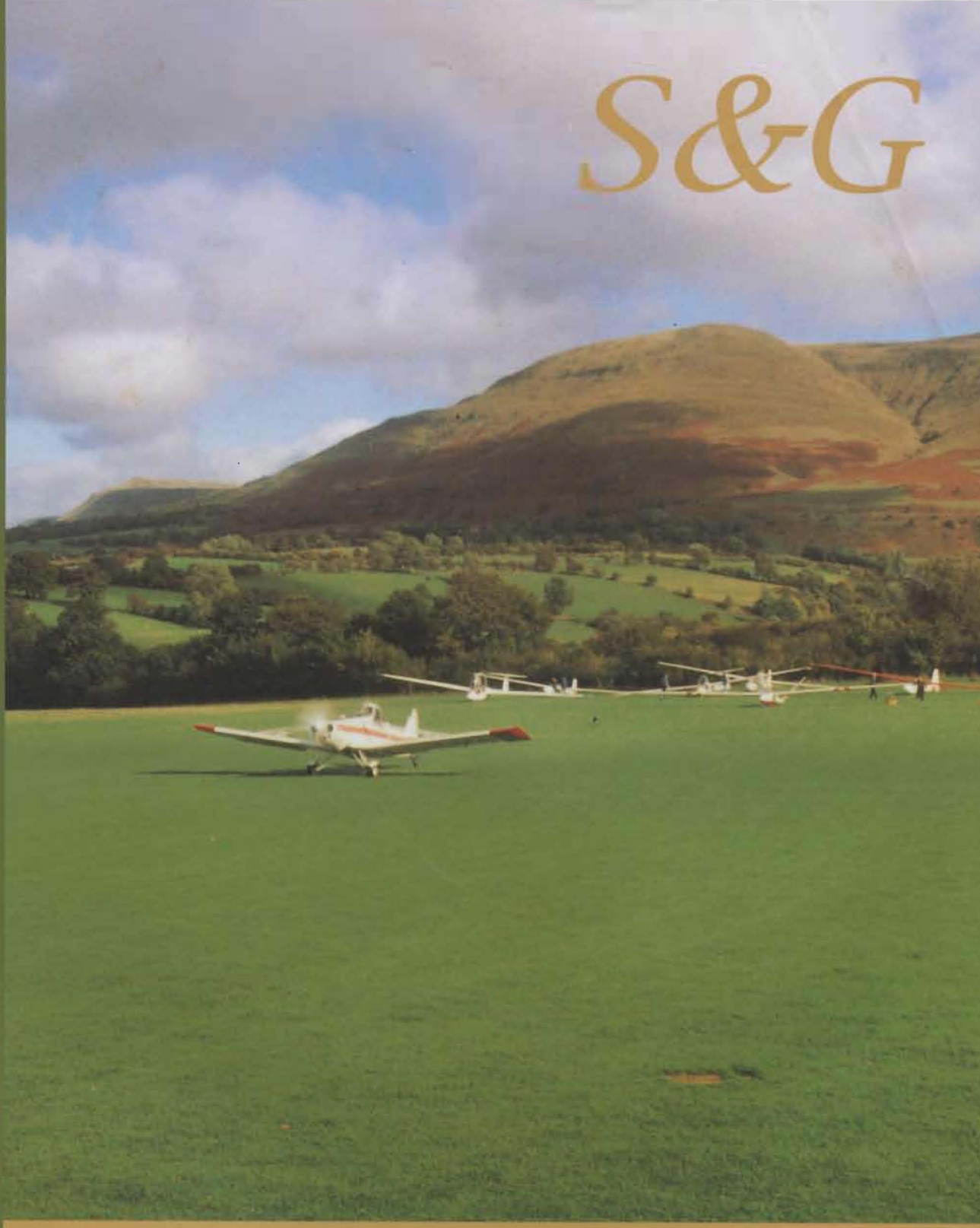
SAILPLANE & GLIDING

S&G



Black Mountains Gliding Club

A tiny field in the middle of nowhere ~ or is it?

1999 BGA AGM & Conference

A report from the Hanover International Hotel

Airspace update for 1999

Essential information for all cross-country pilots

£2.75
April ~ May 1999
Vol. 50 No. 2

ISSN 0036-7230

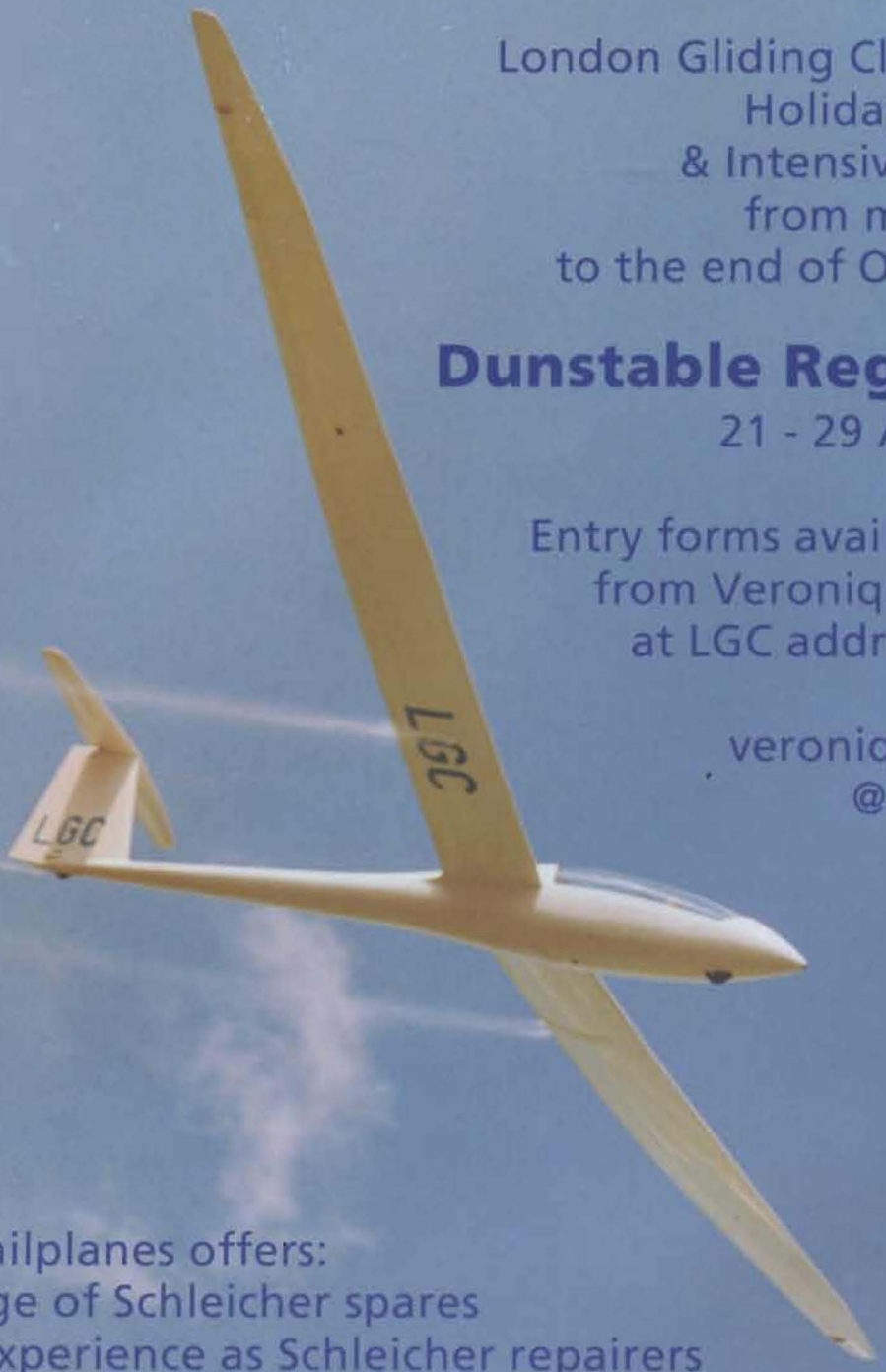
LGC

London Gliding Club offers:
Holiday, Soaring
& Intensive Courses
from mid-March
to the end of October 99

Dunstable Regionals

21 - 29 August 99

Entry forms available now
from Veronique Russell
at LGC address below
OR email:
veronique.russell
@virgin.net



LSP

London Sailplanes offers:
A full range of Schleicher spares
Years of experience as Schleicher repairers
Fixed price C of As
...and a well stocked Pilot's Shop,
now open 7 days a week

LGC:
London Gliding Club • Tring Road • Dunstable • LU6 2JP
Tel: +44 (0) 1582 663419 • Fax: +44 (0) 1582 665744
LSP:
London Sailplanes • Tring Road • Dunstable • LU6 2JP
Tel: +44 (0) 1582 662068 • Fax: +44 (0) 1582 606568
e-mail: info@gliding.powernet.co.uk
Web: www.powernet.co.uk/gliding/

LONDON
GLIDING CLUB
– DUNSTABLE –

The Magazine of the
British Gliding Association

April ~ May 1999
Volume 50 No.2

Editor
Le Forbes

Blot Publishing, PO Box 2039
PULBOROUGH
West Sussex, RH20 2FN

tel/fax: 01798 874831
email: le@blot.co.uk

For matters relating to *S&G* please contact the editor. For matters relating to the BGA, please contact the BGA office.

Submitting Material to S&G

Whoever you may be, please send a SAE for the new *Guide to Submitting Material to S&G*, before sending anything to the editor. *Please* DO NOT fax articles.

Deadline Dates

If you are submitting an article, *Club News* contribution or a letter by email, or on disk, add five days to the deadlines below.

(June ~ July issue)

Articles	10th April
Club News	10th April
Letters	15th April
Advertisements	20th April
Classifieds	3rd May

(August ~ September issue)

Articles	10th June
Club News	10th June
Letters	15th June
Advertisements	20th June
Classifieds	3rd July

Publisher
British Gliding Association

Advertising
Debbie Carr

Subscriptions
Bev Russell

Kimberley House, Vaughan Way
LEICESTER, Leics LE1 4SE
tel: 0116 253 1051 fax: 0116 251 5939
email: bga@gliding.co.uk
Internet: http://www.gliding.co.uk

***S&G* Annual Subscription**
Send £18.50 to the BGA Office



Black Mountains Gliding Club's site near Talgarth in South Wales, photographed by Gerry Martin (see p.20)

Sailplane & Gliding

20 ***Talgarth***



Over the years most gliding-club bars have heard tales of a tiny airfield clinging to the slopes of the Black Mountains. Dave Unwin tells the real story.

22 ***Portsmouth Naval Gliding Club***



PNGC celebrates its 50th anniversary this year. Derek Ballard takes a look at what has been happening over the last half-century.

31 ***Airspace Updates***



Carr Withall takes us through the minefield of updates to UK airspace, and what this means for all glider pilots in the summer of 1999.

36 ***BGA AGM***



The 1999 AGM & Conference was a huge success. Among the speakers were Dave Roberts, Brian Spreckley, Wolf Röger and Uli Schwenk.

44 ***Hundreds and Thousands***

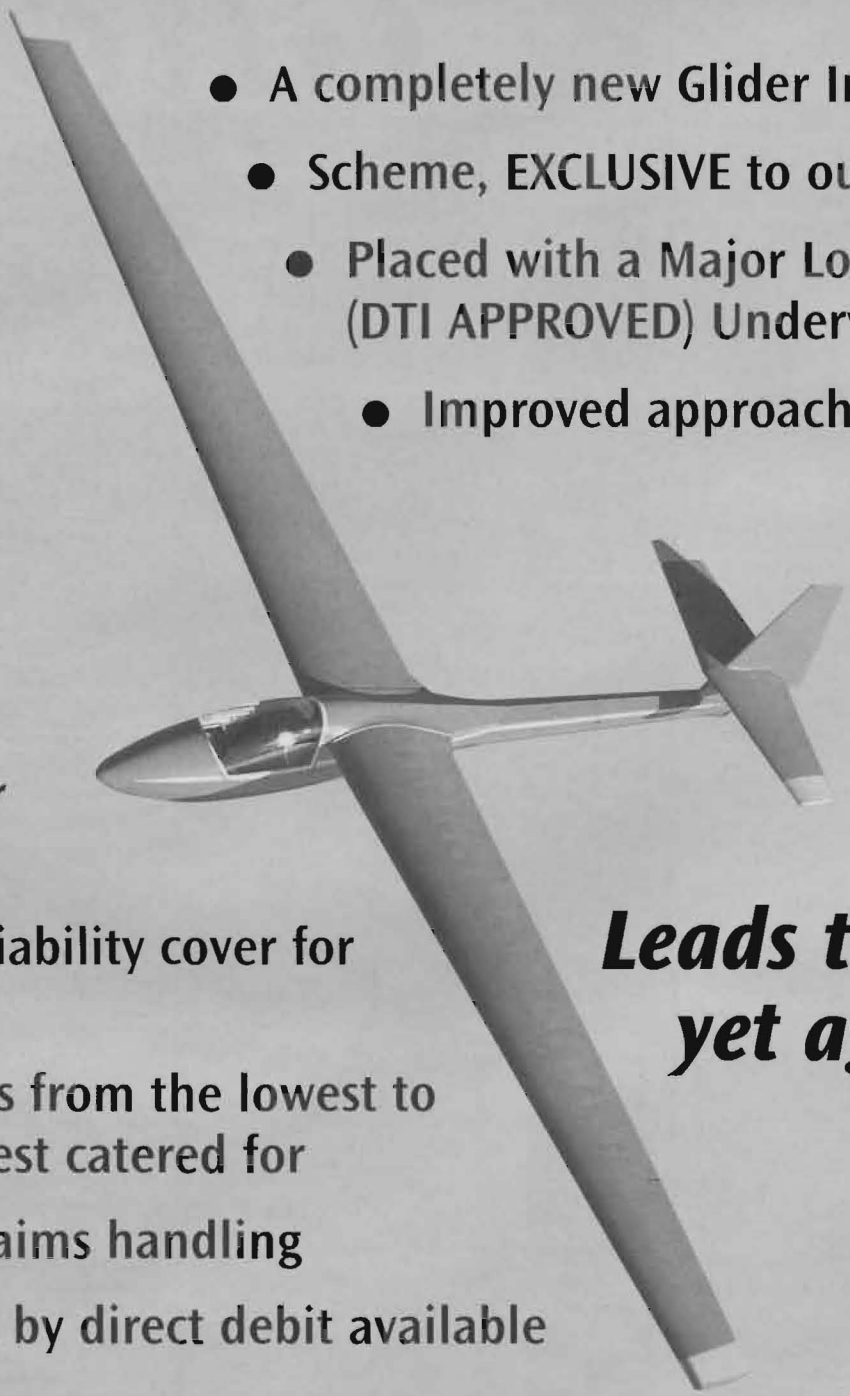


Pam Hawkins (now Kurstjens) was the first woman in the world to fly an FAI triangle of 1,000km. She tells her tale of Australian thermals.

4 *BGA & General News*
8 *Letters to the Editor*
9 *Calendar (April~June)*
13 *Thermal Inspiration*
14 *Tail Feathers*
16 *Vintage Gliding Video*
17 *The Europa's Glider Wing*
17 *Jack's Star-ratings*
19 *Salutary Soaring*
25 *Gliding Gallery*
27 *Look Before you Leap*
29 *Gatoring About*
39 *ASW28*
40 *The Karlsruhe Akaflieg*
46 *Obituary: George Collins*
47 *Solo Thoughts*
47 *The Pilot & The Policeman*
47 *Richard Cranium Award*
49 *Club News*
56 *Crossword Answers & Caption Competition*
57 *An SF26 & me*
57 *"Flying"*
58 *Competition Rule Changes*
60 *BGA Certificates*
61 *Classified Advertisements*

Member of the
Royal Aero Club
and the
Fédération Aéronautique Internationale

FLIGHT INSURANCE



- A completely new Glider Insurance
- Scheme, EXCLUSIVE to ourselves
- Placed with a Major London (DTI APPROVED) Underwriter
- Improved approach to rating

Improved policy cover INCLUDING

- Airside Liability cover for your car
- All values from the lowest to the highest catered for
- Faster claims handling
- Payment by direct debit available

Leads the way yet again

FLIGHT INSURANCE
48a, Market Place
THIRSK
North Yorkshire
YO7 1LH

Phone 01845 522777
(Ansafone)
Fax 01845 526203

Please contact Carol Taylor or Kathy Spencer

EW Avionics all new Model D IGC Approved Flight Recorder

£250.00 +VAT

Inclusive of software, Garmin and computer interface leads. Extremely simple, on/off 1 button operation with huge 24hr recording at 4 seconds, electronic task declaration, pilot event and motor recording.

Now there is no reason not to have your own logger or a backup unit.

EW Avionics Tel 01628 477999, Email ew@ewuk.co.uk

Don't forget the £ 500.00 first prize in our www.completereality.com soaring contest

McLEAN AVIATION

THE AERODROME, RUFFORTH, YORK YO23 3NA
Tel: 01904 738653 • Fax: 01904 738146
Mobile: 0802 674 498 • E-Mail: KMc2664616@aol.com

Full repair and maintenance service for major repairs in GRP, carbon, kevlar and wood. C of A renewals, re-finishing and general maintenance. Stockists of repair materials, tyres and tubes, Aeroglyn polish etc.



FOR SALE

- ★ **Std Cirrus** – Full outfit
- ★ **Oly 460** – Mod completed With instruments and trailer £4,500
- ★ **DG 300** – Hull only or full outfit

Sole agents for D-G Sailplanes and spares in the UK and Eire.

BGA and General News

A Word from the Chairman

Despite a tight deadline I managed to negotiate with the Editor a few days extension so that this could be written immediately after the 1999 Conference, rather than just before. I am glad I did so, because it now gives me the opportunity to comment on what I believe was an enjoyable and successful event.

I hope that those readers who were able to attend this year's Conference will agree that the Hanover International Hotel was a first-class venue. There was ample space to accommodate the 250+ members who attended, and room for further expansion. I thought that the programme was interesting and relevant, with some thought-provoking presentations. Two really excellent talks were given by visiting speakers: Prof. Wolf Röger spoke about Pilot Rescue and Glider Recovery Systems, and Uli Schwenk, the current Open class European Champion, showed photographs of, and spoke about the Europeans in Leszno. Richard Yerburgh, our auctioneer, conducted a spirited sale of glider pilot's licence No.1 which raised the magnificent sum of £1,000 from the successful bidder, Lasham's Chairman, Patrick Naegeli. Proceeds of the auction will go to the Ted Lysakowski Memorial Trust.

There was a wide variety of trade exhibitors, and the timetable was arranged in such a way that delegates had time to wander round. There was much of interest to see in the way of insurance, accessories, paintings and trailers, and the very latest gliders which were rigged and gleaming in the open-air display (see p.36 for a fuller report of the day's conference).

For the evening festivities we were joined by out Parliamentary Spokesman, Lembit Opik MP, who delivered a most amusing after-dinner speech, However, he also had a serious message that, as a movement, we need to be vigilant and fight to resist the insidious trend towards ever-increasing regulation and restriction of our sport. This is a theme which will become more important as time goes by and an area where all air-sports will need to develop close co-operation and liaison if freedom and common-sense are to prevail. Dancing went on well into the night to the up-beat music of Mark Davenport and his band "Movin' the River".



We are already planning a bigger and better AGM and Conference in 2000; it will be held over two days from the 26th to the 27th February. Try to be there, because our first conference in the new millennium is going to be a great occasion.

–Dick Dixon

Certificates

Have moved to p.60

Cover Photographs

I would be grateful to receive colour photographs for use on the cover of *S&G*. Ideally all potential cover-shots should be in portrait format (i.e. taller than they are wide), but if the interesting part of a landscape-format picture can be fitted into the space on the cover it might be useable.

All photographs should be *sharp*, with a clear gliding-related subject, and submitted on print or slide film. Negatives are not necessary.

Contrary to some beliefs, the cover pictures are full-colour, although the range of photographs submitted since I took over has been limited. Consequently, colourful photographs, in particular, will be gratefully received.

Please send your prints and/or slides in a suitably strong/rigid envelope. I am happy to return any pictures submitted, but please send an SAE or stamp and address label.

–Le Forbes

World Championships, 1999 and the Bohemian Wind

Activity is increasing as the start of the 26th World Gliding Championships gets closer.

To date, 116 pilots, from 27 countries, have entered to fly in three classes (Standard, 15m and Open) at Bayreuth this summer. Britain's contenders will be Andy Davis, Justin Wills, Alistair Kay, Brian Spreckley and Russell Cheetham, with Tim Scott and Dave Watt in reserve.

The tasks will be set over Germany as well as over the western part of the Czech Republic. During Bavaria-Glide (the pre-worlds in 1998), the open class flew a task over Bohemia and experienced its excellent thermal conditions.

In the summer, however, the phenomenon of the Bohemian Wind comes masked by lots of sunshine and comfortable temperatures. In reality, the wind is not good for gliding.

"With the arrival of the Bohemian wind, the thermal gets cold feet", explains Bavaria Glide meteorology expert Manfred Kreipl. "The wind brings cold air from the Bohemian basin. Arriving in the Bayreuth area, the cold air cools the air close to the ground, exactly where the air is supposed to collect heat and develop thermals. The result is a lull."

The effect is pretty local, which is well illustrated by the temperatures of locations outside the immediate vicinity of the airfield: on the 9th August last year the temperature in Bayreuth was 22°C, but at the same time in Weiden or Bamberg it was 30°C. In Bayreuth (elevation 450m) the temperature was the same as at the top of the Großer Arber mountain (1,400m).

Whatever the weather, the World Championships cannot fail to be a spectacular event. With just a 600 mile drive from Ostend, you could be there!

BGA Lottery

Winners of the January draw were:

B. C. Morris (first prize)	**£76.25**
Runners up	
A. Eddie	£15.25
P. O. Sturley	£15.25
A. P. Thomas	£15.25
S. F. Duerden	£15.25
R. A. Firmin	£15.25

Winners of the February draw were:

D. A. Johnstone (first prize)	**£85.25**
Runners up	
D. Hill	£17.05
R. Q. Barrett	£17.05
H. B. Hope	£17.05
S. M. Orrey	£17.05
E. A. Lockhurst	£17.05

S&G Enclosures

Enclosed with this issue of *S&G* is the latest issue of *Safety Matters* from Bill Scull and the BGA Safety Committee, and Ann Parry's index to the last volume (vol.49) covering issues Feb/Mar 1998 to Dec 98/Jan99.

Aerobatics Handbook

The long-awaited *"Handbook of Glider Aerobatics"*, by Peter Mallinson and Mike Woollard, will be published in May.

Published by Airlife, and costing £20, the *Handbook* contains two main sections, "Theory" and "Flying the Figures", plus an appendix.

The theory section deals with safety issues, flight envelopes, glider design and Aresti Figures (see: S&G, Feb Mar, p.44). The second section describes how to fly some of the most common figures.

The Handbook offers excellent 'ribbon' drawings to represent those otherwise inexplicable maneouvres, and is set to become a 'must' for all aerobatics pilots. A full review will appear in S&G later this year.

A Plea for Gliders

I have had a request from Carol Clifford to help find gliders for use by the Junior South African team for the Junior World Championships at Terlet in the Netherlands this summer.

If anyone is prepared to lend his standard- or club-class glider to one of the South African team the loan can be reciprocated with a glider in South Africa during the South African season.

If you think you can help, please contact Carol Clifford on email: bobcar@global.co.za, or if you do not have email, please get in touch with the editor (address on the contents page).

–Brian Spreckley

Vintage Gliding Club News

Our 1998 International Rallies were held in Bohemia and Slovakia and had very good flying weather. However, because of the travelling distance involved, Britain was represented by only four gliders.

A Condor 4, Hols der Teufel, T21b and Weihe have been sold to new owners in Germany. A Scud 1, Willow Wren, and Gull 3 have been sold for static exhibition in the Brooklands Museum. To make up for these losses, members in Britain are working on about five Grunau Babies, one Sky, one Slingsby Cadet, one Dagling, the Minimoa at Dunstable, and probably two Olympias. Our members in Germany are working on replica Musterle and Reiher 3. Both are expected to fly during this summer. The recently completed new Rhönsperber in Germany has been involved in an accident, but we hope that it will be repaired.

News from France is that the Regional Musée de l'Air has successfully moved from Angers-Avrillé airfield (which is to be built over) to Angers Marcé. Despite the upheaval, they were able to finish the restoration of René Gasnier's ancient aeroplane, and of an Emouchet. The gliders and aeroplanes are now displayed in a magnificent new building. Most of the gliders are airworthy but, due to the cost of insurance, only a few will be flown this year.

Their Weihe was declared a 'Cultural Monument' and was displayed last summer in its full splendour in the Champs Elysees for seven weeks to help celebrate the 100th Anniversary of the French Aero Club!

International rallies during 1999 are to be held at Achmer Osnabrück from 22nd-29th July, and at Aventoft, on the border between Denmark and Germany, from 30th July - 8th August.

National rallies will be at Haddenham Thame during the first May Bank Holiday Weekend (Upward Bound Trust – winch-launching only). Our week-long National Rally is to be at Bicester during the last week in May.

Information about National Rallies can be obtained from Graham Saw, 16 Prince Andrew Close, Maidenhead, Berks FL6 8QH. Tel:-01628-776173. Information on International Rallies can be obtained from C.Wills, Wings, The Street, Ewelme, Oxon OX10 6HQ. Tel: 01491- 839245.

We are very sad to report the deaths, last August, of two of our most popular members, Mike Birch and Syd Davis

–Christopher Wills

BGA Development News

Airfield Safeguarding or Tilting at Windmills?

Wherever I go, the horizon is changing. Not just the cities but also in the open countryside, the view is frequently being punctuated by a proliferation of masts and wind farms that have cropped up in the last few years. The mobile telephone companies are offering attractive site rents to landowners and, in the present depressed state of agriculture, a few telecommunication aerials can represent a lucrative crop.

Suppose someone proposes to erect a radio mast or a windfarm in the climb-out path or on the approach to your airfield? How is your club protected?

The answer is to have an airfield safeguarding plan, approved by the CAA and agreed with your local planning authority. The BGA has a policy to assist member clubs with airfield safeguarding and the details are set out in the CAA bulletins CAP 428 and CAP 168. With a safeguarding plan in place, your site's approach and climb-out profiles can be protected and your club will be a statutory consultee to any development proposals that might affect operational safety at your site.

Contact the BGA office and your development officer will help to get things moving to establish an airfield safeguarding plan for your site. Don't leave it too late or you might find yourselves tilting at windmills as ineffectively as Cervantes' immortal Don Quixote and his faithful squire, Sancho Panza.

Protecting Your Right to Fly

Every year, we see more airfields lost to development and it is becoming increasingly difficult to gain the necessary permissions in order to create new ones. Many flying sites throughout the U.K. are threatened and many local authorities – at County and District level – would prefer to have no light aviation activity within their areas.

One organisation alone spends time and money in efforts to educate officials about the value of General Aviation (GA) to the community and to keeping the door open for recreational flying. That is the General Aviation Awareness Council (GAAC). Results of the Council's work are plain for all to see and gliding has unquestionably benefited from its association, through GAAC, with other branches of light aviation and recreational flying.

The Council fights a constant battle to convince the public at large that GA pilots are not just a bunch of cowboys who enjoy disrupting the peace of the neighbourhood. To that end, GAAC has produced the revised and expanded "More Considerate Flying" leaflet, while "How Green is Your Airfield?" explains how beneficial a small aerodrome or airstrip can be for a locality's flora and fauna. Also, the Council is working on other educational projects.

Another leaflet, "Your Local Aerodrome", has been updated but due to lack of funds, it cannot yet be printed and distributed. GAAC relies entirely upon donations from supporting organisations, including the BGA, who have just contributed £4,000 from the Planning and Environment Trust. Further donations from gliding clubs and individuals will help to keep this vital work going in the interests of our long-term flying future.

Learn more about the GAAC by visiting the Council's Website: http://www.gaac.co.uk or contact the Secretary, Jack Wells, 50A Cambridge Street, London SW1V 4QQ.

Buy a BGA Media Pack for Your Club

The BGA Central Media Pack was launched last October and demonstrated at regional meetings. Since then the packs have been lent, free of charge, to member clubs who have found them extremely valuable in providing all the necessary visual aid material for members to give presentations on a wide range of gliding topics.

The packs themselves have been upgraded. The Power-Point presentations are now supplied on a compact disc using a range of formats that guarantee access by any computer with a CD drive. There is also a new video, made last summer at the Cobra Nationals at Dunstable and providing an insight into gliding as a competitive sport.

So popular have these packs become that several clubs have asked to buy their own. If we can obtain firm orders from a few more clubs we shall be able to supply the packs (including 17 gliding presentations complete with notes and illustrated both by good quality slides and on Power-Point, plus four videos and supporting literature), for less than £400 each. Please inform the BGA Office if you are interested in a pack for your own club.

Problems and Opportunities in North Wales

Seventy glider pilots met together on Sunday 31st January, to discuss the future of gliding in North Wales. Most came from the Vale of Clwyd Gliding Club, formerly the Glyndwr Soaring Club and from the North Wales Gliding Club, based at Bryn Gwyn Bach Farm.

A common problem faced them all: to find a new site from which to fly. A second proposal was also considered: whether or not to amalgamate resources in order to share a site, should something suitable become available.

The site at Moel Fammau, reported in the December 1998 edition of *S&G*, was refused planning consent but the Vale of Clwyd GC has identified another site with great potential on higher ground. The North Wales GC is faced with the loss of its Bryn Gwyn Bach site, due to the impending sale of the farm.

Together, the two clubs have the resources to form one "Super Club". However, much remains to be decided. Watch this space.

Lottery Grants Confusion: Revenue not Capital

All air sports, including gliding, have been excluded from the English Sports Council's list of eligible sports for the new revenue funding programmes, "World Class Start" and "World Class Potential". Gliding remains eligible for funding under the Lottery Sports Fund's Capital Sports Facilities Awards from which the sport has already benefited significantly.

We apologise for any confusion caused by earlier announcements.

–Roger Coote

FAI News

• The FAI Aerobatic Catalog is now available on the FAI Web site, at the following address: http://civa.fai.org/catalog/

• The February 1999 issue of *Air Sports International*, the netzine of Federation Aeronautique Internationale, is on the net. You can see it at: http://airsports.fai.org

This issue of the netzine has some very thought provoking and interesting stories and articles.

In this issue we are taken for some Quiet Thrills while doing Aerobatics in Gliders with Jim Lumley.

Blimps and airships are in the news again! We have a story on "Blimps : Big, Beautiful and Everywhere you look" by Charles Barnard who gives his experiences of travelling in one of them.

In another story, Karen Diamond of *Sports Aerobatics*, gives us a detailed account of the 1998 US National Aerobatic Championships.

A piece written by David Anderson & Scott Eberhardt giving "A Physical Description of Lift" as part of their – How Airplanes Fly - educational series, is reproduced in this issue. Accompanied by a large number of diagrams and illustrations the piece is highly educational to those still toying with the idea of learning to fly!

Finally, we have a remembrance piece written on Late Oran Nicks. He is remembered by Tor Johannessen, President of the International Gliding Commission, and by Piero Morelli, who knew him as a valued friend.

–Atul Dev

Editor-in-Chief & Publisher

Book Review

Sailplanes by Schweizer: a History
Paul A. Schweizer and Martin Simons

The three Schweizer brothers with their gliders have been well known to American and Canadian sailplane pilots for over 65 years.

In fact, since World War II, nearly every new glider pilot in North America was trained in and did his early solo work in a Schweizer machine. What was unknown to many of them was the story behind these popular types of aircraft.

Some information first came in 1988, when middle brother, Paul A. Schweizer, published his compendium of the soaring movement in the United States, *Wings Like Eagles: The Story of Soaring in the United States*. In 1991, younger brother William Schweizer went to rather more depth on Schweizer history with his book, *Soaring With the Schweizers: The Fifty-Year History of Their Aviation Adventures*. This book was thought to be reasonably complete and included not only Schweizer gliders, but powered aeroplanes as well.

However, something was still missing, although I defy anyone to have said what that 'something' was. It seems only natural therefore, that that 'something' be found and explained in this extraordinary collaboration between Paul A. Schweizer and Martin Simons.

Simons is probably best known for his *Model Aircraft Aerodynamics*, (1978), as well as for *The World's Vintage Sailplanes, 1908-45*, which is still in demand fifteen years after it was published. In 1996, Simons published *Slingsby Sailplanes: A Comprehensive History of All Designs*, which is the definitive book on one of England's best known sailplane builders. The following year saw publication of *The German Air Attaché*, which covers the thrilling wartime experiences of the famous German glider pilot, the late Peter Riedel. In recent years, Simons has written numerous articles on soaring and sailplanes for the world-wide model sailplane community. The collaboration at hand is a remarkable one and is possibly the best book either Paul A. Schweizer or Martin Simons has produced. *Sailplanes by Schweizer*, while not an imaginative title, does an excellent job of letting us know what is inside. This book is about the Schweizer gliders and derivative aircraft, not about the Teal Amphibian, helicopters, or any other Schweizer aviation project. Written in polished, conversational style, the story is told from the first-person view point of Schweizer with the assistance and editing of Simons.

