

SAILPLANE & GLIDING

VOL. 66 NO.6



HOW TO READ AND EXPLOIT STREETS

FES: MOST USEFUL SOARING INVENTION SINCE VARIOMETER?

HOW TO BAG A MUNRO AND AVOID FLOATER PITFALL

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And again, this year, we are featuring the glorious photos of the late Claus Dieter Zink in the Fotocalendar.

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Dancing with the Wind

A unique book dedicated solely to slope and wave flying including identifying and using hydraulic jumps. Written by multiple world record-holder Jean-Marie Clement, who soloed in 1959 near Nancy in France, this book offers all you need to know about using the power of the wind happily and safely. Translated into English by British glider pilot Dr Stephen Gibson, it leads the reader from basic concepts to advanced techniques.

Definitely the best book of its kind ever written - a must-have!

Soaring in Lift & G_Sink

Successful and efficient thermalling is the key to enjoying local soaring and also venturing further afield into the realms of cross-country flying. This book, written by Kevin Atkinson, aims to help all glider pilots to develop these skills and to either improve their cross-country performances or to begin flying cross-country tasks.

Many glider pilots never make the transition from first solo to the exciting challenges of cross-country flying due to a lack of knowledge and confidence. This book should help you to develop your thermalling skills and give you a building-block approach geared towards improving all aspects of your gliding so that you can confidently fly cross-country.





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MEMBER OF THE ROYAL AERO CLUB AND THE FEDERATION AERONAUTIQUE INTERNATIONALE



 **THE MAGAZINE OF THE BRITISH GLIDING ASSOCIATION**
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COVER STORY
Charlie Jordan took our cover pic from Duo Discus '3D' of ASH 25Mi 'LJE' over the Cairngorm Mountains near Aboyne, during the 2015 UK Mountain Soaring Championships. See p38 for full story

DEADLINES

Feb/March 16
Articles, Letters, Club News: 3 Dec
Display advertisements: 21 Dec
Classifieds: 5 Jan

April/May 16
Articles, Letters, Club News: 5 Feb
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> The first 'coloured' ASG 32 made its maiden flight in October. Schleicher's ASG 32 is the only current series-built composite sailplane which can be completely painted in various colours, opening up the possibility of painting large parts of the fuselage, tailplane and wings in different colours for improved visibility in the air. www.alexander-schleicher.de

> The maiden flight of Schempp-Hirth's Discus-2c with integrated FES took place on 5 November. www.schempp-hirth.com

> Air Sports in Harmony with Nature is the theme for the FAI 2016 Young Artists competition. Full details at www.fai.org/fai-young-artists-contest/theme

> Congratulations to Max Bishop, recently appointed an FAI Companion of Honour. Max, who first soloed in 1964 and who has all three Diamonds, was the FAI Secretary from 1993 to 2010. He has also held several positions within the FAI Aviation and Space Education Commission. Max is the current vice-president of the International World Games Association (IWGA), where the FAI is active with several air sports.

> There are still a number of bursaries available from The Honourable Company of Air Pilots to help glider pilots under 25 become instructors. Full details at <https://members.glidering.co.uk/2015/07/31/instructor-bursaries/>

> Stefan Astley (London GC) is the new British Junior Champion. Tom Arscott (Lasham GS) and Sam Roddie (Wolds GC) were second and third respectively in the event held at Aston Down (see p22).

> GASCo has announced the first set of dates and venues for its 2015/6 series of Safety Evenings. The evenings will examine the six areas of greatest concern to General Aviation in the UK, which feature in the CAA Safety Plan for 2014 to 2017. More details at www.gasco.org.uk/safety-evenings.aspx

> A recent BGA Technical News Sheet highlighted a problem with 'improved' glider polish. Anything containing silicone is not advisable for use on composite gliders as it cannot be removed from the surface and any future surface repairs will not be successful.

> Skylaunch has completed the order to replace the Air Cadet's ageing winch fleet, with delivery of the 25th Skylaunch Evo twin drum (6.6 litre turbo diesel engine).

> Lasham's winter lectures offer an excellent range of topics and speakers. Members of other clubs are welcome to attend. www.lashamgliding.co.uk

EASA licensing update

ANYONE interested in the rather dry subject of EASA Pilot Licensing will be aware that in the UK there is currently no need for us to comply with EASA's aircrew regulation, including any requirement to hold an EASA licence and medical certificate, until April 2018.

Around 1,000 glider pilots have so far decided to transition to an SPL or LAPL(S) ahead of April 2018. The BGA office receives a steady trickle of applications. As reported elsewhere, under the terms of a CAA exemption, those licence holders can choose to operate in the UK using either EASA licence privileges or BGA requirements until April 2018. Of course, anyone using EASA licence privileges must hold a valid EASA medical certificate.

Adding privileges to an SPL or LAPL(S)

Some time ago, we reported on our discussions with the CAA about allowing licence holders to add qualifications to their SPL or LAPL(S) using BGA requirements until April 2018. The idea is that BGA qualifications acquired since licence conversion can be recognised and added to an SPL or LAPL(S) as Part-FCL qualifications within the ongoing transition process.

We've now agreed with the CAA how we're going to make that available. By way of example, if an SPL or LAPL(S) holder decides they want to hold a Flight Instructor (Sailplanes) certificate, they will need to have a BGA assistant instructor rating, gain the required instructing experience and then apply to the BGA to have FI(S) added to their licence. The CAA is still mulling over the fee. Once that's resolved, we'll publish all the details and the application form.

Flight instructor (sailplanes) refresher seminars

A number of pilots obtained their licences with FI(S) certificates back in 2012/2013. They will soon need to comply with the Part-FCL instructor revalidation requirements. One option within the 'two out of three' revalidation options is a refresher seminar. The existing BGA training organisation intends to run EASA instructor refresher seminars very soon. The seminars have been designed - we just need the CAA to approve the content. The CAA cashed the approval fee some months ago. At the time of writing, our application had not reached the top of the pile at Gatwick, but hopefully we won't be waiting much longer. As soon as we have the CAA's approval, we'll publish the details. The seminars will be free to any BGA club FI(S) certificate holder.

'Approved' Training Organisation

Some great work by our EGU representatives has resulted in an EASA working group that has developed a proposed lighter touch for gliding training. Once EASA has worked out how to allow that lighter touch regulation to be used (you'd be forgiven for expecting that to be resolved), we should be able to plan for something that looks a lot more reasonable, user-friendly and, theoretically, far less costly than the published ATO requirements. We should see some progress over the next couple of years. Much depends on Europe deciding how it intends to change the Basic Regulation.

Meanwhile, please be assured that we're working hard to minimise the hassle and cost associated with all EASA regulation.

Pete Stratten, BGA Chief Executive

It's a sign of the times at Longleat

GOOD to see gliders on the sign at Longleat for the 2016 celebration of 50 years of Longleat's Safari Park. Guy Westgate and Tim Dews wowed the crowds at the VIP opening event for Longleat's Festival of Lights with the AeroSPARX display on 12 November. The Festival of Lights is on until 3 January, 2016.





(Left to right): Samantha Arnold, BGA lead for schools and colleges Yvonne Elliott, and Susie Lyell (The Air League)

■ **Young glider pilots attended the Youth in Aviation reception at Parliament on 4 November. The event highlighted the scholarships and opportunities for young people that correlate directly with the STEM (Science, Technology, Maths and Engineering) directive, a major part of the Government's current education agenda. Air League trustee Andy Perkins said: "It was fantastic to witness the MPs really engaging with us to discover how they can assist in getting more young people, particularly women, involved with aviation activities both in and outside the curriculum."**

EXPERIMENTAL RED TAPE IS REDUCED

SMALL-SCALE aircraft designers and manufacturers are to get a boost from new, simple requirements for the initial testing of small 'experimental aircraft'.

Known as E conditions, the idea is to encourage the growth of design concepts by reducing red tape and the costs associated with securing airworthiness and operational approval for new designs.

The announcement was made at the Royal Aeronautical Society's light aircraft design conference in London on 16 November, sponsored by the BGA.

The requirements will allow aircraft designers to try out a new concept aircraft (up to a maximum take-off weight of 2,000kg) in the air without going through the costly and time consuming procedures that currently exist to get a new design past the initial stage of prototype.

If a promising idea is thought to be viable after trials, a full design approval programme can be planned and funded in the usual way.

Details are provided in the CAA's CAP1220, including how experimental flight testing of a new idea takes place within a clearly defined time window, that a previously-held EASA or National CofA or PTF will be suspended, and how any subsequent re-issue will be a matter of negotiation.

"We've worked closely with the designers and manufacturers of light aircraft to develop these new requirements in the hope that they can be part of work to reverse the decline in the number of new aircraft designed and developed in the UK," said Tony Rapson, Head of the CAA's General Aviation Unit. "We will commit to make it as easy as possible for people to safely progress and test designs."

Details of the new process, including an application form, can be found at www.caa.co.uk/ga and news of an E-Conditions aircraft design competition, launched at the RAeS event, can be found at aerosociety.com

DATES

NATIONALS, REGIONALS AND OTHERS

Junior Worlds	Narromine, Australia	1-12/12/15
Club Class Nationals	Pocklington	28/5-5/6/16
20m multi-seat Class Nationals	Aston Down	18-26/6/16
Standard Class Nationals	Aston Down	18-26/6/16
Competition Enterprise	Shobdon	2-10/7/16
Wenlock Olympian Gliding Games	Long Mynd	9-13/7/16
FAI Sailplane Grand Prix	Bicester	9-17/7/16
34th World Gliding Champs	Pociunai, Lithuania	30/7-13/8/16
(Club, Standard and 20m multi-seat Class)		
Lasham Glide Pre-European	Lasham	30/7-7/8/16
15m Class Nationals	Lasham	30/7-7/8/16
Open Class Nationals	Lasham	30/7-7/8/16
18m Class Nationals	TBC	20-28/8/16
Two-Seater Competition	Pocklington	21-28/8/16
UK Mountain Soaring Champs	Aboyne	4-10/9/16
34th World Gliding Champs	Benalla, Australia	8-21/1/17
(15m, 18m and Open Class)		
Glider aerobic competitions		
Dan Smith	Dunstable	2-3/4/16
Aerobatic nationals	Saltby	26-29/5/16
World Glider Aerobatic Champs	Matkopuszta, Hungary	20-30/7/16
Pocklington comp	Pocklington	28-29/7/16
Saltby Open	Saltby	26-28/8/16

LASHAM REGIONALS

28/5-5/6/16

NORTHERN REGIONALS

12-18/6/16

SHENINGTON REGIONALS

25/6-3/7/16

BOOKER REGIONALS

2-10/7/16

BIDFORD REGIONALS

9-17/7/16

DUNSTABLE REGIONALS

30/7-7/8/16

HUS BOS CHALLENGE CUP

30/7-7/8/16

BICESTER REGIONALS

13-21/8/16

INTER-SERVICES REGIONALS

TBC

Team GB for 2016 Worlds

CONGRATULATIONS to the pilots confirmed as representing Great Britain in the 2016 World Championships.

Pociunai, Lithuania: Club Class - Will Ellis, G Dale; Standard Class - Jeremy Hood, Richard Hood; 20m Multi-Seat Class - Steve Jones/Howard Jones.

Benalla, Australia: 15m Class - Ed Johnston, Derren Francis; 18m Class - Peter Harvey, Steve Jones; Open Class - Andy Davis, Russell Cheetham

■ Windrushers Gliding Club will host of one of nine worldwide qualifying Grand Prix events at Bicester (9-17 July 2016). The series culminates in the Sailplane Grand Prix final in South Africa. The Bicester qualifying event takes the form of daily simultaneous start races with 20 participants and is open to UK and foreign pilots in 18m Class.

Preliminary information can be found and entries invited on the Sailplane Grand Prix website at www.sgp.aero

■ **BGA Conference and AGM, 27 February, 2016 at the Belfry Hotel, Nottingham**

AeroSPARX makes Channel Island history

THE AeroSPARX gliding display team made history in September at the 75th Battle of Britain Anniversary celebrations as they performed their aerobatics over Jersey, the first night display flight permitted over the Channel Islands.

The AeroSPARX team of Guy Westgate and Tim Dews flew to the Channel Islands in their Grob 109b motor gliders for the day of displays.

The annual display welcomes many different aircraft, which helps raise funds for the Royal Air Forces Association. Thousands of spectators lined Guernsey's east coast to witness the gliders' aerobatic manoeuvres. Later in the day the team made the short journey to Jersey for a night flight, which included the added sparkle of wingtip pyrotechnics and LED light shows.



From left to right: Tim Dews, AeroSPARX pilot; Philip Lepp, Marilyn Mahy and Jody Bisson from sponsors Sydney Charles; and Guy Westgate, AeroSPARX pilot (Jon le Ray)

HUS BOS RETAINS INTER-CLUB TROPHY

THE Gliding Centre hosted the final of the Inter-Club League Competition at Husbands Bosworth, 5-6 September, **writes Chris Luton**. Four teams turned up to the event representing their local geographical areas: Nympsfield, Essex & Suffolk, Bath, Wells & North Dorset, and The Gliding Centre, as winners of the Midlands area. Fortunately both days were competition days - an event which was directed by Jerry Langrick and team.

Inter-Club rules allow for each club to have three representatives on a competition day: a pundit, intermediate, and novice. Single points are scored for each pilot, so a winner with four competitors receives four points, whereas the last pilot in the class gets one point. This means no one team extends their lead too far and final scores are relatively close, all adding to the enjoyment.

The event had a wide variety of gliders entered, from a JS1c in the pundit class to a Standard Cirrus in the novice class. Distance tasks were set on each day, with pilots being permitted to start in their own time.

Day One saw Nympsfield winning the novice class, with The Gliding Centre



Husbands Bosworth team captain Chris Luton with the winner's trophy

winning both intermediate and pundit classes. Day 2 saw a reversal with Nympsfield winning both novice and intermediate classes, whereas the Gliding Centre won the pundit class. A notable result was Stefano Longo winning both novice days in an LS4, with Paul Shout

coming in close second place on Day 2 in the novice class in a Standard Cirrus.

At the end of Day 2, scores showed Nympsfield and the Gliding Centre tied with 10 points, which after consideration of the daily 1000pt scores (3774 to 3226) left last year's winners, The Gliding Centre, winners again for 2015.

The cup, which was presented to Chris Luton, team captain for the Gliding Centre, has somewhat of a history. The inscription on it states "British Gliding Association Douglas Trophy presented by The Surrey Gliding Club 1953. Awarded for the total of the three longest flights by three members in club sailplanes." It was first awarded in 1953 to London Gliding Club for a total distance of 456 miles to C Ellis, G Lee and G Stephenson.

Hopefully in 2016 more clubs and pilots may take up the baton and try to knock the Gliding Centre off their perch!

■ The BGA competition committee is actively seeking to increase participation in the Inter-Club League in all regions. If you have any thoughts, suggestions for improvements, or would like to get involved, please contact Andy Cockerell (Is4a535@gmail.com)

Disappointed when facts disappear into thin air

I'VE been a keen subscriber to S&G for many years and look forward to each issue. Nevertheless, from time to time articles are published that contain technically erroneous information. *Into thin air*, pp22-23, (Aug/Sept 15) is an example, made worse by the use of that information to over-emphasise an emotive statement. Specifically, your writer's assertion that the maximum indicated airspeed for a Discus CS at 18,000ft is about 85kts is totally wrong as he has neglected to recognise that the published V_{NE} of 135kts applies over the range 0-13,120 ft AMSL and at 18,000ft is approximately 127kts (refer to page 19 of the Flight Manual). The impact of using the erroneous 85kts figure is compounded when used to underpin his inflammatory "seriously close to parachute time" and "visions of flutter and wing distortion" statement. In fact, in his scenario, the glider would be 77kts below V_{NE} , not 35kts as he asserts and consequently not posing any airframe flutter risk whatever.

Your writer's somewhat flamboyant assertion that the heart is under threat (reference the heart attack) due to increased load is fatuous, akin to his words that infer that each wave climb is preceded by a battle with the rotor. Categorically not so, irrespective of whether you are flying out of Minden or any other wave site in the world. Certainly can occur from time to time, but definitely not every time.

It is a great shame that the writer completely ignored the opportunity to promote the correct use of supplementary oxygen from the legal threshold altitude, so as to avoid as far as possible the onset of hypoxia, rather than repeatedly mention the adverse effects of hypoxia, almost all of which go unrecognised by the pilot, who then fails to take timely corrective action. The old adage "prevention is better than cure" is particularly applicable here.

You may rightly question my credentials for making the above comments and observations. I am a 3,000+hrs glider pilot (Gold badge with three Diamonds) with substantial wave flying experience; this features more than 30 flights in excess

of 20,000ft, including one over 33,000ft. My particular interests are coaching for high altitude flight and training in the management and use of oxygen systems. **Geoff Vincent, Grampians Soaring Club, Australia**

Mark Dalton responds: *Many thanks for taking the time to read my tale from Down Under and thank you for pointing out the obvious error. As is published in the flight manual, the figure is supposed to be 40,000ft, at which the V_{NE} for the Discus CS reached as low as 85kts indicated air speed (IAS) and not, as you rightly pointed out, at 18,000 ft. Because of this gross error, I promise to fall on my sword as soon as I can find it.*

As for my 'flamboyant' comments concerning the effects of hypoxia on the heart, it is surprising how little is known about this subject. The cardiovascular responses of healthy individuals to hypoxia have been studied in the laboratory and during ascent to high altitudes, but the effect of hypoxia on diseased hearts is not well understood. I think it would be logical to assume that with the higher heart rate associated with altitude, on a background of low oxygen tension and, in many cases, mild dehydration, the diseased heart may be at higher risk of angina, or indeed myocardial infarction (heart attack). Although, as I believe you were implying, there is no hard evidence of this.

The editor adds: *Apologies for the error that slipped through in Mark Dalton's light-hearted series of articles. High altitude flying in wave is not uncommon in the UK, so I am delighted that the next issue will feature an article on the use of oxygen in gliders, by John McWilliam. John was inspired to write the article after an enlightening lecture, in Sisteron, by Jean-Marie Clement based on his experience, experiments and laboratory research.*

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 3 December

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

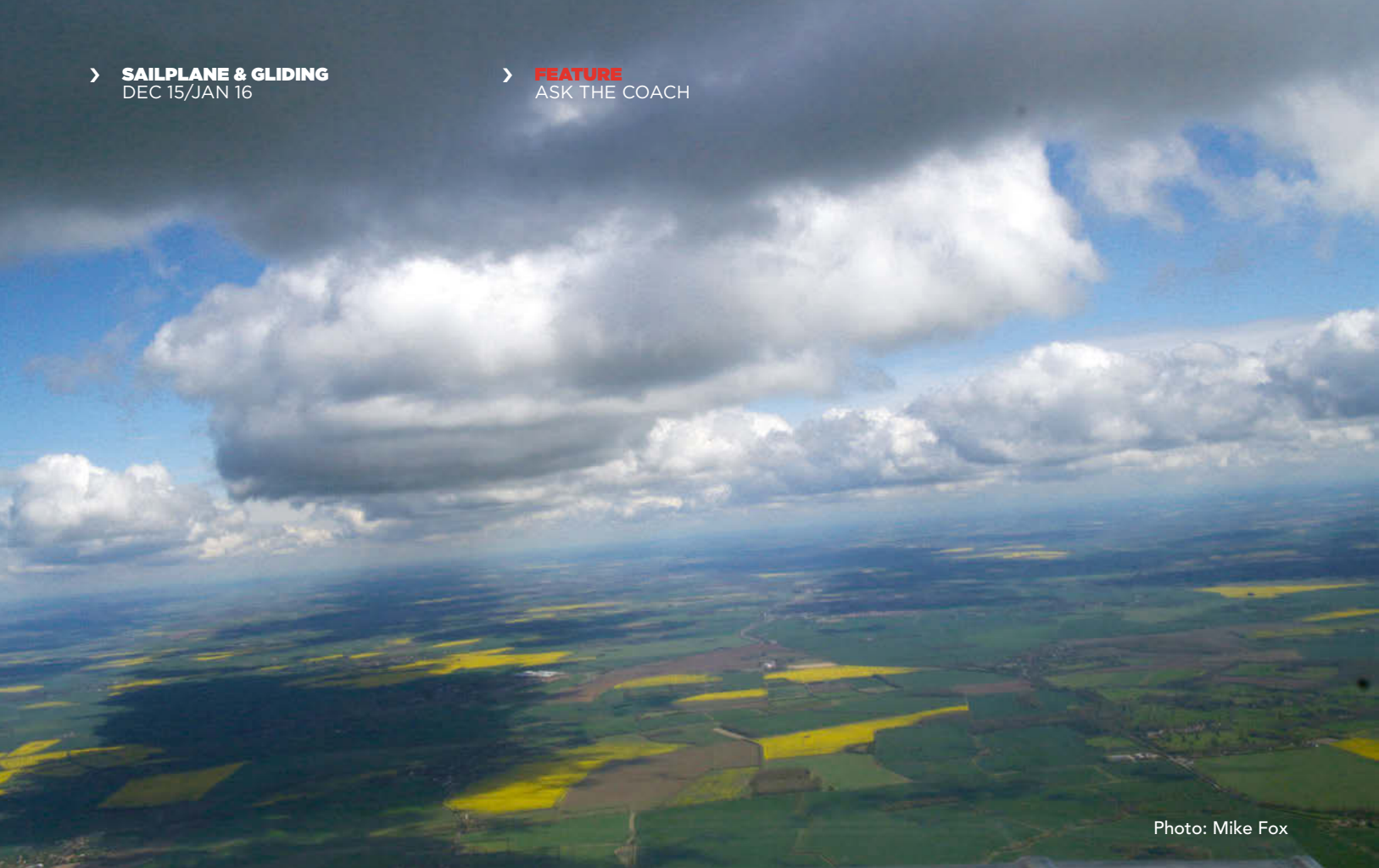


Photo: Mike Fox

LEARN BASICS TO EXPLOIT STREETS



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 supporting CGC's recruitment and retention sub-committee

Tony Cronshaw asks Kevin Atkinson about the physical structure of streeting

TONY Cronshaw asks Kevin Atkinson about physical explanations and the basics for exploiting streets.

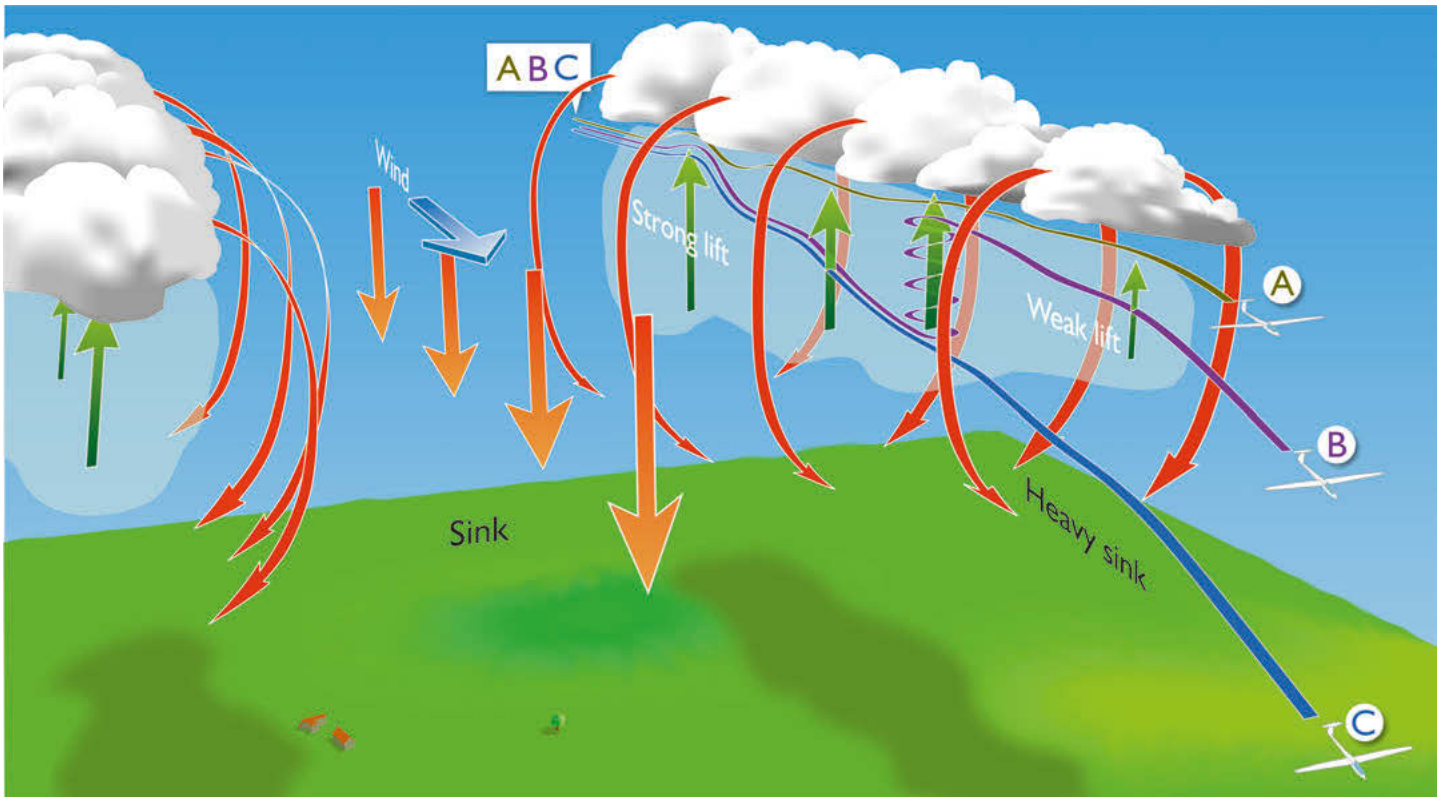
TONY: What are "cloud streets" and how can we benefit from "streeting"?

KEVIN: I will explain the physics of the commonest form of streets in a moment, but often when we see lines of clouds forming in winds of 10kts or more, these lines of energy can enable us to fly many miles without losing height. There are several mechanisms which generate a 'street', a line of rising energy that we don't have to do turns in, to make good progress on track. Even if the street consists of loosely linked clouds, the energy along the wind line enables us to stretch our glide as if flying a higher

performance ship. Either way, the benefits are clear: More time making distance and less time spent circling – which is particularly helpful when there is a strong headwind. This translates into a faster average cross-country speed and the possibility to tackle greater task distances.

TONY: Are there any downsides?

KEVIN: There is a flip side: Between cloud streets there will be lines of blue sky often forming areas of horrible sink. Finding ourselves in a 'sink street' without realising it and heading along its length is a recipe for rapid height loss. Stories abound of early solo pilots flying locally upwind, finding heavy sink and turning back to retreat to the airfield experiencing seemingly a huge area



of severe sink all the way home. Or being forced to make a field landing.

TONY: *How do streets form?*

KEVIN: Let's first consider how streets form downwind of a power station. Experience shows that such streets can produce useful lift for tens of miles downwind. Now consider that we can even find lift under streets running out over the sea. Both cases show that it's not just about an initial burst of energy from a source, but physical forces are at work sustaining the street during its journey downwind. Replace the power station with a strong thermal source, or sources of thermals dotted across the countryside, and we now see a sky filled with multiple streets.

TONY: *What mechanism sustains the street as it drifts downwind?*

KEVIN: A major factor is the way that clouds generate sink due to evaporation, and how the sink cascades down the sides of the street to form broad walls of sink (see diagram above). The sinking air forms a sink street which restricts and disrupts any bubbles trying to rise there – and generates a recirculating light wind, which undercuts the air under the street. This motion of recirculating air encourages even weak thermal bubbles rising up under

the cloud. The sinking air also undercuts warmer air on the ground below the street (rather like a sea breeze front) hence encouraging a curtain of lift under the street. This circulation pattern is similar to how column thermals grow [1] and sustain themselves whilst drifting downwind.

TONY: *Given this structure, what's the best way to route our glider under a street?*

KEVIN: Once we begin to understand the physical mechanisms, there are several important consequences. Firstly, we want to fly along the wind line, whether up or downwind, whilst seeking to maximise the position under the street for best lift. It is not always down the middle of the cloud line. A good tactic is to try weaving or wandering a few yards left or right to find where the lift is best and associate it with the cloud line above. If we encounter a surge of strong lift, the temptation may be to start circling. However, the width of lift under a street can often be narrower than we expect. As a result, trying to circle in the strongest lift is not bound to produce a height gain, and may just waste time – especially if we lose the best line of energy.

