

SAILPLANE & GLIDING

VOL. 67 NO.6

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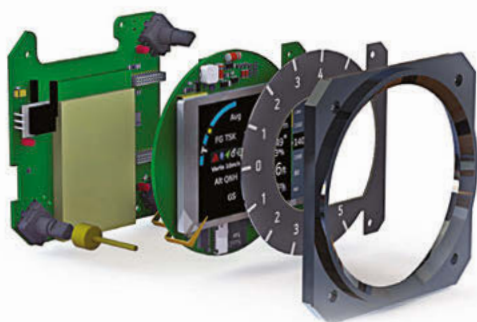
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Afandi Darlington, a member of the syndicate that owns the first ASH 30 Mi in the UK, shares his first impressions and talks to Schleicher designer Martin Heide



MEMBER OF THE ROYAL AERO CLUB AND THE
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COVER STORY

Since taking delivery of the first ASH 30 Mi in the UK, a Lasham syndicate has clocked up 250hrs, flying in the UK and Europe, including mountain flying from Serres, where this stunning photograph was taken (Tobias Barth)

DEADLINES

Feb/March 17

Articles, Letters, Club News:
Display advertisements:
Classifieds:

4 Dec
21 Dec
5 Jan

April/May 17

Articles, Letters, Club News:
Display advertisements:
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› Congratulations to Andy Davis, who narrowly missed a podium position at the 7th Sailplane Grand Prix finals in S Africa. He finished fourth, while Mike Young came 7th. The competition was won by German Holger Karow, with S African Oscar Goudriaan in second place and France's Christophe Abadie coming third.

› Red Bull Air Race pilot Martin Sonka has advised aspiring pilots to 'start with gliders first'. The Czech pilot took Gold in Freestyle at the 20th FAI European Aerobatic Championship in 2016. While aerobatics and air racing are two different sports, there are many similarities. Martin said: "I would recommend every pilot flies gliders first as it's all about coordination - that's the way to start."

› LZ Design has now produced more than 100 FES systems. At the moment FES is installed on 11 different types of sailplanes, built by seven manufacturers. On 50 sailplanes as self-launching system, and on another 50 as self-sustainer system. www.lzdesign.si

› The Air League Gliding Scholarships for 2017 have been announced. The scholarships offer solo glider pilots awards of up to £300 to gain flying experience and obtain new qualifications. If you are between 16-26 on 1 April 2017, see www.airleague.co.uk The closing date for applications is 17 February.

› Round one of the Juniors 16/17 Winter Series was held at Portmoak, 28-30 October. Juniors enjoyed some memorable wave flying. Round two takes place at the Mynd, 3-5 February.

› We regret to report the death of 64-year-old Stemme pilot Robert 'Glider Bob' Saunders, who died in a crash at Prospect Basin near Telluride, Colorado, on 24 August. Glider Bob had a 13-year career as a US demonstration pilot and flight instructor for Stemme.

› Edna Arnold celebrated her 100th birthday with a flight in a glider at Cambridge GC in October. Her 30-minute flight, with Andrew Watson, was purchased by her family as a surprise birthday gift. When Edna was born, aviation was in its infancy and the first commercial flight had only taken place two years earlier.

› The CAA, in partnership with VisitEngland, has launched '400ft Britain', a drone photography and video competition. The competition aims to help raise awareness of the rules regarding drone flying in the UK. To enter, or look at submitted images, see 400ftbritain.com The competition runs until 31 January 2017.

Epic glider flight from Aboyne

VISITING German pilots, Thomas Seiler and Christof Maul, proved that Skye is not the limit with an epic flight from Aboyne airfield in their Arcus T on Sunday 25 September 2016.

They launched by aerotow at 07:15, flew to the Outer Hebrides and back to Aboyne, landing at 17:38 and having flown 713.4km at a speed of 70.9km/h.

The route was designed to exploit mountain wave from the strong SW wind



Looking down on The Minch (Thomas Seiler)

that day over several Scottish mountain ranges, at a mean height of 13,000ft with a high point of 18,500ft above sea level.

Their route took in Aboyne, Braemar, Loch Laggan, Drumnadrochit, Portree (Skye), back to Applecross, over the sea to Skye, then across to central Harris/Lewis, back to Skye, Fort Augustus, Blair Athol, up to Aviemore, back past Braemar, then Strathdon, up to Insch, then back to Aboyne. (Just try doing that by car in one day!)

Although this was not the longest flight ever done from Aboyne, it is believed to be the first time a glider has ever flown to the Outer Hebrides.

"Daring the jump to the Hebrides needed some mental and physical effort," said Christof Maul. "I wonder what a retrieve from Stornoway would be like?!"

■ See full report on this epic flight in the Feb/March issue.

DATES

NATIONALS, REGIONALS AND OTHERS

World Gliding Champs	Benalla, Australia	8-21/1/17
(15m, 18m and Open Class)		
Women's Worlds	Zbraslavice, Czech	17/5-14/6/17
Club Class Nationals	Hus Bos	17-25/6/17
18m Class Nationals	Hus Bos	17-25/6/17
2nd World 13.5m Class	Szatymas, Hungary	29/6-16/7/17
Competition Enterprise	North Hill	1-8/7/17
Europeans	Moravska Trebova, Czech	20/7-6/8/17
(Club, Standard and 20m multi-seat)		
15m Class Nationals	Aston Down	22-30/7/17
Open Class Nationals	Aston Down	22-30/7/17
Junior Worlds	Pociunai, Lithuania	27/7-13/8/17
Europeans	Lasham	10-26/8/17
15m, 18m and Open Class		
20m multi-seat Class Nationals	Tibbenham	12-20/8/17
Standard Class Nationals	Tibbenham	12-20/8/17
Junior Championships	TBC	19-27/8/17
Two-Seater Competition	Pocklington	20-27/8/17
UK Mountain Soaring Champs	Aboyne	3-9/9/17
Glider aerobatic competitions		
Dan Smith	Dunstable	21-23/4/17
Aerobatic nationals	Saltby	1-4/6/17
World Games (gliding)	Wroclaw, Poland	20-30/7/17
World Glider Aerobatic Champs	Torun, Poland (TBC)	27/7-5/8/17
Saltby Open	Saltby	24-27/8/17

SHENINGTON REGIONALS

1-9/7/17

BOOKER REGIONALS

16-23/7/17

HUS BOS CHALLENGE CUP

22-30/7/17

COTSWOLD REGIONALS

TBC

BIDFORD REGIONALS

5-13/8/17

DUNSTABLE REGIONALS

5-13/8/17

BIDFORD REGIONALS

5-13/8/17

BICESTER REGIONALS

5-13/8/17

NORTHERN REGIONALS

13-19/8/17

INTER-SERVICES

TBC

■ **BGA Conference and AGM, 25 February, 2017 at the Belfry Hotel, Nottingham**

Wing walk is just grrrreat!

CONGRATULATIONS to the BGA's Liz Pike, who has shown huge commitment and overcome a fear of heights to wing walk to raise funds for The Caroline Trust (BGA-supported charity).

On 29 September at RFC Rencombe Airfield, the weather was set fair for Liz to step forwards and upwards for charity and wing walk with the Breitling wing walkers on a Boeing Stearman, with a top speed of 299km/hr, roll rate of 90° and max g force of +5/-2g.

Dressed in a tiger suit to raise more money, Liz climbed with slight trepidation to the top of the wing, strapped in and then took off into a beautiful blue and white sky with friends and trustees of The Caroline Trust cheering her on.

She enjoyed an amazing flight with Dave Barrell, the pilot who introduced twists and turns, negative g and downward dives. We couldn't see if Liz was smiling or grimacing, but on her return to earth she was speechless until she found the one word "awesome"!

To date Liz has raised over £4,000 for The Caroline Trust.

The trust supports young and disabled pilots to achieve solo status, with many of the young pilots previously supported achieving high standards, flying in competitions, becoming BIs and generally adding value to the clubs where they fly.

You can support the trust at:
<https://mydonate.bt.com/charities/thecarolinetrust>



Sword award after 50 years' commitment



Fred Marsh (left) is presented with the Sword of Honour by Captain Peter Benn, Master of The Honourable Company of Air Pilots (Gerald Sharp Photography)

FRED MARSH was awarded the Sword of Honour at the Honourable Company of Air Pilots' awards ceremony, held in London on 27 October, for his 'significant and sustained contribution to general aviation for more than 50 years'.

Vice president of the Royal Aero Club, Fred is a founder and president of the Royal Aero Club Trust, which supports the training and development of aspiring young aviators.

Fred has also served as the UK vice president of the FAI, and was founder and first president of Europe Air Sports in 1988. Congratulations for this well deserved award, Fred.

■ Congratulations also to Devon & Somerset GC's Nigel Everett, who received the Award for Aviation Journalism at the same awards ceremony. Nigel, a regular contributor to *Pilot* magazine, became the editor of *GASCo Flight Safety* in 2000. More recently he launched *Flight Safety Extra*, a monthly digital overview, which is a valuable safety resource for GA pilots.

Website access to gliding archives

THE Wally Kahn/Peter Redshaw library now has a permanent online home on the new *S&G* website. The library provides a

unique and fascinating resource to anybody interested in gliding throughout the years. It contains back issues of *Sailplane & Gliding* and its predecessor magazines up to 2009 and copies of all gliding books from the Wally Kahn collection, which are either out of copyright or for which the copyright holders have granted permission.

The website also has classic *S&G* articles available for download, details of the current edition, and areas where you can subscribe and manage your subscription. The site is at www.sailplaneandgliding.co.uk

Diamonds: a girl's best friend

PILOTS flying in the hills made some great flights in late October and early November. Flying at Aboyne, Zoe Mallam (Portsmouth Naval GC) achieved a height gain of 17,703ft, which represents the youngest ever Diamond badge claim in the UK, at just 16 years and six months. Well done, Zoe!

How UK competition calendar is planned

MOST people have very little idea of what happens in the BGA Comps Committee, **writes Liz Sparrow**. One question I have been repeatedly asked is how we develop the competition timetable – although often it's not quite phrased like that!

The answer is that each year we write to all clubs who have previously hosted a rated comp, soliciting bids for the following season – and in 2016, after feedback from comp directors, we moved towards awarding comps two years ahead so clubs have a better chance of getting organised and getting sponsorship.

We ask clubs to bid each national within a particular window aimed at things such as: avoiding the internationals in each class so the top pilots don't have a conflict and we can select the strongest team; avoiding overlaps of classes where one glider type may fly two nationals; joining up classes which are typically

lower numbers; not overlapping the Club and Juniors; holding the Juniors as late as possible so there are maximum fields and Silver badges.

Here's what went out for 2017; this was a particularly sticky one with the Europeans at Lasham, which gave us extra things to clash and declash.

The bid form asks for preferred and back-up comp and dates, along with details of proposed comp organisation and facilities, prices, etc. Clubs who'd like to host a comp get time to think about and develop their bid, and then return their form to the BGA office.

After the closing date, the Comps Committee open and review all the bids. If there is more than one club bidding for a comp, we make an award based on the bid's wider comp offer. We don't always get all comps bid, in which case there will be horse-trading while we attempt to

persuade clubs to modify their plans so we get a full comp season.

Then – Abracadabra – we publish the timetable. It's as simple as that?!?

There is no particular timetable for regional comps, clubs hold them whenever they wish. As a result, there are often overlapping weekends. You may recall that one of the recommendations from a recent comp pilot survey was to run seven-day comps, ie Sunday to Saturday, so that people don't have to travel on a work day can see the wife/husband/kids on both weekends, do consecutive comps and/or properly enjoy the Saturday night party. The Northerns ran this way in 2016, although the weather rather got in the way. I hope more directors will consider this format for the future.

If your club hasn't recently hosted a rated comp, but you're interested, contact us on compscommittee@gliding.co.uk



Four clubs took part in the 2016 Young Pilots Challenge at Nene Valley Gliding Club, 9-10 August (Adam Roberts)

Young pilots gather at Upwood for annual challenge

IT WAS a busy summer season at Nene Valley Gliding Club with our scholarship scheme going into its third year, open days, first solos and a task week, **writes Beth Aston**. We were also invited not only to join in the 2016 Young Pilots Challenge, but to host it. This brought together budding pilots between the ages of 14-18 from Bicester, Dunstable, Cambridge and Upwood – a great way to showcase all the young talent coming into gliding!

The annual event was started three

years ago by Bicester, Cambridge and Dunstable to give early and pre-solo young pilots the opportunity to fly from different sites and meet other like-minded young people. To ensure the event is accessible to pilots of all levels (including those with just a few flights under their belt), the challenges can be flown with an instructor, who can provide advice and encouragement and do any parts of the flight as required by the pilot's stage of training (such as the launch and landing).

The competition took place over two days, with teams assembling at Upwood with their accompanying instructors and gliders. Some had arrived the night before and camped. The event was kindly sponsored by Aircraft Training Ltd, to whom we extend our utmost gratitude.

In the end, it came down to a close fight between Upwood and Bicester. With only 25 points between them, Upwood came out on top. Cambridge finished third and Dunstable came a very close fourth.



■ A wartime album given to me many years ago by an old patient, John Cupit, has just resurfaced. I believe he was a member of an RAF detachment sent to the Wasserkuppe at the end of the war, to establish a radar station. These were some of the many pictures littering the floor of a clubhouse when he arrived. John did show me others, but their location is now lost, as he died many years ago after a successful career as an engineer. I love the way he illustrated the page and noted the date and location of his discovery. **Andrew Cluskey, Buckminster Gliding Club**

SURELY YAW JOKING?

I WAS amused to read the following in the September issue of the CAA's *Flight Safety Extra*, under the heading New EASA Regulations section:

Sailplanes and yaw strings

The yaw string is specifically approved for slip indication on sailplanes when VFR. Nothing has yet been decided about its acceptability for IFR and holders of an EASA sailplane cloud flying rating will await a decision on this with great interest.

I have copied and pasted this section to get it correct. How ever did we fly before the EASA regulators made this legal, and will we need a Form One for our bits of string, and at what cost? Maybe for IMC flying, we will have to have the yaw string on the inside of the canopy, so preventing it from the damp and rain. What will our EASA friends come up with next?

John Ellis, Yorkshire Gliding Club

BGA CEO Pete Stratten replies: John's letter highlights the importance of BGA work that is successfully pushing back EASA regulation that could impact on gliding, while working hard with others to fix it. In this case, the publication he refers

to, which is published by GASCo, has read far too much into an EASA acceptable means of compliance for sailplane equipment when not flying in cloud that states "the means of measuring and displaying slip may be a yaw string...". It seems daft to state that, but these AMCs, as they are known, can help pilots in some countries where, without such guidance, their CAAs might otherwise insist on unsuitable and expensive equipage, eg in this case with a slip ball or other instrument. It does happen.

Meanwhile, as John and others will be aware, the Part-NCO rules do not apply to sailplanes, including self-launchers and turbos, which under a recent EASA cover regulation continue to operate under existing requirements until 2019. By this time, newly developed and proportionate rules for gliding should exist.

<https://members.gliding.co.uk/laws-rules/>

Please send letters (marked 'for publication') to the editor at editor@sailplaneandgliding.co.uk or the address on p3, including your full contact details. The deadline for the next issue is 4 December

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

THERMALS:

MYTH, CHINESE WHISPER OR GRAIN OF TRUTH?

Tony Cronshaw asks coach Kevin Atkinson how to separate thermal facts from fiction



Multiple thermals under wide cumulus - looking NE towards Snitterfield and Stratford upon Avon (Tony Cronshaw)

IT SOMETIMES MAKES SENSE TO CLIMB UNDER THE CLOUD WITH A LARGE RADIUS TURN, BUT SOMETIMES IT WILL BE MORE EFFICIENT TO PICK THE BEST CORE AND TURN TIGHTLY IN IT

TONY Cronshaw talks to leading coach Kevin Atkinson about commonly held beliefs about thermals, often passed down from one generation to the next – beliefs that are sometimes myths with a tantalising “grain of truth” – to disentangle the truth about thermals.

TONY: *The simple diagram (left of figure 1) of a thermal structure seems easy to understand, but why is it not quite right?*

KEVIN: Diagrams such as this, perhaps quickly sketched as a teaching aid, can unfortunately baffle people trying to understand how thermals really work. The diagram suggests that the rising air/bubbles form a slanted structure surrounded by sink, which is also leaning. But rising bubbles are controlled by convection, and sinking air by gravity, both of which act vertically, not at an angle.

The grain of truth here is that the wind will carry the entire system sideways. However, it's better to think of the air mass as a block of air in which the thermal sits as a vertical structure: A better diagram (right of figure 1) makes it clear there will be a cylinder of sink acting vertically around the cloud, and bubbles will be found rising vertically under the cloud.

A further common misunderstanding is that a bubble is uniform inside, something like a helium balloon. However, the truth is that the air surges upwards in the middle of the bubble, then goes sideways and returns down the sides of the bubble. This toroidal re-circulating pattern of warm air is similar to the dynamics in a smoke ring.

TONY: *They say “bull baffles brains” or something less polite! But is it true that thermals get bigger with height?*

KEVIN: The simple diagram also suggests that the thermal grows bigger in diameter with height. We can get this perception when thermalling, but physics does not support

this. It's true that the pressure reduces with height, but then the temperature also reduces. Putting these considerations into the gas laws show the thermal core diameter of 200 metres expands by 20 metres (10 per cent) when the bubble has risen by 5,000ft. However, as our turn radius is governed by True Air Speed and we fly according to Indicated Air Speed, our radius of turn will increase by more than 15 per cent. As these two factors more or less cancel out, the core diameter should feel consistent in size.

TONY: *So why is it that we sometimes find ourselves using a gentle angle of bank when approaching cloudbase?*

KEVIN: If we fly a wide circle under a big cloud, we may be visiting multiple cores as witnessed by intermittent bursts of climb. When we look at large cumulus clouds we can see multiple domes (figure 2) from the individual cells that it's made up of. Hence we sometimes see gliders using different cores under the same cloud, each glider using plenty of bank to turn tightly.

We can also extract energy passing under a wide cloud without circling. But again the energy is actually coming from a series of thermals probably marshalled along the wind line.

Remember that the “hydraulic effect” of the surrounding cylinder of sink pushing down hundreds (or thousands) of feet will cause air to recirculate under the cloud, capturing further bubbles, and adding generally ascending air underneath the cloud (see also [1] and [2]).

Another possibility, caused by considerable instability above cloudbase, is “cloud suck”, which can reinforce lift just below cloudbase.

As a result of these various effects, it sometimes makes sense to climb under the cloud with a large radius turn, but sometimes it will be more efficient to pick the best core and turn tightly in it. Anyone starting a cloud climb will do exactly that.

By the way, wide clouds merely indicate that there are a greater number of adjacent

thermal bubbles feeding the cloud, not that thermals are stronger than a smaller cloud. Taller clouds, however, DO indicate stronger thermals.

TONY: *The experience of thermalling at low heights, eg after a winch launch, gives the impression that thermals are narrower here and we need to turn tightly to stay in the lift. What's happening to the bubble's toroidal vortex at low heights?*

KEVIN: Below 1,000ft, the bubble centre may still be accelerating upwards before the toroidal vortex that will maintain the bubble as a stable structure has fully developed during its ascent. The cylinder of sink surrounding the thermal will also be starting to establish itself, but the sink will be less strong until the bubble starts to rise more quickly and form into the classic toroidal vortex. The smoke ring like vortex will give the bubble stability – and a structure that we can understand and recognise at greater heights.

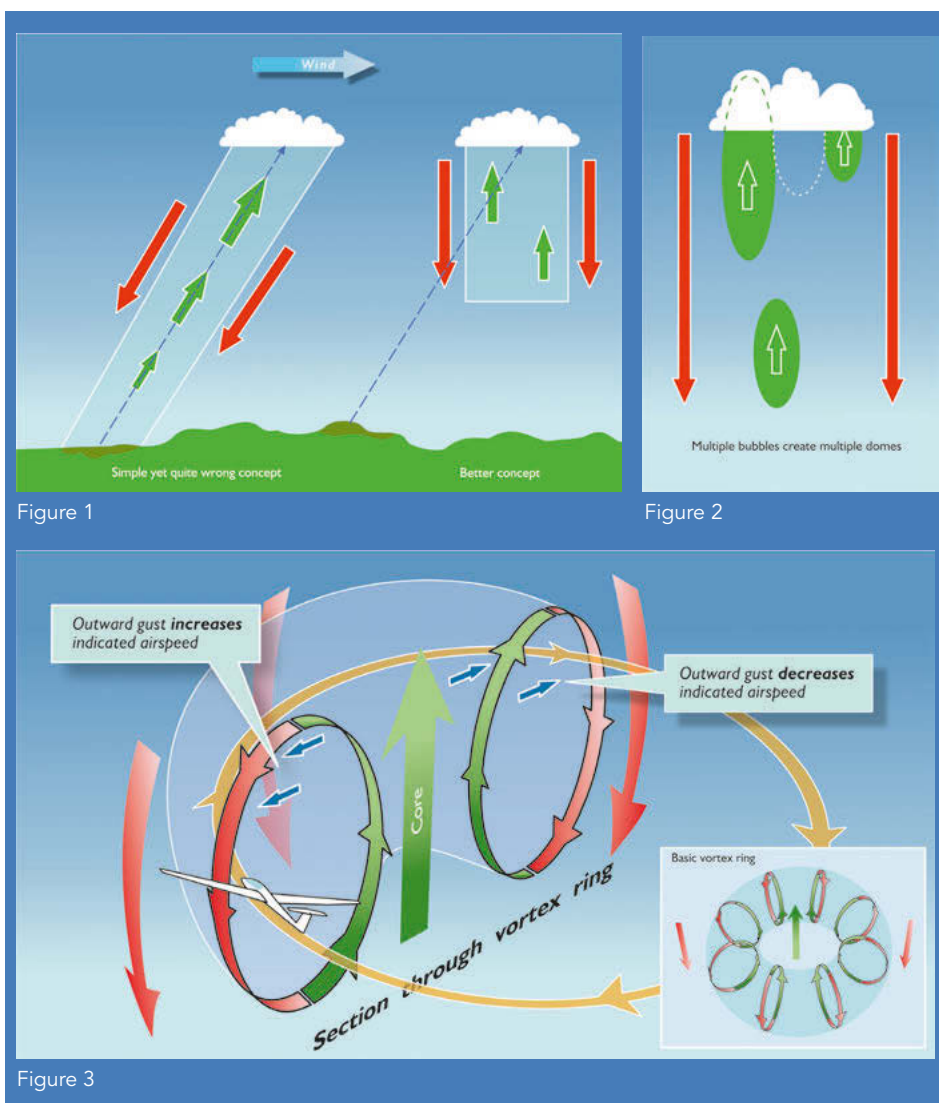
All of these factors add up to give us a “half-baked” thermal at low heights. This formation process is invisible for natural thermals, although can be seen where warm air, vapour or smoke exits from an industrial chimney or cooling tower – or seen in the flames/smoke just above a bonfire or stubble fire. In those cases, we can see how the first puff of energy ejects vertically in the embryonic phase, then develops into a series of rotating toroidal smoke rings.

So, like a lot of myths, there is a grain of truth in the need to turn tightly when exploiting thermals at low height; it enables us to stay in contact with the embryonic thermal and avoid losing it.

TONY: *At low height after a winch launch, I agree we should treat the thermal as if it's “the best one in town” and nurse it despite a slow rate of climb. The lift usually strengthens above 1,500ft. Too many times I've jumped off in search of a better thermal only to be forced to land home.*

KEVIN: When you're low, you should remember the old song: *Love the one you're with!*

TONY: *Moving on to another aspect of thermalling and centring: It's often said that we need to keep the speed constant because changing speed will distort the circle's shape and diameter and we risk nudging the circle sideways, most likely away from the core. Is constant speed*



the correct strategy?

KEVIN: Keeping the speed constant when thermalling is actually very difficult and at times simply impossible. Our glider is carving a path through the thermal's toroidal vortex. If we are not centred perfectly then this will often present a gust increase to our airspeed as we get nearer the core and a gust decrease as we move away from it. These gusts are most obvious in the upper part of the bubble (figure 3). Hence we make continual small adjustments to keep centred as best we can, whilst experiencing the airspeed gusting higher and lower. These gusts can be used to map out where the thermal core is located. The yaw string flicking briefly to the side during a gust is another clue: The gust flows out from the core, so the string blows away from where the core is located.

TONY: *Sebastian Kawa made some suggestions on how to enter and centre* 🐱

Illustrations by Steve Longland



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



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)

■ Kevin's book *Gliding in Lift and G-SINK* is available at www.bgashop.co.uk or direct from kratkinson@yahoo.com

✎ *a thermal during his recent visit. He talked about using the gust on the ASI as an indication that we are approaching lift, but not taking action just yet. He recommended waiting for the subsequent surge (the seat-of-the-pants upward force) and then reacting promptly by slowing down and turning (eg towards the wing that feels pushed up) progressively tightening the turn as the surge increases.*

KEVIN: Bear in mind that the gust on the ASI will also be seen as an increase in total energy by the vario – in the same way that the vario indicates “lift” when we are parked on the ground and a gust comes along. So, used in isolation, the vario could create a premature indication of when to turn in the thermal.

On approaching the core, I think it's important to get a feel for crossing the turbulent boundary between the sink and the core. I call this area the “cobble stones” because we feel a series of vertical bumps in rapid succession. This would be a good moment to carry out a look-out scan – visually and checking the FLARM – just before we anticipate entering the core where we'll feel the upward surge.

TONY: *When we feel the surge, the glider presumably accelerates vertically, but what do you think about the often quoted issue of “vario lag”?*

KEVIN: First of all, the glider does not change vertical speed instantly or we would also experience it every time we leave severe sink and entered normal air.

Since the vario measures vertical speed, there will be a delay from the application of a vertical force to that force producing a vertical speed (according to Newton's laws of motion). So it's not the vario's fault that there's a delay before it reacts. Our best strategy is to feel the surge indicating the moment that the core is strongly pushing up vertically. This is the moment to nail the core by turning promptly and slowing down.

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

[2] *Learn basics to exploit streets*, S&G, Dec 2015/Jan 2016 pp8-10

■ In the next *Ask the Coach* Tony asks Sebastian Kawa and Mike Fox about a much debated topic, thermal centring techniques

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MAGIC IN THE ALPS



Frequently, waves allow flying above the clouds (Andrea Abt)

Flying cross-country in the Alps can be challenging. Andrea Abt learns from an expert as she flies in Fayence with Baptiste Innocent



Andrea Abt and Baptiste Innocent before take-off in Fayence

AS MANY people realise that flights with Baptiste Innocent are rarely under 600km, his training courses, called Stages Grands Vols, are usually booked up very quickly. Baptiste works as a commercial pilot in the Air France group and gets his schedule four weeks in advance. Fayence then informs interested pilots and those who come first are usually served first.

I have been flying in Fayence for many years, but in 2016 I decided that I wanted to get to see the area with Baptiste's eyes, as his flights up to more than 1,000km extend beyond what you would normally expect for Fayence. There are pilots such as Jean Pierre Laget, Pierre-Marie d'Auvergne, Pierre Crozatier, the chief pilot Régis Kuntz or Laurence Viard, who show what is possible from Fayence, but Baptiste flies longer hours, further, and flights are generally even more ambitious.

Baptiste, who is just 30 years old, started his flying instruction in Fayence and spent many hours in St Auban when he was a member of the French Juniors Team. He knows this area inside out. In mid-June I received the time slot and

luckily it fitted into my schedule. Five days' Grand Vols; I was really curious about what to expect. Well, first of all it was overcast and we quickly decided not to fly on the first day.

And then we had three excellent days. "Today we will fly to Switzerland," said Baptiste in the morning at 8:30 when we pulled the ASH 25 out of the hangar. "We will be ready for take-off at 10:15." I had seen F-CHAP take off at this time, or even earlier, many times – and usually asked myself where on earth it was supposed to go. Now I was about to see for myself. Take-off at 10:15; the Pawnee tows us to the Col de Valferrière, directly in front of the Barre de Seranon. Below cumuli, we climb to almost 1,800m and off we go north.

There are a few clouds in the direction of Barcelonnette, before that all is blue. But the Barre de la Foux carries well and we can fly directly to the Cordeuil, and from there via the Val d'Allos east of Barcelonnette. "Everybody flies in the valley of St Crépin," says Baptiste, "but this is usually not so good." And, indeed, most flights on that day do not go beyond St Crépin. In my eyes, the clouds on our track seem to be low and not really inviting, but Baptiste only says: "Let's see, it will surely be good." I would hear this again and again. Baptiste, an

optimist through and through, will confront everything with a can-do attitude: Let's try, and then we will see.

Quickly we cross the Aosta Valley and pass the splendid Matterhorn in the direction of Brig. The clouds do not take us higher than 3,500m and we would not have been able to fly much lower either. Baptiste cautions: "It's going to be a long ride to Brig." We fly above Münster towards a wonderful cloud street that goes up to 3,100m. We pass the Aletsch glacier with tremendous visibility and plan to fly up to the Furka Pass that unfortunately lies in a visibly worse airmass. So we decide to turn around and fly back. "We are well in time," Baptiste says. But then it seemed to take ages to get to the altitude we needed to cross the Matterhorn again.