Bringing his unique perspective of soaring history in the United States, Schweizer often uses the gliders which were built by others as examples in order to illustrate his points. The result is that the reader can learn about a lot more than just Schweizer sailplane development. Each Schweizer glider is covered with its own chapter, from the SGU 1-1 primary glider to the SGM 2-37 motorglider. The thought processes behind each model are covered quite well as are the modifications and design changes. Accompanying each chapter is a 3-view drawing, sometimes more than one depending upon model changes.

Anyone who knows Simons' other books will find no surprises here. Drawn by Simons from data supplied by the Schweizer Aircraft Corporation, the 3-views are first rate. As far as information goes, the entire book is infused with well-discussed details.

It is in the B&W photography that this book truly shines. So many wonderful archival photographs have been used that these pictures alone make the book a treasure-trove.

The concluding chapter, entitled "A Look Back and a Look Ahead", is a worthy summary of the past and future. Part of the discussion includes an exposition on safety and pilot protection, which has been a particular concern of the Schweizer brothers.

At the end of the book are four helpful appendices. This is truly a marvellous book! Schweizer and Simons have used it to tell those in North America about their sailplanes. They also use this book to introduce America's sailplanes to a world which is largely unfamiliar with them. I can only imagine what Europeans will make of the book because to them, a "Schweizer" is a person from Switzerland, not a sailplane from Elmira, New York.

Sailplanes by Schweizer: A History, is available from Airlife Publishing Ltd., 101 Longden Road, Shrewsbury, SY3 9EB, England, £39.95 +p&p.

–Raul Blacksten

Letters to the Editor

Letters to the Editor should be marked *"for publication"* and sent to:
email *(preferred)*: le@blot.co.uk **fax:** 01798 874831 **post:** PO Box 2039, PULBOROUGH, West Sussex, RH20 2FN

The First Electric Winch?

Dear Editor,

Any account of a possible 'first' must risk being challenged by someone with an even earlier one. Can anybody beat this?

At the Louisiana Purchase Exposition in St Louis in 1904, Octave Chanute demonstrated his biplane hang-glider with William Avery as pilot. Successful flights were made on most days from 7th to 25th October by the following method. The pilot stood on a wheeled dolly, holding the glider which was attached to 400' of rope. When the rope was wound in by an electric winch, the glider lifted the pilot from the dolly and rose to about 35'. The rope was released by the pilot and the glider continued in free flight. On the last day, the rope broke and Avery sprained his ankle on landing, forfeiting the aviation grand prize of $100,000 which he could otherwise have won. (Source: Fred Howard, The Story of the Wright Brothers, Robert Hale 1988: pp.157-8.)

Alan Self
CONGLETON, Cheshire.

Electronic Gizmos

Dear Editor,

I was delighted to read John Kenny's letter (Electronic Gizmos, Feb/March). It was a common sense refutation of yet another argument from the die-hard faction, who have resisted the use of GPS (in particular) since it first became available.

I believe it is time we made GPS, and loggers, mandatory for all cross-country flights. Why? Carriage of radio aids to navigation is mandatory for all commercial aircraft flying in controlled airspace. Why again? Because even in good VMC, visual navigation simply isn't accurate enough.

Glider pilots cannot navigate in the true sense of the word. Navigation requires constant heading and airspeed between reasonably well-spaced fixes obtained by either visual or navaid means. Glider 'navigation' is more akin to orienteering – but things can go wrong more rapidly. Mis-identification of visual features, the difficulty of accurately estimating distances from them, erratic heading and airspeed between thermals, drift while circling, unobservable drift while cloud flying - all these can lead to inadvertent penetration of our extremely complicated controlled or restricted airspace. GPS is accurate, and unambiguous.

Commercial traffic needs navaids (or radar) to stay in controlled airspace. GPS is a cheap and reliable way for us to make sure we stay out of it.

Of course, we should also be well trained and practiced in the map and compass basics, crosscheck whenever possible, and be ready to revert to them when the GPS fails. But I have to say that, for over 45 years as a professional and glider pilot, including 2 years as an RAF Pilot Navigation Instructor, on the not-infrequent occasions when there has been conflict between where, from map and compass, I thought I was, and where my navaids told me I was, the navaids always proved to be correct.

A. H. G. St. Pierre
BEDALE, North Yorkshire.

Green Flag Trailer Cover

Dear Editor,

Having read Helen and Andy Page's letter in the February issue regarding trailer retrieving I would refer all readers to Green Flag's latest terms and conditions which exclude any trailer over 6.42m. When I telephoned to complain about the change in conditions I was invited to write to the membership manager drawing attention to the fact that they are excluding glider trailers. (I still await a reply)

The more Green Flag members that write to the membership Manager the better our chances of persuading them to continue to cover our trailers.

Tony Challans
RUISLIP, Middlesex.

Glider Recovery Systems

Dear Editor,

Having read the excellent articles by Tony Segal about safety matters, and having followed for years the evolution and development of parachute recovery systems, I personally find that while the newly designed gliders leave the factory with improved aerodynamics, comfortable cockpits and self-launching capabilities, there seems to be no interest in the development of parachute recovery systems by manufacturers.

Some time ago I had the opportunity to discuss this with a well-known engineer and his answer was that the technology is available, but there is no demand for these systems, even though the latest designs are prepared to have them installed. The fact is that owners tend to spend their money on better performance, avionics and self-launching systems, but not on innovative safety devices.

Every glider pilot can imagine the difficulties of baling out of a damaged glider. The situation could be very different if one of those ballistic parachutes were to be installed in the back of the glider together with a possible shock-absorbing air-bag system in the undercarriage box to prevent a heavy landing.

If a glider recovery system is to be developed in the near future, the most important challenge will be to find the way to adapt it to all existing gliders, even those not designed for it. An important aspect of the GRS would be its adaptability to the large fleet of composite gliders, especially as these are lasting longer and longer.

Fernando Correa
Fuentemilanos, Spain.

Flying Fire-Fighters?

Dear Editor,

My name is Jan Ozimkowski. I am a glider pilot (AEI currently working towards Assistant Category) flying from Bidford and also a member of the London Fire Brigade. I have been interested for some time in the possi-

bility of forming a national fire service gliding association to train members of the fire service and their families who would like to learn to glide and to act as a point of common contact for other fire service pilots.

From 1992-1996 I was an instructor at the Fire Service College at Moreton-in-Marsh (which will perhaps be better known to you as the airfield TP with buildings on the runways!) and during this time I organised air experience gliding evenings on a regular basis for students who attend the College on a residential basis. This generated quite a degree of interest and it was here that the idea for a FSGA was born.

I would like to enquire, via the pages of S&G, if there are any glider pilots who are also members of the fire service (I know that they are out there) who would be interested in discussing this proposal – or even helping with it. If there are any instructors among our number, so much the better!

Questions which would need to be addressed are:
a) Viability – could we actually generate the interest? b) Site – central/regional? c) Host clubs – where could we go? d) Finance – fees & charges. Could we obtain funding from the Fire Service Sports & Athletic Association, lottery fund etc.? e) Aircraft – what could we buy/beg/borrow? (see question d!) f)Constitution?
My postal address is: 2 Double Lodges, Little Wolford, SHIPSTON-ON-STOUR Warwickshire CV36 5HA. My email address is: jan.ozimkowski@lfcda.org.uk

Jan Ozimkowski
SHIPSTON-ON-STOUR, Warwickshire.

Letters to the Editor

Don't Cry Wolf...

Dear Editor,

The author of "When are You Most at Risk? Part II" (*S&G*, Oct/Nov p.313) does not help his otherwise admirable sentiments by misunderstanding the probability side of risk assessment to give hopelessly exaggerated odds of aero-tow incidents. "What are the odds of something happening on your very next tow? The odds are exactly 50/50. Either it will happen or it won't".

This well illustrates the truth that "the best causes tend to attract to their support the worst arguments, which seems to be equally true in the intellectual and in the moral sense", as my teacher, the famous statistician Sir Ronald Fisher, once put it.

The real odds are quite small, and may be estimated from one's own experience. I have been aerotowing regularly for more than forty years and can only remember one incident, when the rope pulled out at twenty feet whilst I was instructing. I did once release prematurely because I thought my rudder was jammed (but it wasn't). 1:1000?

If you argue that "you must have a plan of action before the launch begins" because of "odds like this [50/50]" and the odds are in fact nothing at all like this, people will wrongly conclude that you need not have such a plan. The reason for consciously having a plan is precisely because the odds are so low that the subconscious might ignore the possibility of an incident. Therein lies the real danger.

Don't cry wolf too often.

Anthony Edwards
The Arm-Chair Pilot, CAMBRIDGE

After-sales Service

Dear Editor

Whilst recently browsing the web wearing my fur-lined anorak and propeller hat, I happened upon Slingsby's web site. Yes, they still exist. I wondered whether they might still have a polar curve for a Skylark 4. So, I emailed them and a very helpful chap, Michael Rutter, replied that they had and offered to send me a copy.

Sure enough it duly arrived complete with brochure for a Slingsby Firefly which is a little too expensive for me. So, how is that for after sales service? Following this great success I am about to email them for a knitting pattern for a new syndicate truss.

Adrian Lyth
East Sussex.

You've Already been Warned...

Dear Editor,

The Gap Tallard glider/parachute disaster does not seem to have taught the gliding movement any lessons. In late August a whole stream of gliders passed through the Hinton-in-the-Hedges overhead on a task apparently set at Lasham. Hinton's parachute zone is clearly marked on all relevant charts and is used intensively seven days a week for free-falling from heights in excess of 10,000' with up to twenty bodies descending at high

Calendar April - June

24th April - 2nd May

21st International Gliding Competition: Hockenheim, Germany.
80 gliders in four classes (Club, Standard, 15m, Open/18m).
Tel: +49 (0)6205 7671, Fax: +49 (0)6205 920937 (Werner Horn)
Internet:http://www.germany.net/teilnehmer100.184767/index.html

25th April

Open Day: Shalbourne.
Rivar Hill Airfield, Henley, Marlborough, Wiltshire SN8 3RJ.
Tel: 01264 731204 (Clubhouse)

7th-15th May

34th International Competition: Hahnweide Airfield, Germany.
Contact: Fliegegruppe Wolf Hirth e.V., Hahnwiede, 73230 Kircheim/Tech, Germany.
Fax: +49 (0)7021 59555. Internet (after 2nd May): http://www.pop-stuttgart.de/hawei

17th-28th May

Overseas Nationals: Ocaña, Spain.
For more information, please contact: Brian Spreckley, email: 101355.2447@compuserve.com

24th-28th May

Vintage GC Int. Rally: Bicester.
Tel: 01869 243030

29th May

RAF GSA Reunion: RAF Bicester.
The Royal Air Force Gliding & Soaring Assocation Golden Anniversary reunion. Any past members of the Association who wish to attend should write initially too: The Manager, RAGFSA Centre, RAF Bicester, OX9 6AA.

30th May - 6th June

Tibenham Regionals: Norfolk GC.
Tel: 01508 531406 (Bonnie Wade)

20th June

Open Day: Shalbourne.
Rivar Hill Airfield, Henley, Marlborough, Wiltshire SN8 3RJ.
Tel: 01264 73120(Clubhouse)

Submissions for the next issue (Calendar June~ August) by 10th April, please.

velocity at any one time.

Do the directors of BGA gliding competitions pay no heed to common sense safety precautions when setting tasks and plotting track lines?

Please don't come cap-in-hand for money to defend yourselves when you appear on a manslaughter charge as you did in relation to the Gap Tallard incident. Here's one person who will refuse and be offering to act as a witness for the prosecution.

Tony Southard
Milton Keynes, Berkshire.

Carr Withall replies:

The BGA welcomes this letter as it draws attention to the fact that the 29 free-fall parachuting sites represent a serious hazard to all transiting aircraft in the FIR. As a result of the Gap accident (in which, it must be emphasised, the glider was outside the badly-designated drop-zone, and much of the parachuting R/T was on a private, unpromulgated frequency) the BGA itself initiated a discussion with the CAA/NATS, together with the British Parachuting Association, AOPA and BHPA for proper radio communications to be established between parachute clubs and the local ATSUs. The parachute sites cannot expect sterilised airspace above every site, possibly up to FL150, when their activities are of an intermittent nature.

Of course, Competition Directors do brief competitors of hazards en-route. However, with so many restricted areas it is nearly impossible to avoid a track close to, or through, a sensitive area. The new procedures agreed with the BPA should ensure everyone's safety. (see also: "Gliding & UK Airspace", p.31, "Parachuting" and "Parachute Drop-zones" p.33 of this issue.)

Spitfire Circuits for Gliders

Dear Editor.

Accepting Ian Strachan's analysis (Feb/Mar, p.10) the conclusions have direct bearing on the BGA's policy on the standard circuit and final approach and, in particular, to the much repeated injunction 'no final turn below 300'.

Forced landings for light aircraft have a lot in common with the glider's normal return to base (except perhaps the level of panic!). The RAF's (and increasingly civil-adopted) teaching has proved a more rewarding answer. Geoffrey Boot's article in *Flyer* spelled out the theory: "A forced landing pattern as flown with the initial aim of putting the aircraft on, or close to, the correct sight-line angle so that the remainder of the approach can then be judged by maintaining this sight-line angle at constant aspect".

In plain English, this entails flying the glider on the downwind leg until a point 50-75 yards in from the threshold of the landing area appears behind the trailing edge at ²/₃rd span.

A constant turn and descent are then initiated so as to reach that point. Corrections on the descending curve in terms of more or less bank and more or less air-brake are made as deviations from the chosen path develop.

Two immediate advantages are apparent: the turn is less acute than the final turn of the standard circuit; but, more importantly in view of the lack of motive power once on the downwind leg, every move brings the aircraft closer to the point of touchdown. In current practice the sight of a lonely and distant glider on final approach, over hostile territory, in the manner of some portly 747 must raise the question: why do we do it?

Implicit in this alternative circuit pattern is the need to complete the turn below 300'. A perfectly safe manoeuvre providing adequate airspeed is maintained. The current insistance on final turn complete by 300' can itself cause a hazard when any inexperienced pilot is struggling to satisfy the eagle eye of a vigilant instructor. Which is safer: 40kt at 300' or 50kt at 200'?

Finally, a plea for a more open, critical approach to our practices/standards, with a willingness to change. As a relative newcomer to the movement, modestly positioned in the pecking-order, there does seem to be some rigidity.

Peter Caper
NANTWICH, Cheshire.

Terry Slater, Chairman of the BGA Instructors' Committee replies:

Mr Caper's letter raises some interesting points. Flying a 'Spitfire Approach' (not circuit) is a very elegant and satisfying method of ending a flight, and is probably the manner in which many experienced pilots land, particularly in fields. It is certainly the method I use for my occasional field landings. It does however introduce some teaching problems in general club flying; students require a significant amount of time to get themselves established on a stable approach path, and a 'constant aspect' approach is NOT a stabilised approach. For this reason we teach the circuit with a 'diagonal leg', which then approximates to the first part of the curved approach, with the angle to the landing area constantly improving (i.e. getting steeper). This leads to a fairly short base leg, followed by a straight final approach path. Instructors have found it easier to teach than the old 'square circuit', and we believe the students find it easier to learn. The constant aspect approach does not lend itself to a high traffic density in the circuit, as each pilot's approach path tends to be individual. Try that at Aboyne with maybe six gliders and tugs approaching on two parallel runways, or at Lasham on a busy afternoon!

The BGA Instructor's Manual states: "the final turn should be... completed at a 'safe height' which is nominally (my underline) about 300' (more in some conditions). There is not an "insistence" on the height, no repeated injunction 'no final turn below 300 feet' and flexibility is allowed for and expected in our instructing. The rigidity is at the clubs, not with the BGA Instructor Committee which is tasked with setting the standards and training instructors. The Instructor Committee will be examining the teaching of field approaches and landings at a future meeting. When teaching field landings I demonstrate and teach the traditional circuit planning first, and when the student has reached a satisfactory standard I then demonstrate the 'Spitfire approach' method as an alternative.

Finally, this is not a new argument. Vic Carr quite recently wrote a letter to S&G about teaching field landings, and Brian Spreckley, when the BGA National Coach, wrote an excellent article entitled "An Alternative Approach" which has a diagram of a curved base leg. Brian's article is well worth reading.

Love is in the Air

Dear Editor,

Further to David Penney's article, 'A Nightmare Scenario' (*S&G*, Feb/Mar 1999, p.43) I proposed to my wife, Michele, in a glider, over the top of a loop. I lowered a wing, so that I was down on one knee – who says romance is dead?!

Terry Moyes
Syerston.



UK Mountain Soaring Championships

5th -11th September 1999
Following the success of the first Championships we are pleased to invite applications for entry forms for this year's event. Once again the winner will receive the 'Silver Quaich' generously provided by Sedgwick Aviation. We can boast the lowest entry fee, aerotow charges and the most magnificent soaring conditions of any UK competition. A unique competition from a unique site. Practice week 29th August - 4th September included in entry fee.

Spring and Summer
Only a few have discovered the delights of flying at Aboyne 'out of season'. Long days, huge open skies, no launch queues and more lift than you can shake a stick at. For the non-flyer in your party (and on the odd non-flyable day) there is loads to do. If you want a real aerial treat and a superb holiday, Bonnie Scotland's for you!

Holiday Courses
We run weeklong courses for all standards of pilots whether complete beginner or at an advanced stage, we will tailor the course to suit your needs and help you get the best from your gliding. We are an all aerotow site and all glass fleet with a Grob 109 motor-glider for cross-country endorsements. Courses run from March to August and cost just £369 inclusive of flying charges.

Autumn Wave Season
There are still spaces in most weeks in September & October. As you know they tend to fill up quickly, so an early call to our Wave Booking Secretary is advised.

For more information, booking or entry forms contact our Staff Instructor, Roy Dalling.

DEESIDE GLIDING CLUB
Aboyne Airfield, Dinnet, Aberdeenshire AB34 5LB
Tel/Fax: 013398 85339



The **Loch Kinord Hotel** (formerly Profeits Hotel Dinnet), sponsors the Altitude Shield for the Championships and is pleased to be associated with the Deeside Gliding Club.

Visitors to the club have special rates at the **Loch Kinord Hotel** where guests can enjoy a comfortable stay only 1½ miles from the club.

Good food and wines are on offer plus a fine selection of malt whisky to enjoy in front of real log fires.

For more information or to make a reservation please **telephone 013398 85229.**

CAA VFR Charts

The official charts compiled from source data

ICAO AERONAUTICAL CHARTS 1:500,000
TOPOGRAPHICAL AIR CHARTS 1:250,000

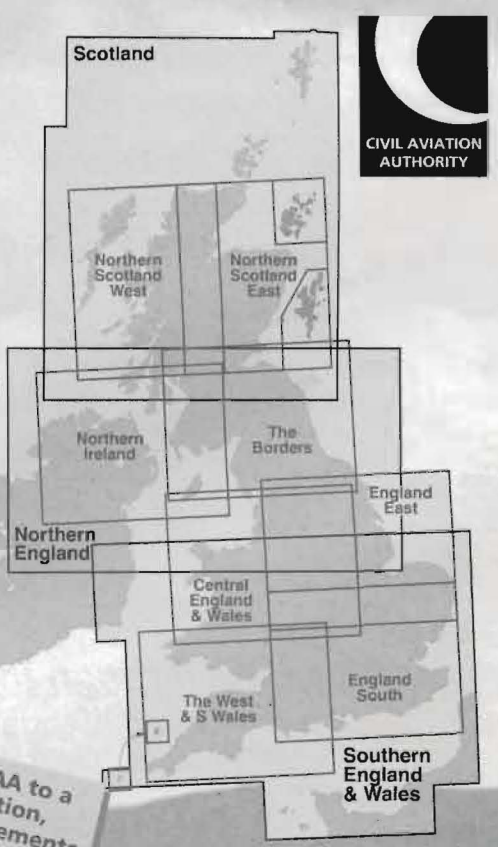
Excellent value for money!
CAA Charts are:
- Fully GPS compatible
- Used by PPL Flying Instructors
- Laminated and durable

New Edition S. England & Wales available 25th March '99

They Show:
- Greater coverage per sheet than other products
- Detailed, current Topographical information
- French Cross Channel coverage including the UK Channel Islands (No need for extra charts)



Charts available from **Westward Digital Ltd** *(01242-235151)*, and the usual **Stockists** and **Flying Clubs**



CIVIL AVIATION AUTHORITY

Produced by the CAA to a detailed specification, based on User Requirements and ICAO Standards

The British Gliding Association and The Soaring Society of America, Inc. are pleased to bring you a new aviation magazine

Motorgliding International

The third issue of Motorgliding International has a varied content. Pete Williams, who flies a DG-800B at Minden, USA, gives invaluable advice on how to maintain your motorglider.

Jochen Ewald has news of Scheibe's new tugs, the SF-25C Rotax Falke and the SF-10C.

Tom Bradbury, the met expert, continues his weather wise series with a two part article on wave.

Derek Piggott makes time to try out the Europa as well as writing a most useful article for all those power pilots wanting to convert to motorgliders.

Dickie Feakes, an expert in electronics and instruments, begins a series on flight recorders.

Jack Alcock continues the learning curve slot with a warning that it is essential to read the instructions before attempting to launch.

Guy Westgate gets his DG-400 a little nearer home on his European adventure as well as having taken a most unusual photograph for this issues cover. While John Talbot has one of those unexpected flights that helps to make our sport so addictive.

Don't forget that if you are taking out a subscription to Motorgliding International you may start with the November/December magazine, so you don't have to miss the mass of information in the first two issues.

We welcome contributions. Please send articles and photographs to Gillian Bryce Smith at 281 Queen Edith's Way, Cambridge CB1 9NH, England. (Tel (0) 1223 247725). Alternatively e-mail us on: bryce.smith@virgin.net or send it by fax (0) 1223 413793, but please back it up with hard copy and, if possible, a Mac disc or one in ASCII format).

Subscribe through the BGA:

British Gliding Association
Kimberly House, Vaughan Way
Leicester LEI 4SE, United Kingdom
Tel: +44-116-2531051
Fax: +44-116-2515939
E-mail: bga@aol.com
£20 per annual subscription

Subscribe through the SSA:

Soaring Society of America, inc.
P.O. Box 2100
Hobbs, NM 88241-2100
Tel: (505) 392-1177
Fax: (505) 392-8154
E-mail: Info@ssa.org
$34.00 per annual Subscription

Thermal Inspiration

Jill Harmer, a glider pilot at the Met. Office, helped to develop the soaring forecast.

For the last couple of years the soaring forecasts on MetFAX have been created for the Met. Office in conjunction with London Gliding Club.

The Met. Office has, among its staff, a number of keen glider pilots. Gordon Smith, a Junior Nationals pilot and trained forecaster working at Southampton Weather Centre, has taken the lead in preparing the new gliding forecasts. He will also be passing on his knowledge of soaring and the special factors for cross-country flying to his colleagues at Southampton.

Currently, the forecasts are available via the existing MetFAX service (and will also be available on our MetWEB site) and cover the area within a 120km radius of Rugby. There are two services: a soaring forecast (09060 100 490) and a three-day planning forecast (09060 100 491) which are both available from 8am BST/GMT every morning. Calls to the MetFAX numbers are charged at the premium rate of £1/min – note the new numbers.

Survival of the service depends, among other things, on *it being used*. Sponsorship is also needed if these forecasts are to be successful. If you are part of, or know of, a company which might like to take the opportunity of having its logo displayed on club noticeboards around the country, contact Jill on 01344-856636. Enough sponsorship would allow further development of the service, including a soaring forecast for northern England.

Task-setting for competitions requires a more detailed forecast than those routinely issued at 0800 local time. This involves liaison between the task-setter and the meteorologist to determine the best soaring weather-window available for the contest. The forecaster can use more information including the latest tephigrams to provide more accurate trigger temperatures for the competition briefings. This can be followed up with further consultations with the forecaster by phone to decide on the best time for a grid launch or fall-back task. To set up a competition service contact Jill Harmer.



Some members of the team at Southampton Weather Centre. (l-r) Frank Lambert, Gordon Smith, Amanda Townsend, Richard Duncombe and Steve Willington.

Soaring?

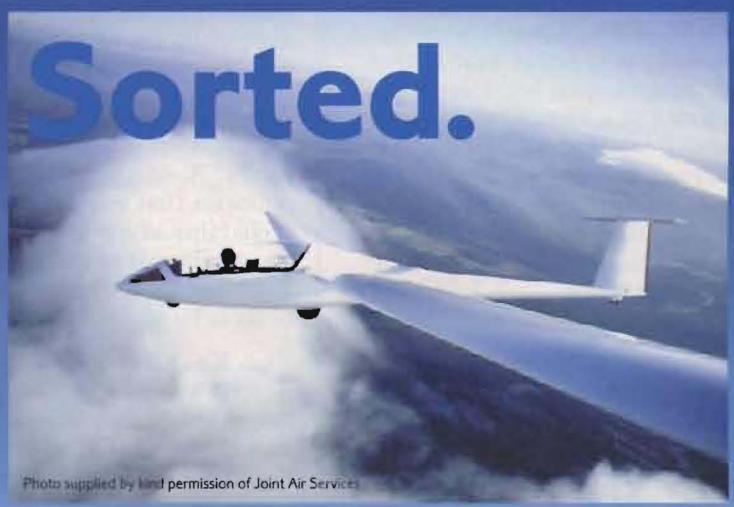
Soaring forecasts for the UK, available direct from The Met. Office by fax

09060 100 490 South
09060 100 491 Planning

New for 1999 on the Internet
www.met-office.gov.uk

Helpline: 08700 750 075
Fax: 08700 750 076

The Met. Office Sutton House London Road
Bracknell Berkshire RG12 2SY
e-mail: metfax@meto.gov.uk



The Met.Office

Excelling *in weather services*

09060 calls are charged at £1per minute at all times. MetFAX is a registered trademark of The Met. Office. © Crown copyright 1999

Tail Feathers

Mid-air collisions: a round-up of opinion

In the last issue I asked for other pilots' views on this scourge of modern competition and got the electronic equivalent of a full mailbag.

The results have been savagely cut by me and even re-written for space reasons, and I apologise in advance; it is a hazard of writing to this column. I am grateful to all of you.

Peter Stafford Allen

"The list of pilots whom I respect, but who have had collisions, is quite impressive. Probably the safest place to be in a comp. is soundly tucked up in a nice cloud shouting your height to the world on 130.4 so that no-one comes within 500' of you. The clowns who think that cloud flying should be banned should be fed to the lions... and I bet Philip Wills and his friends would look down and cheer!"

Pete Stratten

"It is very difficult to see a glider at cloudbase, and in this country we spend a lot of time wings-level in the wisps. Most pilots accept near misses (and other dangerous activities) in comp. flying as a known risk, and some appear to think that it's part of the fun! The margins are shrinking. It really isn't funny. In my view, the top names need to lead from the front and publicly shame the dangerous flyers among us during competitions."

Ed Johnston

"The major challenge in competitions is daring to start as late as possible, then piggy-back on as many other gliders as you can on your way round.

If we succeed in breaking up gaggles, we not only have the chance of making the sport more safe, but also more adventurous. The most rewarding flights involve getting back after having a personal battle with a weak thermal over Wales rather than beating the pack home by two minutes."



Daring to start as late as possible.

Dickie Feakes

"I lay the increase in mid-airs to one factor alone: GPS. It should be up on the cockpit-coaming or thereabouts."

Fredric

"Anything which takes the eyes into the cockpit increases the risk of collision. Some form of audio GPS and audio flight-director would seem a move in the right direction if we can persuade some of our whizz-kids to design them.

Perhaps a staggered start (a minimum time between successive starts) which would create an initial separation, particularly on blue days, would reduce the amount of gaggle flying. I can picture the resistance to such a rule from the Top Pilots." (You bet! Plat.)

James Cooper (Western Australia)

"Is it safer to fly in smaller comps? A simple, mathematical model indicates that you have four times the probability of a mid-air when there are 40 aircraft in the air than when there are 20. Perhaps the safest way to fly is by yourself."

Tom Knauff

"At a soaring convention I gave a test to pilots; they were simple, important questions that all pilots should know. The average score was 38%.

If you think of the learning process leading to a safe, competent pilot as a pyramid, the base would be rote memorisation of facts. The next level is training: knowledge one gains while learning. The next, smaller level, is experience. It is a combination of the two lower levels combined with time and a variety of experiences. Finally, the peak of the pyramid represents judgment. The base or foundation must be complete or the entire pyramid is unstable.

The fundamental problem is a demonstrable lack of knowledge that allows a pilot to fly safely."

Chris Rollings

"My own reaction to entering cloud is one of relief: I know that anyone near me should be talking to me. Why has cloud flying declined over the last thirty years?

1. Pilots are reluctant to cloud-fly in glass machines for fear of losing speed control
2. Glass wings are perceived as suffering greater performance degradation with rain or ice on them.



Glass wings... with rain or ice on them

3. Controlled airspace has increased.
4. Modern glider performance has greatly reduced the need to cloud-fly to cross gaps.
5. Many pilots perceive the collision risk in cloud-flying in competitions to be much greater than it actually is.

Modern gliders tend to be flown at much higher wing-loading, at a circling speed about 50% faster than it was thirty years ago. This gives less time for collision avoidance.

The steady increase in the average skill level of competing pilots has a levelling effect, particularly in those competitions where most of the gliders are of nearly identical performance. Still more gaggling.

Perhaps we do need the gliding equivalent of motor rallying instead of racing; but let us not deprive the young of their wonderfully exciting racing merely because we are growing too old and fearful to want to take part."

Platypus now repossesses the soapbox:

That Square Law

Totally subjectively, I guess that the typical 1990s contest thermal has three or four times as many gliders in it than in the 1960s, and is 9-16 times more dangerous. In World Champi-

onships gaggles may be 20-40 times more dangerous than they were. During the only World Championships I've been in (as a passenger in the Texas 1991 contest, when there was a fatal collision in the Standard Class) they weren't gaggles, they were swarms.

More uniform skills increase gaggling

Pilotage is better – in the sense that there are now hundreds of reasonably competent second-rate pilots about (like me) whose soaring skills may be better than their airmanship. In the old days it was Philip W and Nick G and Tony DD - then the Rest, who were nowhere near them in capability, and who were soon left behind. Nowadays we also-rans in modern gliders can just about cling onto the shirt-tails of the very best pilots, especially if they can't go into cloud. So, gaggles hang together, and the top guys have a hell of a time shaking the leeches off.

Communications

Radio is little use as a safety aid unless all pilots use one channel and are banned from exchanging tactical information. Such a ban operates in US comps, being considered unsporting. Result, almost total radio silence. It is blissfully quiet in the USA (who said the Brits were taciturn? They are the gabbiest crowd imaginable) and that leaves room for occasional emergency calls. In World Champs, by way of extreme contrast to the USA, each team has its own channel, and of course its own language. A big gaggle in such contests is a veritable Tower of Babel.

Get rid of the energy!

In the 1960s the range of speeds flown used to be about 40kt, from fast cruise to just above the stall, and is now nearer to 100kt. This, coupled with clean design and high wing loadings, means that a zoom of 1,000' is possible when, chasing the McCready, you go from strong sink to strong lift. Nobody at my Neanderthal level of skill (or maybe at any level of skill) can predict exactly where he is going to slot into a gaggle when he joins it at 100kt. The speed should therefore be burnt off before we join the gaggle, though this is a less than theoretically optimal use of energy, since our pull-up is performed in the sink and not the core.

When I mentioned this to Justin Wills, he said they already have an actual contest rule in the UK Junior Championships: you must not join the gaggle at significantly more than the thermalling speed. GPS logs can be used to control offenders.

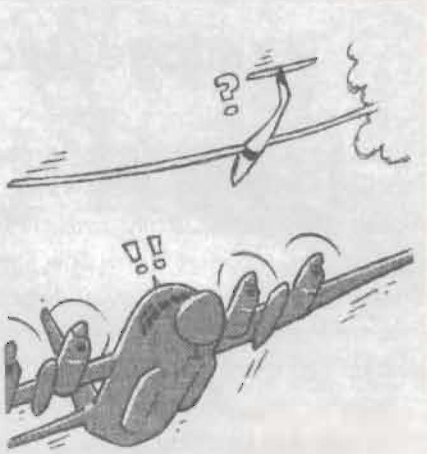
Can't you just see them trying to enforce that in National or World Championships?

(Ian Smith writes in to suggest that we need to be equally careful in departing the gaggle: "Never increase speed till at least 500m away")

Today's tasks increase risks; should they be changed?

Multiple turn-points and short legs – sometimes six legs to a task – funnel gliders down a pipeline with frequent and very narrow constrictions at the TPs. In the old free-distance days contestants started when they wanted, fanned out and got steadily further apart. Today's need for multiple turn-points results from airspace restrictions and the high achieved speeds of modern gliders, cramming large tasks into a small space to make full use of the soaring day.

Brian Spreckley tested a type of triangular task at Ontur in September 1998 that has not been tried in Britain yet. It was pioneered on the Continent but sounds highly suited to Britain's patchy weather. The first TP is set within a broadly-designated area; on arriving in the zone pilots choose any point they wish as a TP which is registered on the GPS-logger, before speeding off to the next zone for the second TP, then back home. This achieves a degree of the fanning-out that was a feature of the safer tasks of years ago.



Confronted with a choice.

Attitudes at Altitude: Mephistopheles' bargain

However, the biggest problem is you and me.

Let me put it this way. Imagine a situation in which a dedicated contest pilot is confronted with a choice, which has to be made in a split second, with no time to brood on it:

"If you accept this particular risk on the last contest day, it is absolutely guaranteed that you will become World Champion. But the glider will be a total write-off. The consequences for your physical safety are unknown, except that you will of course survive at least long enough to get your Gold Medal as per the rules."