TONY: *Given that other gliders may be using the street, including in the opposing direction, what approach do you* 🐣

Figure 1: sink cascades down the sides of the street to form broad walls of sink (illustration by Steve Longland)

TRYING TO CIRCLE IN THE STRONGEST LIFT IS NOT BOUND TO PRODUCE A HEIGHT GAIN, AND MAY JUST WASTE TIME – ESPECIALLY IF WE LOSE THE BEST LINE OF ENERGY

WITH THE PROSPECT OF CROSSING SINK WE WANT TO MAXIMISE HEIGHT BY THE END OF THE STREET



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

■ *Gliding in Lift and G-SINK*, Kevin's newly-published book, is available at www.bgashop.co.uk



Running a line of energy with promising cloud shadows ahead from the street (Tony Cronshaw)

■ In the next *Ask the Coach* Tony asks Kevin about how streets behave in the presence of wind shear and inversion



One of those days when you'd rather be flying than behind the wheel of your car (Kevin Atkinson)

✍ *recommend for maintaining safe traffic separation?*

KEVIN: Given strong streeting where we need to put on extra speed to avoid entering cloud, the closing speed with opposing traffic could be very high, and the warning time from our FLARMs very limited. Keeping a very good lookout ahead is vital – not all gliders have FLARM anyway. Flying a bit lower is going to help improve our lookout and our visibility to other gliders. Avoid pulling up too hard such that you lose the view ahead.

TONY: *When we see the end of a street approaching, what tactics should we consider?*

KEVIN: Quite simply we need to prepare to cross a blue hole, whether to join another street ahead, or to cross over to an adjacent street, which will incur a large loss of height and will have to be flown at a relatively high speed because of the sink. With the prospect of crossing sink we want to maximise height by the end of the street (pilot 'A' in the diagram on p9). Waiting until the last cloud or surge in the street is, however, often disappointing (pilot 'C') because this is where its energy may not be at a maximum: If we are not already at maximum height I recommend taking a climb

well before reaching the end of the street (pilot 'B'). Or simply flying slower for the last few kms may suffice to gain height before the end of the street.

TONY: *Can streeting happen on blue days?*

KEVIN: Streets can form on blue days when the wind is above 10kts, but obviously these streets will be invisible. The strength of lift under these streets will be less, as there is no energy from cloud evaporation to enhance the system, but the recirculation pattern will be similar in the unstable band. If we find ourselves in sink on a blue day, we should try searching crosswind for better air. If we then turn on to the invisible street we may be able to fly a useful line of energy, but with no clue as to when the end of the street might occur!

TONY: *Which areas would you recommend readers pursue to gain a more detailed understanding of streets?*

KEVIN: Inversions and wind shear both have a major impact on how streets form. Weather forecasting is another key area. It's a fascinating area to read up on and the gains in cross-country speed and distance make further study very worthwhile.

[1] *How a column thermal forms*, pp10-11 S&G Oct/Nov 2015

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FLYING THE

Why Warren Kay, a life-long opponent of gliding with engines, considers FES the most useful soaring invention since the variometer



LAK 17B FES-equipped demonstrator



Warren Kay took up gliding at Dunstable in 1977 aged 25 and has remained a member ever since. He has 2,500 hours P1, but only 700 or so launches having been bitten by the cross-country bug early. Highlights include a 400km triangle in an Olympia 419 in 1979, a 500km triangle in a Libelle in 1980, jointly winning a Standard Class nationals in the 80s and twice representing GB in the Standard Class in the Europeans. In 2015 Warren completed a 600km task in an ASW 24 after 20 years of trying

IF YOU'RE a glider pilot and you haven't heard of FES, give yourself a slap! The Front Electric Sustainer (or Self-Launcher for Annex II gliders) is quite likely the most useful soaring invention since the variometer! That's a strong opinion, and strongly held despite very little practical experience, here's why...

Thanks to Ron Bridges of Baltic Sailplanes, on 26 June I was able to fly the LAK 17B FES-equipped demonstrator at Husbands Bosworth. The flight wasn't long (less than three hours), I didn't go far (a 100km triangle) and I didn't use the FES until I completed the task. So what happened to convince a life-long opponent of gliding with engines to so completely change such prejudice?

The LAK 17B is EASA type certificated as a development of the LAK 17A. It is, in fact, almost an all-new, modern design 15m/18m/21m sailplane, which embodies the current low wing area, high wing loading philosophy of such designs as the ASG 29. The fuselage is plenty big enough, even for someone with my portly stature, while the instrument panel lifts with the forward-hinged canopy and the controls are conventional in position and action. The factory-fitted electric motor sits in front of the rudder pedals, while the battery packs are located in the fuselage behind the wing. The whole installation weighs about 38kg and the maintenance instructions consist of labels which say 'breaking this seal invalidates the warranty', ie there are none! I had a briefing on the glider and the FES, which lasted about five minutes!

I flew in 18m mode without wing ballast, but with the fin tank full (to compensate for my stomach loading!), making the wing loading about 41kg/m. In flight, I found the stick and flap forces very light: finger and thumb job really, only the airbrakes requiring any effort to unlock and deploy. In straight flight in zero flap the glider felt happiest at 80kts, while 50kts was possible with full aft trim. I found my normal flapped

glider approach of centring in zero flap unnecessary as the aileron response in plus one or two flap was still very crisp. Once cored and in plus three I could circle at 45kts.

By the time of my take-off at 14:30, the sky was overcast with embedded cumulus. Finding a decent climb after release proved elusive, but I eventually climbed to cloudbase at 3,500ft and set off on task despite no visible sun on the ground and no obvious source of lift. Suffice to say that conditions improved after Northampton and a very enjoyable flight ensued, culminating in my starting a final glide with 800ft in hand. Cue extreme, extended sink using up most of the height in hand. I could have got back, but chose to stop in a weak climb and finally crossed the finish line at 600ft. Nice flight, nice glider, great fun, but...

On the final glide I switched on the FES controller in the panel, but waited until 'Task Complete' appeared on the LX before throwing the FES battery master switch and turning the power rotary switch (throttle) clockwise. There was a clunk as the propeller unfolded (centripetal force) and three seconds later I was climbing at 400ft/min at 160 Amps (about three-quarter throttle).

Climbing to 1,000ft, I throttled back (anti-clockwise on the rotary switch) to 100 Amps where I was still climbing at about 1kt; a further reduction to 50 Amps (about a quarter-throttle) saw the glider maintaining height. I cruised off for a couple of minutes to the nearest cloud where I found another climb which I centred with the FES running. Yes, that's right, you can hear the vario over the noise of the engine and it still works!

I was going to shut down the FES before I realised that if I left it on at 25 per cent power (duration is about one hour at 55kts at this setting) I would be able to experience what it was like to fly an EB29. Needless to say, the climb rate was impressive!

Shutting down the FES was simple – anti-clockwise on the rotary switch until the propeller stopped and the blades fold back around the nose (no centripetal force). I did jump, mind, when the FES rotated the blades to get them into their 'closed, quarter to three' position. A normal circuit and landing ensued.

FES

Back on the ground I found I'd used about 10-15 per cent of the available battery capacity.

So why the change in attitude? The clues are in the text above.

- Pre-flight briefing took a couple of minutes.
- First flight in a new type with an overcast sky and no obvious lift. Would you have gone out of gliding range? I didn't even think about it, I just left.
- As my height margin on the final glide was eroded I was tempted to fire up the FES, but the reliability and speed of deployment convinced me to carry on as a glider when, had I had a pylon-based system, I would have had to use it in order to be safe.
- I've always wanted to fly an EB29...
- Simple in design, maintenance and operation, the FES suits coarse glider pilots, like me.
- The FES does not change handling or instrument characteristics when deployed.
- It does not require location of 10-30kg of highly combustible fluid 30cm from my head.
- The FES is the first system of its kind which does not alter pilot mindset when a low point on a task occurs. A flight can be continued right down to the point of final approach into a field without any of the increased risk associated with conventional pylon propulsion systems when they don't start.

The only downside is the increased drag from the propeller blades, according to Akaflieg Darmstadt, ~1pt at max glide, ~2pts at 100kts, you can read the flight test here (www.front-electric-sustainer.com/Documents/IDAFLEG%20test%20LAK17A%20FES_en.pdf).

Just about all modern gliders are fitted with tailwheels, despite the parasite drag caused by a large object stuck in the airstream (try holding a tailwheel out of the clear vision panel to see just how much). We accept the drag for the ground handling convenience. One flight is all it took me to be convinced that an FES-equipped sailplane is a very much bigger step in convenience. If I had one I know I'd fly more!

The LAK 17B is a fine sailplane, the FES is by far the best option to avoid a field landing. Together they make a pretty powerful argument, especially when you factor in the exchange rate.

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THE VARIO
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David Innes describes how to become a flying TV star (or musings on a minor supporting role in a tourism TV programme, as the airborne taxi-driver)

DEESIDE Gliding Club was approached by Reef TV to support its TV series *Penelope Keith's Hidden Villages*, broadcast on Channel 4. Penelope has been visiting friends who live in Deeside for many years, and wanted to see the Dee valley and Lochnagar, the mountain which dominates the south side of the upper Dee valley, from the air in a glider as part of making a programme for the second series.

There were countless emails and phone calls, while we tried to understand each other's needs, capabilities and limitations.

We decided to use the Grob motorglider, G-BXSP, to perform an aerial reconnaissance and dry run with the director. As often happens, we found some wave, so we skirted around under the cloud between Lochnagar and the Dee valley without losing height, and later over Corgarf Castle. We were climbing at 1,000fpm with the engine idling (two up, max power climb rate is normally 400fpm on a good day). We discussed local scenes and history and I provided a free flying lesson on the way back.

To me, the highlight of the dry run was to find that the Playboy rabbit symbol, on the north face of the hills north of Tarland (www.google.co.uk/maps/@57.1756274,-2.8803778,378m/data=!3m1!1e3 – sorry it is upside down) had been restored. You can only really appreciate the scale of this work of art when you notice the size of the trees in the photo. It's about 100m high. You will also have to be rather skilful to see it close up from a glider and still glide back to Aboyne. This is absolutely not a challenge to local flyers!

There was some discussion about who would fly with Penelope, how many flights, and in which aircraft. We finally settled on a single flight in the club Puchacz (YL) using internal cameras, with the author as pilot, and with two more fixed cameras on the Pawnee, which would fly in close formation after the launch. Sadly insurance constraints (the TV company's) meant that Penelope was not allowed to

HIDDEN EN DI

touch the controls, in spite of offers.

I was Duty Instructor that day, but there was only demand for one instructional flight, due to earlier bad weather, until the five-vehicle motorcade arrived at 1500. (We should have charged for parking.)

I was amazed how many people were needed for the location team: the star plus her husband, make-up lady, producer, director, four camera people, three sound men, Anna – the production assistant, who had been handling most of the detail communications, Pugh, Pugh, Barney McGrew – did I miss anyone out?

Introductions over, we mixed establishing a rapport with the passenger with safety briefings for ground crew and pupil, sorting out camera viewpoints and securing the cameras and, early in the process, wiring me for sound. Thus began one of the longest periods of moderate language usage in my life. Three hours of guarded conversation, and where there were potential issues with the film crew, discussing them with club members in sign language to avoid being overheard. By the way, I have never have condoned mounting cameras externally on airframes in flight, nor sticking things through clear vision hatches, without a full flight-loads analysis, and regard the recent BGA advice as long overdue.

We had plotted fields of view from the Puchacz's front and back seats during the dry run, so all we had to do was to explain what local views were practical from the glider with a reasonable level of confidence of returning to the airfield for the planned filming of the landing, and then to locate, secure and align the cameras.

The flight plan was to fly on tow up the Dee valley, at a safe height, following the meanderings of the river, with the tug occasionally deliberately dipping a wing to catch a horizon to horizon view from the fixed cameras, which was NOT to be taken as a wave-off.

We then headed up Glen Muick, following the river towards the east side of Lochnagar, always at a height where a safe return to Aboyne would be possible, although my favourite field just east of Ballater had been

pre-surveyed for continued suitability.

The pupil briefing and strapping-in was filmed, so let's hope the SRE does not see it. We also talked about soaring potential in the area, how people come from all over the UK and even overseas to sample our wave, and the magnificence of the scenery. I confessed that I came to gliding from hill walking. More, and better, views and far fewer sore feet.

We used 130.4 MHz for communications since that frequency was quiet, and to avoid interference with our club operations and the other clubs in the area. We did not provide a running commentary over the air, just occasional instructions/advice, but the director was listening. He could not see anything live, so the directions and "script" were based on what we did during the dry run and as discussed between him, myself and Penelope pre-flight.

We were towed to just over 4,000ft AAL and during the tow there were signs of weak lift. I released as we skirted cloudbase, and headed towards Lochnagar. There I performed slow, gentle banked turns, panning across its north face towards Loch Muick and back, while Penelope read a poem by Lord Byron, on the subject of said mountain. On the ground we had discussed Lord Byron's education in Aberdeen and the few mementos to him in the town, primarily the destination of what used to be the Number 9 bus. (A local joke, apologies.)

We then headed back towards Ballater, where I orbited over Birkhall, the Prince of Wales' holiday retreat, and explained that we tend to avoid flying there and Balmoral if there is a Royal Standard flying, since the Royal Family deserve some privacy. Having said that, I recently moved a filing cabinet at home and found a newspaper cutting from about 12 years ago, when two club members landed on the lawn at Balmoral while Her Majesty was in residence...

We held position there, in convergence-derived lift (zero-sink anyway, the audio vario was off to avoid interference with ↻

I PERFORMED SLOW, GENTLE BANKED TURNS, PANNING ACROSS ITS NORTH FACE TOWARDS LOCH MUICK AND BACK, WHILE PENELOPE READ A POEM BY LORD BYRON, ON THE SUBJECT OF SAID MOUNTAIN



David Innes with Penelope Keith

■ *Penelope Keith's Hidden Villages, Series 2, episode 3 -Royal Deeside - was broadcast on Channel 4 on 15 September 2015*

WE HAD PLOTTED FIELDS OF VIEW FROM THE PUCHACZ'S FRONT AND BACK SEATS DURING THE DRY RUN



David Innes is an Ass Cat instructor at Deeside Gliding Club. He has Silver C, got his Gold height in a Capstan, and Diamond height, in 1976, in a Swallow

the sound recorder), so that even after all that manoeuvring, and the flight back down the River Muick, we were only down to 3,500ft, while the tug returned to Aboyne, dropped the rope, and climbed back up to re-join us for some air-to-air work.

Michal, the tug pilot, turned on the tug's landing light, which I spotted at three miles, and between us we talked through the interception and started formation flying. Finding a white Puchacz against a cloudy background while looking towards the sun is not the easiest task. No FLARM is fitted yet, but hopefully we will be equipped by next year.

We flew down the Dee valley, again following the river bends, from Ballater to Aboyne village, round Aboyne Green, discussing the history of the valley, the impact of the railways, long gone due to Dr Beeching, on the towns it passed through. (Those with a railway station prospered, those without did not.)

There were silver linings in loss of the railway, however: the abandoned Deeside railway provided the foundation material of the first hard runway at Aboyne, and I learned to drive on the club dumper truck moving hundreds of loads of ballast. I also

went solo just before it was surfaced. I then also graduated to the tractor.

All the time, Michal was staying close above in the Pawnee, looking and filming downward. I had to resist the temptation to fixate on the tug, even though it was far closer than on any aerotow. It looks well separated on the TV, but that is due to the wide angle lens. Accurate gentle flying was required throughout, and one point Michal did ask me accelerate, since he was perhaps too close to the stall.

He stayed with us as we flew back up and down the river valley, and most of the way around the circuit, until I opened the airbrakes on final. For once there was no crosswind, and lining up with 09South with a passenger with a large-ish hairdo required some extrapolation, so I may have lined up slightly to one side. That's my excuse anyway. We stopped (courtesy of the wheel brake) in the final five metres of paved runway, deliberately dipping the wing to the left so the camera could catch Penelope's face as we rolled out and opened the canopy.


Penelope did have difficulties getting out of YL in spite of being a sprightly 75-year-old. The crew continued to film this, rather cruelly, in my honest opinion, and a bit of instructor assistance was needed. She did ask what would have happened in an emergency. I assured her that both I and adrenaline would have provided the needed assistance. Modesty prevents me from quoting my guest at length, but an echo of "expert pilot" was heard on the wind and is hopefully recorded for posterity.

All went well: no dramas, no problems just a beautiful gentle flight, with intelligent conversation, and a bit of reduced sink. Hardly epic, but still enjoyable.

A "farewell and thank you" shot for the camera and then it's back to removing the equipment, signing release forms and the convoy sets off back to local hotels for the evening. Stripped of the microphone, I could finally release the backlog of expletives which had been building up. Quite by coincidence, the previous series was on the TV in the clubhouse, so we watched while having an internal debrief.

Thanks to Reef TV and Penelope for making this possible, and the club members who supported this activity, and primarily to Michal for flying safely in close formation for over 20 minutes. I hope the attendant publicity helps the local economy and the club. It was a fun new experience and I would do it again tomorrow.

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BAG YOURSELF A MUNRO OR TWO!

Planning a new challenge for next year? Why not bag some Munros? Bill Longstaff explains Cairngorm GC's tradition, with advice from the club's top 'baggers'



Carn Toul, 4242ft, in central Cairngorms with its glacially formed loch below (Bill Longstaff)

THE MAIN PROBLEM IN TRYING TO FLY AROUND THE MUNRO IS RECOGNITION AND GETTING AN ACCURATE ANGLE OF VIEW

THE Munros are mountains in Scotland over 3,000ft asl and although the highest, Ben Nevis, is only 4,409ft asl there are over 280 in between. Munro Baggers are people who 'collect' a list of the mountains in this group that they have climbed.

Our club, Cairngorm GC, sits in the middle of the Highlands of Scotland only a few miles from the five highest Munros, which are all over 4,000ft. Four of these are very near us in the Cairngorm Mountains to the east, while Ben Nevis is about 30 miles to the west.

So what is this article about?

The lovely matriarch in our club, Jean Ketelaar, offered an attractive prize for a gliding competition. Jan (her son) and I were given the task of devising one.

The result was Munro Bagging by glider. I don't think it takes too much imagination to see how flying over each of these mountains is at once a source of adventure, beauty, wonder and challenge, let alone with any prizes at the end and the great fun engendered along the way?

The proposal was to see how many Munros can be flown over, with Jean's prize for the first pilot to achieve 50. This number was arrived at despite the large

number of peaks within the area around our club and was effectively confirmed when it took two and a half years for the 50 to be achieved, by Nick Norman in 2014. He made a final bid to overtake Pete Smith, who was ahead of him, and reached the 50 by 'bagging' 11 in one flight! The prize was a magnificent bottle of whisky, in a decorated stoneware bottle, all in a presentation case.

There are 282 Munros to choose from, stretching over most of Scotland. The furthest in the north-west corner is Ben Hope near Tongue, almost to the north coast. The 190 "genuine separate peaks" were suggested

by a purist in the club, but the "official" list is 282. The extras are all near the 190, so can easily be visited at the same time and might as well be included. (See map on p21.)

As the idea was too good to have as a one-off, an annual competition was added with the pilot doing the most Munros in a season receiving a trophy, supplemented by a bottle of malt whisky. I have produced a simple trophy for that, starting with a piece of rock!

The tally for this competition starts from scratch each year so that the same Munros can be flown over. The annual competition has now run for three seasons and it works well.

The long-term aim is for someone to "bag" them all, when there will be another very special prize and permanent trophy. We keep a tally of each of the three sections. Planning different ones is part of the fun. Bear in mind, however, that the more 'collected' the further away the 'new' ones are likely to be!!

One could even have a monthly prize of a pint of beer, but up to now this has not happened. Something to entice our visitors at Mayfest and Octoberfest is another thing! This is all at the Cairngorm Club at Feshie, but Highland, Deeside and Portmoak are all close to the Munros too – so it's time you all got started! Nick Gaunt commented on some in his article after flying up here (p42, *Soaring like a bird on a wing*, Feb/March 15) – as well as his photo of Ben Nevis making the front cover of that issue of *S&G*!

In fact, I think we have the makings of a lot of fun and incentive to go cross-country for all levels of pilot and all gliders.

In addition to this, pilots can take photos of the tops, which may be of use for others (extra points could be awarded for these to help deal with any possible ties, but we have decided to use average distance from the tops as a better tiebreaker) – BUT please mark the BGA comments on safety and aerial photography!

The rules are simple, but need accuracy. If they prove over time to be too demanding,

they can be relaxed a little in various ways as seems necessary. So far, to avoid rules as much as possible, there is no glider handicapping, but we do have a pilot handicap once individuals have won trophies!

To begin with, we used the old 'photo' sector of 90 degrees beyond target in line with the approach path and of only 0.5km diameter. This made almost certain that the summit had been crossed. However, it is simpler in practice to have a 500m standard cylinder around the Munro and we now have a wee program written by Nick Norman, which saves a lot of work measuring onscreen and produces a list of distances from the peak under 500m, direct from any igc logger trace. Any 'year' winner is expected in future to get nearer than 200m and, after two wins, within 100m and then 50m in an attempt to somewhat level the playing field and keep it open to all. The better pilots regularly achieve less than 100m anyway!

Loggers should be set to one-second sample intervals where possible to maximise accuracy.

Half a km is much more achievable for those without moving maps or sophisticated instrumentation, too, which is why it is retained.

I have lists of the Munros in various forms, but will keep up-to-date files in .cup form for use in SeeYou PC, where other file formats can easily be output – even .kml files for use in Google Earth!

Our top Munro Baggers have commented:

Pete Smith (Vega 17) first 'year' winner

Bill asked me to supply a few words on using the Oudie to bag Munros (the principles apply also to the use of any other system of navigating).

Having given things some deep thought, and actually missed quite a few Munros, I've tried to fathom out what I am actually doing right.

I think the best approach is very similar to a landing circuit; give yourself plenty of time to set up and adjust, and assess drift.

Always go by your instrument readings, as height ruins perspective and what looks like the Munro maybe isn't. From about 10km, be aware of spatial awareness, drift, distance, sink, etc.

Drift will show up easily on the Oudie (or other moving map type nav system). If you find yourself chasing from side to side, it is wind direction and drift. At about 3km, the summit will likely disappear under the nose;



Ben Nevis, the UK's highest mountain at 4,409ft. Viewed from the south, with Aonach Mhor on the right flank (Bill Longstaff)

course, drift and count down on the screen.

When getting nearer the mountain, increase the map scale to improve accuracy.

After you've bagged your Munro, turn 180 degrees, assess how low and start worrying! It's a long way back.

It may seem like child's play with an Oudie, but it's not, as all flying skills and airmanship still come into play. The main problem in trying to fly around the Munro is recognition and getting an accurate angle of view. I have tried and failed; it's surprising how large a turn can be, and inaccurate, at height.

Nick Norman, second year and Ketelaar prizewinner

Hmm tricky. "Just do it" springs to mind!

Obviously we have the terrain factor as the primary consideration, so there are two facets:

#1 From the top of a Munro, it is downhill to nearly everywhere else. Therefore, provided one knows the lie of the land and keeps an eye on escape routes, what could possibly go wrong? But, of course, with that goes a requirement to understand the meteorological factors relating to the terrain and the day. The ability to look ahead and judge whether there will be lift/sink, ie assessing clouds if thermic, the lie of the land and wind direction of hill lift, the areas and lines of lift and sink if wave (the latter often being largely visible only in the most vague way) are all crucial. In particular it is important that, if a run out has to be made, the route tries to follow lines of probable lift, or at least not severe sink. In other words, the exit route may well not be a straight line to where you would rather ☺

■ **Munros are named after Sir Hugh Munro, 4th Baronet (1856-1919), who produced the first list of such hills, known as Munros Tables, in 1891. A Munro top is a summit that is not regarded as a separate mountain and which is over 3,000ft. In the 2012 revision of the tables, published by the Scottish Mountaineering Club, there are 282 Munros and 227 further subsidiary tops. The best known Munro is Ben Nevis, the highest mountain in the British Isles.**

The Munros of Scotland present challenging conditions to hikers, particularly in winter. Each year, people die on the mountains. Nevertheless, a popular practice amongst hillwalkers is Munro Bagging, the aim being to climb all of the listed Munros. As of 2009, more than 4,000 had reported completing their round. The first continuous round of the Munros was completed by Hamish Brown in 1974, whilst the current holder of the record for the fastest continuous round is Stephen Pyke, who completed his 2010 round in just under 40 days. <http://en.wikipedia.org/wiki/Munro#History> http://en.wikipedia.org/wiki/Sir_Hugh_Munro,_4th_Baronet

**MAKE DECISIONS
BASED ON COOL
LOGIC, NOT
BORDERLINE
PANIC. THAT
SKILL TAKES
A WHILE TO
DEVELOP, AND
IT IS ONLY DONE
BY GRADUALLY
AND GENTLY
PUSHING YOUR
BOUNDARIES**



Cairngorm GC's annual Munro Bagging Trophy, made by Bill Longstaff



Beinn a 'Ghlò has three Munro summits – 3,704ft; 3,510ft; 3,199ft – quite close together dominating Glen Tilt, a fault line in the once volcanic mountains. Near Blair Atholl (Nick Norman)

be. During a foray into the mountains this exit strategy has always to be at the forefront and constantly revised. Which brings us to point #2...

#2 The terrain is scary. The chimp brain (well I had to get that in) is constantly telling you that it would be much safer if you were in the valley with lots of air under the bum (though probably no lift). A crucial skill is the ability to keep the chimp brain at bay. Make decisions based on cool logic, not borderline panic. That skill takes a while to develop, and it is only done by gradually

and gently pushing your boundaries. The Munro challenge is ideal from this point of view since it gradually gets harder, more challenging and more chimp-brain-stimulating as it progresses to more remote peaks, requiring more and more effective chimp brain control.

So presuming the terrain factor is sorted, we just have the navigation bit. Obviously it is helpful to have the peaks in a waypoint database. I found it quite tricky to remember which ones I had done and which ones were on the “to do” list, so I found planning

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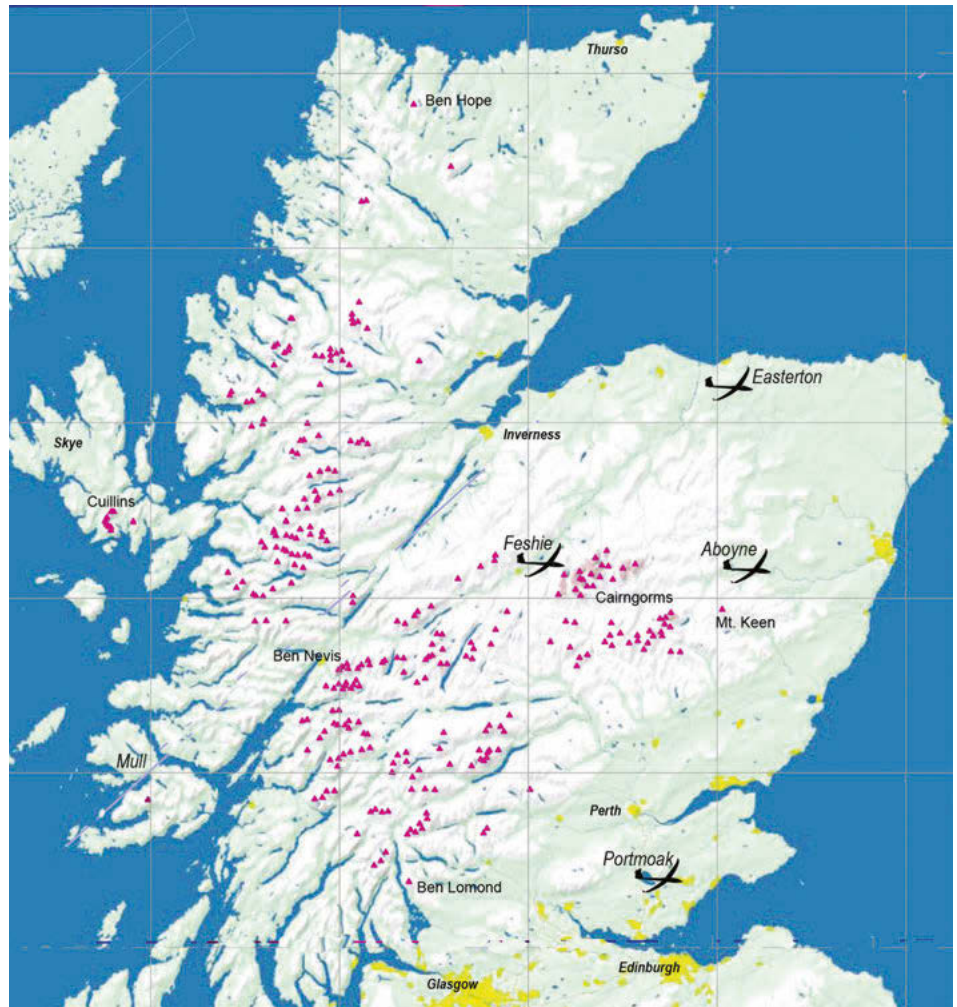
a route in advance and programming it into the nav system was very helpful. Of course, on the day, one might decide that a particular peak is unreachable, but that doesn't stop you skipping that waypoint and going on to the next along the route. The only downside is that most nav systems have an annoying habit of going on to the next waypoint before you have actually arrived at the current one, leaving the last 1km or so to guesswork, unless you have a moving map.

