIDING.CO.UK
531239N 0032312W

LLEWENI Parc was considerably enlivened one February weekend as a group of junior pilots descended to teach us how to have airborne fun without ridge or wave. Saturday afternoon saw our first 'flour-bombing' competition. Some bombs seemed way off target, with Peter Hibbard and Sam Roddie suffering premature explosion in the cockpit, and Amy-Jo Randalls deciding that Peter's car was more enticing than a boring old sheet! Gliding seriousness was regained in the test flights of our new Arcus M and Silent 2 Electro. The Juniors' enthusiasm screams out from social media, with comments such as 'awesome', 'amazing' and 'top weekend', reassuring us that the lack of soaring weather didn't dampen spirits or enjoyment in any way. We're working on an Autumn Juniors@Denbigh.

Clare Witter Holland

DERBY & LANCS (CAMPHILL)

WWW.DLGC.ORG.UK
531818N 0014353W

THE snow came to Camphill and though not the 6ft drifts of years gone by, still enough to totally stop flying for periods, and to disrupt the new building programme. However, in between, the odd day was even soarable in weak wave. A group of members is being trained to introduce people to gliding on the simulator. The training will follow the FI programme and BI syllabus. Three members were invited to see the new Search and Rescue helicopter at Humberside. One of the S&R pilots had her very first flights at Camphill over 20 years ago. We have been without John Sconce, our maintenance engineer/cook for some weeks, as he is on a secret mission with a SkyLaunch and 007 in the new Bond film being made in Austria. A film crew recently visited

the club to shoot a seven-minute sector for ITV *Countrywise* with Paul Heiney, to be shown at 18:30 on Christmas Day.

Dave Salmon

DORSET (EYRES FIELD)

WWW.DORSETGLIDINGCLUB.CO.UK/DGC
504233N 0021310W

EYRES Field stayed more or less flyable during the winter, and we were glad to have our new EuroFOX tug. It has big, fat tyres, which are ideal to cope with our sometimes very soggy field. The committee has put forward some ideas for improving the field, including levelling some of the worst dips. We have been busy with air experience flights, one-day courses, and 4,000ft flights over the coast, where the visitors can marvel at the unique landscape of the Jurassic Coast. Our committee has vowed to try and make our club one of the best gliding facilities in the South of England. Our task week this year will be from Saturday 25 July to Sunday 2 August.

Colin Weyman

DUMFRIES & GALLOWAY (FALGUNZEON)

WWW.DUMFRIESGLIDING.110MB.COM
545638N 0034424W

DESPITE the snow and winds, we have managed to get in many flights. We have been cheered up by getting new members too. Much tidying up and overhauling of the winch, vehicles, etc, is also going on. Our runway, despite it being ruined, is coming together and flyable off again! We have had one or two light aircraft visiting too. This is all giving our club the boost it deserves after much hard work and depression of the last two/three years.

Wendy McIver

EDENSOARING (SKELLING FARM)

WWW.EDENSOARING.CO.UK
544152N 0023506W

LAST year we sent some locally-trained pilots solo, who then went onto Cross-Country Endorsements and some Silver legs. Enthusiasm for the future is running high with some local member syndicates purchasing single-seat gliders for their own use. We reopen on 2 May for the new season and have a second K-13, which will be kept rigged in its own T-Hangar. Site facilities are being improved again. Visiting club expedition bookings are coming in steadily, with most clubs and visitors returning again after many very successful weeks last year. We still have our 50km ridge and clear airspace to FL195

above site and in wave off the Lake District National Park. There are stunning views for pilots flying above and families exploring on the ground.

John Castle

ESSEX (RIDGEWELL)

WWW.ESSEXGLIDING.ORG
520253N 0003330E

FIRST we must congratulate Alex Harris on winning the British Aerobatic Championship Glider Points trophy and also gaining his instructor rating. Very well done. Our K-13 has been refurbished, with the number 381 printed on its tail fin to represent the 381st Bomb group, who used to fly B17s from Ridgewell during WW2, a very nice touch and a good reminder to all those who fly and visit with us. Other than that, and our move to Rattlesden for the winter, there is not too much to report except for the cross-country navigation lectures by Allen Cherry, our flying accounts manager, who also gives practical flights in his glider on all aspects of cross-country flying. Many thanks Allen.

Peter Perry

ESSEX & SUFFOLK (WORMINGFORD)

WWW.ESGC.CO.UK
515630N 0004723E

DESPITE the weather and our waterlogged field, we have managed to keep flying using our concrete track as a runway. This may partly explain the shortage of new solos to report on. However, over the last months of 2014 and early in the new year, we have been able to focus on giving that little extra push to some of our solo pilots to get them through to Bronze and also a couple of Bronze Cross-Country Endorsements too. In particular, well done to Richard Hayhoe and Bradley Soanes.

Adrian Tills

HEREFORDSHIRE (SHOBDON)

WWW.SHOBDOINGLIDING.CO.UK
521429N 0025253W

WE have had an excellent couple of months during December and January, flying on every weekend except one, as well as several weekdays, with good wave soaring on nearly every day. Our members have flown a combined distance of over 2,000km and climbed some 100,000ft in two months! We were pleased to have a number of visitors and look forward to seeing them again soon. Having settled our security of tenure at Shobdon, we are now looking towards future

(Left to right): Vicky Smith and Julia Robson just before their 'bombing' mission at **Denbigh** (Clare Witter Holland); Tom Mitchell is sent solo by Bob Weeslake at **Lasham**; John Dickson's first solo on his 14th birthday in **Oxford's** K-13 (Richard Hall)



plans and had a helpful meeting with Alison Randle at the end of January to start working out our ideas. There is still plenty of work to be done and we are looking forward to growing our club and increasing our activities.

Diana King

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

CONGRATULATIONS to Craig Allan on his two-hour flight for Cross-Country Endorsement. It was really great to see the return of some of our regular Christmas visitors, including Colin Haddow, who braved the conditions to get at least one flight in wave. The site's Twin Astir is now UK-registered as G-CLOO, which assuredly does not refer to the place at the club where Robert Tait wished he was when he first realised he would need a replacement for the Acro! Robert also appears to be making a habit of bagging the first retrieve of the year (this time on 4 January). Andy Anderson did try to take this crown, but was just a day early, landing out on 31 December.

John Thomson

IMPERIAL COLLEGE (LASHAM)
WWW.UNION.IC.AC.UK/RCC/GLIDING
51112N 0010155W

FOUR students competed in the 2014 Junior Nationals at Lasham, achieving great results. Final year student Tom Arscott has been selected for the UK Junior Worlds team and will be competing in Narromine, Dec 2015. At 105 current members, the club is at its busiest in its 85-year history. With over 15 solo students, the single-seater fleet is seeing good use. Likewise, the two-seater Grob 103C remains our training workhorse. The club has run tours to Portmoak and the Long Mynd, as well as hosting training weeks at Lasham. Congratulations to Teddy Szemberg O'Connor and Thilo Braun for going solo. Guy Dutton becomes the club's second student instructor.

Guy Dutton

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

OUR new Pawnee tug is providing good service, as is the new stainless steel rotor arm for our sludge tank. Thanks to Martin Hardy we can now fly with confidence and flush with confidence. There are now five motorgliders at Kent, bringing an extra dimension to the club

and helping out with cross-country training and field landing exercises. Kent Gliding Club will again be running an extensive range of courses throughout this summer and members can also fly all week from 1 May. Our mini task week will be held in May. Congratulations to Phil Dwyer on his Gold height and to Colin Beer, who has recently completed his Diamond badge. Colin is an instructor and has been a member at Kent for many years.

Mike Bowyer

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

AT the club dinner, the trophy for services to the club, which is the most difficult to win, was presented to Geoff Bailey Woods for all the work he has done to get the new club tow plane in the air. Over the years, he has been CFI and kept our gliders in the air in his capacity as inspector, as well as being a great source of advice and knowledge. The tug pilots have now all been checked out and like flying the EuroFOX. To make up for the lack of flying whilst the tug was being built, a gliding competition was held at the annual dinner. A splendid trophy was won by John Burdett.

John Martindale

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

WE were deeply saddened by the recent death of Keith Downham, who was a long serving member of the club and had acted as club secretary for 27 years. Congratulations go to Sean Gough (solo). Our contractors have completed the work on our hangar and clubhouse and a team of volunteers have redecorated the bar. Meanwhile, by the time you get to read this, I'm hoping our spring expeditions to Cerdanya and to Shobdon have been blessed with good weather. We are gearing up for the Dan Smith aerobatics competition and the soaring course (16-22 May). Our racing week is planned for 20-28 June. As always, guest pilots are very welcome at the Dunstable regionals (25 July - 2 August).