These are the moments where Baptiste shows his real mastery. Seemingly untiring, he gets us out of the most hopeless situations. I had already started to think about an overnight stay in Switzerland! If I am honest, however, I was not really consistent: While the optimist Baptiste carried a toothbrush in his sparse baggage, I brought only some cash, a credit card and my identity card.

All of a sudden we managed to find a thermal that took us high enough to pass west of the Matterhorn. With 3,700m we achieved the maximum altitude on this flight, just before crossing the Aosta Valley once again. We planned to get home via the Lac de Serre Ponçon to the Lac de St Croix, then back to the Caduc and to Bagnols-en-Forêt. In between, we climbed at the Morgon from 1,750m to 2,300m, flew along the Coupe below the ridge and found the last thermal to get home at 19:30 with 2m/s. After nine and a half hours we had done it: declared and flown 850km. What a flight!

The next morning at 08:30, fit as fiddle, the 30-year-old is standing in front of me. At double his age – and seemingly much older, I already feel slightly feeble. "Today we will fly to Mont Blanc," Baptiste declares with shining eyes. Thunderstorms had been forecast for the mountains. Again we were ready for departure at 10:15; we actually took off at 10:45. We release at the Col de Valferrière, the Barre de Serançon carries us in the second attempt to 1,700m, and we make our way in the direction of Barre de la Foux with clouds on our track. But we do not get above 2,200m to 2,500m. "C'est bon," says Baptiste.

I would not have agreed with him completely, but I had entered into this



adventure with a lot of confidence: He has not killed himself until now, so why should he do it with me in the glider? Even his comrade Jean-Pierre Laget said to me that flying with Baptiste is like flying with a powered glider – and generally the engine starts when it is supposed to.

OK, off we go in a northwesterly direction. The cloud street carries well, we advance almost without having to circle. Soon we arrive at Gap, where we cannot cross directly because of parachutists. We pass the Pic de Bure towards the Plâteau du Vercors. For quite some time now Baptiste has been praising the expectedly glorious conditions of the Vercors – and indeed he is right. Thermals of 2-3m/s and incredible cloud streets below which we just race along.

Quickly we arrive at Grenoble and now, Baptiste says, is where our real problem starts. We have Challes les Eaux in front of us and fly in the direction of Albertville, Mont Blanc in clouds ahead. But we just could not gain sufficient altitude to go there, not today. We even think of landing at Albertville when we were at 1,300m. Finally we decide to fly back – maybe also because of the European football championships that same evening. It goes without saying that we did not go direct, but via St Auban almost to Vinon.

On the way there, Baptiste ☺

Above: Cumuli will show you where to climb above the ridges (Baptiste Innocent)

Below: The Matterhorn is impressive from any perspective (Baptiste Innocent)



■ The Stages Grands Vols, lasting one week, take place in Fayence from March to August. The drive from Nice airport takes about 50 minutes and there are many nice places to stay in the area. Interested pilots need to register with Régis Kuntz. Pilots should have some mountain experience, be physically fit and able to fly an Open Class glider. The ASH 25 plus instructor costs roughly €260 a day, in addition, aerotow fees are €60-100. There are training courses for different levels, with a Duo Discus. Communicating in English should not be a problem.

■ www.aapca.net



Fayence airfield and, in the background, the two famous 18-hole golf courses of Terre Blanche (Andrea Abt)



Andrea Abt has flown gliders since 1986 and logged roughly 1,700 hrs. Still with her ASW 24, she completed her Gold C 3 D in 1995. Today, she mainly flies with her ASH 26E in the South of Germany, in Fayence and, since 2012, also in Bitterwasser. She lives in Munich and in the Allgaeu region with her husband. Together, they fly single-engine aircraft

✎ needed to show me how well the Glandasse worked in these conditions. After we had reached 2,800m, which was the best altitude on this day, he asked me whether I would let him open the airbrakes. Without really wanting it, I murmured: “Yes, if you want to...” And down we went to 1,600m and the Glandasse was all of a sudden on the same level as we were. And it did work – luckily. “Isn’t this a great mountain?” says Baptiste, “and you can go much, much lower.” Well, maybe he can, I certainly can’t, I thought, and off we went south.

Just before we reached Vinon at 2,400m we were “local de Fayence”, that is in gliding distance south of the restricted area Canjuers.

“Local de” is a concept everyone flying in the French Alps should be familiar with. You always need to be in safe gliding distance to one of the recognised landing fields. There is no way around it if you want to fly safely

in this area, and every French instructor will relentlessly dwell on it. A safe gliding ratio is 25 even for the ASH 25 – that’s what they hammered into me as long as 25 years ago when I flew from St Auban, and this has not changed. In addition, it is most useful to see the fields from the ground in order to finally realise that precise, safe landings are the only way to survive in this environment. This is also

true for the area of the Durance and South of Canjuers, which looks more landable, but fundamentally is not. The club in Fayence regularly offers excursions to the fields within a distance of 50km by car.

We land in Fayence at 18:11, seven and a half hours after take-off and just in time for the finals. It almost seems like a short flight (after the day before), and we still flew 615km, double what I had done until then on my own.

It’s the third day: slowly I get used to opening the hangar at 08:30. Topmeteo promises the same conditions as the previous day, still southwesterly winds and stable south of the Lachens. Again we are towed to the Col de Valferrières.

“Same conditions as yesterday, same procedure,” says Baptiste. But first of all everything is blue. We release and proceed to the Barre de Seranon: Nothing. OK, we are at 1,500m and fly to the Barre de la Foux; something there, but not a lot. And the cloud is beyond the ridge, not before. “Local de Soleilhas,” says Baptiste. I had seen the field

in April from the ground but – to be honest – would not really have wanted to land there, definitely not with an ASH 25.

Even Baptiste admits that 1,800m is not especially high in this area. And that “failure is not an option” may have worked for Apollo 13, but not necessarily work for him is something he had experienced the week before during an outlanding in Entreveaux. This was not the case on our day. We could not go west, but we did proceed north in the direction of the Col d’Allos.

Again the maximum altitude of 2,400m seemed very low to me, but Baptiste discovered again and again one cloud with a higher base, and so we proceeded from Barcelonnette to the east and then north – which is very unusual and not very inviting. “You cannot land anywhere,” says Baptiste, “you have to stay in gliding distance to Barcelonnette.” We managed to get to 3,400m and proceeded carefully in the direction of the Monte Viso, along the convergence line with wonderful cumuli on the French side and the low clouds to the right of us on the Italian side. We could not fly further north at the Monte Viso, so we went west to the Pic de Rochebrune and then to St Crépin, which was already overcast. The weather forecast had definitely been too optimistic. Again we made it to Auban, climbed at the Montagne de la Lure, flew back east and climbed again. From the clouds just above Seyne we proceeded to the Caduc at 2,600m back to Fayence.

“At this altitude you would normally return to Fayence without a single circle,” says Baptiste. “OK,” I reply, “let’s try.” Slowly, but surely, he has influenced me.

We pass over the Pic de Chamatte along the Crête de Crémon, hop over to the Teillon, creep along its Eastern slope, then follow the Barre de la Foux and finally fly to Fayence via the Barre de Seranon.

Twenty-three hours and 1,850km in the Alps in three days is a remarkable result, especially if one takes into account that the weather conditions had not been extraordinary. There is not a lot that comes close to the experience of a flight in the mountains. But flying in the Alps out of this perspective together with a real master of the trade has been the icing on the cake. Will I fly in the same way with my powered glider and without Baptiste? No, very unlikely. Will I fly differently than before? Yes, I think so, as there is only progress if one widens his or her comfort zone. And the better one flies, the more one enjoys it.



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Guy Roth leads a 'walk through' of the Standard Aerobatic Badge sequence (Steve Todd)



Nineteen-year-old instructor Alex Harris, who represented GB in the 2015 World Glider Aerobatic Championships, led the Orange team (Dorian Bury)



Despite the British weather, everyone managed to get in their two flights (Dorian Bury)

Juniors were introduced to aerobatics at an autumn event held at Lasham. Paul Conran and Dorian Bury report

COME the middle of September, the leaves are changing colour and the soaring season is nearly over. It proved to be an ideal time to try something different and this we certainly did. With my British Aerobatic Association hat on, I had approached Lasham GS earlier in the year with the idea of having an aerobatic event aimed at youngsters. They were immediately receptive and so came about the "Get into Aeros" weekend. This was to be an introduction to aerobatics with the side benefit of increasing the confidence of the students in both themselves and their aircraft.

The event would not have been possible without the generous support of Lasham GS and the unwavering commitment of some six advanced aerobatic instructors and a governess in the shape of the redoubtable Mrs Harris. Lasham made available all three of their K-21s, their DG-1000 and as many tugs as we wanted. Dan Welch brought a K-21 from Nympsfield and Maz Makari brought the Fox from Bicester. Twenty-six juniors, ranging in age from 14 to 21, duly turned up at Lasham with their tents and parental consent forms and the rest is history. One of them, 18-year-old Dorian Bury, takes up the story...

FOOD? Check! Clothes? Check! Forms? Check! This was my final checklist before loading all the kit into the boot of my ever-versatile Twingo and setting off for Lasham. I had been waiting for this day since mid-July. Two hours later, after my sat nav had taken me via Lasham church, I managed to find Lasham airfield itself.

I was surprised to see a lot of people my age there, and assumed that they were club members who had finished flying for the day. Then I remembered that it was Friday night and realised that they were all there for the same purpose as me, the "Get into Aeros" weekend. Once my name was ticked off the register, it was mingling time. Paul Conran, the organiser, introduced me to the group and I spent the major part of that evening getting to know my new friends and discussing gliding.

I have always found that aerobatics is looked down upon by a lot of glider pilots and adored by few. For once

GET I

I was in a group full of people who shared my enthusiasm or craziness (depending how you look at it). I really enjoyed getting to know everyone and hearing the stories they had to tell. Hopefully we will all meet again soon. After this revelation however, I was informed that, unlike some gliding clubs where you can find any flat surface to sleep on in relative warmth and comfort, Lasham wasn't keen on the idea. I had to resort to plan B, and plan B was to use the Twingo as a warm metal tent. Great plan!

The next morning, despite my spine being contorted in ways that made the exorcist look like a cheeky morning stretch, I was ready to go upside down! And judging by the amount of activity on the airfield, so was everyone else. That entire morning was very busy so, to summarise, it looked something like this: aerobatics briefing and formalities; splitting into teams; briefing with team instructor; breakfast; club briefing; and then the long march to the launch point.

With four K-21s, a DG-1000 and a Fox, we were able to divide into five teams: Pink, Green, Orange, White and Yellow. To ease identification, we were all given colour-coded name cards. The happy Pink team was led by Dan Welch and the Green team (thankfully not foreshadowing) led by Graham Saw. Alex Harris took the Orange team, and Roger Barber the White team in the DG-1000. The Yellow team was led by Paul Conran, who took some of the lighter pilots up in the slightly overweight 431. Maz Makari was there with his Fox to take up anyone who was interested and who was light enough.

In typical glider pilot fashion, we all stood at launch point looking at the 1,600ft cloudbase, repeating "it will clear" and nodding in agreement. No one was ready to admit defeat and our morale was raised when one glider actually took off into a gap of blue. Sadly that gap closed almost as quickly as it opened. Clearly it was time to think this over a hot brew, tea break! And so we all made our way back to the clubhouse.

After drinking tea and praying to the weather gods, it was decided that the weather would clear and so we all made our way back. On returning to our gliders we discovered that the launch point had moved and so we



Joel Hallewell (front) with Maz Makari in the Fox

followed its tracks in a massive convoy to the new launch point. The whole movement looked rather impressive and it may have been the first time I actually pushed a glider more than 100 metres.

Flying from then on was on and off depending on how 'clear' it was. Discussions took place, photos were taken, videos were recorded and I lost an entire can of Pringles. The nice thing about the low cloudbase, though, was that if you didn't make it in time for the gap in the clouds you put on a great show for everyone on the ground.

A great attraction, apart from the Fox, was the fuselage of the plane they used in the making of *Sully*, the new film based on the River Hudson miracle. There was something creepily compelling about the abandoned wreck and, when not flying or looking at other people flying or looking at flying machines, we spent time admiring a dead flying machine – which I think summarises us pilots well.

I was one of the last to fly that day and, due to time constraints, flew with Paul instead of Graham. I achieved my aim for the day which was to go upside down and I can't even begin to describe how much I loved it! I love 'g' and I love speed. It was a good – no, make that fantastic – day and I hope that I didn't pull too many faces for the 🙃

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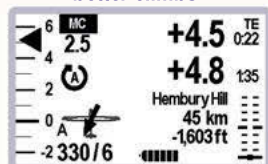
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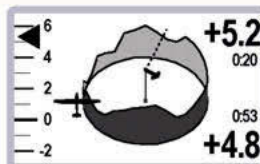
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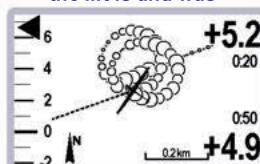
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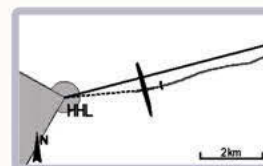
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With four K-21s, a DG-1000 and a Fox, everyone enjoyed 'getting into aeros' at Lasham (Danielle Welch)

video(s). We had quite a bit of fun in the simulator and in the bar later that night and, again, all I can say is that it was a splendid day and I couldn't wait for Sunday.

Sunday was forecast as the better day, but, as often in gliding, the forecast was wrong. The initial stages of the day looked very similar to Saturday, but this time I don't think anyone took off. Dan Welch made some lemonade out of the lemon weather and did a very nice presentation/talk about flight envelopes, but soon people started flaking off due to their long journeys back home. The ones who stayed behind were rewarded with some great flying – luckily I was one of them. Quite late into the afternoon the sky showed some blue and I joined Graham in a different K-21 than I flew the day before. The aim of Sunday's flying? Get the badge, or at least go solo! The scenery was beautiful, as it always is above the clouds. It looks even better upside down at 5g. Once Graham was happy with my flying, we landed and discussed the next step – the solo flight!

Soon I was airborne, alone and with 3,500ft to play with. A 45° down line and into my first figure, the loop (which I think

went very well), then a chandelle (which wasn't quite steep enough on the exit), the humpty bump (a tad too fast round the top) and the 270° turn followed by a 45° up line. A good first attempt, but was it good enough? I would have to wait for Charles Baker's verdict, as he was the official observer.

Yes it was! In fact three people got their badges that day: myself, Harry Entwistle and Fliss Jones. If the weather hadn't been typically British this list would have been longer, but it was still a fantastic weekend; everyone got their two flights and if I get the chance I will go again.

To summarise, I got that same feeling as I did when I first went solo. I got my badge, I got my adrenaline rush, I met some amazing and wonderful people, and it opened a new door for me into the sport of aerobatics. I have to thank all the amazing instructors for spending their time to teach us. I also want to thank everyone for organising a breathtaking event. Lasham deserves a massive round of applause for hosting us and making the event affordable. Finally, I'd also like to say "*****" to the British weather, because, even though it tried to ruin this for us, we still had a blast!

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■ www.aerobatics.org.uk



Dorian Bury, 18, started gliding aged 15 and went solo the same year (2013). He flies at Nympsfield, mainly in the club K-8, but also flies the Grob 102 and has flown all four of the club's two-seaters: K-21, Grob 103, K-13 and DG-505. Dorian has his cross-country endorsement and is now the proud holder of the BGA standard aerobatics badge



Lasham's Richard Spencer, 15, with Graham Saw in the back

JACA JAUNTS



Dan Smallbone shares his favourite memories from annual trips to Santa Cilia

SINCE 2012, I have made the short trip to the north of Spain to spend a week with my father flying Lasham's Duo Discus from Santa Cilia (Jaca) in the Pyrenees. The weather, facilities and terrain offer a tantalising opportunity for the cross-country pilot looking to explore more than the British half-mil maps. I have learnt a huge amount about gliding in the 100 or so hours of flying I have done here and wanted to share a few of my favourite moments.

13 April 2012

On a fairly standard looking day, with a 10-15kt north-westerly wind coming over from France and 8,000ft cloudbases, we hit a frankly astonishing wave climb which peaked at 19kts. We took off from the airfield (situated at 2,250ft amsl) behind one of the three Robin tugs at just after 12 o'clock and climbed up in a thermal over Stage 1.

The hills and mountains to the north of the airfield are grouped into three stages and you work your way up from Stage 1 – a collection of roughly north-south aligned spines ➤

↗ and bowls up to about 4,000ft, to Stage 2 – higher south-facing slopes and spines running into the highest peaks, and finally to Stage 3 – the main east-west spine of the Pyrenees up to around 10,000ft.

Santa Cilia being on the west side of the Pyrenees means that the normal cross-country route out is easterly, and so we climbed at 4kts to cloudbase over Stage 2 and set off. We had really not gone too far from the field at all when, cruising just under 1,000ft below cloudbase, I saw a hook-shaped cloud about 500m away rotating faster than any cloud I had seen before or have seen since. I tracked left to take us under the cloud and hit a huge surge – a rotor thermal. It's hard to know whether there is much thermal activity going on or whether it is all just kicked off from the turbulence coming off the back of the mountains that lie across the wind.

Flying in rotor is quite akin to being inside a washing machine and after a couple of minutes of being thrown about we were in the wisps up at base and so we pushed out from under the leading edge of the cloud. The air went dead smooth; 7kts, 8kts, 10kts. We kinked left to run along the leading edge of the cloud with the altimeter going into orbit and the vario screaming; 15kts, 17.5kts, 19kts. The climb rate unfortunately settled back to a more sedate 5kts and we managed to climb up to 14,700ft and enjoyed six hours of phenomenal flying.

11 April 2015

A flight that still makes me laugh now. We achieved a huge goal of ours – La Cerdanya O/R – and completed 615km OLC in just over six hours, with the first 400km at 118km/h.

L'Aeroclub La Cerdanya is situated in a valley at the eastern end of the Pyrenees, just over 200km from Santa Cilia. It was clear from the start that this day was going to be something special; the forecast was for strong climbs to 10,000ft across the entire mountain range, but with an overdevelopment risk the further east you went. We took off at 12:26 and our third climb off tow was 5.1kts. We cruised off east; we hadn't set our hearts on Cerdanya, but knew that it might be on.

About 60km east of the airfield, the main top ridge line leaps north and the landing options thin out fairly rapidly if you follow it. Cruising south of Monte Perdido (one of the highest peaks at 11,007ft) and across the Cinca Valley you have two choices: to tuck in to the left onto the higher ridges, or to cut south to some slightly lower peaks.



We took the second option and head in the direction of an absolutely stunning ridgeline, headed up by Peña Montañesa. Having done a few flights down to this area we know the mountain just to the ridgeline's north, Cotiella, is an excellent trigger and track over to it a couple of thousand feet below the peak.

At this point there's around 4-5/8 Cu and they're probably a few thousand feet deep – maybe the overdevelopment might be a problem later. We climbed at 5.3kts and ran just under the 10,000ft cloudbase. Leaving Cotiella we cut slightly north to run a nice ridgeline, took one more climb and then did the next 70km at 150km/h without turning.

About 70km from Cerdanya and the showers were starting to become a bit of an issue, and we had to divert 45° right of track down to the south. The showers weren't huge, maybe 5km across, and didn't seem to be spreading too terribly, but there was very little sun getting through to the ground. We were not too put off; it's clearly a seriously energetic airmass and we were still well within range of some safe landing options.

We cored 6kts, now entering the valley which has Cerdanya towards its head. The sky was getting really quite dark and there were some much bigger snow showers to the south. It was also looking like there was some sort of convergence line between us and our goal. We were still at a good height though and really encouraged by a 7.5kt climb to the 10,500ft cloudbase right on the wisps, ↘

Above: This photo was taken during the phenomenal wave climb of the 13 April 2012, with the vertical cloud face in the foreground marking the peak of the lift we'd just flown through

Facing page: Thermalling up the south face of the Pyrenees (Photos by Dan Smallbone)

FLYING IN ROTOR IS QUITE AKIN TO BEING INSIDE A WASHING MACHINE AND AFTER A COUPLE OF MINUTES OF BEING THROWN ABOUT WE WERE IN THE WISPS UP AT BASE AND SO WE PUSHED OUT FROM UNDER THE LEADING EDGE OF THE CLOUD

WE WERE NOT BLESSED WITH CLASSIC CONDITIONS DURING OUR VISIT TO SPAIN IN 2016, BUT I THINK IN MANY WAYS YOU LEARN SO MUCH MORE ON THOSE TRICKY, SLIGHTLY MARGINAL DAYS, SO THAT WEEK WAS CERTAINLY AN EDUCATIONAL EXPERIENCE



Looking back at a developing storm the other side of the Cerdanya valley on another trip out to the east

■ www.fly-pyr.es



Dan Smallbone, 20, was introduced to flying by his father, Ed, nearly 10 years ago. Dan is the current Junior National Champion and was a reserve member of the Junior British Gliding Team for the Junior World Championships in Narromine in 2015. He flies a Std Cirrus out of Lasham when he's not studying Engineering at Cambridge University, or running/swimming/cycling

✎ which were marking the convergence.

Making the turn at Cerdanya, we were still right up at base and did the next 30km without turning and only lost 250ft. It was still all quite dark, but working really well. We headed to a little bit of sunshine on the north side of the Cerdanya valley, hit 6kts and ran the ridges for another 50km without turning. There was still a lot of shower activity, but it looked like it'll be getting less of an issue as we made progress to the west.

The climbs stayed at 5kts and we made another 100km really quite quickly, arriving back at Cotiella at 10,000ft. We could start to see looking further ahead that there was not really any sun getting to the ground closer to the airfield, so we throttled back a bit as we still had 70km to run.

Arriving back in the Jacetania valley at just before 4pm – this is the east-west valley that Santa Cilia sits in – it had evidently overdeveloped badly and there was a huge area of spreadout. This was a real shame – I am pretty convinced that a 750km flight, or maybe even a double O/R to Cerdanya, would have been on if those conditions we'd had for most of the day had persisted. There were still some very good climbs around, but we just didn't quite have the confidence to push out to the east again and so clocked up another 200km "local" to the airfield. The Pyrenees offer spectacular soaring, but can be an unforgiving place if

you get over-confident.

It really was an amazing day's flying and enjoying the icy beer at the airfield restaurant, having put the glider to bed for another year, was a sweet end to a mega week.

7 April 2016

We were not blessed with classic conditions during our visit to Spain in 2016, but I think in many ways you learn so much more on those tricky, slightly marginal days, so that week was certainly an educational experience!

In terms of the mountains around Santa Cilia, the big focus is on the main Pyrenees ridgeline north of the field. However, with a 20kt northerly wind blowing and no forecast thermal activity, Luís, the CFI at Santa Cilia, suggested trying the South Downs-size (without exaggeration!) into-wind ridge just south west of the field. He took off first in the club's DG-1000 on an instructional flight with some visitors from Gransden Lodge and hadn't landed by the time the tug came back so we decided to follow his lead!

I like challenging flying, but this was pushing it a bit for me; we could just about maintain 1,300ft above the field, but were a few kilometres downwind and it just wasn't really clear where any proper climb was going to come from. Twenty-five minutes after take-off, and having reached the

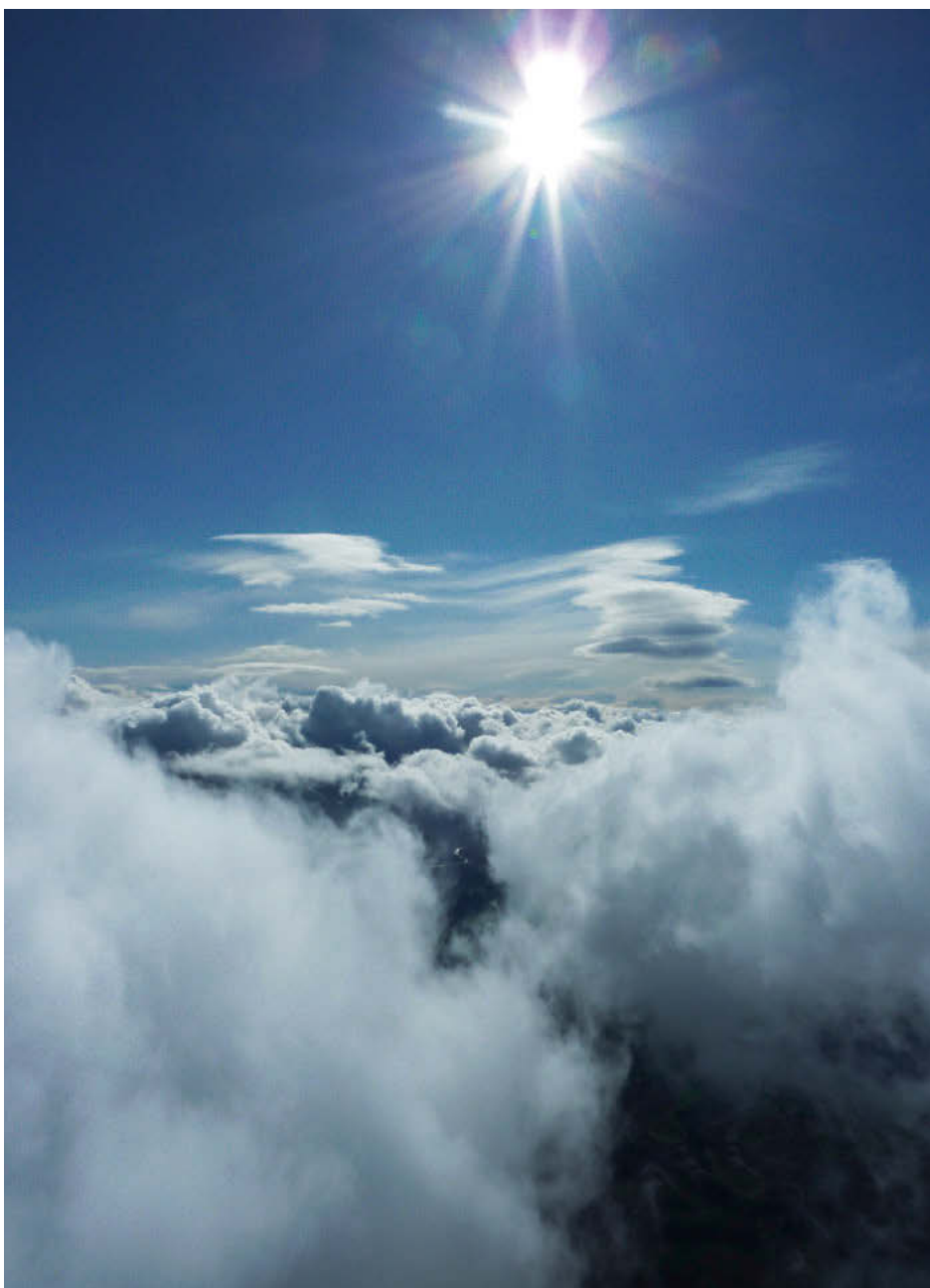
dizzying height of 2,000ft above the field, we began to tentatively make progress along the ridge to the west; 2,000ft grew to 3,000ft as we started to climb in weak wave. The higher we got, the more organised the wave system became and after an hour's flying we'd made it to over 8,000ft amsl.

About 30km west of the airfield is the Yesa Dam and in a northerly wind the ridge just north of the Dam can be a really reliable wave trigger. This seemed a sensible place to go and explore, and some stratus in that direction at about 7,000ft had some really telling wave shapes in its tops. We made our way over there, hitting a nice helping of 10kts down, but couldn't find anything solid to climb in.

We explored the area quite a lot, but the wave system just seemed a bit undecided about what it was doing. There was a really interesting shift in it whilst we were in the area marked out by a complete re-arrangement of the wave patterns in the stratus below, and it's seeing things like that that makes days like this so special. Unfortunately the appreciation of the changing cloud shapes only came with hindsight and so this shift caught us out somewhat and we had a rather interesting glide back east getting dumped on and running along the tops of the stratus.

Later in the flight we found wave in a different area up to 14,000ft and ended up being able to add another five hours to our logbooks on a day that had seemed so marginal to begin with. That often seems to be the way at Santa Cilia; the really interesting flights can come out of the least interesting forecasts.

Santa Cilia really is an ideal expeditionary site; comprehensive briefings from friendly and experienced pilots, on-site hangarage and glider hire, two decent-size tarmac runways, and situated in an amazing environment to exploit some remarkable and exciting flying.



A picture book scene taken whilst climbing in wave almost directly over Santa Cilia

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ONE FOR YOUR BUCKET LIST...