You have no fancy nav system? Well yes you do, it is called a map and a felt pen! If trying to fly over a waypoint such as a Munro based solely on map navigation, this is a bit harder, but remember that where you look is crucial. You can't look down at the target – the glider is in the way! So, from the map, pick features at 90 degrees to the intended over-fly heading (lateral markers) either side of the target, and a marker in the distance on the extended intended track. You fly towards the distant marker ahead to get the track (don't forget to allow for drift) and, when you see that the lateral markers are at 90 degrees, you know you are over the top. In mountainous areas a marker probably isn't a man-made object, but the lie of the land/valleys/other peaks/water, etc, can be just as effective, especially if you pre-mark your map with lines at 90 degrees orientated to the intended over-fly heading.

Even with a moving map, the best way to navigate to a waypoint is to match up the numeric values of ground track and the bearing to the waypoint. You are in control of the track, not the bearing directly. GPS track tends to have some lag and is only updated perhaps every second, so when making heading adjustments to try to match the track to the bearing, remember to also look ahead and follow normal practice of looking for a



Central Cairngorms with three of the five >4,000ft peaks in the UK: Braeriach 4,252ft; Ben MacDui 4,295ft; Carn Toul 4,242ft plus Carn a Mhaim 3,402ft; Devil's Point 3,294ft (Bill Longstaff)



point on the horizon as a heading reference. Make small changes, especially when getting close to the turnpoint. If you try to do it all whilst staring at the numbers, you will zig-zag along a probably divergent track.

As usual with flying, it is important not to become fixated on one thing, but to distribute your attention around, including keeping a good lookout for other gliders. Target waypoints, such as BGA turnpoints and now Munros, have a habit of concentrating aircraft into one very small area!

Don't forget the basics. If you are doing it in thermal, you must be able to thermal accurately, often tight, maybe near the ground.

We spend a lot of time floating up and down the hill or near the airfield, but unfortunately, whilst that may be pleasant it doesn't do an awful lot to improve our skills. Folk who tend to challenge themselves find that they never get bored because, even though they have never fully mastered the whole gamut of gliding, they are constantly learning and slowly improving. The Munro challenge is a good way to avoid the floater pitfall.

There are 282 Munros on the official list (Image: Naviter/SeeYou/ Bill Longstaff)



(Photo: Bryce Curran)

Bill Longstaff, 78, has been gliding for 49 years. An instructor (and past CFI), he has Gold C and two Diamonds. One of the nine founders of Cairngorm GC, Bill is currently honorary club president. He was chair of Competition Enterprise for eight years and is now an honorary vice-president. Bill shares a DG-600M18 with Alan Mossman

IN IT TOGETHER

The level of support offered to those taking part in the Junior Championships is outstanding, as three happy entrants report



Day 1 grid at the Junior Championships at Aston Down in August (Emily Hadley)

I WAS driving home from the 20m Nationals when I got a completely inaudible phone call, **writes Liz Sparrow**. I was tired, it was late, and so I asked whoever it was to call me back the following day. She duly did; it turned out to be Amy-Jo Randalls and she asked if Women Glide UK (WGUK) would fund some aerotow training so she could fly at the Junior Championships.

It wasn't something we'd done before so I told her I'd speak to the WGUK core team and see what they thought, meanwhile she should get her CFI to endorse her as a worthy cause and I'd let her know later in the week. Her squeaky reply was: "Umm... I need to do it tomorrow." Clearly the woman has something to learn in the planning department, but we liked her style!

We don't have much money to spare, but the decision was made much easier by Portmoak offering very sensibly priced EuroFOX tows to 900ft – so we could fund a course of aerotows for less than the cost of two take-offs from a certain southern club many of us know and love. WGUK's aim is to get more women doing more flying, so the answer was obvious. Over to Amy-Jo to tell us howshedunnit:

Amy-Jo Randalls

I can't say that getting to the Junior Championships was easy this year. On realising that the two-seat training was not an option (my own fault, I think), I set about trying to find a way to fly my own aircraft at the competition.

The list of things to do was as follows: Get my Silver C; get the aircraft there (400 miles!); get my competition licence; ensure there was a place for me; get myself there; learn to aerotow.

I nearly gave up before starting. It just didn't look possible. But hang on, why shouldn't it be? Was there any reason why I shouldn't complete the list and fly the competition? I decided that the only thing that may prevent the list completion was myself, so I set about ticking items off.

My glider was going to be flying at Bicester with the rest of my syndicate the week before



the Juniors, so that was two items, just about.

I was in luck for my Silver C. I had only duration to do and having Bishop Hill made that one easy enough.

The comp licence would come after that.

I was informed that people would drop out, so a place should happen.

Learn to aerotow? Well I just couldn't afford that, however I've had luck with scholarships in the past so maybe I would happen was the answer being 'no'. I decided to try Women Glide first and, after a weekend of emailing, getting numbers and phoning, I finally got an answer. I could get the funding. I could learn to aerotow.

So that was step one.

Step two: get to the club. I live over an hour from Portmoak, I can't drive and there really isn't the public transport to get me there. The result was me tagging along with my dad as he went to various meetings in Angus, Fife and Perth before he dropped me at the club. There were then two days of

waiting about in various car parks around Scotland and also at the gliding club waiting for Portmoak's ever-elusive EuroFOX to appear.

Step three: fly! I flew solo on aerotow the second day at the club. I cannot tell you the relief I felt when I pulled the release and saw the tug diving away in the evening sky. I was going to fly the Junior Championships.

So a week and a half later on the grid, sitting in my K-6CR, I was feeling just a little bit proud of myself. But I would not have got there without the endless support of so many people (you all know who you are) and, of course, the generous grant from Women Glide that was the final jigsaw piece.

Charlie Taylor

This year (2015) was my first season of cross-country and I have to say it was the best summer yet! My first taster for the Juniors was the 2013 two-seat training, where I experienced my first proper cross-country.

I had put in a lot of work leading up to this year's Junior Championships and, despite the weather, there were no regrets. I was not really sure what to expect and how to prepare for the comp. Even before I was fully aware it would require far more of me than the two-seat training, I could not help feeling a bit out of my depth!

My first panic came with finding a machine to fly. Limited funds and experience meant finding something was difficult. However, the hospitality and generosity ↻

Skylaunch is sponsoring the Junior Championships for three years. The sponsorship provides a free aerotow during each competition for competitors, posing here on a Skylaunch winch

Below, grid in briefing (Emily Hadley)



Amy-Jo Randalls (Emily Hadley)

I WOULD NOT HAVE GOT THERE WITHOUT THE ENDLESS SUPPORT OF SO MANY PEOPLE. THE GENEROUS GRANT FROM WOMEN GLIDE WAS THE FINAL JIGSAW PIECE

A LESSON WAS DEFINITELY LEARNED WHEN I FORGOT TO WEAR SHOES ON DAY 3 – AN ISSUE ONLY REALLY UNDERSTOOD WHEN I LANDED OUT IN A FIELD THAT PREVIOUSLY HOUSED SHEEP

JUNIORS RESULTS

**Aston Down,
22-30 August 2015**

- | | | |
|---|---------------|------------|
| 1 | Stefan Astley | Nimbus 2b |
| 2 | Tom Arcott | Std Cirrus |
| 3 | Sam Roddie | Std Cirrus |

■ Amy-Jo Randalls also benefited from the Junior National Championships Hardship Fund. This small pot of money has been generously donated by ex-Juniors and is made available by the Junior Nationals team each year to those who need it most to fly

- <https://members.gliding.co.uk/junior-gliding>
- facebook.com/ukjuniorgliding
- www.womenglidle.co.uk

Juniors perhaps spent more time sitting on the grid than in the air during the comp (Andy Cockerell)



of the juniors soon fixed this. The result was an incredible Cirrus, C34, courtesy of Andy Collins and Ben Hughes. It was great fun to fly and partly what made this year so awesome! Knowing I had the support from Ben, who was also flying the comp, was a huge benefit and took a decent chunk of the stress away. Unfortunately, the loggers with it did not do the same!

Having pitched the tent in a rather dull looking sky and steady breeze, I was looking forward to a day for settling in and preparation. This was not to be and a task was set for an overcast sky the following morning. I was reluctantly one of the first to go, but, once airborne, I was amazed by the scenery around Aston Down. It was incredible with the hills and Severn Estuary in sight!

It was interesting to watch how the day developed from there – admittedly mostly from a field not too far down track – but in terms of what I got out of the day I learned a lot. This was something that was a key part of the week for me, taking off into what looked like a lifeless sky, only to then get a decent bit of cross-country and some really good flying out of it.

The Juniors has definitely changed the way I approach the weather now, a task is almost always on. The week did not go without problems, the two loggers had failed every day in a different way each time and a lesson was definitely learned when I forgot to wear shoes on Day 3 – an issue only really understood when I landed out in a field that previously housed sheep! On top of this, the lack of formal crews resulted in a few late night retrieves, but that really shows what the Juniors is about when there is always someone to get you. Every problem that

occurred could be fixed one way or another by someone willing to help.

Having no car was interesting and resulted in pushing the glider to the grid on a few days, but this was a minor issue when there was task to fly. Although my actual flying was not at its best that week, and I ended up sampling every cut crop in the Cotswolds, the comp was an awesome experience that I cannot wait to repeat next year. I flew with some really great people and, like at all junior events, I have made some more invaluable friendships in gliding.

Suzie Lyell

This year I was lucky enough to be successful in my application for the two-seat training, which runs alongside the Junior Championships each year. When I arrived at Aston Down the night before the competition began, I attended an informative overview of the comp and also a brief meeting with the coaches and other trainees. We had a moment to introduce ourselves to each other and were told how our training would be organised over the course of the week.

That next morning I began helping to rig the two-seat fleet, which was extremely impressive, consisting of a large variety of Duo Discuses and an Arcus. We were lucky enough to have had them donated for the week from clubs and private owners keen to encourage junior gliding.

On that first day I was crewing for the training and, as the other spectators and I watched them launch into what already looked like a difficult sky, we sat and began to wait for the first call. It came, as many others did that day. As a result I got to go and help with my first gliding retrieve.

The retrieve I went on was long, difficult, and complex; it also involved more gliders than I had originally signed up for. However, as we pulled back into Aston Down at what I distinctly remember as being post-12pm, we were all smiling. Having never done a retrieve before it was something else I could list on my week of gliding firsts.

The second day was scrubbed, as were several days after. However, we did not mope around the airfield feeling sorry for ourselves. Instead, people piled into cars to go karting, trampolining and sightseeing. There were also debriefs, lectures and lots of really useful talks on competition flying. I learnt plenty that came in handy when I did get to fly later in the week.

The first flight I had, and those that followed, taught me lots of new things about

both competition and cross-country flying. I learnt how to optimise my path through the sky, different ways to increase my cross-country speed, and gained enough confidence to realise often it's not necessary to stop in a piece of lift, even if it's really strong.

On top of this, all of us in the training group got a chance to experience gaggle flying first hand and were coached through the proper procedures and rules, giving us the chance to get used to it. Also, as each trainee's experience varied, many of the other pilots learned lots of other new skills that differed to mine. For example, some got the chance to fly the 300km task that was set on one of the days; and a few got to experience landing out, as well as the field selection and planning that goes with it.

Having now gone through the two-seat training, I'm looking forward to completing my Silver next season in time to compete on my own. The experience was invaluable and I had such a great time! The opportunity to be coached by some wonderful pilots, who were lovely enough to give up their time, and getting to meet and socialise with lots of other juniors from up and down the country, who love gliding as much as me, made it a week I would recommend to any young pilot.



Juniors grid with all the competitors in the foreground (Andy Cockerell)

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Future junior champion? Edward Neumayer-McGrath is born into a family with a passion for flying. Parents Oana Neumayer and David McGrath are both glider pilots at Bicester, while David's father is possibly the oldest pilot to solo in Australia, aged 83 (Oana Neumayer and David McGrath)



This page clockwise from top:

Taken from 8,000ft in east wave at Talgarth in October 2015 (Robbie Robertson)

September scene at Chilterns, RAF Halton (Neil Beattie)

The sky's gone to the dogs over Kenley in August 2015 (Steve Codd)

Tony Crowden's LS6 at 10,000ft in easterly wave over Talgarth in early October 2015 (Robbie Robertson)

Facing page, clockwise from centre top:

Vulcan buzzes Kent GC on Saturday 15 August en route from Headcorn to Herne Bay. Two flypasts showed off this beautiful aircraft (David Pye)

Hercules at Burn. See full story on p37 (Mike Verier)

K-21 (G-KXXI) takes advantage of a break in the weather soaring above Shenington airfield on 10 August after a winch launch (Carl Mason)

While slowly climbing up through 8,000ft in wave from Aboyne in September, Alistair Bridges and Charlie Jordan spotted a gaggle of geese. Alistair says: "We decided to formate on them. We may have messed with their sense of direction and they have probably ended up at the North Pole, but the experience was great and something I will remember for a very long time." (Alistair Bridges)

Duo Discus at Dunstable, pictured from the back of Mark Burton's Arcus in early August 2015 (Steve Lynn)

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



RETRIEVE OUT OF NOWHERE

In the second part of Chris Lewis' mountain landout tale, he recalls how the saga continued with a long and challenging retrieve



Lasham Duo in the small field in Buerba that saved the day for Chris Lewis and Murray Armes

■ Towards the western end of the Spanish Pyrenees lies Santa Cilia aerodrome at Jaca, where mountain thermals, wave and ridge can be explored.
www.fly-pyr.es

■ This article first appeared in Lasham's *Rising Air*

IN THE first part of this story (pp28-31, Oct/Nov 15) I told how we had landed 4,200ft up a mountain in a little village called Buerba, just south of Ordesa. We left the story having made contact with Santa Cilia and the retrieve about to start. In this part we will continue the story of how we extracted the glider from what was a very tricky little field, up a mountain and mile from anywhere.

Back in the field, Murray Armes and I were aware that a fairly new Mercedes four-wheel drive appeared in the gate leading to the field and a very concerned and somewhat confused Spaniard was looking at two British glider pilots standing next to the glider talking on their mobile phones. We went over to introduce ourselves and found that he spoke about as much English as Murray and I spoke Spanish. In limited English he invited us to go with him to his Casa in the village where his son spoke very good English. We climbed into the car and in doing so my handheld radio must have fallen from my pocket and slipped onto the floor of the car. Of course I hadn't noticed this at the time. However, more about the radio later.

We arrived at the Casa Lisa and found out that the Spaniard who picked us up owned the Casa and his son worked and lived there. We were told that they had beer, food and accommodation available should be want it and nothing was too much trouble. They were absolutely charming. We bought several rounds of beers as we relayed our flight and landing. Those beers were the best I have ever had and just what the doctor ordered.

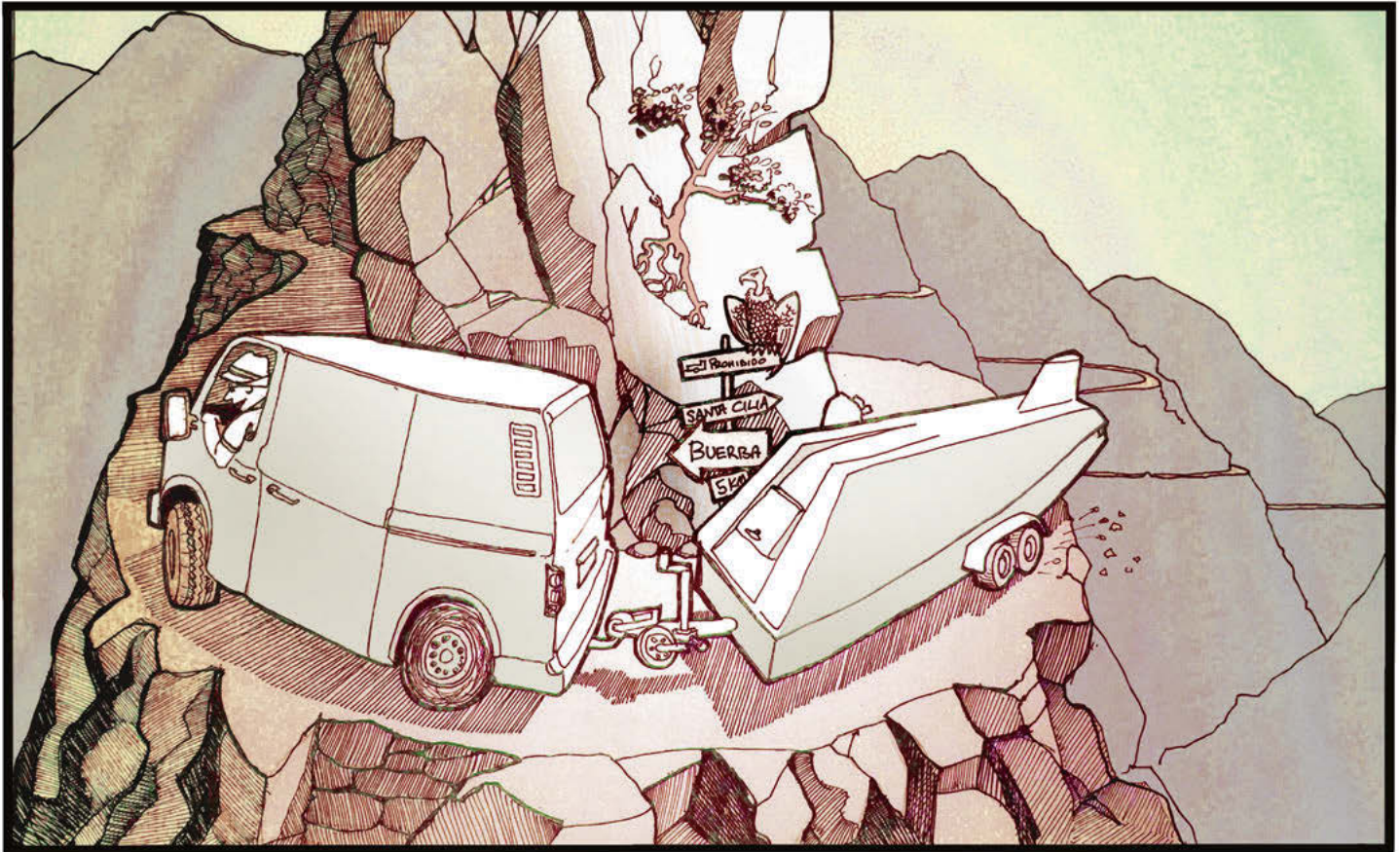
As we sat in the evening sun, with a backdrop of mountains and the occasional sound of horses whinnying and the odd bleat of a sheep or two in the distance, we

engaged in conversation with the owner and his son. The son explained that his father has had many visitors to the Casa over the years. He recounted that people arrive by car, by motorbike, by pushbike, by foot, on horse, on donkey, but never has anyone flown in and visited them. He joked: "I see gliders all the time, but they are much higher and go away. I saw you over the hill, very low, and you disappeared. I thought you had crashed." This explained his amazed look when he arrived at the field to find us standing and talking on mobile phones. He was expecting to find a crash site and to be fair it nearly was.

Whilst supping our first (or was it our second?) beer we received a call from the guys from the Midlands Gliding Club, the Myndies. They reported that they were on their way with the trailer and should reach us about 8:30, just before sunset. At about 7:45 we thanked our hosts for their hospitality and strolled back along the mountain road to the field.

Up at the field we awaited the cavalry. Standing high up on the rocky outcrop we were able to survey the road that led up to the village. A further call from the Myndies informed us they were at the bottom of the road, which was reported to be 15km long with hairpin bends and totally unsuitable for a 11-metre trailer. In fact another British couple in a camper van that had just come down the road from Buerba told the Myndies that it would be impossible to get the trailer up the road. As a result, the trailer is unhitched and parked in a campsite and the Myndies (who by the way were in their camper van) proceeded up the road, minus trailer. We waited for what seemed an age stood high on the rock at the end of our field, when finally we spotted the camper van approaching in the distance. Murray and I went down to the road to meet them.

"Where's the glider?" enquired the Myndies. "Up this track and across another field." "You're joking!" "Nope, we'll show you." The Myndies parked up the van at the end of the track leading to the field and



When they said gliding in the mountains was beautiful, challenging and sometimes a little bit scary, I naturally just assumed they were talking about the flying!

we clambered up to where the glider was neatly parked. "I'm not sure we'll get the camper van up here, but we're willing to try," said the Myndies. "However, it took us 35 minutes to drive up the road from where we left the trailer so it'll be a round trip of close to 90 minutes by the time we hitch up the trailer and get back to the field." It will be well past sunset and de-rigging the glider in the dark, assuming we could get the trailer into the field (which is looking highly unlikely) isn't really going to work.

We debated our options and decided to ensure the glider was secure, leave it there for the night and come back in the morning. I remember the CFI from Long Mynd coming out with the following great quote when he saw where we had landed:

"Great landing, Chris, but why were you in a position that you needed to make such a landing in the first place?"

At this point, no one had eaten and I remembered that the owner of the Casa Lisa offered food. We jumped in the back of the camper van and proceeded to Casa Lisa, asking if they could feed six people at

short notice. I can't think of anywhere in the UK where six people could turn up to a little restaurant in the middle of nowhere at 9:15pm and expect a meal to be prepared.

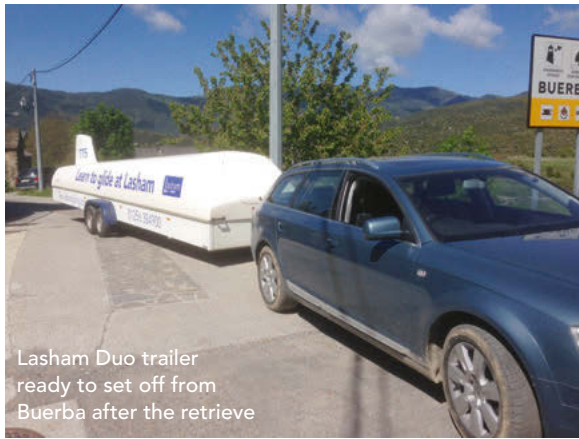
Within 15 minutes we had a table full of hot and cold meats, fresh salad and fresh bread – a veritable feast. We devoured the food and thanked our guests and told them we would be back in the morning to rescue the glider. Leaving Buerba at about 11:15pm in the camper van, we made the two-hour journey back to Santa Cilia to our accommodation.

That night I didn't sleep very well, not because of the field landing or how close I had been from a crash that could have killed both of us, but because of doing the retrieve the next day. Will I be able to get the trailer up the road to Buerba? The Myndies certainly thought it was possible, dismissing the road as no worse than the approach to Long Mynd, just more of it. What if I couldn't get the trailer up the road? If I get it to Buerba, then can I get it into the field? Will we need to hire a tractor and flatbed trailer to move the glider piece by piece to

Cartoon by Matt Wright,
Devon & Somerset GC

**I SEE GLIDERS
ALL THE TIME,
BUT THEY ARE
MUCH HIGHER
AND GO AWAY.
I SAW YOU OVER
THE HILL, VERY
LOW, AND YOU
DISAPPEARED.
I THOUGHT YOU
HAD CRASHED**

IT WAS AT THIS TIME WITH THE ADRENALIN SUBSIDING THAT I WAS ABLE TO TAKE STOCK OF THE EVENTS



Lasham Duo trailer ready to set off from Buerba after the retrieve



Chris Lewis first experienced gliding with the Air Training Corps at RAF Tangmere, aged 13. He returned to gliding, at Lasham, in 1998 and went solo in May 1999. Chris achieved Silver in June 2001 and became a BI the following October. He moved up to Ass Cat in March 2004, achieving Gold distance in his Astir during that year's Lasham Regionals. Having passed his NPPL at Lasham Chris is looking to consolidate his power flying, take a motor glider instructor rating and convert to the Lasham tugs. Chris has 1,415 hours on gliders, 303 hours of which have been flown at Jaca, and 40 hours power. He has a share in a Duo Discus XLT at Lasham.

↳ wherever the trailer was? Over and over, again and again it went through my mind as I lay in bed contemplating what lay ahead. Eventually dropping off, the alarm went early and we grabbed some breakfast before heading up to the airfield to meet Clive, who had been persuaded to come with us as translator and an extra pair of hands. The son at Casa Lisa had volunteered to help us de-rig. In fact he was positively looking forward to it. We picked up Clive and were on our way by just after 9am.

Arriving at the campsite where the trailer had been parked overnight, we offered to pay for the parking, but I think the owner was just glad to see that we had come back for it and not abandoned it. We had a coffee at the campsite bar and started the trek up the 15km winding road to Buerba. It was relatively painless, only grounding the rear of the trailer on a couple of tight hairpin bends. We eventually pulled up at Buerba, where our keen helper

was ready to go, armed with his heavy duty gloves.

We towed the glider up to the track and I surveyed the route into the field. We had to pull the trailer up a steep rocky road designed only for tractors and, at the top, turn 90 degrees left through a five-bar gate. Luckily, because tractors used the track they had designed an area that I calculated would provide me with just enough space to swing the combination through the gate. I have an Audi Allroad with air suspension, so I selected the highest setting on the suspension and started up the track. Other than grounding the tail of the trailer again as we left the road, the car pulled the trailer effortlessly up the track. To my amazement, car and trailer slipped through the gate with barely an inch to spare.

The next field was dumpty and at one point all four wheels on the trailer were off the ground, but again the Allroad just pulled the trailer into the landing field and we were able to position it ready for de-rigging. In about 15 minutes we had the glider in the box and ready to go. Our new friend from Casa Lisa was amazed at how the glider quickly came apart and was stowed neatly in the trailer.

Now to get the trailer out of the field. Just the reverse of coming up, and it was! We again had all four wheels of the trailer in the

air simultaneously as the trailer grounded crossing the field, and the combination slipped straight through the gate. What a relief.

That deserves a coffee at Casa Lisa. We had our coffees and offered to pay for a flight at Santa Cilia for the owner and his son for their help and hospitality, before departing. By 3pm we had the glider back at the airfield, rigged and ready to go. The undercarriage door was patched up with some aileron tape and, after a debriefing with Jose and Clive, Jose said "Are you going to fly?". Murray and I decided that we would call it a day and go back to the B&B for some well-earned rest and fly the next day, which we did.

It was at this time with the adrenalin now subsiding that I was able to take stock of the events and check that we had everything ready for the next day. I noticed that my radio was missing. I couldn't remember where I last had it but it was certainly in glider when we took off, it wasn't there now and it wasn't anywhere else to be seen. We concluded that we mislaid it at Buerba. We asked Anna to call Casa Lisa to see if they had found it, but they hadn't. I put it down to experience and if that's all that was lost in this incident I counted myself lucky. We went to fly and when we returned Anna told us the owner of Casa Lisa had found the radio and was coming to Jaca that night and would bring it with him. Clive met him in Jaca and the next day we were reunited with the radio. What excellent service!

In the previous part we covered some of the lessons I learned from the landout experience and all I would like to add to that is that, in general, glider pilots are a great crowd and will almost certainly rally round and come to another pilot's aid when asked. Many thanks to the team from Long Mynd that came to our rescue and thanks for the hospitality from Casa Lisa and support from Santa Cilia and Clive Mansfield in particular.

I hope our tale will provide people with an insight to flying the mountains and how suddenly a happy flight can turn into a near disaster. How teamwork and helpful landowners and locals can help rescue a situation from one of near disaster to a memorable flight, which has been recounted several time in the bar already and is deeply engrained in our minds.

We went back to Santa Cilia again this year and took a look at Buerba again, but this time it was from 9,500ft.

Mountain flying is great fun, but remember it can bite. Happy gliding!



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A snapshot of London GC's exped to Llanbedr in September



Above: Llanbedr airfield from the north (Paul Candler) and, below, Portmadog looking south showing Llanbedr on the second promontory, with the Cadair Idris in the distance on the left. Harlech can be seen at the far end of the long beach (Robin May)



LONDON Gliding Club spent three amazing weeks at Llanbedr in North Wales during the first part of September 2015, *writes Robin May*. The rewards were fantastic scenery and an interesting mix of ridge, wave, thermal and convergence flying.

Over 70 members of LGC participated in some shape or form, with four club gliders, along with 26 privately-owned gliders or motor gliders all making an appearance. Some 250 glider flights were made and more than 430 hours logged.