Andrew Sampson

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

OUR prevailing south-westerly winds continue to blow, giving us some very good ridge flying. We seem to be attracting more visiting pilots,

which is good news all round. Our annual winter wave trip to Talgarth was unfortunately dogged by light winds, so no ridge or wave was to be found. Dave Close is hard at work organising our summer exped and it looks as if Bicester is going to be first choice. Our new Letter of Agreement with NATS Bristol is working well; they are proving to be very helpful with zone clearances, etc.

Barry Hogarth

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

THANKFULLY the weather did nothing this year to prevent the Christmas dinner and awards presentation from being a great success. The clubhouse was festively decorated, thanks to Denise Hughes. Fay and Rob Hanks, Jane and Dave Brown provided a superb meal. Imperial College Gliding Club visited us after Christmas and enjoyed wave flying on 31 December and bungee launching on 2 January, for which they provided a lot of the muscle needed to launch everyone! Saturday 24 January was an even better day than expected, allowing Rob Hanks to reach 11,500ft over Welshpool, and Dave Rance to reach 12,000ft over Bala before breaking off.

Steven Gunn-Russell

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

I SUSPECT we have done more work than flying lately, but January did give us a couple of days' exceptional hill soaring and some wave. We have had our new PW off-line for quite a few weeks for CofA and some remedial repairs, largely thanks to our new maintenance trainee Nigel Morris, who did a large share of the work himself under the watchful eye of Ken Fixter. Our Christmas dinner was well attended and much enjoyed. Our club, along with Denbigh, is fighting to remain outside an RMZ proposed by Hawarden air traffic control. We have had great support and guidance from Gordon MacDonald and John Williams, to whom we are much indebted.

Brian Williams

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

THEY say that a sure sign of getting old is that policemen get younger, but you can say the same about pilots these days as we



(Left to right): Jake Matthews and Phil on finals in **Seahawk's** DG-505 after a short scratching flight over Helston; **Staffordshire's** Deputy CFI Dave Kribbs sent Stuart Taylor (left) solo on 14 January; Neil Croxford went solo at **Stratford on Avon**



celebrate our youngest ever solo from John Dickson, going on his 14th birthday during the Christmas holiday. He's not standing still, and has converted to the K-8 – well done, John! We are making the most of some excellent winter gliding weather with members regularly enjoying winch launches in excess of 2,000ft on windier days and Richie's soup kitchen keeping everyone thawed out. Those not flying are busy fettling and getting the club's gliders ready for the season. Hubert and Boris are busy welding any bits of ground equipment that don't move, and also some that do!

Norman G Nome

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

SADLY, recently we have lost a stalwart member of the club, John Riley (please see p70 for our tribute). On a brighter note, we have had three times the number of launches behind our new EuroFOX tug than in previous years with our Pawnee. Congratulations to Dougie Wilson for completing his Cross-Country Endorsement and Michael Keely for his Bronze badge, also to Guy Dutton (Imperial College) for achieving Gold height. Many thanks to Walking on Air and the Edinburgh University Gliding Club for allowing us to borrow their K-21s, while our K-21s have been off-line (due back early spring). Our new K-21 is due for delivery in July to complement our fleet.

Chris Robinson

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

A QUIET winter period here, but we've been keeping current with wire launches between the windy weekends to progress pilot and instructor annual check flights. Glider maintenance is in full swing ready for the new season, with refitting the new Dimona engine progressing well, thanks to George K, Geoff U and Jim W. We are all looking forward to the thermals returning in spring. We have, however, had two or three weekends with flights of over two hours. We would also like to take the opportunity to welcome the new Commanding Officer of RNAS Culdrose, and new president of SGC, Captain Adrian Orchard OBE RN, an ex-Harrier pilot. Welcome.

Jake Matthews

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

THE soaring season stretched well into November. Members made the most of every opportunity and many a big smile was seen. Our ridge decided to flummox us all one day by appearing to be throwing up orographic cloud as a lee ridge. This made approaches somewhat interesting. A big thank you to the RAFGSA for offering a replacement winch when ours decided to go into hibernation, and to Keevil for hosting the club whilst repairs were completed. Club members made good use of Keevil's ridge and aerotowing capabilities whilst making ourselves as useful as possible. Many thanks to all those who worked so tirelessly to get us back up and running and for getting all the other necessary jobs done. Where would we be without you?

Claire Willson

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

WE'RE pleased to report that we had three soaring weekends in a row this January, and the ridge has been working well. Ground maintenance and fettling continues, and the winch is having a full service. Colin Hales is back off to America to rejoin his tiny KR2 and continue his round the world flight. Check out the details at <http://kr2worldtour.blogspot.co.uk/> for the Atlantic crossing stage from last summer. Our AGM is in March, then we have a Juniors weekend planned for April. Planning is well under way for the regionals in June. We fully expect to have a NOTAM for the end of comp 1940's hangar party to cover our very own (borrowed) WW2 mobile searchlight.

Tessa Whiting

SHROPSHIRE (SLEAP)
WWW.SHROPSHIRESOARING.CO.UK
528347N 27703W

OUR new winter membership has allowed visiting pilots from Staffordshire GC to enjoy some notable wave flights while their club Janus is based with us. This started on Christmas Eve with a 10,000ft wave flight for Rob Kameney and Nick Peatfield. The New Year began earnest with more wave on 2 January, with Nick and Nigel Frost enjoying an 11,000ft three-hour epic while, on the same day, the Sleaf Twin Astir provided Frank Pilkington and a visiting guest with an 8,000ft wave flight. We expect more over the coming

months and so welcome visiting pilots to come and enjoy it along with our warm clubhouse and excellent catering facilities. Please see our ad in the Dec/Jan 15 S&G for further details.

Alistair Gillson

SOUTHDOWN (PARHAM)
WWW.SOUTHDOWNGLIDING.CO.UK
505532N 0002828W

A FULL lecture programme kept members' interest alive during a harsh winter, with Craig Lowrie and Paul Fritche concentrating on the art of cross-country flying. The Peter Brigden Fund continues to produce sufficient money to supply young and enthusiastic pilots with their flying manuals, one of whom is Piers Rex Murray, who has become our youngest Silver C at the age of 16. Eddie and Charlie Mills, anticipating a dismal winter, went to Omarama in New Zealand and flew in wave at around 13,000ft. Two of our members who are airline pilots, Paul Barker and Andy Durston, managed a 4,700km flight to the Middle East out-and-return, but it doesn't really count since that was in an Airbus A 319 to Marrakech (see p53).

Peter J Holloway

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

AT our combined AGM, club prize presentation and convivial social evening, the only change at the efficiently conducted AGM was the election of Iain Wood to replace John Sorrel on the committee. Among the prize-winners, Tim Vivian-Griffiths had made 'best progress' as an *ab-initio* and Stan Fenton won the weekend intermediate ladder contest and 'most meritorious' flight with his Diamond goal. Rod Weaver won the weekend pundit ladder, open ladder and best height gain. Outdoors, both training and annual check flights have continued even in January. We have also had some good wave flights, with Simon France reaching over 10,000ft and his father, Peter, also finding wave another day when no one else could.

Stuart Edinborough

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

WEDNESDAYS continue to produce a strong turnout during the winter months, despite attempts by the weather to spoil the fun. Yet another solo success to report, this time

(Left to right): first solo for Peter Capron at **Stratford on Avon**; sun shines on up and coming star – Tom Arcsott sitting in his Cirrus for first time at **Surrey Hills**; Santa and his elf just about to complete their pre-launch checks at **Wyvern**



congratulations to Stuart Taylor (66), who first flew at Spanhoe (Northants) in 1966, then at SGC in 1977 when the club was at Morridge, rejoining us last year at Seighford. Such is the demand that we've taken Mike Webb's K-8 onto the club inventory to supplement the Astir Jeans for those transitioning to single-seaters. The fortnightly Bronze lecture series organised by CFI Ian Carrick is going well, and the new fence around the clubhouse lawn is about to go up, in preparation for a busy 2015 flying season.

Malcolm Taylor

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

WE kicked off with a good start to the year with plenty of flying and two people going solo in January: a huge 'well done' to Peter Capron and Neil Croxford. Neil's son Richard only recently went solo, so it is now a father and son race to earn Silver! Our winter talks are currently in progress and being thoroughly enjoyed by all. Thank you to Barry K and Jeff G for their efforts on completing the CofAs on the majority of the gliders at the club.