Bruce Stephenson reports on the International Vintage Sailplane Meet at Harris Hill, 'soaring capital of the US'



Main image: A study in Brüggeleb



The National Soaring Museum is a world class venue



The Brit that stole the show, the recently restored delectable Slingsby Petrel



Jeff Byard's pert and cheeky Bowlus Baby is a firm favourite with the crowds

READERS may remember my report in the Feb/March 16 issue when I talked about a special Vintage Event taking place in the USA, the IVSM (International Vintage Sailplane Meet).

Getting anywhere in America is not a five-minute exercise. It was the best of a day's driving before I caught my first glimpses of the fabled Harris Hill gliding site. Perched high on a promontory ridge and topped with rolling grassed fields and trees, it forms an idyllic setting to one of America's prettiest states, Upstate New York.

With the traditional cow bell rung to signal the event open, the flight line was soon lined with a multitude of American beauties, all a rare and exotic sight to us visiting Europeans. Naturally there were the obligatory Schweizer 'ships', but snuggled amongst the pert and cheeky 1-26s were some altogether really rare birds, such as the lovable little Bowlus Baby, a dinky little Briegleb BG-6, a sleek fork-tailed Prue 215A and even a super rare Yankee Doodle 3, to name but a few. I was particularly pleased to see that the quintessential American pastime of homebuilt sailplanes, so popular during the 1950s into the late 1970s, were also represented, with this interesting arena being suitably characterised by a couple of Hall Cherokees.

Star of the show

There was, of course, a good smattering of European gliders with the choice ranging from a beautiful new-built Rhönbussard, to the more common K-6s and Bergfalke, etc. On the British front was a gorgeous Slingsby Gull 1, but without doubt star of the show goes to Jerry Wenger, who brought both his resident craftsman, Tom Evelo, and the world's only other Slingsby Petrel (recently restored).

As anyone who has been lucky enough to fly from Harris Hill will testify, it can be a challenging site indeed. With steep drop-offs each end of the field, it can be unforgiving for those failing to read the conditions and finding themselves hot and high. Although the general panic and almost inevitable ground-looping that follows does wonders for spectator participation, it can result in rather unfortunate damage to some very pretty gliders.

But enough of splintered wood and roaring bonfires! Getting airborne is a breath-taking experience. As the ground rapidly drops away, it presents a magnificent vista of the Chemung Valley and some of the most stunning scenery I have seen anywhere. Once airborne, the treeline seems to stretch from one horizon to another, with the Finger Lakes to the north glistening in the dappled sunlight like an emerald necklace.

Allied to a full and absorbing daily flying program, morning briefings were held in the National Soaring Museum, with the totally absorbing and unique tradition of daily speakers giving lectures on various gliding subjects. The museum itself provides a wonderful backdrop and focal point to the entire event; it is crammed full of fascinating exhibits providing many an hour of absorbing fascination in really getting to know American gliding history and many gliders and exhibits on show.

Famous family name

With a full week of evening excursions to local sites, each night sported a different theme and location; all with dinner thrown in! This ranged from a stunning evening cruise part-way up Lake Seneca, a fascinating visit to the Glenn H Curtiss Museum, to a visit to K&L Soaring, run by Les and Kyle Schweizer (son and grandson of Ernie Schweizer), who continue to uphold that famous family name. Much of their business today centres around the rebuilding and upgrading of the entire glider range of Schweizer products, with special upgrades for America's significant fleet of aging 2-33s, which still offer clubs an unparalleled tool in terms of simplicity, ease (and beauty) of flying, not to mention its acres of cockpit space.

With a full flying program almost every day throughout the week, the traditional Awards Ceremony brought the event to a close. With the next event scheduled in 2020, it gives ample time to save up all those Brexit pounds!

So for those of you that have not yet attended the IVSM, or visited Harris Hill and its world class museum, you don't know what you are missing. It firmly ranks as one event and place that should be firmly pencilled in on every glider pilot's bucket list.

■ **Debb and Willy Hackett's Schweizer Saga continues in the next issue, reporting from Harris Hill, where Willy was thrilled to fly the 1-34 and 1-23B.**



Harris Hill, Elmira, was the venue for the IVSM in July
(All photos by Peter Selinger)



This page, clockwise from top left:
Campbell's Tom Pearson took this photograph during a week of flying at Milfield. It shows evening wave clouds in the early night sky with the Cheviot range in the background. The milky way is also visible

Evening draws to a close during Wrekin's programme of after work flying (Jordan Harkins)

This photograph, extracted from HD video footage taken by a tiny Mobius HD camera mounted on the tail plane of ASW 20L "20L" during an aerotow launch at the end of February 2016, shows the River Aire west of the A19 heading SW towards the Ferrybridge plume. All three power stations were in use, but Ferrybridge and Eggborough power stations have since been closed down (Alastair Mackenzie)

Hangar shot as '13' visits Llanbedr in 2016 (Steve Lynn)



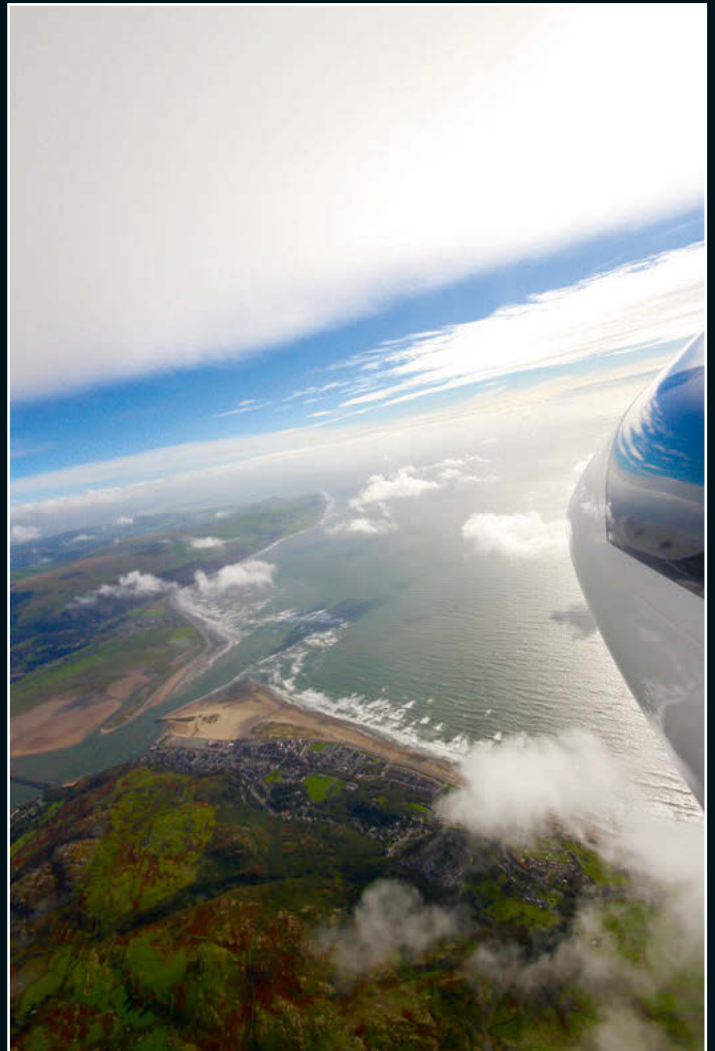
Facing page, clockwise from top left:
A July flight in EB28 '13' to Cromer, with some big gaps to cross on the way back to Dunstable (Stefan Astley)

Five Slingsby types (T-21, Sky, Capstan, Skylark 4 and Swallow) and a K-6CR on the grid during the Slingsby Week and Vintage Rally at Sutton Bank (Richard Lucas)

Looking down on Barmouth on the Welsh coast in early September 2016 (Mike Fox)

Time for a spot of kite flying at Burn in July 2016! At one point there were eight red kites in the same thermal (Alastair Mackenzie)

A view of the Cheviots taken by Stuart Black from Borders GC using a tail-mounted camera



■ 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



Sam Arnold lands Bannerdown GC's K-18, in which she flew her 50km (Alison Arnold)

SILVER COUPLE



Matt Dews and Sam Arnold (front) pictured with Charlotte Acton on the day Matt converted to the Dews' Astir (Mike Edwards)

Bannerdown GC couple Sam Arnold and Matt Dews, both 16, head away from the airfield to complete Silver the same day

AFTER getting my Bronze and cross-country endorsement for the Junior Nationals in 2015, but not yet being 16, my progression in gliding was fairly restricted, *writes Sam Arnold*. I had to wait until my 16th birthday to do my final Silver leg – 50km.

When my birthday came around the weather wasn't great, but I was still flew circuits to build up experience. Then, after the bulk of my GCSE exams, I converted to my family Discus 2C and renewed my field selection and landings. The weather improved for one weekend, and Charlotte Acton and I both thought about going, but our confidence didn't match the conditions.

Matt was a lot more keen to do his 50km than I was and on 29 August he was getting ready to go. With his map all marked out, Matt put the task into various systems in his Astir. I was a lot more worried about leaving

the airfield and breaking that 'elastic band', but after a chat with my Mum and some close friends I was more confident about joining Matt. I am very lucky to be a part of (and have grown up in) the very close knit and supportive community of Bannerdown Gliding Club.

I wished Matt good luck and he took off into the thermic weather as the club K-18 landed. I got into the K-18 and thought "if nothing else I'll go for a float about", so I took a launch. My first launch led to a circuit, so I took another launch and went towards a thermalling club K-21 and hit a 3kt thermal. I didn't linger about at the airfield much; I thought if I didn't go now, I would talk myself out of it. I also think part of me felt 'if Matt can do it, so can you'.

I pushed on to the next cloud, which was over Devizes (about 8km away), and that was most horrible part of the flight. Heading

away from the airfield on your own for the first time is bad enough as it is, let alone leaving lower than planned. Nonetheless, I made it to Devizes. I had spotted some nice long fields below me, so I was ready to land out if need be. Knowing that I had a good place to land if I got too low gave me the peace of mind and determination to keep going.

After that initial low point at Devizes, I didn't let myself get below 2,500ft, which was the securest way of doing 50km if not the quickest. I made my way to Lasham via River Hill (to avoid airspace) one thermal at a time and arrived at Lasham at 4,000ft after following a street from Whitchurch.

After I landed at Lasham, I turned to see Matt and Ben Hughes walking over and there were lots of smiles and hugs. We were so happy we managed to do it on the same day!

Having been so reluctant to leave the airfield and go cross-country, I am really glad I was encouraged and convinced to go. Matt and I are really thankful for all the support that we get from our club, and the people that came and collected us from Lasham and were ready to come and get us if we landed out.

I am really excited to try longer tasks, and to fly them quicker. I know that Matt wants to do the same, but get more points than me on the BGA Ladder next time!

Matt Dews adds:

After going to the Inter-services at Hus Bos in August, there was nothing I wanted to do more than go cross-country. Watching all these finishes from gliders returning from long distance tasks motivated me to want to do the same. I also wanted to finish off Silver, after completing height gain and duration the previous year.

A goal for the summer of 2016 was to



Bannerdown's K-18 (Alison Arnold)

do 50km. However, after attempting it the first time and failing, it was an eye-opener into how important preparation is when attempting to travel away from the safety blanket that is your own airfield. I was hugely disappointed in myself for messing up on such a basic level, but, instead of worrying about doing the same again, it actually spurred me on to get back in the glider and crack on with it.

Landing at Lasham was particularly exciting due to all the other gliders, but what was even better was seeing the blue tail of another home club glider in circuit. After Sam landed, we headed back to the clubhouse and chatted about our day to the other juniors before we were aerotowed back home one at a time into a warm, glowing sunset.

After completing Silver, I now hope to move on to Gold, get a PPL and fly in the Junior Nationals in 2017.

IT WAS AN EYE-OPENER INTO HOW IMPORTANT PREPARATION IS WHEN ATTEMPTING TO TRAVEL AWAY FROM THE SAFETY BLANKET THAT IS YOUR OWN AIRFIELD



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Out of its trailer and ready to be worked on in a converted corner of the Heron Gliding Club hangar (Sam Franklin)

ON A MISSION

Sam Franklin reports on the K-8 restoration project that he is undertaking with Dan Richards, in the first of a two-part article



Sam Franklin joined Heron Gliding Club in April 2016, when he soloed on his Fleet Air Arm Officers Association Scholarship. Sam works as an Administration Assistant and is hoping to read Aerospace Engineering next year. He is also working towards his BGA Bronze Endorsement, and is hoping to complete his Cross-Country Endorsement in 2017. Sam has completed a 12-hour flying scholarship and hopes to gain a SLMG Licence to start aerotowing

IT WAS always baffling to us that our club had deserted its old Schleicher K-8B, with its diverse history, at the back of our World War 2 era hangar that houses a multitude of trailers of modern glass-fibre machines. However, the K-8 was just not a priority for our small community of pilots based at RNAS Yeovilton. Naturally, therefore, when an opportunity arose to inherit this magnificent glider we didn't pause for thought.

Soon after making our decision, we'd moved work benches, put up boards, and bought hordes of materials, tools, and equipment that turned one corner of Heron Gliding Club's hangar into a mini-workshop – all with the aim of restoring the K-8 to a flyable condition.

The first task was checking that I fitted in the cockpit – not an easy task at 6'6" – but we decided that with a custom instrument panel, it would be a comfortable fit (more so than the Puchacz I'm used to flying at Heron). Shortly afterwards came the rather confusing art of removing it from its original (open) trailer: it didn't take us long to realise that we had to lift it out, which turned out to be a rather interesting task with two people!

After that, for pure excitement factor, we

decided to rig the K-8's tail-plane, as it was the only thing we could rig with only two of us there! While doing all this, we were trying to document everything to do with the aircraft as there weren't any instructions on rigging – at least not in English.

General cleaning was then the name of the game; dust that had sat on the glider for 13 years had to be removed, fixings had to be cleaned and greased, and the interior had to be hoovered out. Where possible, every part of the glider was removed and inspected for obvious damage and then cleaned to try and give our BGA Inspector a good first impression.

We knew though that after the mandatory inspection introduced to check the wing glue of all Alexander Schleicher wooden gliders, the number of flying K-8s had reduced dramatically. According to Scottish BGA Inspector Jim Thomson "[before the inspection] there were 69 K-8 gliders on the UK register; there are now just 33 airworthy". The glue inspection truly was the be all and end all of our restoration project.

The evening before our inspection date, 22 September, Dan and I returned to the club hangar, nervous of our fate the next day. We did all we could, spending the rest of the



Tail-plane rigged! (Sam Franklin)

evening with a take-away and several beers to calm the nerves!

An early start the next morning saw the inspection begin; the sounds of drilling wood and cutting fabric filled the hangar. To keep us occupied, John Halford (our inspector) got us to remove the ailerons, elevators and fin. The tension soon disappeared as it started to look more and more positive. 'Fin Glue' was the final inspection item – passing with no doubt from the inspector!

So then it was time to make a plan, now we knew that the biggest worry was gone. With Dan returning to university in Wales, it was time for a long-term plan: re-cover the wings and fuselage, finish the instrument panel, transition it to EASA, and then hopefully fly it!

Thankfully, the UK gliding community are an incredibly friendly, approachable, and helpful bunch. A post on the infamous *gliderpilot.net* gave us a plethora of knowledgeable people to learn from – even the BGA Chief Technical Officer, Gordon MacDonald, was in contact with us. The BGA office were extremely helpful in getting us the information we needed, and our inspector John was great; I'm sure he'll become an invaluable resource on this mission to get the K-8 flying again!

Our advice to anybody thinking of attempting something like this, there will be a whole host of people willing and ready to help – it's one of the best things about being a glider pilot!

IT WAS TIME FOR A LONG-TERM PLAN: RE-COVER THE WINGS AND FUSELAGE, FINISH THE INSTRUMENT PANEL, TRANSITION IT TO EASA, AND THEN HOPEFULLY FLY IT!



Dan Richards has been a member of Heron Gliding Club for around four years after completing a Fleet Air Arm Officers Association Scholarship. He reads Aircraft Maintenance Engineering at the University of South Wales, where he is in his final year of study. Dan is working towards his BGA Bronze Endorsement



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Good working clouds above the Kalahari desert (Johan Luyckx)

HOW TO SET A WORLD RECORD

Belgian pilot Johan Luyckx reflects on the Namibian flight that set a new world speed record for the 15m Class 1,000km triangle

IT WAS quite warm in Namibia in late November and early December 2015. The thermometer indicated maximal values just below and sometimes over 40°C. The lack of rain resulted in a water shortage and implementation of specific countermeasures to limit the water consumption in Windhoek.

The weather forecast was very promising on Monday 30 November. I arrived the day before at Pokweni airfield and the Ventus-2cM was rigged on Monday morning. The many things to be done meant that I was ready for

take-off at 11:45, which was too late for a big task. I chose to fly the 100km FAI for speed and do several trials during that day.

The task setting was in the west convergence and it was so well developed that I flew the task without circling, resulting in a speed of 185.55km/h. A 5m/s thermal was found during the second attempt, but the sink on the 2nd and 3rd leg were reducing the speed below 180km/h. The third attempt was stopped due to development of showers. The nose was again put in the

direction of Pokweni. That day Josef Eder realised his FAI 1,250km diploma by flying a nice FAI triangle at a speed of 147km/h.

I tried speed tasks on FAI 300km and out-and-return 500km during the next days, but the west convergence was not sufficiently developed to realise speeds above existing records.

Weather forecast

Saturday 5 December was announced several days ahead as a super day with a start of cloud formation from 10:00 local. The weather forecast on that day (see figure top right) was start of cloud development from the east, then extending to the west and clouds above Pokweni at 11:00 local. The cloudbase would increase up to 5,000m during the day and some rain showers were expected in the west from 15:00 local.

This weather forecast was not suited for a short and fast task. I decided to go for a big task and, based on a 11:00 start, chose the FAI 1,000km triangle. The first waypoint was 175km in a south-easterly direction, followed by a leg of 380km to the south-west, then 345km to the north and, finally, closing the triangle with a last track of 108km back to Pokweni (see map right).

Saturday 5 December

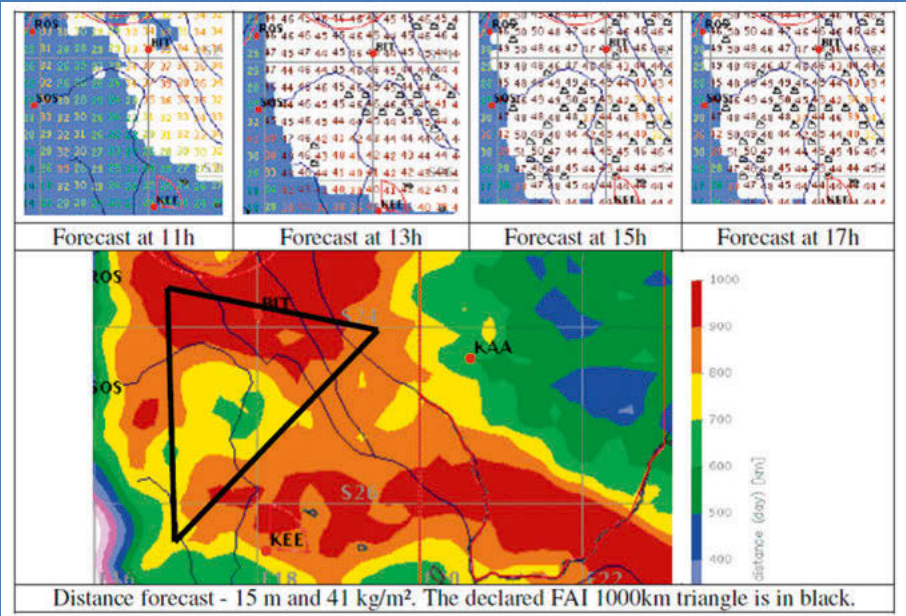
I cycled to the airfield and opened the hangar at 06:45. The glider was filled with water and prepared for take-off. There was still enough time for a nice bike ride over the gravel roads which cross the dunes. Every time you reach the dune top, there is a new one in front of you and this seems to be never-ending.

The first gliders started from Pokweni just before 10:00 and looked for thermals in a cloudless sky. The cloud development started in the east from 10:30 and moved slowly in westerly direction. I started at 11:15 and couldn't find a thermal. The engine was restarted and a weak 1m/s thermal brought me to 2,900m. As the clock is ticking, I decided to start at 2,540m just before midday with the positive idea of the advantage of a low finish.

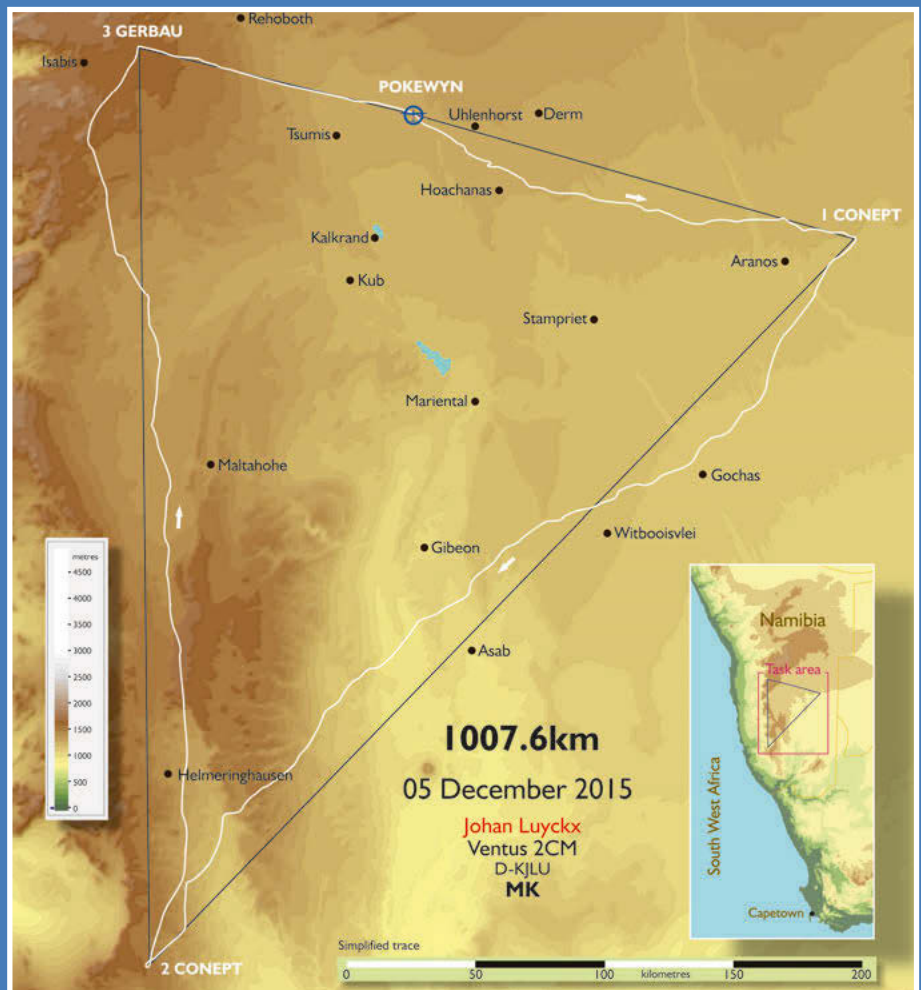
The first good lift was just before Bitterwasser and the altimeter increased from 2,400m to 4350m with a 4.7m/s climb rate. The flight continued under nice clouds between 3,000-4,400m, with climb rates between 2.7 and 3.8m/s.

The calculated speed on the first track was 133km/h, but correction of the gained altitude resulted in 142km/h.

The first part of the 2nd leg was flown with similar good climbs and cloudbases. The



topmeteo.eu forecast on 05/12/2015 for the area south of Windhoek



Overview of the 1,000km triangle, with the controlled airspace of Windhoek located in the north. The flight duration was six hours, 45 minutes and 35 seconds over a distance of 1007.6km – a speed of 149.06km/h. This beat the previous world record of 144.95km/h set in 2002. The flight was claimed as a world record and an Africa continental record. It also set a 15m and Open Class Belgian record.

(Illustration by Steve Longland)



Mountain area between the Namib and the Kalahari



Large shower above the Kalahari desert



Pokweni farm is the gateway to splendid flights



Pokweni airfield was the start and finish point



Johan Luyckx started gliding in 1984. He has over 4,000hrs and 260,000km cross-country flying. He has flown a number of Belgian records, three of them in Spain, but fell in love with Africa in 2005. This is Johan's second world record, having set a world speed record for 500km triangle in Namibia in 2009

✎ PDA indicated a task speed of 145km/h and the confidence in a fast task is increasing. The clouds became somewhat smaller after 200km, but continued to supply good climb rates. The last cloud was at 65km before the turn point. The circling continued up to 4,400m and an additional 200m altitude was gained during straight flying. The flight towards the 2nd turn point continued with some traces only of thin clouds without significant climb. The turn point was reached at 2,980m, which is only 1,400m AGL. My mental state was reaching a low.

Just beside the turn point sector was the only cloud in a radius of 50km. I found the lift after a few corrections and climbed up to 4,350m with an average variometer indication of 3.6m/s. You could hear a deep sigh in the cockpit. The task speed now dropped to 142km/h, but the height was 1,800m above start height. The flight continued towards the north over the mountain area between the Namib and Kalahari deserts. The first big cloud was reached after a 57km glide at 2,800m and generated a climb rate of 3.8m/s up to 4,500m.

It was now 16:15 and there is still 290km to go until the last turn point. A fast calculation indicated that I will arrive there at about 18:15. A task speed near or just over the actual world record of 145km/h was feasible when the task can be continued with these good working clouds. High cirrus clouds in the north are signals that the forecast showers were also present. Would the record flight be killed by these showers?

A small shower was on track and a larger shower system at the right side with a small gap in between. The circling continued up to 4,350m, and a 65km glide was made through some rain and in the rising air mass before the shower. After the shower, I had a 5m/s climb up to 5,000m and the optimism in the cockpit was increasing significantly. A new Belgian record was almost guaranteed and a new world record was becoming possible.

There was a small cloud street with sometimes limited lift, but not sufficient for circling until the last turn point, which was achieved at 18:07 and just above 4000m. A last good climb was needed to reach the

final glide height.

The area north of the last track was dominated by a large shower system, preventing any more good climbs. A 2.3m/s lift enabled me to reach the final glide altitude for a MacCready of only 1m/s and without safety margin. The task speed was now 144.7km/h and it seemed critical to realise the margin of 1km/h above the existing world record.

The flight continued before the shower area, with this air mass generating a constant climb during straight flying. The MacCready value was increased to 2m/s and, with 700m safety margin at 65km before the finish, the final glide speed now increased up to 240km/h. The safety margin reduced slowly during this final glide and the task speed was watched with great suspense. The task speed increased from 145 to 146 to 147 to 148 to 149 to 149.6km/h when the finish line is crossed at 18:43. There was a loud cry in the cockpit!

Pokweni airfield was informed at 20km, or five minutes, before the finish about the potential world record. The high speed final at 550m AGL was spectacular for the ground crew. The water was dumped and I landed eight minutes later as first pilot to land, having left the airfield last. The other pilots used the time until a quarter of an hour after sunset to maximize the OLC distance and points. Marek Gajdzinski and Wojciech Mackiewicz took advantage of the day's weather to achieve their FAI 1,000km diploma (badge numbers 664 and 665).

The fixed Volkslogger in the glider had shown the date 1996 since my arrival. The backup logger was working fine, but did not give a confirmation of sector entrance at the first turn point, which resulted in some suspicion. The igc file was downloaded to the laptop and the flight analysis revealed correct crossing of start and finish lines, logger registrations in all turn point sectors and a task speed of 149.06km/h. The new world record has become a fact!

The sporting performances were celebrated by all Pokweni pilots, with so many free drinks offered that it required some organisation. Pokweni was full of happiness after a great flying day.



■ Scan this QR code to see an in-depth flight analysis of Johan's flight, or visit www.sailplaneandgliding.co.uk/current-issue

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ENDURING LEGACY



Justin Wills reports from a Glasflügel fly-in celebrating the genius of Eugen Hänle

OVER the weekend of 13-14 August, around 80 gliders produced by Glasflügel gathered at Bad Saulgau airfield in Germany to celebrate the genius of Eugen Hänle, the company's founder.

A simple brass plaque commemorates his untimely death on the airfield in 1975, a result of a towplane accident.

In less than 20 years, Glasflügel produced 1,400 gliders so well engineered and constructed that the majority are still flying today and giving immense pleasure to their proud owners.

All the gliders at Bad Saulgau were in immaculate condition and with modern Mylar seals probably perform better today than when new.

As we have a flapped H-301 Open Libelle in New Zealand, my wife Gillian and I were there as guests of Hansjörg Streifeneder and his son Christian, who provide servicing and parts for all Glasflügel aircraft. Their immaculate workshop near Stuttgart includes a museum illustrating the history of the various designs.