Each day was flyable, though a couple were lost because of commercial activity on the airfield. There were seven wave days, of which five were well used by the expedition. A maximum of 12,000ft was achieved by a couple of gliders. There was some basic training and a few early solo flights done, showing there was something in the trip for all.

The trip was made possible thanks to co-operation with the airfield owners, Fly-Llanbedr and daily liaison with RAF Valley, who kindly fitted their flight training around our gliding.



Descending through the clouds (Paul Wooding)



Late afternoon soaring in ASW 19b (Liam Bennett)



Barmouth (Andrew Sampson)



Flying in wave on Sep 11, Llanbedr can be seen through the gap in the clouds (Richard Cooper)



Robin Hodge flying his LS8 at about 7,000ft in south-easterly wave near Barmouth (Richard Cooper)



Snowdon station (Robin May)

■ See *Trail blazing in Snowdonia*, by Mike Fox, pp12-13 Aug/Sept 15 to read about Staffordshire GC's pioneering exped to Llanbedr

■ Rob J and the SI team produced a souvenir video of the London Gliding Club Llanbedr expedition, which can be viewed at: <https://robinmay.wordpress.com/2015/09/24/brilliant-llanbedr-gliding-videos-1/>

■ You can also view a video taken by Clement Allen during his trip to Llanbedr via the same link



12,000ft selfie by Clement Allen



Sunset ridge soaring – Emily in 23 (Ryan Berry)



Launching on runway 15 (Paul Candler)



Lima Lima turning Cilan Uchaf (Trevor Mills)

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The Forbes Insurance advertisement features a logo with a stylized arrow pointing upwards and to the right, enclosed in a circle. Below the logo is the company name 'Forbes Insurance' in a bold, blue font, with the tagline 'Always Thinking Ahead' in a smaller, italicized font. The background of the ad shows a white glider with the registration 'G-CRAM' and 'J15' on its tail, flying against a blue sky with light clouds. The glider is shown from a side-on perspective, flying towards the right.

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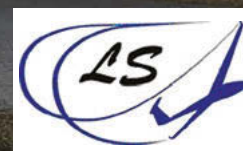
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RAF RETURNS TO BURN

THE skies above Selby echoed once again to the sound of military aircraft engines on Tuesday 8 September, as the RAF used Burn Airfield as part of a tactical exercise, *writes Chris Cooper*. Now the home of Burn Gliding Club, the airfield has not seen large four-engine aircraft since Halifax bombers were based there during WW2.

The landing was preceded during the day by fastjet low-level 'reconnaissance' using Typhoon fighters based in Lincolnshire and Hawk jets from nearby RAF Leeming. As the sun set, a Hercules transport guided by a specialist controller on the airfield made a number of approaches and landings, stopping each time to simulate 'unloading'. The final take-off was made in complete darkness.

The aircraft involved was the latest variant of the C-130 Hercules, a type which has served the Royal Air Force faithfully for

many years and is one of the world's most successful military transport aircraft.

Such training is invaluable for an aircraft that has to be able to land almost anywhere in the world on small and 'unprepared' strips to deliver humanitarian aid or military cargoes. The airfield at Burn provided a rare opportunity for the crews to hone their skills here in the UK.

The RAF team were very happy to permit Burn Gliding Club members and friends to attend on a safe part of the airfield and take as many pictures as they wished. In turn, the club was delighted to work with the RAF and its new landlords, Selby District Council, in facilitating this important military exercise.

It is understood that Burn Airfield is unique in the UK as being a disused military airfield still in the right condition to allow the Hercules to land and it is likely that the exercise will be repeated occasionally next year.

There's been a lot of talk lately about the advantages of the EuroFOX vs the Pawnee. The EuroFOX can launch a glider to 2,000ft for £12.00. The Pawnee can launch two gliders at the same time. But Burn's new C-130 could probably launch the whole fleet in one go! For the first time in probably 70 years, an RAF four-engine heavy lands and takes off from Burn Airfield (Photo above by Mike Verier and below left by Alastair Mackenzie)



Low-level 'reconnaissance' was carried out by Hawk jets (above) and Typhoon fighters (Mike Verier)



THE AIRFIELD AT BURN PROVIDED A RARE OPPORTUNITY FOR THE CREWS TO HONE THEIR SKILLS HERE IN THE UK



WAVING THE CHEQUERED AWES

With speeds in excess of Monaco's Formula One Grand Prix (and possibly the fastest competition task flown in the UK), this year's Mountain Soaring Championships offered challenging flights over stunning scenery, reports Charlie Jordan

AS WE climbed out of our cockpit, one glider after another trundled to a stop at the end of Aboyne's north runway. Every pilot was smiling, unable to fully describe their flight without using the words "awesome" or "unbelievable".

The UK Mountain Soaring Championships is hosted by the Deeside Gliding Club and flown according to the BGA Competition Rules, with a small adjustment for starting in wave. Whilst it is non-rated, it has acquired the perfect mix of camaraderie and competitiveness over the past 18 years. The competition is seven days (Sunday – Saturday) allowing ample travel time, although regular attendees often spend a week beforehand to get some practice in, with September providing strong thermals and wave.

The three days preceding the UKMSC (held 6-12 September 2015) were waving, with several flights beyond FL150 and some big distances. John Williams, Roy Wilson and Sant Cervantes warmed up for the comp with fast 600km tasks. This year we had a large area of high pressure over the UK, which produced three racing days – rather low compared with historical UKMSC – however, they were all beautifully warm wave. Lemmy Tanner devised impeccable tasks which maximised the soaring area and allowed all gliders a fair chance of competing, despite the wide spread of handicaps – from Twin Astir to ASH 31.

The first couple of days took us over stunning scenery, with good energy lines followed by challenging areas of blue wave and the inevitable sink. Whilst the terrain can be daunting, most of the valleys have landable fields and, as the week progresses, so does ☺

FLAG AT ABOYNE

SOME



(Above) The stunning Cairngorm mountain range, which creates such good soaring conditions local to Aboyne (Roy Garden)

(Main pic on centre pages)
Climbing away from the Dee Valley (Roy Garden)

■ **The 19th UK Mountain Soaring Championships will be held at Aboyne, 4-10 September 2016**

■ <http://ukmsc.deesideglidingclub.co.uk>

WHEN YOU FLY ALONG THINKING 'THAT MOUNTAIN IS SCARILY CLOSE' AND YOU LOOK DOWN TO SEE SOMEONE RUNNING ALONG 1,500FT LOWER THAN YOU JUST SHOWS HOW EXTREME THIS FLYING CAN BE

✍ your confidence. Three new faces to the UKMSC have given their thoughts from the competition:

Liam Vile, P2 of ASH 25 "LJE"

☪ The first day I flew was a shock – we climbed to FL195 and turned Ben Nevis on the west coast, leaving me in disbelief that this sort of flying was possible in the UK. How could anything beat that first flight? I wasn't disappointed, so many amazing moments followed. On a scrub day we self-launched to distant cumulus and spent a few hours scratching around on top of the Cairngorm Mountains, with the views from low down just as special as those up high! We then had an awesome VNE run at hilltop height all the way home. But the most memorable was the last comp day with a cross-country speed of 146km/h, alongside four other gliders only wingspans away from us. We were all flying ridiculously fast, just trying to get in front of the group. Big thanks to Deeside GC, Roy Garden and the UK Junior Gliding team for giving me such an amazing experience. ☺

Matt Waters, P2 of Duo Discus "3D"

☪ The BGA Ladder regularly has big tasks with incredible speeds across Scotland, making it look so easy. I can tell you that is not the case. On my way to Aboyne I was dreaming of those perfect wave bars, yet each comp day the conditions were so different

that the skill set these wave pilots have was pushed to the max. When you fly along thinking "that mountain is scarily close" and you look down to see someone running along 1,500ft lower than you just shows how extreme this flying can be. It's a constant adrenaline rush and if you skip a wave bar, the heavy sink soon makes you question your decision! I could write so much more about how brilliant the experience is, but instead I will let the pictures and speeds do the talking. ☺

Andy Blake, P2 of Duo Discus "R1"

☪ We spent most of the flight at a comforting height of 8,000ft, so to be at 2,500ft felt awful! However, we picked up a climb over a beautiful whisky distillery with strong wave lifting us back to altitude. We got back to Aboyne at 6pm and descended through a gap in the clouds, saying goodbye to a lovely sunset. After rolling to a stop we sat in silence to contemplate this incredible flight. ☺

Of all the flying days in this year's comp, Day 3 needs to be highlighted as something rather exceptional. As we continued to push the finishing gliders off the runway, John Williams had restarted after his practice lap...

Only two hours earlier we had climbed off a ridge into 12kts of wave. The best route choices weren't always obvious and deciding how hard to push was conflicting with the relatively low cruising altitudes

(4,000-6,000ft) and looming mountains. We had played a game of cat and mouse with several competitors throughout the flight, often meeting up at big climbs before shooting off along different wave bars. Final glides are particularly complicated in wave – you have clouds and mountains in the way, alongside heavy sink and turbulence, so a significant amount of time can be won or lost. We cruised my Duo through a gap in the Dee Valley, although even at 120kts we were climbing. Others used the ridges to get home, which I can attest to being an adrenaline rush of epic proportions. It was the most intense two hours of gliding I have experienced, a feeling shared by many of the others.

John Williams was still going, and we could see from the FLARM tracker he was ominously fast. After 260km, he crossed the finish line with an average of 173km/h (107mph) – is this the fastest task speed ever flown in a UK competition? It is not often that Aboyne and Monaco are mentioned in the same sentence, but Nico Rosberg completed 260km of the 2015 Formula One Monaco Grand Prix at an average speed of only 143km/h!

In fact, the top six places exceeded 140km/h actual, with 27kts of 'windcapping' artificially pushing the speeds over 190km/h (this is something we don't like at Aboyne – we prefer the actual speeds do the talking). It was Richie Toon who took an excellent day win in his LS7, having used the lee wave from the Cairngorms to run into the final TP. However, the overall prize went to John Williams – the most humble of men whose ability to extract speed from wave, often



(Above) A regular view for John on his fast wave flights (John Williams)

defying convention by using ridges several times throughout the flight, is somewhat of an inspiration to us all. Alongside the main competition, Pete Gray climbed over 27,000ft to claim the Height Gain trophy. Of course, many thanks go to the organisers and our sponsors.

By the end of prizegiving, we had 20 paid deposits for 2016 – surely the greatest testament to this competition. I wholly recommend a visit to Aboyne (or any Scottish club), whether to compete or simply enjoy the most stunning and extreme of gliding playgrounds the UK can offer.

(Below left) Day 3 final glide over the mountains (Charlie Jordan)



Charlie Jordan, 26, (pictured above with P2 Matt Waters) flies Duo Discus "3D" at Aboyne and runs the UK Junior Gliding organisation alongside Steve Pozerskis and Matt Davis. He finished 4th in the 2015 UKMSC



Lake Keepit's airfield is nestled next to the lake and adjacent to a large swathe of native bush (Geraldine Clark)

■ www.keepitsoaring.com

JOYS OF WINTER SOARING IN OZ

Ex-UK pilot Allan Barnes extols the virtues of winter flying in Australia. The winter Down Under that is, not in the UK

MANY pilots make an annual winter pilgrimage, either to southern Africa or Australia, to escape the British weather and enjoy some spectacular soaring conditions. Last winter I managed some pretty satisfying flying myself in Australia. But I'm not talking the British winter. I'm talking the Australian winter.

Although the Australian summer is officially December to February, the country covers such a range of latitudes that superb thermal flying is available in every month of the year, if you are prepared to travel. In mid-summer in eastern Australia, the prime conditions are in the south – from

sites such as Benalla, Waikerie, Tocumwal and Narromine – sites that have become household names in gliding circles.

These sites offer outrageous conditions, and ground temperatures often in excess of 40°C. The further north you go, the more humid the summers – until in Central Queensland the summer is the least favourable season for cross-country flying, with almost daily thunderstorms from mid-morning – and gliders generally stay in the hangars.

As summer morphs into autumn, the prime cross-country region drifts north, into northern New South Wales and southern Queensland. By mid-winter in July, the best

flying in the country has reached Central and Northern Queensland, while the southern sites are shivering in almost European winter misery. The northern winter days are short, of course, but longer than the chilly days in the south, and nowhere near as short as British winter days. And the conditions are typically 5,000-8,000ft cumulus with 5-8kt thermals and a ground temperature in the mid-20°Cs – quite adequate for a fun day out. Legendary PIK 20 pilot Geoff Pratt has, over this winter, clocked up over 6,300km in just 16 flights – an average of 420km each day. No ridge, no wave – just thermal.

Through late winter and spring, the prime soaring region drifts south again, once more favouring Northern NSW and southern QLD. And by mid-summer the cycle is complete. A similar cycle exists on the west coast of Australia, but the only gliding clubs are located in the south, within striking distance of Perth.

The sweet spot on the map of this annual cycle is northern NSW, where good cross-country flying is possible 12 months of the year. The summers might not be quite as extreme as in the south, and the winters not quite as consistent as the north, but it is possible to fly year-round in good to excellent conditions – and nowhere else can boast that.

Although I learned to fly gliders in the UK, frustration with British winters (and almost as much frustration with the summers) convinced me in 2003 to emigrate to Australia, where I now live in Manilla, NSW – a paragliding Mecca. It's just 25 miles down the road from the one gliding club located right in this sweet spot – Lake Keepit Soaring Club. Conditions throughout the year are mostly cumulus with light winds, and the area provides a mixture of flatlands and low mountains. The club itself has a good range of club gliders and cabins for accommodation, and is managed by on-site ex-pat Val Phillips, who will be known to many Lasham pilots.

The location is also arguably the most picturesque in the country, with the airfield



nestled next to the lake and adjacent to a large swathe of native bush. The wildlife is abundant – and in fact the greatest risk in flying at Lake Keepit is probably the chance of a mid-air with a pelican (as far as I know this has never happened), or bumping into a kangaroo on landing (I believe that, on rare occasion, this has). Perhaps the biggest drawcard to me is that the club operates 365 days a year – and I would guess that on average only 20-30 days are lost each year to weather.

Many local pilots focus on the peak season from September 'til May, and I generally have the winter skies to myself in my LS8-18. This year work took me away until August, when I managed one 500km flight, one 477km and a 353km. And now the spring is here, things are really looking up. Recently, on a day with a stunning cross-country sky cloudbase forecast, I managed to complete a 512km triangle. Although the actual cloudbases were more like 8,000-10,000ft, the day did not disappoint. I sneaked home at sunset after more than five hours in the air.

We still get most of our visitors in the summer, but in fact the shoulder seasons are often just as good. My favourite months are probably September-November and March-

May, when temperatures are comfortable and days are still long enough for some really good flights.

So if you are planning a trip to Australia at any time of the year, try to make some time for Lake Keepit and I'll be happy to show you around our little paradise.

The location of Lake Keepit is arguably the most picturesque in Australia (Geraldine Clark)

THE GREATEST RISK IN FLYING AT LAKE KEEPIT IS PROBABLY THE CHANCE OF A MID-AIR WITH A PELICAN, OR BUMPING INTO A KANGAROO ON LANDING



Originally from New Zealand, Allan Barnes started flying hang-gliders in Australia in 1984 and, after moving to England in 1989, represented the UK at many European and World contests before a serious accident in 1998 compelled him to switch to gliding in 2002. He moved back to Australia in 2003, represented NZ at the 2004 Club Class Worlds, then competed for Australia in the Worlds between 2008 and 2014. Allan and his partner now run Ambleside B&B in Manilla, NSW



THE RACING YEAR

Four pages of BGA-rated UK competition results start here – turn to pages 46 & 47 for the remainder. For the provisional 2015 Ratings List, see page 49

15 METRE CLASS NATIONALS 2015
Hus Bos, 23-31 June

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5
1 Ed Johnston	ASG 29	3675	13/170	4/896	3/847	2/762	1/1000
2 Philip Jones	Ventus 2cxa	3666	14/155	3/914	1/938	1/771	3/888
3 Nick Tillett	ASW 27	3609	1/298	11/837	2/916	7/713	4/845
4 Owain Walters	Ventus 2a	3504	8/261	9/866	7/803	6/740	5/834
5 Leigh Wells	Ventus 2a	3475	3/275	8/872	4/805	3/760	6/763
6 Matt Cook	Ventus 2a	3439	6/270	6/875	7/803	4/745	8/746
7 Stephen Ell	ASG 29	3264	10/241	1/928	10/800	13/578	11/717
8 Jon Gatfield	ASG 29	3240	9/246	6/875	11/760	11/660	12/699
9 Paul Crabb	Ventus 2ax	3224	5/272	12/740	5/804	10/669	10/739
10 Brian Birlison	Ventus 2c/15m	3208	11/228	14/690	7/803	5/743	9/744
11 Owen McCormack	Ventus 2a	3042	6/270	15/613	5/804	12/602	7/753
12 Chris Starkey	ASW 27	3018	2/293	5/899	15/186	9/700	2/950
13 Chris Luton	ASG 29	2302	12/198	9/866	16/183	8/710	15/345
14 Andrew Sampson	ASG 29	2166	15/84	13/736	13/283	15/442	13/621
15 Richard Kalin	Ventus b/15m	1916	DNF/O	16/359	12/723	16/289	14/545
16 John Spencer	ASG 29	1206	16/69	17/140	14/275	14/554	16/168
17 Dave Watt	Ventus 2a	1194	4/273	2/921	DNF/O	DNF/O	DNF/O

OPEN CLASS NATIONALS 2015
Gransden Lodge, 1-9 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
1 Andy Davis	JS1c (21m)	6394	1/1000	1/1000	1/804	1/1000	2/986	1/933	2/671
2 Russell Cheetham	JS1c (21m)	5722	2/975	2/939	2/719	5/832	7/739	5/828	1/690
3 Iain Evans	JS1c (21m)	5670	6/769	5/888	5/667	2/916	3/967	4/840	3/623
4 Pete Harvey	JS1c (21m)	5496	3/798	3/907	3/705	9/637	1/1000	3/847	4/602
5 Shaun Lapworth	JS1c (21m)	5164	4/794	4/903	4/674	8/658	5/807	7/759	5/569
6 Alistair Nunn	JS1b	4822	8/673	7/693	6/603	7/670	4/819	6/796	6/568
7 Richard Browne	JS1c (21m)	4589	7/715	6/733	11/395	6/778	8/722	2/848	10/398
8 Angus Watson	ASH 25 (25.6m)	4357	9/645	13/537	7/590	3/838	10/622	9/645	8/480
9 Peter Reading	ASH 25 (25.6m)	4050	10/600	11/566	7/590	4/833	13/517	13/495	9/449
10 David Findon	Nimbus 4d	3882	5/773	10/572	7/590	12/433	12/554	8/685	13/275
11 Robert Welford	ASG 29 (18m)	3098	15/100	8/588	12/257	10/525	11/586	12/501	7/541
12 Graham Paul	Nimbus 4d	2390	DNF/O	9/581	14/162	11/456	9/644	10/532	14/15
13 Paul Ruskin	HpH Shark (18m)	2156	10/600	14/230	15/118	13/422	15/49	14/376	11/361
14 Rory Ellis	ASG 29 (18m)	1576	10/600	12/562	10/414	DNF/O	DNF/O	DNF/O	DNF/O
15 Colin Smithers	ASH 25 (25m)	1520	14/201	16/-272	DNF/O	DNF/O	6/764	11/510	12/317
16 Stafford Lintott	Nimbus 3d (25.5m)	1474	10/600	15/173	13/255	14/167	14/279	DNF/O	DNF/O

20M MULTI-SEAT CLASS NATIONALS 2015
Gransden Lodge, 1-9 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
1 Kim Tipple	Arcus (20m)	5673	1/1000	3/696	1/506	2/921	1/1000	1/1000	1/550
2 Paul Fritche	Duo Discus (20m)	4966	2/952	5/610	4/449	6/641	4/899	2/977	4/438
3 Mark Holden	Duo Discus (20m)	4831	6/864	4/688	3/484	1/952	20/520	5/867	3/456
4 Richard Large	Arcus (20m)	4542	3/951	14/417	2/489	8/572	3/942	7/845	12/326
5 Brian Birlison	Duo Discus (20m)	4527	5/866	2/704	5/436	4/702	14/632	6/861	12/326
6 Liz Sparrow	Duo Discus (20m)	3840	4/950	20/150	9/307	10/544	13/667	4/893	11/329
7 Steve Pozerskis	Duo Discus (20m)	3754	8/833	18/331	12/131	11/538	8/813	17/688	6/420
8 Brian Scougall	Duo Discus X (20m)	3673	16/419	19/234	6/421	9/554	7/852	10/787	7/406
9 Tony Moulang	Arcus (20m)	3649	12/501	10/522	10/293	7/599	11/760	13/739	15/235
10 Ian Cook	Arcus (20m)	3611	7/844	6/565	18/3	14/434	15/600	9/791	9/374
11 Chris Lewis	Duo Discus (20m)	3479	17/410	9/529	17/6	16/371	9/797	3/925	3/441
12 Wendy Head	Duo Discus (20m)	3477	14/497	16/390	14/59	3/716	6/857	14/732	16/226
13 Phil Jeffery	Duo Discus X (20m)	3383	11/507	13/489	15/37	5/674	19/536	12/751	8/389
14 Rod Witter	Arcus (20m)	3325	15/477	1/706	20/0	17/334	2/967	8/794	18/47
15 Paul Rice	Duo Discus (20m-w)	3232	10/517	11/507	7/312	12/525	16/581	21/361	5/429
16 Chris Alldis	Duo Discus (20m)	3057	13/500	12/495	7/312	20/97	12/668	19/659	12/326
17 John Tanner	Duo Discus (20m)	2893	18/253	8/531	11/133	18/328	5/869	11/779	DNF/O
18 Julian Hitchcock	DG-1001M (20m)	2547	9/689	7/544	16/25	13/451	21/475	20/363	DNF/O
19 Jon Hall	Duo Discus (20m)	2298	19/51	15/411	13/88	15/401	17/567	18/681	17/99
20 Julian Fack	Duo Discus (20m)	2229	3/20	17/385	18/3	19/245	18/543	16/713	10/337
21 Claudia Hill	Duo Discus (20m)	1505	DNF/O	DNF/O	DNF/O	DNF/O	10/777	15/728	DNF/O

CLUB CLASS NATIONALS 2015
Bicester, 11-19 July

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1 Will Ellis	Hornet WL	5067	788	871	920	700	959	829
2 Tim Milner	Std Cirrus	4817	717	839	813	628	1,000	820
3 Ken Barker	Std Cirrus	4669	637	898	804	667	926	737
4 Brian Spreckley	Std Libelle	4647	715	853	744	608	919	808
5 Tom Arscott	Std Cirrus	4608	739	954	760	448	870	837
6 James Ewence	Std Cirrus	4605	487	849	806	654	970	839
7 Tim Fletcher	Std Libelle	4588	675	900	842	643	678	850
8 Jon Meyer	Std Libelle	4531	756	964	759	356	909	787
9 Allan Tribe	LS4	4525	679	833	720	601	884	808
10 Sam Roddie	Std Cirrus	4507	664	937	681	512	868	845
11 Luke Dale	Std Cirrus	4469	709	859	729	467	922	783
12 Jeremy Pack	Std Cirrus	4421	591	905	815	541	886	683
13 Dave Watt	Std Cirrus	4336	721	886	843	254	821	811
14 Liz Sparrow	Std Cirrus	4239	670	837	632	556	745	799
15 Ayala Truelove	Std Libelle	4237	669	821	738	539	764	706
16 Steve Eyles	LS4	4188	613	750	744	528	871	682
17 John Williams	Std Libelle	4172	691	850	747	288	880	716
18 M J Birch	Std Libelle	4015	508	788	759	563	704	693
19 Mike Tomlinson	LS4	3918	615	723	713	516	740	611
20 Claudia Hill	LS4	3894	477	783	613	468	763	790
21 P Carter	ASW 19	3875	491	756	645	384	881	718
22 S Barter	Discus	3863	536	741	702	428	775	681
23 Shaun Lapworth	Std Cirrus	3861	610	893	843	618	106	791
24 Warren Kay	ASW 24	3852	637	656	709	501	699	650
25 Derrick Roddie	ASW 24	3801	512	775	772	271	817	654
26 Andy Elliott	Discus	3601	561	650	904	404	266	816
27 S Nock	Std Jantar	3345	628	278	660	323	840	616
28 Terry Mitchell	Cirrus/ Cirrus VTC 17.74	3285	413	269	673	451	798	681
29 G O'Hagan	LS4	3206	424	669	561	201	672	679
30 Paul Jessop	Std Libelle	3022	428	769	601	386	497	341
31 M D White	Pegase	2951	404	702	360	401	430	654
32 G Green	G103 acro	2944	668	548	611	465	652	0
33 Liam Brady	Discus	2827	340	754	364	0	778	591
34 Callum Harkness	Discus	2737	618	720	42	0	745	612
35 Steve Tape	DG-200	2600	562	698	621	0	719	0
36 Seth Helstrip	LS4	2443	503	784	454	310	392	0
37 Christophe Mutricy	Std Cirrus	2103	81	646	377	294	541	164
38 S R Wilkinson	PIK 20 D	2057	396	72	67	415	522	585
39 C Marshall	LS 7	1996	314	31	535	390	482	244
40 Steve Codd	Twin Astir II	1190	346	306	421	20	97	0
41 Neil McLaughlin	DG-300	1025	452	183	19	53	73	245
42 Cris Emson	K-21	848	47	105	223	0	349	124
43 Gee Dale	Std Libelle	541	541	0	0	0	0	0

18M NATIONALS 2015
Lasham, 15-23 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5
1 Peter Harvey	JS1	3898	1/1000	4/913	5/899	5/323	5/763
2 Andy Davis	JS1-c	3646	4/784	15/809	1/1000	14/269	1/784
3 Steve Jones	Ventus	3576	8/694	2/989	12/809	4/324	6/760
4 Philippe de Pechy	ASG 29e	3486	3/798	11/870	9/857	16/248	16/713
5 Russell Cheetham	JS1-c	3419	10/670	20/777	3/917	7/312	10/743
6 Ed Johnston	ASG 29e	3405	6/776	21/773	10/833	12/277	7/746
7 Afandi Darlington	ASG 29e	3403	23/535	1/1000	6/898	19/225	9/745
8 Frank Davies	ASG 29e	3376	2/816	8/882	23/732	17/243	17/703
9 Jon Gatfield	ASG 29	3339	25/517	6/891	7/870	11/289	4/772
10 Shaun Lapworth	JS1-b	3311	11/643	12/831	8/860	26/193	1/784
11 Tim Scott	ASG 29	3259	14/603	5/906	22/747	6/318	19/685
12 Mike Young	ASG29e	3245	17/596	22/766	16/782	3/325	3/776
13 Nick Tillet	ASG 29e	3197	5/778	10/877	29/599	25/197	7/746
14 Jez Hood	LAK 17	3188	7/696	19/785	25/677	10/295	12/735
15 Gary Stingemore	ASG 29e	3173	18/594	3/915	24/728	21/207	13/729
16 Tim Jenkinson	ASH 31-18	3166	12/625	18/791	17/777	9/298	20/675
17 Alistair Nunn	JS1-b	3040	21/554	7/888	28/631	13/271	18/696
18 David Booth	JS1-b	2962	26/491	14/822	4/902	29/174	24/573
19 Iain Evans	JS1-c	2942	16/597	9/878	19/763	14/269	27/435
20 Roy Pentecost	ASG 29e	2927	22/541	25/698	21/752	21/207	13/729
21 Bob Thirkell	ASG 29e	2919	20/570	16/795	15/796	30/165	23/593
22 Jeremy Pack	ASG 29e	2908	27/460	17/794	20/761	2/356	26/537
23 Phil Jeffery	Ventus 2cT	2863	13/619	27/648	14/800	27/189	22/607
24 Richard Browne	JS1-c	2805	14/603	13/827	2/920	20/215	28/240
25 Stephen Ell	ASG 29e	2711	33/94	23/723	18/773	1/382	11/739
26 Patrick Naegeli	ASG 29e	2607	30/406	26/652	27/634	23/200	15/715
27 Chris Starkey	ASW 27b	2506	9/686	24/704	11/817	8/299	32/DNF
28 Garry Coppin	ASG 29e	2354	19/572	28/620	13/806	18/226	29/130
29 Dennis Heslop	Ventus 2CxT	2224	24/524	33/447	31/497	28/186	25/570
30 Zenon Marczynski	ASG 29e	2109	32/229	34/341	26/670	23/200	21/669
31 Mike Clarke	ASG 29e	1735	31/239	29/556	30/587	30/165	32/DNF
32 Mark Davenport	ASG 29e	1372	29/425	32/455	34/278	30/165	30/49
33 Martin Clark	Ventus 2CxT	1197	28/427	31/468	33/295	30/165	31/30
34 John Spencer	ASG 29e	987	36/49	30/470	32/303	30/165	32/DNF