What proportion of dedicated contest pilots do you think would accept that bargain? Please e-mail me or write to S&G with your estimate – a simple percentage.



you will, of course, survive at least long enough to get your Gold Medal.

Vintage Gliding – The Video

The Derby & Lancs Gliding Club have had the enterprise to allow Pete Roberts to make a video of the 1997 British Rally and 1998's Camphill Vintage Rally. The film is excellently made with good camera work and scene-changes, plus a very professional and informative on-screen presentation by Ian Dunkley.

Those at the 'end of season' rally at Dunstable will have seen a shortened version of the video as a trailer (TV, not glider) which may already have whetted some members' appetites, and encouraged them to buy the full-length version which runs for about forty minutes.

Apart from the expected shots of gliders taking off and landing there are many interviews with their owners and some can be seen with very sunburnt faces. Credit is given for some of the restorations with a short trip to the workshop to see Ian's AV36, and the history of other gliders explained.

The list of gliders shown is large but includes Primary, Scud 3, T21 towing a banner, Gull 3, Kite 2, T31, Olympia and the late Mike Birch talking about his Krajenek and Condor 4.

The video is available from The Vintage Gliding Club. It makes a fine memento of VGC events at Derby & Lancs GC, and it will keep you happy during non-flying days.

–Graham Ferrier

DON'T TRUST TO LUCK!



When dicing with the elements, it pays to deal with aviation insurance experts.

hill aviation insurance services ltd

Phone, Fax or write to: **Stephen Hill**

Phone: 01765 690777 Fax: 01765 690544

Unit 1A, Sycamore Grange Estate, Copt Hewick, Ripon, North Yorkshire, HG4 5DF.

Cotswold Gliding Club

We are pleased to announce, by popular request

THE 2nd COTSWOLD REGIONALS

AT ASTON DOWN

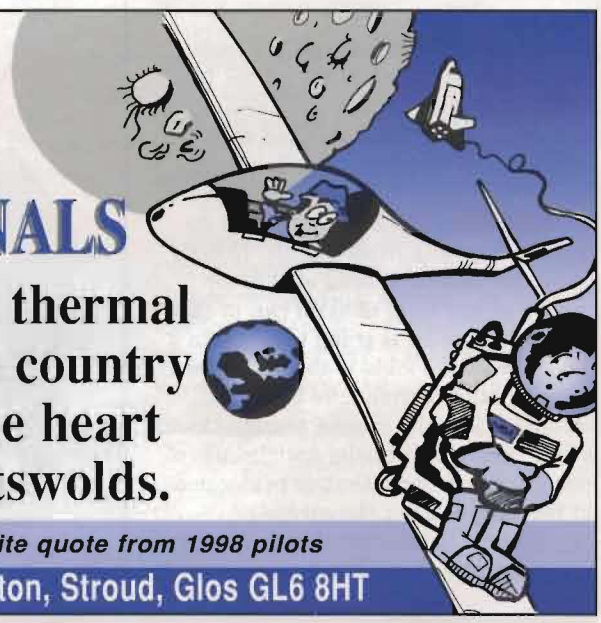
19th - 27th June 1999

Entry fee £99.00 (Discount if booked prior to 28th Feb)

For booking application, please write to the address below, or phone / fax to 01285 760415

Probably...

...the best thermal site in the country ...set in the heart of the Cotswolds.



"...great place, great company, see you next year..." - our favourite quote from 1998 pilots

Cotswold Gliding Club, Aston Down Airfield, Minchinhampton, Stroud, Glos GL6 8HT

Europa Glider Wing Makes its First Flight



The Europa Aircraft Company has announced the first flight of the glider-wing version of the Europa kit aircraft. This development makes the Europa one of the most versatile kit aircraft in the world.

The new wings have a completely new airfoil section, the brainchild of former British Aerospace Chief Aerodynamicist Don Dykins who has overcome many aerodynamic challenges to get the longer wings to work with the existing tailplane. The carbon fibre-sparred wings have no flaps; instead a pair of trailing-edge airbrakes will steepen the descent. Dykins, of course, designed the original wing section for the Europa, of which more than 550 have been sold in twenty-nine countries.

Ivan Shaw conducted the first flight of the glider-wing version at Gamston airfield, England, on 20th November last year. A total of three flights were made on the day and Shaw commented that he was "delighted with the aircraft from a handling and stability point of view" and later added that he had never flown a new type that was so good to fly having come "straight out of the box!".

The aircraft was airborne in less than 600' (183m) with the landing requiring a similar distance. Rate of climb was more than 1,000fpm. The aircraft was easier to handle in both take-off and landing than the standard monowheel version, due to the greater inertia in the 42' span wings. Glide ratio was approximately 25:1 without a feathering propeller or any clean up of drag on the outrigger, etc. Tests undertaken indicate a glide ratio of 26-27:1 will be achievable with production wings and a featherable propeller.

The wings have been designed as simple replacements for the standard short wings, enabling pilots to cruise at up to 200mph in their standard aircraft and then exchange the wings in just five minutes for the motorglider version. This design-innovation has allowed the production of the only modern kit-built motorglider available, and offers existing Europa builders a second aircraft for the price of a new set of wings.

Interest in this new version of the Europa kit aircraft far exceeded expectations. Since the announcement that the company was working on a glider-wing version, more than one thousand enquires were received from interested parties in the United States alone.

Since the original design was announced in 1991, almost one hundred Europas have taken to the air. Shaw's final comment was that the latest addition to the Europa family would give sport pilots "the best of both worlds".

The Europa Aircraft company have a website at: http://www.europa-aircraft.com.

A more informed article about the new Europa glider-wing has been published in the latest issue of *Motorgliding International*.

Jack's Star-rating for 1999

As there are so many pilots who have to work during the week, and miss the good cross-country days because they don't see them coming in time to take a day off, amateur forecaster, Jack Harrison has agreed to upload, to the BGA website, a star-rating for potential 300km+ days. Jack is a retired airline pilot. He also used to fly gliders from Aboyne, and has all three diamonds.

If Jack spots a good day coming he will publish daily updates on how the weather-systems are developing. If the expected day is still likely to be suitable for soaring, pilots will have enough warning to take advantage of it. Although Jack's star-rating will give warning of good thermals, pilots will still need to organise their own soaring forecast for the day (see p.17 for the new MetFAX service). Jack's forecasts will be available on the BGA's Weather page: http://www.gliding.co.uk. **–Le Forbes**

GARMIN GPS SYSTEMS
Including the GPS 3 and GPS 3-pilot – Full ground feature mapping! Call for prices.

CAMELBAK
Insulated drink systems. Various sizes, from £27.95.

PARAGLIDING and PARAMOTORING
The UK's leading team – all tuition is to British Association syllabus. Showroom and school open 7 days, Brighton

SKY SYSTEMS LTD
66 Woodbourne Avenue, Brighton BN1 8EJ
Tel: (01273) 556695 • Fax: 01273 566330
Email: skyinfo@skysystems.co.uk
TQ 311 079 N 50° 51.3' W 0° 8.2'
Online shop at: www.skysystems.co.uk

CANOPIES & SCREENS

✦

LARGE RANGE OF SHAPES AND SIZES FOR GLIDERS AND LIGHT AIRCRAFT

✦

EX-STOCK

✦

Bob Reece

REMATIC

School House
Norton
Nr Worcester WR5 2PT
Tel/Fax Worcester
(01905) 821334
Mobile Tel:
0589 786838

LOGSTAR

COMPUTER LOGKEEPING

★ **GLIDING CLUB LogStar GC**
The ONLY proven, tested and reliable system. Simple to use – needs no training. Documented. Launch point logkeeping plus links to Treasurer, Membership and Statistics Systems. Used by the Portsmouth Naval GC since 1997
Also by The RAFGSA BICESTER
Complete package commissioned for your club £1000

★ **LOGBOOKS LogStar** Glider or Power
Comprehensive personal logkeeping packages £25.00 each

Turnpike Technics
73 Old Turnpike, Fareham, Hants, UK PO16 7HF
Tel/fax 01329 221992 • Credit Cards Welcome
E-MAIL: turnpike@clara.net • WEB: www.turnpike.clara.net
Also available from Nevynn International 01623 634437

Oxfordshire Sportflying Club
The Premier
Motor-gliding School

★ Intensive Courses, or by the hour for Self Launching Motor Glider PPL
★ Bronze C Cross Country Endorsement and field landing checks
★ BGA SLMG Instructor Courses
★ Convert your Bronze/Silver badge to a Self-launching Motor-Glider PPL
★ Bronze and Silver conversions at a special rate
★ Ab initio training
★ Trial lessons
★ Lessons from £50 per hour

For details call on 01608 677208
Open seven days a week
or Freephone 0800 0561371

GLIDING HOLIDAYS
THE MIDLANDS NEAREST CLUB
(Easy M'way access from M40) (Junc. 15/A46 (4.5m only)
Visitors and new members are welcome • Trial lessons £25 • 5 day courses £230 May & June £250 July & August
Phone for details 10am – 7pm 01926 429676
STRATFORD ON AVON GLIDING CLUB
Snitterfield, CV37 0EX
✦ *Lots to see and do on the ground or in the air* ✦

MINI VARIO
VISA/MASTERCARD ACCEPTED



$169
(£109)

World's Smallest Vario!

- Clips to cap, shoulder strap or glasses near pilot's ear
- 200 hours battery life
- 0-6m/sec range
- Fast response and very sensitive in light lift
- No tubing required
- 2 year guarantee
- Size 4cm x 4cm

MALLETTEC
PO Box 15756, Santa Ana, CA 92735
714-966-1240 • Fax 714-757-1610
www.mallettec.com
Call for a brochure!

C OF A OVERHAULS
TO ALL TYPES OF SAILPLANES
FULL TIME SENIOR INSPECTOR
JOHN SMOKER
9 ANSON WAY
BICESTER, OXON
Tel: Bicester 01869 245422
WORKSHOP, NR. HINTON A/F
Portable 058 58 56 002

RESTORATIONS
and repairs to wooden gliders of all ages a speciality

SKIDS
Laminated ash skids for most of the popular gliders supplied from stock. Others made to order

TRAILERS
Aluminum sheeting on steel frame

Salutary Soaring



An anonymous column dedicated to those of us who got away with it

Australia is a fascinating country, so much to see, wonderful wines and food and, of course, superb gliding.

Last winter I decided to spend time at two sites: Waikerie, in South Australia, 180km north of Adelaide, and Lake Keepit in the north of New South Wales, 45km northwest of Tamworth.

After five days in a Discus at Waikerie my log book tells me that I put in over 16 hours and a mere 600km. My memory is of blue days with their inevitably small, rough and hard-to-work thermals not going particularly high. Interesting, but perhaps a little disappointing.

At Lake Keepit, there was the usual friendly Aussie welcome, a briefing about local airspace, a check flight, and an LS4 which was mine for the next ten days. There followed several days interesting flying, stretching the limits further, but still not achieving anything remarkable. Most days followed a similar pattern. The forecast mentioned a 10% risk of storms, but we saw little of them. Every day started blue, and launching before midday, meant a hard struggle until the thermals got going. When convection was good, there were often climbs over 9,000'. One day saw me, at a 12,000' cloudbase, asking myself "What's this septuagenarian doing at this height without oxygen!"

After a week I thought that a 500km flight was a possibility. The forecast was much the same, except that the storm probability had gone up to 30%. I launched at noon and within forty minutes had set off on a leg of 165km to Moree in the north. In the region of Mt Kaputar, at 6,000' I could see rain ahead and flew around to the west, leaving it, and the odd flash of lightning, behind.

I pushed on, passing Narrabri and its airfield. On my left the Newell Highway was clearly visible. There were nice cumuli and reasonably easy climbs. As Moree got closer, there was an ominous thinning of the clouds and some milky cirrus to the north. I pushed on, but it became difficult and eventually impossible. I called the airfield at Moree but there was no answer. In a desperate effort to stay airborne I found a small thermal, which took me to 3,000'. All thoughts of 500km had gone. Could I stay airborne and get back to Keepit? Luck was on my side. The cumuli got better and I began to get climbs to 7,500'. Approaching Narrabri I knew that, if I could reach 9,000', I could final glide back to Keepit. I was beginning to relax; I ate a couple of bananas and was really enjoying myself. Closer to Narrabri, however, I saw that my next cloud was producing rain; so was the one to the right, and every cloud I could see. To go on looked like a certain outlanding. Narrabri Airfield was tempting: it had buildings, houses, telephones, and the chance of an aerotow retrieve.

I called Narrabri, but got no response. I set myself up for a big wide circuit with my eyes wide open for a nice long run in. I landed safely and went to find someone to apologise to. Eventually, I found the owner's wife and was given clearance for an aerotow. To my relief, I was able to get through to Lake Keepit and a retrieve was organised. I settled down to my emergency rations and explored the locality. When the tug arrived the pilot said that he had come through rain. I arranged to stay in the "low tow" position and leave the wheel down to keep the rope taut. We set off, not without some worries, as the wind had already gone round.

The 90km tow back to Lake Keepit was memorable; it was ROUGH. There was rain and horizontal flashes of lightning. There were bows in the rope way back over my head and, at times, the rings rattled ominously in the release. I needed all the skill I had. Map-reading was out of the question and I was relieved when I could see the site.

At about 3,500' and 10km out, I released, and called Keepit to get landing instructions. I retracted the wheel to conserve height and set about assessing my situation and planning my circuit. There was heavy rain on the upwind side of the strip and I declared my intent to make a longish right base only to give me the opportunity to deal with the excess of height which I clearly had. It was now raining heavily and I had to resist the temptation to push the nose down to see more.

I set myself up at 2,000' on a base leg of about 1km across the lake. I put the wheel down and completed my checks, still having to resist the urge to fly at 90-100kt. Suddenly, to my horror, I realised that the water was rapidly getting closer. Was I going to make it to other side? I was sinking so fast it was just not true. One moment I needed plenty of space to deal with excess height and the next I was wondering if I would make it to the shore. I did not look at the vario; I did not need to. Thoughts of what to do when landing on water were in my mind.

Then, at last, I could see that I would make it to land, but not with enough height to turn finals. Like the proverbial novice, I was running out of ideas and height. There was a field straight ahead with longish grass but no other obstructions. I went in and came to a stop with no loud bangs or shocks. I was somewhat shaken and thinking: "Two outlandings in one day! Only idiots manage that."

After a quick de-rig in the fading daylight, I was soon back in the clubhouse enjoying a welcome beer; but I pondered my mistakes then, and for a long time after.

When I first saw rain and lightning at Mt Kaputah, should I have turned back? No, there were no other signs of storms anywhere to the north and west. At Narrabri, with 5,000' in hand, should I have continued to push on towards Lake Keepit? Maybe, but there was then a serious risk of an outlanding, in a strange field in bad weather.

Was I wrong asking for an aerotow retrieve from Narrabri? I have concluded that this was the real mistake. A road retrieve or even an overnight stop would have been the sensible options. It was yet one more case of "get home-itis"! One thing is certain. I am now very wary of ever getting caught in rain again and certainly not on a long aerotow retrieve.

Talgarth
Past, Present & Future

By Dave Unwin

Over the years most gliding-club bars have heard tales of a tiny airfield clinging to the slopes of the ominous-sounding Black Mountains, deep in darkest South Wales.

Wales has always been a land of myths and legends and, as with many myths, there is sometimes a grain of truth to them; indeed there is an airfield situated on the west facing slopes of the Black Mountains. It is Talgarth Airfield, home of the Black Mountains Gliding Club. However, the Black Mountains are certainly not as ominous as they sound and actually form part of one of the most spectacular National Parks in the UK. And the airfield? Well, it's not really that tiny!

The Past

Although it is less than twenty years since the Black Mountains Gliding Club was formed, Talgarth is probably the top expedition site in the southern half of the British Isles. The reason for this is simple; its close proximity to the myriad mountains of the Brecon Beacons National Park means that either ridge or wave lift is produced in practically every wind direction. Furthermore, the well drained mountains are good collectors of solar energy and thermals often form far earlier in the day than in the flatlands.

On any given day we have a greater chance of soaring at Talgarth than at any other site in the UK. Although we may not record as many flying days as some gliding sites, we have more soarable days than any other. Even the birds find the soaring conditions to be better than average. Buzzards abound, and even the extremely rare Red Kite has been spotted on the airfield.

Although the area was first surveyed for potential gliding sites by Ivor Shattock in the mid-sixties it was rejected, as the fields are too short for a winch. Undeterred, Ivor helped found the South Wales Gliding Club at Usk and taught many people to glide, amongst them Derrick Eckley. In common with many people Derrick found it difficult to find enough time to fly as much as he wanted. A chance meeting with John Bally in 1978 saw the two men decide to use part of Derrick's farm to develop a gliding site. Work began immediately to turn a couple of fields into an airstrip and the first aircraft, an Auster, was bought two weeks later. Although a few hardy pilots, such as 'Black' Jack Harrison from Shobdon and Ivor from Usk, had bravely flown some early exploratory flights, the area was relatively unknown. By the following year the Auster had been sold, and was replaced by a 180hp Rallye and a Blanik. With a glider based in the heart of the Brecons Beacons National Park it became possible to use previously untapped energy.

As more flying was done pilots began to realise just how much *more* flying there still was to do. Even today it would be a foolhardy observation to say that there is nothing left to be learned. A clubhouse and hangar were constructed in 1980 and the following year the Rallye was replaced by Pawnee G-AZPA, the famous "Old Gasper." This was the first 235hp Pawnee to be used as a glider tug in the UK, and also the first to be fitted with the now-common four-blade propeller.

In January 1983 the Black Mountains Gliding Club officially joined the BGA, and Talgarth quickly became a popular destination for the discerning glider pilot. The next fifteen years saw a prolonged period of steady growth; even the field got bigger! In 1998 the Club members bought both the tug and the field from the Eckley family and, as they say, the rest is history....

The Present

As we all know, history is often distorted by myth. Over the years a number of myths have sprung up regarding Talgarth. Interestingly, most of these were propagated by people who had never actually been here!

The first, and most prevalent myth, is that Talgarth is a dangerous site, but this is simply not true. It can undoubtedly be a demanding site in some conditions, but the same can be said about every other airfield in the country. No disrespect to the flat-landers, but I like to soar all the year round! I need hills, and that can mean rotor, curl-over and other associated unpleasantness. Nevertheless, there is no need to be frightened by these things, just to be aware of them. Bear in mind that many people have flown their first solos at Talgarth.

It is undeniable that in the early days the field was rather small. A tremendous advantage though, is that, because the surface of the field is dome-shaped, one can generally land uphill, as well as into wind, dramatically shortening the ground roll. As can be seen from the accompanying photographs the field has also grown considerably over the years.

Another myth is that it is extremely expensive to fly at Talgarth. In fact, we feel that we have the cheapest flying per hour in the country. The innumerable slopes, ridges and peaks of the National Park provide the longest average flight-times in the UK, and we are the only club to log more hours than launches. We tend not to bother rigging unless we can be guaranteed at least a couple of hours per launch, be it January or June. To fly a private glider for an average of 2-3 hours per £17 tow it is far cheaper than any number of five-minute winch launches.

It *is* true that, compared to most clubs, it is not cheap to fly our two seaters, particularly on a short site-check. We try to fly on every soarable day of the year except Christmas Day and it all costs money. I do not deny that at Little Soaring-in-the-Marsh you can get a £2.50 winch launch and Ka7 for 10p a minute, but comparisons with Talgarth are, in my opinion, redundant; It's a bit like comparing Bognor with Barbados. Furthermore, there is rarely a launch queue at Talgarth and in my opinion this feature alone is worth paying a premium.

The airfield is approximately thirty acres of free draining ground, 970' up on the western flanks of the Black Mountains, 2.4 miles south-east and 500' above Talgarth town. There are three runways providing our main launch directions and five main landing runs, although the entire field is landable. Overshoot and undershoot options are poor, but this is more than offset by the fact that all the approaches are good. The longest run is 410m so, needless to say, all launching is by aerotow.

Strong southerlies and south-easterlies can be a problem as it is difficult to launch, but if the wind is blowing and it's not raining then it is possible to soar at Talgarth. Being in a National Park there are also lots of other things to do. Good pubs, restaurants and hotels are plentiful and Hay-on-Wye, the world famous "Town of Books" is only six miles away.

The Future

The club fleet now consists of the Pawnee, 3 two-seaters and 1 single-seater, but it is not possible to hangar them all simultaneously. A new, larger hangar will solve this problem, and plans are also underway for a replacement clubhouse. While the club had no security of tenure it was ineligible for any kind of SportLot or similar grant. Now the club owns the land, moves are afoot to apply for various grants. We would like to express our appreciation to the BGA, and in particular to Roger Coote, for all their help and assistance.

The success of the Club means that we are already considering restricting Full Membership to 100 pilots. The limited size of the trailer park means that we only have space for a finite number of trailers. Therefore, during the peak periods of Spring and Autumn it is occasionally necessary to limit the number of visiting trailers. Outside of the peak periods there is rarely a problem and even during the busy times it is often possible to arrange a visit at quite short notice.

We have welcomed glider pilots from all over Europe. Pay us a visit sometime; you won't be disappointed, but *please* book, by either phone, fax or email, before arriving.

TALGARTH



BLACK MOUNTAINS GLIDING CLUB

The Airfield, Talgarth, Powys LD3 0EJ

THE ULTIMATE ADVENTURE PLAYGROUND

We have more ridge, wave and thermal soaring than any other site.

For ab initio and advanced course details, expedition bookings or any other enquiry please phone: **01874 711463**

e-mail blackmountains.gc@ndirect.co.uk
www.ndirect.co.uk/~derek.sims/bmgc.htm



Photograph: Dave Unwin

In the foothills of the Black Mountains. The airfield at Talgarth with Mynydd Bychan behind.



Photograph: Gerry Martin

Looking north-west over the site towards the towns of Talgarth and Bronllys.



Photograph: Dave Unwin

A view from the airfield looking along the ridge that runs north-east towards Hay-on-Wye.

Portsmouth Naval Gliding Club
The First Half Century

Down on the Hampshire coast, at Lee on Solent, one finds the home of the Portsmouth Naval Gliding Club (PNGC). Their 50th anniversary occurs on 31st May 1999.

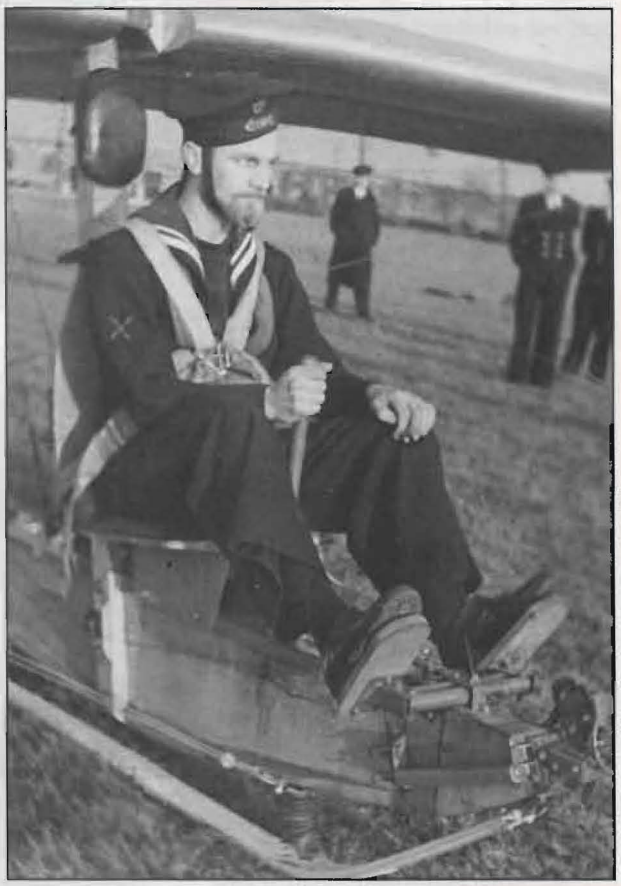
The airfield, upon which it operates, borders the Solent opposite the Isle of Wight and has a slipway into the sea. It was established in 1917 as a naval seaplane training school and came under RAF control the following year when the Royal Naval Air Service and Royal Flying Corps merged to form the RAF. In 1939 the creation of the Fleet Air Arm ended a period of wrangling as to who should control naval aviation and the airfield became a Royal Naval Air Station (RNAS), HMS Daedalus. Since then, its wartime operational flying gave way to a developing rôle as a centre of air engineering training, before being finally decommissioned in March 1996 as a victim of national economies in defence spending.

The PNGC operates in a long-established centre of Royal Navy activity: The Royal Dockyard in Portsmouth, Fleetlands RN Aircraft Repair Yard in Gosport and many other Fleet training and maintenance establishments are based in the area. Portsmouth itself is a National Maritime Heritage City and is in fact on an island (Portsea Island), being connected to the mainland by road, rail and foot bridges. Just to the north-east is a 430' ridge known as Portsdown Hill, running East-West for about five miles. The whole area is ringed by old defensive forts originally built to protect it from attack by Napoleonic forces.

Gliding actually started in the area as a civilian sport. By the early 1930s the Portsmouth Aero Club (Gliding Section) was already in action on what became Portsmouth Airport in 1932 and also from the Hill. The airport closed in 1973 when modern aircraft became too heavy for its soft turf, whilst the Hill grew lots of houses and transmission lines.

The second world war saw sports gliding on the back burner, however experienced pilots and designers still did valuable work. For example a special glider squadron was formed during the days when invasion was expected, to test the effectiveness of our coastal radar against glider-borne troops. Gliders were towed out to sea and released for the long glide back to England. Some of these pilots were forced to soar in order to scale the cliffs! Later work on the UK manufacture of troop carrying gliders and their extended aerotows into France and elsewhere are well documented.

At the end of the war in 1945, it was considered necessary by the Admiralty that every effort had to be made to occupy the sailors' time and maintain morale in the period before they could be demobilised. Among other pursuits deemed worthy of encouragement (dances, amateur dramatics etc.), gliding was specifically mentioned. This opportunity was eagerly seized upon by naval gliding enthusiasts, for whom the attraction of Service sponsorship just could not be allowed to pass.



The early days. Trial Lessons in the 1950!

Enter Lt John Sproule who, in the 1930s, worked alongside Fred Slingsby and designed the Kirby Cadet (1936) and Tutor (1937) – a two-seater version of which can still be seen as the T31. A leading glider pilot, he established a world duration record of over 22 hours at Dunstable in 1938, flying in a two-seater Falcon 3. He was one of those formed into a wartime Admiralty Glider Research Unit, working on their possible use for troop and equipment deployment. Later on he flew gliders behind aircraft carriers to investigate the turbulence that they caused.

John Sproule acquired (he probably invented it!) the task of touring naval air stations with a Tiger Moth plus tow hook, a Kranich, MU13d and an Olympia (Meise). Such gliders were brought back from Germany for study and to raise interest in the sport. During each visit they were demonstrated, then used to train naval personnel within a period of a week. Subsequent to this tour, a meeting was convened in HMS Daedalus with representatives from those air stations which Sproule had visited. The result was the formation of a Royal Naval Gliding and Soaring Association (RNGSA) in March 1947.

The objectives of the RNGSA were "to provide recreational facilities for officers and ratings and to advance the state of airmanship and close understanding between Naval aircrews and their supporting personnel" (what a

sensible balance between pleasure and military need!). It was constituted as the governing body of a confederation of associated clubs. Membership was for only Fleet Air Arm personnel and there was an enthusiastic initial response. Nine air stations formed clubs and about the same number had gliding activity planned. The clubs were known by their parent station title, e.g. (HMS) Gannet GSC was at Eglinton in Northern Ireland. Some of these lasted no time at all and the others suffered at various times from a lack of organisers, members or instructors. Clubs could become inactive for long periods when key personnel were drafted elsewhere.

One of these RNGSA-sponsored clubs, the Gosport GSC, was formed with membership comprising Royal Navy personnel from HMS Collingwood (the electronics training establishment near Fareham) and HMS Siskin (an active RNAS in Gosport). Auto-towing of its solo trainer SG38 and intermediate Grunau Baby was occasionally supplemented by winch launches by courtesy of the resident ATC or a barrage balloon winch on loan from the DAER. Very occasionally an aerotow was available, whenever the station Tiger Moth was available. The Club was soon re-titled the Siskin Naval GSC and, at a time when the national average wage was about £2.50, the princely sum of £4 would cover all subscriptions and flying fees to B certificate level! Sailors would pay 1/- (5p) for a winch launch and ten minutes soaring. The same sum would have bought a pint of beer and five cigarettes then. However no-one would be sent solo without ten minutes in the station's Link Trainer (an early flight-simulator). The technical adviser to the club was John Sproule and winches, towing vehicles and other ancillary equipment could be borrowed from the Navy or the DAER – those were the days!

In March 1949, prompted perhaps by reducing numbers as demobilisation proceeded, the local idea was born to increase Club membership by welcoming the other armed Services. The opportunity to seek Admiralty recognition of gliding as a sport was also attempted, offering a gliding display as bait (it didn't work). This was the first mention of a PNGC. Enter Lt Commander Tony Goodhart, who with his brother Nick, were later to become well-known in the sport: Nick still holds the single seat UK goal/distance record from Lasham to Portmoak (579.36km) and held the British National absolute altitude record (11,600m). The brothers came 1st and 2nd in the 1951 National team championships (they had four Wrens as crew too!) and were the first two British pilots to achieve three diamonds. Then stationed in Portsmouth, Tony quickly proposed to the RNGSA (whose secretary was John Sproule – what luck!), that this local idea be broadened so that naval clubs could be formed "to satisfy the spirit of airworthiness amongst all naval ranks". The approval of senior local Navy staff was specifically sought for a PNGC. Civilian membership was not considered.

The Siskin Naval GSC thus became the Portsmouth Naval Gliding Club, with a much wider membership catchment area and source of potential funds. The fleet was then a Primary, Cadet and Grunau. It is fair to say that Tony Goodhart founded the PNGC, and it was he also who made the first Club flight on 1st May 1949; so that is the declared formation date. He was the chairman/secretary, Lt Murray Hayes the CFI, John Sproule the technical adviser and a long retired former RFC pilot, Mr Robert (Pop) Pininger became the maintenance engineer. Lt Commander Humphrey Dimock applied to join straight away. Stories abound involving Humphrey, who became an international competitor, with style. During one competition in Switzerland he found his retrieve car keys in his pocket after takeoff. Only he could have thought of attaching his handkerchief to them and, with due warning, dropping them from 3,000' over the launch point; they are still out there somewhere!

During the first summer season after its formation, the Club enjoyed the thrills of 168 ground slides at 6d (2.5p), 224 hops at 1/- (5p) and 277 circuits at 1/6d (7.5p). Seven A and five B certificates were gained and membership was between fifty and sixty at £1.10s (£1.50) per year. The following year a Slingsby T21b was added to the fleet, when it became out of fashion to teach gliding in single seaters (surely not the only reason!).

In 1950, after a three-year struggle, the Admiralty legitimised Naval gliding by recognising it as an 'attributable sport'. Amongst other things, this meant that servicemen did not have to sign indemnity forms (blood chits) guaranteeing their Lordships against any claim for death or injury. That



Ximango UK
The Aerodrome, Rufforth
York, YO23 3NA

Super Ximango AMT-200

Tel: 01904 738653
Fax: 01423 505635 or 01904 738146
E-mail: Ximango_UK@compuserve.com
Web: http://www.ximango.com

A Genuine Touring Motorglider

★ Comfortable 2 seats, side by side with 539lb useful load

★ 17.47 mtr wing (folds to 10.5 mtr) with 31:1 Glide Ratio

Our Demonstrator G-RFIO resides at York/Rufforth
Contact: George McLean, Bob Beck or Bob McLean for data package or demonstration

same year the Navy decided to enter a team in the Nationals and the Goodharts were chosen to fly a Mu13a. They came 2nd. Summer camps were popular, the Bristol, Midland and Southdown clubs being just a selection who welcomed the Navy. Since those heady days the Club has steadily matured whilst, of the others, only the Heron Club at HMS Heron, Yeovilton, Somerset and the Seahawk Club at RNAS Culdrose, Cornwall still survive. In 1956, HMS Siskin was run down under 'Plan Goodwood' and the PNGC moved into its own hangar and clubhouse in HMS Daedalus at Lee on Solent. The 'RN Glider Unit' was transferred to Yeovilton – and into oblivion probably. Not long after this, membership was opened to apprentices and civil servants employed by the Admiralty and later on to other civilians.

The 1960s saw the introduction of regular aerotowing for Service personnel, thanks to a Tiger Moth from the resident 781 Naval Squadron, although it was not always easy to dig their pilots out at weekends! A syndicate was therefore formed and a private Tiger Moth purchased for hire as a tug. The glider fleet was progressively modernised, a Skylark 2 acquired and the RNGSA Air Member (Peter Davies) led a team to create a common naval gliding training syllabus. Service charities assisted with loans or grants and the Royal Navy remained generous in its assistance with maintenance up to the end of the decade. Local affiliations were made and Air Scouts, Air Rangers and Girls Venture Corps encouraged. The beach came into its own on at least a couple of occasions as an involuntary landing strip (remember – four tides per day in the Solent!)