A highlight of the weekend was the flypast of three Glasflügel 604s (out of a total of 10 produced). With their 22-metre wingspans they looked as sensational as they did when they first appeared in 1970. The one I flew had belonged to Adele Orsi. She and her husband Giorgio (who also owned one) were the patrons of Italian gliding from 1960 onwards and good friends of my parents (Philip and Kitty

Wills). The glider reminded me of a Skylark IV, but with a 50:1 gliding angle. Adele was quite petite, and how she managed to fly this huge aircraft around the Italian Apennines to break world records was astonishing.

I also flew the Falcon, the intended successor to the Standard Class Hornet. It featured a blown wing, with air ducted from the nose, and a lever to shut off the system at high speed. It had a wonderfully ergonomic cockpit and would have been very competitive in 1981.

On the Saturday evening, a dinner was followed by talks and reminiscences of many who had worked for the company. Eugen Hänle was an extraordinary man, and his legacy endures.



Above: A plaque at Bad Saulgau commemorates Eugen Hänle's untimely death on the airfield (Justin Wills)

Top: An emotional moment for many of those watching, as three 604s fly together (Peter Selinger)

Below: Justin Wills flies 604 '32', which had once belonged to Adele Orsi (Peter Selinger)





ASH 30

SCHLEICHER'S NEW FL

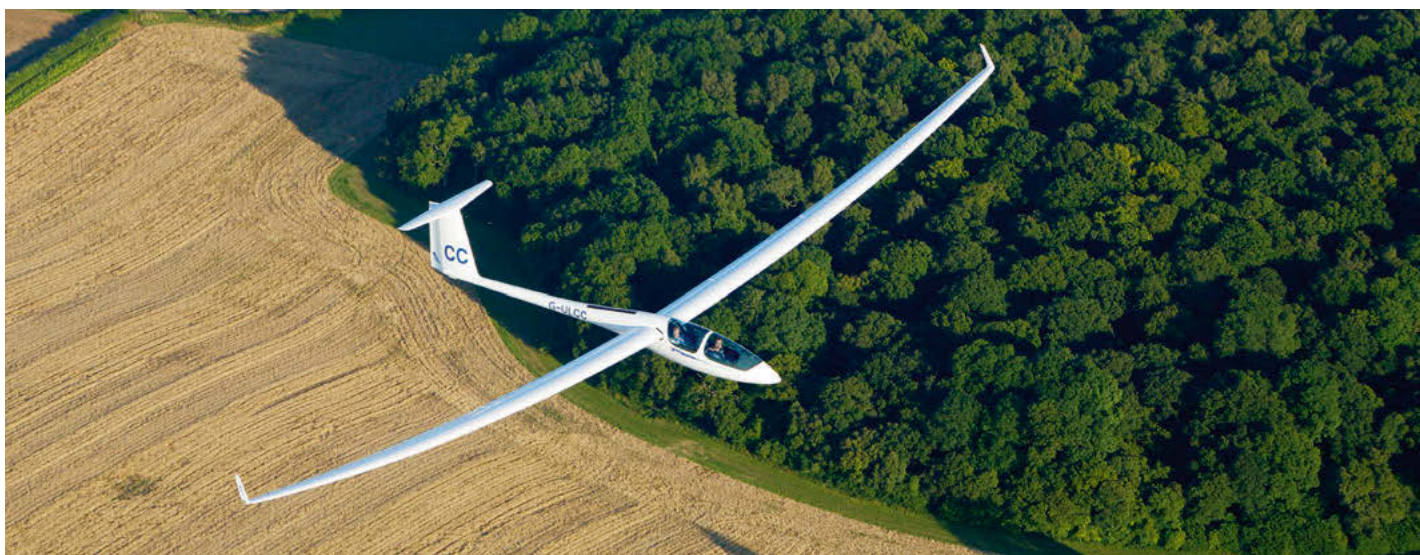


Afandi Darlington, a member of the syndicate that owns the first ASH 30 Mi in the UK, shares his first impressions and talks to Schleicher designer Martin Heide

DESIGNING a replacement for Schleicher's successful ASH 25 sailplane was always going to be a tough task for Martin Heide, Schleicher's long-serving glider designer. Since its introduction in 1986, the ASH 25 proved to be the most popular glider by far in the two-seat Open Class category, with 266 delivered before production ended in 2008. In designing its replacement, the ASH 30, Martin had to keep the aspects pilots liked about the ASH 25 – its performance, build quality and aesthetics, whilst bringing the new design bang up to date with the latest in aerodynamic developments, handling qualities, cockpit comfort and better crashworthiness. He chose to create a totally new glider, rather than simply modifying the ASH 25 design, in order to meet these goals.

The result is a new Open Class two-seat glider which doesn't share a single component with the old ASH 25. The wing has new, thinner aerofoils and a modified planform, with the span increased by 0.5m to 26.5m, tipped with 45cm tall winglets. The new inner panels are almost twice as

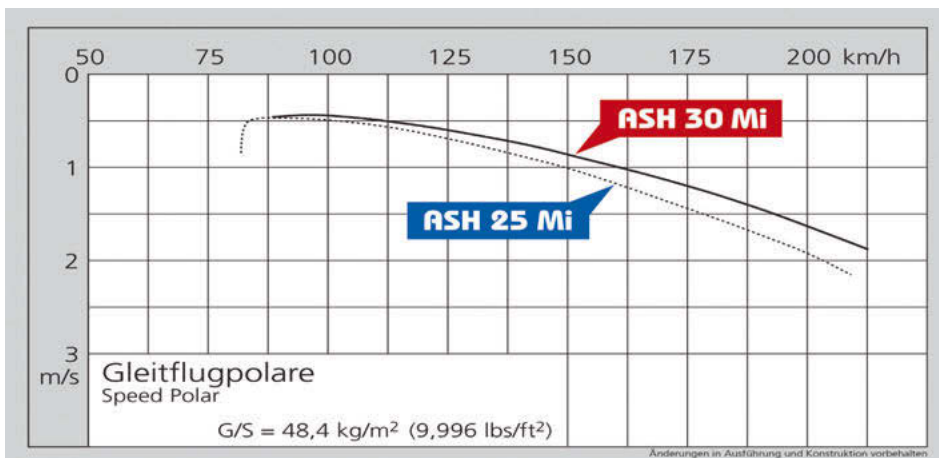
Mi
LAGSHIP



Above and on pages 38/39: The ASH 30 Mi is an all-new shape, but with distinct Schleicher styling (Paul Haliday)

ANECDOTAL EVIDENCE GAINED DURING THE 2016 OPEN CLASS NATIONALS AT LASHAM SHOWED THAT THE 30 IS CERTAINLY A GOOD PERFORMER IN THE RUN

Speed polar comparison



As long as those of the 25, with the wing joint now outboard of the triple-paddle airbrakes, making handling of the outer panels a simple operation for two people. The inner panels weigh 120kg and good rigging aids are essential. The wing area is 17.17m^2 , up from 16.62m^2 on the 25, but the 30's higher gross weight of 850kg means the maximum wing loading is increased to 49.5kg/m^2 – a useful 10 per cent increase over the 25, with a commensurate improvement in the high speed cruising performance. The ASH 30 features Schleicher's standard blown-flap pneumatic turbulator system with laminar flow running over the lower surface flap hinge joint, neatly sealed with flexible Mylar, before being turbulated by air ejected from 0.6mm diameter blowholes in the flap's lower surface.

Blowhole size, spacing and the flap NACA air inlets are similar to those found on the ASG 29. Optional threaded tie down points are built into each wing near the wingtip, useful for securing the glider on trips away

from home base.

The new wing is noticeably stiffer than the 25, which is particularly visible when using landing flap on final approach, where the wing sits fairly flat compared with the distinctive downward bending at the tips of the 25 – but ride quality is still excellent, with the 26.5m wing soaking up turbulence with ease. Water ballast bags in the wings and a 5-litre fin tank are optional extras and feature electrically-operated dump valves, but gone are the model aircraft servos of the ASH 25's ballast system; these are high-grade linear actuators which will hopefully prove more reliable. Basic empty weight, typically equipped, is around 643kg.

Best glide angle, based on the factory polar, is about 62:1 although this hasn't been accurately measured in flight yet and a full performance flight test review by Germany's IDAFLEIG is eagerly awaited. Anecdotal evidence gained during the 2016 Open Class Nationals at Lasham showed that the 30 is certainly a good performer in the run and, despite its high wing-loading, is a good climber as well, so long as the thermals are not too narrow or broken.

The design changes are most apparent in the fuselage, which features new, longer and more comfortable cockpits for both pilots compared with the 25. Whilst the new front cockpit can now easily accommodate 6' 4" tall pilots with room to spare, it is the rear cockpit where ASH 25 pilots will notice the biggest difference, with much more room available.

The new fuselage sits closer to the ground on a shorter undercarriage than the 25, although ground clearance is still good and shouldn't be a problem during field

landings. The mainwheel is a Tost Penta 6" unit fitted with a 15x6.00 tyre, and the main undercarriage fitting is sprung on rubber shock absorbers for smooth landing rolls. As usual with Schleicher's gliders, the main wheel brake is an effective hydraulic Cleveland disk unit. Unusually, the main landing gear has a mechanical uplock in the top of the landing gear box to prevent the undercarriage from deploying in turbulence. A positive pull on the landing gear handle is required to properly engage this uplock. A fixed tailwheel is fitted as standard, but this can optionally be replaced with a steerable tailwheel – at the expense of slightly higher drag – which makes the glider easier to taxi during soaring safaris, where landing at general aviation airfields involves a subsequent taxi to the parking area without ground support.

The new fuselage is noticeably less 'waisted' behind the wing, providing more space in the engine bay but still retaining graceful lines, running aft to the less swept, taller and more aerodynamically effective vertical fin. Bugwiper garages are provided at the wing roots to house the perfectly faired-in bugwiper blades, which are electrically actuated. The tailplane sits on top of the fin with the leading edge adjacent to the fin leading edge, like on the ASG 29, with no forward overhang. The tallness of fin means that most pilots will have to check by feel alone to ensure the tailplane bolt is installed correctly during their pre-flight checks.

Initial production started in 2012 and EASA CS-22 Type Certification was granted in April 2016, with the ASH 30 Mi considered a variant of the 25 for certification purposes. Whilst Schleicher will build you a pure glider version of the 30 if you ask them to, the basic version of the glider is the self-launching ASH 30 Mi, powered by the 56hp Austro IAE50R-AA rotary engine driving a fixed pitch, retractable two-bladed propeller of Schleicher's own design. G-ULCC, our ASH 30 Mi, is serial number 11 off the production line. Fit and finish are excellent, as you would expect from this fabled German sailplane producer.

Rigging and flying

Rigging the 30 is straightforward, although the heft of the fuselage and inner wing panels means that a team of three people is best. However, it can be rigged by two if needed. As with all gliders of this size, good rigging aids are essential and the mix of Cobra and IMI devices (including

an excellent IMI wing-holder) we have for our 30 makes the process easy, so long as everything is lined up before the main wing pins go in. All the controls self-connect, and so there is no fiddling with L'Hotellier connectors and safety pins as there was with the ASH 25.

Loading fuel into the glider is accomplished using the optional onboard fuel pump to pump the fuel from jerry cans. Minimum recommended fuel octane is 94RON, although we use 100LL AVGAS for maximum engine power and longer fuel life. The baseline fuel system has a 14-litre composite tank in the fuselage, at the rear of the main undercarriage bay. This tank has a handy transparent section to allow visual checking of the fuel quantity. It is also fitted with level sensing and an auto shut-off/fuel transfer valve to allow fuel to flow, under gravity, from the two optional 15ltr wing fuel bags. Total fuel capacity is 44ltrs, sufficient for over four hours of engine running although, in practice, the endurance seems to be limited by engine oil consumption, due to the semi total-loss engine oil system.

Engine starting is conventional and, once started and idling at 4,000rpm, the coolant temperature quickly rises to 40°C, the minimum required for take-off. The fuel management switch is selected to AUTO, ensuring that fuel from the wing tanks is allowed to refill the fuselage tank once the fuel level gets down to 6ltr, and shuts off the fuel feed again once the fuselage tank is full to avoid losing any wing fuel from the fuselage tank vent line. A second, backup, electric fuel pump is switched on and the engine rpm increased to 6,200 to check the function of both ignition circuits – some

THE FUSELAGE IS NOTICEABLY LESS 'WAISTED' BEHIND THE WING, PROVIDING MORE SPACE IN THE ENGINE BAY BUT STILL RETAINING GRACEFUL LINES



The IAE50R-AA rotary engine (see page 42)

Below: The Lasham syndicate has clocked up 250hrs in the first four months of ownership (Afandi Darlington)



THE IAE50R-AA ROTARY ENGINE

The Austro IAE50R-AA engine that powers all of Schleicher's self-launching gliders – from the K-21 Mi, ASH 25 Mi, ASH 26 E, ASH 31 Mi, ASG 32 Mi and now the ASH 30 Mi, has an interesting history and a British connection. The engine is a single-rotor Wankel rotary of 294cc capacity, with a rated output power of 56hp at 7,750rpm. The 1.53m diameter two-bladed propeller, of Schleicher's own design, deploys on a pylon and is driven by a drive belt from a shaft on the engine's reduction gearbox. The engine is predominantly liquid cooled, although the internal rotor is also forced-air cooled using an oil mist blown by a belt-driven fan, with some oil recovery before the remaining mist is mixed into the exhaust flow. Whilst this is good for rotor cooling, it does mean that the oil system is of a semi-total loss type and the pilot must monitor oil levels in the 0.7ltr oil tank carefully, to avoid running the engine dry.

The engine had its origins in an air-cooled Fichtel & Sachs Wankel engine used in the German Hercules motorcycle in 1970. This engine was developed by British motorcycle firm BSA for use in the Norton Classic in 1987, in twin-rotor 588cc form. Later versions introduced liquid cooling. Recognising the potential of a lightweight Wankel engine for aircraft use, British aero engine firm MidWest took the concept further and developed the engine largely to the form it is produced in today, with forced-air oil mist cooling for the rotor(s) and replacing the Tillotson carburettors with a fuel injection system. Diamond Aircraft bought the rights to the MidWest engine in 2003, and the engine is now produced by Diamond's Austro Engine subsidiary in Weiner Neustadt, Austria.

Schleicher have had great success powering their self-launching sailplanes with this smooth-running engine, with over 500 installed since the first one was fitted to an ASH 26 E in 1993.

✎ hand juggling is called for here to avoid the glider creeping forward under power, as the wheel brake is at the end of the airbrake travel.

Once the engine and other checks are completed, cruise flap 2 is selected and take-off is simply a case of advancing the throttle to increase power above a minimum of 7,000rpm whilst holding the stick back to keep the tailwheel planted on the ground – I think to ensure the wing is at the correct angle of attack for a short take-off, as much as for crosswind control. As speed builds the flap is set to thermal flap 6, and at 45kt the big glider unsticks. Speed is allowed to increase to 52kt, best climb speed, whilst flap is reduced one notch to thermal flap 5 to reduce the drag a little and assist the climb. With typical take-off weights at the 850kg limit, and with only 56hp on tap, take-off performance is leisurely, but very close to published flight manual figures. The rotary engine purrs away rather quietly and it is possible to converse between cockpits by talking in a raised voice, although headsets are normally used.

Climb rates are typically 350-400ft/min, depending on temperature and the main tasks in the climb are to ensure that engine limits are respected. This means that rpm has to be reduced to 7,100 after three minutes at maximum power (7,750), and that the rotor cooling air temperature remains below 130°C – with the ILEC engine controller warning the pilot at 127°C. Our experience so far with the glider is that this limit is only an issue when hot and high – climbing out from Serres in the French Alps on a 33°C day – and is easily dealt with by reducing the rpm slightly. Maximum coolant temperature

is 90°C and doesn't appear to be an issue; the highest we've seen so far is only 78°C, again at Serres.

Once established in lift, the engine is idled for a couple of minutes before being stopped and the pylon retracted rearwards to the 'cooling position', about 15° from the horizontal. This keeps the propeller away from the hot exhaust and avoids damage until everything has cooled down, which takes about five minutes. The ILEC engine control reminds the pilot to fully retract the engine if they forget, a useful feature as there isn't much noise with the propeller partially retracted.

Our ASH 30 Mi has full engine controls in both cockpits, a useful optional extra, and a guarded switch controls which cockpit's ILEC control unit is in charge. The only restriction on operation is that this switch cannot be moved whilst the engine is running, otherwise the engine stops – so following the checklists is important.

As a glider, the ASH 30 Mi impresses from the start. Straight line performance is very good, and the difference when running with lighter ASH 25s and other smaller gliders is dramatic, even at high speeds. Control harmonisation is good and the rudder seems to be more effective than on the 25, but probably the biggest surprise was the roll control when entering thermals – not light by any means, this is a 26.5m glider after all, but snappier than the 25 it has replaced; the time to roll 45°-45° is 5.5 seconds at 60kt, quicker by about 0.5s compared with the 25. Once established in the thermal the handling reminds me of a bigger, heavier version of the 18m ASG 29, and the climb performance is good, even at 850kg. Typical thermalling



Photo: Tobias Barth



speeds are 55-58kt, although the glider is happy back at 51kt if the thermal is wide and smooth. With thermal flap 5 selected, at maximum weight the wings-level stall occurs at about 46kt with a gentle pitch down preceded by pre-stall buffet; flap 6 reduces the stall speed by a further couple of knots. V_{NE} is 146kt and maximum rough air speed, V_{RA} , 99kt. Roll forces are noticeably high with cruise flap 1 and 2 selected, but this is not an issue in practice.

Cockpit comfort is good and there is useful stowage for all the usual things you need, even in the front cockpit. The rear cockpit is very roomy, with the only real complaints being obscuration of the forward view by the canopy hoop frame and a slight interference between your left knee and the rear flap lever. These are minor points though, and flights of over eight hours have proved comfortable so far, after a few iterations of choosing the right-shaped parachute to fit the seat back mouldings.

Approach control and landings are typically flapped-Schleicher, with landing flap selected on final allowing for high drag whilst the outboard ailerons move to a neutral position, providing easy control in roll. Airbrakes provide additional drag, but if overshooting the best way of losing height is to accelerate and allow the draggy landing flap, combined with full airbrake, to burn the energy away before re-establishing the approach. The only surprise when landing is accurately judging the point at which to flare – it's easy to pitch up too late, resulting in a firm arrival, although this is improving with practice. Perhaps I'm not used to landing at 850kg all the time.

Initial impressions

Since taking delivery of the glider in early May 2016, our syndicate has clocked up 250hrs in the first four months of ownership, providing sufficient time to come to know the glider well. This flying has included touring trips through Spain and France, mountain flying from Serres, as well as the UK Open Class Nationals at Lasham, so is representative of the type of flying we expect to use the glider for. The initial impression it makes is one of a high quality, beautifully finished sailplane with design details that continue to impress.

Coming to the ASH 30 Mi from a pure glider, or even a turbo glider, requires some time and practice to become familiar with the operation of the engine, and to acquire a working knowledge of the systems and what's important to check on a Daily Inspection. Once this initial learning curve is overcome, the glider is really very easy to operate and is a delight in the air, despite its large span and weight. One item that demands care is accurate take-off performance planning, including the effects of airfield altitude, slope and temperature – whilst the flight manual take-off distance figures seem accurate, they do need to be appropriately factored for these effects.

The Lasham-based CC syndicate is composed of five members, and it has been great fun getting back to two-seater flying after many years of single-seat machines. We don't operate a strict rota; most members have another glider to fly and an informal arrangement seems to work well. Running costs are reasonable, particularly split five ways, but the purchase cost was steep – list price is €229,500 for the

Soaring above the Parours, near Serres, France (Afandi Darlington)

COCKPIT COMFORT IS GOOD AND THERE IS USEFUL STOWAGE FOR ALL THE USUAL THINGS YOU NEED, EVEN IN THE FRONT COCKPIT



Afandi Darlington started gliding in 1989 and flies an ASG 29E and an ASH 30 Mi at Lasham. He is president of Imperial College Gliding Club. Following a successful career as an aircraft designer at Airbus and Farnborough Aircraft Corporation, Afandi is now a Senior Inspector of Air Accidents (Engineering) at the AAIB



Schleicher designer Martin Heide is the 'H' of the ASH 30 Mi

TECHNICAL DATA ASH 30 Mi

Span: 26.5m (86.9ft)
Wing area: 17.17m² (185sqft)
Wing aspect ratio: 41.04
Winglet height: 0.45m (1.48ft)
Fuselage length: 9.33m (30.6ft)
Cockpit width: 0.73m (2.4ft)
Fuselage height: 0.998m (3.27ft)
Height at tail: 1.79m (5.87ft)
Min empty mass: 630kg (1,374lb)
Max take-off mass:
850kg (1,843lb)
Min wing loading:
41kg/m² (8.39lb/sqft)
Max wing loading:
49.5kg/m² (10.1lb/sqft)
Useful load max: 220kg (485lb)
Water ballast wing: 50l (110lb)
Max speed: 270km/h (146kts)
Min sink: 0.41m/s (80.7ft/min)
Best glide ratio: >60

Engine system

Rotary engine type: IAE 50R-AA
Engine power: 56hp (41kW)
Capacity: 294cc
Fuel tank fuselage:
14l (3.7 US-Gal)
Max fuel tank capacity:
44l (11.6 US-Gal)
Rate of climb: 2.7m/s (531ft/min)

Propeller

Manufacturer: AS
Diameter: 1.55m (5.08ft)
Blades: 2

2016 list price: €234,800 for basic hull ready to fly (excluding instruments, VAT and delivery)

■ www.alexander-schleicher.de
■ www.zulu-glasstek.co.uk

✂ hull, excluding factory options, VAT, instruments, a Cobra trailer, rigging aids and parachutes. As the old saying goes, the quality remains long after the cost is forgotten and we look forward to many years of exciting flying with this new glider.

Thanks must go to Dunstable's EB28 '13' syndicate, whose adventures inspired our choice of glider, and for Robin May and Ed Downham's advice before we took delivery, which was invaluable. Pete Wells, the UK Schleicher agent, also provided great service with a couple of snags following delivery, which were quickly fixed.

So, has Martin Heide succeeded in his goal of creating a worthy successor to the ASH 25? I think the answer has to be yes, certainly in handling and performance. Chapeau, Martin!

The designer of the ASH 30 Mi, Martin Heide, talks to Afandi

Q *Sailplane & Gliding readers will probably best know you as the designer 'H' in Schleicher gliders like the ASH 25; please could you tell us a little about your day-to-day work at Schleicher, and the projects you've worked on since joining the company back in 1981?*

A A day-to-day routine like in big enterprises or organisations does not happen in a design office of four or five team members. There are months or years during which you are preparing aerodynamic, structural and geometric data of a new design, the work with the prototype workshop and afterwards the hardest work begins: analysis reports and manuals for the type certification. The work changes with the development phases of a project. Of course, in parallel the email box gets filled up with a lot of extra work due to the many gliders we already have delivered and the increase of bureaucracy.

Q *What were your design goals for the ASH 30, and do you think you achieved them?*

A The design goals had been to introduce the new generation of high-performing thin aerofoils into the Open Class. This, together with the long wing span, was not an easy venture. For the fuselage, the comfort and the safety of the pilots was one request. The automatic hook-up system for the aileron and flap system on both the root and the wing-to-wing intersection was another requirement. To get this system flutter-proof made for a headache, but never a problem in design and testing.

Q *How did the design process compare against how you designed the ASH 25 back in 1985? There must be a lot of great new design tools you can use now.*

A As the ASH 25 was not a design from scratch, but an assembly from parts of the ASW 22 and the fuselage from Akaflieg Stuttgart fs 31, it is better to compare with the ASH 26. On that sailplane everything was completely new and handmade. Step by step, beginning with the wing for the ASG 29, we implemented more and more parts designed with a 3D computer program. The wing moulds of the ASH 30 took about five weeks from feeding a CNC milling machine with the data. That was really impressive. The aerodynamic design tools are still not good enough for the highly laminar flow requirements of a sailplane.

Q *Please tell us about the new fuselage and its level of crashworthiness, compared with the ASH 25.*

A The new fuselage was designed internally to fulfil as much as possible the safety requirements investigated by TÜV Rheinland and Tony Segal. The pilot seats do now prevent submarining under the harness and the retaining loads have been increased. The famous cockpit design of Gerhard Waibel's ASW 24 was also incorporated.

Q *Can you tell us what you're working on now, now that the ASH 30 Mi is certified?*

A This is hard to explain as most of the work at the moment is paperwork, such as service bulletins and technical documentation.

Q *What advances in sailplane technology do you foresee being introduced into the next generation of Schleicher gliders? How will these improve future gliders?*

A Future projects will certainly not introduce a shift in technology, structural and aerodynamically wise. I think our designs are close to what technology and research offer. My colleague, Paul Anklam, is working on the electric propulsion system which is now on test in the ASG 32 EL. This is one big step for our company in direction of future engine installations.

One important problem that we all together have to solve – our sport has to survive the administrative barriers, but how? If Lilienthal would have to wait for a permit to fly, he would still be on his hill.