Photos by
Steven Langford



The Competitions
Calendar for 2016
is on page 5 -
updates will be
at www.glidering.co.uk/bgainfo/competitions/news.htm

STANDARD CLASS NATIONALS 2015
Hus Bos, 23-31 May

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5
1 Ayala Truelove	LS8	3388	11/305	3/748	7/831	9/616	3/888
2 Richard Hood	LS8	3354	7/314	7/710	3/832	3/654	6/844
3 Paul Fritche	LS8	3316	2/266	9/660	9/820	1/685	4/855
4 Howard Jones	Discus 2a	3304	2/321	5/734	1/833	2/682	8/734
5 Jeremy Hood	Discus 2	3252	8/313	8/706	3/832	5/639	7/762
6 Ian Macarthur	Discus 2a	3220	4/319	5/734	3/832	11/602	9/733
7 Matthew Davis	LS8	3213	5/318	2/753	7/831	7/628	12/683
8 Andy Cockerell	LS8	2979	5/318	1/759	12/589	8/621	11/692
9 David Bromley	LS8	2971	1/323	4/746	3/832	4/641	17/429
10 John Williams	LS8	2745	10/306	10/613	14/315	6/631	5/880
11 Mike Gatfield	LS8	2580	9/309	11/535	15/301	13/533	2/902
12 Jonty Sharp	LS8	2569	14/176	12/501	9/820	12/575	15/497
13 Andy Holmes	LS8	2393	15/169	14/369	1/833	17/22	1/1000
14 Mulder Alison	LS4a	2235	2/321	14/369	11/754	16/308	16/483
15 Nigel Mallender	LS8	1851	13/240	14/369	18/114	10/603	14/525
16 Jerry Langrick	LS8	1726	16/162	18/351	17/124	14/519	13/570
17 Daniel Brown	LAK 19/15m	1561	DNF/O	17/368	13/487	DNF/O	10/706
18 Jack Tonkin	LS8	1404	17/157	13/447	16/144	15/492	18/164

COTSWOLDS REGIONALS 2015
Aston Down, 22-30 August

Pilot	Glider	Points
1 Tim Clark	Duo Discus XLT	703
2 Tim Barnes	Mosquito	654
3 Paul Gentil	SHK	642
3 Peter Hibbard	SHK	642
5 Lee Davidson	Kestrel 19	615
6 David Breeze	SHK	474
7 Philippa Roberts	ASW 15	443
8 Miller/Arnall	Janus CM	391
9 Tom Gooch	LS3	358
10 Robin Birch	Kestrel 19	333
11 Adrian Giles	DG-200	201
12 Neil McLaughlin	DG-300	32
13 Darren Edge	LS3a	16
14 Tony Parker	Ventus 2c/18m	0

BICESTER OPEN REGIONALS 2015
(INCLUDING INTER-SERVICES)
Bicester, 1-9 August

Pilot	Glider	Points
1 Dave Watt	Ventus 2ax	5338
2 Mick Webb/ Tim Webb	LS8/18m	4873
3 Gareth Baker	LS8/18m	4693
4 Martin Durham	LS8	4672
5 Luke Dale	Discus 2T/18m	4581
6 Owain Walters/ Dan Pitman	Ventus2/15m	4508
7 Mick Boydon	Nimbus 2c	4469
8 Alan Clarke	Ventus 2cT/18m	4438
9 Peter Stafford Allen	Ventus 16.6m	4250
10 Allan Tribe	LS8	4199
11 Andy Hyslop	DG-600/18m	3990
12 Mark Lavender/ Ken Hartley	Nimbus 3/25.5m	3952
13 Jonathan Sharp	LS8/18m	3813
14 Martin Pike	Duo Discus XL	3793
15 Mark Szymkowicz	Nimbus 3DT	3780
16 Bob Bromwich	DG-500 20m	3735
17 Lee Davidson	Kestrel 19m	3557
18 Trev Barnes	Duo Discus	3533
19 Al McNamara	Ventus 2cxa 18m	3497
20 Ian Mountain	LS6/17.5m	3423
21 Gwyn Thomas	Nimbus 3/25.5m	3250
22 Mick Boik/ Alan Twigg	Duo Discus	3165
23 Roger Wells	LS8/18m	3043
24 Glover/Costin	DG-1000/20m	2964
25 Paul Wright	Nimbus 2	2888
26 Paul McLean	Ventus 2c/18m	2599
27 Martin Clark	Ventus 2cxa 18m	2581
28 Richard Kalin	Ventus 1	2418
29 Tochi Marwaha	DG-1000/20m	2390
30 Mike Bond	DG-800/18m	2283
31 Geoff Glazebrook	LS6/17.5m	2129
32 James Best	Ventus 2	1926
33 Alan Boyle	Discus 2T/18m	1497
34 Richard Chapman	Ventus 16.6m	1409
35 Ian Gallacher	Duo Discus XL	873

DUNSTABLE RED REGIONALS 2015
Dunstable, 25 July - 2 August

Pilot	Glider	Points
1 Stefan Astley	Nimbus 2b	5212
2 Rhoan Birch	Discus (15m)	5171
3 Jon Gatfield	ASG 29 (18m)	4933
4 Peter Hurd	ASW 27b (15m)	4768
5 Mark Newland-Smith	ASW 27b (15m)	4626
6 Andrew Sampson	ASG 29 (18m)	4519
7 Mark Burton	Arcus (20m)	4362
8 Mark Davis	Discus (15m-w)	4348
9 Andrew Brown	ASG 29 (18m)	4261
10 Bill Craig	ASW 27b (15m)	4202
11 M Cook/E Johnston/ D Watt	Ventus 2a (15m)	4014
12 Andrew Roch	LS8-18 (18m)	3968
13 Dave Byass/ Jan McCoshim	LS8 (15m)	3855
14 Bob Tandy	ASW 24 (15m-w)	3603
15 Claudia Hill	Duo Discus (20m)	3594
16 Martin Smith	ASW 27a (15m)	3333
17 Geoff Payne	ASW 27b (15m)	3080
18 Peter Sheard	Discus (15m-w)	3065
19 Robin Hodge	LS6c (18m)	3059
20 Guy Corbett	LAK 17a (15m-w)	3051
21 Aidan Paul	LS8-18 (18m)	3044
22 Ben Crook	Ventus b (16.6m)	3024
23 David White	Duo Discus (20m)	3009
24 Ken Woods	LS6c (17.5m)	2821
25 Francis Russell	LS6c (18m)	2816
26 Paul Whipp	ASW 28 (15m)	2686
27 Graham Pursey	ASW 28-18 (18m)	2576
28 Mike Stringer	ASW 28-18 (18m)	2479
29 John Spencer	ASG 29 (18m)	1038
30 Nick Jennings	LS8-18 (18m)	911

DUNSTABLE BLUE REGIONALS 2015

1 Tom Gooch	LS3 (15m)	4075
2 Justin Craig	Std Cirrus(w)	3888
3 Mike Tomlinson	LS4 (15m)	3823
4 Malcolm Birch	Std Libelle (15m)	3603
5 Alex Hippel	Discus (15m)	3412
6 Paul Gentil	SHK-1	3215
7 Paul Candler	LS7 (15m-w)	3003
8 Nigel Perren	Discus (15m-w)	2850
9 Edward Morris	Std Cirrus	2718
10 Patryk Halczak	DG-100 (15m)	2479
11 Sally Walker	LS4 (15m)	2350
12 Andy Zuchora	ASW 19b (15m)	1982
13 William Parker	Discus (15m)	1759
14 Richard Hypher	Std Cirrus	1634
15 Patrick Greer	DG-200 (15m)	804
16 Ken France	LS3 (15m)	738
17 Melissa Jenkins	LS4 (15m)	494
18 Steven Hardy	Cirrus (17.7m)	53
19 David Adams	ASW 20 (15m)	-543



JUNIOR CHAMPIONSHIPS 2015
Aston Down, 22-30 August

Pilot	Glider	Points
1 Stefan Astley	Nimbus 2b	1984
2 Tom Arscott	Std Cirrus	1963
3 Sam Roddie	Std Cirrus	1909
4 Jordan Richards	Pegase 101A	1721
5 Guy Dutton	Discus W	1699
6 Dylan Lampard	ASW 20	1689
7 Mike Gatfield	LS8	1639
8 Freddie Turner	Std Cirrus	1596
9 Peter Carter	ASW 19	1485
10 Callum Harkness	Discus	1472
11 William Blackburn	Std Cirrus	1444
12 Rhoan Birch	Std Libelle	1419
13 Johannes Hoenigl	ASW 24W	1409
14 Ollie Metcalfe	Discus	1398
15 Ryan Berry	ASW 28	1323
16 Jack Tonkin	LS8	1264
17 Daniel McCormack	Pegase	1231
18 Ollly Giles	ASW 20L	1196
19 Clement Allen	ASW 19	1155
20 Tom Russell	Std Cirrus W	1147
21 Jake Brattle	K-6CR	1131
22 Sarah Reed	Mini Nimbus	1108
23 George Hunter	ASW 19	1062
24 Simon Brown	ASW 15	1060
25 Tom Hogarth	Astr CS	1049
26 Christopher Bowden	ASW 20F	1011
27 Michael Harrison	ASW 19	1010
28 Alistair Emson	ASW 19	907
29 Jordan Bridge	DG-101G	884
30 Bradley Soanes	ASW 15	853
31 Susie Edwards	K-6E	838
32 Will Amor	Discus	826
33 Charlie Jessop	Std Cirrus W	814
34 Alex Harris	Std Cirrus	800
35 Ben Hughes	LS8	790
36 Lewis Bricknell	Discus	706
37 Ben Dews	Astr CS 77	593
38 Christine Davies	ASW 20W	523
39 Tim Moore	ASW 20F	373
39 Charlie Taylor	Std Cirrus	373
41 Alex Pepler	LS3	302
42 Lawrence Rizk	ASG 29	266
43 Matt Page	ASW 20B	168
44 Amy-Jo Randalls	K-6CR	87
45 Piers-Rex Murray	LS4	71
46 Ellie Youle	ASW 15	55
47 Charlie Mills	LS4	0

BICESTER SPORT REGIONALS 2015

Pilot	Glider	Points
1 Will Ellis	Hornet WL	4650
2 Tom Arscott	Std Cirrus	4357
3 Terry Mitchell	Discus	4007
4 Andy Elliott	Discus	3706
5 Freddie Turner	Std Cirrus	3489
6 Guy Dutton	Discus	3483
7 Steve Codd	Discus	3431
8 Tim Davies	ASW 20	3277
9 Luke Horsney	Discus	3249
10 Andy Farr	DG-500 20m	3095
11 Simon Brown	ASW 15	3047
12 Tim Clark	ASW 20	2849
13 Bob Pye	LS4	2679
14 Paul Jessop	Std Libelle	2666
15 Tim Wheeler	Std Cirrus	2587
16 Ian Campbell	K-21	2581
17 Chris Bryning	Pegase	2395
18 John Staley	LS4w	2373
19 Ian McFarlane	LS4	1900
20 Charlie Taylor	Std Cirrus	1721
21 Michael Hutton	Std Libelle	1623
22 Bradley Soanes	ASW 15	1014
23 Carol Marshall	LS7	913
24 D Williams	Std Libelle	255

SHENINGTON REGIONALS 2015
Shenington, 20-28 June

Pilot	Glider	Points
1 Tim Fletcher	Std Libelle (15m)	3846
2 Steve Pozerskis/ Andy Cockerell	ASW 20/LS8(15m)	3488
3 Tim Webb/Mick Webb	LS8-18 (18m)	3460
4 Angus Watson	ASH 25 (25.6m)	3213
5 Tim Davies	ASW 20 (15m)	3190
6 Ian Campbell	LS8-18 (18m)	3084
7 Robert Hanks	LS6c (18m)	3059
8 Steve Tape	DG-200 (15m)	2937
9 Bob Bromwich	DG-500 (20m) flapped	2851
10 Steve Nash/Jane Nash	Mosquito b	2814
11 Michael Moulang	Arcus (20m)	2807
12 Maureen Weaver/ Roderick Weaver	ASW28-18 (18m)	2736
13 Neill Atkins	LS6c (17.5m)	2605
14 Richard Slater	Ventus c (17.6m)	2425
15 Alex O'Keefe	Nimbus 2	2326
16 Guy Corbett	LAK 17a (15m-w)	2268
17 Mark Sanders	LS6c (17.5m)	2197
18 Pete Smith	Nimbus 2c	2119
19 Roger Wells	LS8-18 (18m)	2070
20 Ben Hughes	Std Cirrus	2056
21 Guy Glover/ Clive Glover	DG-1000 (20m)	1835
22 Greg Corbett	Speed Astir	1816
23 Andrew d'Arcy	LS4 (15m)	1810
24 Tess Whiting	Discus (15m-w)	1725
25 Geoff Williams	Std. Libelle (15m)	1671
26 Peter Hibbard	SHK-1	1583
27 Rowan Griffin	Std Cirrus	1522
28 Neil McLaughlin	DG-300 club (retractable)	1418
29 Carole Shepherd	DG-101 (15m)	1401
30 Chris Bessent	LS7 (15m-w)	1318
31 Sarah Reed/ Derek Bennet	Mini Nimbus	1311
32 Derek Staff	LS4 (15m)	1272
33 Walter Baumann	Std Cirrus	911

HUS BOS CHALLENGE 2015
Hus Bos, 18-26 July

Pilot	Glider	Points
1 Gary Stingemore	ASG 29e	3498
2 Steve Pozerskis	ASW 20	3191
3 Paul Crabb	Ventus 2a	3181
4 Mike Armstrong	Ventus 2ct	3146
5 Richard Large	Arcus T	3106
6 Bob Bromwich	DG-500 MB	2952
7 Peter Stafford-Allen	Ventus bT 16,6m	2842
8 Ali Bridges	Std Cirrus	2833
9 Peter Baker	ASW 28	2828
10 Chris Luton	ASG 29e	2815
11 Jerry Langrick	LS8	2680
12 David Crowson	Duo Discus	2679
13 Lee Davidson	Kestrel 19	2670
14 Colin Davey	ASW 20	2627
15 Kevin Atkinson	ASH 25	2587
16 Andy Parish	Discus	2571
17 Mark Sanders	LS6 17.5m	2484
18 Tony Pozerskis	LAK 17b 18m	2464
19 Freddie Turner	Std Cirrus	2412
20 Richard Bennett	Duo Discus T	2253
21 Geoff Glazebrook	LS6c	2244
22 Gordon Craig	LS4a	2216
23 Rory Ellis	ASG 29	2212
24 Steve Nash/Jane Nash	Mosquito B	2180
25 Piers Rex-Murray	LS4	2153
26 John Inglis	Antares 18S	1987
27 John Klunder	ASW 27	1982
28 Clive Groves	DG-1000T	1938
29 Dougal Crisp	ASW 27b	1898
30 John Strzebrakowski	LAK 19T	1881
31 Derek Coker	ASW 20f	1755
32 Steve Wilks	ASW 20L	1547
33 Ellie/Adam Youle	Janus 18.2m	1410
34 Lewis Bricknell	Discus	1391
35 Nigel Lassetter/ David D'Arcy	LS4	1363
36 Graham Hibberd	LS7	1360
37 Steve Turner	DG-600M	1274
38 George Rizk	ASG 29e	1119

BIDFORD REGIONALS 2015
Bidford, 18-26 July

Pilot	Glider	Points
1 Howard Jones	Discus 2a	3293
2 Dave Findon	Nimbus 4DT	2619
3 Jack Tonkin	LS8	2597
4 Bill Inglis	Antares 18S	2587
5 Jon Wand	ASH 26E	2551
6 David McCarthy	Mini Nimbus	2534
7 Graham Paul	Nimbus 4DM	2237
8 Jake Brattle	K-6CR	2156
9 Frank Jeynes	Arcus T	2099
10 T Moulang/M Moulang	Arcus T	2093
11 Rod Witter	Silent 2 Electro	1989
12 Allan Wallace	Duo Discus	1988
13 Peter Carpenter	LS 8/15m	1939
14 Alan Langlands	Nimbus 3DT	1840
15 Michael Pope	Ventus 2cT/18m	1824
16 Daniel Brown	LAK 19T/15m	1670
17 John Clark	Nimbus 2 c	1653
18 Tom Hogarth	ASTIR CS	821
19 Maddy Findon	K-6E	430
20 Julian T Hitchcock	DG-1001M	0

BOOKER REGIONALS 2015
Booker, 27 June - 5 July

Pilot	Glider	Points
1 Denis Campbell	Ventus 2cxt	3403
2 Jim White	ASW 27	3291
3 Ayala Truelove	Std Libelle	3155
4 Stuart Law	LS4a	3148
5 Jan McCoshim	LS8	2935
6 Wayne Aspland	LS8	2925
8 Geoff Lyons	LS6/18m	2844
9 Nils Wedi	LS4	2733
10 Julian Hitchcock	DG-1000m	2690
11 John Otty	ASG 29	2622
12 William Parker	Discus B	2254
13 Robert Smith	LS4	2091
14 George Hunter	ASW 19b	2067
15 Nick Jennings	LS8-18	1811
17 Ashley Birkbeck	LS7wl	1271
18 Simon Vardigans	Discus BT	734
19 Robert Kehr	Super Javelot	165

LASHAM AMBER REGIONALS 2015
Lasham, 15-23 August

Pilot	Glider	Points
1 KimTipple/ Matt Sheahan	Nimbus 3dt	3036
2 Phil Jones	Ventus 2cxa	2743
3 Jon Arnold	Discus 2c	2619
4 Howard Jones	Discus 2	2506
5 Dave McCarthy	Duo Discus T	2140
6 Bill Brady	ASG 29e	1583
7 Alan Eckton	ASW 28	1538
8 Graham McAndrew/ Bernie Morris	Duo Discus XLT	1490
9 Colin Hunt/ Bob Westlake	Ventus 2ct	1448
10 Mike Bird	ASH 25	1414
11 Tony Moulang/ Michael Moulang	Arcus T	1408
12 Stephen Baker	Discus 2CT	934
13 Gareth Bird/Chris Redrup/Malcolm George	Duo Discus	908
14 Chris Harrison/ Paul Carder	LS6	339

LASHAM BLUE REGIONALS 2015

1 Nigel Mallender	LS8	2737
2 George Metcalfe	ASW 28	2734
3 Tony Cook	ASW 20	2664
4 Steve Barter	LS8	2663
5 Simon Armitage	Discus CS	2109
6 David Williams	Libelle	2042
7 Jane Nash/Steve Nash	Mosquito B	1797
8 Bill Bullimore	Mosquito Bw	1201
9 Jens Franke	Std Cirrus b	1119
10 D Hurst/C Bishop	ASW 20	1118
11 Ayala Truelove	Silent 2 Electro	892
12 Peter Webber	Discus b	810
13 C Ullrich/M Wintal	Astir CS77	636
14 Richard Hypher	Std Cirrus	554
15 Edward Morris	Std Cirrus	538

UK MOUNTAIN SOARING COMPETITION 2015
Abovne, 6-12 September

Pilot	Glider	Points
1 John Williams	Antares 20m	2,256
2 Santiago Cervantes	Discus	2,132
3 King/Witton	Duo Discus	2,124
4 Jordan/Waters	Duo Discus	1,992
5 Richie Toon	LS7	1,867
6 Roy Wilson	ASH 31 Mi/21m	1,825
7 Bob Bromwich	DG-500mb	1,714
8 Tony Brown	DG-808C/18m	1,697
9 Robert Tait	Twin Astir RG	1,641
10 Roy Garden	ASH 25M	1,640
11 John Ellis	DG-808C/18m	1,472
12 Stuart Naylor	Duo Discus	1,428
13 Pete Gray	DG-600/18m	1,331
14 Fack/Lewis	Duo Discus	1,083
15 Steve Thompson	Discus	1,075
16 Pete Ryland	DG-400/17	907
17 Colin Hamilton	Ventus cT 18m	718
18 Phil Penrose	LS7	715
19 Mike Costin	DG-1000/20m	632
20 Martin Phillimore	Pegase 101a	437
21 William Laing	DG-303	317



Photos by Steven Langford

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

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

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

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



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> **BGA PROVISIONAL RATINGS LIST**



Steve Jones (David Roberts)

1 A Davis	51 S Ell	101 M Burton	151 N Perren	201 R Fack	251 A D'Arcy
2 G Dale	52 J Rebbeck	102 A Clarke	152 P Naegeli	202 S Brown	252 T Hogarth
3 S Jones	53 A Cockerell	103 C Tagg	153 O Metcalfe	203 R Brisbane	253 M Boik
4 D Bromley	54 G Metcalfe	104 P Stafford-Allen	154 S Armitage	204 E Morris	254 A Eckton
5 J Hood	55 S Eyles	105 J Tonkin	155 M Lavender	205 C Allen	255 P Murray
6 L Wells	56 M Webb	106 A Elliott	156 S Nash	206 T Barnes	256 T Wheeler
7 R Cheetham	57 P Crabb	107 D Roddie	157 D Byass	207 R Slater	257 R Hodge
8 P Harvey	58 J Craig	108 M T Davis	158 C Davey	208 F Aitken	258 S Walker
9 R Hood	59 S Pozerskis	109 A Bridges	159 G O'Hagan	209 S Woolcock	259 P Smith
10 W Ellis	60 J Williams	110 I Campbell	160 M Moulang	210 Z Marczyński	260 P Ruskin
11 A Truelove	61 T Jenkinson	111 C Starkey	161 K Atkinson	211 C Bryning	261 C Bowden
12 E Johnston	62 J White	112 C Jeffery	162 P Candler	212 C Emson	262 S Gaunt
13 T Milner	63 P Hurd	113 W Inglis	163 R Berry	213 T Russell	263 N Parry
14 M Young	64 G Baker	114 A Hippel	164 R King	214 M Bond	264 C Mutricy
15 P Jones	65 M Armstrong	115 P Baker	165 D Heslop	215 A McNamara	265 P Carpenter
16 K Barker	66 A Nunn	116 J Tanner	166 N Wedi	216 S Shah	266 R Francis
17 P Fritche	67 M Birch	117 J McCoshim	167 M Holden	217 A Moulang	267 M Foreman
18 N Tillett	68 T Cook	118 G Morris	168 A Langlands	218 L Roberts	268 G Spreckley
19 I Evans	69 M Tomlinson	119 J Wilton	169 K Draper	219 M Smith	269 M Harrison
20 B Spreckley	70 J Richards	120 R Hanks	170 D Williams	220 R Bennett	270 R Arnall
21 H Jones	71 T Barnes	121 A Brown	171 M Pike	221 J Clark	271 R Wells
22 T Arscott	72 M Durham	122 C Luton	172 A Parish	222 S Barker	272 J Klunder
23 J Ewence	73 R Large	123 J Sharp	173 R Weaver	223 A O'Keefe	273 C Marshall
24 O Walters	74 G Dutton	124 C Jordan	174 A Mulder	224 L Rebbeck	274 C Cole
25 A Darlington	75 B Birlison	125 C Harkness	175 G Thomas	225 R Maskell	275 R Maisonpierre
26 T Fletcher	76 R Browne	126 L Davidson	176 P Jessop	226 G Glazebrook	276 M Davenport
27 F Davies	77 M Newland-Smith	127 A Roch	177 G Paul	227 I Mountain	277 A Paul
28 J Meyer	78 S Barter	128 M Jenkins	178 M Szymkowicz	228 C Curtis	278 S Wilkinson
29 A Tribe	79 D Booth	129 L Hornsey	179 G Coppin	229 P Roberts	279 D Draper
30 J Gatfield	80 T Mitchell	130 J Wand	180 R Welford	230 S Reed	280 B Crook
31 S Roddie	81 O Dale	131 W Aspland	181 R Palmer	231 D Brown	281 D Jamin
32 I Macarthur	82 C Hill	132 W Craig	182 M White	232 G Craig	282 G McAndrew
33 S Lapworth	83 P Gentil	133 W Blackburn	183 J Hitchcock	233 C Corbett	283 R Smith
34 L Dale	83 P Hibbard	134 S Tape	184 W Jones	234 D Smallbone	284 M Clark
35 M Cook	85 P Carter	135 N Atkins	185 A Sanders	235 C Gill	285 J Inglis
36 M Davis	86 M Gatfield	136 G Green	186 D McCormack	236 P Halczak	286 B Hughes
37 S Astley	87 S Law	137 P Reading	187 M Waters	237 R Kalin	287 D Glover
38 J Pack	88 A Sampson	138 D Langrick	188 W Tandy	238 G Hunter	288 J Whiting
39 T Scott	89 J Arnold	139 R Ellis	189 O Barter	239 G Payne	289 C Teagle
40 D Watt	90 A Holmes	140 D McCarthy	190 A Pozerskis	240 C Smithers	290 A Hughes
41 G Stingemore	91 A Watson	141 R Witter	191 J Brattle	241 A Cluskey	291 J Spencer
42 K Tipple	92 R Bromwich	142 S Nock	192 A Farr	242 R Pye	292 J Simmonds
43 P Masson	93 P Pentecost	143 D Crowson	193 F Jaynes	243 B Fairston	293 I Cook
44 D Francis	94 D Findon	144 S Helstrip	194 O Giles	244 H Hingley	294 D White
45 R Birch	95 F Turner	145 A Hyslop	195 D Breeze	245 J Nash	295 B Hutchings
46 T Gooch	96 M Boydon	146 J Hoenigl-Decrinis	196 T Pridgeon	246 W Parker	296 N McLaughlin
47 D Campbell	97 T Davies	147 G Drury	197 L Brady	247 C Alldis	297 P Wright
48 N Mallender	98 R Thirkell	148 S Codd	198 R Grieve	248 M Clarke	298 A Emson
49 T Clark	99 O McCormack	149 G Lyons	199 W Amor	249 A Wallace	299 R Griffin
50 E Sparrow	100 W Kay	150 S Kelman	200 J Otty	250 P Sheard	300 C Groves

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

CONFERENCE THEMES: AN AGELESS AGENDA?

PEOPLE, airspace and places – foci for this year's BGA Club Management Conference, which takes place whilst this issue is being printed. Our clubs are long lived. They have survived a great deal, and no one fully understands the hows and the whys. We accept the facts, but do we take too much for granted?

A few years back, the BGA Executive and the BGA Development Committee were concerned about clubs getting through the then looming economic storm – it looked bleak. Now, we're looking at gliding life with ever increasingly onerous legislation, expanding airspace, and increasing competition from other activities. These external factors aren't new news. Recently, I was idly thumbing through some early 1960s issues, when

I came across a conference report. The agenda was essentially ageless; the elements that the BGA and club committees have been grappling with for decades remain critical now, as does the need to consider the importance of the vision for the future of our sport. How will it look? A few large clubs, or will the smaller clubs thrive? What type of aircraft will we be operating? How will the launchpoint function? Who will be gliding? How will they be flying in relation to the rest of their work and social lives?

Such questions need to be grounded within the context of recent past; our immediate future is the bridge to the longer term and both begin with the decisions we collectively make now, *this year*. Analysis of club statistics from the past nine years by Dave Latimer shows that the overall numbers of British pilots seem to have stopped falling, but we are still a long way off the 'olden, golden times' when all was perfect with gliding (quietly ignoring the fact that the annual club management discussions haven't varied much over time, of course). However, in 2014, 34 clubs grew and 20 held steady, which demonstrates that

club growth is possible in the current socioeconomic conditions. Dave also considered the correlation between size of club and rate of growth (or decline). Quite simply, there isn't one. There are, from time to time, theories floating about that the future of gliding lies in a smaller number of larger clubs. The findings show that growing clubs have generally positive management and that it is this positive management that counts, not club size, which debunks the anecdotal philosophising.

The conclusion we're drawing is that the future of your gliding club is in your hands – every club member can contribute to a great launch rate. My favourite theory is that people join gliding clubs to fly.

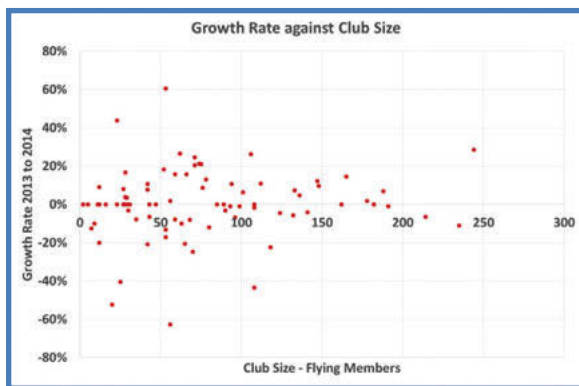
Effective launch rates get more people in the air each day and we all know that the best way to keep a glider pilot happy is to get them into the air, preferably with minimum drama.