Daniel Brown

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

OUR AGM installed a new committee and the season is under way. There's been Air Cadet Instructor and VGS Squadron training. Normal, Aerobatic, Cloud flying and other pilot training, using our experienced instructor team, continues as usual. We're promoting Youth Aviation in the UK through an all-day event at The Gliding Centre on 7 June. The Standard and 15m Class Nationals take place between 23-31 May and The HusBos Challenge Cup regional runs from the 18-26 July. Task Week 2015 begins on 22 August – Portmoak's booked in already! The new MT facility and aircraft parking areas are almost complete. Building work is finished. Check our website, social media, youtube.com, or call the office for all things TGC.

Tony Lintott

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

PREPARATIONS for the Aim Higher course on 18-22 May are well under way. Many of our pilots are taking part, along with several

visitors, so if you would like to join us please get in touch. Contact details are on the BGA/Aim Higher website. We hope the summer months will see lots of new names on the Club Ladder after the event!

Dave Bieniasz

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

THIS year marks the 50th Anniversary of the formation of the Upward Bound Trust. Celebrations will take place during the first Bank Holiday weekend in May (2-4), which is also when our annual Vintage Rally takes place. We are keen to invite former students, members and friends of the UBT to join in the celebrations. If you would like to attend please register via the UBT website. Our Annual Dinner took place on 9 January 2015 and was an enjoyable evening. Special thanks to Nigel, Jim, Mike, Angus and Gary for their contributions for this event. Our youngest student Oliver is making preparations to go solo on his 14th birthday in April, so fingers crossed for no April showers on that day!

Chris Scutt

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

WE are very much alive and operational and looking forward to an exciting 2015 at Sandhill Farm. We have purchased a Twin Astir trainer for club use to replace our older K-13s. The increased performance will help offer improved flying opportunities and a better experience for introductory flying. At our well-supported AGM in January, our treasurer was delighted to announce that, after successfully weathering a difficult period due to our tug requiring costly engine repairs, the club finances are now sound. We also have access to a member's tug on site, which will give us more opportunity for midweek flying. We thank Jane and Steve Nash, previous CFIs, who have moved away to another club, for their many years of hard work.

Peter Berridge

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

WITH little good to say about the recent weather, we are getting ready for a flying start when it does improve. Annual checks of aircraft and pilots are well under way. The

club tugs and motorglider have now been fitted with FLARM so all our aircraft are now equipped. Tony Kendall organised the GASCO safety evening presented by Nils Jameson, who learned to fly at Pocklington. By the time you read this, we will have enjoyed our annual dinner and awards event. Meanwhile entries are already coming in for the Wolds Two-Seater Competition, now in its 30th magnificent year. Be there and enjoy the high scoring organisation, task options and top of the survey ground facilities of the Wolds this August!

George Morris

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

PLANNING is beginning for the Inter-services Regional Gliding Championship, which Wrekin is hosting again this year. We've already had a great flying day earlier this month, doing 53 launches in five hours. Congratulations to Geoff Catlin, who re-soloed after a hiatus of many years. We have also completed two Air Cadet Scholarships, and are planning a club expedition in the Black Mountains in Easter. All in all, this is an exciting beginning to a new year!

Andrew Walsh

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

ALTHOUGH winter maintenance is the theme, we have enjoyed some excellent days at Upavon, with mild wave allowing flights exceeding 40 minutes – not bad for a flatland site! Tim and Ian continue their BI training with Allan Tribe, but an unfortunate calamity to the club DG-1000T is likely to delay progress. The club enjoyed a well-supported "shortest day" with a visit from Santa (Paul Wright) and an Elf (Ali Carpenter) followed by food and drinks in the evening; thanks to Mandy Jessop and her helpers for feeding everyone. 2015 got off to a good start with a review of 2014 by chairman Paul Jessop at the AGM. Prizes were awarded for progress and achievements, including one to a syndicate that committed a series of errors and won the "Whoops" trophy jointly – a first in the club!

Ian McFarlane

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

▶ **SAILPLANE & GLIDING**
APRIL/MAY 15

▶ **NEWS**
CLUB NEWS



> CLUB FOCUS CAMBRIDGE

AT A GLANCE

Membership:

Full: £575
Trial: £150 (3 mths)
Daily: £25

Launch type:

Winch: £11
Aerotow: £29 to 2,000ft

Club fleet:

2 x K-21, Grob 103,
Puchacz, 2 x PZL Junior,
Discus, Pegasus, ASW 24,
Falke MG, 2 x Robin tug,
Skylaunch winch

Private gliders:

70

Instructors/Members:

30/130

Types of lift:

Thermal

Operates:

Summer (Apr-Sep) 7 days
a week. Winter (Oct-Mar)
5 days (M,W,F,S,S)
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year

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www.camgliding.uk
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CAMBRIDGE Gliding Centre is gliding's home in Eastern England and offers a full range of flying over the wonderful countryside of Cambridgeshire, Bedfordshire and beyond.

For the aspiring glider pilot, we offer a comprehensive range of flying courses, as well as conversion or advanced courses for experienced pilots. Gift vouchers start at £99 and range up to £235 for our premier experience day, which provides three aerotows with a professional instructor, plus Steve Longland's excellent *Passenger to Pilot* book.

Flying options are very flexible and can all be booked online. We offer daily and weekly membership options or, for those wishing to progress to solo, we offer an all-in training package for £1,250.

Our strategy is to help and support young people into gliding so we are fortunate to enjoy associations with the Cambridge University Gliding Club and Hertfordshire Scouts. We also have a thriving cadet section, where we aim to promote the sport by making facilities available to young people at a greatly

reduced cost.

We have a very strong cross-country ethos, with post-solo training to help pilots achieve cross-country endorsement and then on through the BGA badge system. Last year we achieved 92,000km of cross-country flying on the competition ladder, with the leading pilot flying almost 11,000km.

This year we are looking forward to hosting the 2015 Open Class and 20m Two-Seater Class National Championships from 1-9 August 2015, as well as running our own club competition.

Our airfield, Gransden Lodge, has excellent road connections and is within easy reach of local towns, such as Bedford and Cambridge, as well as those a little further away – from Peterborough to North London. Originally a typical wartime airfield, it has three large runways which were re-laid with grass following extraction of the wartime materials to build the M11.

Whatever your skill level and flying experience, Cambridge Gliding Centre is the flight school for you.

Peter Wilson

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Tony Fidler

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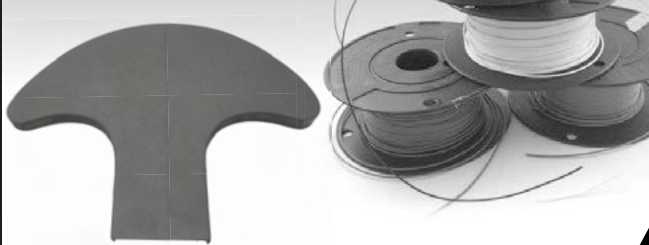
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SECOND CHANCE FOR GLIDING?

Bruce Stephenson looks at the case for Olympic approval

AN INTERESTING thread caught my eye recently on a well-known gliding internet forum that fundamentally asked that, in terms of gliding and the recent rule changes by the International Olympic Committee (IOC), was there a renewed opportunity for gliding to re-enter the Olympic fold?

On the face of it, this may not have a lot to do with Vintage, but in a historical sense, well actually, it does. Many are aware that we had a brief, but tantalising flirt with the Olympics way back in the early years of gliding. What's more, it was to have pretty profound effect on our sport and was to introduce the Olympic Class concept, which ultimately led to the template of our 15m class of today. However, this is not going to be a history lesson, but rather a personal view on raising a fundamental question of just how we as a sport respond, if at all, in light of

a recent significant vote by the IOC.

Many within the gliding community have often quoted (and more often misquoted) the common knowledge of the missed opportunities of the 1940 Games, but few have ever touched upon the lost opportunities after the war. As a matter of fact, it can be argued that without doubt we here in England played an unwitting, but decisive, role in effectively relegating our sport to a permanent state of independence from the Olympic movement for the next 70 years and beyond. But it would be wrong to suggest that it was all our fault, there were other lost opportunities that left many within the FAI toying and froing over the years, and ultimately led to the sport effectively putting all their eggs in the FAI World Gliding Championship basket after WW2.

During all this debate, and seemingly unknown to the FAI at the time, in 1956 the

IOC quietly dropped several sports from the Olympic list of approved sports, and gliding, along with rugby, were two such sports relegated to hinterlands of Olympic sports.