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THE RACING YEAR



Four pages of BGA-rated UK competition results start here – turn to pages 48 & 49 for the remainder. For the provisional 2016 Ratings List, please turn to page 51

STANDARD NATIONALS 2016 Aston Down, 18-26 June

Pilot	Glider	Points	Day 1	Day 2
1 George Metcalfe	ASW 28	634	526/3	108/1
2 Howard Jones	Discus 2a	559	455/5	104/3
3 David Bromley	LS8	556	553/1	3/13
4 Jez Hood	LS8	543	436/9	107/2
5 Allan Tribe	LS8	533	527/2	6/7
6 Ayala Truelove	LS8	504	471/4	33/6
7 Paul Fritche	LS8	485	424/10	61/4
8 Tim Webb	LS8	460	454/6	6/7
9 Nigel Mallender	LS8	458	454/6	4/10
10 Matt Davis	LS8	454	411/11	43/5
11 Richard Hood	LS8	447	447/8	0/18
12 Jack Tonkin	LS8	413	407/14	6/7
13 Mike Gatfield	LS8	412	410/12	2/14
14 John Williams	LS8	410	408/13	2/14
15 Tim Clark	L 8	351	349/15	2/14
16 Olly Metcalfe	Discus 2b	343	343/16	0/18
17 Bob Grieve	LS8	339	337/17	2/14
18 Oliver Barter	LS8	337	337/17	0/18
19 Alison Mulder	LS4	320	616/19	4/10
20 Guy Dutton	Discus B	314	314/20	0/18
21 Simon Brown	ASW 15b	254	254/21	0/18
22 Finn Sleight	ASW 28	249	245/22	4/10
23 Nick Jennings	LS8	0	0/23	0/18

CLUB CLASS NATIONALS 2016 Pocklington, 28 May - 5 June

Pilot	Glider	Points	Day 1
1 Derrick Roddie	ASW 24	510	510/1
2 G Dale	Std Libelle	492	492/2
3 Ayala Truelove	Std Libelle	487	487/3
4 Shaun Lapworth	Std Cirrus	486	486/4
5 John Williams	Std Libelle	485	485/5
6 Stefan Astley	Std Cirrus	484	484/6
6 Tim Milner	Std Cirrus	484	484/6
8 Sam Roddie	Std Cirrus	479	479/8
9 Claudia Hill	LS4	467	467/9
10 Mark Davis	Discus	448	448/10
11 Stephen Nock	Std Jantar	431	431/11
12 Timothy Fletcher	Std Libelle	383	383/12
13 Jake Brattle	DG-100	377	377/13
14 Tom Arscott	Std Cirrus	372	372/14
15 Will Ellis	Hornet	353	353/15
16 Jeremy Pack	Std Cirrus	342	342/16
17 J Richards	Std Libelle	338	338/17
18 George Green	Discus	335	335/18
19 Jack Stephen	DG-200	328	328/19
20 Steve Eyles	LS4	324	324/20
21 Haluk Yildiz	T-65 Vega	320	320/21
22 Brian Stott	LS4	317	317/22
23 Greg O'Hagan	LS4	313	313/23
24 Christopher Gill	DG-200	294	294/24
25 Liz Sparrow	Std Cirrus	293	293/25
26 Christopher Bowden	ASW 20	243	243/26
27 Christophe Mutricy	Std Cirrus	234	234/27
28 Stephen Woolcock	LS7 WL	229	229/28
29 Carol Marshall	LS7	224	224/29
30 Andy Elliott	Std Libelle	43	43/30
31 Susie Edwards	Mosquito	39	39/31
31 Stuart Law	Discus	39	39/31
33 Steve Wilkinson	PIK 20 D	32	32/33
34 Andy Parish	Std Cirrus	0	0/34

15M CLASS NATIONALS 2016 Lasham, 30 July - 7 August

Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
HC Thomas Wettemann	Ventus 2a	5427	4 (792)	11 (862)	4 (659)	5 (586)	13 (853)	10 (926)	7 (749)
HC Michael Eisele	Ventus 2ax	5423	3 (793)	11 (862)	5 (657)	6 (585)	13 (853)	10 (926)	8 (747)
1 Leigh Wells	Ventus 2a	5354	10 (682)	6 (909)	8 (537)	4 (587)	1 (1000)	8 (931)	14 (708)
2 Tim Scott	ASG 29	5334	9 (687)	4 (911)	10 (519)	8 (583)	1 (1000)	12 (925)	13 (709)
3 Gary Stingemore	ASG 29E	5216	11 (681)	1 (1000)	1 (694)	18 (448)	19 (808)	19 (782)	3 (803)
4 Owain Walters	Ventus 2a	5215	8 (696)	9 (867)	6 (584)	13 (545)	6 (935)	14 (872)	12 (716)
5 Paul Crabb	Ventus 2ax	5203	6 (739)	10 (863)	3 (682)	10 (573)	23 (776)	17 (851)	11 (719)
6 Dave Watt	Ventus 2a	5168	19 (575)	7 (896)	10 (519)	12 (558)	12 (868)	2 (952)	5 (800)
7 Matthew John Cook	Ventus 2a	5064	14 (673)	8 (895)	7 (565)	22 (309)	11 (869)	3 (950)	3 (803)
8 Nick Tillett	ASW 27B	5041	5 (782)	2 (939)	13 (408)	23 (307)	4 (980)	5 (936)	15 (689)
HC Aude Grangeray	Ventus 2ax	4913	12 (676)	19 (743)	2 (688)	15 (540)	21 (796)	22 (716)	6 (754)
9 Jim White	ASW 27	4878	15 (658)	17 (795)	14 (324)	16 (537)	8 (891)	15 (863)	2 (810)
HC Denis Guerin	ASG 29	4876	1 (810)	3 (929)	24 (27)	3 (602)	3 (990)	18 (786)	9 (732)
HC Didier Hauss	Ventus 2cxa	4864	2 (803)	14 (813)	17 (215)	14 (543)	9 (882)	7 (934)	16 (674)
10 Chris Starkey	ASG 29E	4829	20 (553)	5 (910)	9 (525)	17 (496)	5 (962)	1 (1000)	20 (383)
11 Ed Johnston	ASG 29	4561	7 (734)	13 (846)	20 (53)	23 (307)	10 (876)	16 (854)	1 (891)
12 Patrick Naegeli	ASG 29E	4548	16 (638)	21 (718)	14 (324)	1 (655)	7 (922)	21 (738)	17 (553)
13 Owen McCormack	Ventus 2a	4034	12 (676)	16 (804)	18 (153)	2 (610)	20 (802)	5 (936)	25 (53)
14 Wendy Head	ASW 27B	3918	17 (637)	25 (428)	12 (512)	19 (383)	16 (850)	23 (685)	18 (423)
15 Stephen Ell	ASG 29E	3587	27 (96)	27 (187)	16 (275)	9 (575)	21 (796)	9 (930)	10 (728)
16 George Metcalfe	ASW 28	3538	28 (58)	23 (631)	19 (151)	7 (584)	15 (851)	13 (903)	21 (360)
17 David Masson	LS6	3426	25 (189)	18 (787)	21 (35)	11 (568)	18 (831)	4 (940)	23 (76)
18 Frank Davies	ASG 29E	2882	18 (613)	15 (807)	26 (0)	27 (21)	25 (612)	20 (753)	23 (76)
19 Roy Pentecost	ASG 29E	2752	21 (548)	20 (742)	22 (31)	25 (175)	17 (849)	28 (0)	19 (407)
20 Jordan Richards	ASW 27	2563	HC (0)	HC (0)	HC (0)	HC (404)	HC (791)	HC (633)	HC (735)
21 Jack Tonkin	LS8	2252	22 (495)	24 (528)	23 (28)	26 (27)	24 (755)	24 (419)	27 (0)
22 Nigel Mallender	LS8	2198	23 (339)	22 (712)	25 (13)	21 (316)	27 (322)	24 (419)	22 (77)
23 Neil McLaughlin	DG-300	1282	24 (218)	28 (99)	26 (0)	20 (358)	28 (251)	26 (320)	26 (36)
24 Ben Hughes	ASW 20	20 (0)	21 (0)	22 (0)	23 (0)	24 (0)	25 (0)	26 (0)	27 (0)

OPEN CLASS NATIONALS 2016
Lasham, 30 July - 7 August

	Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
1	Peter Harvey	JS1 C	5389	4 (501)	3 (957)	4 (961)	3 (533)	6 (880)	7 (890)	5 (667)
2	Russell Cheetham	JS1 C	5355	1 (567)	1 (1000)	9 (815)	9 (459)	3 (927)	9 (880)	3 (707)
3	Dan Pitman	Nimbus 4T	5302	2 (563)	5 (950)	6 (925)	18 (267)	8 (867)	2 (962)	2 (768)
HC	Sylvain Gerbaud	JS1 C	5215	7 (459)	2 (994)	3 (986)	15 (434)	5 (883)	5 (898)	11 (561)
4	Afandi Darlington	ASH 30 Mi	5001	5 (471)	10 (930)	8 (834)	9 (459)	13 (834)	12 (844)	7 (629)
5	Shaun Lapworth	JS1 C	4997	9 (442)	5 (950)	1 (1000)	19 (242)	14 (792)	6 (897)	4 (674)
HC	Engstrom & Acketoft	ASH 25 EB 28	4753	13 (402)	9 (933)	2 (988)	4 (532)	4 (916)	10 (879)	19 (103)
6	Richard Browne	JS1 C	4687	17 (361)	11 (916)	20 (409)	2 (539)	9 (858)	1 (1000)	10 (604)
7	Alistair Nunn	JS1 B	4685	11 (416)	7 (945)	5 (933)	8 (471)	16 (761)	11 (875)	17 (284)
8	Ken Barker	JS1 C	4684	3 (527)	20 (260)	15 (535)	1 (600)	1 (1000)	2 (962)	1 (800)
HC	Stephan Beck	ASH 25 EB 28	4625	15 (392)	4 (951)	18 (441)	13 (443)	12 (843)	8 (888)	5 (667)
9	Dave Findon	Nimbus 4DT	4596	19 (326)	12 (876)	12 (741)	5 (511)	15 (762)	13 (832)	12 (548)
10	Iain Evans	JS1 C	4327	6 (470)	8 (940)	7 (900)	16 (420)	7 (877)	21 (359)	16 (361)
HC	Benno Beesten	Nimbus 4M	4254	16 (390)	15 (813)	14 (537)	7 (498)	11 (844)	4 (902)	18 (270)
HC	Marcus Gaumann	Nimbus 4M	4177	18 (336)	19 (435)	10 (799)	11 (445)	10 (855)	14 (779)	13 (528)
11	Angus Watson	ASH 25 (25.6)	4088	12 (403)	16 (806)	13 (716)	12 (444)	19 (614)	17 (660)	15 (445)
12	Tim Jenkinson	ASH 31 Mi/21m	3894	10 (424)	13 (848)	19 (427)	6 (499)	2 (950)	15 (746)	21 (0)
13	M Foreman	Nimbus 3DT	3839	14 (393)	14 (836)	17 (459)	14 (439)	21 (376)	16 (708)	8 (628)
14	Peter Reading	ASH 25 (25.6)	3736	8 (455)	17 (766)	11 (748)	22 (16)	18 (672)	19 (601)	14 (478)
HC	Antonio Soffici	Nimbus 4T	2774	20 (305)	22 (241)	21 (0)	17 (284)	17 (694)	18 (645)	9 (605)
15	Graham Paul	JS1 C	2766	22 (195)	18 (607)	16 (533)	20 (125)	19 (614)	20 (600)	20 (92)
16	Julian Hitchcock	DG 1001 M	798	21 (203)	21 (257)	21 (0)	21 (49)	22 (289)	22 (0)	21 (0)



The Competitions Calendar for 2017 is on page 5 – updates will be at www.gliding.co.uk/bgainfo/competitions/news.htm

■ Photos by Max Kirschner

18M CLASS NATIONALS 2016
Tibbenham, 20-28 August

	Pilot	Glider	Points	Day 1	Day 2	Day 3
1	Brian Birlison	ASG 29E	1918	5(467)	2(498)	7(953)
2	Andy Davis	JS1c Evo	1915	2(533)	6(400)	4(982)
3	Russell Cheetham	JS1c Evo	1822	8(436)	6(400)	3(986)
4	Stephen Ell	ASG 29E	1812	7(437)	9(393)	4(982)
5	Gary Stingemore	ASG 29E	1806	16(378)	4(477)	9(951)
6	Peter Harvey	JS1c Evo	1763	3(504)	14(304)	6(955)
7	Tim Jenkinson	ASG 29E	1752	4(500)	20(258)	2(994)
8	Rory Ellis	ASG 29E	1695	19(288)	5(407)	1(1000)
9	Steve Jones	Ventus 3	1681	17(328)	6(400)	7(953)
10	Richard Browne	JS1c	1629	11(405)	10(383)	14(841)
11	Iain Evans	JS1c Evo	1626	14(381)	16(299)	10(946)
12	Nick Tillett	ASG 29E	1622	18(325)	1(500)	18(797)
13	Robert Thirkell	ASG 29E	1596	6(446)	13(306)	13(844)
14	Philip Jones	Ventus 2cxa	1557	12(402)	3(478)	20(677)
15	Shaun Lapworth	JS1c Evo	1405	21(285)	17(294)	15(826)
16	Andrew Hall	JS1c Evo	1377	9(408)	21(168)	16(801)
17	Phil Jeffery	Ventus 2cxT	1253	23(136)	19(268)	12(849)
18	Tony Hughes	ASG 29E	1252	14(381)	24(71)	17(800)
19	Frank Davies	ASG 29E	1252	1(554)	11(380)	24(318)
20	Ed Johnston	ASG 29E	1198	24(93)	22(161)	11(944)
21	Graham Paul	JS1c Evo	1172	13(384)	12(358)	23(430)
22	Paul Fritche	JS1b	988	20(286)	26(10)	19(692)
23	David Booth	JS1b	968	26(48)	18(291)	21(629)
24	Jon Gatfield	ASG 29E	871	10(407)	14(304)	26(160)
25	Bob Grieve	LS8-18	770	22(260)	25(60)	22(450)
26	Paul McLean	Ventus 2cT	422	25(59)	23(90)	25(273)

20M MULTI-SEAT NATIONALS 2016
Aston Down, 18-26 June

	Pilot	Glider	Points	Day 1
1	Andy Davis	Arcus T	440	440
2	Kim Tipple	Arcus T	434	434
3	Peter Hurd	Duo Discus XT	398	398
4	Jon Arnold	Duo Discus T	353	353
5	Claudia Hill	Duo Discus	338	338
6	Tony Moulang	Arcus T	302	302
7	Ian Cook	Arcus M	292	292
8	Steve Jones	Duo Discus XLT	285	285
9	Rod Witter	ASG 32 Mi	275	275
10	Richard Large	Arcus T	272	272
11	Liz Sparrow	Duo Discus T	155	155
12	Jon Hall	Duo Discus T	109	109
13	Julian Hitchcock	DG 1001 M	104	104
14	Chris Aldis	Duo Discus	63	63
15	Paul Rice	Duo Discus T	18	18



LASHAMGLIDE 18M REGIONALS 2016
Lasham, 30 July - 7 August

	Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
HC	Wolfgang Janowitsch	Ventus 2Cxaj	6374	1 (958)	2 (987)	1 (982)	2 (633)	5 (872)	3 (991)	4 (951)
HC	Sebastian Huhmann	ASG 29E	6177	3 (910)	3 (975)	5 (940)	6 (448)	2 (944)	1 (1000)	2 (960)
1	Mike Young	ASG 29E	5887	4 (883)	1 (1000)	2 (978)	4 (453)	1 (1000)	10 (613)	2 (960)
HC	Andreas Lutz	Ventus 3	5783	5 (711)	5 (945)	3 (953)	1 (634)	8 (784)	6 (794)	1 (962)
HC	Michael Streit	ASG 29E	5198	2 (931)	6 (933)	4 (942)	5 (450)	3 (943)	2 (999)	14 (0)
2	Steve Jobar	Ventus 2CT	4255	10 (653)	10 (758)	6 (404)	14 (286)	13 (532)	5 (823)	6 (799)
3	Steve Barter	LS8 18m	4080	7 (691)	7 (851)	14 (22)	7 (444)	10 (738)	4 (844)	8 (490)
HC	Andreas Sandhsfner	ASG 29	4033	11 (450)	4 (947)	13 (40)	3 (628)	6 (862)	8 (787)	10 (319)
4	Dennis Heslop	ASG 29E	3924	6 (703)	12 (294)	9 (318)	8 (423)	7 (811)	11 (515)	5 (860)
5	Andrew Hyslop	DG-600	3697	8 (674)	9 (820)	11 (219)	13 (364)	9 (749)	14 (337)	7 (534)
6	Rory Ellis	ASG 29E	3443	14 (199)	13 (283)	7 (381)	8 (423)	4 (882)	6 (794)	9 (481)
7	Liam Brady	ASG 29E	3087	9 (654)	14 (172)	8 (361)	8 (423)	11 (705)	9 (693)	13 (79)
8	Martin Clark	Ventus 2CxT	2574	12 (204)	8 (838)	10 (288)	8 (423)	14 (238)	12 (455)	12 (128)
9	Al McNamara	Ventus 2CxT	2069	13 (200)	11 (297)	12 (41)	8 (423)	12 (538)	13 (437)	11 (133)



Photo by John Carpenter

DUNSTABLE RED REGIONALS 2016
Dunstable, 30 July - 7 August

Pilot	Glider	Points
1 Andrew Sampson	ASG 29 (18m)	5374
2 Mark Newland-Smith	ASW 27b	5358
3 Mark Burton	Arcus	5172
4 Steve Woolcock	LS7 (w)	4811
5 Bob Tandy	ASG 29 (18m)	4768
6 Tony Hughes	ASG 29 (18m)	4645
7 Mark Davis	Discus (w)	4639
8 Geoff Payne	ASW 27b	4261
9 Guy Corbett/ Ryan Berry	LAK 17a (18m)	3863
10 Ben Crook	Ventus b (16.6m)	3553
11 Warren Kay	ASW 24 (w)	3366
12 Andrew Roch	LS8-18 (18m)	3311
13 Tom Gooch	ASW 27b	3082
14 Aidan Paul/Hayden/ Rupasinha	HPH Shark	2837
15 Alan Harrison	ASW 28-18 (18m)	2686
16 Paul Whipp	ASW 28 (15m)	2621
17 Martin Smith	ASW 27a	1976
18 Francis Russell	LS6c (18m)	1870
19 Geoff Glazebrook	LS6c (17.5m)	1756
20 Jan McCoshim	LS8 (15m)	1496
21 Matthew Hall	LS6 (15m)	576
22 Mike Stringer	ASW 28-18 (18m)	394

DUNSTABLE BLUE REGIONALS 2016

1 Mike Tomlinson	LS4	2970
2 Andy Zuchora	ASW 19b	2852
3 Alex Hippel	Discus	2827
4 Peter Carter	ASW 19a	2716
5 Malcolm Birch	Std Libelle	2632
6 William Parker	Discus	2078
7 Daniel Jamin	Pegasus	1963
8 Justin Craig	Std Cirrus(w)	1865
9 Clement Allen	ASW 19b	1701
10 Paul Candler	LS7 (w)	1593
11 Nigel Perren	Discus (w)	1526
12 Richard Hypher	Std Cirrus	1477
13 Paul Gentil	SHK-1	1447
14 Melissa Andersson	LS4	1304
15 Sally Walker	LS4	430
16 Edward Morris	Std Cirrus	290

COTSWOLDS REGIONALS 2016
Aston Down, 18-26 June

Pilot	Glider	Points
1 M Weston	Arcus T	178
2 Paul Wright	Nimbus 2	157
3 Graham Drury	ASW 27	115
4 Richard Arnall	Janus CM	38
5 Tom Gooch	ASW 27b	25
6 Andrew Mugleston	ASW 19	1
7 J Apperley	DG 300	0

JUNIOR CHAMPIONSHIPS 2016
Tibbenham, 20-28 August

Pilot	Glider	Points
1 Daniel Smallbone	Std Cirrus	1000
2 Tom Arscott	Std Cirrus	990
3 Jake Brattle	DG-100	940
4 Chris Gill	DG-202 17m	863
5 Mike Gatfield	LS8 GTI	859
6 Finn Sleight	ASW 28	856
7 Jordan Richards	ASW 27	825
8 Freddie Turner	Std Cirrus	807
9 Daniel Brown	LAK 19T 15m	806
10 William Blackburn	Std Cirrus	792
11 Jack Tonkin	LS888	765
12 George Hunter	Ventus 2	744
13 Charlie Taylor	Libelle	734
14 Peter Carter	ASW 19	733
15 Ryan Berry	LS8	679
16 Christopher Bowden	ASW 20	679
17 Simon Brown	ASW 15	674
18 Daniel Ulyatt	Astir (w)	666
19 Michael Harrison	ASW 19	655
20 Jon Pring	Discus	645
21 Tom Hogarth	ASW 20	612
22 Ben Hughes	Std Cirrus	600
23 Matt Page	ASW 20	595
24 Bradley Soanes	ASW 15	571
25 Miles Porteous	LS7	555
26 Jordan Bridge	Discus	541
27 Oilly Metcalfe	ASW 28	519
28 Chris Bennett	G102 Club Astir	486
29 Zoe Mallam	K-6 CR	486
30 Emily Tillett	ASW 19	411
31 Philip Mackenzie	Discus	365
32 Timothy Williamson	K-6 CR	174
33 Oliver Giles	ASW 20	110
34 Danny Richmond	Std Cirrus	76
35 James Loveland	Astir	64
36 Guy Dutton	ASW 24	0

BICESTER OPEN REGIONALS 2016
Bicester, 13-21 August

Pilot	Glider	Points
1 Mick Webb	LS8/18m	5272
2 David Watt	Ventus 2 ax	5205
3 Steve Eyles	LS4	4669
4 Liz Sparrow	Duo Discus	4664
5 Martin Durham	LS8	4286
6 James Best/ Terry Mitchell	Duo Discus T	4283
7 Peter Baker	ASW 28/18m	4075
8 Robert King	JS1 Revelation	3999
9 Peter Stafford Allen	VentusB	3954
10 Andrew Reid	Ventus 16.6m	3837
11 Martin Clark	Ventus 2cxa 18m	3744
12 Michael Boydon	Nimbus 2 c	3678
13 Michael Boik	Ventus 2c/18m	3545
14 Trev Barnes	Nimbus 3DT	3523
15 Geoff Glazebrook	LS6/17.5m	3244
16 Andrew Hyslop	DG -600/18m	3104
17 Alan Boyle	Discus 2/18m	813

BICESTER SPORT REGIONALS 2016

Pilot	Glider	Points
1 Andy Elliott	Std Libelle	5,117
2 Simon Ramsay	Discus	5,066
3 Luke Hornsey	ASW 20	4,998
4 Norman Parry	LS4	4,714
5 Steve Codd	Discus	4,402
6 Richard Arnall/ Mark Critchlow	Janus C	4,276
7 Basil Fairston	Silent 2 Electro	4,127
8 Gerald Bass	Discus	3,999
9 Tim Wheeler	Std Cirrus	3,819
10 Claudia Krehl	LS1 f	3,768
11 Dinant Riks/ Chris Ballance	Astir CS	3,725
12 Claudia Hill	DG-505 20m	3,592
13 Carol Marshall	LS 7	3,427
14 Tessa Whiting/ John Whiting	Discus	3,320
15 Joe Roberts	ASW 19	3,176
16 Lee Hitchins	Mosquito	3,048
17 John Staley	LS4	3,048
18 James Kirby	Astir CS	2,994
19 Philippa Roberts	ASW 15	2,862
20 Rod Connors	Discus	2,244
21 Cris Emson P1/ Francesca Gregory	K-21	2,044
22 James Shaw	Rupert Taylor-Allkins Vega T.65D	1,880
23 Derek Staff	LS4	1,372
24 Nicholas Barnes	Astir CS	1,171
25 Charlie Taylor	Std Libelle	693
26 Freddie Turner	Std Cirrus	67

■ **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.**

SHENINGTON REGIONALS 2016
Shenington, 25 June - 3 July

Pilot	Glider	Points
1 Tim Fletcher/ Paul Fletcher	DG-500(20m)	2530
2 Robert Hanks	Ls6c	2361
3 Pete Smith	Nimbus 2c	2223
4 Gordon Craig	LS4	2144
5 Angus Watson/ Kevin Atkinson	ASH 25	2143
6 Callum Harkness	ASW15	2114
7 Ian Campbell	LS8-18	2062
8 Denis Heslop	Ventus 2cx(18m)	2024
9 Steve Nash/Jane Nash	Mosquito b	1991
10 Rod Weaver/ Maureen Weaver	ASW 28-18	1974
11 Alex O'keefe	ASW 20	1922
12 Peter Hibbard	SHK-1	1852
13 Lee Davidson	Kestrel 19	1814
14 Pete Davey	ASW 20	1783
15 John Klunder	ASW 27a	1746
16 Guy Corbett	LAK 17a	1534
17 David D'Arcy/ Nigel Lassiter	LS4	1512
18 Carol Marshall	LS7	1421
19 John Inglis	Antares 18s	1322
HC Graham Paul	JS1c (21m)	1270
20 Richard Slater	Ventus C	1267
21 Walter Baumann	Discus	1250
22 Tim Davies	ASW 24	1156
23 Mark Sanders	LS6c	1132
24 Gregg Corbett	Speed Astir	1119
35 Steve Barter	Discus(w)	1098
26 Carol Shepherd/ Derek Kitcher	DG-101	513
27 Geoff Williams	Std Libelle	513
28 Rowen Griffin	Std Cirrus	513
29 Derek Staff	LS7	513
30 Chris Bowden	ASW 20f	513

INTERSERVICES COMPETITION 2016
Hus Bos, 30 July - 7 August

Pilot	Glider	Points
1 Alan Tribe	DG-1000(20m)	4223
2 Martyn Pike	Ventus 2c(18m)	4109
3 Luke Dale	Duo Discus X(20m)	3788
4 Alistair Bridges	Std Cirrus	3720
5 Paul Wright	Nimbus 2	3622
6 Jon Arnold	Discus 2c(18m)	3540
7 Gwyn Thomas	Nimbus 3 (25.5m)	3433
8 Paul Jessop	Std Libelle	3404
9 Neill Atkins	LS8(15m)	3349
10 Jonty Sharp	LS4	3303
11 Kevin Atkinson	Duo Discus(w)	3267
12 Tim Davies	ASW 24(w)	3170
13 Christopher Bryning	Pegase	3142
14 Andrew Farr	DG-500 Orion(20m)	2972
15 Bradley Soanes	ASW 15	2808
16 Simon Hawkin	DG-202(17m)	2793
17 Lee Davidson	Kestrel 19	2782
18 Dan Carter	K-21	2674
19 Tomothy Clark	LS8(15m)	2642
20 Robert Pye	LS4	2452
21 Ian Campbell	K-21	2146
22 Rebecca Langton	Discus	2082
23 Michael Hulton	DG-200	1786
24 Paul McLean	Ventus 2c(18m)	1674
25 Danny Richmond	Std Cirrus	1595
26 John Butler	Discus(15m)	1361

BOOKER REGIONALS 2016
Booker, 2-10 July

Pilot	Glider	Points
1 Jim White	ASW 27	2616
2 George Hunter	Ventus 2 B	2243
3 Denis Campbell	Ventus 2cxt (18m)	2207
4 Nils Wedi	LS4	2136
5 Geoff Lyons	LS6c-18	1770
6 Nick Jennings	LS8-18	1656
7 Stephen Williams	Ventus2/18m	1452
8 Simon Vardigans	Discus Bt	1316
9 John Otty	ASG 29e	983
10 White & Wilson	Pegase 90	858
11 William Parker	Discus BM	782
12 Ashley Birkbeck	LS7 WL	743
13 Robert Munro	ASW 28-18	555
14 Jeremy Gilbey	DG-303	296

BIDFORD REGIONALS 2016
Bidford, 7-19 July

Pilot	Glider	Points
1 Bill Inglis	Antares 18T	1432
2 Tony Moulang/ Mike Moulang	Arcus T	1390
3 David McCarthy	Mini Nimbus	1334
4 Dave Findon	Nimbus 4DT	1334
5 Graham Paul	JS1c	1213
6 Chris Morris	Ventus 2cx/18m	1178
7 Jon Wand	ASH 26E	1147
8 Kevin Atkinson	ASH 25 WL	1132
9 Rod Witter & Wills	ASG 32	1097
10 Charlie Taylor	Std Libelle	1042
11 Callum Harkness	ASW 15b	975
12 Frank Jaynes	Arcus T	938
13 Michael Pope	Ventus 2cT/18m	921
14 Christopher Bowden	ASW 20	861
15 Alan Langlands	Nimbus 3DT	833
16 Robert Starling	ASW 15	809
17 Alan Broadbridge	HPH 304 Shark	758
18 Peter Carpenter	LS8/18m	749
19 John Inglis	Antares 18m	723
20 Allan Wallace	Duo Discus XT	707
21 Tom Hogarth	ASW 20 WL	695
22 Mike Costin/ Guy Glover	DG-1000/20m	624
23 Maddy Findon	K-6 E	506
24 Oliver Giles	ASW 20	499
25 Edward Morris	Std Cirrus	483
26 Bartlett & Entwisle	ASW 20 16.6m	385
27 Ian Cook/ Simon Marriott	Arcus M	354
28 Rod Witter	ASG 32	196
29 Graham Bambrook	ASW 28	60
30 Malcolm Bond	DG-800/18m	0
31 Julian Hitchcock	DG-1001M/20m	0

HUS BOS CHALLENGE 2016
Hus Bos, 30 July - 7 August

Pilot	Glider	Points
1 David Booth	JS1b	3866
2 Brian Scougall	Duo Discus X	3779
3 Peter Stafford Allen	Ventus b(16.6m)	3746
4 Chris Luton	ASG 29(18m)	3614
5 Freddie Turner	Std Cirrus	3562
6 Steve Pozerskis	ASW 20(15m)	3475
7 Peter Baker	ASW 28-18(18m)	3227
8 Julian Fack	Duo Discus	2940
9 Richard Large	Arcus	2939
10 John Strzebrakowski	LAK 19(18m)	2900
11 Simon Armitage	Discus	2893
12 David Crowson	Duo Discus	2874
13 Charlie Taylor	Std Libelle	2852
14 Mike Witton	Duo Discus	2848
15 Tony Pozerskis	LAK 17b(18m)	2815
16 Steve Nash	Mosquito b	2693
17 Piers-Rex Murray	LS4	2659
18 Ken Payne	ASW 20(15m)	2610
19 Tony Cook	ASW 20(15m)	2579
20 Jerry Langrick	LS8-18(18m)	2430
21 Chris Bowden	ASW 20(15m)	2364
22 Rob Cook	Ventus b(16.6m)	2356
23 Basil Fairston	Silent 2 Electro	2222
24 David D'Arcy	LS4	2208
25 Neal Clements	Duo Discus	2186
26 Chris Armstrong	LS7(w)	2110
27 Andy Parish	Discus	1970
28 Mark Sanders	LS6c(17.5m)	1806
29 Clive Groves	DG-1000	1748
30 Graham Hibberd	LS7	1741
31 Colin Davey	ASW 20(15m)	1696
32 John Inglis	Antares(18m)	1674
33 John Ferguson	ASW 28-18(18m)	1503
34 Pete Goodchild	PIK 20	1086
35 Derek Coker	ASW20F(15m)	833
36 Ellie Youle	Janus b	707

LASHAM AMBER REGIONALS 2016
Lasham, 28 May - 5 June

Pilot	Glider	Points
1 Alistair Nunn	JS1 b	537
2 Dave Watt	Ventus 2a	486
3 Matthew John Cook	Ventus 2a	485
4 Edward Foxon	Duo Discus T	448
5 Graham Smith	Ventus 2/18m	440
6 Matt Sheahan	Nimbus 3DT	430
7 Mark Davenport	ASG 29E	395
8 Tony World	ASW 27	391
9 Morris & McAndrew	Duo Discus	384
10 Dennis Heslop	Ventus 2cxT/18m	384
11 Ian Cook	Arcus M	373
12 Steve Jobar	Ventus 2CT	358
13 Nicholas Oakley	Ventus 2a	358
14 Rod Witter	ASG 32Mi	358
15 Martin Clark	Ventus2/15m	358
16 Julian T. Hitchcock	DG-1001 M	358
17 Tony Moulang	Arcus T	215
18 Billy Brady	ASG 29E 18m	209
19 Henry Freeborn	Duo Discus	207
20 Mike Costin	DG-1000 T	152
21 Owen McCormack	Ventus 2a	70
22 Sean Gaunt	Ventus b/15m	0
23 Tochi Marwaha	DG-1000 T	0