Up to the early 70s, the Navy required the Club to care for its gliders in accordance with A700 accounting practice – like a Service aircraft really. One example of this was their desire to remove each glider seat harness for inspection every four weeks. So when the Navy could no longer assist with such maintenance, BGA procedures were adopted. Humphrey Dimock bought a Motor Falke for Club use but it did not pay, at 8d (3p) per minute, and had to go. To the fleet, inter alia, was added a FOKA 5 and a Skylark 4, bought via a Club debenture scheme. In 1974 its first Easter ab initio gliding course was held.

One day in 1977, members watched with increasing interest as the Club Pirat executed a somewhat fast approach to land, only to oscillate just above the ground for the entire length of the runway plus a bit, finally to touch down and collide with the (stout) perimeter fence. The unhurt pilot forestalled only some of the members' subsequent advice by admitting that he had mistaken trim for airbrake! The decade closed with the dominance of aerotowing over winching. Three Austers and a Chipmunk competed with one winch, which had achieved senility despite much tender work by Ken Adams.

By the early 1980s, naval flying had virtually ceased from HMS Daedalus, leaving only the Wessex helicopter Search and Rescue (SAR) team and PNGC to enjoy the turf. The Club now ran two ab initio courses each year, later rising to three and catering for Dartmouth naval cadets, Fleet Air Arm Officers Association youngsters, Club members and anyone else, in that order. 5 two-seaters, 35 students, 3 tugs and 10 instructors could be managed.

An interesting day occurred early in April 1982, when the Club shared the airfield with a mass of Harriers, helicopters and assorted RN aircraft which were joining ships or supplying the fleet before and after its departure from Portsmouth to the Falkland Islands. Everyone was just too busy to order a halt to gliding – Club radio communications came of age that day!

Having by now disposed of its only winch, aerotowing kept things going until the purchase of two double-decker buses for £500 each. One became a restaurant/briefing room, the other turned into a single winch, and much credit goes to Lt Ken Stephenson for all this. Some people keep rabbits, Ken builds winches! In 1989 it was realised that not all the explosive charges, placed under the runways during the war to render them unserviceable to the Germans, had been removed. It took only a few weeks to do this, but it left a fair number of filled-in holes and the airfield just hasn't seemed as level ever since. The Hampshire Constabulary based their Optica surveillance aircraft on the airfield at about this time.

Finally into the 1990s, during the first half of which the Club continued to enjoy stability and progress, via the addition of two ASK 13s and a Puchacz. Members still found it difficult to bring guests through the naval security system (two clear working days notice!) and the proportion of civilian members had to be limited. The big cloud on the horizon became the need for post-Cold War defence cuts. HMS Daedalus, having an airfield and no aircraft, tended to stick out a bit in this respect, but had been spared so far. It was bound to happen, however, and in 1996 the Royal Navy marched smartly out through the gate for the last time. Training functions were transferred elsewhere and the whole site passed to the Defence Lands Agent to sell.

Since that day and pro-tem, most of the airfield itself has been leased on an annual basis to the Hampshire Constabulary, which now flies an Islander. The SAR function is privatised, with two helicopters on site and a private light aircraft group holds an annual sub-lease, as does the gliding club. The PNGC is by far the largest of the naval gliding clubs, in fact it is one of the biggest in the UK with approaching 10,000 launches this year, 6 two-seaters, 6 single-seaters (including a Discus), 5 winches, 3 tugs and 325 members. Maintenance is a burden and access to the airfield is now via electronic wizardry. The wind still blows and everyone is used to flying over the sea.

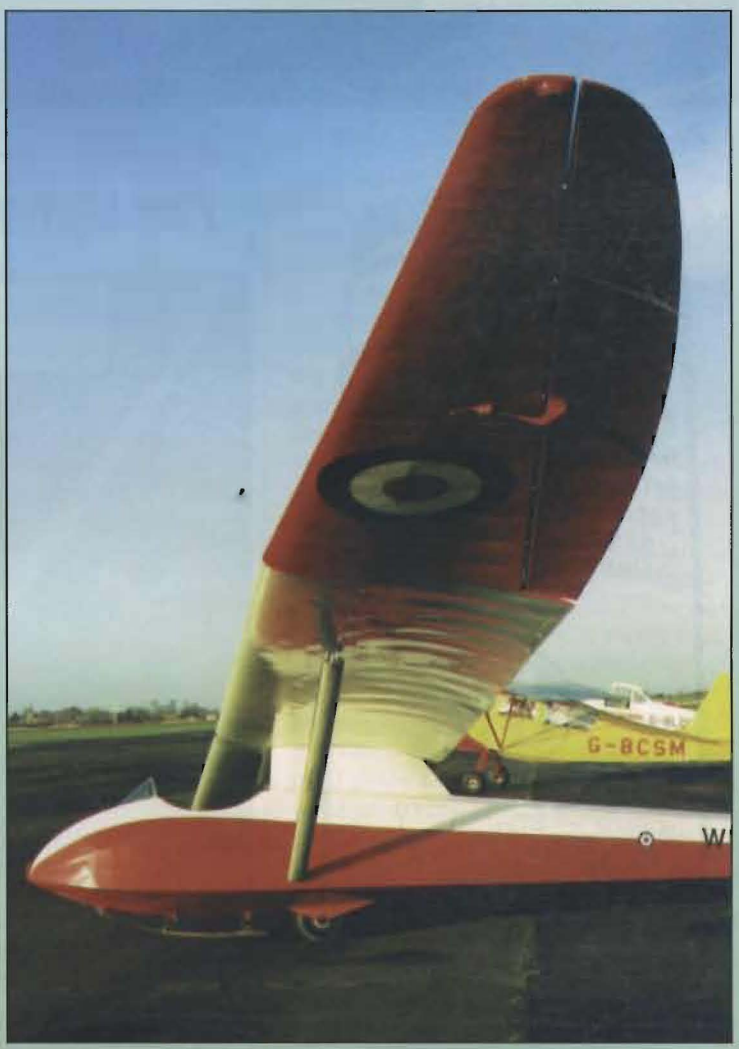
Looking ahead, the Club's future appears tied to Lee on Solent. If, on selling the camp and airfield, aviation ceases and a green-field site is not possible, Club assets will revert to the RNGSA. If general aviation is encouraged, then there might be no room for winching. Might the Police buy all or part of the airfield...? The Club's best hope is for indecision to continue. Yes-PNGC will keep gliding whilst 'planning for the unexpected'.

–Derek Ballard



Gliding Gallery





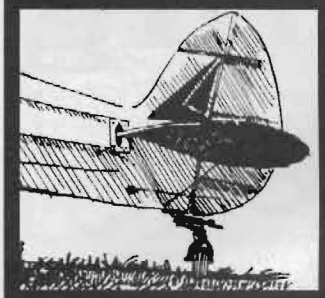
Above: Brian Portlock's picture of Paul Hepworth's T21 which he flies from the York Gliding Centre at Rufforth.

Left: ASK16, G-BCHT, flown by Peter Claiden, and photographed over Dunstable by Tony Hutchings from the rear seat of a Piper SuperCub.

Submissions for the Gallery

Photographs can be sent as prints,slides or over the internet (negatives are not necessary). If you are sending graphics files over the internet please send them as TIFF, JPEG or EPS files, at 300dpi and not larger than 6x4" (to save downloading time). Please send your submissions for the next issue by the 10th April.

• Tailwheel Specialists • Reputable • **CLACTON AERO CLUB** • Affordable • Enthusiastic • Fun



NVQ Registered

Silver 'C' conversions
Approximate cost: £1500

Don't Delay!! – New JAR requirements due in 1999 will substantially affect Silver 'C' or Bronze 'C' Conversion to PPL A. If you are considering converting your licence please contact us as soon as possible for more information

We also offer

Supercub PPL – traditional tailwheel training, 40hrs flying, 3 weeks accommodation £3,490
Cessna PPL – 40hrs, 3 weeks accommodation £3,140
Tailwheel Conversions – 5hr flying, 1 night accommodation £398
Farmstrip Special – 8hrs flying, 2 nights accommodation £644

Prices include VAT, all home landing fees and ground exams

Tel: 01255 424671 • The Airfield, West Road, Clacton, Essex CO15 1AG

The Trailer Builder

Shirenewton Sailplanes
Tel/Fax 01531 670522
Mobile 0860 313474
www.shirenewton.co.uk

SKYCRAFT
Telephone: 01763 852150
Facsimile: 01763 852593
ALBANY HOUSE, LITLINGTON
CAMBRIDGESHIRE, SG8 OQE

UK SERVICE STATION FOR
HOFFMANN PROPELLER
SKYCRAFT is the business name of Skycraft Services Limited

The Ultimate Self-Launch Two-Seater



S10-VT – Rotax 914 Turbo – is now fully CAA/LBA/FAA Approved.

- 800ft/min climb rate at max weight
- cruising speeds of 127 knots
- powered climb tested to 30,000ft
- range of over 650 miles
- best glide ratio, engine off, 50:1
- safest low height engine restarts
- sociable side-by-side comfort

Winglets and aerodynamic fine-tuning now optimise the handling and performance.

S10 No. 100 delivered September '98.

Second-hand S10 also available

➤ **Syndicate Partners Wanted** ◄

For information please contact:
Mike Jefferyes,
Tanglewood, Fingrith Hall Road,
Blackmore, Nr. Ingatestone,
Essex CM4 0RU
Tel & Auto Fax: 01277 823066
MikeJefferyes@compuserve.com



MIDLAND GLIDING CLUB *at the* LONG MYND
Church Stretton Shropshire SY6 6TA
01588 650 206



- ▸Three K21s
- ▸Two K23s
- ▸Discus
- ▸Two K13s
- ▸K8
- ▸Skylaunch retrieve winch system
- ▸Pawnee aerotow
- ▸Famous Mynd ridge
- ▸Thermal
- ▸Wave
- ▸Guaranteed flying
- ▸Structured courses
- ▸Spectacular scenery

Call Janet Stuart for a brochure and details of holiday courses from £290 for 5 days including all food and flying fees.
office@www.longmynd.com

Fully inclusive Holiday Courses from £290 at the Long Mynd

1999 BGA COMPETITIONS

The BGA will be sending a 1999 Competition Handbook to all holders of current Competition (FAI Sporting) Licences this year. If you have not yet renewed your licence for 1999 please do so straight away and the handbook will be despatched with your licence. Please note that competition organisers will not supply each competitor with a handbook this year but extra copies can be purchased from the BGA office if required.

CONVERT WITH US

SLMG to PPL COURSES from **£495**

SILVER 'C' COURSES from **£1320**

SLMG COURSES from **£1000**

(All prices inc VAT and landing fees)

THE REAL CONVERSION SPECIALISTS

STOP PRESS!
We can now offer RT courses

★ Aircraft hire: Falke £40PH; C152 £75PH; PA28 £80PH
★ SLMG Courses Available
★ Farmhouse accommodation can be arranged

TEL: TOM EAGLES AT PILOT FLIGHT TRAINING

Oxford Airport or Hinton-in-the-Hedges Airfield, Nr Banbury
Tel. 01865 370814 Tel. Mobile 0836 787421 or 01295 812775

THE SCOTTISH GLIDING CENTRE

Portmoak

for

Winter Wave
The best of Ridge Soaring from Southerly through to North Easterly

Scratch the Ridge with confidence
Large Airfield at the base of the hill

Scotland's Premier Training Site
Training Courses for 1999
May to October

Clubhouse accommodation, caravan and camping space

Call Irene on 01592 840543
The Scottish Gliding Centre
Partmoak Airfield, Scotlandwell KY13 7JJ

Look Before you Leap

When arranging the new policy for your glider or renewing your existing contract it is not unreasonable to make sure that you are getting value for money and to consider obtaining alternative quotations by way of reassurance that this is the case.

The number of specialist underwriters and insurers who have been involved long term in the glider insurance market is limited by the overall demand within the UK in terms of clubs and individual owners. There is however healthy competition between these specialists who, in the main, have been able to provide competitive levels of premium and excellent service from the expertise they have acquired over the years in response to their policy-holders requirements. They have kept up to date with changes, improved their claims service and adapted the policy cover and wording from time to time in response to both public demand and internal competition.

If you have enjoyed a satisfactory relationship with your broker over a number of years I would suggest that considerable benefits in cost terms and scope of cover would need to be demonstrated before a transfer of your business is contemplated. If you are looking for insurance for the first time you should check that your forthcoming terms are reasonable, then the following precautions would be advisable to avoid possible disappointment or frustration at a later stage.

Apart from satisfying yourself that the underwriters are either a specialist Lloyd's syndicate or an insurer authorised by the DTI to transact business within the UK you need to make sure that you are dealing initially with a professional broker. Under current legislation only registered brokers are permitted to describe themselves as such. Brokers have to supply on a regular basis evidence of the expertise and experience of their staff (often in terms of exam qualifications) under the terms of their membership. They also have to carry adequate Professional Indemnity insurance in case they should make a mistake, and produce evidence of maintaining an acceptable satisfactory financial position (on an annual basis). After all they are handling your money and failures in the past have reflected badly on the insuring public and left a number of insurers and underwriters short of the full extent of the premiums to which they are entitled thus prejudicing the policy-holders' positions in the event of a claim. Unfortunately there are no such Regulations governing non-broker intermediaries and no guarantee of their expertise, insurance experience or past business track record. It is therefore absolutely essential that care is taken in your selection process as insurance can be a very expensive lesson if it goes wrong.

Should you receive a cold canvass on this subject or see an advertisement indicating an offer that you might find difficult to refuse in cost terms you should check the above points carefully before proceeding and make sure that you really do have value for money and total peace of mind which after all is what insurance is all about. Only brokers are permitted to describe themselves as such, by law.

If you are dealing with a registered broker and you can confirm that he has placed your business with a specialist underwriter who has provided glider covers for many years then you can't go far wrong, subject of course to the level of premium remaining reasonable. This should certainly be the case as there are a number of competing specialist brokers who have been placing glider insurance with such security for many years.

The BGA as a totally impartial body is not able to recommend or endorse any particular specialist broker although it does insist that gliders carry satisfactory minimum levels of liability cover, as owners are aware.

–Norman Pocock

H. R. Jennings & Co. Ltd
Insurance Brokers, 0181-680 0688.

Waking Up

OhGodOhGodOhGodOhGod
Wait... Whatsis?

System check: Start!
I ache therefore I am
Condition: Reality
Planet: Earth
Status: Alive
Memory check: Alcoholic obstruction areas 256-1024
Species: Human (today)
(by majority after recount)
Health: Hungover
Time: Morning

OhGodOhGodOhGodOhGod!
Who invented Morning?
It's so unfair!

Open one eye: No tigers
Open other eye: No tigers(twice)
Conclusion: No Tigers– daylight
Check body: Two arms, two legs, and a head...a HEAD

Oh GOD!
Why did I drink so much last night?

Higher Level Check: Start
Day: Saturday!
Weather: Sunny!!
Schedule: Gliding!!!
Action: Apply immediate full-power to mainbody sections

Whoa! Not so fast! Take it easy!
I'm not so young after all!

Reset contact-breakers, engage starting impedance. Apply power progressively section by section. Set ground idle.

That's more like it!

Detailed Schedule: get out of bed; get cold; toilet; dress; breakfast; rig glider; tow out; launch; scrabble for lift; panic; land out; wait for retrieve; de-rig; tow back; get drunk; go to bed.

Not worth it!
Roll over!
Sleep on...

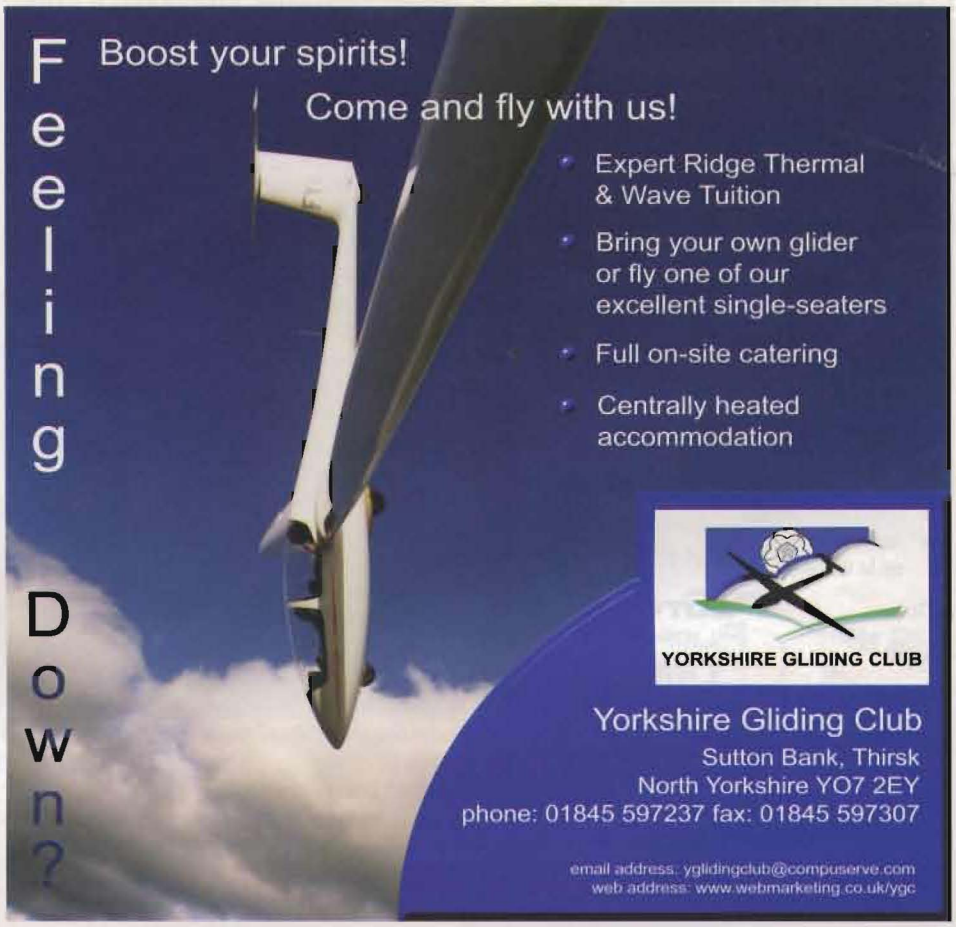
From London Gliding Club's Newsletter.

AIRBORNE COMPOSITES

C's of A, REPAIRS AND GLASSWORK

Purpose built glider workshop on a 500yd grass strip
2 nautical miles SW of Warminster
Currently maintaining over 15 motorgliders

Please fly in, call or write to:
Tim Dews, Airborne Composites, The Hangar, Wing Farm, Longbridge, Deverill, Warminster, Wilts BA12 7DD.
Tel: 01985 840981 (workshop) or 01985 841125 (home)
Fax: 01985 841126 • Mobile: 0378 963277 • E-Mail: TimothyDews@msn.com



Offering outstanding workmanship, efficiency and service in:

- ★ All glass, carbon, kevlar, wood and metal repairs
- ★ Modifications
- ★ Motor glider engine approval
- ★ C of A renewals and general maintenance
- ★ Weighings, including accurate in flight C of G positioning
- ★ Re-finishing in all types of gel coat and paint
- ★ Hard wax polishing
- ★ Competition sealing
- ★ BGA and PFA approved

ROGER TARGETT

ROGER TARGETT
Sailplane Services

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

Tel: Workshop (01453) 860861
Home (01453) 860447 (Portable (0850) 769060

Gatoring About

Harold Armitage flies DG100 DHJ from South Wales GC at Usk

At the South Wales Gliding Club we have purchased, as part of a lottery funded grant, a John Deere "Gator". As we have had it for over a year, I can now give a report on how it has performed.

Four- and six-wheel options are available with diesel or petrol engines, we opted for the six-wheel diesel option as we are trying to avoid storing road fuel on the field. The ideas behind our purchase of it included:

1. It exerts extremely low pressure on the ground, and does not cut the field up in wet conditions. In fact the ground pressure is less than a person walking.
2. A passenger can be carried, so avoiding the dangerous temptation of persons hanging on the backs of tractors.
3. A reasonable amount of kit can be carried on the rear load platform, which also has a hand-operated tipping mechanism.
4. It is a speedy means of transporting people about the field (without falling into boy-racer temptation).
5. Non-drivers can drive it as there is no clutch or gears.
6. It can be used for towing gliders.
7. It can be used for towing-out winch cables.
8. It is far more comfortable and clean to drive than a tractor.
9. It is far cheaper than one alternative, the agricultural tractor.
10. It has headlights which can be used for signalling the winch in low-light conditions.
11. It uses a negligible amount of fuel.



Photographs: Harold Armitage.

The Gator's tip-up back gives easy access to the engine compartment.

Performance

By and large the Gator performs very well indeed. It does, however, have a couple of minor snags: the first problem is that, while it will pull a heavy glider through terrible mud, its throttle control has to be relearned as the engine runs at an almost constant speed regardless of ground speed.

The second problem involves cable retrieving. We use about 900m of cable on our grass field and we lay it in a slight curve. The machine has only just enough power to pull two cables out at once. Perhaps the petrol variant is better in this respect. The four rear-wheels are driven and there is a differential lock. In the very wettest of conditions it will be defeated by loss of traction, but on those days, the field is too wet to fly anyway. A few heavy weights in the back does improve matters.

In all other respects the Gator is excellent. Its engine starts first time and the whole vehicle seems to be well-designed and well-finished. Many parts, which you would expect to be prone to corrosion, are made of plastic. We have our share of the ham-fisted, but the Gator seems to be quite hard to break. Servicing and minor repairs are quite straightforward and the engine is well-silenced.

People who had to be nagged before they would retrieve gliders now can't wait to leap into the Gator and whiz about the field in comfort. Our 'older members' now find that their excuses of not being able to climb onto a tractor won't wash. (They grudgingly love it).

The tractors now stand forlornly alone while the Gator has become the Chairman's personal limousine (when he can get behind the wheel). Committee members are being badgered: we want another one!

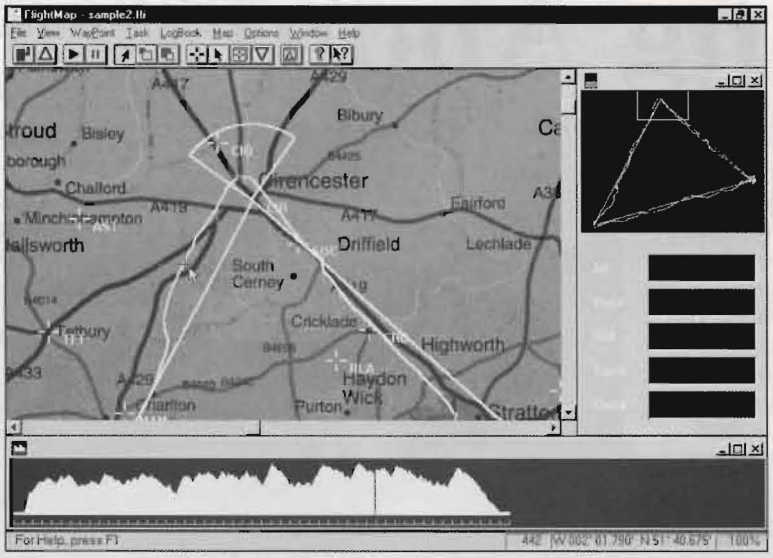
If other clubs are interested, John Deere dealers have demonstration models available.



South Wales GC's John Deere Gator with its cable retrieve bar behind.

Specification

Engine: 3-cylinder diesel.
Cooling: water.
Wheels: Six. Four driven rear-wheels with differential locks.
Transmission: Variamatic drive (from a now defunct DAF car) to centre axle. Chain drive between rear wheels and centre axle. Transmission control: forward and reverse lever.
Tyres: Four optional tread patterns available.
Suspension: Front coil only.
Brake: Transmission brake and parking brake.



Make the most of your GPS with *FlightMap*

FlightMap is an easy-to-use PC tool for you to view and analyse your GPS flight recordings. Flights are displayed over a detailed map backdrop which helps you to recall every moment. The integrated logbook will organize your recordings and generate flying statistics.

For further information, visit:
www.flightmap.demon.co.uk

or write to:
FlightMap Software
3 Lower Grove Road
Richmond
Surrey
TW10 6HP

Maps are copyright © Bartholomew Digital Data (1998)

Nevynn international

Sole UK agents for **SN Centrair Gliders & Spare Parts & Stockists of over 800 other items**

New Centrair MOD for Pegase serial numbers up to 101A0627 & ASW20F gliders. Please contact us for more details



INTELLIGENT LED MAINS BENCH 3 stage BATTERY CHARGES To NEW YUASA SPEC. Contains CHIP for *Polarity Protection, Over Heat Protection & Short Circuit Protection*
Can charge 7AH to 15AH sealed lead acid batteries overnight

12 Volt 1.5amp output	**£38.75 incl VAT**
14 Volt 1.5amp output	**£42.00 incl VAT**
THOMAS PARACHUTES	**£622.75 incl VAT**

Please ask for a copy of our new illustrated catalogue. Winch Cable now in stock

36 Southpark Avenue, Mansfield, Notts. NG18 4PL ▪ Tel/Fax 01623 634437

SALE! SALE! SALE! SALE!

HOODED SWEAT SHIRTS *with front muff pocket*
BLACK *with small glider motif*
SIZES L & XL • £16.00 inclusive

***SPECIAL OFFER:* GLIDER PILOTS MANUAL –**
by Ken Stewart • £15.00 inclusive

BUY NOW WHILE STOCKS LAST



BRITISH GLIDING ASSOCIATION

SALES DEPT., FREEPOST, LEICESTER LE1 7ZB
or ask us to send you our complete sales list

Telephone 0116 253 1051
(ACCESS/VISA accepted)

Gliding & UK Airspace

Carr Withall , chairman of the BGA Airspace Committee, updates the airspace position

The year 1998 saw us living with our new restrictions.

We are now unable to cross *Class A* (airways) except under special arrangements in Scotland and for the Derby & Lancs GC at Camphill. *Class B* is now restricted to small areas and we now need clearance to fly within all *Class D*.

In Scotland the agreement to cross airway B2, B226 has been tested and the ATC have been very helpful. They also agreed to a much simpler procedure for access to Class B areas. Those pilots who did ask for clearance to fly through Class D airspace mostly met with a friendly response but there were a few exceptions. I think that many pilots who are not familiar with R/T procedure just flew around Class D areas where possible.

Many more pilots are obtaining their R/T (restricted) licences and I hope that they will now have the confidence to talk to air traffic controllers either to obtain a clearance, where necessary, or to inform controllers when they are flying very close to a MATZ or ATZ. I am aware that we have no obligation to call ATC units, unless we wish to fly through their zones, but if you do call your safety may be enhanced with information about other aircraft which could possibly be a collision risk.

May I remind pilots that:

All pilots wishing to fly in any Class D airspace, Class B airspace areas and for crossing sections of airways where there is a BGA signed agreement to do so, will need to have an R/T (restricted) licence.

Clearance to enter and transit Class D airspace needs to be obtained, as for all other aircraft. Remember we are flying VFR; no ATC separation is required, traffic information may be provided, and pilots remain responsible for their own separation from other aircraft. No transponder is needed.

Airspace Committee. We have achieved a significant reduction of the proposed increase in controlled airspace that Stansted was proposing. The meetings that we attend with LATCC and NATS personnel always result in greater understanding of each other's needs and how we can share the airspace. The Kent club has also achieved a significant increase in useful airspace through face to face discussions at LATCC (*see: Fig. 2*).

The following is the 1999 airspace reminder that all pilots should have.

ICAO Airspace Classification. In November 1991 the UK adopted the new system of international airspace classification developed by the International Civil Airspace Organisation. The status of a piece of airspace is denoted by a letter which will be shown on all aeronautical charts, and it is this letter rather than the title of the airspace that will determine the rules applying to it. For example, in the UK airways will all be Class A, but in other countries they may be Class E. In order to fly within Controlled Airspace, gliders will often require legal exemptions; the availability and nature of these vary between countries.

Class A Controlled Airspace
Cotswold CTA, Daventry CTA, London CTR, London TMA, Manchester TMA, Worthing CTA, All **Airways** (except where they pass through a TMA, CTA or CTR of lower status).

As from November 6th 1997 no airways can be crossed by gliders.

Exceptionally, gliders may cross sections of Class A airspace by virtue of a Letter of Agreement (LOA) which will have very detailed procedures to be followed. These LOAs will be specific to a club operation. Camphill now has an agreement for crossing airway B1. There is also an agreement for crossing airways B2 and B226 in Scotland which applies nationally. However both these agreements require pilots to have read the detailed procedures and signed the BGA form which MUST given to the CFI before undertaking a crossing flight.

Class B Controlled Airspace. All the airspace over the UK above FL 245, comprising the **Upper Airspace CTA** and the **Hebrides Upper Control Area (UTA)**, is Class B Airspace.

Gliders are no longer allowed to fly in this airspace without restriction.

Specified areas can be activated by clubs using the procedure for glider operations in Class B airspace. These areas are being looked at again to see if we can have more useful areas. The requirement for giving 24 hours notice of activation of these areas has been reduced to two hours.

Class C Controlled Airspace. No UK airspace is currently in this category; it is possible some might be designated in future.

Class D Controlled Airspace. Formerly Special Rules Airspace. **All Class D airspace now requires an ATC clearance to enter and transit this airspace.** Pilots will also be flying in VMC conditions. Any pilot wishing to enter Class D must:
1. Contact the ATC unit and pass details of aircraft's position, level and proposed track.
2. Obtain entry clearance.
3. Listen out on the frequency whilst in that airspace.
4. Comply with ATC instructions.

The above rules apply to gliders in all Class D Areas.

There is a form to complete if flying through Class D airspace, clubs should have copies. This will give the BGA and DAP statistics on how many gliders have been granted clearances to continue their flights and identify any ATC units that may be unhelpful. There is NO restriction to asking any ATC unit in Class D for clearance to fly through their areas. Most are only 'busy' for short periods usually early morning and late afternoon. Much of the traffic is transiting light aircraft or flying school traffic.

The code of conduct for Glider Flights through Class D airspace is still relevant as it sets out good airmanship.

Most pilots who did ask for clearances obtained them from helpful controllers but a few were refused. With more education and visits from pilots to their local ATC units, clearances should become the norm.

Code of Conduct for Glider Flights Through Class D Airspace. With the ever increasing size of Class D areas the need to fly through them on cross country flights will become greater. Pilots can ask for a clearance to fly through ANY Class D airspace. The Conduct set out below is a guide to good airmanship practice.
1. Glider pilots should plan to route their flights through Class D airspace when it is clear that there are advantages from so doing, such as better weather and shorter track distance.
2. Flights should try to spend the minimum time in Class D airspace. Pilots should avoid circling on or close to the runway extended centre lines, since this may well interfere with departing or arriving traffic.
3. Keep the controller informed if, for any reason, i.e. massive sink, you have to change your planned course.
4. Good lookout is vital at all times, and glider pilots should be prepared to initiate avoiding action notwithstanding their right of way priority. Gliders are not always visible on radar.
5. Competition tasks should **not** be set through Class D airspace. Where a task leg has to be set close to Class D airspace the ATC unit should be informed. When possible, control point(s) should be established, to help ensure that gliders remain outside the airspace.

Class E Airspace. The Belfast TMA and parts of the Scottish TMA are notified as Class E. All aircraft (including gliders) are permitted to fly in these areas without ATC clearance subject to maintaining VMC.

Class F Airspace. An Advisory Route (ADR) is a route used by airline type traffic but without the full protection of an airway. Although depicted only as a centreline on UK aeronautical charts it is nominally 10nm wide. Gliders may cross Class F airspace without restriction but caution should be exercised.

Class G Airspace. This is the term given to the 'open' FIR (Flight Information Region), which is the uncontrolled airspace not subject to any of the fore-going classifications. Within Class G airspace there are various non-ICAO types of airspace which are described below.

Within Class F&G airspace aircraft are separated on a purely see-and-be-seen concept. A flight information service is provided by civil and military ATC units, if requested. Most small light aircraft talk to whoever will listen as they fly around the country.

Visual Meteorological Conditions (VMC) VMC conditions for Class D, E and in the open FIR below FL100 are: that an aircraft shall remain 1,000ft vertically, and 1,500m horizontally from cloud in a flight visibility of 5km. Below 3,000' AMSL an aircraft shall remain clear of cloud in a flight visibility of 5km and in sight of the ground. Additionally when flying in the Open FIR below 3,000' and below140kt flight is permitted in flight visibilities of 1,500m.

Local Agreements. A number of local agreements exist which modify the effects of some of the airspace listed above. Letters of Agreement(LoA) between a gliding club and a nearby airport can make airspace either more or less restrictive than described above, depending on circumstances. These arrangements are too numerous to list in full but the principal ones are:
Luton – A large segment of airspace in the NW of the Luton SRZ is delegated to London GC, up to 3,500' in summer and on request in winter, to permit gliding operations at Dunstable. London GC should be contacted for full details.
Airway Bravo 2 – At weekends, a section of this airway between Glasgow and Aberdeen may be de-regulated on request from the Scottish Gliding Union to permit wave soaring from Portmoak to proceed unrestricted within the confines of the airway.
East Midlands – There is a National agreement to use sections of their airspace when requested by R/T. Additionally Husbands Bosworth and Marchington have LOA's for their local requirements.

Copies of LoA's should be available from your club.