But all this is, as I said earlier, history. When the Modern Games were formed, they were done so largely in the image of the Ancient Games. Back then, the programme was designed so a single person could witness all the events. Over the years, with the rapid expansion in sports, this was to rapidly change and today the Games encompass thousands of competitors over some 28 sports.

Time has changed the Games beyond recognition and, needless to say, not for the first time, the Games are back in crisis. With costs spiralling and an IOC often conjuring up cynical public thoughts of incestuous committees, power and corruption, huge investments by hosts are required to stage the Games. With a drastic decrease in bidding nations, compounded by a downturn in the world economy, the IOC see it as time for change. IOC President Thomas Bach is moving decisively in rallying support for his 'Olympic Agenda 2020' reforms, implementing some of the most sweeping changes in Olympic history. Gone is the cap of 28 sports, in comes a new 'events-based' system designed to allow the inclusion of more new sports into the Games. Not only that, to help spread the financial burden, events can now even be held outside the host country, thus opening the way for one or more governments to spread costs.

But does this open the way for gliding? Well that question lies squarely in the laps of the FAI, and how they see the way forward for the future. There is no doubt that this ruling presents one of the best opportunities for decades to finally move towards some sort of re-inclusion of aeronautical sports into the Games programme. It is worth reminding the reader that in the past, two other aeronautical sports have been serious

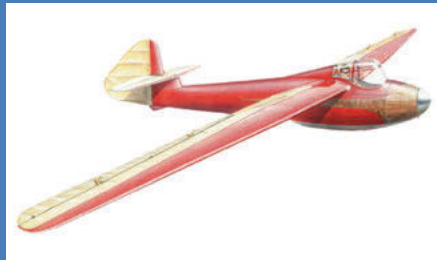
HELP BRING BACK ICONIC GLIDER

THE Scott Viking 1 (right) was an iconic British glider designed by the renowned British designer, Roy Scott. One of Britain's first "high performance" gliders, the prototype first flew at Dunstable in 1938. Only four were built, the only surviving example now residing in Holland.

It is currently owned by Willem de Baas, who has decided that he would like to repatriate the Viking back to the UK with the Gliding Heritage Centre at Lasham, where the glider would be restored back to flying condition.

In order to achieve this, we need to raise the 8,200 euros Willem paid for the glider. We appeal to you to help us support this worthwhile project, which has been instigated and led by Bob van Aalst, from the Netherlands.

With the goal of appealing for 100



supporters to donate 82 euros each, half of the funding has already been raised, but we have some way to go yet. If you would like to support this worthwhile cause, why not pledge your support with a donation to secure this unique piece of British history long-term for the nation?

For further information, please go to the GHC website: www.glidingheritage.org.uk/scott_viking.htm, or contact Bob van Aalst: sedbergh@hotmail.com

contenders for Olympic inclusion, hang-gliding and parachuting (which was officially included in the closing ceremony in Seoul 88). The latter actually also won out as the preferred vote over both gliding and hang-gliding back in 1984, when the FAI launched its last serious attempt to obtain Olympic inclusion of aeronautics into the Games programme (which ultimately led to the creation of the World Air Games).

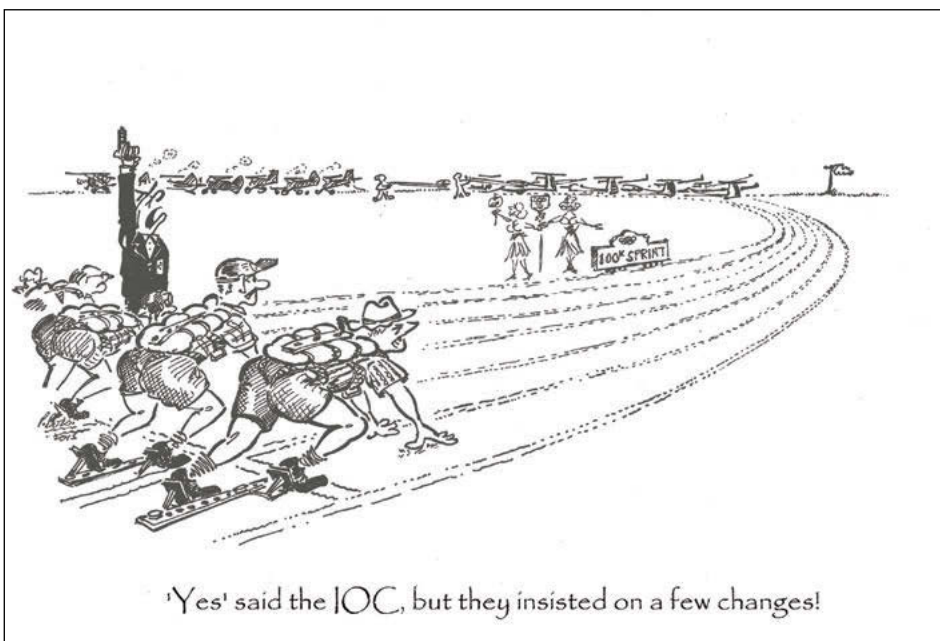
Then there are the serious divides within the sport itself. Reading the aforementioned thread at the start of my address, one particularly respected commentator and champion for our sport remarked that he had 'no wish for gliding in the Olympics', arguing the sport would be "in danger of becoming professional at the top end, and lose its volunteer character".

As much as I respect the professional views of this individual, I do not share these particular views. I believe gliding as a sport faces real challenges for the future, with rapidly lowering expectations of future retiring generations, rising pension ages, not to mention the increasingly challenging task of more involvement of the sport at the youthful end of the spectrum. With the sport squeezed from both ends, it may very well feel the pinch.

But can Olympic participation really be good for gliding? Well on this score, I would argue 'YES!' At present, to be truly competitive in gliding on an international level, one needs serious amounts of cash behind them to be competitive. Competitive gliding at the top end is already effectively limited in scope as to who does, and who doesn't, compete at international levels anyway. For those who do not have access to organisations such as the BGA to help drive the younger talent forward, then finding sponsorship for limited returns for the potential investor offers even less scope and creates an even bigger challenge!

As for the possible dramatic changes to the character of the sport, we already largely know the answer by looking to our mutual sport of sailing. Sailing as a competitive sport has been associated with the Olympics since 1900, yet it hasn't lost any of its volunteer character. It has provided a focus for many a young competitive British sailor, some even ending up as Olympic Champions along the way.

But has this made sailing unobtainable to the everyday person on the street? Has it pushed up prices, making the sport a pastime that only the elite can contemplate? To this I



Cartoon by Piers Bois

would say an indefatigable 'NO'. And what's more, I believe Olympic sailing has given so much more than it has taken, right from the very top end of the sport to the very bottom, where just a few hundred pounds can buy you a perfectly serviceable dingy ready to race for the weekend sailor (of which I am one). Such is the long-term standing with sailing and the Olympics, sailing now even enjoys a vibrant and competitive 'Vintage Yachting Games', something that our sport couldn't even begin to contemplate (despite recent efforts).

Nor, in my opinion, has sailing lost its volunteer character because of its Olympic inclusion. Sure gliding relies on more volunteer help to launch than a boat, but in relative terms the volunteer spirit and camaraderie of sailing is no less diminished today than that of gliding in the past 20 years. So if sailing can do it, why can't we? It could very well offer a focus for many of our younger generation that may respond and aspire to the dream of 'Olympic Champion' and, what's more, offer even more scope for manufacturers and sustainable careers within gliding.

So, is this finally a viable opportunity for some form of aeronautical re-admittance to the Olympic fold? It's up to us as a whole, but it's worth remembering that when rugby (along with gliding) was relegated to the doldrums at Cortina in 1956, unlike gliding, rugby is on the verge of making its Olympic comeback and will be a part of the 2016 Games at Rio.

Where, I wonder, are we?

DATE FOR YOUR DIARY

■ Camphill's Vintage and Classic Rally and T-49 Capstan Reunion is on 19-27 June.
Derby & Lancs GC celebrates its 80th anniversary this year and is hoping for a good turn out for its 20th Vintage Rally

IT COULD VERY WELL OFFER A FOCUS FOR MANY OF OUR YOUNGER GENERATION THAT MAY RESPOND AND ASPIRE TO THE DREAM OF 'OLYMPIC CHAMPION'

MANAGING THE CHALLENGES

Martin Langford explains how safety management is working at Talgarth, without it being more difficult or any less fun to fly

WE ALL want to keep gliding as safe as possible whilst maximising our enjoyment. For most of us it is a hobby after all!