Gliding attracts remarkable people; characters, as well as the quieter types. There is a certain spirit of persistence that we commonly see in volunteers running gliding clubs. The more successful clubs recognise that volunteer fatigue is a factor that requires management, so they create a framework to support everyone within the club, including the committee, and succession is planned.

The work of key volunteers, who work quietly to support and encourage the less experienced, less confident club members, is given space, support and respect. The most effective clubs find ways to ensure that louder individuals within their club don't undermine the quiet work that others are doing.

Some clubs have been changing the way that they offer services to their club members, or they are changing the way that they package their membership and flying products. There is an understanding that the world has been changing and there is a need to change the way gliding is offered and accessed. The biggest question when planning for the future of gliding is 'what will it look like?' and there's the rub – nobody knows, and in any case, there's the minor matter of keeping the club going right now, and the winch needs fixing before next weekend. There is a great deal of effort required in order to switch emphasis from a reactive present to a more proactive and considered future.

We all have a role to play in supporting the volunteers running the clubs on behalf of the rest of us, so that together we can lift our heads and consider the club's future from a more strategic perspective. Whilst it would be futile to spend all of the present pondering the questions of the future, it is vitally important that we continue to be vigilant to the needs of our market and respond to shifts in wider society's lifestyle.



There does not seem to be any correlation between club size and whether they are growing. Some small clubs are still managing to grow. From anecdotal feedback this all seems to stem back to club management. It some cases this is the response to a looming catastrophe in others a more considered change in strategy often following a change in the management team. (Data source: Club Annual Returns)

Alison Randle
BGA Development Officer
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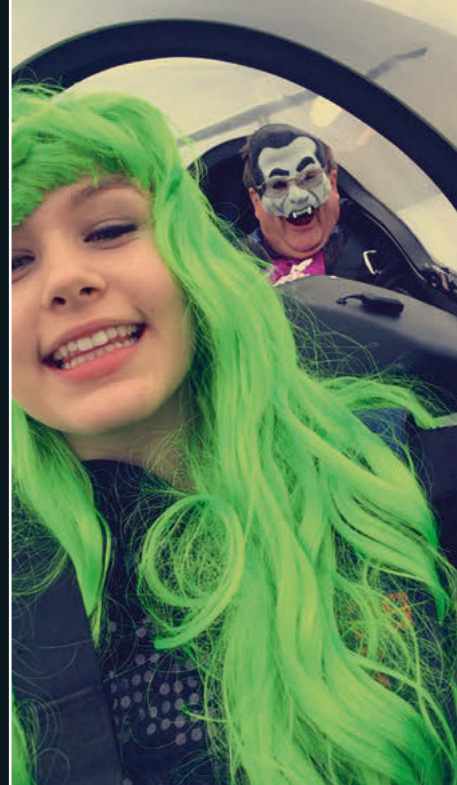
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Photo: Alastair Mackenzie



Top left: Close of flying at Lasham on 14 October 2015 (Gerry Cook)

Top right: Bannerdown Halloween flying (Ian Harris)

Right: Welland's Andy Bennett proved that love really is in the air by proposing to his girlfriend Jo Dale in five-foot high letters on the clubhouse roof as she was unsuspectingly flown above

Left: 14-year-old Connor Budworth and family celebrate his solo success at Welland

■ 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



Left: Fred Thompson was happy to be in a glider again after 71 years, during a visit to North Wales GC (Trefor Thompson)

Above: Peggy Newman, 92, after her flight at NVGC with Richard Aylesbury

Right: At the other end of the age spectrum, Tim Dutton's son Will, in Wyvern's K-21, can't wait to be big enough to fly!





Top left: Stuart Black of Borders GC seized an opportunity too good to miss when Al Munro was visiting from Buckminster GC. They flew in the club's A34 Alliance. The last time they flew together was whilst serving in the RAF 35 years ago - only that time it was a bit faster in a Phantom FGR2!



Top right: The Devon & Somerset GC Eagle team winning the wooden class at the Pocklington two-seater comp (John Pursey)



Right: Cotswolds' Jon and Jacqui Huband (left) and Mike and Helen Weston with their prizes for second place in the Pocklington two-seat comp



Far right: Dartmoor's Paula Howarth presents CFI Don Puttock (right) and instructor Martin Cropper with a cake in appreciation for their tuition in getting her to solo standard (Peter Howarth)

Below right: Three generations of Bradleys now flying at Upavon: Lucy Hadlow (14), mum Dawn Hadlow and grandfather John Bradley



Below: Gathering winter fuel at Cairngorm GC: (left to right) Stephen Struthers, Andy Farr, Bill Waller and Mike Morrison



CLUB NEWS

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

OUR friends and family day was a great success, with a record number of launches in a day together with hot food at the launch point and a welcome supper at the end of flying. Recently one of our members, Roy Bricknell, who had left gliding some 13 years ago, re-soloed much to the delight of his grandson, who persuaded him to return to the sport. Congratulations to David Spillet, who completed his Silver C and is now looking towards his cross-country diplomas and a Gold badge.

David Sibthorp

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

OUR friends and family day went well and we managed 4th place at the nationals. Our K-6 BNH, reported sick last issue, is happily in the process of being resurrected by our intrepid workshop team. All other K-6s in the club passed their glue tests. By kind donations, a new winch is on order. It should arrive around Christmas (suitably wrapped we expect) and we are very grateful. Any offers for the old one? Phil Drake dropped into Rivar and achieved his Silver distance. Suzie Edwards is taking our burgeoning cadet force under her wing. Our cloud flying course is well attended and progressing nicely. George Kamp has completed 1,000 hours.

Chris Basham

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

WE celebrated competition success with Pete Harvey winning the 18m Nationals and Dave Watt winning the Bicester Regionals (again). Junior member Freddie Turner made a great first competition entry, coming 8th out of 47 in the Junior Championships. Several members have completed Dave Watt's special flying test, which assesses pilot's skills in a range of routine and unusual situations. The club has undertaken a survey of members to establish, amongst other matters, what members value about the club and what they would like to see improved. There was a tremendous response and information will be used to develop the way that the club is run.

Martin Clark

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

DESPITE poor weather conditions in August, we were up on launches for the year. Jon Wand,

our resident surgeon, was back flying his glider a mere six days after a hip operation. Andreas Tame achieved his Silver distance with an out-and-return to Bicester. Our Midland Spirit event was a success with a large number of visiting aircraft participating. John Scott has suffered a heart attack and we wish him a speedy recovery. Our workshop was transformed into a dance hall to celebrate the 75th anniversary of the Battle of Britain, with dancing to the Ocbrook Big Band and food by Annie.

Mike Pope

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

WE have had a fantastic autumn, with visitors from many clubs. Nearly a week of great east wave at the end of September was well used by members and visitors, with heights up to 12,000ft being achieved by many. During September, we achieved a total of 471 hours soaring from 382 launches – an average flight time of 1 hour 14 minutes per flight, including trial lessons that are limited to 30 minutes! Can any other club beat that I wonder? Planning has been granted for the new workshop and the committee are hard at work sorting all the details. It is great to see how so many members are getting involved with all the club projects.

Robbie Robertson

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

AS this is written, the club fleet has just returned from a highly rated Aboyne exped, complete except for a shortage of good wave days. Undeterred, the club is scheduling another trip early in the New Year. Booker has a new chairman in William Parker, who organised the very successful regionals this summer. Next year's is scheduled for the beginning of July. Meanwhile, our excellent simulator, engineered by Booker members, has been visiting a number of local events to promote gliding, usually accompanied by an SZD Junior, as well as gaining increasing use at the club itself. We have another couple of first solos to report, in Chris Whelan and Boris Afanasiev.

Roger Neal

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

A GOOD summer. Andy Davis' course week flew on most days and finished on the best day of the year (7 June) with multiple flights of 600km plus. Jake Brattle managed 476km in the K-6. Andy subsequently collected a Bronze medal at the European 18m championship.

The 'new' winch has been commissioned and is doing OK. The existing winch will now go for some well-earned TLC. Cadets have flown their socks off. Five have soloed this summer with others following close behind, whilst last year's have been progressing their Bronze and Cross-Country Endorsements. No one reclaimed the wooden plate from LAS. Next year will be different. EKF is flying again after its mid-air. Jake Brattle and Christophe Multricy joined the instructor ranks, well done. The club ordered a new two-seater. The ridge season beckons.

Greg O'Hagan

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

IN September, the club was delighted to welcome the RAF when it carried out a military exercise with a Hercules and fastjets on Burn Airfield (see p37). We welcome former club chairman Dave Bell as our new CFI and wish him every success. His predecessor, Dave Peters, had been CFI for about eight years and it was also his second time in the post. We thank him for all his hard work and are glad to see him able to relax and enjoy his gliding without this heavy responsibility. Finally, we congratulate Lee Wilson on gaining his Cross-Country Endorsement.

Chris Cooper

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

A VINTAGE Octoberfest meeting this year. We flew every day for nine days without a single drop of rain, clocking up almost as many aerotows as the two-week Mayfest. Alasdair Mackenzie went solo, Caroline converted to the Astir, Nick Norman finally fixed the weather station on the website, and the catering team led by Fiona served up 152 hot meals to hungry pilots. Moritz Korn and Maria Schneider managed an epic 8hr 27min in the Duo Discus one day, which is the longest flight since current records began in 1999. Modest wave heights compared to last year, but with day after day of unbroken sunshine nobody was complaining.

Phil Hawkins

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

CONGRATULATIONS to members Tomasz Cebo, Kai Wohlfahrt, Shaun Murdoch (re-soloed), John Poley, Ollie Sleight (15), who were sent on their first solo flights. Also to Chris Sykes (15), who was sent solo and achieved Silver height on his first solo flight! Congratulations

(Left to right): Roy Bricknell with **Banbury** instructor John Giddins, who sent him solo; **Banbury's** Dave Spillett completes Silver C; **Cambridge** solos for Chris Sykes, 15, who achieved Silver height on his first flight (Andy Beatty); and Kai Wohlfahrt with instructor Richard Maskell (Mark Lawrence-Jones)



also to our members on their achievements: Miles Porteous (Cross-Country Endorsement, Silver height and Silver distance), Andrew Dowell (Silver duration and Gold duration), Finn Sleigh (Diamond goal and Diamond distance), Tomasz Cebo (Silver height), Mark Lawrence-Jones (BI) and Ed Hellawell (Bronze Endorsement and Silver height).

Julia Rigby

CHILTERN & UCL (RAF HALTON)

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

WE have had a first 300km by Adrian Lake and first solos by Michel Torelli, Marielle Minere, Calum Harris and Paul Field. Craig, who is a serving pilot, finally learned the spirit of real aviation. There was a fantastic showing by Mick and Tim Webb in the Shennington Regionals (3rd) and the Bicester regionals Open Class (2nd) and respectable performances for Mick Boydon (7th), Andy Hyslop (11th), both of who had day wins. Luke Hornsey was 9th in the sports class. The summer ladders have now finished and were won by Mick Boydon (weekend) and Adrian Lake (midweek). Thanks to Ken Sparkes again for his selfless work. This year was the highest ever weekend cross-country km and the second highest total km in a year.

Mick Boydon

COTSWOLD (ASTON DOWN)

WWW.COTSWOLDGLIDING.CO.UK
514228N 0020750W

IN August we successfully hosted the Junior Championship. Thanks to all who helped and in particular the catering team, who managed to feed around 80 hungry juniors every day, and also to Ian Lane from Nympsfield, who organised the tugging. Our competition pilots have performed well, with Mike Weston and Jon Huband coming second at Pocklington, Tim Barnes and Paul Gentil coming second and third respectively in the Cotswold Regionals, and Brian Birlison coming fifth in the 20m Nationals. Our weekly courses have been popular this year, with 78 members and visitors receiving training. Gerald Birt and Paul Lazenby are working hard on the refurbishment of one of our remaining K-13s.

Frank Birlison

CRANWELL (RAF CRANWELL)

WWW.CRANWELLGC.CO.UK
530231N 0002936W

DURING the weekend of 12-13 September, we unfortunately were under a flight embargo and had to de-camp to another site. We extend a big thank you to the CFI and club members of Trent Valley GC, who were very welcoming.

It was a great weekend in which we took our own gliders, much soaring was had, and which also provided some valuable experiences to both our older and younger club members with respect to operating from a different site. Our thanks is also extended to Mark Evans and Kev Atkinson for making it happen, rigging, de-rigging, trailer towing, etc.

Zeb Zamo

DARLTON (DARLTON)

WWW.DARLTONGLIDINGCLUB.CO.UK
531444N 0005132W

MANY congratulations to Max Dixon on his first solo flight on Sunday 27 September on his 14th birthday. He was sent solo by instructor Mike Noon. This was a double first as Max was Mike's maiden first solo since becoming an instructor.

John Salvin

DARTMOOR (BRENTOR)

WWW.DARTMOORGLIDING.CO.UK
503517N 0040850W

WE have a very fruitful and growing relationship with Cotswold GC, where members from the soggy south-west have been able to make use of their excellent facilities and the great thermals to be found in Gloucestershire skies. After a week's course at Aston, Paula Howarth went solo at Brentor. On a less happy note, we have to record the departure of instructor Bob Pirie. Bob, who began his association with gliding 60 years ago at the 1955 Nationals, is probably best known as an instructor at Lasham, but, having moved house to north Devon, discovered us at Brentor a little over eight years ago. He will be sorely missed. Bob is moving with his wife Carol to Devises, where we wish them every good fortune.

Martin Cropper

DEESIDE (ABOYNE)

WWW.DEESIDEGLIDINGCLUB.CO.UK
570430N 0025005W

RYAN Littlejohn went solo at 14½, our youngest solo. Kieran McGregor, 16, also went solo; both Ryan and Kieran benefited from our junior bursaries. Mark Recht was appointed chairman at our AGM, and we thank Ed Colver for his work as outgoing chairman. The UKMSC was deemed a success, with John Williams being the winner and Pete Gray winning the Height trophy. Amazing cross-country speeds were achieved (see pp38-41). Twenty-one pilots have already signed up for UKMSC 2016, so only four places left (4-10 September). We featured on *More 4 Hidden Villages* (see pp14-16) and have trial lessons booked as a result of the screening of the programme.

Glen Douglas

DENBIGH (LLEWENI PARC)

WWW.DENBIGHGLIDING.CO.UK
531239N 0032312W

THE late arrival of summer 2015 may have pleased some, but meant a very slow start to the wave season at Lleweni Parc, particularly for our visitors from Nympsfield. But onwards and upwards into 2016 and we always keep those Diamond heights in sight!

Clare Witter Holland

DERBY & LANCS (CAMPHILL)

WWW.DLGC.ORG.UK
531818N 0014353W

CONGRATULATIONS to: Liz Martin for re-soloing after a 20-year sabbatical; Rod Coombs, Ben Richardson, Steve Marlor and Martin Willcox for first solos; Warwick Horne for being appointed an inspector, and the occupancy of our pristine new glider workshop; to Mike Corcoran for his 3rd place in the Aerobatics Glider Trophy Points Table; Mark Wrangham for Cross Country Endorsement; and Dave Spencer for Silver height. Also to two of our members flying elsewhere: Susie Edwards for Diamond goal and Gold distance; Chris Bowden for Gold distance; and Graham Ablott for Cross Country Endorsement. Scout Troy Wood flew with us and gained his Aeronautics badge. Mike Armstrong and John Collins won the Pocklington two-seater competition in the DG-500. Alan Jolly and Sean Allgood have departed for the winter with our thanks.

Dave Salmon

DEVON AND SOMERSET (NORTH HILL)

WWW.DSGC.CO.UK
505107N 0031639W

CONGRATULATIONS to Pete Bennett, 16, for becoming the youngest BI in the country and to all the recent first solos: Lizzie Westcott (15), Jess Summers (16), Mia Saunders (16), and from the 'less young' contingent, Richard Davies. The DSGC Eagle team made headline news at the Pocklington two-seater comp, winning the wooden class. At the North Hill leg of the ICL south west region, there was a good effort to win by the North Hill team, who ended up just two points short of The Park. Our August task week, led by Justin Willis, succumbed to poor weather, but Pete Bennett was treated to a 'local flight' demonstration by the Master. We had some great publicity with four members chatting live on BBC Radio Devon.

Jill Harmer

DORSET (EYRES FIELD)

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

A VERY good year for signing up new members, thanks to the work of Dave Bamber, assisted by



(Left to right): Max Dixon, 14, was Mike Noon's first solo since becoming a **Darlington** instructor; solo for Ryan Littlejohn, 14½, with **Deeside** instructor Istvan Toth (Murdo McDonald); **Camphill's** new workshop and inspector Warwick Horne; solo at **North Hill** for Richard Davies, with Ian Mitchell (Jill Harmer)



✈ Alan Powell, in organising trial lesson flights. Our "Coastal Run" has proved popular thanks to our wonderful Jurassic Coast. We have sold our underused Astir, and purchased a K-13 and K-18. We now have three K-13s for training, and the K-18 will be a more practical "step-up" than the Astir. We still have the use of an Astir, kindly loaned to us by club member Brian Harrison. Barry Thomas has nearly finished the re-furb of our second K-8. Our EuroFOX has proved very popular, and the lower fuel consumption has meant lower aerotow charges and more pilots taking higher aerotows on difficult days.

Colin Weyman

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

AUGUST was a good month for us, with the club coming together after the disasters of the past three years. We have got more new members, had more flights and had a social get together with BBQ at the end of our flying week. A big thank you to Matt, who did most of the work, with Ruth helping too. We look forward to the club becoming what it was three years ago, welcoming visiting pilots and growing from strength to strength.

Wendy McIver

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

SUCCESSFUL courses have been run and we have taken on a new office manager to help with trial lessons and rostering. With the addition of two new aircraft, we now have three single-seaters and four two-seaters in the club. Our fleet includes three K-13s, which should mean aircraft availability is much better for our students. Our motor glider is also back in the air and being used, enthusiastically, by a number of our NPPL holders. The vintage fleet is growing apace with a flock of Skylarks, Ollys and one or two K-6s thrown in for good measure. Our team in the workshop seems to be churning them out looking as good as new, along with our club machines!

Will Harley

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

WE have now closed for the winter until May next year. During this season we have welcomed back many individuals and clubs from previous years and look forward to seeing you all again. Several clubs have already booked their expeditions for 2016. We must thank Rod Witter for the ongoing loan of a SkyLaunch, which makes this possible. Our own

annual expedition to LLeweni Parc takes place in April. We recently purchased two K-13s from PNGC. Two of our members are on the FI(R) modules and another is adding to our BIs. New solo pilots are consolidating and a Mini-Nimbus has arrived on site. The number of members' privately-owned gliders is increasing.

John Castle

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

AT the time of writing, we are drawing to the close of the season having enjoyed some good flying and three active flying weeks with some reasonable weather and two new club gliders to play with. We intend to continue flying over the winter at our 'winter quarters'! And we hope to arrange another trip to the Long Mynd to cheer us up during the colder months. Congratulations to Joachim Wendt and Stuart O'Neill on soloing and to Allen Cherry on achieving his Bronze C.

Cathy Dellar

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

CONGRATULATIONS to cadets Jamie Carruthers, solo 20 September, and Toby Brown, solo 2 October – his 14th birthday. We welcome new members HOFFIE HOFFMAN, Michael Roberts, John Singer, Xavier Overbury-Tapper, Dan Proudfoot and Phil Lewis. After edging out Tibbenham to win the East Anglian ICL, we sent a team comprising George Green, Adrian Tills, Mark Butcher and Paul Robinson to the finals at Hus Bos, finishing third after two challenging days. Our planning application to self-launch our TMG has still not been considered; another noise survey has just been carried out to see if the Falke can be heard over the local birdlife.

Paul Robinson

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

WE are delighted to have several new members and now have eight pre-solo members. To meet demand we are introducing instruction on Sundays, as well as Saturdays, and we have been running a successful Wednesday evening group. Thank you to Rose Johnson and Steve Male, who have agreed to join our small hard-working instructing team. Further instructors would be very welcome – and benefit from reduced membership charges. We are excited to be running Competition Enterprise next year and Tony Maitland is putting together the plans for the first competition at Shobdon for 35 years. Congratulations to Phil King and Mike

Witton, who came third in the UK Mountain Soaring Championships.

Diana King

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

EASTERTON welcomes a new instructor, Carl Peters of Fulmar. Despite having only flown for a few days from the site, Carl has already checked out the local wave hot spots and has reached over 10,000ft. HGC gained some useful local press coverage when sprightly 80-year-old Rosie Hailes-Tooke took a trial lesson as part of the launch publicity for a local branch of the University of the Third Age (U3A). John Campbell has produced another superb video compilation for the club. This one is to be shown at the local High School Freshers' Fayre, but you can see the video on the HGC website.

John Thomson

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

WELL done to Mike Moulang for organising our task week, Peter Carpenter who won the pundit class, and Phil Dwyer, who triumphed in the nearly pundit class. Phil also achieved Silver distance with not one, but two 50km flights during the better conditions enjoyed during our visit to Shenington, organised by Colin Beer. Thanks to Gerry and Anne Puttick for arranging a very successful jazz night. The superb music was provided by Ashford Youth Jazz Orchestra. The south-west corner of our field has now been levelled and, after we have removed several million stones, we will be able to enjoy landing there without our teeth falling out.

Mike Bowyer

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

KESTREL has two recent solos: Jonathan Rosser and Thomas Wilson. Long-standing members Nick Killick and Chris Tilley have found a weather window around their busy jobs to complete their 50km cross-countries, and CFI Trev Barnes competed in the Bicester Regionals (combined with the Inter-Services) in a Duo Discus, which gave the opportunity for a number of Service members of the club to experience competition gliding as his crew.

Dave Hall

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

DESPITE the worst efforts by the jet stream, we managed to hold a successful 18m Nationals

First solos for (left to right): **Essex's** Joachim Wendt, with Mike Harris; Jamie Carruthers and Toby Brown at **Wormingford**; **Herefordshire's** Chris Roberts; **Lincolnshire's** Jonathon Richardson, with Derek Woodforth; while **Lincolnshire's** Paul Kerman and Katherine York achieve Silver C



and Lasham Regionals. We made full use of the south side of the airfield and this forms a good basis to move forward for the Europeans in 2017. The Gliding Heritage Centre held a very successful joint event with Energy Alton with many electric vehicles; 400 people attended and I now want a Tesla car! The Flying Farmers visited us for their AGM and welcomed Eric Winkle Brown as the keynote speaker. His accounts of his life and times are simply amazing and received a standing ovation. Our annual Aboyne expedition is now under way. Meanwhile we have had a fair crop of cross-countries in the Indian summer. Our winter lecture schedule is now in place. Members of other clubs are welcome to attend. Details can be found on the web.

Mike Philpott

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

WE have not had a bad couple of months for a 30-member club. Congratulations to Paul Kerman and Katharine York on complete Silver C. Katharine completed hers in a week; it would have been quicker, but her first 5-hour attempt was only 4hrs and 35 minutes. First solos for Jonathon Richardson, Simon Piegalski and Kevin Briggs. We have an upgraded website, once again thanks to Katharine. We have a full trial lesson book and ran a day purely dedicated to trial lessons in July. This was a great success and we plan more next year. Bring on the future.

Dick Skerry

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

CONGRATULATIONS to Stefan Astley, who won the 2015 Junior Championships, after winning the Dunstable Regionals. Our three-week expedition to Llanbedr in North Wales was a great success, thanks to brilliant weather and the initiative and leadership of Robin May, assisted by Dan Chilcot and Phil Warner (see pp32-33). Over 70 LGC members participated and we achieved 254 launches and 436 hours, with ridge lift, thermals, convergences and several days of wave, resulting in a Gold height for Clem Allen. We followed with our annual trip to Talgarth, which gave another nine days of flyable weather. We have a busy schedule of club activities, including our annual Clean Up Day, Bonfire Night, the Bronze Lecture series, and cross-country development seminars. We celebrated our 85th anniversary with a dinner and dance, organised by Carr Withall.

Andrew Sampson

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

CONGRATULATIONS to Joe Taylor (17), Nick Patterson (67) and Cliff Harris (72) on achieving their first solos. Two of our juniors took part in the Junior Championships and, although the weather only permitted three competition days in the week, both our boys ended up in the top half of the rankings. Two members, instructor Terry Hatton and Joanna Miszczak, married in September we wish them all the very best for a long and happy future together. We welcome new members Ryan Walker, Paul Richardson and Henry Ford. Our winch went to Skylaunch for an upgrading of the braking system.

Barry Hogarth

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

WE have had an impressive number of first solos recently at the Mynd, including Tim Bird, Harry Entwistle, Oliver Sharman, Mathew Bond, Alfie Yeoward and Ed Jones. Alfie and Ed are cadet members of the RAF section of the CCF at Shrewsbury School and Ed has also gone solo on the main winch. We had a visit from a group from Lasham and three Mynd members returned from a week of glorious weather at Borders Gliding Club. Preparations are under way for the construction our new MT building, including alterations to the caravan park.

Steven Gunn-Russell

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

A GOOD task week means congratulations go to Peter Valentine and Richard Hayden (Silver distance), Chris Barrott (Bronze badge), Ciaran Cavanagh (Bronze endorsement), Patrick Sim (re-solo after 12-year break) and Lewis Smith (solo aerotow). Our new scholarship students have started and training is progressing well. Our open weekend was a great success, thanks to everyone who helped make this happen. We flew well into the evenings and the T-21 proved a big hit too. Does NVGC have the greatest age range of pilots in the UK? We have scholarship students at the lower end and recently Peggy Newman flew on her 92nd birthday, returning after her first flight on her 90th birthday!

Phil Tiller

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

WE seem to have had more than our fair share of crosswinds, but on the brighter side we have managed to increase our number of

trial flights. One visitor was 96-year-old Fred Thompson, who last flew as a soldier with the Chindits in 1944 in a Waco glider during the Burma campaign. He had a lifetime ambition to have a glider flight again; it was a long time coming, but he was so pleased he came back two weeks later for more. Mike Dodd did a fair bit of midweek flying with Edensoaring and has achieved solo status. Life has been made difficult with our K-13 being off line well into the third month, leaving us only one two-seater aircraft for training and trial flights. Signs are looking good to have it back on line.

Brian Williams

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

WE welcome new CFI Neil Swinton and thank John Hanlon for his time and efforts over the past six years. A welcome rush of instructors joining us has brought a smile to the rota man's face. New gliders seen on site at Weston this summer include a Ventus, an LS8, LS1 and an Open Cirrus. Many more and we will have to start a second layer. Congratulations to Richie Hale on his BI rating, Niall Watkins (whom we borrow from Swindon) and Hubert Kubiak on their Bronzes, and Alex Rose and Ben Vickers on Cross Country Endorsements.

Norman G Nome

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

CONGRATULATIONS to former CFI and tug pilot Kev Fear, who completed his 5,000th aerotow this summer. A further third Silver was achieved by resident 'sky deity' Colin Church, while Claire Buckley completed her first solo. The club made its annual expedition to visit wave sites in Northumberland at Borders GC. A number of us then moved on to Aboyne and then to Feshie Bridge. Ross Morris has accomplished his first year as a BGA instructor and completed the post-course review. He can now operate the airfield alone! We have been offering mid-week flying on selected days for club members. One of our Puchacz gliders (HAC) has benefitted from a major refurbishment and finish, so our fleet is back to full strength. We are currently raising funds to repair the two main hangars.