Aerodrome Traffic Zone (ATZ). A glider pilot wishing to enter an ATZ must first call the airfield on the notified radio frequency. An ATZ is only active during the notified hours of operation of the airfield. A few ATZ's may only be active at weekends and Bank holidays. Many military airfields are notified as permanently active though in reality this is not the case. Nonetheless the ATZs must be regarded as active at all times.

At an airfield with an Air Traffic Control (ATC) unit, that unit is able to give or refuse permission for any aircraft to enter the ATZ and to give clearances to take-off or land.

At an airfield with an Aerodrome Flight Information Service (AFIS) or Air/Ground (A/G) service, that unit is able only to pass information from which a pilot may judge whether or not it is safe to enter the ATZ or to take-off or land, i.e. the unit cannot issue clearances or withhold permission.

The following categories of airfield are protected by an ATZ: Government aerodromes and licensed aerodromes with one of the above types of service.

The ATZ comprises the airspace extending from ground level to 2000ft above the level of the aerodrome and within a radius of 2 or 2.5 nm of the centre of the aerodrome, depending on the length of the main runway.

At airfields without ATZs, including most gliding sites, regardless of how busy they are, an itinerant aircraft may legally penetrate the airspace near and over the airfield, provided the pilot conforms to the traffic pattern or keeps clear of the circuit airspace, and observes the normal rules of good airmanship to avoid conflicts.

For landing at airfields with or without ATZs, it should be noted that many are listed in the UK Air Pilot as 'PPR', 'PPR to non-radio aircraft' or even 'not available to non-radio aircraft'. PPR (Prior Permission Required) means that landing permission must be obtained in advance of the flight, e.g. by telephone. All military airfields are effectively PPR and will not permit landings by civil aircraft except where they have been pre-arranged, or in an emergency.

Military Aerodrome Traffic Zones (MATZ). The rules applicable to the penetration of a MATZ are not mandatory for civil aircraft and the same applies to the Lakenheath Military Control Zone. However, radio contact is advised and inside every MATZ there is an ATZ, the rules of which must be observed.

A standard MATZ comprises the airspace within a 5nm radius of the centre of the airfield extending from the surface to 3,000' above airfield elevation. In addition, projecting stubs 5nm long and 4nm wide extending from 1,000' to 3,000' above airfield elevation are aligned with the approach to the main runway at one or both ends. Some MATZ may lack stubs or form part of a combined MATZ (CMATZ)

Prohibited and Restricted Areas. A Prohibited Area (P-prefix) is prohibited to all aircraft, whereas a Restricted Area (R-prefix) permits limited access by aircraft under defined circumstances, e.g. landing at a nearby airfield. These areas include atomic energy establishments, security areas in Northern Ireland and sensitive military installations. Most Restricted Areas should be considered as prohibited to gliders but the following are exceptions:

The Restricted Airspace established around high security prisons is applicable only to helicopters and R105 at Highworth House, Glos. applies only to helicopters and microlights.

R313 at Scampton exists for the purpose of protecting the Red Arrows' display training. The area is a circle of 5nm radius extending to 9,500' amsl and active only during Scampton's normal operating hours, which are weekdays and as notified by NOTAM. During these times, a glider may enter the area by permission of ATC Waddington.

Temporary Restricted Airspace. Major air displays such as Farnborough or Fairford are often protected by temporary Restricted Airspace. Local gliding clubs usually negotiate limited access routes to and from their sites to enable non-radio gliders to continue operating but a glider equipped with suitable radio may fly in the area if it contacts the ATC unit designated by the NOTAM as the controlling authority.

Other types of temporary Restricted Airspace are effectively closed to gliders. They are established to protect Red Arrow's displays throughout the country, plus major flypast formations, over events of political significance and over the sites of major disasters. The duration and extent of the restriction can be quite short and will be published by NOTAM.

Purple Airspace. Purple Airspace is established from time to time on a temporary basis to protect Royal Flights in fixed wing aircraft. Full details are only available by using the Freephone service 0500-35480. Clubs should telephone daily in order to obtain this information. Gliders are not permitted to fly within Purple Airspace, even by contacting ATC. Royal Flight NOTAMs covering royal helicopter flights have ceased. These are not protected by Purple Airspace; all pilots are required to look out for and keep well clear of the royal helicopter.

Royal Flight NOTAMs. Postal distribution of NOTAMs has ceased. Information on Royal Flights and temporary Restricted Airspace is obtainable on the Freephone service (0500-354802).

Danger Areas. The UK is covered with Danger Areas of many types, shapes and sizes. They are active part-time, permanently or when notified by NOTAM. Full details will be found in the ***UK Air Pilot***, RAC Section. The chart of UK Airspace Restrictions is also useful.

The ***UK Air Pilot*** lists only the type of activity most likely to be encountered, but in practice various hazards may be encountered manoeuvring outside the confines of the Danger Area especially if it is a Weapons Range Danger Area.

Many Danger Areas contain areas over which flight is prohibited at times within the period of activity of the Danger Area by reason of bye-laws made under the Military Lands Act 1892 and associated legislation. It is worth noting that the ***UK Air Pilot*** does not list Danger Areas with upper limits 500' or less agl, to which prohibiting bye-laws may

also apply. With these exceptions, flight through a Danger Area is not prohibited, but may be foolhardy.

For certain Danger Areas, a **Danger Area Crossing Service**, most notably for Salisbury Plain is available, call Salisbury Plain Control on 122.75Mhz. **A Danger Area Activity Service** is available in other cases: this should be viewed as a means of establishing the state of activity of a Danger Area at a particular time, not as a clearance to cross it.

A convenient summary of these two services and the ATC units to contact is printed at the foot of the 1: 500000 series CAA charts.

High Intensity Radio transmission Areas contain powerful emissions which may cause interference with radios, electric variometers, electronic barographs and loggers. In particular Fylingdales is so powerful that prolonged exposure may be injurious to health.

Areas of Intense Aerial Activity. An AIAA is airspace which is not otherwise protected by regulated airspace but where the activity of civil and/or military flying is exceptionally high or within which aircraft regularly participate in unusual manoeuvres.

Gliders may penetrate these areas but in view of the hazards, a sharp lookout is essential.

Military Low Flying System. Low flying by high performance military aircraft takes place in most parts of the UK up to 2,000' agl, with the greatest concentration between 250' and 500'. A chart is available denoting the system (UK Air Pilot, RAC Section)

Most gliding sites are notified to the MoD, which affords them the status of a Military Avoidance Zone, usually with a radius of 1.5 nm.

Radar Advisory Service Area. A RASA is airspace in which a pilot may, if he/she so chooses, avail him/herself of the services of a radar unit. There is no requirement to do so, and a glider pilot should not assume that other aircraft are being separated from him, nor even that the radar unit is aware of the glider's presence.

The Airprox System. An airprox may be filed by a pilot who considers his flight to have been endangered by the proximity of another aircraft. All airproxes are investigated by the United Kingdom Airprox Board, whose deliberations are confidential so as to preserve anonymity. The purpose of a UKAB investigation is to determine what lessons can be learnt, not to take punitive action.

Prompt airprox reporting is vital if the other aircraft is to be traced. If in radio contact with an ATC unit report to them at once, or if not possible, telephone straight after landing. Call 0800 515544 or call AIS (MIL) at LATCC West Drayton on 01895 426153, who will start tracing action at once and inform the Airprox board. Follow this up with a written report on form CA1094 to the UKAB within seven days. Always use GMT (UTC is the same) in reports.

UKAB can be contacted in working hours on 01895 276121/2/5 or fax on 01895 276124. Their address is, The Director, UKAB, Hillingdon House, Uxbridge, Middlesex, UB10 0RU.

PARACHUTING

Particular care should be taken to avoid Weston-on-the-Green (D129) which is used extensively for military paratroop training. Brize Radar (on 134.3) will confirm activity status.

Parachute Drop Zones

The British Parachute Association, BGA, AOPA and BHPA have agreed a new procedure which allows pilots transiting near drop zones to ascertain their activity status from a radio call.

The FIRST call should always be made to the "local" Air Traffic Service Unit, whose frequency and site coverage will be displayed on a special panel on the half-million map. The ASTU which operated on regular daily hours of watch will pass the information regarding the actual proposed activity status for that day. Short term up-date information might be obtained from a second call on the listed airfield or drop zone frequency. However, it cannot be guaranteed that there will be a continuous radio watch when dropping is taking place. If no reply is received pilots must rely on the ASTU information. Silence on either frequency must never be presumed to indicate inactivity.

The BGA has gone to some trouble to initiate this procedure which it is hoped will have the dual purpose of increasing safety and freeing up unused airspace when dropping is not taking place.

The BPA will be sending out full information on all sites and contact frequencies.

It might not be apparent to a glider pilot, observing a drop zone in flight whether parachuting is in progress. Please use the procedure above. Safety and common sense dictates that you MUST NOT fly over a parachute site without checking that you are not likely to be hit by a 200lb man/woman missile travelling at 120kt. BEWARE!

Use of Radio. A glider pilot possessing a radio operator's licence (R/T Licence) is entitled to use all the available aeronautical frequencies of a 760 channel radio. This permits seeking access to the following types of airspace that may be otherwise closed to gliders; The new Class B airspace areas, any Class D airspace and Aerodrome Traffic zones. Some types of permanent and temporary Restricted Airspace. Some Danger Areas.

Radio cannot be used to request entry clearance into Class A airspace (except by special arrangement) or into Purple Airspace.

However, DO NOT let the fact of not possessing an R/T licence stop you calling any ATC or ATSU unit if you want to give them or receive from them any information that will enhance your safety or that of other aircraft; e.g. drifting into controlled airspace.

All clubs have a copy of where and with whom one can take the R/T licence test. The licence will be valid for ten years.

Notams. The Notam system has changed over the last few years. Essential flight planning information is obtainable from several different sources.

UK Air pilot AIRAC Supplements are the formal method of notifying permanent changes to airspace but can only be obtained as part of a subscription to the entire Air Pilot. Airspace changes have also been announced by way of **Aeronautical Information Circulars (AICs)**, major changes by way of a dedicated AIC and minor changes via six monthly summary AIC's. A bi-monthly GASIL summary also covers minor changes.

Temporary Navigation Warnings (TNWs) are published twice weekly, giving notice of airspace warnings such as air displays, military exercises etc, and outline details of Royal Flights and Temporary Restricted Airspace.

All the above are available from CAA Printing and Publishing Services (01242-235151).

Airspace Changes

1. There have been changes to the LUTON area (*see fig. 1*). Note the increase, to the West, of the Luton CTA and shown as CTA-4. This area has a National LoA which allows gliders to fly within it under certain conditions. If Luton is operating on runway 26 they **will** allow gliders to use the whole area AFTER calling them on 129.55MHz and requesting to fly within 'The Aylesbury Box'. When Luton is operating on runway 08 the area is divided and they **might** allow gliders to operate in the areas subject to obtaining a 'clearance'. This agreement with detailed R/T phraseology has been sent to many clubs. Please read and obey the agreement. Luton have an enviable record of helping gliding.

Also in the **Luton** area sections of controlled airspace that were Class A have now been downgraded to Class D and are now accessible to gliders, subject to a 'clearance' from Luton. They are CTA-5,6,7.

2. A section of the Worthing control area has been raised which will benefit Challock and Ringmer in particular.See diagram 2.

3. Stansted has been granted further controlled airspace which is considerably less than they had asked for. This will affect North Weald and the Essex and Suffolk club. See diagram 3.

In the North of England a corridor has been established between Pole Hill and Newcastle which is Class G, uncontrolled, airspace. It is referred to as Northern Off-Route Co-ordination Area (NORCA) and along which flies all traffic to and from Newcastle and Teeside. It is wise to call Manchester if crossing this corridor.

All these changes will be on the new editions of the 1/2 million maps.

Other changes still under discussion are South of Didcot, North of Birmingham and in the Daventry VOR area. In Scotland we have put forward ideas of moving airway B2 East and the airlines are also keen to move it. This would be a great benefit to Aboyne.

Maps. The current editions and expected dates of new editions for the ½ million maps are;
Southern England and Wales: Edition 24 (edition 25 is due at the end of March).
Northern England and Northern Ireland: Edition 21 (edition 22 is due at the end of May).
Scotland: Edition 19 (edition 20 is due at the end of the year).

The new series of 1:250,000 maps is excellent. The England South covers most of southern England on one map. Next edition out in late April.

Airspace Infringements. Last year there were infringements reported, notably by RAF Lyneham. **Will pilots please call before** entering controlled airspace. If, due to the difficulty of trying to stay airborne, one drifts into controlled airspace then **please** call the ATC unit and apologise giving your good reason for the intrusion. They do not care if you have an R/T licence but they **do care** if the airspace that is in their control is infringed. With the requirement to obtain an R/T licence to fly within Class D airspace, pilots should become more confident to talk to other airfields that they might be flying close by. A brief courtesy call is very welcome by most controllers and will reinforce the position that we are 'professional' pilots.

If a pilot is lost there is a service to call any time. It is the VHF AUTO TRIANGULATION SERVICE on 121.5, the distress frequency. This service can very quickly find an aircraft as long as it is about 2,000-3,000' and anywhere South and East of Manchester to the South Coast. If in doubt that you may be lost in controlled airspace then give them a call. They are there to help and can locate you almost instantly on 121.5.

The three airspace diagrams are reproduced by permission of the CAA.

References. The information in this article is only a brief synopsis of the airspace rules as they affect glider pilots and is believed to be accurate at the time of writing. In case of doubt authoritative references should be consulted. These are: *Air Navigation Order* 1989; *Rules of the Air Regulations* 1991; *UK Air Pilot*, RAC section. *BGA Laws and Rules*, 12th ed., May 1996, reflects the current legislation, with the exception that gliders may not enter any Class D airspace without obtaining a 'clearance'. Previous editions are obsolete.

Abbreviations. CTA=Control Area, CTR=Control Zone, TMA=Terminal Manoeuvring Area (the lower limit of a CTA or TMA is an altitude or flight level above the surface, whereas a CTR extends to ground level).

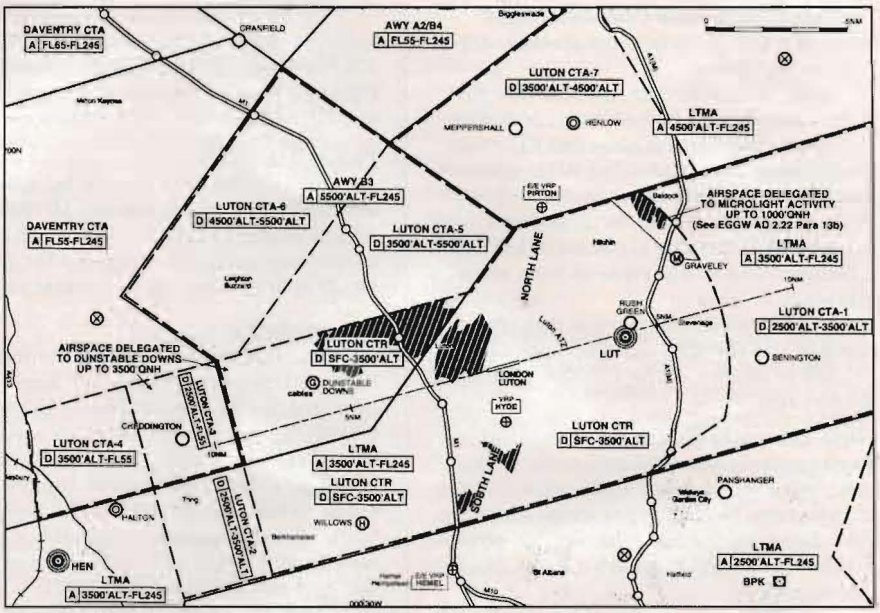


Diagram 1: Luton Control Zone and Control Area.

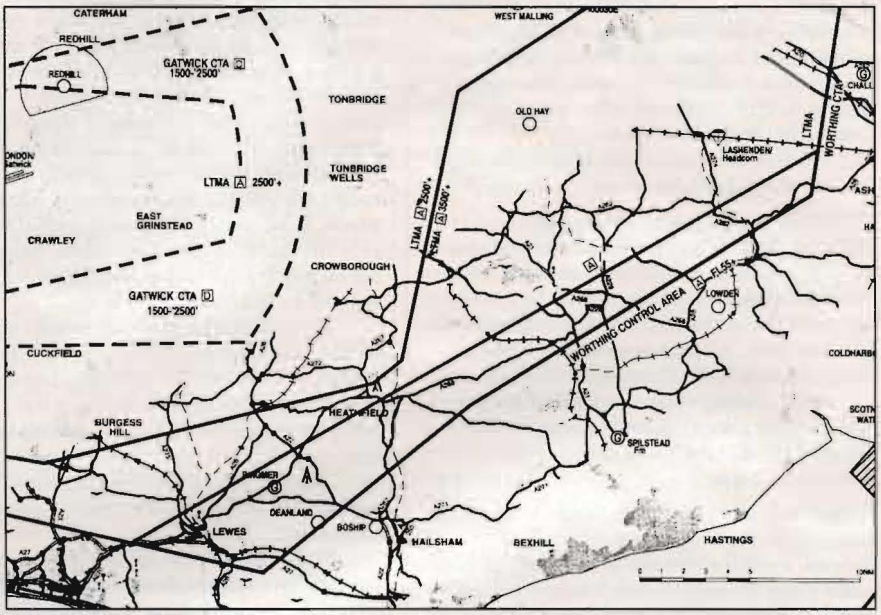


Diagram 2: Revision of London TMA Boundary – to the east and southeast of Gatwick.

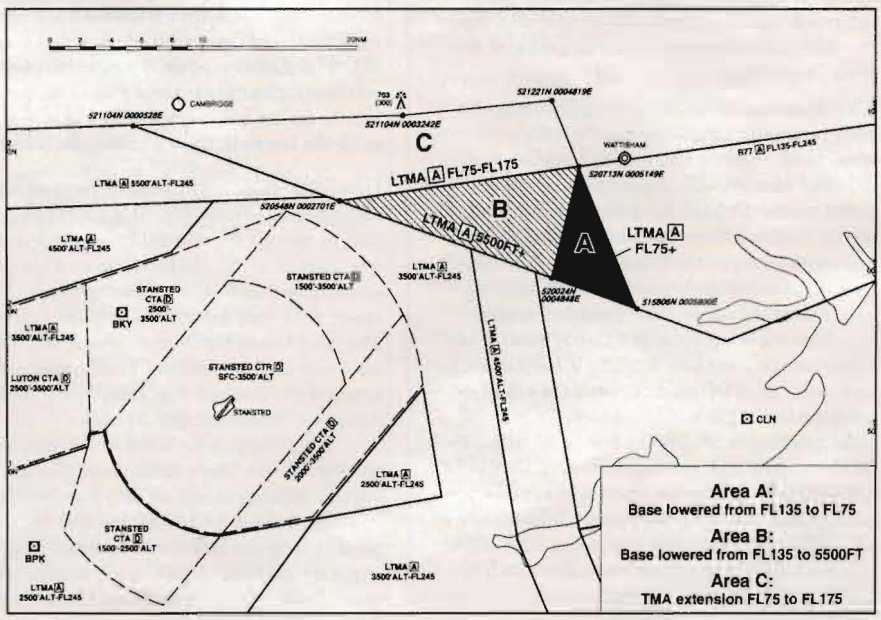


Diagram 3: Stansted Airspace Development – Proposed additional controlled airspace.

FLY FUENTEMILANOS WITH THE SPANISH CLUB

- Best Weather Conditions for your 1,000, 500 or 300km badge claim. Fifteen 1,000km flights were made in one day in July 1995!
- Special low rates for May, June and September
- Onsite camping and bungalows. Hotels nearest the Airfield
- English speaking instructors, tug pilots and administration
- Easy access from Madrid, Bilbao and Santander (Ferry arrivals place from Southampton). Tourist Area
- Briefing Meteo and unrestricted airspace. Plenty of outland space

Visit our web site: http://www.redestb.es/personal/fuentemilanos

Reservations: **AERONAUTICA DEL GUADARRAMA, SA**

C/Antonio Machado, 6 Bajo D. E-40002 SEGOVIA, SPAIN • Phone and Fax: 003421426963 • E-mail: fuentemilanos@mx2.redestb.es

CAMBRIDGE

Palm-NAV Touch Screen Moving Map, Airspace & Task Display



- Fully integrated with LNAV/SNAV and GPS-NAV
- Simple task entry and editing
- Full UK airspace shown on graphical display
- Touch screen for quick editing
- Large, clear fonts for easy reading
- Final glide around multiple turn points
- Can be used with GPS-NAV without LCD Screen

Mono version available now; colour version available late 1999

Price for Mono version £650 + VAT

Visit Cambridge Web site at www.cambridge-aero.com or RD Web site at www.rdaviation.com for further details

Designed and Manufactured by:
Cambridge Aero Instruments
PO Box 100, Waitsfield
Vermont, USA 05673-1420

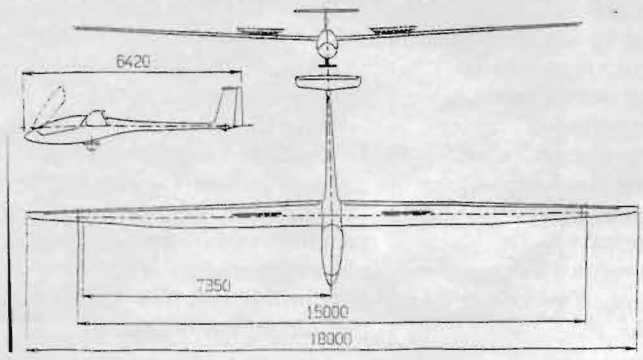
Tel: (1)(802) 496 7755
Fax: (1)(802) 496 6235

Represented in UK by:
RD AVIATION Ltd
Unit 25, Bankside
Kidlington, Oxon OX5 1JE

Tel: (44) 01865 841441
Fax: (44) 01865 842495

CAMBRIDGE INSTRUMENTS - The choice of Champions - Leaders in innovative technology

LAK 17 15/18m FLAPPED SAILPLANE



- Demonstrator arrival April 99
- Empty weight 205 (215) kg
- Max L/D 47 (50)
- Aspect ratio 24.83 (33)

For more information contact

BALTIC SAILPLANES LTD

Tel: 01536 485552 (office) • 01858 468820 (home)
Fax: 01536 482603

1999 BGA AGM & Conference

The 1999 Conference, on Saturday February 20th, opened with a welcome from Dick Dixon, now in his fourth year as BGA Chairman.

David Roberts

David Roberts started the morning session with his talk "The Gliding Market of the New Millennium". The market that he was referring to was not one of new gliders, but of new glider pilots, and potential members.

David began by addressing the problems currently faced by UK gliding, and considering the challenges of the next twenty years. Today's membership, he said, is 9,200; of the 80 civilian clubs only 15 have secure sites, and 80% of flying is done from 20% of the clubs. Standards are rising, but clubs are still largely run on an amateur basis, and he felt that we needed to adopt a more professional level of management.

Airspace and regulation, of course, continue to be problems; the government's apparent need for 'zero risk' being an example of the Nanny State. David also highlighted an interesting situation in Austria, where pilots have now been banned from flying over one of the National Parks, as the sight of a glider in the air is considered to be a form of visual pollution.

Briefly mentioned was the need for Airfield Safeguards (see: *Development News*, p.6) to protect clubs' rights to clear and unobstructed airfields.

A final, and worrying observation that David made about the problems facing us was the struggle the gliding community is facing for national recognition. The rejection of gliding by the English Sport Council, on the basis that it is 'not an internationally significant sport', dashed hopes of lottery funding for the British Team; a bit of a catch twenty-two really.

David continued by discussing what can be done to face up to these problems. Clubs had sent out questionnaires to members who had not renewed their subscriptions. The main reasons for leaving were given as: not enough flying; too much hanging around; not enough time; clubs unfriendly to new members.

At the Chairmen's conference (at Hus. Bos. last November), the first question put to the audience was "Will your club survive the next five years?" A somewhat provocative start, David admitted, but one which focused attention on the changes that are needed. The conclusions were that there is a need for better management, clear aims and market targeting, positive strategies,the communication of plans to the club membership, financial planning and control. Most importantly, David said, the Chairman's rôle is *vital*. A chairman should be a good leader, and have 'vision'.



Photographs: Le Forbes

BGA Chairman, Dick Dixon, at the 1999 AGM.

David concluded by saying that the gliding community is generally healthy, but that we can't be complacent. There are many threats and problems to face, and the whole community, the BGA and clubs, must form a good partnership and work together. The BGA can concentrate on the national problems, but the clubs must address the local ones. We all need to 'work on the image'.

Brian Spreckley

Brian's talk followed on a similar theme, but from a different direction. He began by asking what the current image of gliding is. Our image, as it appears to the outside world is, of course, created by others. The public hears about gliding through accident reports, articles written in local papers on reporters' first flights, competitions, the travel press and advertising and publicity. Volvo, the Swedish car manufacturers, have made a new advertisement featuring a glider. The idea may be to promote Volvo, but it does a good job of promoting gliding too! Unfortunately, there are no plans to screen it in this country.

Brian asked his audience which image it would like. Would we like to appear as comfortable and friendly, like characters from the television series Last of the Summer Wine, extreme and dangerous, accessible and exciting, interesting (if a little time consuming) or expensive and elitist?

The IGC and FAI are working on the enhancement of gliding's image. The World Air Games, due to be held for the second time in Spain in 2001, has become the 'Olympics of the Air'. There is now an FAI video; we can use the media available to promote the image we want to have. There are new ideas for competitions, for example, Formula 1 gliding. An idea is forming to have race details available on the Internet in real-time, allowing people to follow the action as it happens. Most importantly, Brian said, is the need for co-operation between airsports.

What difference would a new image make? Would it increase membership? Don't we already have a strong image? In New Zealand, membership of gliding clubs grew steadily during the run-up to the 1995 World Gliding Championships in Omarama. During the competition freephone telephone numbers were shown during television coverage, encouraging people to call for more information about the sport; the response was disappointing, and New Zealand's membership is now declining.

Who would benefit from a new image? The sport as a whole would benefit, Brian thought, but we need to find our place in the community of the 21st century. The clubs too would certainly benefit, but they must fulfil the expectations of the members that a new image would draw.

Changing the image is only a small part of the future. We need to change clubs' dependence on Trial Lessons (see: *"A Drug Problem?" S&G*, Feb/Mar, p.15). We need to make gliding less frustrating, and perhaps change our attitude ("it were bloody hard when I started. Why should we make it easy for these folk?"). Why not appoint a committee member for *FUN!*

Safety Panel

Bill Scull opened the session on Safety, highlighting the need for club safety visits, area safety officers, and proper pre-flight and ab initio briefings. Questions were then invited from the floor for the panel of Bill Scull, Terry Slater, Dick Dixon and Peter Claiden.

Is there an increase in fatal accidents world-wide, or just in the UK? The increase has been world-wide; for example, collisions in the alps are on the increase.

Are there actually more aircraft, or are people just flying into one another? There are more gliders and more competitions. Mike Bird interjected at this point. He told the meeting about a very near miss in which four experienced pilots in two gliders failed to see the potential collision. Eight eyes were looking down at the turning point.

A final question was asked on the subject of the Bronze Confusers. Are the mistakes currently to be found in the answers to questions given for the Bronze paper to be corrected? A list of errata will be published.

Wolf Röger

Prof. Röger, visitng from FH Aachen in Germany, spoke about glider and pilot rescue systems; parachutes are used either to lower a whole glider (and pilot) to the ground, or to pull a pilot to safety from the cockpit of a damaged glider. Röger showed a number of films made during the Akaflieg experiments, including some using real pilots! The subject of Röger's talk is covered in more detail by Tony Segal's article *"Surviving Mid-air Accidents"*, (*S&G*, Feb/Mar, p.36).

Annual General Meeting

The Minutes of the last meeting, and the Annual Report were adopted. Keith Mansell made some comments about the accounts, and answered a few questions. Both the accounts and the budget were accepted. The auditors, Messrs King, Freeman & Co were reappointed for the year 1999-2000.

An announcement was made of the proposal for a new Operational Regulation: "all winches must be fitted with approved cable-cutting guillotines (by the end of the year 2000). This was adopted after a short discussion.

The results of the ballot for election of members to the Executive committee were announced: Ron Armitage was elected as a new member, and John Glossop, Dave Salmon, Lemmy Tanner, Richard Yerburgh were re-elected. David Roberts was elected to the position of Vice Chairman, and Dick thanked retiring Vice Chairman, Peter Hearne. The Vice Presidents were also re-elected.

A BGA Diploma was presented to Paul Steiner for services to the RAFGSA, and his "exceptional commitment to the sport of gliding".

The time taken by the business of the AGM itself was skilfully kept to a minimum by Dick, allowing time for the auction of Glider Pilot's Licence No.1.



Record breakers Gerrit and Pam Kurstjens (see p.44)

Glider Pilot's Licence No.1

Auctioneer, Richard Yerburgh, kept several eager bidders on the edges of their seats. The first offer, for £400, came from Dick Dixon, but he gracefully bowed out at £550. Just when it seemed that everything was over, Terry Joint piped up from the back, furiously bidding against Patrick Naegeli, until the latter won with a huge offer of £1,000. The money is to be donated to the Ted Lysakowski Memorial Trust (see: *"BGA & General News", S&G*, Feb/Mar, p.5).



Patrick Naegeli, having just successfully bid for the UK Glider Pilot's Licence No.1

Exhibits and Trade Stands

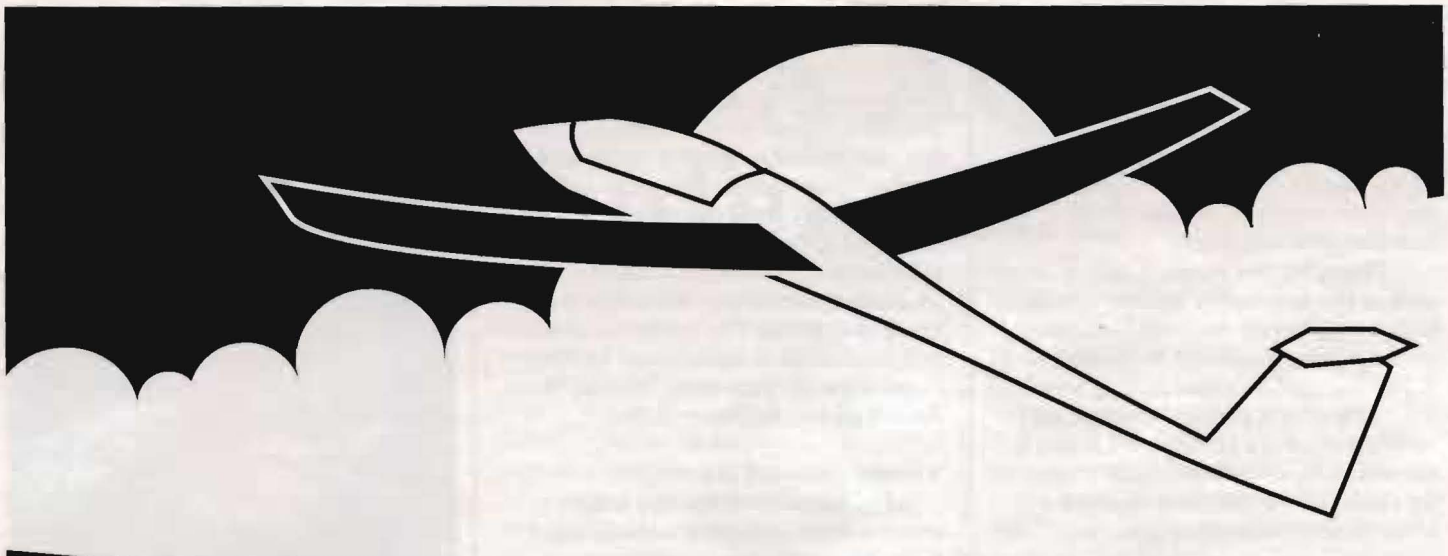
Between the AGM and the final talk, delegates had time to walk around the exhibits, both inside and outside the hotel. The exhibitors were: Joint Aviation Services, International Sailplanes, Jardine Aviation, Cair Aviation Ltd, World Glass Gliders, Shirenewton Sailplanes, Edgley Sailplanes, Zulu Glasstek Ltd, Southern Sailplanes, McClean Aviation, Nevynn International, Flight Insurance, Irvin Aerospace Ltd, Ozee Leisure, BGA, RD Aviation, Motorgliding International, Mary Meagher, Task Nav, Wally Kahn.

Uli Schwenk

The European Champion, Uli Schwenk, gave an amusing and animated talk about the championships in Leszno, Poland during 1998. Uli showed many wonderful photographs. Some of which willbe published in the next issue of *S&G*.

2000 BGA AGM

Next year's AGM will be held, at the same venue, over the weekend of 26-27th February. The format will be similar, but with more time to look around the exhibits on Saturday, and a session of talks on Sunday morning.



We believe we can now offer you the most competitive insurance quotation available in the London Market.

We have a speedy quoting, placing and claims service to suit your needs.

As one of the world's foremost aviation insurance brokers, you will have access to technical insurance expertise, second to none.

We remain the insurance advisors to the British Gliding Association.

Contact: Duncan Ellis on 0171-377 3359 or e-mail Duncan_I._Ellis@Sedgwick.com

Sedgwick

Sedgwick Limited

Sedgwick House, The Sedgwick Centre, London E1 8DX
Telephone 0171-377 3456. Telex 882131. Facsimile 0171-377 3077

A Lloyd's Broker. A member of the Sedgwick Group

ASW 28

Schleicher's new Standard-class Glider

Peter Wells, of Zulu Glasstek Ltd, is the UK agent for Schleicher

Alexander Schleicher announce the latest in a long line of gliders. The ASW28, designed by Gerhard Weibel, is a 15m FAI Standard-class glider incorporating the latest technology, in wing section, boundary-layer control and composite materials.