I have been around gliding since before going solo as a youngster at 16 in 1983. Inevitably, you unfortunately get to hear about, or witness, a whole variety of near misses, incidents and accidents.

In 2006 I found myself responsible as CFI at Black Mountains GC. For those that have not flown at Talgarth, read my syndicate partner's

article in S&G on soaring easterly wave at BMGC in our ASW 20bl (pp38-41, Feb/March 15). It's what we can do at Talgarth.

BMGC is probably one of the more challenging airfields to operate from in the country. It's aerotow only, the longest runway is just over 400m, and every runway is sloping. Mix in its location, just in the shadow of the Black Mountains, and it can at times give us exciting and challenging flying.

With all that in mind, I decided we needed something to help manage the operation.

Reflecting on everything I had learnt in my gliding career, both good and bad, I set myself a basic objective; safe flying whilst having plenty of fun! For that I needed:

- To get the incident reporting established – try to subtly change the culture
- Simple to use log of incidents
- Trending – spot any trend developing
- Take action, or ideally pre-action, to hopefully prevent similar incidents.

This has slowly developed into what has become a Safety Management System (SMS).

Reporting

You need to find a way of getting the reports coming in and create a no-blame culture, where incidents can be reported without fear of criticism or 'grassing' on someone. Discretion is important, keeping it confidential and understanding that once reported any required action will happen.

I encourage anything to be reported, however minor it might seem and even if it was a few weeks ago. It doesn't matter – we're looking for a trend. Unfortunately, the reporting doesn't suddenly spring to life; it takes time for pilots to get used to the idea.

Looking at the figure 1, top left, it would suggest that the reporting culture at BMGC became more embedded after a couple of years; from about 2010 onwards.

The 2014 reduction is now more due to a reduction of incidents – perhaps our SMS is starting to take effect?

What is the best way of getting the reports? I started with the instructor and tug

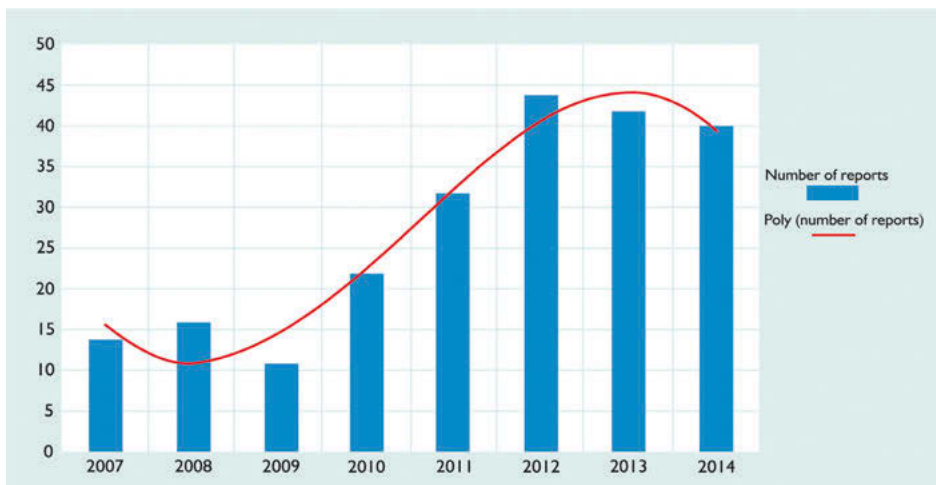


Figure 1

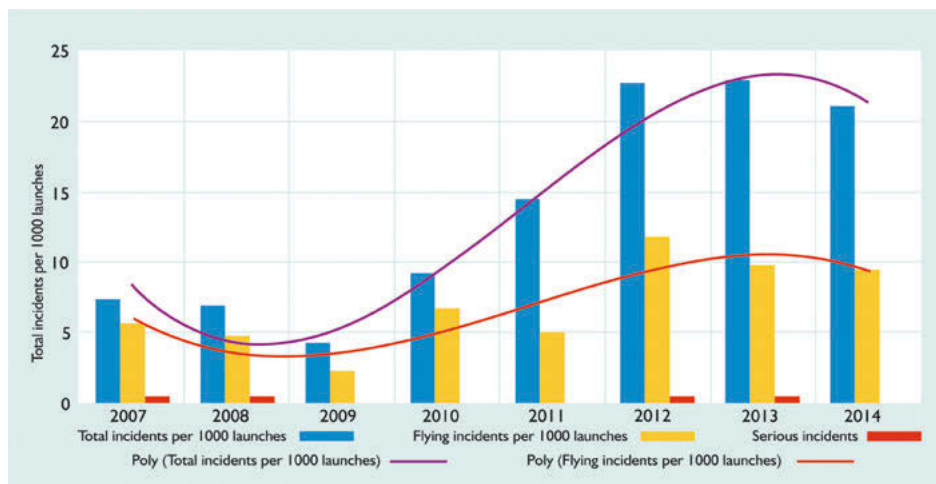


Figure 2

(illustrations enhanced by Steve Longland)

pilots. This developed with time to include our BGA inspectors and any pilot, usually the more senior pilots.

The reporting has settled into email, phone, talking to me on the airfield (I carry a notebook!), my own observations, feedback from annual refreshers, etc .

Incident log

Once we started, I wanted a simple way to capture the detail so that it would be easy to pick up trends. With that in mind, I developed my own basic incident classification; actual incidents, but also events that could have been an incident, ‘but we got away with it’.

BMGC incidents are classified below.

- Flying – all flying related
- Serious – all reports that were classified as serious. These go to the BGA.
- Ground – general non-flying. Includes hangar rash, car/glider collisions, etc
- Rig/daily inspection – misrigged or missed at DI
- Operational – non-flying operational procedures, such as inadequate lookout at launch point, or unsupervised members of public on active airfield.

Below is a simplified extract from the BMGC incident log of a few years ago.

Even from this you can see there were trends developing: trial lesson visitors trying to wander unsupervised onto the airfield, hangar rash, poor daily inspections, problems developing due to the grass being too long and various flying related.

There is unlikely to be anything recorded here that is particularly unusual or unique to BMGC or any club. But how often does your club get similar incidents and is there a trend

developing that could develop into something more serious unless something is done?

Our safety officer, Peter Saundby, decides what needs to be sent to the BGA. A dodgy approach or a bit of hangar rash would be kept local, whereas a tug upset would go to the BGA. It’s a judgement on what would be useful as a national trend; it’s not always an easy decision to make!

Trending

You now have reports coming in, what next?

I tend to pick up the trends as the reports come in. As I record them in Excel, it is very easy to filter by category or name.

For longer term, the data is exported into graphs. The statistics are best presented as rates; it answers the question as to whether changes over time or place relate to different intensities of flying.

BMGC: total incident, serious incident and flying specific incidents

Figure 2, below left, shows total incident report and flying only incidents per 1,000 launches. The overall total reporting trends (blue) appear to be going in the right direction – hopefully that reflects the actions that have been in place for several years as part of the SMS.

Flying related (yellow)

These include the near misses: poor approach, inadvertent spin departure, land-out with trial lesson, etc; anything that could have resulted in something more serious.

Again they show a downward trend, which I hope is good news.