Tim Beasley

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

THE end of summer has given us some surprisingly favourable soaring days, even enough to be visited by the Lasham lot. Jumir



First solos for (left to right): **Mendip's** Cliff Harris, with instructor Jeff Green, and Nick Patterson; **Midlands'** Alfie Yeoward and Ed Jones; Claire Buckley at **Crowlands**; William MacMillan, 15, at **Portmoak** with instructor Kate Byrne, Bishop Hill can be seen in the background



☞ was all smiles after being sent solo on 3 October. Sam Hepburn and myself were sent solo in the Duo Discus in preparation for the Aboyne expedition, while several of our members are beginning their BI training for next year's season. Our new K-21 is due to be delivered fresh from the factory in December!
Zoe Mallam

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

CONGRATULATIONS to: Ryan Mochar, Andrea Venturini, Iain Johnstone, William MacMillan – first solo, and Jim Russell (re-solo after more than 45 years) and Josh Reid and Charlie Gray Bronze. Our new K-21 (G-CLOV: Glider Chris' Love – but don't tell the wife) is in service. The SGU board and CFI have requested that the K-21s should be flown in the following order, LOV, HPV and HPV, to ensure separation between 2,000hr checks, which were both purchased in 1994. However, as HPV has the hand-rudder modification and WA1 is off-line (3,000ft check) Walking on Air are using HPV. The airfield is in wonderful condition, thanks to Z Goudie. I might even forgive him for ramming the launch caravan with his grass splitter.
Chris Robinson

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

A GREAT few months in the club for soaring with many great days and flights made, despite the club being busy with instructor training. We would like to say a huge well done to Jordan Richards on coming 4th at the Junior Championships in the club's Pegase101A. Also attending was Jake Matthews, having borrowed a club DG-505, for the Hors Concours running alongside the Juniors. Well done to Tom Winterton and Tony Wysocki for their first single-seat solo in the club Junior and again to Tom for gaining his first Bronze legs.
Jake Matthews

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

WE have been making the most of every opportunity, attracting a number of new arrivals and some returning members over the last few months. Welcome to Frank, Hugh, Martin, Megan and Clive. The combined task and soaring week was held 15-23 August. Thanks to Ken for driving the winch all week. Congratulations to Sean for converting to the K-8 and gaining his Silver height on only his third solo (jammy), John and Jeremy for converting to the Vega, and to Andrew and

Jonty for passing their Bronze flying skills test. As always, many thanks to the many people whose hard work helps keep our club running.
Claire Willson

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

CONGRATULATIONS to Leslie Coquet and Patrick Lund, who went solo on the same day, and to Robb Batty for completing his Bronze badge. Colin Hales has paused his KR2 'Round the world' tour at Anchorage for the winter, and will continue over to Asia next year. Our midweek team is coming to the end of this summer's run, with operations finishing at the end of October. Thanks very much to Gordon Dennis, Bruno Brown and Gavin Preuss for instructing over summer. Kath Barnes, who has driven the winch for 15 years, is finally retiring so a big thank you from everyone at Shenington. Next year's regionals are 25 June – 3 July. On glide is open for entries. Glider maintenance is under way on the K-8s. We'll be flying over winter on the good days.
Tessa Whiting

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

A GOOD summer brought us a crop of achievements. Dave Rhys-Jones has all three Diamonds, Tom Beck got his Diamond distance. William Spears, Derek Ivson, John Philpot and Steve Clifford went solo, while Paul Fritche and Rod Walker came second in the 20m Nationals: Damian LeRoux flew an amazing 545km down to Devon and got back again. Harry Clark, a former cadet, has achieved his ambition to become an airline pilot. Guy Westgate continues to bring us valuable publicity at Parham with his work for flying charity Aerobility. He also became the first pilot to carry out a night out-and-return flight from Parham in a multi-illuminated Grob 109. Sport England has awarded us more than £9,000 towards fitting FLARM, for which we are truly grateful.
Peter J Holloway

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

MEMBERS have been continuing to gather badges and endorsements apace, with Stan Fenton achieving his Gold distance and Gold badge, Iain Wood his Silver height, Chris Tooze his Silver duration and Cross Country Endorsement and Dave Lewis gaining his 100km diploma. Following our successful Air League course, Anna Trezise has gone solo. So has young pilot, Matt Flye, as well as one of

our senior members, Pete Wilson. Ashe Lambe and Iain Wood have passed their General Flying Test and completed their NPPL SLMG qualification, thanks to instructor Ian Kennedy.
Stuart Edinborough

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

WE mourn the passing of John Lerner, beloved husband of Pauline, who continues to fly in his memory. A successful training week was run by DCFI Dave Knibbs and Paul Whitters, who sent Kevin Walker solo. DCFI Derek Heaton introduced an "Eight Lakes Task" to give novices experience of early cross-country flights. Rob Kameny achieved seven hours in Nigel Frost's Skylark 4, swiftly followed by Rob qualifying as BI. Rob's second air experience customer was 92-year-old Peter Tranter, who last flew P1 in a Horsa glider as part of Operation Varsity in 1945. Nigel has another glider, this time a Slingsby T-8 Tutor built as a T-7 Kadet in 1952 and upgraded in 1963. An enjoyable friends and family day in August, expedition to Milfield in September, and a new standard Astir to cope with the ever-growing number of new solo pilots, completes a busy season.
Malcolm Taylor

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

WE'VE had a busy summer with a number of achievements. Jonathan Hill re-soloed (originally soloed in 1982), as did James Hewitt (after a 40-year break). Chris Leggett, Zsolt Olah (aka George) and Simon Cousins also soloed. Congratulations to David Addison on his Cross Country Endorsement; he has since bought in to a K-6 syndicate at the club. Tom Arscott did amazingly well at the Club Class Nationals, finishing 5th. Steve Codd entered with our club two-seater, which proved challenging. Steve Codd entered the Bicester regionals, finishing 7th, and I had a thoroughly good time at Sutton Bank when I entered Competition Enterprise.
Marc Corrance

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

HUS won the 2015 Inter Club League for the second year running, beating Gransden in the final. The wet, windy, but enjoyable task week saw flights exceeding 200km during just four taskable days. Our 2015 competitions were a resounding success; Lewis Bricknell found the Junior Championship at Aston Down challenging, but stuck at it. The 'new' café team and office administrators have been busy

First solos (left to right): **South Wales'** Anna Trezise, with Ian Kennedy, and Pete Wilson; **Staffordshire's** Kevin Walker (right) with Paul Whitter; Pat Killingsworth (right) at **VOWH** (Kevin Hale); Lewis Kell, 14, at **Wolds**; Jonathan Francis-Thelwell logs entry in Billy Badger's charity log book at **Wrekin**



with visitors and new members. HUS topped the BGA Ladder average distance flown club list for multiple flights. Wrong sort of wind at Eden? Overheard... "I spent nearly as much on wing tape as launch fees!" Cadet, ab-initio and pilot training is always available using our experienced instructor team, please call us first. Our heartfelt condolences to the family of Mike Cater, who passed away suddenly in late September. He will be very much missed by all of us. (See obit p69.)

Tony Lintott

TRENT VALLEY (KIRTON IN LINDSAY)

WWW.TVGC.ORG.UK

532745N 0003436W

DESPITE a less than brilliant summer we have had many long cross-country flights undertaken and some notable achievements. Ian Hall and Rick Ballard have completed their Silver badges, Rob Harkness has his Bronze and Cross Country Endorsement. Steve Nock is our first instructor to gain his FI rating under the new system, with guidance from Paul Holland. Larry Lawes and Rick Malam have joined the instructing team and Motor Glider PPL training has started. We hosted Cranwell GC in September when they were unable to fly from their airfield and a few of our members enjoyed flying their wonderful Duo. You're welcome back anytime! The EuroFOX is proving to be an effective low-cost tug and we have four new tug pilots.

David Bieniasz

UPWARD BOUND TRUST (HADDENHAM)

WWW.UBT.ORG.UK

514635N 0005630W

OUR flying week in August got off to a wet and windy start, but ended well with many members experiencing their first aerotow. Congratulations to Ladia Prokop and Oliver Dudley-Heidkamp, who made their first solo aerotow flights, whilst Ruhul, Charles and Rohan had their a taste of aerotow under instruction. Thanks go to Dave Bramwell for tirelessly towing everyone up! Further congratulations are due to Oliver on achieving his Silver height in September. Just one member (Peter C) made it to Edensoaring this year, but he had members of Cambridge GC for company and managed some ridge and wave flying during the week. Our grateful thanks to Peter Underwood, who has swiftly fixed our much loved K-8 following its wing inspection.

Chris Scutt

VALE OF WHITE HORSE (SANDHILL FARM)

WWW.SWINDONGLIDING.CO.UK

513614N 0014030W

CONGRATULATIONS to USAF F22 jet pilot Pat Killingsworth on his first solo flight in the

UK, only three days after the arrival of his first daughter! Our youngest member, Niall Watkins, made his first solo flight in the Twin Astir – another A* to add to his collection of GCSE results earlier in the day. We welcomed back James Wilgeroth to the club; he made his first solo flight after a four-year break. Thanks to CFI Dan Carter and instructor Cliff Beveridge for their tutoring and encouragement. We hosted another entertaining visit from the scale model aerotow group and our deconfliction procedure was successfully tested by two Silver distance Kestrel GC members. Finally, we said a sad goodbye to our Maule tug, now gone to a new home in Kent.

Paul Kellett

WELLAND (LYVEDEN)

WWW.WELLANDGC.CO.UK

522758N 0003430W

THE wine cellar here at the Welland has never been so well stocked as we continue to celebrate successes galore! We are delighted to report that we are once again reigning intermediate class champions, following this year's national two-seater comp at Pocklington. Fine performances from Dick Short, Gregg Taffs, Dave Arblaster, Steve Allen and Mark Rushton. Connor Budworth, our 14-year-old pilot extraordinaire, went solo and effortlessly converted to the Junior. Jim Skorupa re-solo'd and Andy Bennett not only completed his Cross Country Endorsement, but also proved that love really is in the air by proposing to his girlfriend Jo Dale in five-foot high letters on the clubhouse roof as she was unsuspectingly flown above. Huge congratulations to you both!

Rebekah Hart

WOLDS (POCKLINGTON)

WWW.WOLDS-GLIDING.COM

535541N 0004751W

CONGRATULATIONS to Lewis Kell, who was sent solo one week after his 14th birthday by Mark Ridger. Will Blackburn completed a Gold distance during his first Junior Championships and finished a creditable eleventh, while Sam Roddie was third. The 30th two-seater competition saw four days of soaring with John Collins' team, Derby & Lancs, overall winners. John Pursey's Eagle, Devon & Somerset, outsailed many more modern aircraft to win the wood trophy. A total of £1,300 was raised for the Yorkshire Air Ambulance, including £380 from Lakes and £180 from York. With all permissions granted and contractors appointed, work is about to begin on the new building to house our winches and ground vehicles and free up valuable hangar space.

George Morris

WREKIN (RAF COSFORD)

WWW.WREKINGLIDINGCLUB.CO.UK

523824N 0021820W

SUMMER weekends have seen many visitors flying with the club, and Thursday evenings remain popular, with young RAF airmen and airwomen from Cosford and Shawbury enjoying the chance to experience flying with the club through the RAF Charitable Trust sponsored gliding bursaries. Congratulations to Hannah Sollom on being granted a Caroline Trust bursary that she intends to make use of both with the club and whilst away at university. Our new Turbo-Falke is proving to be an able and popular aircraft. Meanwhile, both the Supermunk and SLMG have departed for new homes. The introduction of revised Cosford airfield procedures means that we are all having to relearn our RT calls.

Geoff Catling

WYVERN (UPAVON)

WWW.WYVERNGLIDINGCLUB.CO.UK

511712N 0014700W

IN between many of the club aircraft and Service members being away at the Inter-Service competition at Bicester, Wyvern had its third generation of the same family go solo at Upavon. Lucy Hadlow (14) was sent solo by her grandfather, John Bradley, with mum, Dawn Hadlow, looking on nervously. It wasn't that many years ago when John also sent Dawn solo! Both John and Dawn have taught Lucy, along with other club instructors. A spell of late summer weather is enabling us to provide a week-long course for wounded and injured Servicemen under the BattleBack scheme and sponsored by The Air League.

Paul Jessop

YORK (RUFFORTH)

WWW.YORKGLIDINGCENTRE.CO.UK

5357100N 00111332W

NEWS from up north! Perhaps not news, but more a reflection on 2015. We have seen a steady rise in our membership. The new hangar is keeping our tugs warm and dry during these winter months. Our DG-500 has had an instrument upgrade. A BIG thank you must go to our EuroFOX build team, led by Richard Cole, who have built our second EuroFOX. Thank you also to Ian Barwick, who has spent hundreds of hours grass cutting. Reduced flying charges remain until April 2016. With four two-seaters, five single-seat gliders and three tugs, we can genuinely boast that Sutton Bank has the best club fleet in the north. Come and join us in 2016. You will made most welcome and will not be disappointed with our superb facilities.

John and Sarah Marsh

■ Seahawk is part of the wider Royal Navy Gliding and Soaring Association and we work closely with the other two Navy clubs: Heron GC at RNAS Yeovilton and Portsmouth Naval Gliding Centre at Lee on Solent. This way we can maximise gliding opportunities, particularly when looking to organise trips to glide further afield.



Photo by Jordan Richards

> CLUB FOCUS

SEAHAWK

AT A GLANCE

Membership:

Junior: £84
Civilian: £195
Military: £5 (first year)
£48 subsequent
Day Membership BGA: £8.50

Launch type:

Autotow - £7 club
Aerotow - £24 to 2,000ft
+ £6 per 500ft

Club fleet:

DG-505 17.5/18/20,
SZD50-3, Puchacz ,
SZD51-1 Junior, Pegase
101A

Private gliders:

3, plus Playmate microlight
fleet

Instructors/Members:

6/75

Types of lift:

Thermal, convergence, sea
breeze

Operates:

Friday 1500-sunset
(Service only), Saturday,
Sunday

Contact:

01326 552595
www.seahawkgliding.co.uk

Long and Lat:

500509N 051520W

ESTABLISHED in 1966, Seahawk GC is based at Royal Navy Air Station Culdrose and is the most southerly gliding club in the country. Situated five miles from the sea, on a good day with a decent sea breeze front you can soar the south coast of “God’s Own County” and enjoy the most spectacular coastal scenery.

Formed to provide service men and women with the chance to get airborne, the club now does so with a mix of service, ex-service and civilian members, who make up a small, enthusiastic team that provides the safe environment for gliding and sound club administration.

We have an excellent, well balanced club fleet, which provides a broad range of capabilities for club pilots to progress. It starts with a Puchacz basic trainer followed by a Junior early solo glider, a DG-505 for more advanced training, including cross-country and aerobatics, and a Pegase single-seater for cross-country work and competitions. All are supported by a Super Dimona Motor Glider which, from Culdrose’s hard runways, is an excellent tug and is also used for field landing and navigation

training. The club is one of only two using autotow as a regular launch method behind a turbo diesel truck.

We are only able to fly at weekends for the majority of the year, as Culdrose is a very busy operational naval air station during the week, supporting a Sea King SAR Squadron, Sea King Airborne Early Warning and Merlin Anti-Submarine Helicopters. Avengers (King Air) are used for navigator basic training and a squadron of Hawk jets supports fleet training. Usually, over the weekend it is only the SAR squadron that operates, with whom we have a good working relationship so gliding can continue. We also fly on Friday evenings during the summer to provide opportunities for squadrons and station departments to enjoy subsidised group taster sessions to see if we can get them hooked!

The club runs two courses a year for young potential pilots, supported by the Fleet Air Arm Officers Association Aviation Trust Charity. Graduates from these courses have been feeding in to our burgeoning junior section, which bodes well for the future of the club.

Jake Matthews

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After eight very enjoyable years, I am sorry to announce that PARASENTIAL will cease being the UK agent for SOFTIE parachutes as from October 31st 2015. It has been a very hard decision to make but LX Avionics Ltd (who are taking the distributorship over) will, I am sure, be very happy to look after your future needs.

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Marjorie Hobby



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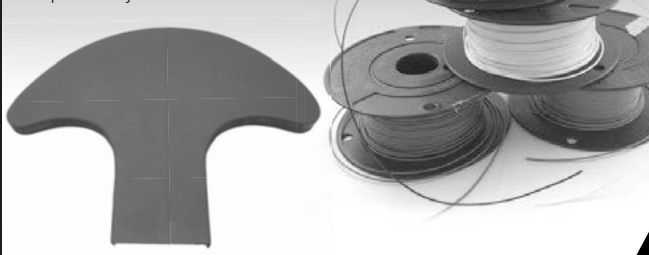
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Miroslav Lewandowski and his Foka 4 (Jan Szladowski)

THIS WAS THE ACTUAL GLIDER THAT WON THE OPEN CLASS WORLD CHAMPIONSHIPS IN 1965 AT SOUTH CERNEY. WHEN, BEFORE OR SINCE, HAS A STANDARD CLASS GLIDER WON AN OPEN CLASS WORLD CHAMPIONSHIP?

CAMPBILL VINTAGE RALLY (19-26 June, 2015)

TWENTY-FOUR pilots and 12 aircraft arrived in Camphill for the 2015 Camphill Vintage Rally. With the CFI producing accurate weather forecasts and setting suitable tasks for the ambitious pilots, over 300km of cross-country were logged, together with five successful field landings. A K-8 (big Tom Edwards) and a Swallow (88km by Steve Cutthew – his first over 50km!) achieved the longest distances and the flying times for the week totalled 117 hours.

The star of the week was Miroslav Lewandowski, who arrived unannounced from Poland with his beautifully restored 15-metre SZD Foka 4. This was the actual

glider that won the Open Class World Championships in 1965 at South Cerney. (When, before or since, has a Standard Class glider won an Open Class world championship?) Miroslav felt he should bring it to England since it was the 50th anniversary of the success.

There was only one day when a soaring westerly wind was forecast, so Pete Whitehead (Edensoaring and any launch site he can find) agreed to come down and show us his expedition bungee system (see *The expedition glider pilot's guide to launching*, pp38-43, Dec 13/Jan 14). What we ignored was the forecast of heavy showers. Undaunted, Pete arrived and rigged his 463, assembled a selection of different sized bungee cords and set up his system of ground anchors that replace the team of eight strong men and true charging down the hill. A rather "gentle" launch (a trundle) ensued, but Pete took off safely and enjoyed some hill soaring before returning to add some extra bungee cord, with the K-8 then taking off successfully!

The social side was as lively as ever, with a BBQ plus music, young owls flying in the clubroom, a quiz, a talk by the talented Judy Leden (multiple world champion hang/paragliding) and the inevitable horseshoe competition. The latter resulted in an honourable three-way tie between Kent, Oxford and Camphill after the beer ran out.

A fun cordial week, so if you want to join us next year, why not pencil in 17-25 June 2016 in your diary? But book early, as numbers will be limited!

Mike Armstrong



Modified Skylark 2S. The Phoenix owned by Ron Page and based at Dunstable (Mike Armstrong)

LASHAM VINTAGE TASK WEEK (8-26 August 2015)

EVERY year the Lasham VGC Group holds a task week with the aim of flying its extensive fleet of vintage gliders cross-country. We had a bad summer in 2015 and the chosen week was no exception. However, the two weekend days produced some fair cross-country conditions.

On the first day, the task was LAS-Cirencester-Devizes-LAS, 204km, with a smaller Devizes-Swindon task for the lower performance gliders. Two gliders completed the larger task: Richard Moyse in the Slingsby Sky and Ray Whittaker in the K-6e. Several gliders completed the smaller task, or turned slightly short of Devizes in worsening conditions. Peter Bunnage achieved his Silver distance in the Skylark 3 by landing at Sandhill farm, having turned Chilbolton on the way, a great effort on a first cross-country.

On Day 2, the conditions were unusual and a small task of 63km was set. One glider got round and a few others made good attempts.

Until the following Saturday, only duration was possible locally on two days. With the Lasham regionals starting, it was only possible to launch late after the comp grid. However, a task of 101km was set and completed by a number of gliders.

On the last day, a short task of 75km was set. Conditions were better and it proved to be underset.

In total 16 gliders took part, types as follows: Slingsby – Sky, Skylark 3, Skylark 4, Kite 2, Prefect; EoN Olypia – 2b, 403, 463; Schleicher – K-13, K-8, K-6; JS Weihe; PZL Bocian 1D. A total of 2,355km was flown, with 1,625km being flown on the first day. Rob MacEvoy produced the scores, with Richard Moyse winning the Keith Green



Richard Moyse's Slingsby Sky (Paul Haliday)

Wooden Plate, Garry Pullen second and Team Bocian in third place.

Once again, the Lasham VGC group proved that these ageing wooden gliders can still make significant cross-country flights, often in difficult conditions.

Most importantly, we had a fun week with lots of action and, with the exception of a trailer wheel falling off on the A339, no mishaps. All the entry fees went towards the Gliding Heritage Centre hangar fund.

Richard Moyse

LASHAM VGC CLUB PROVED THESE AGEING WOODEN GLIDERS CAN STILL MAKE SIGNIFICANT CROSS-COUNTRY FLIGHTS, OFTEN IN DIFFICULT CONDITIONS

SUTTON BANK SLINGSBY RALLY (29 August – 5 September 2015)

WITH 20 pilots and 14 vintage gliders, this year's Slingsby Rally at Sutton Bank saw an array of Yorkshire's finest, represented by Skylark 2, 3f and 4, Swallow, Prefect, T-21, Sky and Capstan. Others types included K-6, K-7 and a brace of Oly 463s.

Mixed weather conditions during the week provided attendees with a taste of hill soaring, thermals and weak wave on four of the days. Non-flying days allowed visitors to explore local attractions; those visiting Elvington Air Museum were especially lucky to be there when several of the exhibits



A fine line-up of Slingsby's finest (Phil Lazenby)



Above: Peter Underwood proudly unveils the prototype Slingsby Kite 1, after a six-year rebuild, on its 80th anniversary

Right: The peace and tranquility of the Bank was suddenly shattered when this huge Hercules radial engine belched into life



Below: A perfect Prefect!
(Photos by Phil Lazenby)



☞ demonstrated impressive engine runs. Non-flying enjoyment was enjoyed on a couple of evenings when Liz provided great meals from the club's restaurant kitchen. These were followed by fiercely contested quizzes and a great deal of chat, much of it pure nostalgia.

During the week, local enthusiasts arrived on site with a fully working Hercules engine mounted on a trailer. This was the power unit for RAF Hastings and Varsity planes amongst others. The throaty roar and sheer power of the engine impressed all onlookers.

Everyone admired the high standard of workmanship displayed in the major restoration of a Kite 1 by father and son, Peter and David Underwood. This awaits recovering and is a tribute to their unstinting efforts to keep our vintage gliders as we would wish to see them.

The Yorkshire Club will host the rally again in 2016. Although Slingsby machines are particularly welcome back to the county of their birth, all vintage types are most welcome. So why not come along and finish the season in good company at a wonderful soaring site?

Phil Lazenby

AAIB BULLETIN: 5/2015

THIS is an abridged report of the UK Air Accident Investigation Branch report into a fatal Schleicher ASW 20L accident. The full report can be found in the AAIB Bulletins at www.aaib.gov.uk/publications/bulletins.cfm

Aircraft Type and Registration: Schleicher ASW 20 L, G-LYSA

Year of Manufacture: 1978 (Serial no: 20054)

Date & Time (UTC): 18 June 2014 at 1618hrs

Location: North Hill Airfield, Sheldon, Devon

Synopsis

The glider was making an approach to the landing site and was witnessed flying at a near constant low height along much of the field. The glider then entered a steep right turn at the upwind end of the field, during which the nose dropped. The glider struck the ground in a steep nose-down attitude, probably as a result of stalling during the turn. The pilot was fatally injured.

It was considered that the pilot probably made an error of substitution by operating the landing gear lever rather than the airbrake. As a result of this accident, the BGA re-issued a Safety Alert letter to owners of this type of glider to inform them of the risks of using the wrong control whilst attempting to operate the airbrake lever.

Analysis

The pilot would normally fly downwind to land with the landing gear deployed. On approach, the glider would often be configured with intermediate flap extended and the airbrake being used by the pilot to control the angle of approach. Although the landing gear and airbrake levers are different colours, the visual contrast between the two lever handles is small. Additionally, after the landing gear is extended, with the airbrake still retracted, the two levers, which are of similar size, shape and feel, are very close to each other and can assume similar orientations. Under these circumstances, there is potential for a pilot to mis-identify the correct control and operate the incorrect one.

Should the pilot inadvertently operate the landing gear lever instead of the airbrake lever, he would then retract the landing gear and not deploy the airbrake. In this accident, the landing gear was observed to be retracted and there was no evidence that the airbrake was being used. Without the airbrake, the glider would maintain a shallow

descent angle and this, coupled with the slight downhill slope of the landing zone, would explain the apparent lack of height loss and why the glider continued at its observed height until it was near to the end of the field. (The recorded data indicated that there was an increase in drag during the approach and witness evidence suggested that it was most likely that the variations in drag were caused by the observed flap operation, not airbrake.)

At this point, the airspeed was estimated to be between 52-55kt. The aircraft then entered a steep turn to the right, with over 60° angle of bank. A slight pull up on entry to the turn, observed by some witnesses, would have had the effect of reducing this airspeed. At 60° angle of bank, in a steady turn, the effective stalling speed of the glider, with maximum flap selected, is approximately 51kt. Any increase in angle of bank beyond 60° would have further increased the stalling speed, as would a flap selection less than the maximum.

It is probable that, in turning downwind, the combination of reducing airspeed and increasing bank angle led to the aircraft stalling at a low altitude, from which recovery would not have been possible in the height available.

It is probable that the pilot made an error of substitution by operating the landing gear lever rather than the airbrake. He then appears to have operated the flap lever, instead of the airbrake, to control the rate of descent on the final approach to his intended touchdown zone. This error, on this and other gliders of similar control configuration, has been well documented by the BGA.

The investigation examined possible factors that could have contributed to this error: heat and physical fatigue, unfamiliarity with the aircraft and control similarity. The possibility that the pilot was suffering from the effects of heat, dehydration and physical fatigue, which adversely affected his mental performance could not be discounted. The pilot had been outdoors for much of the day, the weather had been warm, he had been involved in a glider retrieve in the middle of the day and was at the end of his fourth flight, which had lasted 64 minutes. Any fatigue experienced by the pilot would have reduced his performance and his capacity to analyse the situation when it deviated from expected norms. His lack of familiarity with the glider could have increased his mental workload, further adversely affecting his

mental performance.

Lastly, the similarity in position, orientation, feel and low colour contrast of the airbrake and landing gear controls increased the likelihood of the pilot operating the wrong one by mistake. It was not possible to determine which of these factors led to the error, but it is probably that all of them played some part in the accident.

There was no evidence of any pre-impact failure on the glider. However, the apparent separation of the grip from the control stick during the impact exposed the pilot to the tubular end of the stick, with fatal consequences. Other injuries he sustained may have proved fatal in the longer term. The fitting instructions, provided by the manufacturer of the control grip, state that some form of adhesive should be used to secure the grip to the control stick. No evidence was found that any adhesive had been used in the fitting of this grip.

Conclusions

The investigation assessed that an undetermined combination of fatigue, unfamiliarity with the glider and similarity of the landing gear and airbrake controls probably led to the pilot operating the landing gear control, by mistake, instead of the airbrake control. This resulted in the aircraft being configured with the landing gear retracted and the airbrake not deployed for the final approach. With the flaps appearing to be cycled through various positions, it did not seem to descend on the normal final approach path, but maintained height until it was near the upwind end of the field. A subsequent steep turn, which put the glider in a downwind position, resulted in it stalling at a height from which it was not possible to effect a recovery.

Safety actions

As a result of this accident, the BGA re-issued a Safety Alert letter to owners of ASW 15, ASW19, ASW20 and Pegase gliders to inform them of the risks of using the wrong control whilst attempting to operate the airbrake lever.