LASHAM BLUE REGIONALS 2016

1 Oliver Barter	LS8 T	487
2 Adam Woolley	LS8	481
3 David Hurst/ Chris Bishop	ASW 20	472
4 Nigel Mallender	LS8	445
5 Steve Nash/Jane Nash	Mosquito	409
6 Alistair Bridges	Std Cirrus	398
7 Lemmy Tanner	K-8	398
8 Ben Hughes	Std Cirrus	374
9 Simon Armitage	Discus	353
10 John Simmonds	LS8	346
11 Zoe Mallam	K-6CR	303
12 Rene Lans	Discus	254
13 Bill Bullimore	Mosquito BW	211
14 Neil McLaughlin	DG-300	206
15 Steve Pozerskis	ASW 20	199
16 Richard Hypher	Std Cirrus	187
17 Edward Morris	Std Cirrus	157
18 Steve Barter	Discus	137
19 Peter Webber	PW5	112
20 David McCarthy	Mini Nimbus	102
21 Finn Sleight	ASW 28	76
22 Tony Cook	ASW 20	56
23 Timothy Clark	ASW 20	0
24 David Williams	Std Libelle	0



Photo by
Max Kirschner

■ For the UK Soaring Mountain Championships see www.ukmsc.co.uk
 ■ 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

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Steve Jones

> SAILPLANE & GLIDING DEC 16/JAN 17



Jez Hood

> BGA PROVISIONAL RATINGS LIST



Brian Birlison

1	S Jones	50	M Weston	101	J Gatfield	151	A Cockerell	201	P Pentecost	251	T Hogarth
2	J Hood	52	A Elliott	102	S Codd	152	G Bass	202	J Simmonds	252	S Kelman
3	B Birlison	53	O Barter	103	W Tandy	153	C Jeffery	203	J Klunder	253	S Williams
4	G Metcalfe	54	M Tomlinson	104	E Foxon	154	N Atkins	204	M Boydon	254	N Perren
5	D Roddie	55	R Browne	105	I Macarthur	155	J Strzebrakowski	205	R Berry	255	J Hitchcock
6	A Davis	56	J Arnold	106	E Sparrow	156	J Craig	206	W Kay	256	M Lavender
7	L Wells	57	C Starkey	107	G Paul	157	R Witter	207	G Drury	257	R Cook
8	P Harvey	58	B Scougall	108	M Holden	158	H Yildiz	208	R Grieve	258	R Starling
9	T Arcsott	59	M Newland-Smith	109	C Harkness	159	G Payne	209	C Bowden	259	D Byass
10	T Scott	60	M Pike	110	O McCormack	160	A O'Keefe	210	F Jeynes	260	C Davey
11	G Dale	61	I Evans	111	D Campbell	161	S Armitage	211	A Clarke	261	D Carter
12	R Cheetham	62	A Ramsay	112	P Baker	162	M Davenport	212	C Tagg	262	C Allen
13	K Tipple	63	P Jones	113	J Richards	163	J Sharp	213	P Murray	263	L Hitchins
14	A Truelove	64	A Moulang	114	J Pack	164	B Hughes	214	S Brown	264	J Hall
15	S Roddie	65	P Stafford-Allen	115	R Arnall	165	B Stott	215	A Farr	265	M Moulang
16	G Stingemore	66	P Fritche	116	J Nash	166	D Crowson	216	D Jamin	266	M Boik
17	S Lapworth	67	R Hanks	117	G Smith	167	G Baker	217	A Reid	267	M Page
18	S Ell	68	L Hornsey	118	A Hughes	168	T Wheeler	218	B Crook	268	R Lans
19	D Pitman	69	J Brattle	119	I Campbell	169	M Armstrong	219	N Jennings	269	P Candler
20	J Williams	70	D Hurst	120	C Morris	170	T Cook	220	M Pope	270	J Inglis
21	O Walters	71	M Burton	121	I Cook	171	T Barnes	221	K Payne	271	J Staley
22	H Jones	72	A Zuchora	122	M Birch	172	T World	222	C Marshall	272	K Draper
23	S Astley	73	K Barker	123	A Hall	173	P Hibbard	223	D Ulyatt	273	A Broadbridge
23	T Milner	74	R Thirkell	124	W Head	174	G O'Hagan	224	J Tanner	274	D Williams
25	P Crabb	75	C Luton	125	P Masson	175	C Taylor	225	J McCoshim	275	A Parish
26	D Bromley	76	D McCarthy	126	D Francis	176	M Durham	226	G Morris	276	T Barnes
27	D Watt	77	B Spreckley	127	J Tonkin	177	M Foreman	227	J Wilton	277	S Edwards
28	R Hood	78	P Naegeli	128	R Birch	178	S Barter	228	A Brown	278	M Szymkowicz
29	P Hurd	79	T Webb	129	D Heslop	179	D Masson	229	C Jordan	279	P Carpenter
30	T Jenkinson	80	M Gatfield	130	G Thomas	180	G Dutton	230	M Harrison	280	G Coppin
31	A Darlington	81	D Findon	131	T Gooch	181	C Krehl	231	A Roch	281	S Vardigans
32	M Cook	82	L Dale	132	R Large	182	M Wittton	232	M Jenkins	282	J Kirby
33	C Hill	83	F Turner	133	D Brown	183	R King	233	Z Mallam	283	R Slater
34	W Ellis	84	A Hippel	134	P Sheahan	184	L Davidson	234	A Mulder	284	R Welford
35	N Tillett	85	P Smith	135	G Green	185	G McAndrew	235	M Clark	285	R Palmer
36	A Tribe	86	J Ewence	136	J Wand	186	O Dale	236	B Soanes	286	N Clements
37	R Ellis	87	N Mallender	137	N Wedi	187	T Davies	237	W Aspland	287	M White
38	M T Davis	88	A Bridges	138	B Fairston	188	A Pozerskis	238	J Whiting	288	W Jones
39	A Nunn	89	S Pozerskis	139	T Clark	189	D Riks	239	W Craig	289	A Sanders
40	J White	90	C Gill	140	S Nash	190	C Corbett	240	S Tape	290	M Rupasinha
41	M Davis	91	S Woolcock	141	P Jessop	191	P Gentil	241	A D'Arcy	291	M Porteous
42	D Booth	92	G Hunter	142	L Tanner	192	G Lyons	242	A Hyslop	292	P McLean
42	D Smallbone	93	F Davies	143	R Fack	193	P Davey	243	S Hawkin	293	W Baumann
44	T Fletcher	94	G Craig	144	T Mitchell	194	W Parker	244	C Mutricy	294	C Alldis
45	A Sampson	95	S Eyles	145	W Blackburn	195	S Law	245	D Langrick	295	S Wilkinson
46	M Webb	96	J Meyer	146	J Stephen	196	P Reading	246	A Langlands	296	D McCormack
47	W Inglis	97	A Watson	147	K Atkinson	197	A Holmes	247	S Helstrip	297	M Waters
48	S Nock	98	F Sleigh	148	R Jobar	198	C Bryning	248	J Hoenigl-Decrinis	298	R Pye
49	M Young	99	P Carter	149	R Weaver	199	R Bromwich	249	J Roberts	299	N McLaughlin
50	E Johnston	100	P Wright	150	J Rebbeck	200	O Metcalfe	250	C Lewis	300	J Armstrong

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



■ **THE RETURN OF THE WAVE WIZARD:** Ivor Shattock takes to the skies again at Talgarth on Saturday 27 August 2016. It was his first visit since 2002. A flying legend in the Welsh hills and mountains, Ivor flew first at Mynydd Mayo, then Usk and later at Talgarth. He was the pioneer of all the flying we now take for granted, being the first to fly the ridge routes around Monmouth, and into the Black Mountains, the Brecon Beacons and beyond in a glider. Ivor was a very skilled wave, ridge and cross-country pilot. He showed us all the way. Many Black Mountains members will have a copy of his books *Talgarth - Playground in the Sky* and *Soaring at Usk*. Ivor started flying in the ATC in the 1940s and learned to glide on a Primary after the war. He retired from gliding in 2002. Talgarth pilots (and Dave Unwin's son) are pictured with Ivor, above left. Ivor is pictured in the front of the K-13 with Robbie Robertson, just before they launched (Mark Fisher).



Clockwise from far left:
Essex & Suffolk junior Seb Brown, 16, entered his first aerobatic competition at Saltby, finishing second in the Sports Class and seventh in the open plate, winning the Baldwin Trophy for the best under-25 pilot

Outgoing Mendip secretary Patrick Haxell was presented with a canvas of a print of the Mendip Hills, and Area of Outstanding Natural Beauty, as seen from the air (Peter Moorehead)

Wrekin's Fly for a Fiver scheme sees groups of RAF Cosford trainees join the club for the evening after work

Wolds member Gordon Basey is interviewed by the BBC's *Inside Out* presenter Paul Rose during the 31st Two-Seater Competition





> SAILPLANE & GLIDING DEC 16/JAN 17

> CLUB GALLERY

Clockwise from above:
Dave Bowns soloed after helping run a Friday night flying group session for local people. He has not stopped smiling since and is now known at Darlton as Mr Happy

Brian Birlison on his return to Aston Down after winning the 18M Nationals at Tibenham. Brian holds daughter Florence (and the 18M cup), guarded by Echo, who always goes to the gliding comps

Tiger Moth lands at Eyres Field in September in preparation for a flying display at Bovington Camp

An impromptu flying display for Sidmouth residents by Matt Wright and Will Stainer in DG-505 (Matt Wright)

An intense double rainbow frames the Astir at The Park, with clubhouse and local ridge in the background (Mike Thorne)

Rainbow at sunrise at Channel GC during a visit by Surrey Hills (Steve Codd)

Joe Yarwood's sister Flo inspects Staffordshire Gliding Club's new Grob 102, a bequest from Joe

■ 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



DEC 16/JAN 17

_VOL67 NO6

CLUB NEWS

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

WE recently attended the Banbury Canal Day with our Astir, which got a lot of attention both from the children (who wanted to sit in it) and adults (who wanted to fly in it). Well worth giving up a day of flying for the amount of interest and enquiries which we received. Our second EuroFOX has arrived and is sitting in the workshop ready to start assembly. Hopefully by the time this is published it should be well on its way. Everyone is enjoying the late autumn and the better weather, with much improved soaring conditions and longer flights for both for *ab-initios* and seasoned pilots.

David Sibthorp

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

MANY congratulations are due to Mike Swanson (300km), Sam Arnold and Matt Dews (50km and Silver), Rich Hafferty (Silver) and Sue Brownlie, who has made a return to gliding and back through the fleet into our Discus. We hosted the Gliding Olympics with many flying medals and have happily seen soaring into October with some at 10,000ft in wave. Welcome home to our old club Falke G-BSEL. Great to see it in air again. A new toy arrived in the form of an RV6, but is it possible to fit a hook to the back? And we wish a very happy 80th to stalwart Burt Desmond.

Ian Harris/Debb Hackett

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

CONGRATULATIONS on 5,000 hours up for Dick Dixon, our safety officer. I wonder how many other pilots have clocked so many? Our tug is in the workshop reduced to a skeleton and, until work is completed, we are reliant on our new winch as our only means of support. Notwithstanding, we have continued to have busy weekends and on Wednesdays John Williams and a willing team are offering winch launches for solo and mutual flying. Nick Bowers, our workshop wizard, has become a certified inspector and ex-university organiser Sudip Nair has popped up again in Cathay Pacific uniform.

Chris Basham

BICESTER (BICESTER) **WWW.BICESTERGLIDING.COM** **515458N 0010756W**

CONGRATULATIONS to Alan Twigg, who after years finally reached his Diamond height on an expedition to Portmoak, with a wave climb to 22,700ft QNH. Charlie Taylor and Freddie Turner have been selected for the Junior Nationals and started their BI training along with Niall Watkins. First solos for Bodgan Toader and Chris Chitty and both 5-hours and Silver height for Francesca Gregory. We welcome Julie Dequaire, OUGC's new president. Our Facebook page is up – have a look and 'Like us'. By the time you read this, we expect to have finalised arrangements for our long-term home with plans for a new clubhouse and hangar.

Martin Clark

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

2016 was a bad year for gliding, although we did have some good conditions in late summer. Mark Hubbard achieved his Silver height and 5-hours. Tiago Santof went solo after less than 20 launches. Our Midland Spirit event was a great success with over 30 visiting aircraft, including three large helicopters and a Dash 7 four-engine aeroplane, which is certainly the largest aeroplane to have landed on our site. An unfortunate accident to our Pawnee followed by the disintegration of the engine in our Scout was a disaster, but thanks to the loan of her Super Cub, by Christine Bell, we were able to continue.

Mike Pope

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

AT the end of September we said goodbye to course instructor Bo Nilsson, who is returning to New Zealand after 10 years of fantastic service. It will be a tough task to find a replacement for 2017. Our new workshop and maintenance setup is complete and has been visited by the BGA's Jim Hammerton, who seemed pretty impressed. Perceptive members spotted several inspectors carefully wiping their feet on the doormat as they reverently entered the building. I am told that Mr Hammerton was duly impressed. As I write, we are hosting several groups of visitors in search of Welsh wave.

Robbie Robertson

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

AUTUMN brought a string of achievements: congratulations go to Trevor Dale for winning a Bronze Medal amongst stiff competition at the Saltby Open Aerobatics and to Mark Williams, Mike Rose and Ken Sangster on becoming Basic Instructors. Once again our wave weeks have been extremely popular and well attended. On 5 October, a particularly memorable day, we had 22 gliders (with 28 pilots) all above 10,000ft in wave simultaneously! It also provided our highest recorded flight in south-easterly wave when Will Greenwood (Southdown) topped out at just under 18,000ft. Congratulations to Derek Ward and George Rizk (Buckminster), who gained their Gold heights on that day.

Stuart Black

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

QUITE a lot went on this summer. Dougie Vance retrieved the wooden plate from Lasham in the K-8. Three days in August saw Dave Parsons, George Jones and Leo Tang complete Silver distances. Cadets Justin Wills, Will Cooper, and Henry Low, plus grown-up Chris Bauer all went solo; others completed Bronze checks. Katy Comley flew at Bicester with the WomenGlide crowd. G's course week enjoyed three decent days and a local soaring day. The cadet Parents Day enjoyed a great day in September. The Geoffrey de Havilland Flying Foundation introduced a number of young people to the joy of unpowered flight. A new car park fence appeared.

Greg O'Hagan

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

WHO would have believed we'd have another 14-year-old solo on his birthday this summer? That's what Benjie Ambler did in September. We have had a successful summer, with aerobatic and winch launch courses with James Duda and Craig Johnson going solo. Finally, it was the end of 18 months of difficult negotiations with our landlord, Selby District Council, but thanks to the support of our MP, Nigel Adams, the Leader of the Council and Selby District Council, we have now secured a new 10-year lease. The club would like to thank Bob Baines and Tony Flannery for their

(Left to right): **BWND's** Dick Dixon with Astir on completion of 5,000hrs (not all at once!); Bob King (left) congratulates Bodgan Toader after his first solo at **Bicester**; **Bristol & Glos** cadet Will Cooper after first solo; **Burn** instructor Tony Flannery (left) with Benjie Ambler, 14 (Allister Ambler)



endeavours; we can now plan for the future by improving the facilities.

Russell Walsh

CAIRNGORM (FESHIEBRIDGE)

WWW.GLIDING.ORG

570613N 0035330W

OCTOBERFEST was successful in vintage Feshie tradition, and for the second year running it was completely dry and with better wave. Paul Smith (Oxford) gained a Feshie Diamond after doing the same thing at Aboyne a few days before, and several other members and visitors exceeded 20,000ft. One day became too rough for safe landings in the afternoon, and remaining airborne gliders were sent to Easterton. Mike Morrison bagged 28 Munro peaks in one flight, while Nick Norman and Yvonne Stott visited the Isle of Skye. The week ended with a gigantic party to mark the club's Golden Jubilee.

Phil Hawkins

CAMBRIDGE (GRANSDEN LODGE)

WWW.CAMGLIDING.UK

521041N 0000653W

CONGRATULATIONS to Neil Alcorn, who was sent solo on 3 October. Congratulations also to Sharon Brown, who was sent solo on 8 October.

Julia Rigby

CHILTERN & UCL (RAF HALTON)

WWW.RAFGSA.ORG/CGC/

514733N 0004416W

SOME notable achievements have been: Assistant Rating for Blue Dowd; Silver and 100km diploma for Paul Field; Silver for Ben Gronow, and solo for Bruce Riley. Mick Webb won the summer cross-country ladder and the Bicester Regionals Open Class; Luke Hornsey was 3rd in the Sports Class. Tim Webb competed in his first Standard Nationals at Aston (Pouring) Down and came 8th. The University is working hard to attract new members. As the soaring season draws to a close, we are looking forward to the joys of health and safety audits, winter maintenance and a very interesting AGM!

Mick Boydon

COTSWOLD (ASTON DOWN)

WWW.COTSWOLDGLIDING.CO.UK

514228N 0020750W

THE club's competition pilots have had a very successful year. In the Pocklington two-seater, Chris Ashworth and David Briggs took 3rd

while Mike Weston and Jon Huband finished 21st. At the Dunstable regionals Paul Gentil finished 13th in Blue class while Tom Gouch also came 13th, but in Red class. In the 18M Nationals Brian Birlison took 1st while Matt Page came 23rd in the Juniors. Thanks to Phillip Walker and Andy Smart, who collected our new K-21 from Germany and to David Roberts who took our K-23 to Slovenia for re-finishing. Finally congratulations to Adam Mayo, who completed his first solo.

Frank Birlison

CRANWELL (RAF CRANWELL)

WWW.CRANWELLGC.CO.UK

530231N 0002936W

THE festive season has come around all too quick yet again with a number of aircraft and equipment projects, including the fitting of FLARM to all our aircraft in support of the Mk1 eyeball, scheduled for their annual maintenance. Again a big thanks to all those stalwarts, who put endless hours in to ensure we are ready for the New Year not only in equipment terms but also airmanship.

Zeb Zamo

DARLTON (DARLTON)

WWW.DARLTONGLIDINGCLUB.CO.UK

531444N 0005132W

THE better weather has led to an increase in our training and successful solos. Congratulations to William Travis on soloing on his 14th Birthday; William is also a member of the local ATC squadron. Dave Bowns soloed in September after helping run a Friday night flying session for locals. He hasn't stopped smiling since. Oliver Bates was sent solo by his instructor, Richard Walker, just as Oliver's mother had arrived on the field to witness his first solo flight. Unfortunately Oliver's Grandfather Wally, a long-standing member, is in hospital so unable to celebrate, but he is delighted. Well done Dave Kassube on converting his new syndicate partner Dave Cobham to the Zugvogel.

Barry Patterson

DEESIDE (ABOYNE)

WWW.DEESIDEGLIDINGCLUB.CO.UK

570430N 0025005W

THE UKMSC was a success with six days out of seven contest days. Congratulations to winners Richie Toon (cross-country), and Martin Phillimore (Height Gain). Thanks to all our sponsors and to HM Coastguard helicopter 951, who flew in to give us a talk.

Congratulations to life member Lemmy Tanner on his award of a Tissandier diploma by the FAI. Sunday 25 September was an epic day, with our German visitors flying to the Isle of Harris in the Outer Hebrides – over 700km, 10 hours and an awful lot of water. Ian Symon got all three legs of his Silver in the one flight, and Dick Usher has gone solo.

Glen Douglas

DERBY & LANC (CAMPHILL)

WWW.DLGC.ORG.UK

531818N 0014353W

CONGRATULATIONS to: Phil Maund, Jason Alum and Andy Wilkins (solo), Peter Harris and Garry Lewis (BIs); trained to supervise flying, Brian Allen, Don Mackenzie, and Chris Ramler; John Collins/Mike Armstrong (Two-Seater Competition at Pocklington); Tim Pearson (Aerobatic Club Class at Saltby). We thank Alan Jolly and Andy Wilkins for instructing and launching us this summer. We are now in winter operations, with flying every day except Mondays. We were sorry to hear of the death of Miranda Cobb, our former caterer, and also Camphill member Colin Ellis. Sadly CFI John Klunder will be standing down; his successor has yet to be announced.

Dave Salmon

DEVON AND SOMERSET (NORTH HILL)

WWW.DSGC.CO.UK

505107N 0031639W

CONGRATULATIONS to three more first solos this year - Tim Petty, Will Stainer and Dave Cowley. Also well done to the Eagle Team, again winning the Best Wood at the Pocklington two-seater competition. There have been two successful trips to the seaside in September, providing an impromptu low-level flying display for the residents of Sidmouth. With from a nationwide grant scheme provided by RAFA, instructors from 624 Volunteer Gliding Squadron (VGS) Chivenor enjoyed learning how to aerotow, aerobatic manoeuvres, and also had some soaring. We had five group evenings flying Air Cadets from the Southwest region culminating in a visit from the torch relay celebrating their 75th Anniversary.

Jill Harmer

DORSET (EYRES FIELD)

WWW.DORSETGLIDINGCLUB.CO.UK/DGC

504233N 0021310W

ANOTHER indifferent soaring year has meant a backlog of Air Experience flights. We are



(First solos, left to right): **Cambridge** pilot Sharon Brown, with Martin Whitehead; Adam Mayo, 15, with **Cotswold's** Brian Birlison; William Travis, 14, at **Darlington**; Oliver Bates, with **Darlington** instructor, Richard Walker; Tim Petty (l) and Will Stainer(r) first solo and convert to Junior at **North Hill** (Jill Harmer)



✈️ devoting whole days trying to catch up before winter sets in. The extension to our clubhouse, overseen by Andy Grant and his band of helpers, is coming along well and should be finished by the year's end, more than tripling the size of the clubhouse. Our thanks to all who have been involved. We now have our third K-13 and will really appreciate its nose wheel (fitted by our maintenance crew, led by Barry Thomas) in the winter when the airfield gets a bit boggy. We wish all fellow pilots a very happy Christmas, and a very soarable New Year.

Colin Weyman

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

SEPTEMBER was a very busy month. Our flying week took us to Milfield Gliding Club. Various pilots were sent solo on aerotow. One of our new members, Brian Smee, was sent solo. Well done to him. The weather, too, was interesting. Everyone thoroughly enjoyed the social side of things.

Wendy McIver

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

IT'S been a while since we last reported here. We started the year late because of a waterlogged field, but have made up for it since. We are in a planning phase to make improvements to the field that should extend our flying year. Membership has remained steady, but it was a slow year for pilots going solo. Congratulations are due to Ian Richardson and Dave Shirley for their solos. During the summer we replaced our Slingsby T61F Venture motor glider with a Hoffmann HK36 Mk2 Dimona for basic gliding, cross-country field selection and NPPL training; this will be a great asset to the club.

Mike Jeater

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

THE 2016 season is over. We ended with high wave flights in September and October. Local members will be on instructor courses this winter and we look to the future with confidence. We have also added some qualified instructors to our duty instructor group to share the load more equally next year. The AGM on 22 October approved our

annual visit to Llewenni Parc next April and some improvements in our organisation from lessons learned this year. Visiting pilots and clubs are always very welcome to experience soaring over the Eden Valley and the Lake District, but please ring bookings beforehand to check that we can fit you in.

John Castle

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

CONGRATULATIONS to Bernard Parry on his first solo since 1966 and to Glyn Long for his first solo. We now have better flight logging facilities, thanks to Allen Cherry, and a spacious new launchpoint caravan is currently being converted and will be ready for next season. Thanks to Dave Jones for working on this. Mike Harris will be running Bronze lectures throughout the winter. His son, Alex, is still spending a lot of his time inverted and is training other pilots to do likewise! Thanks to all the instructors, winch drivers; tug pilots, committee and everyone else for helping to run the club. We are very lucky to have our devoted members.

Cathy Dellar

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

THE ICL managed to task on three weekends with Tibenham, Rattlesden, Anglia and Essex & Suffolk ending the season drawing for first and third. The Eastern region champions were decided on cumulative scores and Essex & Suffolk pipped Tibenham to the title. Sixteen-year-old Seb Brown entered his first aerobatic competition at Saltby, finishing second in the Sports Class and seventh in the Open plate, winning the Baldwin Trophy for the best under-25 pilot. Congratulations to Xav Overbury-Tapper for soloing on his 14th birthday and to new instructor Mark Butcher. Welcome new members Dave Tappenden, Brian Seeger, Tylor Macgregor, Jamie Bird, Jonathan Chalmers and Adam Whittaker.

Paul Robinson

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

WELL done to Bobbie Jones, who has qualified as our first Basic Instructor and is starting her instructing career with great

enthusiasm. We have two more trainees in the pipeline and hope to have them flying our trial lesson visitors very soon. We have been enjoying some late summer soaring and an autumn flying week is planned in the hope of catching some wave. Rose Johnson is planning our winter lecture series, and our AGM and the annual Christmas Dinner are just round the corner.

Diana King

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

AUGUST brought the end of an era at Easterton as Geddes Chalmers handed on the mantle of CFI to Mike Black. During his years as CFI, Geddes has presided over some of the safest, yet most exciting, flying in the history of our club – not to mention all of his hard work on site improvements. Thank you Geddes. Congratulations to Jim Cox, who went solo on 6 August. September brought some cracking wave flights, with the lift at times directly over the site and at times accessed from a cheap, low tow too! Not bad for a site that nestles next to, rather than in, the mountains.

John Thomson

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

OUR courses stretched into October and, along with club flying, we maximised the variable summer. Congratulations to Dave Crimmins, who won League 1 in our Task Week and to Ken McPhee, who won League 2. Thanks to Mike Moulang for a good competition despite fickle weather. We are hoping for a drier winter and looking forward to next year when we will be starting a bookable flying system as part of our continual improvement program. We are also anticipating hosting instructor training to boost our team. Our Christmas Dinner and prize giving in December will be a chance to reflect on the year and look to an exciting year ahead.

Mike Bowyer

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

DESPITE a seriously soggy summer, we had a successful LashamGlide 2016 competition with seven contest days and with club

(Left to right): **Dorset** clubhouse extension; Xav Overbury-Tapper, solo at 14 at **Essex & Suffolk**; **Herefordshire's** Daryl Dickson after first solo (Dewi Edwards); John Lee (left) with instructor Bob Johnson after **Lasham** solo; Dan Ayling twith **Norfolk** instructor Will Day after first solo



operations integrating very nicely alongside. Our junior aerobatics weekend in August went very well and we welcome several new members. Our overall membership levels are slightly higher than this time last year. Some intrepid members are currently in the frozen wastes oop north at our annual Aboyne expedition. A Scandinavian high currently besets them, but hopefully a few Diamonds will be brought back later in the expedition. Our winter talks schedule has just been published. We welcome all comers to the talks, whether they are Lasham members or not.

Mike Philpott

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

CONGRATULATIONS to David Rees, Michael Praide and Andrew Beckingham (solo), and to Radek Nespore on his PPL. We sadly report the tragic death of Monu Ogbe, whilst flying in the Pyrenees. Our thoughts are with his family. Our expedition to Llanbedr was great, thanks to the leadership of Robin May, Dan Chilcot and Phil Warner. The whole expedition logged 455 hours of flying, including five wave days. We followed with our annual trip to Talgarth, and several more days of thermal and ridge flying, and one day of wave. Winter will bring CleanUp Day, Quiz Night, Bonfire Night, the Bronze Lecture series and cross-country development seminars.

Andrew Sampson

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

PATRICK Haxell has retired as club secretary after many years and the post has been filled by Jo Hatton, wife of our chairman Terry. Patrick was presented with a picture taken from a glider looking over the Somerset Levels. We thank Patrick for all his work. We have hosted a group from 631 VGS, instructors who had flown from Halesland with the Air Cadets in the 60s and 70s. We have had some very good ridge days during September, with climbs to 6,000ft in wave. Plans are afoot to refurbish the toilets and to provide shower facilities in the New Year. Jeff Green, our treasurer, is implementing a computerised logging system to bring Mendip into the 21st century.

Barry Hogarth

MIDLAND (LONG MYND)
WWW.MIDLANDGLIDING.CLUB
523108N 0025233W

FOLLOWING a successful expedition to Llanbedr in the spring, three Duo Discuses returned this autumn. Conditions were different, but they managed to fly almost every day. We have recently had a visiting group from North Hill. Unfortunately they did not have the best of weather, but it sounds as if they had a good time. A link to their brilliant video of their visit is on our blog. We had an aerobatics course at The Mynd and four pilots earned the BGA Standard Aerobatics Badge. We have had an influx of new members, including some returning members. Congratulations to Martin Sloane on his recent first solo.

Steven Gunn-Russell

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

THE first solo for any pilot is very special and not one, but two of Nene Valley's young pilots have achieved this recently. First of all, 15-year-old Sam Lee, then the following weekend 17-year-old Jordan Keilty, who thus completed her Gliding Scholarship. Both can now go on to achieve Bronzes and Light Aircraft Pilot's Licences (Sailplanes) over the course of the next 12 months or so. The continuing success of the young pilots shows why Nene Valley is the leading gliding club in the UK with the development of young people. Any young people are welcome to come along for an introductory flight on a Saturday or Sunday.