Recent customer pressure to produce a new Standard-class glider, together with technological breakthroughs (which will benefit both performance and safety) have led to the ASW28.

Gerhard has looked very hard at the ASW24 (the ASW28's predecessor) and acknowledges that, despite its very good glide performance, the climb suffered in turbulent thermals. Much time has been spent finding aerofoils with higher effective lift in circling flight. the wing area has also been increased from the 10m² of the ASW 24 to 10.5m². Due to the high construction quality and modern control surface gap sealing systems, it has been possible to produce a wing with an 85% laminar airflow along the underside profile.

Great advances in composite materials will also benefit the ASW28. Very strong yet lightweight structures can be made with high energy absorption; by mixing very modern fibres and carbon fibre it is possible to improve on existing crashworthiness and also reduce the structural weight.

An optional glider rescue system (ballistic parachute) will also be available. This system has many advantages: it can be pilot operated or deployed automatically if serious structural-failure occurs causing a mid-air collision and pilot injury; it is designed to lower the glider to the ground in a slight nose down attitude with the excellent well-proven safety cockpit to protect the pilot. With the removal of the parachute from the cockpit, taller pilots can fly more comfortably. Tailor-made bucket seats with side supports and integral headrest will be fitted (similar to those in modern racing cars). This will improve the safety of the cockpit and increase pilot comfort.

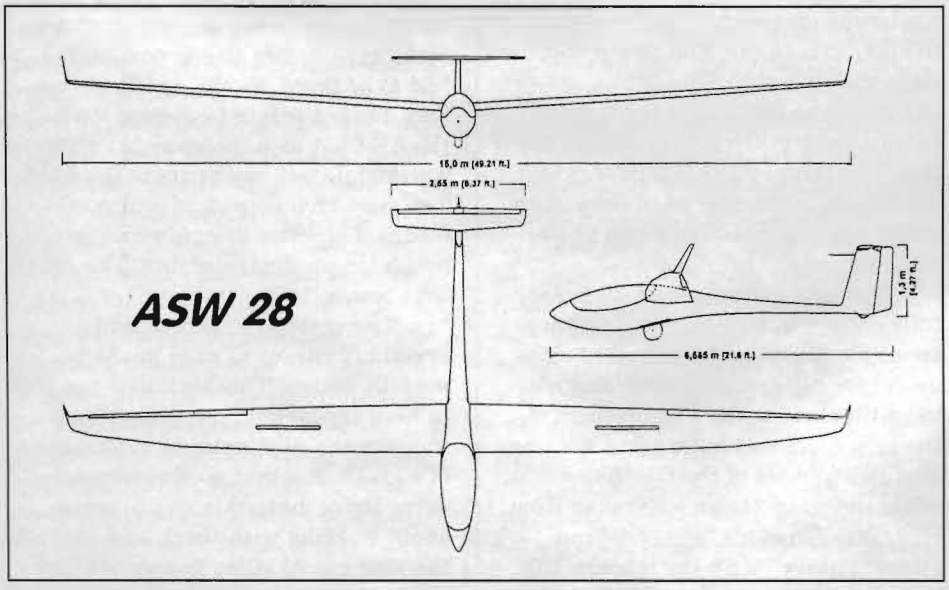
For the first time, Schleichers have decided to install wing tanks rather than bags. Two compartments per wing will allow take off with partial ballast. Due to the clever C-section spar and the water being further back than in most gliders, centre of gravity change with and without ballast will be minimal as it is in the ASW 27. The filling point for the ballast will be on top of the wings. All the current standard features of the ASW 27 will also be incorporated in the ASW 28, i.e. inflight adjustable seat-back, forward hinging canopy with enclosed panel, 210x65 metal tail-wheel, three-way probe in fin, battery box in luggage compartment and fin, sprung undercarriage with 500x5 wheel and disc brake. It is likely that some sort of fin-tank will be fitted as an option. This will be primarily to allow optimum centre of gravity positions for heavier pilots.

So far results by computer and wind tunnel have been in Gerhard's words 'fantastic' and the new winglet design which is 0.5m high (which will almost certainly find its way on to other gliders) is very encouraging.

On a recent visit to the factory, Gerhard told me he only had one more glider in him as he is approaching retirement. So the ASW28 is probably his last.

The prototype is expected to fly later this year and it is hoped that the first production gliders should be delivered early in 2000.

A new glider for a new millenium!



ASW28 Data

Span incl. winglets	15m
Wing area	10.5m2
Wing aspect ratio	21.43
Mass of one wing	58kg
Max wing loading	50kg/m²
Min wing loading	29kg/m²
Max water ballast	180l
Useful load max	130kg
Max pilot weight	115kg
Fuselage length	6.585m
Cockpit height	0.8m
Cockpit width	0.64m
Height at tailplane	1.3m
Winglet height	0.5m
Wing airfoils	DU 99-146 & DU 99-146MOD
Winglet airfoil	DU 94-086M13
Empty mass + min. equip.	235kg
Max take-off weight	525kg
V_{ne}	164kt
Manoeuvring speed max (at 320kg/705lb)	116kt
Min speed	38kt
Min sink	0.58 m/s
Best L/D (@ 105kph)	44

70 Years of the Karlsruhe Akaflieg

The German Akafliegs (Academic Flying Groups, joined together in the "IDAFlieg" organisation) have been powerful engines for world-wide glider development since the early 1920s.

Young students, free in mind and willing to design and try new developments that might improve or optimise their gliders, found and demonstrated a lot of new things that were taken over by the gliding industry. Later, after finishing their studies, those Akaflieg members became the engineers for whom the glider factories look out – they have learnt a lot about research, testing and practical work, parallel to their mainly theoretical studies. In November 1998, the Karlsruhe University's Akaflieg celebrated its 70th birthday – time to look back on its development, and to look forward to its future.

Before the WWII, from the group's founding in 1928 until it was closed in the mid-thirties by the nazi government (who put all flying activities under their control), the group was not among the active glider-developing student groups. Apart from their own designs, HL-28 "Flautensegler" (light wind soarer) and a "Super Zögling (Dagling)" called "Feldberg", they built other designers' gliders for their own flying activities. During this time, interesting research about launching methods, and helpful aids for gliding was also carried out.

Re-founded in 1951, after the allied forces gave permission for the Germans to start gliding again, this research was renewed. In 1952 the Akaflieg developed a radio communication set for gliders and, later, several electric and electronic Variometers were developed. Winch-launch research continued successfully, resulting in the design and construction of interesting and useful winches in the 1960s and 1980s. During the mid-sixties the Karlsruhe Akaflieg's first aircraft project was started: The AK-1, which first flew in 1971, became a 15m all-metal retractable-engine self-launching motorglider, based on the FK-2 "Greif II" and FK-3 designs of Otto Funk. This motorglider, the first of its type, is still flying successfully in the Akaflieg. The next project, called AK-2, was planned to be a super-motorglider based on the 22m Glasflügel 604 design, but proved to be too "big" and complicated to be realised by such a small group of students. The project had to be abandoned.

The AK-3 and -4 numbers were given to successful variometer designs. During the last decade, the Akaflieg Karlsruhe also decided to modify its DG-500/22m to the 20m two-seater class with winglet. This impressed the DG people so much that these modifications were taken into serial production. The flapped DG-505 gliders and motorgliders can now be ordered with either the original 22m wings or the 20m winglets!

The next glider project was carefully chosen to be a training and performance glider in the standard class, useful for the group's flying, and not too difficult to build. The fuselage of the new AK-5 was built using the modified moulds of the Glasflügel 604, while the wing design was taken from H. J. Streifeneder's "one-of-a-kind" glider "Falcon", with the modern HQ-21 wing profile.

The maiden flight of the AK-5 was in 1990, and it proved to be a good standard class performance glider. However, the students soon discovered some necessary modifications which would make it an even better glider for club use, specially for early solo pilots to fly as a first single-seater.



Karlsruhe Akaflieg's AK5 from which the Ak5b was developed.

The longitudinal stability of the original AK-5 was found to be very low; only small stick movements caused great changes in speed. Pilots were recommended to have "calm hands". To reach the necessary positive stick-force stability, a rather strong trim spring had to be fitted. So the Akaflieg members decided to build a second model, the AK-5b, which incorporated all the worthwhile improvements to the AK-5. The main change was, of course, a modified elevator design, which gave better longitudinal stability. The AK-5b first flew in 1996.

New materials, carbon and aramid fibres, were used in the b-model's design. This was done not only to keep the weight low, but also to improve the pilot's safety in the case of a crash. Another good reason for using these materials was to learn about working with them, and to teach the younger Akaflieg generation how

to use them too. Continuously passing on knowledge to the younger members is a very urgent need in the Akaflieg groups. Active members only stay in the groups during their time at university, usually 5-6 years, before leaving the Akaflieg to work anywhere in the industry. This continual "change of staff" sometimes makes life difficult in the Akafliegs, but it does allow all members to develop and test their new ideas without being "blocked out" by an older generation reluctant to change. A system like this does, of course, produce some disappointments, but eventually brings success, as the track-record of the Akaflieg histories since the 1920s show. By building the AK-5b, the Karlsruhe Akaflieg received the basic knowledge they now need for their AK-8 project.

The AK-8 will be a new standard class glider, based on the DG-600 fuselage, with completely redesigned 15m wings. During this year, the AK-8 is close to completion in the Akaflieg workshop.

At the 1998 IDAFlieg meeting, and also at Karlsruhe-Forchheim Airfield, I had the chance to test-fly and compare both the AK-5 and AK-5b. Seen from outside, both gliders look very similar – the only obvious difference being the bent-up wingtips of the b-model. Opening the canopies shows some of the improvements the students gave their second AK-5: While the AK-5 has a conventional canopy closing system with two closing levers and an additional emergency jettison knob in the instrument panel, the b-model's canopy is locked by just one lever on the right canopy frame, which also acts as emergency jettison lever. In an emergency the pilot would first try to reach the lever he uses to open the canopy, so this improvement is a good one.

The AK-5's instrument panel swings up together with the canopy, held by two gas pressure springs at each side, which slightly obstructs entry and exit. The b-model is more comfortable; it is equipped with a small mushroom-shaped instrument panel and the canopy is attached at the front. During emergency opening, the front end is released, while a "Röger-hook" (see: "Surviving Mid-air Accidents", *S&G*, Feb/Mar, p.36) at the rear end prevents the canopy hitting the pilot as it is ejected.

The Hänle-system parallel driven stick with an integrated spring trimmer in the AK-5 was replaced in the b-model by a conventional stick with a trim-setting knob left of the seat. The original "Hänle" stick-system is only comfortable to use if there are almost no elevator forces (as was the case in most of the original Hänle). An additional overriding electric-trimmer, operated by two buttons on the stick, easily allows fine trim-corrections to be made.

The wheelbrake, operated on the AK-5 by a bicycle brake-lever fixed to the airbrake lever, was connected to the airbrake mechanism. This system was very good, but normal club-use resulted in a need for more maintenance and frequent, careful adjustment in order for it to work properly.

In flight, the difference, mainly caused by the new elevator design, can be clearly felt: While the AK-5 requires a steady hand to avoid pilot-induced-oscillations during launching and landing. The b-model is a co-ordinated glider for nervous beginners doing their first solo flights, the stick in the AK-5, in addition to the strong trim-spring, feels like the stick of a modeller's radio-control transmitter, snapping back to the trimmed 0-position if released. Achieving the correct trim setting is difficult, as after pressing the trim-release knob the little wheel of the trimmer has to be turned against the spring tension in the required direction. The "trim-throttle" of the b-model is much easier to use, and the electronic fine-tuning is easily made using the two buttons on the stick.

The smaller instrument panel in the b-model and the improved seat shell give more comfort and a better view – an unobstructed "lookout" possibility is essential for a modern glider, as the mid-air collisions of recent years show.

In flight, both gliders proved to be manoeuvrable, with a 45°-45° roll rate of a little more than three seconds at 62kt, and their stalling characteristics are safe. Flying the AK-5/5b is really fun! The minimum speed is indicated around 44kt, the AK-5s then go shaking, and staggering a little, into a gentle stall; the b-model seems to be better co-ordinated; it thermals and stalls a little more gently due to its wingtips. The airbrakes are effective, sideslipping is easily possible and also effective. On landing the "old" AK-5 requires some skill; the pilot must carefully pull the stick back against the strong trim-spring while holding-off. The other control forces are rather low. In the b-model, the harmony is perfect.

With the AK-5b the Karlsruhe Akaflieg designed a well-mannered standard-class and training glider. After completing all the certification tests the glider now is in full use for first solos to competition flying. However, the original AK-5 is well-loved and flown frequently by all the skilled Akaflieg pilots.

In their new project, the AK-8, the students are now building a standard class glider designed not only to compete at the upper end of standard class competitions, but for club-use. With all the knowledge they learnt from designing, building and testing the AK-5s, I am sure the AK-8 will be a great success in the 8th decade of the Akaflieg Karlsruhe's existence!

–Jochen Ewald

Battery Analyser/Charger



Take away the guesswork!

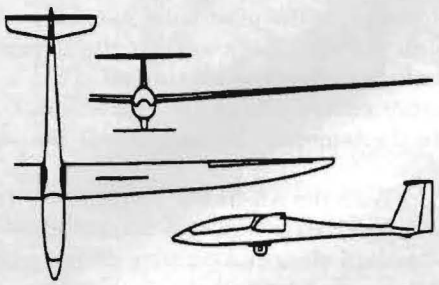
- Two independent channels
- Measures the physical capacity of sealed lead acid batteries
- Find 'rogue' batteries before flying
- Displays the charge remaining in a battery
- Stage charger to charge and maintain batteries in prime condition
- New generation micro controlled with 32 character display

£140+VAT (inc. p&p)

Call or fax (01792) 885044
e-mail mikek6cr@aol.com

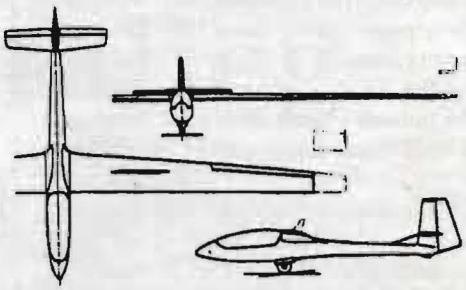
Premier Electronics (UK) Limited
Unit 2, Glan Llwyd, Pontardulais Ind. Est.
Pontardulais, Swansea SA4 1RS

Complete S.Z.D. Glider range from training to competition at affordable prices.



SZD 55-1
58,380DM
Ex works

SZD 59 Acro
46,185DM
Ex works

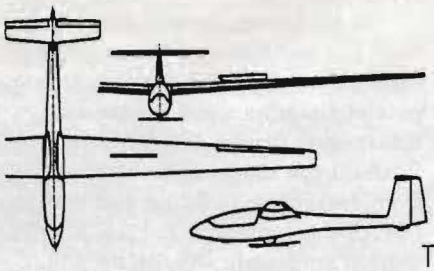


Anglo-Polish
SAILPLANES LTD.

SZD 55-1 Demonstrator for sale!
Winner of Lasham Regionals

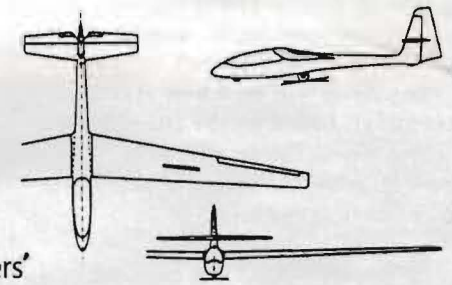
Zenon Marczynski
156 Cromwell Road
Hounslow, Middlesex TW3 3QS
Tel/Fax 0181 570 7087
Mobile 0402 636141

SZD 59 Acro Demonstrator for sale!
Third in Lasham Regionals



SZD 51-1
Junior
39,364DM
Ex works

SZD 50-3
Puchacz
60,832DM
Ex works



Tyres and Tubes available for all SZD gliders

Available SK 94 Parachutes, Trailers and Instruments. Prices subject to change and exclude VAT.

JOINT AVIATION SERVICES LTD

ATTENTION

Glider Insurance, unbeatable new rates for 1999.
Exclusive to Joint Aviation Services Ltd

May we suggest that in 1999 for your insurance renewal, you take the following simple steps.

1. Obtain your renewal or new quotation from your regular Broker/Agent
2. Call Joint Aviation Services Ltd with the above quotation. We are sure that in MOST cases we will be able to better that quotation by a minimum of 10%, and be able to offer you a very special insurance package with one of the World's Largest Insurance Companies.

Other ways we can help lower your costs.

Restricted cover policies, just let us know YOUR needs. Unrivalled claims handling with a 24 hour a day, seven day a week help line. Free replacement aircraft*, the only company in the world to offer this!! Unrivalled knowledge of our sport with over 71 years of experience between us.

CALL

Terry Joint 01420 88723 Mobile 0802 708670 • David Innes 01420 88736 Mobile 0802 658342
Bernadette Pollard 01420 88706
Or Clair Greenough on our main Switchboard number 01420 88664, for policy changes and queries.
Fax 01420 542003 • e mail *joint.aviation@virgin.net*

*Subject to availability and ??????

The Soaring Centre

Just give us a call

Tel: 01858 880521

The Soaring Centre
Husbands Bosworth Airfield, Lutterworth
Leicester LE17 6JJ
Fax: 01858 880869
e-mail- office@soaringcentre.demon.co.uk

Send for our FREE BROCHURE

- A Superb glass fleet of gliders
- All year round, 7 days a week operation, with daily met and task briefing.

PLUS - Intensive course to solo • Bronze C endorsement, field selection, navigation, training available

Book your club expedition now for 1999 .....

We offer a professional approach to training, with a comprehensive range of courses, at the friendliest club in the country.

Midland Regionals July 3rd-11th 1999

1999
FREE BOOKER REGIONALS



3rd-11th July

No Entry Fee
NB: Temporary membership fees of £50 will apply to pilots who are not current Booker members

Entry forms available now from:
Booker Gliding Club
Wycombe Air Park, Marlow, Bucks. SL7 3DP
Tel: 01494 442501/529263 • Fax: 01494 438262
www.bookergliding.co.uk

Shenington Gliding Club

Shenington Gliding Club offers Individual Tuition with Bruno Brown. Specialising in:

CONFIDENCE BUILDING COURSES
INSTRUCTOR WORK UP TRAINING
GROUND STUDIES IN ALL GLIDING ASPECTS

All courses will be tailored to your own requirements but will include:

- ✓ STALL APPRECIATION AND SPIN AWARENESS
- ✓ LAUNCH FAILURE RECOVERY TRAINING
- ✓ UNDERSTANDING THE DANGERS OF LOW FLYING

"SAFETY THROUGH KNOWLEDGE" IS GOOD
SAFETY THROUGH UNDER-STANDING IS BETTER
Talk to Bruno on
01295 258700

DERBYSHIRE & LANCASHIRE
Welcomes you to the spectacular Peak District

- Ridge
- Wave
- Thermal
- Open 7 days a week
- Fly our aircraft or bring your own
- Visitors most welcome
- Park your trailer and enjoy our summer holiday courses
- On-site accommodation, full catering and licensed bar
- Local attractions for all your family members

For further information please contact our
Flying Manager, John McKenzie.
Tel: 01298 871270
http://ourworld.compuserve.com/homepages/MH1
e-mail: dlgc@gliding.u-net.com

XK10 "CLUB" VARIO SYSTEM

★ *Over 400 units in use in the UK alone*
★ *Metric export model available*

from Cair Aviation Ltd.
"You can bank on us"



XK10 "CLUB" VARIOMETER
- Audio codes climb rate
- No Flask Required
- AVC on Dawn Tone • Gust Filtering

£249



DEDICATED AVERAGER OPTION
- Battery Volts
- Three Averager Modes
- Thermal Total Average
- Speed to Fly
- Climb/Cruise Mode
- Auto Shut Down Overnight
- High Sink Rate Alert
- 0 – 5kts Wave Mode

£149



REPEATER METER OPTION
- 60mm Mounting • No Mods Required
- Loom Included
- Metric Version 0–5m/sec

£89

Prices shown exclude VAT and carriage

✦ **New Instruments:** PZL Expanded Scale ASI's. 1.5 Turns 0-140kts £109, 1.75 Turns 0-200kts £119, PZL Zero Reset Varios, Flask and Ring, 80mm £189, 57mm £219, PZL T.E. Unit £19.90, 12V Mini T/S £211, Sensitive Altimeters £149-£153, PZL Altimeter £89, Mini Accelerometer £159, IFR Pedestal Compass £49, CM24 Bullet Pedestal Compass £49, LC3 Panel Compass £47, Airpath Panel Compass £59, Vertical Card Compass £139, T/S Canverter £18.00 ✦ **Surplus Tested Instruments:** Horizons with new Solid State Inverter, Ferranti Mk6 £319, Mk14 (Coloured Display) £349, 80mm Glider rate T/S £89, Mini American Glider rate T/S £249, Mini Accelerometers £89, Mini Mk27 Elliott Altimeters £349 ✦ **Radios:** ICOM A3E £253, A22E £290, Delcom 960 £219.90, Delcom 960 Panel Mount Version £247.90, Pye MX290 Compact Mobile/Base Tx/Rx all gliding channels, certificate of conformity £130, Mobile mag mount aerial £25, Glider Battery Chorger £29.50 ✦ **Parachutes:** SK94, Type Certified, C. of A. Rapid Opening, Low Descent Rate, Steerable, Comfortable, Lumbar Support, Bag, £495 ✦ **BGA Approved "Ottfur" Releases:** Original New "Ottfurs" £169, Latest "Ottfur" for modern gliders – Aerotow CW400 series £169, C of G CW300 series £199, Exchange with latest modifications £89, Spring Kits all series £5.00.

COLIN D. STREET, 7 Sharpthorne Close, Ifield, Crawley, Sussex, RH11 0LU, England Tel 01293 543832 • Fax 01293 513819

Hundreds & Thousands

Pam Hawkins (now Pam Kurstjens) was the first woman to fly a 1,000km FAI triangle

Gliding is a bit like mining- you dig away relentlessly for years, then suddenly you hit a particularly rich vein of high grade ore. You are surrounded by opportunities on a grand scale, and like a kid in a sweet shop you reach out and grab what you can while it lasts.

That was what it felt like in Australia this winter, as the weather came good week after week, yielding at least twenty-three flights of over 1,000km between 11th December 1998 and 26th January 1999 from Benalla, Lake Keepit, Narromine, Temora, Tocumwal and Waikerie. In my experience of Australia, there are good years and less good years; this was the big one.

You cannot predict the seasons. The 1997-1998 season had been preceded by an eight-month drought in Queensland, the farmers were blaming El Niño, and the glider pilots were predicting a bumper year. Then a curious thing happened; some fifty long, white trailers assembled in one place, and the drought broke on the first day of the Nationals at Kingaroy. "Ahh", they said, "its that El Niño effect". The rest of that season at Tocumwal and Waikerie gave us a lot of blue days, some cumulus days, but nothing spectacular. We flew a lot of 500s, but in two months our longest distance was a non-declared flight of 750km. I tried repeatedly to do a fast 500km O/R and could not achieve more than 120kph. There was just a single 1,000km flight in Australia that season, from Benalla. By then, the blame for the poor gliding season sat squarely on the shoulders of El Niño.

When we arrived in late 1998, it had been a wet winter in Australia. The farmers were behind with the harvest, because the fields had been too wet to drive on, and we had never seen New South Wales so green. The glider pilots were saying it would be a hopeless season.

But from our first flight onwards, there was a buoyancy in the air that just felt right. The weather settled into the classic cycle as the big high-pressure systems moved through south-eastern Australia, each followed by a cold front or 'change', as it is known. Typically, after the change, there is a day of reasonable cumulus weather, then as the high pressure builds there are a couple of blue days which can be very stable, then there are a few days of steadily increasing cloudbases with the best and hottest day just before the next change. And what a change! On Christmas day it was 42°C with a light northerly wind; the next day it was 11°C, with a howling cold southerly wind you could hardly stand up in. The cricket was washed out in Melbourne, and six lives were lost in the Sydney- Hobart yacht race.



(l-r) Paul Bourgarde (Belgium), Pam & Gerrit Kurstjens, Pepe Gresa (Spain) after their 1000km flights from Tocumwal on 11th December '98.

All that violent energy in the atmosphere is what drives our sport, but the same forces can be very destructive.

A day of rain signalled the start of the Nationals at Narromine in November 1998. I won the first task, 294km at 130kph in Open Class. I was a bit stunned, home in 2h 17m. We had already had a few good days in the practice week, including a 750km O/R at 119.3kph. I won another day, 560km at 146kph, in the Nimbus 4 at 800kg, and whole new horizons opened up to me. The winning speeds in 15m and Standard class were also about 145kph that day, cloudbase was 8,500', thermals 10kt and easy to get into. I would not be content until I had repeated that performance for a 500km record, and I did not have long to wait.

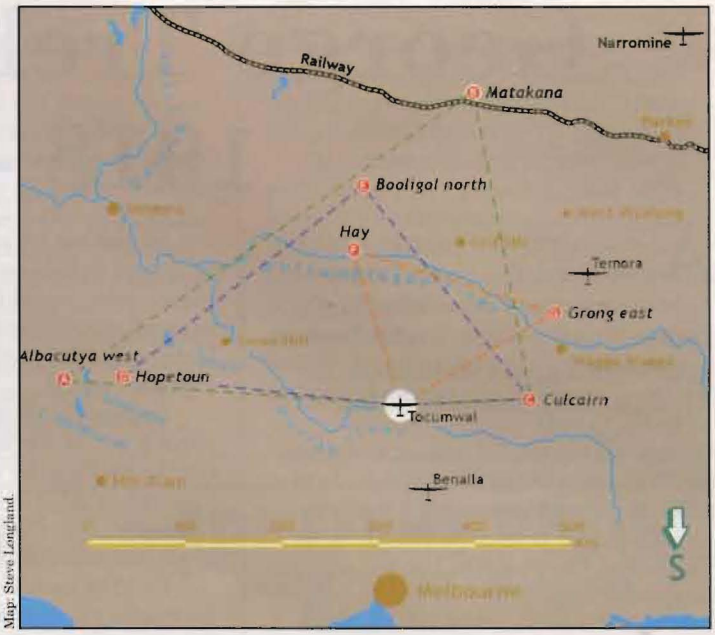
Five days after the Nationals I flew a 500km O/R at 143.7kph. Cloudbase 8,000', thermals all strengths from 5-9kt, and hard to get into. Two days later, on 11th December, there were five 1,000km flights from Tocumwal and one from Narromine. Cloudbase 10,000', thermals mostly 10kt, but 12kt if you could keep the glider on a wingtip in the core (not so easy in the Nimbus). Large areas of spreadout and some very long glides made me glad I had those long wings. I flew 1003km O/R at 116.9kph, my husband Gerrit flew the same at 131.5kph (he had gone past me on the first leg at cloudbase, while I was trying to save myself from my inevitable low spot), Paul Bougarde from Belgium and Pepe Gresa from Spain flew 1,013km FAI triangle at 133 and 122kph respectively. Rob Looisen flew his first thousand km over a Yo-Yo course in 8h 15m in his ASW 27.

On 16th December I flew a 750km FAI triangle at 119.3kph, the first two hours cloudbase was 4,000', later reaching 8,000', and becoming blue and difficult at the end. Maximum lift a rare 10 knots. Gerrit tried a 500km triangle but was not fast enough for his target. On 23rd December he flew a 500km FAI triangle at 141kph. On 24th December we both declared 1,000km, in different directions, but the thermals took too long to get going. Try to imagine what it is like in the



Photograph: Pam Hawkins

A Pam's-eye-view: Gerrit flying his Nimbus 4, 100km west of Tocumwal.



Map: Steve Longland.

cockpit as you struggle to make progress below 2500' in the early thermals that you almost always have to use at the beginning of these big tasks: it is nearly 40°C under a burning blue sky, the air vent is open but admits only hot air, rivulets of hot sweat are pouring round your eyes and down your face and inside your shirt.

Christmas Day was hotter than ever. Gerrit declared 1,252km FAI triangle and took a high tow, crossed the startline at 1,000m at 10:45 and set off to find the first thermal. He only went 50km in the first hour, and was very low for some time. He is an absolute master at staying airborne in these gruelling conditions at the beginning of the day, carrying all the water ballast that will be needed later on. I launched an hour later with a 1,037km FAI triangle declared and my first climb was to 4,000', so I had it easy. We were both going 300km or so to the west for our first TPs, and we could already see a lot of thick white cloud across the horizon.

The cumulus soon began to appear and after an hour I could get to 8,000', then after two hours I reached 10,000' but by now I was surrounded by big thunderstorms and lots of rain, with lightning and spectacular downbursts hitting the ground on all sides and kicking up huge clouds of dust. Anyone trying to land would find out what it was like inside a tumble drier. It was frightening. But all the time I could stay high and find a way around the storms, sometimes reaching 12,000', and so I continued, listening to Gerrit 100km ahead. His 1st TP was 30km further west than mine. When he got there after 150km of flying through the storms, he was ready to give in and suggested that we just go back to Tocumwal, if we could get there. I had seen the storms developing behind me and was by no means sure we would get back, but before entering the shower area I had been studying the weather to the north, and it looked fantastic, so I said I thought we should continue.

At 2 pm, Gerrit still had 900km to do. Our two second legs ran parallel about 30km apart, heading north-east. Gerrit was closer to the storms and had a superb run, covering hundreds of kilometres with hardly a turn. My speed was more like 140kph on this leg, and I was glad to be round my second tp and heading south-east while Gerrit was still going north. Then I encountered the standing 'blue hole' associated with the irrigation around Griffith and Narrandera, and had to divert to get as high as possible before setting off at best glide to get across. I made it, but some other people whose tasks crossed this area on this day did not. Gerrit's third leg was much further east and he stayed under cumulus.

We both had the same 3rd TP, 130km east of Tocumwal. The lift had become a bit ragged by now, but cloudbase was still high, and I dumped the water to climb to around 11,000' for the final glide. The sky ahead was dark and overcast with areas of rain, the decaying remnants of the storms that had built up along the river and to the south during the day. I flew very carefully now, still 100km to go, but there was some weak lift and not much rain, and 50km out I knew I was safely home. Gerrit rounded the last tp three quarters of an hour after me, had the same last climb to cloudbase, and landed 20 minutes before last light. We stood around the gliders drinking champagne and glowing quietly within. Wow.

I had flown the first feminine 1,000km FAI triangle, but only just in time as it turned out. My speed was 122.5kph, the distance 1037km. Just 12 days later in South Africa, Angelica Machinek of Germany flew 1004km FAI triangle at 126kph, thus taking the World Feminine record for the speed while I retained the record for the triangular distance.

Gerrit's 1250km triangle at 126.7kph was the first by a Dutchman, the first in the eastern states of Australia, and probably the first one in Australia other than by Hans Werner Grosse.

There were to be three more super days for us. On 4th January we flew a 500km FAI triangle. I did 151.57kph while Gerrit did 163. On 6th January we flew 750km O/R, I did 130.28kph and Gerrit did 144.24, and on 17th January we flew another 1004km FAI triangle from Temora, I did 'only' 119kph in a bid to regain my record from Angelica, while Gerrit did 132. It was my fourth 1,000km, and for Gerrit about the ninth. I claimed seven World Feminine Records, seven UK General Records and eleven UK Feminine Records.

Lots of people flew further and faster than ever before. Next year's weather? Who knows?

George Trehane Collins 1918 - 1999

A Cornishman, George Collins was born the son of a wholesale grocer and was, like his father, both a keen and talented sportsman and a musician. He died in early January 1999.

George played cricket, soccer and rugby for Truro School and played 'cello in the school orchestra – winning a music scholarship to Trinity College. Instead he studied Pharmacy in London and supported himself by playing the clarinet in a dance band! He later became a Pharmacist, and Musical Director of the Truro Amateur Operatic Society – boasting that, as well as conducting, he could play every instrument.

Pharmacists during WWII were members of a Reserved Occupation, so it was not until later, when the Armed Forces rules on enlistment were relaxed to allow Aircrew Volunteers, that George was able to start to fly.

He did his training in Florida and, on return to this country as a single-engine pilot, opted to train on multi-engined aircraft, eventually becoming a Lancaster pilot just as the war in the Far East ended.

George didn't stop flying. Whilst playing soccer for Wadebridge Town and Truro City, he was also much involved in ATC Gliding, being CFI, variously of St Eval, St Merryn, Culdrose and Harrowbeer in Devon.

In 1948 he was elected to the Instructors Committee of the BGA, becoming Senior Regional Examiner for the South West, a post he held until he retired from Instructing. From 1981 to 1986 he was also a CAA PPL SLMG Instructor and Examiner.

George was a CFI for 26 years, so he made friends as well as not. To this day there are those who talk about him with immense affection – and, perhaps, those who have less than fond memories. After all, George was only human. He was CFI at the Cornish Club for several sessions after its founding of the, and served here in one way or another, for thirteen years all told.