In August 2014, the BGA issued a Safety Alert recommending that control column grips should be fitted in accordance with the instructions supplied with the product, and that pilots should check the stick grip for security as part of the routine daily inspection. See 2010 Control lever confusion alert at <https://members.glidering.co.uk/library/safety/control-confusion/>

BGA accident/incident summaries

AIRCRAFT		Damage	Date, time	Place	Age	PILOT Injury	P1 hours
Ref	Type						
63	Dimona	substantial	24/04/15, 15:25	Buckminster GC	67	none	119
Heavy landing and prop strike. This type of aircraft has the throttle lever on the centre console and an airbrake lever to the left of each seat; the right seat airbrake control is close to the throttle and easily accessible to the left seat pilot's right hand. The pilot reports that in future he intends to swap hands on the stick after closing the throttle - right hand on the stick, left hand on the left seat airbrake lever.							
64	K-13	minor	16/04/15, 14:00	Black Mountains GC	71	none/none	3,500
Puncture to leading edge of wing in field landing. After failing to find lift, the instructor realised that they were barely within gliding range and set up a marginal final glide back to the airfield, picking landable fields on the way. Encountering sink close to the airfield, the pilot turned to land in the only available field where, despite landing uphill and steering to the furthest corner, the port wing hit the boundary hedge. The CFI's report suggests that an earlier decision to land in a more suitable field would have been a better option.							
65	Grob 109	minor	11/01/15, 13:00	Kestrel GC	50	none	5,500
Shattered canopy. While taxiing back to the hangar, the portside door canopy shattered around the DV panel. The report suggests either weakness in the canopy or a foreign object thrown up by the prop.							
66	Ventus	minor	27/04/15, 16:15	Bath, Wilts & N Dorset GC	68	none	995
Damage to aileron. During a field landing, the wheel locked as the pilot braked, the wheel skidded on the freshly cut grass and the glider started to groundloop. The aileron on the outer panel of the rearward moving wing caught in the grass and was bent downward beyond the usual operating range.							
69	Astir	substantial	10/05/15, 15:05	York GC	52	minor	24
Undershot approach. The wind had picked up during the day, pilots were reporting turbulence and strong sink on the approach. The pilot used the airbrakes to lose height on base leg, as well as adjusting the glider heading to compensate for the strong wind. On approach, in rough conditions, the pilot realised that the glider was undershooting and made a controlled landing in a clearing in the trees. The glider hit a tree stump damaging the cockpit area; the pilot suffered bruising. One witness reports that the airbrakes remained open throughout the approach.							
70	Discus	substantial	28/04/15, 13:00	Lasham GS	59	none	636
Field landing after turbo failed to start. The pilot had picked a couple of fields and prepared for landing before trying to start the turbo at about 1,300ft agl. He kept on trying to start the engine before making a quick circuit into one of the pre-selected fields. The hasty approach into a strong and gusting wind, with the engine out, ended in a hard landing. The wheel box was later found to have some delamination and a wingtip had minor scratch damage.							
73	Kestrel	substantial	16/05/15, 14:20	South Wales GC	58	none	1,300
Hit cable on approach to a field landing. The pilot chose to fly low over the boundary hedge to maximise the available length and did not notice the phone cable until just before impact. The fuselage broke during the landing.							
74	Cirrus	destroyed	17/05/15, -	Midland GC	51	serious	250
Overshot field landing. The pilot set up an approach into a ploughed field, thinking he was landing into a 20kt headwind and intending to land long near the gate. The pilot quickly realised that he was landing in a crosswind and about to overshoot, so he closed the airbrakes and tried to fly over a gap in the boundary hedge. The wingtips caught in the hedge and the glider crashed into the next field, tearing off a wing. The pilot fractured three vertebrae.							
78	PIK 20	minor	21/05/15, 15:00	Devon & Somerset GC	74	minor	2,373
Field landing accident. The selected field was large, had been mown and there was another glider in it. The pilot realised on final approach that he was landing down a slope and he chose to fly the glider onto the ground before running out of field. The glider then groundlooped, buckling the undercarriage frame.							
82	Nimbus 3	minor	26/05/15, 14:30	The Gliding Centre	68	none/none	183
Undershot landing. The pilot was practising a full flap, full airbrake short field landing, but, after rounding out over the top of the crop in the undershoot field, the glider did not float as much as expected and landed in the crop at the edge of the field. The main wheel hit a step at the edge of the airfield, bouncing the glider back into the air just as a wingtip caught in the crop. The glider yawed through 90° before landing sideways onto the airfield.							
83	DG-500	substantial	28/05/15, 13:25	York GC	67	none/none	873
Wheel-up landing damaged an internal frame. The pilot omitted his pre-landing checks.							
84	K-21	substantial	30/05/15, 12:15	Ulster GC	49	none/none	451
Glider hit tractor during landing ground run. While landing at the end of a trial lesson the pilot was concentrating on his approach reference point and airspeed and failed to notice the tractor (on grass cutting duty) driving down the landing area on a reciprocal heading. The pilot saw the tractor after touching down and attempted to steer away, but a wingtip caught the cab, damaging the wing and fracturing the fuselage as the glider yawed.							
85	K-6	substantial	30/05/15, 14:20	Edensoaring	48	none	64
While field landing, the glider struck a rock obscured in tall grass. The underside of the rear fuselage was badly scored and punctured.							
86	Grob Acro	substantial	09/06/15, 09:50	Southdown GC	66	minor/none	150
Rear canopy opened on aerotow. After getting in, the instructor had closed the canopy as protection from the wind; when the P2 asked about it during his pre-flight checks the instructor confirmed the canopy was closed and locked without physically checking. After the perspex shattered, the frame slammed shut again, hitting and cutting the instructor's head.							
87	T-61	minor	24/05/15, --	York GC	34	none / none	130
Prop strike. While taxiing off the grass runway the TMG ran over some uneven ground and the propeller hit the ground, splitting a blade.							

BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	Place	PILOT Age	Injury	P1 hours
88	LS4	minor	12/06/15, 11:40	Borders GC	62	none	204
Heavy landing bent both legs of the undercarriage fork. The pilot believes that he was focused too much on his reference point and made a late, rushed roundout.							
89	K-8	destroyed	14/06/15, 12:10	Cotswold GC	57	fatal	unknown
AAIB investigation.							
92	ASW 19	minor	24/06/15, 12:00	Cotswold GC	57	none	16
Heavy landing damaged undercarriage. The inexperienced pilot had not flown for three weeks and his only previous flight in the this glider had been a single circuit nine months earlier. He thought that he had a winch launch failure at 600ft agl so pulled the release and flew an abbreviated circuit. The pilot had trouble co-ordinating attitude and airbrake on approach, flying at 70+ knots and, concerned at the high sink rate, adjusting the airbrake setting several times. This continued until the glider landed heavily, bouncing and landing a few times.							
Incidents							
67	K-13	--	03/05/15, -	-	-	-	-
Mis-rigging. While lining up the tailplane mountings, the elevator connection came out of the elevator control pushrod. The disconnection was quickly discovered at the start of the DI.							
68	K-21	minor	09/05/15, 14:40	-	-	-	-
The instructor opened the front canopy to attach a tow rope, but, as the rope was being attached, a gust of wind blew the canopy shut. The canopy cracked across its full width.							
71	Astir	none	01/05/15, 15:00	-	-	-	-
Pre-Bronze pilot made a safe field landing after searching for lift and getting too low to glide back to the airfield.							
72	Astir	none	04/05/15, 13:10	-	-	-	-
Mis-rigging. After releasing from the aerotow, the pilot noticed that the ASI was not working. He assessed his options, elected to land and used the airbrakes to speed up the descent. Having started his circuit he forgot to close the airbrakes and, by the time he realised the mistake, he was too low to reach the airfield. After a safe landing in a field the pilot noticed that he had put the total energy tube into the pitot receptacle in the fin.							
75	K-6	minor	15/05/15, 18:00	-	-	-	-
De-rigging in a strong wind when a gust weathercocked the glider, breaking the fuselage support. The fuselage fell over and was left with a crease in the plywood skin.							
76	Grob Acro	none	16/05/15, 18:00	-	-	-	-
At the end of the day's flying, it was found that the glider battery was completely unsecured and the securing bolt was missing. The glider had been busy with soaring and aerobatic flights all day.							
77	Duo Discus	substantial	19/05/15, 15:00	-	-	-	-
The glider was securely parked with trestles under each wing; the forecast was for breezy weather, but no Met Office weather warnings had been issued. After a phone call from the airfield, the owners returned to find that the glider had been blown 100 yards into an earth bank, tearing off a wingtip and damaging the rudder. Weather recordings showed that a large storm had developed a few miles upwind and that the associated strong winds had reached the airfield.							
79	Grob Acro	none	23/05/15, 11:30	-	-	-	-
The pilot forgot to check that the rear canopy was locked before take-off. The canopy came open early during the winch launch, fortunately remaining attached and undamaged.							
80	LAK 12	none	23/05/15, 12:30	-	-	-	-
Tug upset. Early in the aerotow, the glider pilot realised that the canopy was unlocked. While dealing with the canopy he was not concentrating on the tug and when the pilot looked up and realised that the tug was now out of sight below the nose he pulled the release. The tug pilot reports the aircraft tail being lifted and the tug being in a steep dive despite aft stick. The tug pilot pulled the release and the dive bottomed out below the height of some nearby pylons.							
81	K-21	none	14/04/15, 14:30	-	-	-	-
Fuselage access panel fell off during an aerotow. The glider was re-rigged after a landout and, despite a DI, it was not noticed that the control connection access panel had not been properly secured or taped.							
90	K-21	none	17/06/15, 12:15	-	-	-	-
After a simulated winch launch at approx 500ft agl, the P2 regained flying speed and opened the airbrakes intending to land ahead. The instructor had expected an abbreviated circuit, but initially felt there would be enough room to land ahead. Realising there wasn't enough room, the instructor took over just in time to roundout and then shut the airbrakes, fly over the boundary hedge and land in an adjacent crop field.							
91	Astir	none	24/06/15, 16:00	-	-	-	-
Wheel-up landing.							

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 BADGES

No.	Pilot	Club (place of flight)	Date
Diamond Badge No			
804	David Shearer	Kent	31/07/2015
805	Thomas Beck	Southdown	07/08/2015
Diamond Distance			
1-1232	David Shearer	Kent (Cambridge)	31/07/2015
1-1233	Anthony Sanders	Midland	31/07/2015
1-1234	David Bieniasz	Trent Valley	31/07/2015
1-1235	Thomas Beck	Southdown	07/08/2015
1-1236	Finn Sleigh	Cambridge	09/07/2015
1-1237	Laurence McKelvie	Ulster (Fuentemilanos)	20/08/2015
1-1238	Marc Rupasinha	London	09/07/2015
Diamond Goal			
2-2529	Mark Williams	Chiltern	31/07/2015
2-2530	Richard Hypher	VOWH (Dunstable)	31/07/2015
2-2531	Liam Lyons	Lasham	31/07/2015
2-2532	Finn Sleigh	Cambridge	09/07/2015
2-2533	Dinant Riks	Oxford Uni, Bicester	08/08/2015
2-2534	Jordan Richards	Seahawk (Aston Down)	28/08/2015
2-2535	Andrew Burton	Welland (Hus Bos)	09/07/2015
2-2536	Oliver Giles	Four Counties (Aston Down)	28/08/2015
2-2537	Matthew Woodhouse	Benalla, Australia	01/02/2015
2-2538	Roy Garden	Deeside	25/09/2015
Gold Badge			
Michael Witton		Midland	16/05/2015
Gold Distance			
Mark Williams		Chiltern	31/07/2015
Richard Hypher		VOWH (Dunstable)	31/07/2015
Liam Lyons		Lasham	31/07/2015
Finn Sleigh		Cambridge	09/07/2015
Dinant Riks		Oxford Uni, Bicester	08/08/2015
William Blackburn		Wolds (Aston Down)	28/08/2015
Andrew Burton		Welland (Hus Bos)	09/07/2015
Thomas Russell		London (Aston Down)	28/08/2015
Marc Rupasinha		London	09/07/2015
Oliver Giles		Four Counties (Aston Down)	28/08/2015
Matthew Woodhouse		Benalla, Australia	01/02/2015
Gold Height			
Michael Witton		Midland	16/05/2015
Oleg Rzhondkovskyi		Bristol & Glos (Aboyne)	30/08/2015
Silver Badge			
Colin Church		Peterborough & Spalding	31/07/2015
Thomas Pavis		York	31/07/2015
Richard Hayden		Nene Valley	08/08/2015
John Felakowski		York	07/08/2015
Chris Bennett		Lasham	17/08/2015
Douglas Logan		Devon & Somerset	08/08/2015
Philip Dwyer		Kent	07/08/2015
Robert Hubrecht		London	07/08/2015

cont'd on page 70

Penny Longland, nee Minnitt (1956-2015)



PENNY was born in the Solomon Islands where her father was a Colonial Administrator. She went to Girton College, Cambridge, to study Anthropology and Archaeology, but later switched and obtained her degree in Land Economy. It was at Cambridge that she first flew with the Cambridge University Gliding Club (as it was then), and it was also where she met Steve Longland, who later became her husband. Graduation in 1978 saw her moving to London for her first job, but it wasn't too long before she moved back to Cambridge.

Penny's career included time with Segal Quince Wicksteed, who first recognised the Cambridge Phenomenon, and she went on to work for a number of hi-tech Cambridge companies. It was during this time that she qualified as a Chartered Secretary, a skill that later proved of great advantage to the gliding club.

Penny was the gentlest and most considerate of people; small in stature, but determined to do what she set out to achieve. Her flying was similar. When she took off in a Skylark 4 to do her Silver duration, some thought she'd find the glider a bit heavy and tiring to fly. Four hours into the flight she was down to 600ft and back in the circuit contemplating failure, or so those observing thought. Suddenly she hit a tiny thermal, cranked the Skylark onto its wingtip, and climbed away in style to complete another hour and 14 minutes. So much for the doubters!

Penny and Steve went on to share a K-6e (CEY) in which she obtained her Gold height and flew her first 300km. Later she qualified as a BI (1992) and then as an Ass Cat instructor (1995).

By 1993 the Cambridge University Gliding Club found itself in the position of having a majority of members who had no connection with the university and so began a process of reviewing and changing the structure of the club. Penny was elected Club Secretary in the same year and, in the following year, was also elected Secretary of the CUGC Trust. By that time a Constitutional Working Part had been set up consisting of Penny, Richard Baker and Andrew Hulme. The adoption of the new legal structure of the Cambridge Gliding Club Ltd, with only two years' preparation was largely due to her meticulous attention,

as Trust Secretary, to the complex legal and other changes required. During this time she continued with her onerous duties as Club Secretary, the combination of the two posts greatly smoothing the whole operation. She stepped down as Club Secretary in 1996. In addition, for the 14 years from 1984 to 1998, she and Steve edited the club newsletter.

It wasn't long after this that Penny was diagnosed with cancer. This she fought long and hard, with bravery and determination, lovingly supported by Steve. Some of the treatment was drastic, but she remained largely upbeat and continued to live life to the full as much as she could, and to give great enjoyment to her many friends. My abiding personal memory of Penny is of her being driven in an open top vintage Bentley through the Cambridgeshire countryside with the sun shining and her hair flying. Despite the reoccurrence of the cancer she was laughing and chatting and enjoying the moment and nature to the full.

She died far too young and she will be sorely missed. But she left us with wonderful memories of a lovely, lovely lady.

Chris Davis, Cambridge GC

Andrew Stephenson (1931-2015)



ANDREW Stephenson joined the Cambridge University Gliding Club in about 1951, CUGC started as a university club in 1935, but after the war became

the regional gliding club admitting non-university members. By the time I joined as a graduate student in 1959, he was one of the club's regular weekend instructors. He was always known within the club as Steve, or Steve the Milk, because Walden Dairy was the family business. In those free and easy days, there was no formal instructor training: after gaining a Silver C and if thought suitable by the flying committee you were just told 'you're an instructor now' and got on with it. Several old members told me what a good instructor he was: calm, relaxed and inspiring great confidence. He told me once that instructing was indeed what he most enjoyed in gliding.

I left Cambridge in 1962 to live in North Wales flying with the Midland Gliding Club at the Long Mynd, but kept in touch with Steve at Cambridge's 'Mynd camps', held in June and September. The Cambridge

club was notorious for launching gliders by bungee off various hill sites. Steve's pick-up truck was in great demand for towing glider trailers up and down the Mynd and off to hill sites like the Black Mountains.

When I returned to Cambridge in 1970, Steve and I formed a gliding syndicate, which lasted until he gave up solo flying, probably in 1991. Our first glider was a K-6E (shared also with S Thornley), which we always took on gliding holidays to the Long Mynd and Sutton Bank. To this, we soon added a newly-restored Kite 2A and, later, a Moswey 3, which Steve, his son Michael and my wife Doris went to Switzerland to collect with Steve's beloved Chevrolet pick-up. In 1981 we sold the K-6E and bought an ASW 20FL. But I think Steve's real love was the Kite 2. He enjoyed a flight drifting downwind in the Kite 2 to a field landing 50-60 miles away, having a chat with the farmer, looking round the local church and a good meal in a pub on the retrieve back to Cambridge. Steve had bought a lovely cottage at Walberswick looking across the Blyth marshes to Southwold. While staying there, Steve often took the Kite 2 to Tibenham to fly with the Norfolk club.

Sometime in 1991, Steve had a minor incident in the ASW 20, groundlooping without damage in the cornfield short of the runway at Gransden Lodge. I think he may have been somewhat shaken and upset by this error of judgement and I cannot recall his flying solo again. We sold the ASW 20 shortly after this and I bought an LS7. The Kite 2 and Moswey were also later sold. Nevertheless, Steve would often visit the club at Gransden, especially on Saturday morning when the Sigfrid Club (formed in memory of Sigfrid Neumann) used to meet to discuss gliding with old friends. My last flight with Steve was in my syndicate Duo Discus at Sutton Bank in September 2006. We climbed in wave to 10,000ft. I think this may have been his last glider flight. Unfortunately, only one of his logbooks (for 1974-76) has been found, so I have no information about his total flying hours and cross-country flights.

We always did a lot more than gliding together: looking at churches and meeting at village pubs by bike and car. He spent his last two years in the Hatherley Care Home in Saffron Walden - a kindly, caring place. He is survived by his wife, Viiu, three children and nine grandchildren.

Peter O'Donald, Cambridge GC

Michael William Cater (1938-2015)



MIKE Cater, who died at the age of 77 following many years battling cancer, was one of our most outstanding CFIs at The Gliding Centre, Husbands Bosworth.

Mike joined us in 1983 and was soon re-soloed on an evening course. This writer was asked to take over his post-solo training and Mike soon went through our advanced training system up to cross-country standard and purchased a K-6e.

Mike had some previous gliding experience, both in the Air Cadets and in the RAF during National Service. Flying first at Castle Bromwich, where he went solo in the T-21 and attained his A and B certificates, he was in company with Frank Stevens (obit S&G, Dec/Jan 15), who in time also became a member of what was then the Coventry Gliding Club. Although National Service had been discontinued, having had a deferment during his degree studies, Mike was called up.

The RAF decided that his degree in electrical engineering would make him an ideal lecturer in radio and radar theory so he was packed off to RAF Jurby in the Isle of Man to become, as he said, an officer and gentleman. Following his commission, he went RAF Yatesbury where his technician assistant was John Williamson, who years later was to become our BGA senior national coach and who gave Mike his instructor rating, as well taking him on an advanced cross-country course.

Towards the end of his National Service, Mike's commanding officer told him that as he was the RAF's last National Service officer, he would be discharged following a special parade - which Mike would have to organise. Two days before that parade, Mike was told that another NS officer had been enlisted the day after himself, but "Thanks for organising the parade"!

After his ownership of the K-6e, Mike bought a Vega, then a Discus BT and finally a Ventus 2CT, amassing nearly 3,000 flying hours. He soon had his full instructor rating and was asked to become our CFI at Hus Bos, a job he took on with great zeal and ability. Although it had been a club tradition that CFIs would serve a term of three years, Mike finished up serving for four years, as the deputy who should have succeeded him left the country, leaving Mike to re-train a successor. All this time, Mike was also

flying our tow planes and motor glider, raising flying standards across the club membership.

A practical man, Mike took on the job of renovating our jaded bunk house at The Gliding Centre, getting together a team of other volunteers and completely stripping out and refitting the now individual bedrooms with central heating, lowering the ceilings and insulating the roofing area, as well as putting in new toilets and shower cubicles. This work was done over a winter season with Mike doing much of the electrical and plumbing work, as well as organising the programme.

At the end of his term, Mike had acquired an ex-RAF Motor Falke and also decided to build a Europa kit-plane, enlisting this writer and another club member, Phil Spencer, to work with him. The three of us spent two and a half years building and, despite being the 74th kit, it became the seventh to fly. We did a great deal of flying together in our Europa, only splitting up when Mike went into a Chipmunk group and then a Robin.

Meanwhile, a group of us had started flying during the winter months at Benalla, Australia, shipping out our gliders every year. Mike also joined our group, completing his Diamond badge and also a 750km flight there.

He leaves behind his wife Susan and two sons, Nick and Steven, as well as four grandchildren and many sad friends and fellow airmen.

Ron Davidson, Husbands Bosworth

Austin Crow (1936-2015)

AUSTIN Crow died on 19 October 2015. He suffered a severe stroke around four years ago, which brought him to the end of his long flying career. He was a very popular member of the Burn Gliding Club and a very knowledgeable instructor. As he had a PPL, he was also a keen tug pilot, as well as being a motor glider pilot. His laugh was infectious, as was his sense of humour.

Since his stroke, Austin had been confined to his bed or his wheelchair for much of the time and depended almost entirely on his partner Eileen for his continued care and wellbeing. Very sadly this was a situation that he did not enjoy, so we have to conclude that his death was a merciful release for a wonderful man. We have missed him during these past four years and will continue to do so.

Tony Flannery, chairman, Burn GC

BGA BADGES cont'd

No. Pilot Club (place of flight) Date

Silver Badge

George Cheeseman	Cambridge	15/08/2015
Martin Watt	Cranwell	16/08/2015
Katharine York	Lincolnshire	16/08/2015
Stephen Cuthew	Gliding Centre	29/08/2015
Adrian Pearson	Crown Services/Lasham	08/08/2015
Matthew Oakey	York	12/08/2015
Richard Ballard	Trent Valley	12/08/2015
Charles Wildblood	Staffordshire	05/09/2015
Andres Tamme	Bidford Gliding & Flying Club	08/08/2015
Christopher Tooze	South Wales	27/09/2015

Silver Distance

Nicolas Cosmos	East Sussex	01/08/2015
Ash Lambe	South Wales	09/07/2015
Peter Valentine	Nene Valley	08/08/2015
Colin Church	Peterborough & Spalding	31/07/2015
Andres Tamme	Bidford Gliding & Flying Club	08/08/2015
Philip Drake	Bath, Wilts & North Dorset	08/08/2015
Thomas Pavis	York	31/07/2015
Richard Hayden	Nene Valley	08/08/2015
Charles Wildblood	Staffordshire	31/07/2015
John Felakowski	York	07/08/2015
Chris Bennett	Lasham	08/08/2015
Douglas Logan	Devon & Somerset	08/08/2015
Philip Dwyer	Kent (Shenington)	07/08/2015
George Cheeseman	Cambridge	15/08/2015

Martin Watt	Cranwell	16/08/2015
Peter Bunnage	(Bicester)	Lasham 08/08/2015
Katharine York	Lincolnshire	11/08/2015
Stephen Cuthew	Gliding Centre	29/08/2015
Adrian Pearson	Crown Services,	08/08/2015
	Lasham	
Matthew Oakey	York	12/08/2015
Richard Ballard	Trent Valley	12/08/2015
Philip Challans	Stratford On Avon	06/09/2015
Jonathan Mion	Portsmouth Naval	06/09/2015
Radoslav Nesporec	Essex & Suffolk (Dunstable)	27/09/2015
Christopher Tooze	South Wales	27/09/2015
Richard Watson	Wolds (Sutton Bank)	12/08/2015

Silver Duration

John Felakowski	York	15/07/2015
Mark Blades	York (Bicester)	07/08/2015
Michael Collins	Kestrel	07/05/2015
John Vincent	Wrekin (Cranwell)	08/08/2015
Mark Wem	York	08/08/2015
Charles Wildblood	Staffordshire	12/08/2015
Zoe Mallam	Portsmouth Naval (Bicester)	31/07/2015
Chris Bennett	Lasham	17/08/2015
David Morgan	London	21/06/2015
William Carter	Wolds	12/08/2015
Charlotte Acton	Bannerdown	08/08/2015
Robert Hubrecht	London	07/08/2015
Katharine York	Lincolnshire	16/08/2015
Adrian Pearson	Crown Services,	27/06/2015
	Lasham	
Jason Walton	Portsmouth Naval (Bicester)	31/07/2015
Andres Tamme	Bidford Gliding & Flying Club	31/07/2015
Peter Weaver	Burn	21/06/2015

Samantha Arnold	Bannerdown	26/09/2015
Georgianna Kloos	Southdown (Serres, France)	12/08/2015

Silver Height

Ewan Weston	Cranwell	16/08/2015
Mark Blades	York	07/08/2015
Michael Collins	Kestrel	08/08/2015
Tomasz Cebo	Cambridge	25/07/2015
Ruper Taylor-Allkins	Bicester	31/07/2015
Michael Leung	Buckminster/ Four Counties	09/07/2015
Chris Bennett	Lasham	07/08/2015
Bernard Macari	Lasham	13/05/2015
Philip Dwyer	Kent (Shenington)	07/08/2015

M Rees-Boughton	Staffordshire	12/08/2015
Trevor Harrod	Bath, Wilts & North Dorset	18/07/2015

Katharine York	Lincolnshire	16/08/2015
Stephen Cuthew	Gliding Centre	22/08/2015
Brian Morris	Banbury	18/07/2015
Matthew Oakey	York	12/08/2015
David Green	Bicester	16/06/2015
Edmund Hellawell	Cambridge	11/08/2015
Richard Ballard	Trent Valley	09/07/2015
Timothy Williamson	Cambridge (Upwood)	30/05/2015

Jason Walton	Portsmouth Naval (Bicester)	31/07/2015
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Chris Sykes	Cambridge	17/08/2015
Szymon Bartus	Lasham	06/09/2015
Charles Wildblood	Staffordshire	05/09/2015
Andres Tamme	Bidford Gliding & Flying Club	31/07/2015

Keith Jarrett	Lasham	07/08/2015
Philip Challans	Stratford On Avon	07/06/2015

100k Diploma p1

James Davidson	Lasham	09/07/2015
Ash Lambe	South Wales	09/07/2015
Thomas Pavis	York	31/07/2015
Charles Wildblood	Staffordshire	31/07/2015
John Felakowski	York	07/08/2015
Stephen Cuthew	Gliding Centre	29/08/2015
Matthew Oakey	York	12/08/2015
Richard Ballard	Trent Valley	12/08/2015

100k Diploma p2

Liam Lyons	Lasham	07/06/2015
James Davidson	Lasham	08/08/2015

Cross Country Endorsement

Barry Smithies	York	05/08/2015
Jason Walton	Portsmouth Naval	19/08/2015
Leith Whittington	Dartmoor	23/08/2015
Karl Tunnicliff	Essex	08/08/2015
Hugh Cherkas	Booker	26/08/2015
Charlotte Acton	Bannerdown	05/09/2015
Peter Capron	Stratford On Avon	06/09/2015

David Moore	Deeside	30/08/2015
Thomas O'Connell	Southdown	22/08/2015
Mark Blades	York	06/09/2015
Szymon Bartus	Lasham	13/09/2015
Andreas Rieder	East Sussex	13/09/2015
Rob Harkness	Trent Valley	16/09/2015
Michael Otty	Booker	17/09/2015
Matthew Moor	Northumbria	19/09/2015
Alexander Rose	Oxford	12/09/2015
Christopher Noon	Northumbria	30/09/2015
Andrew Bennett	Welland	03/10/2015
David Jokinen	Cambridge	02/10/2015
Iain Symon	Deeside	12/09/2015
Richard Storry	Gliding Centre/ Shenington	26/09/2015

Iain Hayward	Lasham	07/10/2015
Tony Anderson	Northumbria	08/09/2015
Nicholas Parkhouse	Bannerdown	09/10/2015
Benjamin Vickers	Oxford	06/10/2015

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

Regional Gliding Examiners

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

Regional Safety Officers

RSO club allocations are listed on the BGA web site at www.gliding.co.uk/bgainfo/safety/documents/rsolist.pdf

Airworthiness Inspectors

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

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Accident Investigators

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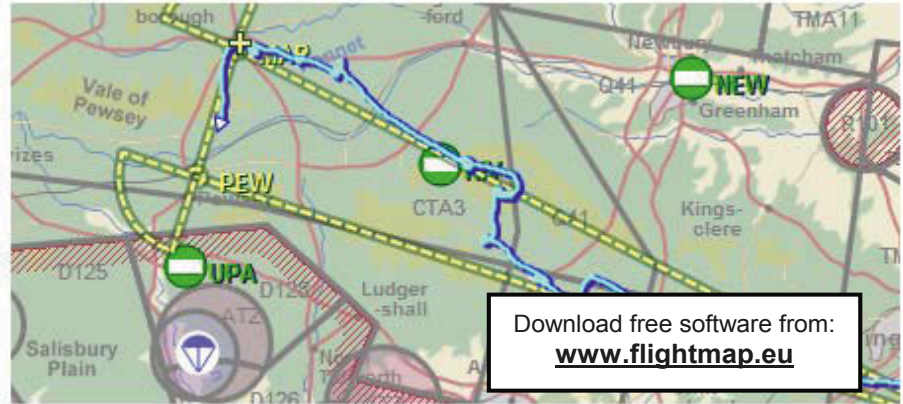
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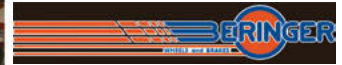
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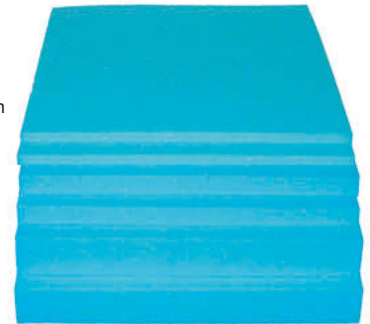
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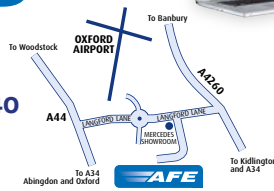
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