Bethany Aston

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

AUGUST and September have come and gone with varied soaring conditions during the time of the 18m Class Nationals and Junior Championships. Ours thanks go to the competitors for their patience at times and to Andy Cockerell and his team for their organisation. We had four scoring days for the 18m, but only one for the Juniors. Congratulations go to 15-year-old Dan Ayling on his first solo. At the time of writing, earnest preparations are in hand for those on the annual expedition to Portmoak for in October, we hope the weather is kind to them.

Adrian & Barbara Prime

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

AS the quieter part of the season is upon us, we have the area examiner coming to put Nigel Morris through his paces to qualify as an IFP. This will be another string to his bow as Nigel recently obtained his inspector's ticket and is a great asset to our club. We still have a full programme on AEs into November. As any thoughts of evening BBQs have long faded, Christmas Dinner plans are already afoot. May I wish all fellow flyers a Merry Christmas and a Happy and safe 2017.

Brian Williams

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

DIAMONDS may be a girl's best friend, but some of our members are partial to them too following a recent expedition to Aboyne and Feshiebridge. We toast Paul Smith's 'Double Diamond' when, on his first flights at both clubs, he achieved his Diamond height – well done. Congratulations also go to Fran and John, and Claudia and Mike on their recent weddings. As we make the most of the late season soaring, thoughts are turning to the forthcoming end of season/Halloween Party and the AGM, where the legendary 'Flying Brick' trophy is awarded. It's not too late to be a nominee!

Norman G Nome

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

THE prospect of height and duration enticed members to enjoy the wave at Deeside and Borders gliding clubs. We have long enjoyed the hospitality of our BGA colleagues. Back here we have increased membership and sustained mid-week flying throughout the summer. As a consequence, we have three new tug pilots and secretary Mike Newton has completed the module D course of his Ass Cat instructor training. Tomasz Straszewski became the third pilot from our intense training week to solo and we wish him every success. September set records for glider flights with visitors seeking an air experience and another visit following our Open Weekend in June.

Tim Beasley

(Left to right): Tomasz Straszewski (left) receives his wings from **Peterborough & Spalding's** Tim Beasley; **Shenington** solo for Zanna McKail; solo for Chandler Pegg at **Shenington**; Rob Coulson of **South Wales** gains his NPPL (SLMG); Ben Edkins goes solo on his 14th birthday at **Stratford On Avon**



RATTLESDEN (RATTLESDEN)
WWW.RATTLESDENGLIDING.COM
521001N 0005216E

RGC is 40 years old! A BBQ was held in August, with founding, ex and existing members. Congratulations to Nathan Godding, 15, our youngest solo pilot; Simon Grice and Robin Hill (solo); Chris Knobbs (Bronze with cross-country); Colin Ashman (Bronze). The K-13 is being renovated, hopefully returning in 2017. We hosted the ICL in July and have started running aerobatic courses. Ged celebrated his 80th birthday by going gliding. The annual expedition to Portmoak takes place next April. The 'official' RGC introductory video on our Facebook page and YouTube has already been watched by over 20,000. Finally, we are sad to have lost Humfrey Chamberlain (see obit p70).

Simon Grice

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

MORE solos: Mitchell Skene, Callum Wilson, Calum MacPherson, Joe Church, Yee Cheung Tse, John Thomas, David Greenlee and Tom Watt – mainly during another successful cadet week, which included Freddie Bull and Jonathan Bradford (Bronze), and lots of folk getting solo in the K-21 and Junior. Again we had the pleasure to fly with two young ladies (Vicky and Charlie), with Cassie, the responsible adult, for two weeks, sponsored by the Air League. They were very keen and we had a ball! They were very close to solo, and we have cunning plan to get them back. On the wet days, we visited the Scottish Museum of Flight at East Fortune and the Secret Bunker, both worth a visit. And then there's Gerry Marshall (an ex-CFI), who after 21 years flew a 500km flight in the Alps to achieve a full Diamond, and four folk getting their Standard Aerobatic Badge, many thanks to their instructor George Rizk.

Chris Robinson

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

THE soaring season has drawn to a close, but we are making the most of every opportunity? The weather gods (or the Met office) have been having fun with us, including variable wind directions and the resulting runway changes. At least it keeps everyone fit! We continue to welcome enthusiastic

SUGC members, who keep the instructors busy and are so helpful on the field. We recently welcomed the Hungerford Aircrew Association in memory of Bob, who now soars above. Congratulations to newly-solo Nick J (SUGC), and to Alan and Roland for converting to the Vega. As always, many thanks to those whose hard work keeps our club running.

Claire Willson

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

WE congratulate: Charles Birks (resolo), Chandler Pegg and Zanna McKail (solo), Lucy Wootton (Silver duration), Phil Hebden (Silver distance and duration), Robb Batty and Bob King (cross-country endorsements), new Bls Al Cooke, Paul Duffy, Tess Whiting and Lech Zakrzewski. Further afield, Colin Hales and his KR2 have now reached the Russian/China border. Planning for the Shenington Regionals has begun and I can confirm they will be 1-9 July. Our midweek team has retired for the season – a big thanks to Bruno Brown, Derek Woodforth and Paul Duffy. Over winter, flying will continue midweek on the good days.

Tess Whiting

SHROPSHIRE (SLEAP)
WWW.WELSH-WAVE.CO.UK
525002N 0024618W

WE have enjoyed a successful summer; membership has been increasing and we've kept our vintage Chippy, G-HL, in use after her transition to an LAA permit. A lot of great work has been done maintaining our storeroom and inventory of Chippy spares. Our CFI Al Gillson, Chris Fox, Bill Harrop and Nick Peatfield all enjoyed competing in the Pockington two-seater comp with some respectable results. Our two youngest members, Olly Giles and Chris Bowden, also represented the club well at the Junior Nationals. We are currently looking forward to the wave season and making the most of our fantastic solid runways and taxiways at Sleaf. Oliver Giles

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

WE had some great beach weather in Sussex during the summer, but generally poor conditions for gliding. Despite this, Mike Tinkler completed Silver C, Charlie Booker

gained his cross-country diploma, Harry Fuller soloed and Graham Smith flew another 500km. Twenty per cent of our members are Juniors and we have at last managed to find the right balance between privilege and obligation. Our negotiations over airspace with TAG Farnborough continue, but it is a lengthy process. The clubhouse is to undergo a major rebuild, and we apologise in advance to our regular visitors from other clubs for the inevitable disruption.

Peter J Holloway

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

MANY of our more experienced and enthusiastic cross-country pilots have continued to enjoy good soaring flights even as we approach the end of the best summer weather, and we have recently been flying large numbers of trial lessons. We are also continuing to attract a steady flow of keen new members. We congratulate our voluntary site and premises officer Chris Tooze on having swiftly completed his qualification as an EASA Flying Instructor (Sailplanes) and also fellow club instructor Rob Coulson on gaining his NPPL (SLMG) on a particularly rough and windy day.

Stuart Edinborough

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

WE were delighted to welcome the family of the late, long standing member Joe Yarwood, to a presentation of our newly-acquired Grob 102 Astir II, obtained with Joe's kind bequest. Congratulations go to gliding granny, Pauline Larner, and to Henry Reeves (cross-country endorsements), to young Charles Wildblood (BI rating), and to Szymon Lukasiewicz (solo). Thanks also to BI Rob Kameny and all other members for supporting this year's very busy Wednesday Air Experience flying. We're at the end of an excellent season, but now we inspect the autumnal skies for signs of wave, while the Milfield stalwarts depart for a week of more serious wave flying.

Malcolm Taylor

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

HUGE congratulations to Ben Edkins for going solo on his 14th Birthday in October.

(Left to right): **Upward Bound's** Ladia Prokop completes his Silver duration flight; **Welland's** Harry Thomas with Mark Rushton after first solo; Sam Hall, 14, solos at **Wolds**; Craig Scott, sent solo by Tim Milner at **Wolds**; Tautvydas Mickus with **York** instructor Howard McDermott-Row



Ben is the third generation of Edkins to solo in gliders. A big thank you to Sutton Bank for hosting our bi-annual expedition in September; the week provided five days of fantastic flying ranging from ridge, wave and thermal lift, which resulted in a very successful week for all pilots.

Daniel Brown

SURREY HILLS (KENLEY)

WWW.SOUTHLONDONGLIDING.CO.UK
511820N 000537W

WE have had a busy summer with lots of flying. A number of people have been on trips to other sites and gained some valuable experience. David Kirby-Smith (at Sherington) and Tim Horbury (at Lasham) have gained their Silver height (subject to BGA approval); Roy Musslewhite also achieved it, but he had a logging issue so can't claim it! Congratulations also go to Michal Przbysz on going solo at the end of September. Tom Arcscott, who trained and went solo at Kenley, flew in the World Championships coming 28th, and Steve Codd took part in the Bicester Regionals coming 5th.

Chris Leggett

THE GLIDING CENTRE (HUS BOS)

WWW.THEGLIDINGCENTRE.CO.UK
522626N 0010238W

THE season is winding down, nights are drawing in and we are down to three days per week operations. We've had a productive year with a successful Hus Bos Challenge Cup, hosting the Inter-services, Task Week, Youth in Aviation Day, and success in the Inter-services cup for the third year running. During the year, we've been delighted to welcome over 40 new members, and relaunched our website. We have the annual dinner ahead of us, plus a quick expedition to Portmoak for the wave junkies. Best wishes to all for Christmas and the New Year. Why not come and visit us in 2017?

Steve Wilks

UPWARD BOUND TRUST (HADDENHAM)

WWW.UBT.ORG.UK
514635N 0005630W

MANY congratulations to 15-year-old Tommy Richards on going solo in September 2016. Congratulations also to Ladia Prokop for achieving his Silver duration in August. Fortunately we had good weather for our flying week in August, with aerotows provided on some days by Dave Bramwell. Ladia

made a Silver duration attempt earlier in the week, but was let down by the weather. Our last course of the year was in October and, despite torrential downpours, we managed to fly everybody in the Scout group. Several members made the trip to Aboyne in October and some of them found wave! Our annual dinner will be on 6 January.

Chris Scutt

WELLAND (LYVEDEN)

WWW.WELLANDGC.CO.UK
522758N 0003430W

IT'S been another busy few months at Welland. Congratulations to 15-year-old Harry Thomas, who went solo in the Acro surrounded by his exceedingly proud family and club friends. A massive thank you to Baz Wood, who has been busy preparing for winter. Kirsty and Phil would be envious of our clubhouse's shiny new coat of paint. Following on from the success of the east end mole draining last winter, the west is now firmly on the club 'to do' list. Achievement of the month, however, has to go to Gregg Taffs, who completed all legs of his Silver badge in just one flight and with only 42 seconds leeway on the duration!

Rebekah Hart

WOLDS (POCKLINGTON)

WWW.WOLDS-GLIDING.COM
535541N 0004751W

THE 31st Wolds two-seater competition saw four flying days, as well as two days of filming by a BBC crew for the *Inside Out* programme, with a major role to look out for this winter for the club's Gordon Basey. Overall winners were (again) HNA (Derby and Lancs) and top wooden ship (again) was the Eagle BBB (Devon & Somerset). Enthusiastic work by first-time competition director Steve Wilkinson raised £1,350 for the Yorkshire Air Ambulance, as well as delivering another excellent competition. Congratulations go to Craig Scott, Martin 'Jack' Corner and Sam Hall (14) for first solos, and Steve Ruffell and Will Blackburn for Gold distances and Diamond goals.

George Morris

WREKIN (RAF COSFORD)

WWW.WREKINGLIDINGCLUB.CO.UK
523824N 0021820W

A BUSY summer evening schedule, brought to a close at the end of September as the nights drew in, saw individuals and groups

of RAF Cosford trainees join us after work under our "Fly for a Fiver" scheme. We were delighted to be joined by Station Commander Gp Capt Mark Hunt, who brushed off his Air Cadet gliding skills. We have enjoyed some great soaring days and impromptu visiting displays, including a Spitfire, A400 Atlas and a Typhoon, whilst CFI Ian Gallacher undertook an aerobatics display in our K-21 at the RAF Shawbury Families Day. Finally, many congratulations to Colin Haynes and Terry Walsh on gaining their BI ratings.

Geoff Catling

WYVERN (UPAVON)

WWW.WYVERNGLIDINGCLUB.CO.UK
511712N 0014700W

WHAT great summer for Wyvern GC. We won the Southwest ICL and some of our pilots represented us at the national finals at Hus Bos. Other members were part of the Army team that won the Inter-services Regional Gliding Comp (ISRGC), also hosted at Hus Bos. Special congratulations go to Al Tribe, who won his class in the ISRGC. At a club level, we've had a rash of solos and our newest Bronze pilot is 16-year-old Henry Jones, who has shown a proactive approach to his progression despite studying for GCSEs. The winter approaches and members are talking about ways to maximise flying by trips away and using local ridges.

Alec Watt

YORK (RUFFORTH)

WWW.YORKGLIDINGCENTRE.CO.UK
5357100N 00111332W

DESPITE torrential rain, we held a highly successful hog roast in August - many thanks to Mark Blades for organising. It hasn't been a classic summer, but there have been some notable badge claims. Congratulations to Richard Slater for completing his Silver and to James Karran for his Silver distance. John Masheder and Sam Parkes both got their cross-country endorsements and even the author managed duration and height legs on a booming day in August. We've also had some memorable wave days - rumour has it our K-13 was seen as far away as Ripon on one occasion! Congratulations also to new member Tautvydas Mickus on going solo.

Andy Carden

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



■ Staffordshire GC has a healthy instructor development process encouraging the ongoing availability of instructors



Photo: Mike Fox

> CLUB FOCUS

STAFFORDSHIRE

AT A GLANCE

Membership:

Adult (full): £360
Adult (country): £330
Student (18-25 yrs in education): £165
Junior (under 18): £55
Associate (non flying): £30

Launch type:

Winch – Full member: £7.50
Junior/student: £4
Aerotow to 2,000ft – single/
two-seater: £28/£30 (+ 70p per
additional 100ft)
SLMG (SF25C): £6 + £1.01 per
minute (engine on); 42p per
minute engine off

Club fleet:

Piper PA-25 Pawnee tug,
Scheibe SF-25C motor glider,
K-8, K-13, 2 x Grob Twin Astir II,
Astir Jeans, Astir 2

Instructors/Members:

19/128

Types of lift:

Thermal, occasional wave

Operates:

Sat/Sun/Weds/Bank Holidays
Summer flying weeks

Contact:

01785 282575 Clubhouse
07967 262097 Launch point
www.staffordshiregliding.co.uk

Long and Lat:

524940N 0021212W

STAFFORDSHIRE Gliding Club is a vibrant and friendly place to fly gliders, enjoy good company and share in all of the advantages of an easy-to-reach location at Seighford airfield, just 10 minutes from junction 14 of the M6.

The club was founded in 1962, having been started by a group of English Electric employees and members of the ATC 632 gliding school based at Meir Airfield, Stoke-on-Trent. In 1973 Meir closed, so the club moved to a rough site in the Peak District. Although the moorland scenery was great, by 1992 we had tired of rain, low cloud and peat bogs, so we moved to our present home, where the previous occupants included Horsa gliders, Lightnings and Canberras. We were joined by the Avro GC from Woodford, which merged with us a year later.

We operate at weekends, bank holidays, Wednesdays and ad hoc self-authorising days (when the weather beckons) and about six flying weeks during the summer. Training is partly organised using an online booking system, which ensures that students get good continuity along with our ongoing

commitment to air experience provision.

Soaring is mainly in thermals from March to November, with occasional wave from Wales or the Pennines. In addition, we enjoy a strong expedition ethos with the club having been the first to visit Llandbedr on the Welsh coast, annual visits to Sutton Bank and Milfield, with more sporadic visits by individuals to Edensoaring and other places.

The club is the only one in the region with aerotow, winch and motor gliding. The current fleet is a Pawnee, SF25C, two Grob Twin IIs, a K-13, an Astir 2, an Astir Jeans and a K-8 Cabriolet (yes, we feel the wind in our hair – what's left of it!). We also have access to a Janus for cross-country training, provided by Mike Fox when he is not doing his BGA duties. We have about 20 private gliders and associated syndicates operating from site, and a couple of members are trying to build their fleet of vintage gliders (they know who they are!). Almost all glider inspections, maintenance and minor repairs are done on site by our own inspectors, who encourage owners to participate.

Graham Stanford

35 SILENT2
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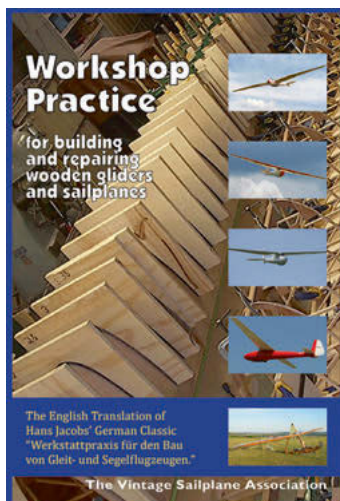
CENTRE NATIONAL DE VOL À VOILE Contact Helen or Patricia : + 33 492 642 971 or booking@cnvv.net

Additional FFV membership and insurance is mandatory to fly our gliders. Prices vary upon selected options.

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WORKSHOP PRACTICE

FOR BUILDING AND REPAIRING WOODEN GLIDERS AND SAILPLANES



Workshop Practice
*for building and repairing
wooden gliders and sailplanes*
By Hans Jacobs, translated by
Simine Short and Neal Pfeiffer
Hardback; 384 pages, 338
black and white figures and
greyscale images
ISBN: 978-0-692-70307-6



One of the book's many illustrations – a workshop in Germany in 1932. Although many changes have occurred in the technology, materials and regulations for constructing and repairing wooden sailplanes, many aspects of the workshop look remarkably similar (Frank Gross/NSM)

MANY readers will know of this bible through its original German form. Originally written by a man who is recognised today as one of the world's leading designers in pre-war sailplane design, Hans Jacobs, *Werkstattpraxis* was first published in 1932. It has undergone numerous editions over subsequent years to both refine construction techniques and incorporate various changes of regulations during this early era of the sport.

With the final 7th edition being published in Germany in 1955, the book went on to quickly establish itself as the standard reference for sailplane manufacture throughout the world. Still widely regarded today as the standard reference publication in early wood glider construction, to a large degree much of the book's content remained at arms-length to those of the non-German speaking world.

More than 25 years ago, the Vintage Sailplane Association (VSA) in America pledged to undertake the enormous task of translating the book into English.

Immense value

The truly international scale of this project is worth reflection, with the original motivation for the project coming from Jan Scott, who as an avid sailplane owner and restorer had recognised the book's immense value as a reference aid.

With the project slowly evolving over time and being passed from one key person to another, over the years many of the original sections of the book were translated by various volunteers, too numerous to mention here.

With the patchwork of individual translations finally in place, it was at this point that the accomplished aeronautical designer, Neal Pfeiffer, along with Simine Short (herself a native speaking German and noted author), took on the huge task of editing the various translations together. With the task finally reaching completion earlier this year, the book made its much anticipated debut at the 2016

International Vintage Sailplane Meeting in Elmira, USA.

In hardback, the standard of the book is high, very high indeed; a tribute to all those involved with the project over the years. Lavishly illustrated with copious drawings and photos to back up the informative text, one cannot help but be impressed at the sheer scale of the task that the various translators have invested in over the years – all voluntary and, what's more, all in their spare time!

Intimate knowledge

With over 365 pages cram-packed with information, one particularly nice touch to this English edition is the fact that Pfeiffer imparts the book with an intimate and professional knowledge of aircraft design and restoration. With many glider restorations already under his belt, Pfeiffer brings the book into the 21st Century by publishing an up-to-date and informative addendum that addresses the advancement of modern day materials and production techniques.

This publication is more than just a manual however, it is a window into past practices that in some cases today are largely irrelevant (eg hand-splicing control cables, etc). The point is, like an archaeologist trying to piece a historical puzzle back together, it often gives the modern day restorer (or inspector) a clear and concise deeper understanding of just how our older gliders were constructed back then; skills often lost to the tides of time.

If I had to make any criticism of the book, then that would have to be the format of the publication. Should the VSA find itself considering a re-run, then I would urge them to offer a larger format in terms of aiding 'hands on' workshop use and advancing age!

Distributed in Europe through Equip books, it is reasonably priced at 45 Euros (ex P&P). You can secure your copy by visiting their website at: www.equip.de or by ordering your copy through Amazon.de, or alternatively ordering your copy direct through the VSA website www.vintagesailplane.org.

Bruce Stephenson, VGC

FIFTY YEARS OF UPS AND DOWNS

TRENT VALLEY GLIDING CLUB 1966 - 2016

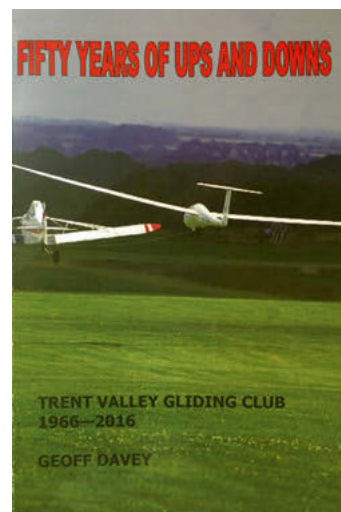
FIFTY years of ups and downs is a bang up-to-date illustrated history of the Trent Valley Gliding Club. The author, former football club MD, basic instructor and glider owner Geoff Davey, has done a great job of researching, stitching together and bringing alive key stages of the club's development, individual experiences, and reflections that most will relate to.

This soft back book has 297 well laid-out pages, which include plenty of high quality images and just the right number of amusing anecdotes, all of which draw the reader in and add depth to the stories. It's an interesting read that can be dipped in and

out of without losing track.

Gliding is continuously evolving, club members' expectations and needs change over time, and there are many challenges thrown up by the wider world our sport operates in. One constant that is a characteristic of all successful clubs is a team of hard working and capable volunteers. In highlighting some great achievements and lessons learnt when inevitably things didn't quite go to plan, this book underlines how important those volunteers are in ensuring that the fun will continue for the next half century!

Pete Stratten, BGA Chief Executive Officer



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GLIDING GRANNY ON FINAL APPROACH

THE author, Mary Meagher, began gliding at the age of 50 back in 1983 since when she has become an accomplished glider and power pilot accruing over 3,000 hours in gliders plus 1,200 hours in power, many of those as a tug pilot. Mary became an instructor and competition pilot with numerous achievements, including representing the UK in the Women's Overseas Nationals in 1989.

Gliding Granny on Final Approach is Mary's third book and is based on her actual flying experiences both at home and abroad. The book is an open and honest account, with the author sharing many experiences encompassing both her willingness to embark on new adventures whilst also recognising and sharing the perceived limits of her own flying abilities. Mary introduces an undercurrent of humour which runs throughout the book with most chapters managing to raise a smile at some point. This element of humour and enthusiasm reflects the character of the author as she recounts her aviation-related exploits over the years and her obvious enthusiasm for gliding and flying in general.

This book is a reminder of how our much-loved sport has changed over the past 30 years,

with many seasoned glider pilots being taken on a trip down memory lane recognising aspects of the past they may have shared with Mary or would recognise regardless.

Gliding Granny on Final Approach provides a mix of both the author's competition flying experiences at national and international level sitting alongside exploits gained from Mary's involvement at club level, including expeditions, giving a multi-dimensional view of gliding. There is enough in this book to entertain readers who have entered the sphere of gliding relatively recently, with amusing recollections that give an historical insight into the evolution of gliding with enough narrative explanation to make it easy to understand.

Many of the chapters recount one particular episode in the author's life and give a sense of continuity, making it easy to read and follow. This is interspersed with occasional chapters constructed using different experiences on the same subject, which may give the impression of the narrative jumping around and feeling confusingly disjointed. The chapters are short, which makes this book an easy and pleasurable book to read.

Sheila Weston, BGA



Gliding Granny on Final Approach,
by Mary Meagher
Paperback; 200 pages
Published by Ava Book Co
Available for £15 from
www.bgashop.co.uk
ISBN-13: 978-0951056820

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www.schleicher-buch.de

■ Fourth edition of Bernard Eckey's *Advanced Soaring Made Easy*. A French version of the book is also available.
www.future-aviation.com



COLL

Delegates representing 56 gliding clubs met on a rainy day to take part in the 2016 BGA Club Management Conference on 12 November. Alison Randle reports



WE GATHERED at a new venue, the Sundial Group's Highgate House in Northampton, in uncertain times and on a perfect rainy day for a gliding conference. Over time we have gradually diversified the conference, adding to it as required. This year was the first year for a specific Juniors Conference, run by the UK Junior Development Team. Paul Morrison, Oxford Gliding Club chairman and conference photographer, observed the marked styles between the groups as he snapped us at work, citing the contrast between the broad creative thinking of the juniors and the fine technical detail of the treasurers. And so each group develops themes and action points in their own particular way.

Having put a significant amount of thought into the preparation of the agenda, right from the outset delegates were asked to consider some challenging and new concepts. They responded well, supplying high quality examples of club experience throughout the day.

There was a central theme to this year's event – finding out 'what people want'; then developing relevant strategies and actions to be able to provide what people want. There were various talks and discussions across the four strands of the conference to support the development of ideas. This year, it was noticeable that the rhetoric has shifted on two fronts. Firstly, delegates from clubs recognise that there are many benefits and possibilities for collaborative working and are therefore much less guarded about sharing their information and experiences. Secondly, which in a way is related, there seems to be a shared consensus that 'the BGA' is 'us' and not 'them' and 'other'. Both have resulted in creating favourable conditions for partnership working and shared approaches. Early feedback from all the event strands includes reports of useful discussions between clubs;



ABORATING

CLUB MANAGEMENT CONFERENCE 2016

large and small clubs; neighbours; and those with common issues. At lunchtime, the Yorkshire clubs had taken over the sofas in the conservatory and were seen holding an impromptu regional meeting. This follows on from a Thames Valley regional meeting a couple of weeks before the conference. It is an idea that is catching on fast!

After lunch we had contributions from four clubs: Mendip, Lasham, Yorkshire and Borders; each sharing ideas and experiences that will help other clubs. After this, there was a focus on diverse flying activities with contributions from: the Competitions Committee; Junior Gliding; Women Glide and Aim Higher. Listening to a few delegates, some of whom have found gliding in the past two years, it is clear that a lot of people have no idea about the range of gliding activities on offer at our clubs. Are we losing people from the sport because of a lack of information? There were many thought provoking questions and discussions. One delegate has written on his feedback form 'lots covered, but my head hurt by the end', and it was clear that people were actively engaging with the ideas and thinking about how they may or may not apply. This is excellent because, in some ways, this event is not about providing fixed answers, but more about facilitating discussions that will lead to actions at clubs and elsewhere within the BGA.

As ever, with a substantial volume of information and views to digest, the BGA will be following up with clubs over the coming months. The club management workshops proved popular, and more workshops are likely to appear in the future, starting with the marketing workshop at the BGA Office on 10 December.

The end of the day saw most of the delegates back in the main room for the ever useful and well received safety update. The final topic centred on the promotion of gliding, with the introduction of a new 'Go Gliding' initiative, which whilst currently still in the early stages of development is something you are likely to be hearing more about in the near future. The concept was very well received by those present. With the Europeans at Lasham next summer, you can expect plenty of promotional opportunities

to get involved with in the next few months.

This is my favourite gliding event of the year – it is always inspiring to see so many dedicated volunteers enjoying themselves. The event's energy and success owes so much to the 216 delegates from 56 clubs. Their willingness to contribute to frank, open and productive discussions throughout the day represents a significant investment in the future of the sport. We have much to build on. There is general recognition that for gliding to survive and thrive, we need to change our approach and that we can and should do things differently. As a sport, we're adapting all the time to new technology; we've got a good track record with changing behaviour and culture, from pilot safety through to the significant growth in junior recruitment. The conference delegate discussion made it clear that it is time to do the same with the way we run clubs. The BGA volunteers and staff are on hand to provide support. The next part of the change starts when all the club delegates start making it happen in real life when they get home. As members of gliding clubs, we all have a part to play in helping them while continuing to enjoy our fantastic sport.