Serious incidents (red) are reported separately – thankfully they don’t happen ☹️

THE STATISTICS ARE BEST PRESENTED AS RATES; IT ANSWERS THE QUESTION AS TO WHETHER CHANGES OVER TIME OR PLACE RELATE TO DIFFERENT INTENSITIES OF FLYING



(Above) Talgarth is probably one of the more challenging airfields to operate from in the country

(Below) An extract from Black Mountain GC’s incident log shows developing trends

	Date	Who	Reported by	Incident Type	Details	Action
4	Feb	Bloggs	Member	O	Visitor walked across airfield - by-passed all the signs. Strolled out to a K13 that had landed. Tug pilot politely briefed them	Committee briefed 17/03
11	02 Apr		DI	F	Tug upset - see emails (K21 out to one side and slightly high; early P2 handling	Instructors/tug pilots/club briefed
13	07 Apr		CFI	F	P1 foot stuck in gap between floor and rudder pedals in rear of K13 whilst follow through during P2 sideslip on approach; toe of boot stuck under nut on pedal prevented rudder from being centred. Got a bit exciting for a short while!	Instructors message
14	20 Apr		Inspector	G	K13 scraped T10 right wingtip when put in hangar. Dolly moved. Reported	Club message
15	06 May		Instructor	Rig/DI	DI T10 - insurance doc exp April. No-one spotted it? OK as insurance was renewed but new docs not ready	Paperwork check - include in DI video
17	28 May		DI	F	Junior landed E with a light tail wind. Was originally the briefed preferred circuit landing direction east, but also in briefing pilots warned of possible change in forecast wind direction so may need to land SW. P1 ran into strong sink straight off tow and followed tug which landed east. Unfortunately he got too hot/high and overshoot with the nose ending up in the far boundary hedge line. No damage	DI gave thorough debrief. I asked for him to be flown in K21 and re-create situation and make sure decision making and judgement OK
19	10 Jun		DI	O	Trial lesson landed SW - visitor decided to stroll out just as Open Cirrus landing west P1 on second only flight in type. Conflict avoided thanks to member yelling at visitor to get out of way	Message to club/committee
20	June		DI	F	Ground loop on roll-out - long grass	Debriefed - long grass a factor, nagged committee
21	24 Jun		Instructor	F	Ground loop in Astir - wing dropped on t/o run. Not a 'difficult day with only slight X-wind. Concerns on over-confidence	
22	30 Jun		SO	F	ASW 20 - canopy came open on launch, lost sight of tug as tried to shut, low level circuit in very turbulent conditions	Debriefed - very experienced respected pilot/good example for club pilots. Distraction
23	14 Jul		Inspector	G	Hole punched in underside of wing tip. Scrape and hole - looks like dolly. Not reported by anyone; found on DI by ML	DI sign off/club message
24	July?		Member	O	Tail dolly on when strapped in and ready to go - but not quite as spotted before he got going!	Club message - distraction

WE INTRODUCED ANNUAL FLIGHT REVIEWS WITH A SYLLABUS WHICH IS TWEAKED EACH YEAR BASED ON OUR OWN OR NATIONAL TRENDS



As well as being CFI at BMGC, Martin Langford flies an ASW 20bl, 464, Slingsby T-21 'Snoopy', or any other glider he can get his hands on. He has around 1,400 hours gliding, Silver C and a Diamond goal/Gold distance. The Gold height has remained frustratingly elusive!

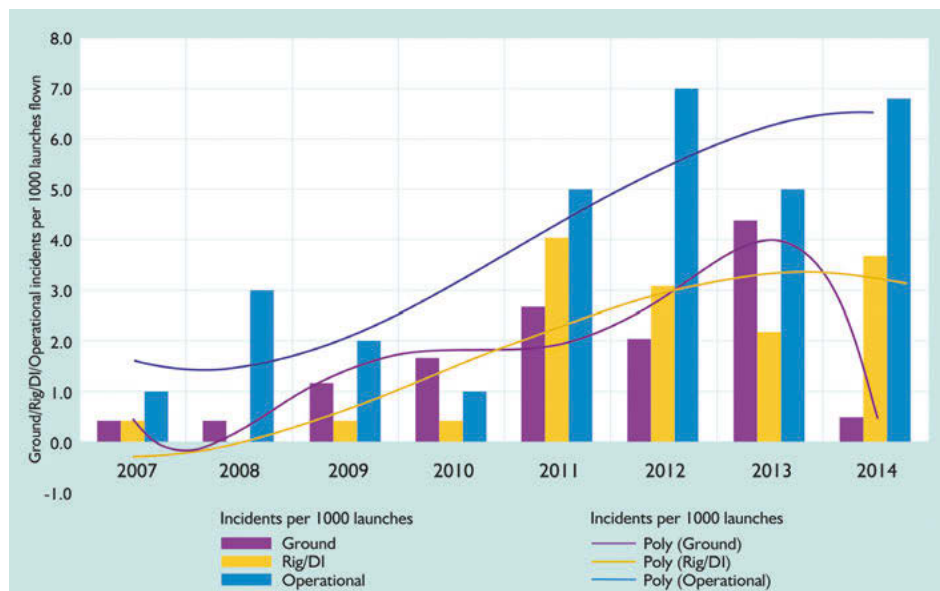


Figure 3

✎ often and are all flying related.

Black Mountains: Rig/daily inspection, ground and operational

Figure 3, below, shows total rig/daily inspection, ground and operational incidents per 1,000 launches.

- **Rig/Daily Inspection (yellow)** – our trend appears to be going down, although it crept up a bit in 2014. The decrease post-2011 was, I think, due to the direct action we took at the time specific to daily inspection. The 2014 increase is more rigging related than daily inspection. That's something we will need to look at.

- **Ground based (purple)** – a more frustrating area; especially unreported hangar rash. Actions taken in recent years appear to have had an effect.

- **Operational (blue)** – our operation on the small airfield means that most of the time launching and landing directions are different. Again, a drop in reporting could indicate actions taken have had an effect.

Action

This is the difficult bit. The amount of effort required may depend on the problem faced!

There is, of course, no point going to all of this effort in gathering reports and looking at trends unless we do something to correct the perceived problem. The following are some of the actions that I think have worked.

Communication

Many clubs have internal instructor communication via email and club newsletters or messages.

I use both methods. Regular emails to the instructors cover any flying concerns or incidents and what I'd like done, either retraining or specific supervision.

I use 'CFI messages' (two or three times a year, or more) with excerpts from the incident reporting and my thoughts. This includes relevant BGA incident reporting. I try and pitch these as lessons learnt so that pilots might not repeat the same mistake; I hope the light bulb would come on in a pilot's brain as a result, before the mistake is repeated.

Briefings

Like most clubs, we run winter lectures. This is another opportunity to talk to the pilots. Daily Inspection, stall/spinning, review of our incidents, etc, have all been covered.

Video is also a powerful tool, but does take considerable effort. The advantage is the ease of accessibility once online.

If you want to fly at BMGC, we like you to have watched the briefing videos before you arrive. We have produced over 20 short videos, which range from operating from our small airfield, flying round our mountains, to how to do a Daily Inspection.

Annual checks

We introduced annual flight reviews around five years ago with a syllabus which is tweaked each year based on our own or national trends. It is also a useful standard to use for any retraining that might be required.

Daily Inspections

When a trend started to increase, we took action; winter briefing, two online briefing videos, observed doing DI by instructor, and sign-off for all club solo pilots. It appears to have worked.

Hangar packing

Most clubs have this, we didn't; a standard laid out plan. Lo and behold, our rate of hangar rash rate reduced once instigated!

Conclusion

So, after 8½ years, I step down as CFI at BMGC. Was it worth doing all this work for an SMS? I think so; our SMS is working without making it any more difficult or any less fun for the average pilot to go flying.

Is it sustainable once I step down? Yes, I think it is, although it needs an 'owner'. Could or should your club do the same? My view is yes. Not because of some regularity requirement, but because it will be of real benefit if done correctly.



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BGA accident/incident summaries