In 1960 George organised a National Gliding Week at Perranporth where he not only Directed but also flew with the ex-Director of the ATA, later BGA Chairman Philip Wills, Sir Peter Scott and all the other 'names' of the era. He entered the Nationals to represent the Club no less than eleven times and was largely responsible for putting Perranporth into the conciousness of the nation's glider pilots: on the occasion when 29 gliders landed at Perranporth during the Lasham Nationals in 1961 George put Perranporth on the map for them.

The Club built a Skylark IIIF (BGA No 103) from a kit in 1961/62 and George flew two Diamond Goals in it – one of them in cloud all the way to Lasham. He also flew in the USA, Australia, Canada, South Africa and most European countries.

George didn't teach me to fly and he didn't give me the impetus to learn to fly. But he did give me and, no doubt, countless others, the very real sense of fun to be had from our sport.

George flew 6,000 hours in gliders and nearly 50,000km. Ann Welch told us at our Annual Dinner just a few days after his death that she had over 150 types in her logbooks. I'll bet that George did too!

–Richard Gillow

Cambridge Gliding Club offers you . . .

- A Discus, Pegasus, Astir, and two Juniors. And, choice of two seaters: K21, Grob 103, Puchacz, and, for fun, a T21.
- Three huge runways in the middle of great soaring country, with very few airspace restrictions.
- Bronze Courses – Soaring Courses – and intensive *ab initio* training bookable by the day or week (for non-members as well).
- Flying 7 days a week (5 days a week from Oct to Feb).

Gransden Lodge Airfield, Longstowe Road, Little Gransden, Sandy, Beds, SG19 3EB (off the B1046, midway between Little Gransden & Longstowe) Phone 01767 677077

From Lasham's *Club News*

Tony Miles once flew a 747 down to the Falkland Islands. As he flew over the equator he called over the cabin PA that if the passengers looked out they would see a dotted line. The cabin crew reported all the squaddies rushed to look out of the windows...

What's on at Bidford Gliding Centre in 1999?

Bidford Regionals Competition: 12th – 20th June Fly the Cotswolds Entry Forms available	**Turbo/Self Launch Competition:** 31st July – 8th August Now Rated! Entry Forms available	**BGA Juniors Competition:** 21st – 29th August Limited places Entry via BGA
Cross Country Training Week: 17th – 25th July Learn how to do it! Open to all, book early	**Courses and Flying:** Available for any level of experience 7 days a week. Trial Lessons with Photo Certificate.	**BGA, PFA & CAA M3** Approved Workshop **Glide-Inn Café** Open Daily

Bidford Airfield, Bidford On Avon, Warwickshire, B50 4PD • Tel/Fax 01789 772606/772016



Henry Draper, shortly after his first solo flight.

Solo Thoughts

It was Saturday,7th November, after an illness in late September that I decided I was fit enough to visit the airfield.

On my arrival the duty instructor enquired whether I had yet gone solo. His remark was encouraging, but after a six week lay-off I was not expecting anything special.

It was my turn to fly at about midday, and the sun appeared. I had three flights and considering my lay-off was rather pleased with my efforts. I was then told I could take it up on my own. This was the moment I had strived for for so long, and at times wondered if it would ever come.

I went through the usual pre-flight checks, and when 'all out' was given all that I had learned came into play. On the downward leg I remember saying to myself, *I am enjoying this!* Soon the runway came into view. Once I came to a stop, I opened the canopy; my instructor was the first to congratulate me and remarked on my excellent landing!

For myself there was no emotion; I did not want to punch the air or kiss the ground. There was just a quiet inward realisation and satisfaction that all tuition had finally paid off. I am deeply indebted to all the instructors of the Lincolnshire Gliding Club. Like John Glenn, the American astronaut, I had also realised a dream at 78 years of age.

My quiet satisfaction was, however, short lived. Soon the press were knocking at my door, telephoning, and requesting photographs. On reading the reports in the local papers I slowly began to realise that perhaps I had achieved something out of the ordinary and, in doing so, had given some publicity to the sport of gliding.

–Henry Draper



SDI Franz Pöschl

VARIOS/FLIGHT COMPUTERS FOR GLIDER PILOTS

Sales in UK

ERNST SPECHT Tel/Fax 01203 382190

FRANK STEVENS Tel. 0121 3532146

C4 COMPETITION with new 99 software update

- wind calculation – direction/strength
- fast centring in thermals with tendency arrows
- GPS Interface as standard

AVAILABLE NOW! PRICE ON APPLICATION

Enstone Regionals

A 10-day BGA rated competition 21 – 30 August 1999



Details and entry form available from
Steve and Jane Nash, 19 Kelvin Hill, Basingstoke, Hants RG22 6EF
Telephone: 01256 462418

Entry fee £120

NORFOLK GLIDING CLUB



Eastern Regionals 1999

The No. 1 Regionals – May 29 - June 6

FRIENDLY CLUB - HUGE FIELDS

Details and entry forms from Bonnie Wade 01508 531406

TIBENHAM AIRFIELD • THE HOME OF GLIDING IN NORFOLK

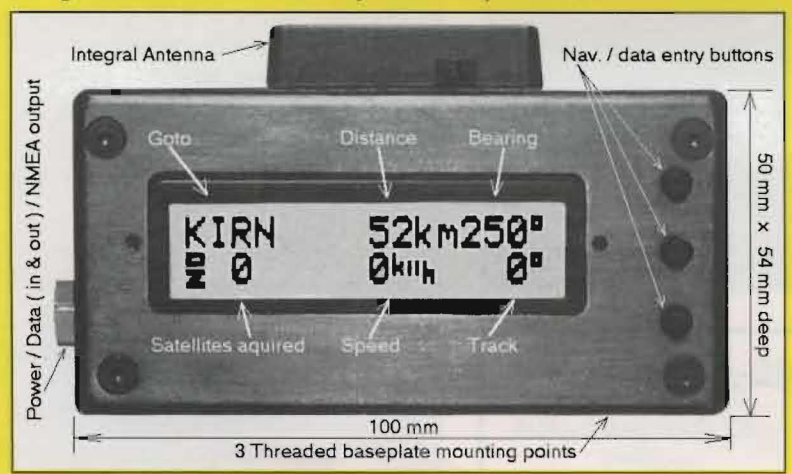
Richard Cranium Award

One syndicate put in a sterling effort to beat off all other opposition for Shenington GC's 'Richard Cranium' Award: Chairman, Mark Stevens, managed to lose his new Mosquito out of the back of his (pop top) trailer on the way back from Hus. Bos., and was lucky to be able to retrieve it later from the verge. However, his syndicate partner, Chris Kidd, was not to be outdone. During a competition he not only managed to start a task with his barograph switched *off* but, by switching it *on* part way round, and infringing airspace, he ended up with a *negative* score for his first day! Chris went to New Zealand to get out of the way, while Mark sportingly turned up at the annual dinner to present the prize to himself. **–Tess Whiting**



VOLKSLOGGER- IGC Logger, Barograph

GPS nav. display - ALL in one unit, Small, Superb value (£ 519)
designed and built in Germany - ***ideal replacement for cameras***



A Proven Winner !!

European Standard Class	**1st**	(Paul Crabb)
European Club Class	**1st**	(Frank Hahn)
UK Open Class Nationals	**1st**	(Russell Cheetham)

"It saves minutes on every Task" - R. Cheetham

A NEW IGC data logger designed by glider pilots for glider pilots. It's simple, rugged and compact construction allows you to replace your cameras with an instrument that navigates and confirms arrival at TP's.

- Simple installation - **ideal for a camera mount**
- Loud beep and 1 sec. logging in TP zone (**ideal for comps**)
- **Fast Clear Nav. Display**, 12 channel GPS, integral antenna
- 25 hours logging at 12 sec intervals, 12 hours at 6 sec
- On screen FAI task declarations and GOTO function
- 500 internal waypoints - BGA waypoints supplied
- Input information using buttons OR PC software
- NO internal batteries - power 125 ma 9v - 24v

£ 519 p&p £10 + vat (includes all Cables & PC software)

GarMax Maximise your GARMIN™ 89,90,45,38,12xl,II,II+,III

GarMax gives pilots the ability to easily upload airspace maps and turnpoints to their existing Garmins - providing a cost effective moving map display. **This unique software and cable kit gives you :-**

Airspace moving map display
- *** Airspace updates available ***
- UK Prohibited Airspace
- Class B gliding areas for wave flying

Turnpoint functions
- Upload/Download/Edit Turnpoint lists
- BGA (1998) / Worldwide Turnpoints and airfields
- User definable Turnpoint areas

GarMax Software....£56.50 GarMax + PC cable....£76.50 (p&p 2.50) +vat

CRABB
Crabb Computing
3 Salford Close
Welford, Northants, NN6 6JJ

Tel/Fax +44 (0)1858 575665
e-mail:-
garmax@crabcom.demon.co.uk

Club News

Material for the next *Club News* can be sent to the editor before the **10th April**. Email: le@blot.co.uk (preferred)
Post: PO Box 2039, PULBOROUGH, West Sussex RH20 2FN (disk or *crystal-clear* hardcopy). **Please do not fax *Club News***

> ***'Electronic' Club News Deadlines***
>
> The ease with which electronically submitted contributions can be formatted means that those correspondents submitting their material by **email** need not send their *News* until the **15th April**. Would everyone else please observe the deadline of the 10th April. For information on how to best format your *Club News*, please send an SAE to the Editor for a *Guide to Submitting Material to S&G*.

Andreas (Andreas IoM)

Winch problems have combined with the weather to limit our flying recently, but with both winches and the tug now on line we are looking forward to summer (hopefully).

At our recent AGM the new committee was elected. We are now a BGA member club.
Brian Goodspeed

Anglia (Wattisham)

We welcome our new CFI Alan Tribe. We have had an exceptional Winter/Autumn, especially with the use of our new Skylaunch and a recently extended winch run of 4,500'. We have also received a new K21 and Discus CS. The clubhouse is very nearly finished thanks to much hard work from many other club members.

Please note that the club now operates on 125.80 and is not contactable on any of the gliding frequencies. However, this frequency is shared with the search and rescue helicopters so essential calls only please!
W. J.

Angus (Drumshade Farm)

A substantial improvement was seen in the flying statistics for last year and we are working towards continuing this trend.

As usual, weekend flying has continued throughout the winter, hardy souls being rewarded with superb views of the snow-covered Angus hills. Our winch is giving very good launches and we are looking forward to the first strong thermals of the year which we hope will be plentiful during our annual April Flying Week.
Dave Thompson

Aquila (Hinton in the Hedges)

Winter work is progressing well. A K13 has been completely stripped, recovered and is in the final painting stage. Clubhouse painting progressed well during a January 'activity' weekend. And the first decent thermals of 1999 have been visiting!



Surrey Hills GC's launch-point control tower being righted by the fire brigade.

The committee is deep in preparing a three-year business plan. The first projects are starting already. The aim throughout is to 'keep it simple' and involve as many members and their skills as possible. We have a new marketing plan and a clear strategy for capturing more members.

Simon Kroner won our Club ladder (both Open and Weekend); John Giddins came second and Dave Latimer third in both ladders. Bob Johnson and Mike Oggelsby are new Assistant Instructors.
Mel Eastburn

Bath, Wilts & North Dorset (The Park)

Cloudbase has mostly been at 5', but we have enjoyed the challenge of flying in extreme conditions. We will be current to make the most of the winter wave when it arrives.

Work in the hangar progresses well; one of our Bocians has been fully refurbished. Dave Marsh has created a working Landrover from two heaps of stationary spare parts rusting in close formation.

Ron, our CFI, has been reviewing training and safety, seeking opinions from all club members. He plans to offer new recruits the opportunity of flights in the motor-glider to help them progress faster towards going solo.
Diana Wright

Bidford (Bidford)

The New Year brings a change of ownership. Bill and Shelagh Inglis, and their Dimona DeltaAlpha from Thruxton, are our new custodians.

At our annual awards, prizes went to: Rob Jarvis, Richard Palmer, Chris Morris, Nigel Howard, Richard Palmer and Nick Wright, Sally Turner, Alistair Hill, Ray Nicholson; Chris Law and Steve Alexander; and the very likable Colin Hussell.
John Watson

Black Mountains (Talgarth)

1999 came in much the same way as 1998 went out for us here in Wales – wet! Our German friends visited over Christmas and managed to soar the ridge. We have had a few days flying with visitors making the most of wave to 14,000' at the beginning of February.

Congratulations are due to John Clark and Martin Langford for obtaining their Assistant Instructor ratings.
Mike Tomlinson

Club News

Booker (Wycombe Air Park)

Our members abroad seem to be having a much better winter than we had summer last year. Belatedly we congratulate Pam Hawkins on all her flights in Australia, in particular her world-record 1,000km Triangle at Tocumwal. She actually lives in Belgium most of the time now, with Gerrit and the three Nimbi, (two gliders and a Great Dane).

Back at Booker the wet weather prevented gliding for the longest time in memory; we started flying again in early February; just in time for the first cross-countries, followed the following day by snow.

Plans are well advanced for the 18m Nationals and our *free* Regionals (early in July). There may still be space in the Regionals, if you book soon.

Roger Neal

Borders (Milfield Wooler)

On chilly days in January & February we have enjoyed good soaring in hill- and wave-lift, with climbs of up to 15,000' most weekends. Most flights were terminated due to cold, rather than a lack of lift! Some of our 1999 wave-weeks are already well booked, and we are trying to improve our range of facilities to cope with the expected influx of visitors.

Plans are underway to have an interclub trophy between ourselves and Northumbria GC. Members can claim the trophy by soaring the 60km to their neighbours' site. Our five-year plan includes replacing our Bocian with a second glass two-seater, capable of spin training, to join our K21.

Bob Cassidy

Burn (Burn)

Our trip to Aboyne in October was very successful. Several wave climbs to over 20,000' were flown and a number of badge flights were attempted, sadly one or two of them failing by the narrowest of margins.

Thanks to the enthusiasm of DCFI Bob Baines, and despite poor weather, we have flown a record number of cross-country kilometres this season.

Peter Clayton has Diamond height and Roger Idle and Arthur Burkinshaw have Gold heights. Rod Salmon, Paul Wrightson and Cliff Robinson have gained their Silver Badges and John Cundall has flown solo again.

Stan Kockanowski

Cambridge (Gransden Lodge)

A very wet airfield has hampered our winter operations, but we have a very keen group from the University this year. Ilkka Tahuanainen, Jon Horne and John Wrightson have already flown solo. Our AEI conversion training is progressing well and the hangar has been rewired.

Mike Young took a short trip to South Africa and managed to break the UK 300km out and return record.

John Birch



Alan Reddington and Ann Welch at the Cornish Gliding Club.

Clevelands (RAF Dishforth)

Our Wave Camp saw plenty of flying but not much wave. At the AGM, awards went to Ian Withers, Keith Wallis, Jim McLean, Kevin Curtis, Charlie Hart and Barry Smith.

As suggested in Cotswold's *Club News* last issue, we have combined forces with another club over the winter, hosting members and gliders from Chipping who have suffered water-logging; it has worked well.

I am now standing down as Club News correspondent after seventeen happy years of chronicling the site's ups and downs; thank you, Dishforth!

Jill Povall

Cornish (Perranporth)

We were privileged to have Ann Welch as the guest speaker at our Annual Dinner Dance in January. Ann first flew into Perranporth when she delivered a Spitfire during the war. We welcome other visitors but suggest you choose a slightly less runway-hungry aircraft! Our airfield has been sold to new owners with whom we have already started useful discussions.

Shaunne Shaw

Cranwell (RAF Cranwell)

Our thanks go to CFI Jim Coughlan who leaves us on posting; Mark Evans takes over in the hot seat. Well done to Dave Fidler who paid a flying visit to Dishforth recently and came back with a Gold height. We look forward to the new season with a new winch, doubling our launch capability.

Alan Clarke

Dartmoor (Brentor)

There has been little flying due to very poor weather and a saturated flying field. We have not had our usual easterly winds bringing the wave. In November a successful pre-Christmas party was held. In December a club meeting decided to buy an intermediate glass glider with a better performance than our Zugvogel. The discussion was heated as a number of the senior members felt that glass was not safe! We will probably be buying a Mistral.

Work on the ground equipment is going well and we should be ready to fly with both our two-drum winches before too long.

Peter Williams.

Derbyshire & Lancs (Camphill)

The weather may be cold and the winter days short, but congratulations to Jonathan Thorpe on gaining his silver height. Looking ahead to the longer warmer days of summer please make note that there will be another vintage gliding week towards the end of May.

For more information please contact the club. Telephone: 01298-871270, email:

Tamsyn Cook

Devon & Somerset (North Hill)

It is with great sadness that we record the death of Ian Beckett, who had contributed so much to the Club over many years.

Our AGM in December saw the annual distribution of trophies. Several club members including Gill Meakin, Gordon Bonny, Peter Stapleton and John Burrows jointly shared the Kennedy Challenge Trophy for their flights in our DG505 during Competition Enterprise. Mark Courtney has completed his Bronze badge.

We are grateful to the many members who have worked on projects during the year, with special thanks to Gordon Peters, who has developed our computerised log-keeping program.

Our CFI is leading an expedition to Spain in April and we hope that work on our new hangar will be starting in the near future.

Simon Leeson

Dukeries (Gamston)

The number of launches was down for 1998 despite flying on additional days over Christmas and New Year. Jason Bacon, a junior club-member, flew solo on his 16th birthday. David Urpeth has qualified as a Full-cat Instructor; Mick Burrows a Half-cat; a number of others are planning the move up the instructing ladder.

Roy Lunn and Mick Burrows took the club Vega to a local Sunday market in a successful attempt to attract more people to the sport.

A growing number of club members now have RT licences in the expectation that it will sooner or later become a necessary qualification.

Dave Hall

East Sussex (Ringmer)

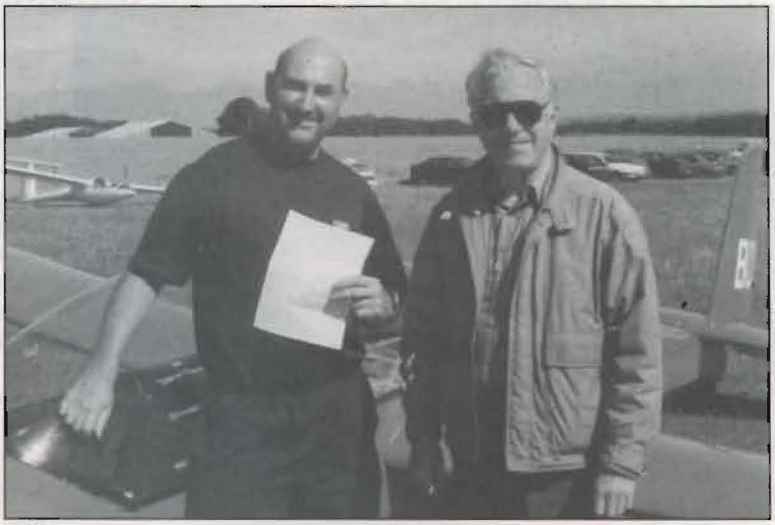
Our second K13 has arrived although we have had little chance to fly it. Thanks are due to Stuart Forster, Steve Barter, Ian Bull and Roger Coote for all their hard work in securing the lottery grant. Thanks also to International Sailplanes for finding the gliders for us.

Congratulations are due to: Mike Marshall, Mike Burney, Peter Symonds and Chris Roberts (solo); Peter Davey, (Half-cat.); Dave Williams (Full-cat.) We eagerly await changes in June to the LTMA which will raise the height restriction above the field from 3500' altitude to flight level 55!

Adrian Lyth

Essex & Suffolk (Wormingford)

Colin Neil, James Wilson and Ken Lewellen have flown solo, and Dick Skinner has re-soloed after a gap of more than 25 years.



Mark Courtney (l) completes his Bronze Certificate.

Despite the weather last year, our total hours flown increased by 8% and our number of launches increased by 22%. We attribute this to the removal of the restrictions on our launching times.

Andy Sanderson

Fenland (RAF Marham)

Our AGM, held at Marham on the 16th January, was well attended. prizes were awarded to: Del Ley; Peter Stafford Allen; Mark Pickersgill; John Fisher. The *Au Vache* Trophy – for the most notorious retrieve – went to Paul McLean. Paul got an aerotow home, but no one told his crew, who happened to be his wife, Anne. She was not amused; on her return to the club at midnight, Paul was found propping up the bar.

Trophy for Mistake of the Year went to Sid Wright, who sparked an emergency when it was thought the motorglider had crashed.

AJ Padgett

Fulmar (RAF Kinloss)

We've had a good Autumn and Winter so far with reasonable weather and lots of soaring. Pete Smith has flown solo, Nick Smith is now a Basic Instructor and Mike Seward is a Full Cat. We welcome back Callum McCall after a holiday from gliding. The stalwarts flew on Christmas Day before lunch and, on New Year's day, Mike Seward flew to 20,000'. Early this year we hope to add an Astir to the club fleet.

Visitors from local clubs are always welcome and we can now run Basic Instructor courses (winch and aerotow) and Full-cat. courses.

Rick Jones

Imperial College (Lasham)

Our trip to the Mynd over Christmas and New Year was cancelled due to bad weather. Mynd-local, Andy Holmes, turned up anyway and some soaring was had, with a reasonable wave climb to 5,000' and two short ridge-flights.

Luke Rebbeck and Pete Masson, part of the Junior World team, and Jane Lewis, a member of the Women's European team, will be taking part in British team-training in Spain at Easter, before representing Britain in the summer.

Jane and Afandi Darlington have recently imported an LS1F to join the ever-growing club class. Despite the baby Grob being a great club glider we will be replacing it next winter, most probably with a Discus. Our fleet will then consist of a Grob Twin III, Discus and ASW24! We also have full use of Lasham's training fleet and facilities.

Andy Holmes

Kent (Challock)

Very sadly, we report the death of "Tug" Burne after a short illness. Tug was one of the founder members of the post-war club and contributed much as an instructor and, in the 1960s, as Chairman.

Whilst our Pawnee is reduced to a set of spare parts spread over the workshop, John Hoolahan has kept aerotows going using an immaculate Robin Regent. With our field still open we have seen a number of visitors from ▸

surrounding clubs taking advantage of our free reciprocal membership.

Our development plan is forging ahead with the new Junior delivered, a new winch on order and tenders for construction of our MT workshop under review by the committee.

Caroline Whitbread

Lakes (Walney Airfield)

Bad weather has enabled us to C of A the entire fleet in double-quick time. When we're not flying the very active social side of the club takes over. Our Christmas party was the best, most enjoyable, and profitable, in recent years.

We are all looking forward to club trips to Husbands Bosworth, Spain, Pocklington and Portmoak.

There has been a steady trickle of visitors from other clubs, in particular our waterlogged neighbours at Chipping. Why don't you pay us a visit, or failing that visit our web-site at http://www.lakesgc.force9.co.uk

Alan Dennis



Peter Symonds, first to fly solo in the club's lottery-grant funded K13, with his instructor Ian Smith.

Lasham (Lasham)

A young lady pilot decided to have a gliding course at Lasham after her marriage. She is reported to have told her instructor that her first winch-launch beat her honeymoon any day.

This is "Lectures at Lasham" time; all talks are to be given by eminent gliding gentlemen on Saturday evenings: Andy Davis is speaking on contest flying; Derek Piggott is discussing stalling and spinning; Brian Spreckley is talking on Spain and the ESC; John Farley is recounting test flying the Harrier. From these ethereal heights, a series of lectures is being given for Bronze badge pilots. An R/T course is being taken by Tony Miles. Mark Pigden, Annie Mather, Mark Stevens and Cathy Duffield have flown at Benalla, Australia. Gill Burry has broken several records. Roy Pentecost and Hugh Kindell have been to Tocumwal.

We will be hosting the Vintage Glider Rally over Easter (2nd-5th April inclusive) and our aerobatic training courses are rapidly filling.

Tony Segal

London (Dunstable)

Our instructor training programme is bearing fruit. Congratulations to our new Basic Instructors: Jules Hodgkinson, Dave Kahn, Paul Shrosbree and Adrian Hobbs. New motorgliding-rated, Half-cat and Full-cat instructors should have qualified by the time this appears.

Free flying-time has kept our fleet busy this winter. Veronique Russell is busy putting our comps teams into place for the 15m Nationals (July 3rd-11th) and regionals (August 21st-29th) this summer.

We are having an aviation car boot sale on 10th April; please come and buy something!

Phil Warner

Mendip (Halesland)

Thieves continue to target our fuel supplies. Latest attacks include breaking through the hangar wall to get to the fuel key and on another occasion, severing the fuel line to our generator and draining its supply tank.

We now have a Dimona in the hangar. When its delivery was delayed, Ron Perry and Chris Crabb nipped down to the far corner of Austria to collect it. In spite of less than ideal weather they made it back in 16 hours flying-time, spread over six days. There is already a queue for field landing checks!

Keith Simmons

Midland (Long Mynd)

Good wave-days have been less frequent than in October but memorable for those who were lucky. Those who were not could enjoy the excellent catering of Ian Butt and his team over the holiday period and look out at the same rain which sells in a million plastic bottles once it has filtered through the Mynd.

Central Television featured the club in the 'Heart of the Country' series and the training of pupils from Shrewsbury School continues apace on Wednesdays and Thursdays.

A motorglider syndicate is forming and a likely arrangement is that the club will be able to use the machine for field landing practice and training.

Simon Adlard has been appointed BGA National Coach (Soaring) and has had his flowing locks cut off to mark the occasion. Two members of the committee failed to recognize him and we mourn the end of a long Bohemian era.

Roland Bailey

Needwood Forest (Cross Hayes)

We have had launch heights of 2,000' from our new Skylaunch winch and, early in February, we experienced our first soaring flights from Cross Hayes field! Our new hangar is now complete, allowing all the Club fleet to remain fully rigged, and we have comfortable clubroom accommodation in a fully refurbished portacabin.

Our programme for converting members who are in the main 'aerotow only pilots' to a winch operation is on target. Thanks to all who have assisted us in this task, particularly Keith Scott and the Midweek Team at Hus Bos, and Bob Pettifer and fellow Bowland Forest members.

Thanks also to Roger Coote for his invaluable assistance in helping to secure and develop what is proving to be an excellent site.

Val Roberts

Nene Valley (Upwood)

The Annual Dinner was well attended as usual and the yearly awards were made.

The club was successful in obtain-

ing a donation from the Norwich & Peterborough Building Society for the purchase of a new XK10 vario for the club K8. Tracy Meech from the Norwich & Peterborough presented the vario to the club on 10th January.
Graham Woodward

Newark & Notts (Winthorpe)

We are now in the middle of our annual shutdown and work is progressing well; all should be finished by the end of February. The fleet has been stripped, inspected and certificated. Aircraft replacements are ongoing and we are looking for new homes for our two K7s.The airfield committee is making excellent progress with the extension to the bar.

Congratulations to Ramsay South and Elaine Nix for flying solo and Chris Dring for completing his Bronze badge.

Mike Fox (one of our members) died just after Christmas; our sympathy goes to his family.
Barry Patterson

Norfolk (Tibenham)

We have replaced our ailing Citabria with a Rallye to give us two low-winged tow-planes, and are in the process of updating our single-seater glider fleet by replacing our much-loved K18 with a Pegase.

Thanks to our metalled runways, the rain has not stopped us flying this winter and we have been pleased to welcome visitors from other local clubs.

Our winter lectures are in full swing; this year we are also putting on a certificated First Aid course. Several members are taking Basic Instructor courses.
Bonnie Wade

Oxford (RAF Weston-on-the-Green)

So what do you do in the winter when the field is waterlogged except mend things, paint things, C of A things and talk about what you're going to do when the soaring season starts? Going solo is a good practical alternative which is what Anthony Hopkins, the first of the 1998 intake of cadets did just four days after his 16th birthday, followed closely by another cadet, Aaron Duke. Well done also to two new winch drivers.
Steve McCurdy

Peterborough & Spalding (Crowland)

Our most recent events include the club entering cyber space with our own web-site. It can be accessed through the BGA's site or on Homepages.enterprise.net/noelmclaughlin. Joan Pybus has flown solo. Recently Kevin Fear organised a successful, eventful and fun-packed trip to Aboyne; while we were there we flew every day, totalling over 35 hours and Manuel Williamson and Gerry Pybus flew to Gold and Silver heights respectively. Our seasonal visitor, Neville Robinson, has returned to North America. The club's membership continues to increase.
David Leggett



Anthony Hopkins and his Instructor, Chris Putt, after his first solo from Oxford.

Portsmouth Naval (Lee on Solent)

Our annual dinner and dance in January was again well attended. The first issue of our newsletter *The Sea Breeze* for nearly two years was well received by members; two more issues are planned for 1999. Tom Edwards, Dave Tanner and Ray Timlett now have Assistant Instructor ratings (not AEI as published in February). Congratulations go to Tim Cosgrove and Simon Deary on flying solo. A Nimbus 2 and Mistral have joined the fleet of private gliders.

May sees a major milestone reached in our club's history: we celebrate our 50th birthday. A banquet and dance is planned for the 29th May with hopefully a full weekend of flying, when we hope to see many past members and gliders. Anyone wishing to know more please contact Tony and Mandy World on 01329 825088.
Yvonne Watts

Scottish Gliding Centre (Portmoak)

We are expecting the arrival of our DG-505 in time for summer. It will be used in all aspects of the club's flying syllabus as well as cross-country training. We are also in the process of buying an ASW-19 or similar to boost the single-seater fleet.

Several visitors brought their gliders and flew at Portmoak over the Christmas break. The weather allowed some exciting and fun flying and everybody experienced a real Hogmanay at the street party in Edinburgh.

Steve Back has bought an ASW-20 from Germay and other prospective syndicates are eagerly looking for new aircraft.
Gavin Goudie

Shenington (Shenington)

We've had a quiet few months in the rain/fog/drizzle, but our two concrete runways have allowed us to keep flying; we welcomed visitors from flooded neighbouring clubs.

We have two new Air Experience Instructors – Damien Dyer and John Rogers. Our Falke is back on line, and we've bought a Jeans Astir.

Our Annual Dinner was a great success in spite of a lower than normal turn out of 84! Club awards went to Barry Ellis and Paul & Kath Barnes, Stuart Meier. Most fiercely contested award this year was the 'Richard Cranium' Award, (see p.47)

Otherwise, we're getting organised for another busy year with our intensive courses starting at the beginning of March.

As always, you can keep up to date with our activities via our website on http://freespace.virgin.net/fisher.m/sgc/
Tess Whiting

Club News

The Soaring Centre (Husbands Bosworth)

Our annual dinner on 9th January was a thoroughly enjoyable event with plenty of trophies awarded for achievements in the previous season.

Once again we have had a successful winter season. The expedition to Aboyne produced gold heights and completed gold badges for Mike Hughes, Mike Till, and John Ellis and diamond heights for Rolf Tietema, Peter Dowse and Bryan Shaw. Peter Dowse has completed his diamond badge. In addition we had two first solo-flights by Diane Warne and Stuart Lee.

Our new club Duo Discus has arrived and is appropriately numbered HB1. This will improve our cross-country training in addition to the lead-and-follow training. A number of lectures on cross-country flying and other topics are planned for the early part of the season.

We are holding a "task weekend" and the first round of our inter-club league 29th-31st May. In addition we will be holding an Open weekend 17th-18th April. All visitors are welcome.

The Standard class nationals runs from 31st July to 8th August. The Midland Regionals, is from 3rd-11th July; apply *soon* if you want to enter.

Siobhan Hindley

Staffordshire (Seighford)

Congratulations are due to Steve Baggaley and Steve Brindley for flying solo. The Club Christmas Party and Annual Prize-giving was a great success. Alan Self ran an Aircraft Recognition competition which was won by Chairman, Peter Gill. Derek Heaton ran a spot landing competition, won by Jon May in the single seater class. The two seater class was won by some female member of the club whose name escapes me for the moment... Lara somebody-or-other.

We have a new winch which is being refurbished ready for the start of the flying season. We also have new aircraft, a Skylark 4, to fill the gap between our K8 and Sport Vega.

We are planning a static display in Stafford Town Centre on Saturday 17th April in order to promote the club. Our Open Days will be Sunday 2nd and Monday 3rd of May.

Chris Jones

The Editor apologise to Chris Jones for wrongly attributing his finest acheivement to another in the October/November issue. She would like to congratulate him on *his* 2h 40m wave flight to 4,400' for which he gained his second Bronze leg!

Surrey Hills (Kenley)

The wheel conversions on our K7s have allowed us to continue training flights from our runways. A mini tornado hit the airfield in January, and turned our new and highly-prized operations vehicle on its side. Our efforts to right it were unsuccessful but, with the capable assistance of the Fire Brigade, it was put back on its wheels.

By the time this is published, our annual pilgrimage of club members (and gliders) to the Pyrenees should be underway – not to Cerdanya this year, but to explore pastures new at Jaca, near Pamplona.

Peter Bolton

Trent Valley (Kirton Lindsey)

Double disaster struck when, within the space of four days our tractor parted company with a valve and the winch gear-box went into self-destruct mode. A fine body of would-be motor mechanics were instantly recruited from the membership and everything is running once more.

Ian Dawson has flown solo, Steve Wilkinson has a PPL and Roger Smalley has notched up 7,000 launches.

Chris Griffin and her helpers organised a splendid Christmas party where much wearing of silly hats and pulling of crackers took place.

John Kitchen

Obituary – Dennis Snowden

Dennis died just before Christmas after a short stay in hospital. He was introduced to gliding in 1971 and was immediately hooked. He played a major role in our move from Sturgate to Kirton Lindsey.