THANK YOU TO:

■ **For their support and contribution to the day:** Dave Latimer, Paul Jessop, Mike Fox, Neil Goudie, Charlie Jordan, Matt Davis, Pete Hibbard, Gordon MacDonald, Paul Draper, David Howse, Roger Bagley, Robert Tait, Liz Sparrow, Louis Chicot, Debbie Carr, Lizzie Pike, Sheila Weston, Diana King, Paul Jessop, Alison Randle, Keith Auchterlonie, Pete Stratten, Susan Newby

■ **The presenters and others behind the scenes, who have contributed information. Many are already busy volunteers and, without them, the conference would not be possible**

■ **Conference photographer Paul Morrison**

■ **Finally – the delegates, who gave up their time and contributed to the day.**

■ **TURN TO PAGE 66 FOR MORE CONFERENCE NEWS**

CLUBS REPRESENTED AT 2016 CONFERENCE

- | | | |
|-----------------------------|---------------------------|---------------------------|
| ■ Anglia | ■ East Sussex | ■ Sherington |
| ■ Banbury | ■ Essex & Suffolk | ■ South Wales |
| ■ Bath Wilts & North Dorset | ■ Essex | ■ Southdown |
| ■ Bidford Gliding & Flying | ■ Herefordshire | ■ Staffordshire |
| ■ Black Mountains | ■ Highland | ■ Stratford on Avon |
| ■ Booker | ■ Kent | ■ The Gliding Centre |
| ■ Borders | ■ Lasham | ■ Trent Valley |
| ■ Bowland Forest | ■ Lincolnshire | ■ Ulster |
| ■ Bristol & Glos | ■ London | ■ Upward Bound Trust |
| ■ Buckminster | ■ Mendip | ■ Welland |
| ■ Burn | ■ Midland | ■ Windrushers |
| ■ Cambridge | ■ Motorglide | ■ Wolds |
| ■ Cotswold | ■ Nene Valley | ■ Wyvern |
| ■ Darlton | ■ Norfolk | ■ York |
| ■ Deeside | ■ North Wales | ■ Yorkshire |
| ■ Derby & Lancs | ■ Oxford | |
| ■ Devon & Somerset | ■ Peterborough & Spalding | ■ <i>University clubs</i> |
| ■ Dorset | ■ Portsmouth Naval | ■ Bath |
| | ■ Rattlesden | ■ Oxford |
| | ■ Shalbourne | ■ UWE |

CFI FORUM

THE CFI part of the Club Management Conference aimed to deal mainly with the organisational aspects of training instructors this year.

The sessions were run by Neil Goudie and Mike Fox. Neil kicked off with the Project Sponsor that he has been given as a member of the BGA executive. As part of this project Mike and Don Irving had visited the French National Gliding Centre at St Auban to understand how instructors are trained there, and Mike gave an enlightening presentation from that visit.

The group then split up into 'listening' groups to deal with three subjects:

- Modern instructor training methods
- Funding for training instructors
- Creating Club Partnerships.

A really useful interactive feedback session took place on this, and then Alison Randle presented on organisational aspects of instructing and committees. Colin Watt gave us a chat about the Lasham group and booking systems, and Alex Harris talked about how we can tailor our instruction towards the younger pilot.

Mike Fox



Above: a record number of delegates took part this year



Left: In one of the club slots after lunch, Yorkshire GC Chairman Chris Thirkell entertains everyone with a humorous talk on club expeditions, with equally amusing slides

‘IT WAS great to feel the energy and hear the enthusiasm from so many people wanting to find new ways to share our passion for gliding with a new audience. There were lots of ideas on how to encourage and retain junior pilots that are just as relevant for older people taking up the sport, and particularly for groups that don't see themselves represented in the gliding community. Turning up to a group of people and feeling that you stick out like a sore thumb is hard enough even without the pressure, tension and adrenalin involved in learning to fly!’

– Katharine York, company secretary, Lincolnshire



Networking is an important part of the day

‘AS THE Chair of a University GC, I was pleased to see that this year the BGA Management Conference would be including a Juniors section. Arriving at Highgate House I was unsure what to expect from the day, as it was my first time at such an event, so I was amazed to see over 200 people in attendance. I think is a great reflection on how many keen volunteers there are involved in managing gliding across the UK. Overall the day was very useful; it was good to hear the experiences of other juniors and get to discuss how to further grow the juniors movement within gliding, particularly within University Gliding.’

– Harriet Gamble, University of Bath Gliding Club Chair 2016/17

CLUB TREASURERS

CHANGES in the business rates system have the potential to affect gliding badly, with some clubs having 300 per cent increases notified. The BGA rating team met with treasurers to describe the problems and explain responses for clubs faced with large increases. Some clubs get rebates because they are Community Amateur Sports Clubs (CASC) though discretionary arrangements for non-CASC clubs are harder to get these days. All treasurers now have the tools to appeal unreasonable increases.

Clubs' flight logging systems remain fragmented and in some cases fragile. Treasurers agreed to continue to work together to find solutions and asked the BGA to coordinate this work. They shared information on how they used accounting software, and how this allowed them to spend money on club activities rather than audit fees.

A theme in discussions was how treasurers use their particular skills to aid other club committee members and how they can get assistance to make their efforts in financial management more effective.

Paul Jessop



It's always a pleasure to meet up and chat with friends old and new during coffee breaks



“ I really enjoyed the conference. It's a great opportunity to meet those who support us at the BGA and hear more about how to be involved in current and future initiatives. I was particularly impressed with the 'Go Gliding' presentation and will recommend that we give those involved our wholehearted support. Meeting committee members from other clubs and sharing ideas was also a real highlight for me; their enthusiasm for making their club, and the sport, better for everyone was contagious.
– **Bill Brittain**, chairman, Borders GC

CTO WORKSHOP

THE conference was the first time we have had a lot of the club technical officers together at the same time for an entire day. There were many briefings on various subjects: new EASA regulations, Self Declared Maintenance Programs, use of CS Stan, how to legally fit radios, what effect part NCO has on maintenance, updates on glue issues, BGA exposition updates, and also ageing GRP aircraft problems.

The format encouraged question asking throughout, it was reassuring that the best quality answers were often born out of discussion and collaborative input from the vast experience in the room, rather than an EASA Part M rule book. You know the rules are changing when a lot of the experts in the room did not know the latest EASA acronyms I was using! A good lesson for me, as well as useful and constructive day.

Gordon MacDonald



Juniors conference delegates

CONFERENCE PHOTOGRAPHY BY PAUL MORRISON



Plenty of opportunity to share good ideas in both formal and informal settings



Rattlesden GC's Simon Grice talked about 'Go Gliding', an initiative that captured the imagination of delegates

“ I'M A new CTO and had been feeling a little nervous. I found the CTO workshop really useful. After today I am feeling more confident and looking forward to my role.
– **Christopher Nobbs**, CTO, Rattlesden GC

THE JUNIORS

THE first Juniors Conference was well attended by old and young, and showed us that there is serious interest in making the cultural changes needed to make gliding popular for young pilots.

Discussions centred around the best methods to recruit and retain juniors. Awareness was a critical issue – both in terms of gliding in general for members of the public, and opening juniors' eyes to what is going on outside their club. A lot of juniors have their sights set on going solo and don't know that this is just the beginning.

Juniors want to feel valued by senior members, and in turn the senior members would like to see juniors contributing to the running of the club. We feel these two are intrinsically linked and encourage clubs to give their juniors responsibility wherever possible.

We have lots of ideas and recommendations to provide and these will be distributed to clubs in the near future.

Matt Davis

BGA accident/incident summaries

AIRCRAFT

Ref	Type	Damage	Date, time	Place	Age	PILOT Injury	P1 hours
54	Skylark 4	minor	26/04/16, 12:28	Shenington GC	78	none	1232
Glider hit hedge on approach. The right wingtip caught on the hedge, yawing the glider which came to rest with its nose buried in the hedge preventing the pilot from opening the canopy. There was some damage to the fabric of the right wing.							
55	Astir	substantial	30/04/16, 14:00	Bristol & Glos GC	16	none	21
Forward fuselage frame found to be cracked. The damage was thought to have occurred during a field landing into a cross slope. A wingtip caught on the slope at low speed and the glider groundlooped through 90°.							
58	Astir	substantial	08/05/16, 17:00	Bath, Wilts & N Dorset GC	57	none	508
Undercarriage collapsed during landing. The pilot and a witness both report a slight bounce to no more than 18" agl after an otherwise normal landing. On the subsequent touchdown, the undercarriage collapsed, the wheel fork was found to be fractured and bent.							
59	DG-300	substantial	11/05/16, 12:00	Cairngorm GC	57	none	118
Canopy came off at 3,000ft during aerotow. The visiting pilot reports pulling the release and easing back on the stick to avoid the aerotow rope, the tug pilot reports the tail being pulled up and the weak link in the tow rope breaking. The canopy frame remained attached at the rear and the pilot was able to land safely.							
60	JS1	substantial	03/05/16, 13:30	Santa Cilia, Spain	62	none	978
Wing hit by vulture while thermalling. The impact left an indentation in the wing surface, as well as damaging the tip flaperon and bending the tip retaining pin.							
62	DG-500	minor	30/04/16, -	York GC	-	none	185
Field landing with the wheel up. The report mentions the importance of early field selection and pre-landing checks.							
64	LAK 19	minor	14/05/16, 18:50	The Gliding Centre	59	none	1187
Field landing after the engine failed to start left minor scuffing to the underside of the wings.							
66	ASW 20	minor	16/05/16, 12:55	Edensoaring	53	none	215
Bounced touchdown and subsequent crash. After encountering sink while returning to the airfield, the visiting pilot made a low turn on to final and elected not to use landing flap. The glider touched down at speed on the main wheel before bouncing up to 25ft agl, pitching nose down and then crashing.							
67	DG-400	substantial	30/04/16, 15:10	Oxfordshire Sport Flying	47	none	1500
Heavy landing damaged main and tailwheel, as well as the main frame in the fuselage. On his first flight in the glider, the pilot was on approach in the lee of a line of trees downwind of an approaching rain shower when the glider stalled at about 15ft agl.							
72	LS4	substantial	24/05/16, 14:30	Booker GC	60	none	not reported
Field landing accident. After attempting to climb away from low level, the pilot drifted too far downwind on his base leg in the strong wind and, after a low final turn, landed amid saplings some 60m short of his selected landing area.							
73	LS7	minor	12/04/16, 13:40	Cerdanya, Spain	74	none	250
Undercarriage collapsed during aerotow take-off.							
76	Discus	substantial	23/05/16, 13:30	Yorkshire GC	57	none	25
Wheel-up landing. The pilot retracted the undercarriage after the aerotow, lowered it again when returning to the airfield and then on short final thought that the wheel was still up. He swapped hands on the stick and raised the undercarriage, but lost control of the glider, resulting in a heavy landing which broke the canopy.							

Incidents

53	K-13	--	24/04/16, 16:35	-	-	-	-
A police helicopter flew past the airfield in close proximity to an early solo pilot in the circuit. It later transpired that the helicopter did not know the club's radio frequency and was talking to another airfield five miles away.							
56	Discus	none	04/05/16, 15:00	-	-	-	-
The low-airtime pilot drifted downwind of the airfield in a thermal and then hit sink after leaving it. The pilot lowered the nose to increase speed and was just able to fly over the airfield boundary fence before touching down and then running into a pile of soft earth. The report notes that the pilot passed over several landable fields on the way back but, lacking any field landing training, chose to return to the airfield.							
57	LS4	substantial	05/05/16, 11:15	-	-	-	-
The glider was being towed by a motorhome and, when the vehicle made a tight turn, the ladder fixed to the rear of the motorhome damaged the glider's elevator.							
61	Puchacz	none	05/05/16, 15:30	-	-	-	-
A lorry that had delivered its load drove back across the runway in use as a winch launch was in progress, becoming entangled with the wire. The glider was climbing through 600ft and experienced a violent jolting before releasing and landing safely. The lorry driver had not been briefed on airfield operations.							

BGA accident/incident summaries *continued*

AIRCRAFT

Ref	Type	Damage	Date, time	Place	PILOT Age	Injury	P1 hours
63	Mosquito	none	14/05/16, 14:00	-	-	-	-
Wheel-up landing. The pilot was distracted and omitted his pre-landing checks.							
65	K-21	minor	15/05/16, 16:05	-	-	-	-
A K-13 wingtip hit and damaged the K-21 elevator as the glider was being pulled forward.							
68	Twin Acro	none	08/05/16, 14:45	-	-	-	-
After taking off on an aerotow, the pilot felt the rudder pedals moving away from him so released and landed ahead safely. On investigation it was discovered that the pedals would not properly lock into place after adjustment. Cleaning and lubrication cured the problem.							
69	Twin Acro	none	08/05/16, 13:50	-	-	-	-
P2 in the front seat reported a rudder control anomaly during flight. After landing it was discovered that one of the front cockpit rudder cables had hooked over a rudder toe strap attachment.							
70	Super Dimona	none	22/05/16, 11:15	-	-	-	-
The TMG took off with a chock still attached to one wheel strut. It remained attached during the flight before falling off on landing.							
71	Nimbus 2 Vega	minor minor	22/05/16, after 18:00	-	-	-	-
Wingtip of towed Nimbus hit the Vega wingtip damaging both wingtips. While putting away club equipment at the end of a long day, a club member momentarily forgot that the Nimbus was still attached to a club tow vehicle as he got into the car to put it away.							
74	K-13	none	21/04/16, 10:00	-	-	-	-
The battery was connected, but not secured, and after a flight involving spinning was left dangling in the fuselage among the control connections behind the rear seat.							
75	Pawnee	none	27/04/16, am	-	-	-	-
Towplane ran out of fuel at 1,000ft agl, gliding back to a safe landing at the airfield. After a late re-allocation of tugs and pilots, it was not made clear to the replacement Pawnee pilot that the aircraft needed refuelling. The pilot also forgot to check the fuel state before take-off.							
77	PW6	none	24/0516	-	-	-	-
A spring in one of the lap strap buckles had come loose and entangled in the passengers clothing and parachute strap.							

In an 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

809	Gerald Marshall	SGU	18/07/2016
810	Jake Brattle	Kent	09/08/2016
811	Roy Garden	Deeside	04/10/2016

Diamond Distance

1-1245	Gerald Marshall	SGU	18/07/2016
	(Puimoisson, France)		
1-1246	Keith Clarke	Bowland Forest	26/07/2016
	(Fuentemilanos, Spain)		
1-1247	Jake Brattle	Kent	09/08/2016
	(Nympsfield)		
1-1248	Mark Lawrence-Jones	Cambridge	06/08/2016
1-1249	Roy Garden	Deeside	04/10/2016

Diamond Goal

2-2555	Robbie Rizk	Buckminster	06/08/2016
2-2556	Stephen Ruffell	Wolds	06/08/2016
2-2557	William Blackburn	Wolds	15/08/2016
2-2558	Ranald Porteous	Cambridge	06/08/2016
2-2559	Michael Swanson	Bannerdown	29/08/2016
2-2560	Ross Morriss	Peterborough & Spalding	06/08/2016

Diamond Height

3-1791	Nigel Burke	Yorkshire	16/07/2016
3-1792	Daniel McCormack	Bowland Forest	22/11/2015
3-1793	Michael Tomlinson	Black Mountains (Sisteron)	05/09/2016

Gold Badge

Adam Darby	London	16/04/2016
Oliver Bosanko	Cambridge	24/09/2016

Gold Distance

Keith Lorenz	Stratford On Avon	06/08/2016
Stephen Ruffell	Wolds	06/08/2016
William Fuller	SGU	08/08/2016
Ranald Porteous	Cambridge	06/08/2016
Michael Swanson	Bannerdown	29/08/2016
Ross Morriss	Peterborough & Spalding	06/08/2016

Gold Height

Geoffrey Dodwell	Midland	07/08/2016
Adam Darby	London	16/04/2016
	(Cerdanya, Spain)	
Oliver Bosanko	Cambridge	24/09/2016
	(Edensoaring)	

Silver Badge

Jonathan Pring	Imperial College	23/07/2016
Philip Drake	Bath, Wilts & North Dorset	06/08/2016
Christopher Barrott	North Dorset	06/08/2016
Keith Lorenz	Stratford On Avon	06/08/2016
Roger Rhodes	London	23/07/2016
Niall Watkins	VOWH	06/08/2016
Steven Jessup	Essex	06/08/2016
John Heanen	Buckminster	21/07/2016
Richard Slater	York	06/08/2016
Richard Hafferty	Bannerdown	06/08/2016
Keith McIntyre	Northumbria	10/07/2016
Jonathan Hough	Bowland Forest	16/08/2016
Douglas Wilson	SGU	20/06/2016

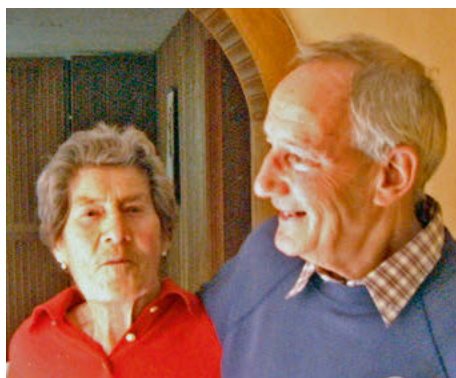


Photo: Courtesy Roger Davis

Dr Humfrey Chamberlain (1923-2016) & Mrs Ruth Chamberlain (1914-2014)

HUMFREY Chamberlain once publicly opined that he had discovered gliding and marriage later in life than he would have otherwise wished. Born in Leicester in 1923, he became an outstandingly successful industrial chemist. By the age of 26 he had obtained his PhD in chemistry from Cambridge University and was joint holder of a US patent in fuel combustion technology.

Amongst other diverse business interests, he and his brother established and ran Gainsborough Petroleum, which was later sold for a substantial sum to one of the oil majors. He was thus able to retire from conventional employment and at around this time met Ruth Hoffers, an Austrian ski instructor, whom he married in 1971.

After a brief flirtation with Fred Wiseman and his combine harvester based winch at Ridgewell, Essex, Humfrey and Ruth turned up at the recently founded Rattlesden Gliding Club, Suffolk, in 1978 with a K-7 in tow. Humfrey asked if he might fly it at Rattlesden. This was not immediately possible as the K-7 was completely waterlogged.

Humfrey was sent solo by Roger Davis on 8 September 1979 in the club T-21 (less canopies, which another member had carelessly driven over earlier in the day). By this time, his K-7 had been returned to service and augmented by a donated second K-7, which formed the backbone of the club fleet for almost 20 years.

Ruth's first solo was a perfectly executed cable break and low circuit in 1982. She gained her Bronze badge, Silver distance and Silver height in 1984 having celebrated her 70th birthday a few months previously.

Humfrey threw himself into gliding, completing his Gold badge and Diamond goal in 1990. He became an instructor, tug

pilot and eventually Deputy CFI. Humfrey astutely bought and syndicated a pair of LS4s when the pound was worth four German marks and flew one of them - ETG - for many years. Ruth enjoyed her flights in the K-7 and K-8 and particularly the K-6Cr, which she flew well into her 80s. Humfrey made a decision to cease all his flying activities at the age of 80 and disappeared from the gliding scene in order to look after Ruth, who was nine years his senior. In their later years, Humfrey used to read to her at length in English and German as her sight and health declined. Ruth passed away in 2014, aged 99.

From the very beginning of his gliding career, and steadfastly supported by Ruth, Humfrey deployed his enthusiastic leadership, management and financial skills to great effect within Rattlesden Gliding Club. He generously supported the club through its development and in particular during the purchase of the site from its local landowner and during the acquisition of a privately-owned aircraft for the club's use for aerotow operations.

Despite his slight frame he was not afraid of hard manual labour and played a significant role in digging in the electrical power, water, telephone and sewage systems, building the main aircraft hangar and restoring the dilapidated club house.

Humfrey's large skill set was deployed to great effect at other clubs in the East Anglian region and within the BGA executive committee, where he became operations director. He was awarded a Royal Aero Club Certificate of Merit in 1992 for services to gliding.

It was a privilege to have known Humfrey and Ruth. They are sadly missed and will be long remembered.

Grenville Croll, Rattlesden GC

General Aviation Legal Consultant



TIM SCORER, MRAeS, Aviation Solicitor and current PPL provides legal advice and assistance to a wide variety of GA clients. He has been credited with "an unsurpassed knowledge of UK General Aviation" and "a very realistic and affable approach as well as good client instincts". The application of his technical knowledge underlies a service based on sound legal experience.

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BGA BADGES

No.	Pilot	Club (place of flight)	Date
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Silver Badge cont'd

Ben Gronow	Chiltern	17/08/2016
Richard Green	Four Counties	15/08/2016
Edmund Hellawell	Cambridge	17/08/2016
Pawel Lysak	London	06/08/2016
Paul Field	Booker	29/08/2016
Samantha Arnold	Bannerdown	29/08/2016
David Parsons	Bristol & Glos	06/08/2016
David Lewis	Buckminster	11/09/2016
Matthew Clements	Fenlands	11/09/2016
Gregory Taffs	Welland	05/08/2016
Iain Symon	Deeside	31/08/2016
Matthew Dews	Bannerdown	29/08/2016

Silver Distance

Jonathan Pring	Imperial College	23/07/2016
Christopher Barrott	Nene Valley	06/08/2016
George Jones	Bristol & Glos	09/08/2016
Lee Allinson	Portsmouth	09/08/2016

Roger Appleboom	Naval	23/07/2016
Andreas Rieder	Dartmoor	24/07/2016
Niall Watkins	East Sussex	06/08/2016

Steven Jessup	(Bicester)	06/08/2016
John Heanen	Essex	21/07/2016
Richard Slater	Buckminster	06/08/2016
Thomas O'Connell	York	06/08/2016
Richard Hafferty	Southdown	31/07/2016
Douglas Vance	Bannerdown	06/08/2016
Keith McIntyre	Bristol & Glos	30/04/2016
David Blunden	Northumbria	04/05/2016
Jonathan Hough	Southdown	17/04/2016

Douglas Wilson	Bowland Forest	16/08/2016
Ben Gronow	(Hus Bos)	
Richard Green	SGU	30/04/2016

Edmund Hellawell	Chiltern	17/08/2016
Pawel Lysak	Four Counties	15/08/2016
Paul Field	(Hus Bos)	
George Kyriacou	Cambridge	17/08/2016
Adam Deacon	London	06/08/2016
Samantha Arnold	Booker	29/08/2016
David Parsons	Kent	13/08/2016
Matthew Clements	South Wales	22/07/2016
Gregory Taffs	Bannerdown	29/08/2016
Mark Gilliland	Bristol & Glos	06/08/2016
John Wells	Fenlands	11/09/2016
Iain Symon	Welland	05/08/2016
Matthew Dews	Cotswold	26/08/2016

Silver Duration

Jonathan Pring	Essex & Suffolk	29/08/2016
Lucy Wootton	Deeside	31/08/2016
Philip Drake	Bannerdown	29/08/2016

Christopher Barrott	Imperial College	18/07/2016
Keith Lorenz	Shenington	17/08/2016

Martin Hayward	Bath, Wilts & North Dorset	06/08/2016
Michael Jillings	Nene Valley	06/08/2016
Joel Hallowell	Stratford On Avon	06/08/2016
Jason Barton	Cotswold	09/08/2016
Malcolm Baldwin	Rattlesden	06/07/2016
John Heanen	Wolds	30/07/2016
Andrew Peacock	Surrey Hills	06/08/2016
George Platt	Bowland Forest	05/08/2016
Keith McIntyre	Buckminster	31/03/2016

David Blunden	Southdown	31/07/2016
Oliver Lee	Kent	06/07/2016
Jonathan Hough	Bowland Forest	15/08/2016

Douglas Wilson	(Hus Bos)	
Kristina Samuels	SGU	20/06/2016
Jack King	Trent Valley	06/08/2016
Pawel Lysak	Bicester	09/07/2015
Kevin Bates	London	06/08/2016
Geoffrey Hughes	Wolds	04/06/2015
Andrew Carden	Bowland Forest	29/08/2016
Francesca Gregory	York	05/08/2016
David Parsons	Bicester	05/08/2016
Christopher Hayes-	Bristol & Glos	22/07/2016

Oldroyd	Burn	29/08/2016
David Lewis	Buckminster	11/09/2016
Gregory Taffs	Welland	05/08/2016
John Evans	Kent (Portmoak)	06/08/2016
Harry Cooper	Lasham	30/06/1973
Ladislav Prokop	Upward Bound	29/08/2016

Mark Hubbard	Trust	
Iain Symon	Bidford	29/08/2016
Giuseppe Cardillo-	Deeside	31/08/2016
Zallo	Cambridge	05/08/2016

Matthew Dews	Bannerdown	06/09/2016
Michael Unsworth	Bowland Forest	02/09/2016

Silver Height

Jonathan Pring	Imperial College	23/07/2016
William Wood	Welland	06/08/2016
Christopher Barrott	Nene Valley	06/08/2016
George Jones	Bristol & Glos	09/08/2016
Lee Allinson	Portsmouth	09/08/2016

Martin Hayward	Naval	
Harriet Gamble	Cotswold	09/08/2016

Roger Rhodes	Bath, Wilts & N Dorset (Bicester)	25/07/2016
Joel Hallowell	London	23/07/2016

Jason Barton	(Cerdanya)	
John Heanen	Wolds	31/07/2016
Stefano Borini	Surrey Hills	06/07/2016
Benjamin Hudson	Buckminster	14/07/2016
Douglas Vance	Cambridge	05/08/2016

Keith McIntyre	Lasham	25/07/2016
George Odgers	(Bicester)	
Jack King	Bristol & Glos	09/08/2016
Paul Newman	Northumbria	04/05/2016
Pawel Lysak	Norfolk	10/08/2016
Andrew Carden	Bicester	23/06/2015
Francesca Gregory	Cambridge	04/08/2016
David Kirby-Smith	London	06/08/2016
Christopher Hayes-	York	05/08/2016

Oldroyd	Bicester	05/08/2016
Gregory Taffs	Surrey Hills	05/08/2016
Alex Walby	Burn	06/08/2016
Harry Cooper	Welland	05/08/2016
Josh Milner	Cambridge	26/08/2016
John White	Lasham	22/08/1976
Andrew Wells	Darlington	28/08/2016
Ladislav Prokop	Nene Valley	09/08/2016

Iain Symon	Essex & Suffolk	12/08/2016
Stephen Jones	Upward Bound	29/08/2016
Giuseppe Cardillo-	Trust	
Zallo	Deeside	31/08/2016

100k Diploma Part 1

Richard Cust	Essex & Suffolk	06/08/2016
Katharine York	Cambridge	14/07/2016

Harold Cockton	Chilterns	29/08/2016
Kenneth McPhee	Kent	12/08/2016

100K Diploma Part 1 & 2

Paul Field	Booker	29/08/2016
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Cross Country Endorsement

Benjamin Hudson	Lasham	06/08/2016
Adam Deacon	South Wales	22/05/2016
Jonathan Jones	Darlington	02/07/2016
Josh Reid	SGU	04/07/2016
Dean Buchanan	Lasham	06/08/2016
Chun Tang	Bristol & Glos	06/08/2016
Christopher Short	Black Mountains	06/08/2016
Scott Barrett	Bristol & Glos	06/08/2016
Graeme Cooksey	Wolds	09/08/2016
Pauline Larner	Staffordshire	05/08/2016
Paul Kavanagh	Lasham	14/08/2016
Andrew Fletcher	Chiltern	25/07/2016
John Masheder	York	17/08/2016
Jason Barton	Surrey Hills	16/08/2016
Graham Stallard	Lasham	17/08/2016
Anthony Landau	Bicester	15/08/2016
Ben Gronow	Chiltern	25/07/2016
Samuel Law	Bicester	17/08/2016
Pawel Lysak	London	09/08/2016
Laurence Allen	London	26/08/2016
Norbert Eschle	Essex & Suffolk	05/06/2016
Thomas Dale	Yorkshire	03/09/2016
Robert Flanagan	Gliding Centre	01/09/2016
Paul Newman	Nene Valley	28/08/2016
Kristina Samuels	Trent Valley	07/09/2016
Michael Cudmore	Black Mountains	29/08/2016
Jonathan Pedde	Bicester	10/09/2016
Henry Inigo-Jones	Lasham	14/09/2016
Stephen Purkiss	Cotswold	14/09/2016
Matthew Dews	Bannerdown	13/08/2016
Christopher Nobbs	Rattlesden	18/09/2016
Jonathan Griffiths	Shenington	05/09/2016
Robert Batty	Shenington	16/09/2016
Harry Cooper	Lasham	21/09/2016
Brahim Bellahsayn	London	28/08/2016
Michael Tinkler	Southdown	12/08/2016
Andrew Rigby	Mendip	20/08/2016
Raymond Thompson	Lasham	14/09/2016
Henry Reeves	Staffordshire	09/10/2016

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Please remember that, if you are emailing text, your advert may not appear unless we have received payment by post or credit card by the deadline. The deadline for classifieds to be included in **Feb/ March 17** is **5 January 2017**.

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Club Safety Officer Seminars

The BGA Safety Committee is running one-day seminars to draw upon club and BGA experience to enhance the Club Safety Officer contribution to safety in club flying operations. Seminars have been arranged in the coming months at three locations:

- Lasham on 21 January
- Wolds (Pocklington) on 4 February
- The Gliding Centre (Husbands Bosworth) on 11 February

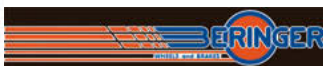
Club Safety Officers should advise Lizzie Pike lizzie@gliding.co.uk at the BGA office of their intention to attend and choice of venue.



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December 2016 / January 2017

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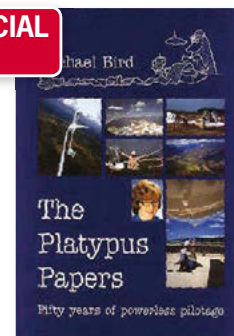
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