AIRCRAFT					PILOT		
Ref	Type	Damage	Date, time	Place	Age	Injury	P1 hours
87	Astir	substantial	27/02/14, 16:00	Mendip GC	65	none	142
Cracked undercarriage frame. Flying from a hilltop site on a windy day, the pilot chose to open the airbrakes to lose height during the downwind leg. Later on the circuit he realised he was now low and turned towards the airfield, but was unable to reach it. The glider landed heavily in a rough field adjacent to the airfield.							
120	ASG 29	minor	04/08/14, 17:00	London GC	69	none	not reported
Wheel-up landing after a cross-country flight.							
121	Nimbus 3	minor	27/07/14, 16:40	Lasham GS	68	none	2718
Nose wheel mounting delaminated. During the later stages of the landing groundrun the main wheel caught in a rut, tipping the glider onto the nose wheel.							
123	Cirrus	substantial	03/08/14, 17:00	London GC	25	minor	500+
Whiplash and bruising, tail of glider broken off. At the end of a competition flight the pilot prepared for a field landing. At 5-600ft agl he realised that his chosen field was unsuitable and selected another field some 500m into wind (the wind was reported as 17kts at ground level). Flying into sink as he approached the field, the pilot lowered the nose to regain airspeed, but the glider sank rapidly through the wind gradient and landed in tall crop some 50m short of the selected landing area. The glider groundlooped as it landed, breaking the fuselage.							
124	LS4	substantial	04/08/14, 15:30	Bicester GC	38	none	373
Crack in underside and gel coat damage. Field landing into a harvested rape field.							
125	LS8	minor	04/08/14, 17:00	Booker GC	53	none	not reported
Minor damage to underside. The glider went over a bump at the end of the landing ground run causing the undercarriage to retract. The glider slid along the grass for about 20m.							
127	Astir	substantial	07/08/14, 13:15	Dorset GC	62	none	401
Undercarriage damaged. The pilot selected a field, which turned out to have a rough and rutted surface. The glider went over a hole during the landing ground run, fracturing the cast aluminium undercarriage frame.							
128	Pegase	substantial	12/08/14, 16:10	Wrekin GC	60	none	501
The pilot was concentrating on flying a marginal final glide into a strong wind at the end of a competition task and elected to fly a straight-in approach. The glider was seen to fly into the ground at speed with the wheel up. The glider bounced back into the air, the wheel was seen to come down and the glider then flew a series of bounced landings before coming to a stop with the undercarriage partially extended.							
129	ASW 24	substantial	16/08/14, 15:00	Bannerdown GC	80	none	not reported
Wheel-up landing onto a runway ground an approx 30x10cm flat spot into the underside of the fuselage.							
130	Discus	substantial	19/08/14, 11:50	London GC	67	minor	203
Undershot approach into boundary hedge. The pilot took off on an aerotow with the airbrakes open. Warnings were passed over the radio, but the pilot had turned the volume down to concentrate on the launch. This was the pilot's second flight with water ballast and he put the slow climb rate down to the effects of carrying ballast. The tug pilot waved off the glider at about 500ft on a high base leg, but the glider clipped the top of the boundary hedge before landing heavily. The pilot sustained some bruises and the glider undercarriage mechanism broke and folded back into the fuselage.							
133	LAK 12	substantial	20/08/14, 16:55	Rattlesden GC	69	none	395
Glider hit car during landing. The wind was from 300°, tarmac runway 24 in use although the grass runway 35 was also available for landing. The runway 24 threshold started at the side of R35, about halfway along. A glider had just landed on R24 and was being towed back to the launchpoint as the LAK started a left hand circuit, intending to land long on the wider northern end of R35. Concentrating on his approach, the pilot did not notice the tow car encroaching onto R35 until just before touching down. The wing of the LAK struck the rear of the car and rode up over the roof, ripping off the port flap and breaking an aileron.							
134	K-13	substantial	12/07/14, 10:45	York GC	55/69	none/none	898
Overspeed during spin recovery on an annual check flight. The P1 reports that after entering the spin he handed control to the P2, who moved the stick fully forward and kept it there, seemingly not noticing that the spin had stopped. By the time the P1 took control and recovered from the vertical dive the airspeed had reached 130kts. The P2 reports that he had never been taught HASSLL checks.							

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.

BGA accident/incident summaries *continued*

AIRCRAFT Ref	Type	Damage	Date, time	Place	PILOT Age	Injury	P1 hours
137	Grob Acro Cirrus	destroyed substantial	01/09/14, 13:15	Deeside GC	45/12 59	minor/none none	1894 112
<p>Mid-air collision. Both gliders were soaring close to cloudbase waiting for the competition start gate to open when they collided head-on, starboard wing to starboard wing. Neither pilot saw the other aircraft in time to react. The Cirrus remained intact and the pilot, after checking the controls, flew the glider to a safe field landing close to the airfield. The Grob's wing broke and both pilots bailed out. The P1, in the rear seat, initially tried to open the canopy using the normal mechanism instead of the emergency release; the P2 had some trouble pulling the parachute ripcord. Both landed safely, although the P1 had some bruises. Neither pilot report mentions FLARM, but the comp director's report suggests that the Cirrus was FLARM equipped.</p>							
138	Cirrus	minor	22/08/14, 16:10	Lasham GS	25	none	567
<p>Wheel-up landing after a straight-in approach at the end of a competition flight.</p>							
140	Dimona	destroyed	09/08/14, 11:10	Four Counties GC	72/50	none/none	6400
<p>Soon after take-off, the TMG started to roll to the left and did not respond to aileron and rudder inputs. After turning through 70°, still at about 10ft agl the pilot closed the throttle and allowed the aircraft to sink to the ground. The left wing hit the ground first, followed by the left wheel and tailwheel, both of which broke off. The fuselage was damaged as the TMG groundlooped round the broken axle stub.</p>							
141	DG 200	minor	28/08/14, 18:40	Fuentemilanos, Spain	49	none	446
<p>Groundloop during field landing. As his comfortable final glide into an unexpected headwind became progressively more marginal, the pilot elected to fly a straight-in approach in to one of the few available fields. The field contained tall thistles, which caught on the wing and groundlooped the glider. Damage to the rudder and elevator was found the next day.</p>							
142	Puchacz	minor	28/02/14, 17:00	Wolds GC	-	none/none	not reported
<p>Aileron control restriction discovered during DI caused by cracked bulkhead fouling the front aileron control bracket. The damage was thought to have been caused by a heavy landing during the previous flights eight days earlier.</p>							
Incidents							
119	PIK 20	minor	23/07/14, 12:00	-	-	-	-
<p>Aileron hit stationary vehicle while reversing glider on ground tow.</p>							
122	Mosquito	minor	03/08/14, 16:00	-	-	-	-
<p>Damage to rudder trailing edge. On a windy day, the glider was parked in the winch queue with a tyre on the wingtip and the airbrakes open. The pilot left the glider to help retrieve a landed glider when a strong gust rolled the glider backwards until the rudder struck the leading edge of the glider behind it.</p>							
126	DG-100	none	07/08/14, 12:30	-	-	-	-
<p>Glider took off on aerotow with the trim mis-rigged.</p>							
131	K-21	--	not reported	-	-	-	-
<p>Restriction in control movement during ground checks found to be caused by dislodged batteries.</p>							
132	ASW 28	none	19/08/14, 12:30	-	-	-	-
<p>At about 200ft during the aerotow, the glider encountered turbulence and negative G. The pilot was thrown up into the straps and his arm was lifted up, pulling the control column grip clean off the control column. The pilot regained control before releasing and landing safely in a nearby field. The grip was a multi-function control with a broad top.</p>							
135	K-21	minor	23/08/14, 19:30	-	-	-	-
<p>Tow out incident. The glider's tail came out of the towing arm and the elevator struck the rear of the tow vehicle, damaging the elevator trailing edge.</p>							
136	Grob 103	none	20/08/14, 18:00	-	-	-	-
<p>During a BI flight there was a burning smell and then smoke in the cockpit. Fortunately the P1 was in the front seat (for C of G reasons) and was able to turn off the master switch. The front release cable had been rubbing on a redundant (but powered) electrical wire, the insulation had frayed exposing the wire and the short circuit then melted the insulation. It was later discovered that the fuse at the battery was of a higher rating than required.</p>							
139	Discus	none	27/08/14, 16:45	-	-	-	-
<p>Possible elevator flutter caused by wing-mounted camera. The camera was mounted using a suction mount about 12" outboard of the fuselage. The pilot felt a continuous buffet through the control column at speeds ranging from 40-60kts and chose to land to troubleshoot the problem.</p>							

■ Accident report 104 (p68 Feb/March 15): the pilots have subsequently advised they did not see each other between turning away from the ridge and colliding.

BGA BADGES

No.	Pilot	Club (place of flight)	Date
Diamond Badge			
796	Roger Barber	Lasham	29/06/2014
Gold Distance			
	Daniel Brown	Stratford On Avon (Issoudun)	15/07/2014
	Martin Lawson	Essex & Suffolk (New Tempe)	06/12/2014
	Vivian Watt	Wyvern (Keevil)	03/05/2014
Gold Height			
	Robert Braithwaite	Lasham (Aboyne)	23/10/2014
Silver Badge			
	Patryk Halczak	London	07/08/2014
	Thomas Russell	London	20/12/2014
	Matthew Williamson	Devon & Somerset	01/11/2014
	James Whitston	Bicester	02/01/2015
Silver Distance			
	Patryk Halczak	London	07/08/2014
Silver Duration			
	Lech Zakrzewski	Shenington	14/04/2014
	Patryk Halczak	London	22/12/2014
	Daniel Ulyatt	Cranwell	31/08/2014
	Thomas Russell	London	20/12/2014
	Matthew Williamson	Devon & Somerset (Mendip)	01/11/2014
	James Whitston	Bicester (Halton)	02/01/2015
	Daniel Boag	Chiltern	20/12/2014
	Sarah Willocks	Chiltern	20/12/2014
	Alastair Smith	Chiltern	24/12/2014
	Harry Roberts	London	02/01/2015
Silver Height			
	Philip Mead	Cotswold	04/08/2014
	Julie Matysik	Buckminster	26/07/2014
	Daniel Ulyatt	Cranwell	31/08/2014
	Patryk Halczak	London	07/08/2014
	James Kirby	Portsmouth Naval	18/04/2014
	Timothy Johns	Devon & Somerset	22/01/2015
100k Diploma p2			
	Patryk Halczak	London	07/08/2014
Cross Country Endorsement			
	Yaakov Marom	Bath, Wilts & North Dorset	29/11/2014
	Douglas Wilson	SGU	02/12/2014
	Robert Knight	Staffordshire	03/12/2014
	John Brown	Buckminster	13/12/2014
	Richard Hayhoe	Essex & Suffolk	20/12/2014
	Paul Boet	London	19/12/2014
	Lewis Horsley	Staffordshire	03/12/2014
	Clement Allen	Derbyshire & Lancashire	31/07/2014
	Keith McIntyre	Northumbria	31/08/2014
	Doug Petrie	SGU	24/01/2015
	Michael Rose	Borders	17/01/2015

Sandy Torrance (1955-2014)



SANDY came to the club in 1985 to replace the famous and irreplaceable Ted Warner. And he did so without blinking. As the club's one professional instructor, he ran all of the club's courses, as well as being the club engineer for all club aircraft and trailers. In addition, he was a tug pilot and BGA inspector. Sandy followed Ted's footsteps and organised club camps at the Mynd and Portmoak, camps still fondly remembered by those of us lucky enough to have gone on them. He also found time to persuade a group of members to enter the Cambridge raft race. History does not record where they finished.

His other interests included his family, motor cycling, canoeing and power flying. In the mid-90s, he and his family moved to Scotland, where Sandy took up a position instructing at Dundee airport. Always a keen glider pilot, he is said to have soared a Cessna 172 in wave. He went on to become a pilot with Loganair flying in the highlands and islands. With the variable weather in that part of the world, he once told me it was more "interesting" than gliding.

In September 2014, Sandy, still flying with Loganair, was diagnosed with a brain tumour and he died just six weeks later. All of those who remember Sandy's time with the club do so with great affection. He leaves a wife and daughter, to whom the club extends its sincere sympathy.

Chris Davis, Cambridge GC

David 'Doc' Evans (1927-2014)

BORN in Cardiff in 1927, Doc Evans, as we all knew him, was a man of many talents. He first flew while doing his National Service with the RAF following which he trained as a doctor in Cardiff. After qualifying, he worked his way to Australia as a ship's doctor. On returning to the UK he moved to Wales, then Birmingham and in 1967 to Cambridge, where he was a cardiologist for many years at Addenbrookes and Papworth.

Doc Evans was an accomplished pianist, as well as a keen power and glider pilot. His gliding career spanned over 40 years, of which more than 25 were spent with the Cambridge University Gliding Club (as it then was) which he joined on coming to Cambridge. His other clubs included Welland and Shobdon.

He was a man of strong views and impressive achievements. He was an

instructor and a tug pilot, and once came to the club's rescue by flying the club's Super Cub to Scotland to ensure that aerotowing was available for a club camp after an accident to the Portmoak tug. He was also one of the first members to achieve Diamond distance, in the days when that was a rare achievement.

Doc Evans was very much a family man and the club extends its sincere sympathies to his wife, son and daughter.

Chris Davis, Cambridge GC

John Riley (1939-2015)



MEMBERS of the SGU have been saddened to hear of John's death on 13 January, after a short illness.

John came to Portmoak in the early 1980s, after learning to glide with the RAFGSA during his service as a radio technician in the RAF. Gaining a place in an L-Spatz syndicate, he was keen to gain his Silver distance. A promising looking day eventually turned up - but it was a weekday and John was required to be at work. He decided to phone in sick instead and headed to Portmoak, where he was soon airborne. In due course, he returned to earth in a field near Dundee, where, while waiting for the trailer, he was interviewed and photographed by a reporter from the local newspaper.

The following morning, when he returned to work after his "sick leave", there was a copy of the day's paper on his desk, open at the article! The details of the subsequent conversation with his boss are not recorded.

Silver C completed, John quickly qualified as an instructor. His calm, patient style of instruction was appreciated by many pupils, and some, who have gone on to become instructors themselves, have consciously tried to emulate his method. John went on to undertake a three-year stint as CFI, and a period as our professional course instructor.

Instructing and flying the tug left him little opportunity to develop his own solo gliding career, but a high point came when, in 2007, at the age of 68, he completed his Gold badge and gained Diamond Goal with a 300km triangle, flown in wave, in a Libelle in which he had a share.

John's work for the club was recognised by the award of the SGU Instructor's Quaic in 2012, and by the award of honorary life membership last year. We send our condolences to his wife Helen and family.

Bruce Marshall, Scottish Gliding Centre

Walter Anselm Henry Kahn MBE AE FRAeS (1926-2015)

WALLY Kahn's crowning achievement was the purchase of Lasham Airfield, thereby securing our future. Since gliding started at Lasham in 1951, Wally campaigned, chivvied and negotiated to buy the land from an intransigent Civil Service. At first the Society acquired a long lease after a battle with bureaucracy that needed a QC and questions in Parliament to resolve. During negotiations to extend the lease in 1982 the Ministry of Defence objected, saying that the work being done in its black hangar was so secret it could not even be discussed. The Society discovered that the hangar was virtually empty and was being guarded by a resting actor who had been sent from the local job centre. Wally created the Lasham Trust in 1983 to raise funds and finally, in 1999, the Society was able to buy the freehold of over 500 acres. The effect of the purchase can be seen in the Society's new buildings, its winches, the smooth cross-runways and its fleet of gliders.

Wally first flew solo in a glider in 1946

after helping to set up an RAF gliding club at Oerlinghausen in Germany in the aftermath of WW2. They rescued 40 German gliders before they could be destroyed by American soldiers. He earned Silver C (number 85 on the UK register) in 1947 and Diamond Badge number 50 in 1975. Wally broke seven British records up to 1963 and competed in 16 national championships up to 1973. He was awarded the BGA's Wakefield Trophy in 1953, having flown 222km from Lasham to Coningsby in a DFS Weihe. He also did 11,000 tows as a tug pilot.

Whatever you thought about Wally, you couldn't ignore him. He always had a project and he was difficult to refuse. He was a Council Member for the BGA from 1954-1990. He served on the committee of the Royal Aero Club and was presented with its Silver Medal in 1995. In June 2011 Wally was awarded an MBE for services to gliding. The BGA presented him with its Gold Medal in 2014. He was a life member of Lasham Gliding Society. He published an autobiography *A Glider Pilot Bold...* More recently, along with the late Peter Redshaw, Wally was the driving force behind the

creation of the Wally Kahn Library, a digital collection of UK gliding books.

Wally was commissioned as Pilot Officer 9 December 1950. After leaving the RAF he joined Joseph Samuel & Son Limited, a cigar importer, and eventually became its managing director. Wally recruited Derek Piggott to leave the RAF and join us as CFI.

He married Margaret Moore, née Doran-Veevers, in 1954. She died in 1996, but he is survived by their daughter, Christine.

John McCullagh, Lasham GS



Wally Kahn was presented with his BGA Gold Medal by BGA Chairman Peter Harvey before officially opening the Lasham Open/Standard Class Nationals and Regionals on 24 May 2014

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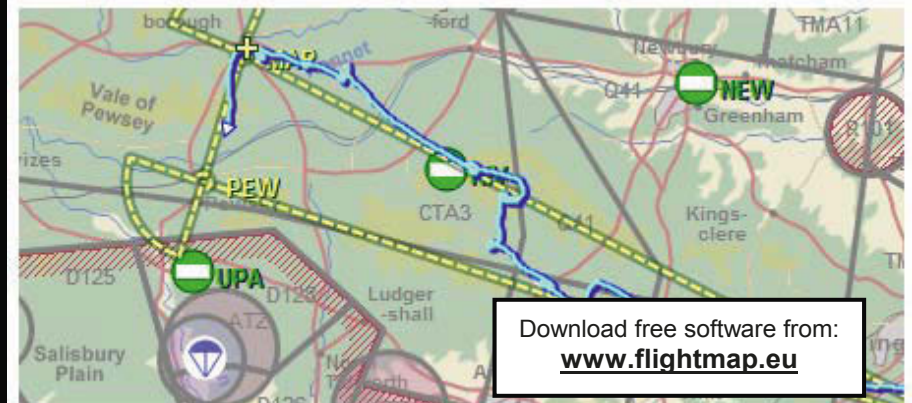




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