Dennis was a member of several other gliding clubs and instructed until he was seventy. He was often thought of as the pupils' favourite, being ever keen to encourage and advise.

The gentleman with the distinguished white hair and quiet manner will be missed at many gliding sites.

Tony Mawer

Wyvern (Upavon)

Our prolonged absence from *S&G* has now come to an end and we shall appear in each issue from now on. Our club fleet now includes one K13, two K21 and four single seaters, an LS7,an LS4b,an LS4 and a Junior. Jamie Sage is our Chairman and Pat Farralley is our CFI. We fly every weekend and most Wednesday afternoons and the club has an active membership.

Justin Lavender

Ulster (Bellarena)

Our Boxing Night hurricane, with winds of 100+kt, cost some individual members dearly, with four caravans destroyed and several trailers wrecked or badly damaged. Fortunately, all aircraft were safely hangared and the club itself suffered no loss or damage at all. Seamus Doyle and Brian Brannigan have both made their first solo-flights.

With our big workshop now fully commissioned the latest DIY project is the virtual doubling of the loo block; it is to have additional cubicles and showers, and a laundry/utility room. Work began in February with new soloists buying the building blocks rather than celebratory rounds of beer.

Bob Rodwell



Photograph: Gill Pennant

Vale of Clwyd inaugural dinner. (l-r) Guest, Jo Fox, Gavin Foster, Guest, Jonathan May, Helen Jennings, Nigel Jennings, Jess Pennant, Dave Bullock.

Vale of Clwyd (still homeless)

The quest for a new site continues. Planning permission for the field below Moel Fammau would have been granted, but the council would have had to uphold objections from locals on safety grounds. Instead, we are negotiating a lease for a site at the southern end of the valley, below Llantisilio mountains.

Club instructors are going to test the local soaring conditions in the area with a motorglider. The site offers ridge- and wave-lift, but is far enough inland for thermals too. We hope we could be flying from this site by the spring!

We have held our inaugural dinner, attended by 60 members and guests and also have a club trip to Bicester planned in March.

Gill Pennant

Vale of White Horse (Sandhill Farm)

Sheila Jefferies has managed to beat the weather and join the ranks of our solo pilots.

We are holding a Vintage Glider Weekend on the 5-6th of June and extend a warm welcome to all those with vintage gliders, or an interest in them, to visit us. We shall also be taking part in TryDrive 99 at Wroughton airfield again this year, this time over both days of the last weekend in June (the 26th and 27th).

Graham Turner

York (Rufforth)

Congratulations to Andrew Dunn. By gaining his Bronze certificate before reaching the age of 18 he has become the first member of our club to be granted a Churchill Award by the BGA.

The name of the company under which the club operates has now become York Gliding Centre Ltd; there should be no future confusion between the previous name of Ouse Gliding Club Ltd.

With the addition of our second Pawnee tug, we will ensure a good launch rate for aerotow, whilst our Bellanca Scout is repaired over the next few months. With its four blade propeller, the new Pawnee will help give local residents an improvement in noise levels.

Mike Cohler

Quick to build
Easy to maintain and repair
No gel-coat to crack
Low stalling speed and sink rate
Spacious cockpit
Tough and durable

The Edgley EA9 Optimist

Winner of its class at Lasham Regionals 97

Available as a basic or partly assembled kit
Lease options available



Visit the website
www.EdgleySailplanes.com

EDGLEY SAILPLANES LTD
Handy Cross, Clovelly Road, Bideford, Devon, EX39 3EU
Phone +44 (0) 1237 422251 • Fax 01237 422253

GLIDERS SPECIAL FOR THE WAVE SEASON

7 NIGHTS BED and BREAKFAST from £105pp



The Loch Kinord Hotel
(formerly Profeits Hotel) in Royal Deeside
Only 1.5 miles from the
DEESIDE GLIDING CLUB
Offering comfortable accommodation, good food, Real Ales and a fine selection of Malt Whisky to enjoy beside real log fires.(Daily rates available)
Telephone 013398 85229 for reservations

KENT GLIDING CLUB

K·E·N·T GLIDING CLUB

Challock, Ashford, Kent TN25 4DR

Come to Kent for courses to suit all grades of pilots from beginners to cross country. Situated on North Downs thermal and ridge site. Meals and accommodation in comfortable fully licensed Clubhouse.

For details, write or phone:
01233 740274
Fax 01233 740811

GLIDER INSTRUMENTS
(M. G. Hutchinson)

Repairs and overhauls carried out
P.Z.L. Sales and Service
Barograph Calibration centre

Write or phone:
'Tanfield'
Shobdon
Nr. Leominster
Herefordshire HR6 9LX
Tel: 01568 708 368
(answering machine)

1 L	E	2 A	D	3 I	N	4 G	E	5 D	G	6 E	■	7 B	G	8 A
O	■	M	■	N	■	R	■	I	■	M	■	E	■	I
9 G	R	O	S	S	■	10 E	P	H	E	M	E	R	A	L
B	■	N	■	I	■	A	■	E	■	E	■	G	■	E
11 O	R	G	A	N	■	12 S	A	D	■	13 R	E	F	E	R
O	■	■	■	C	■	E	■	R	■	■	■	A	■	O
14 K	A	15 I	S	E	R	■	16 M	A	G	17 E	L	L	A	N
■	■	S	■	R	■	18 W	■	L	■	X	■	K	■	■
19 P	H	O	N	E	T	I	C	■	20 S	P	R	E	A	21 D
A	■	T	■	■	■	N	■	22 S	■	L	■	■	■	E
23 N	O	R	T	24 H	■	25 G	U	T	■	26 O	S	27 C	A	R
A	■	O	■	I	■	T	■	A	■	S	■	O	■	I
28 C	A	P	I	L	L	A	R	Y	■	29 I	D	L	E	D
E	■	I	■	L	■	P	■	U	■	O	■	I	■	E
30 A	R	C	■	31 S	L	E	E	P	I	N	G	C	A	R

The winner of last issue's crossword was: Chris Suter of Reigate, Surrey. He has won a £20 book token.

Caption Competition



Please send your captions to the editor by the 10th April. The winner will receive a Platypus mug.

THOMAS SPORTS EQUIPMENT

Pop-Top Glider Pilots Parachute

- State of the art in emergency parachutes
- The Pop-Top. External seated pilotchute providing the fastest possible deployment.
- Fully encased risers resulting in a snag free parachute container system.
- Steerable parachutes in a range of sizes to suit all sizes of pilots.
- Soft, slim line design for the ultimate in comfort
- British built, quality assured to BS 5750
- Reliability, comfort and efficiency when it matters

THOMAS Sports Equipment Limited

Lofty's Loft • Pinfold Lane • Bridlington • North Humberside • YO16 5XS • Tel: 01262 678299

NORTH YORKSHIRE SAILPLANES

Tel 01845 577341 • Fax 01845 577646 • Mobile 0411 889245

nys



REPAIRS
MAINTENANCE
MODIFICATIONS
NEW INSTRUMENT PANELS
WINGLETS
TAILWHEELS
MYLAR SEALS

Unit M, Alanbrooke Industrial Park, Topcliffe, Thirsk, North Yorkshire YO7 3SE

An SF 26 & me

Tom McKinley flies his SF26 from the Trent Valley Gliding Club

Being so close to the North Sea, Trent Valley Gliding Club is not renowned for its super thermal conditions, but on one day in September last year there was a small window of opportunity.

Saturday's forecast was promising, and I needed to do my 5 hours. I arrived early and rigged my glider (an SF 26 – guaranteed to clear the field when help is needed – but what a lovely machine). While I waited little white puffs gradually began to appear and grow; activity on the field became more urgent. Late arrivals rushed about rigging their gliders and these little white puffy clouds began to take shape. Club gliders by this time were soaring and, as the hands were creeping round to 11 o'clock, I pushed my glider into line.

I was next to launch when a cable broke. Noon arrived, but with my barograph switched on I was away. I put the nose down towards some potential lift and at 1000' my wing was pushed up. I turned and centred, climbing to cloudbase at 3000' before setting off towards my first turning point at Newark. I planned to fly to Newark and Burn, with a return to Trent Valley at Kirton in Lindsey.

An SF26 will climb on almost nothing but penetration is poor so a constant scan for lift is a must. In a 15kt westerly I picked my way to the first turning point. Over Wigsley I was down to 1,800' but found good lift and once again climbed to cloudbase.

At Newark I was spoilt for choice. There was 4kt up everywhere and cloudbase was at 4,200'. I dolphined north over Gamston airfield with its nice new runway. After a few more thermals I arrived at Finningley, and my first worry of the flight: a huge blue gap all the way to Doncaster. To the west there was rain and to the east a direct route home to Kirton, but I didn't fancy spending two hours over familiar territory. I wanted to press on with my task. As I tracked back and forth along the northern edge of a cloud street I pondered my next decision.

When halfway across the gap the telltale wispy start of a cumulus appeared and the way north got better. As it grew, I took as much height as I could and set off with the promise of plenty of lift further ahead, a stepping stone had emerged.

Suddenly, in tremendous sink, I lost 2,000'. My plans disappeared with the cloud. Sinking to 2,000' I started scratching; my plan being to hang on to anything. I held my own, and for half an hour I was wondering if I had done the right thing. Ahead of me, over the prison at Lindholme, a cloud developed. The birds circling underneath gave me a dilemma. It looked like good lift, and a way forward, but should I go? There was a nice field underneath it, but I might drift over the peat bogs. The cloud was booming so I set off. At 1,200' my starboard wing lifted, I dug the wing in, centred in the lift and went up like a kite. A kite in 10kt lift doesn't take long to reach 4,800'.

One more turn and I suddenly found myself in cloud. Levelling off I cracked the airbrakes; still climbing I popped out of the side into bright light. I looked back to confirm my suspicions: a CB in the making. I wished I'd left it a thousand feet lower. Pressing on I turned overhead Burn and headed home via Scunthorpe Steelworks.



Tom McKinley's SF26: the only one flying in the UK.

Arriving over Trent Valley Gliding Club at 5,000' I had flown for 5h 36m, and travelled a distance of 165km – not bad at a glide angle of 25:1.

Ain't Gliding Great!

Flying

Patrolling the sky on angel's wings,
Doing anything but normal things,
Climbing over jungles, drifting over the sea,
Through the mountains, being free.

Swooping down to see the people below,
My wonder will just grow and grow,
It's amazing, I can fly,
All the rest just walk on by.

Flitting through the darkness like a bat,
Prowling round, like a cat,
Swooping in the valleys,
Walking down the alleys.

Seeing our planet from above,
Riding the winds like a dove.
Tumbling turning, you will agree,
I am truly, truly free.

Michael Dennison, aged 10.

Designed & Built in Britain

SKYLAUNCH LIMITED

GLIDER WINCHES

Designed to easily produce High and CONTROLLABLE launches every time with non-professional drivers.

NEW STYLE GUILLOTINES now available

Suppliers of cable, cable splicing tools ferrules & cable cutters



"It's like going up on Rails"

ANOTHER WINCH JUST DELIVERED TO NEEDWOOD FOREST GC (MARCHINGTON)

E11-E14 Wem Industrial Estate,Wem, Shropshire SY4 5SD

Tel.: 44(0) 1939·235845 Fax: 44(0) 1939·234059

UK Competition Rule-changes, 1999

A number of significant changes and modifications have been made by the Competitions and Awards Committee to the rules for UK competitions.

Graham McAndrew, Chairman, Competitions & Awards Committee

I have only summarised major changes that will affect everyone flying in Regional or National competitions, but you should refer to the *1999 Competition Handbook* for full and complete details of all contest rules. This is now available from the BGA office.

Changing a set Task

A Director may cancel a task and set a new task after launching has begun. In order to do this all pilots must be recalled, re-briefed and a new grid established. The Director must allow at least one hour between recall and first launch to allow pilots to return safely and to plan the new task. Any glider that has landed-out prior to the start-line opening will not be eligible for a launch on the subsequent task. If, after the start-line has opened, all gliders land back without starting, the Director may also re-task for an alternative task.

Loggers as primary evidence

Loggers are now required for all competitions, both National and Regional alike. A camera or a second logger may be used as back-up secondary evidence. If using an LX 5000 pre version-6 these are acceptable as secondary evidence only.

Start zones

Both Nationals and Regionals now have the same start zone consisting of a semi-circle 10km diameter where the straight edge is aligned perpendicular to track. All gliders must remain at least 300' clear of cloud in the start sector.

Airspace Penalties

The airspace checking programmes will now include all Prohibited Areas, all Restricted Areas except note 2 & 2a, Restricted Areas, and all * pre-fixed Danger Areas. ATZs will not be checked but pilots are reminded that access to an ATZ can only be achieved by radio to the air traffic unit controlling that airspace. The rules now allow this at other times as well as for landing at that airfield.

The Rating System

The unified rating system described last year is now being used and will determine entry into UK National competitions for year 2000.

Photo Sector

Because all comps are now using loggers we have abolished the 3km photo sector, it is now a 20km sector for GPS rounding but, if you are taking a photo you are advised to be within 3km to ensure the target can be seen by an assessor. If the flight is to count towards a badge requirement then you must photograph or round the TP on logger within the existing FAI 3km sector.

Start heights

It seems silly trying to set a maximum start height many hours before pilots wish to start. To aid the Director we are allowing a decision to be made at the time of the last glider launch in that class. The start height can then be set based on actual cloudbase and this will be announced over the radio at the same time as start-line open time.

Barograph/logger calibration charts

You are required to produce a calibration chart for the height recording equipment you are using during the contest and that chart must be drawn from the common datum of 1013.2Mb. This is how all calibration charts should be done anyway, outside of competition we can cope with the anomaly. In addition the calibration should be done at an approved calibration centre but because barographs do not 'go out of calibration' by very much at all and it is unnecessary to require a new one every year, unless of course you wish to claim a badge or a record, the same chart can be used year after year. The chart must be handed in at registration, a photocopy is acceptable.

Club Class Nationals

Yes, it is now a National competition; this is to reflect its World Class status within IGC.

Pilots' Committee

A committee of competing pilots will be established at each National competition, the selection of which is detailed in the rules. This committee is a point of contact, independent of the Director initially for pilots to voice their concerns regarding other competitors' flying and airmanship. It may be that the committee would want the director to take action over particular incident(s) and the Pilot Committee would recommend that action. Terms of reference for this committee are still being drawn up at the time of writing, but details will be in the *Handbook*.

The Cloud flying question

Over 600 questionnaires were sent out and approximately half were returned; I must thank all who helped us with this poll. The result was remarkable in that almost exactly half the replies said ban it and half said keep it. Since we have no mandate to change the rules, as far as UK competitions are concerned the rules regarding cloud flying remain the same. We may review this issue in the future but not without a similar consultation process.

GNSS Land-outs

Now allowed for the purpose of scoring. In other words the scoring distance will be the furthest down-track recorded by the logger. If the pilot turns back to a landable field or airfield he will be scored to the furthest point along the leg before he turned back.

Trial Rules

As is now the norm, the Overseas Nationals in Ontur this year will be used as a venue to test certain new rules to monitor their suitability and effectiveness. Two such trials this year are the 'Multi-Start Point' procedure (this is also going to be used during the 18m championships at Booker this year) and the 'Assigned Area Task'. These will be used on suitable days where appropriate and details can be found in the *1999 Competition Handbook*.

In addition the Committee has decided to rate the Bidford Motorglider competition, meaning that it is an official BGA competition, with rules that have been approved by the committee, and will count towards places for the 2000 Nationals. Also during 2000 a trial will take place at the 18m Championships where motor gliders and gliders will compete in the same contest. A penalty of 20km will be deducted from the point the engine was used.

T. L. CLOWES & CO. LTD.

GLIDER INSURANCE

OUR COMPREHENSIVE INSURANCE PACKAGE INCLUDES:

1ST CLASS SECURITY

- ✦ COMPETITIVE RATES
- ✦ INCREASING NO CLAIMS BONUS SCHEME
- ✦ AGREED VALUES
- ✦ UK COMPETITION FLYING INCLUDED IF REQUIRED



For further information or a quotation please contact:

Keeley Tompkins
Nicola White
Ian Blakey
T. L. Clowes and Co. Ltd.
4th Floor, 52 Lime Street,
London EC3M 7BS
Tel 0171 220 7878
Fax 0171 220 7879

LLOYD'S BROKER

We have come to the end of a busy committee season and look forward to a full season of competition. I hope we have covered everything and that the changes made to the rules benefit the smooth running and fairness for everyone concerned. I would like to take this opportunity to thank all committee members for their hard work, they do sterling work and get very little thanks. If you have any comments, criticisms or complaints you can drop me a line at Lasham or make your point at one of the competitions forums during the season; I hope you have a good one.

The Bristol and Gloucestershire Gliding Club

✦ ✦ ✦

Nympsfield – where the adventure begins

✦ ✦ ✦

Operational 365 days a year

FIXED PRICE TO SOLO –
all inclusive training to solo **£490.00**

POST SOLO TRAINING

Winch/aerotow
Soaring – all tasks individually tailored
Conversion to glass
Bronze and cross country endorsement
PPL conversion
Confidence building

Discuss your personal requirements with an instructor

Individuals and club expeditions welcome
Accommodation facilities

CLUB FLEET –
Ka13's SF34 DG505 Ka8's Grob 102 ASW 19

Write – phone/fax
THE BRISTOL AND GLOUCESTERSHIRE GLIDING CLUB
Nympsfield, Nr Stonehouse, Gloucestershire GL1 3TX
Tel: 01453 860342 • Fax 01453 860060
Web: www.bggc.demon.co.uk
E-mail: secretary@bggc.demon.co.uk

Shenington Gliding Club

The Friendly Gliding Club

• Aerotow & Winch Launching • Motor Glider Training (Not PPL)
• Open 7 days a Week all Year • Dedicated Gliding Site
• Excellent Soaring Site • Expeditions Welcome

We try harder to keep you flying.

1998 was our busiest year ever despite the weather. Although only the 17th largest club by membership we are the fourth busiest site in the country with 10,933 Launches.
In 1998 our courses were fully booked. In post course questionnaires 98% of students rated us good (4/5) or excellent (5/5) overall.
Results for "friendliness" were even better!

In 1999
We will have 3 full time instructors but will not increase the number of pupils each week.
Why?
Because we want to be even better and do even more flying.

Intensive Courses
• Ideal For Solo Bronze and Cross Country Endorsements • 2:1 Pupil:Instructor ratio • Guaranteed 40 winch launches (30 In low season) on 5 day courses • A Pro-Rata cash refund if we do not meet our guarantees • No upper limit on launches • Professional winch driver • Aerotow and Motor Glider available for courses • Courses £225 to £350 -1 Day Courses (8 flights) £80

Shenington Gliding Club
Shenington Airfield, Shenington, Near Banbury, OXON. OX15 6NY
Phone / Fax: 01295 680008 • http:/freespace.virgin.net/fisher.m/sgc/

BGA Certificates

750km Diploma

No.	*Pilot(s)*	*Glider*	*Club*	*Date*
24	Bridge, John	LS6C – 245	CAM	25/7/98

(761.7km on a task from GRL-FRO-THE-SWS-GRL)

Diamond goal (300km)

No.	*Pilot*	*Club*	*1998*
2-2662	Paveley, Paul	Yorkshire	31/1/96
2-2663	Braithwaite, Neil	Lakes	10/10
2-2664	Larkin, Simon	Lasham	15/8

Diamond height (5,000m)

No.	*Pilot*	*Club*	*1998*
3-1477	Ferguson, Roddy	SGC	4/12
3-1478	Welch, Graham	Lakes	10/10
3-1479	Spencer, Peter	Surrey & Hants	6/10
3-1480	Garwood, Mik	Lasham	23/10

Gold badge

No.	*Pilot*	*Club*	*1998*
2076	Braithwaite, Neil	Lakes	10/10
2077	Bastin, Richard	Lasham	10/10
2078	Hughes, Mike	Soaring Centre	15/10
2079	Spencer, Peter	Surrey & Hants	6/10
2080	Kirk, Philip	Southdown	29/10
2081	Dyer, David	Cambridge	10/10
2082	Larkin, Simon	Lasham	15/8
2083	Mallinson, Donald	Ex-pat	9/12

Gold Distance (300km)

Pilot	*Club*	*1998*
Lamb, Danny	Booker	24/7
Shrosbree, Paul	London	27/8
Hills, Robert	London (in USA)	21/6
Wilson, Jack	ex-pat (in USA)	26/7
Dale, Stephen	Yorkshire	18/8
Robinson, Christopher	SGC	12/10

Gold height (3,000m)

Pilot	*Club*	*1998*
Braithwaite, Neil	Lakes	10/10
Bastin, Richard	Lasham	10/10
Donnelly, Allan	South Wales	11/10
Larkin, Simon	Lasham	15/8

Silver badge

No.	*Pilot*	*Club*	*1998*
10525	Thompson, Rob	Bristol & Glos	13/4
10526	Holt, Richard	Deeside	7/11
10527	Baxter, John	Lasham	17/9
10528	Atkinson, Tim	Cambridge	5/8
10529	Atherton, Andrew	Wolds	11/9

ZULU GLASSTEK LTD.

Sole UK Schleicher Agent

(GLIDERS & SPARES)

HIGH QUALITY REPAIRS COMPLETED ON TIME
GENERAL MAINTENANCE, WAX POLISHING,
C of A's, HARD SEALING & INSTRUMENT INSTALLATION
SAGE (SCHUMANN) TORQUE BAND VARIOS AVAILABLE
✦✦ ASW27 ✦✦ DEMONSTRATORS AVAILABLE ✦✦
✦ Deposits for options on ASW28 now being taken ✦

✦✦ ASK21 OPERATORS ✦✦
We can now offer unrivalled accurate/fast repairs due to large investment in tools and spares.

✦✦ ASW27 ✦✦
WINNER OF THE AUSTRALIAN & SOUTH AFRICAN NATIONALS

✦ 2 OPTIONS FOR 1999 ON NEW ASW27's AVAILABLE

Contact:
PETER & SALLY WELLS
Workshop 01844 208157
Evening & Fax: 01844 201028
email: zuluglasstek@clara.net

NEW
PANEL MOUNTED RADIO MICROPHONE.
NO MORE BROKEN SWAN NECK MIC's.
IDEAL FOR CLUBS

Classifieds

Please send the text of your advert, and your payment, to **Debbie Carr at the BGA office** *(not to the editor)*. The deadline for classifieds to be included in the Jun/Jul issue of *S&G* is **3rd May** after which any adverts received will be published in the following issue. All prices include VAT.
Text: 80p/word, minimum twenty words (£16).
Black and white photographs: £6 extra
Box number: £3 extra.

FOR SALE

KEEP YOUR HEAD out of the cockpit with HUDIS, a fully integrated flight computer and Head Up Display incorporating Cambridge GPS and FDR. With latest English software. Tel: +33 6 9757 2237 or E-mail 100415.1762@CompuServe.com

Ka6CR – totally refurbished 1995. Immaculate condition with all new fabric, new improved canopy, new control cables, paint etc. Only 1500 launches since original manufacture in 1963. Nearly new open metal trailer. £5750. Oxford area. Tel: 01993 822332

NIMBUS 3DT: Immaculate example, only 400 hrs. All the bells and whistles you would expect and available now £65 000. Tel: 01244 325730

ASW 20L. Complete. Tel: 01256 893970

L23 SUPER BLANIK made in 1991. TT20 hrs. COMPLETELY NEW! Factory trailer included. Price £17 200. Tel/Fax: + 34 925 130843 AEROVEL. Spain

PIK 20E with trailer. 1/4 share in ~G-SOAR~ at Bidford. Price negotiable. Tel: 01676 533162

PIRAT. Excellent condition. New CofA. XK10 Vario, parachute, barograph. Wooden trailer. About 1200 hours only. £5500 ono. Tel: 01427 838742 Fax: 01427 838784

K13: A beautiful and classic training machine, with many fine features, including nose and tailwheel. £10 000 + VAT Tel: 01244 325730

WITTER
NEW TOWBAR LAW
FOR ALL CARS REGISTERED FROM AUGUST 1998
- Only EC Type Approved Towbars can be fitted
- Extensive range available – (also for Pre-S Reg models)
- Fitting does not affect the vehicle warranty • Guaranteed for life

See Yellow Pages for your nearest specialist fitter or stockist
WITTER TOWBARS, CHESTER CH1 3LL
Telephone: 01244 341166 • Fax: 01244 341243

STANDARD CIRRUS. V.G.C. Modified Air Brakes. 75 Wing Root, barograph, oxygen, parachute, well instrumented. Aluminium trailer. Tow Out Gear, new CofA. Based Lasham. £11 950. Ken Bassett 01428 713285

K13. Privately owned; no prangs. Sound metal trailer. Two parachutes. Offers to Hardwick 0181 699 7329

FOURNIER RF3. Dismantled but complete. Airframe recovered in ceconite. Engine re-built by Acro. Zero hours. Offers. 01386 561484 / 0973 502543

LS6-C 18W, Comps No. 941, 1994, immaculate, past Nationals winner, low hours, full panel includes SNAV & GPS. Cobra trailer, rigging aids, etc etc. £46 000 Contact Richard Smith 01865 725540 (evenings) or 07775 697527

1/8 SHARE AVAILABLE In Single Seat Semi Aerobatic RF4 Motor Glider. Great fun, cheap flying. £30 per month, £15 per hour. £1500 ono. Based South Midlands. Tel: 01386 860125

SLINGSBY SKY T34 Restored & recovered v.g.c. Fully instrumented. New Aluminium trailer. Must sell £5000 ono. Tel: 01226 765173

K7 – £2000 **SF27** – £4500. Both gliders with CofA. View Newark & Notts. Tel: 01636 704293

K7 (1961), well run in, basic instruments, offered with new CofA for £2000. May be viewed at the East Sussex G.C. For sale due to club fleet upgrading. Tel: 01825 740307

Skywings
is the official monthly magazine of the
British Hang Gliding and Paragliding Association.
£27 per annum subscriptions from
BHPA, The Old Schoolroom, Loughborough Road,
Leicester, England LE4 5PJ. Tel: 0116 2611322
http://test.ebrd.com/skywings/home.html

Ballast Water Tanks
- Fully Pressure Tested
- Custom/Stock
- Reinforced



Direct from the UK Manufacturer
stoWaway Air Cushion Ltd.
Unit 4SW Marchwood Industrial Park
Southampton SO40 4PB
Tel: 01703 870077 • Fax: 01703 870044

ASH 25 Comp No. 666. One of the best examples in the country. Full competition panel, L-Nav, Filser GPS, Becker Radio, A/H, Schroeder trailer, sensible 2 man rigging. £75 000. Tel: 01622 735063

K13 Good condition with recent CofA. Two complete instrument panels and parachute. No trailer. Contact Dave Woolf (h) 01902 747798 (w) 0121 2561028

K16 MOTOR GLIDER. Based Hinton, Northants. 1/6th share. GPS, radio, transponder, spare engine and propeller. Private bangar. 2 seater. Well organised syndicate. £40 monthly. £10 hourly dry. Offers £8000. Tel: 01908 282734

SUPER BLANIK L23 1993 TT430 Hrs. Recognised as one of the Best Gliders for abi-initio instruction. In 1st class condition complete with specially built AMF Droop Snoop trailer. BARGAIN nearest to £16 500 + VAT. **Also New L23's and L33's.** Peter Clifford & Co., Oxon, OX10 8EL. Tel/Fax: 01491 839316

K8B Superb condition, new CofA, large hinged canopy, radio, electric vario, trailer. £4250. Tel: 01935 706534

Cotswold Gliders
http://www.cotswoldgliders.co.uk

HIGH QUALITY SPECIALIST WORK IN

Carbon, kevlar and glassfibre, wood and metal. Alloy airframe repairs a speciality.
All types of repair work undertaken, from minor trailer rash to large insurance claim.
Kestrel/Libelle rudder and aileron drive rebuilds, also NDT testing of rudder drive.
Motor glider engine approval. Machining facilities for wing pins, axles, etc. Tig welding.

If you require any of the above services, please contact
TONY COX
Tel: **Workshop 01993 779380** Fax **01993 779380**
Email: **tony@cotswoldgliders.co.uk**
or **The Old Dairy, High Cogges Farm, High Cogges, Witney, Oxon. OX8 6UN**

SUPER-FALKE 18 metre folding to 10. Good condition, engine 607 hours, new magneto, multi-pitch propeller, C of A to September 2001. 2.5 gallons/hour at 80 knots, 1:28 glide at 49 knots. **£16,000 incl. VAT. Tel: 01508 531406**

International Sailplane Services

STILL NEED A GOOD SAILPLANE FOR 1998 SEASON? JUST FOLLOW THESE STEPS FROM THE WORLD'S LARGEST SUPPLIER OF PRE OWNED SAILPLANES.

1. **Decide how much your budget is (remember insurance etc.** Joint Aviation can advise lowest quotes available) or ask for our fully inclusive price.
2. **Select types, Choose one or two.**
3. **Call International Sailplane Services as soon as possible.**
4. **Sit back and wait.** (Normally not longer than 28 days)
5. **Take delivery, Go flying.**

Simple as that, no travelling around sites, aircraft quality guaranteed full back up service.

Terry Joint, 3a & 3b Old Aylesfield Buildings, Froyle Road, Shalden, Alton, Hants GU34 4BY • joint.aviation@virgin.net

Telephone: +44 (0) 1420 88664 • Fax: +44 (0) 1420 542003

LogAccess

Log Keeping and financial package for Clubs • Flexible and user friendly • Control point, Office and Club House displays • Clearer layout and fewer keystrokes than DOS • Configured, installed and training £1000 • Program only £500

Gordon Peters, PCAccess Ltd, Burts House, Wellington, Somerset TA21 9PG • 01823 662 820

ALUMINIUM TRAILER 5 years old suit any modern 15M glider. £1750 ono. Winter ASI, COSIM Vario (Unused still boxed), Mechanical Vario (Metric) Offers. More Details. Tel: Alan 0191 2867593 / 0378 166418

OLY 463 Spar Mods Completed. Excellent condition. Good trailer. £4000. For further information Tel: 01902 763771 (evenings).

PIK 20B. V.G.C. Low hours. Full panel inc. Borgelt B50 Flight Director. Factory trailer/tow out gear. £11 000. Holroyd 01482 326666 (W) 01482 665861 (E)

ASTIR CS77 good condition, only 1000 hours. Full instrument panel, new e-vario. CofA until April, sound wooden trailer, rigging aids, parachute. View Hus Bos. £7950 ono. Tel: 01487 823009

PIRAT. Full instruments, two-man rigging aid, barograph, new canopy dry trailer £3000 ono. Call Phil 01757 708020 or Derek 01482 657460

GLIDER/AIRCRAFT INSURANCE?

Contact:
Tony Fidler

Glider pilot for 30+ years

35+ years insurance experience

Telephone/fax/write to:

ANTHONY FIDLER & CO
27 High Street, Long Sutton
Spalding, Lincs PE12 9DB
Tel: 01406 362462
Fax: 01406 362124

PILATUS B4 Immaculate condition throughout, always privately owned. Low hours, launches. Full panel, radio, parachute. Unique colour scheme, tinted canopy. Good trailer, rigging aids tow out gear. Tel: 01454 228755

NIMBUS 2C 900 Hrs. Excellent condition. New CofA, AMF trailer with FSH, tow-our gear, rigging aids, wing covers, instrument panel, etc. £23 800 ono Tel: Stephen Ell 01482 634168 eves

LIBELLE. Very good condition, oxygen, water ballast. Parachute, EW barograph, standard panel, metal trailer. Domestic changes require sale. £10 000 or any reasonable offer. Tel: Rob 0114 2301853

DART 15 Prototype, Audio Vario, Barograph, parachute, Aluminium trailer. £5500 ono. Tel: 01619 738418 or Email geoff@oultram27.freeserve.co.uk

ASW24WL. Fully equipped including C3 Vario & flight computer, integrated Filser GPS, Becker radio, wing covers, Cobra trailer. Metcalfe 01489 578603 evenings.

PARACHUTE Thomas Sport 26ft flat pack, new April 1998. £525 ono. **BAROGRAPH EW** PC Lead £190 ono. Tel: 01223 464004

Ka6 E. Private owner, excellent condition, compl. instruments + radio + closed trailer. 4200 £6300 Tel: 0032 16290191

LOOK! 1 in 37 (better than a K23) for only £4500! Skylark 4, GRP trailer, parachute. A/H, barograph, PZL and X10 varios with averager, rigging aids and tow out gear. Soars like a dream! Tel: Mike Lindsay on 01508 550353 or fax 01603 615289 or Email at mike@sailplane.demon.co.uk Can be seen at Tibenham.

CAPSTAN SLINGSBY T49 in very sound condition, CofA to January 2000. Well instrumented, new open trailer. Offers. Tel: 01229 869219

LIBELLE 201B Exceptional condition with Cambridge Speed Director, 720 Dittel radio, oxygen. V. Good Aluminium trailer. £10 600. Tel: Bob Fox 01482 846127

ASW 22 New CofA at sale, Cobra trailer. Competition panel: CAI GPS + L NAV, dual GPS installation (CAI/Garmin), A/H, EB80, tailwheel, forward hook. Negotiate around £34 000. T-hangar at Gransden optional. Mike Russell: 01328 830518

TUG PILOT REQUIRED

May until the end of September. Some gliding experience and a UK PPL is essential. We operate 2 Pawnees and a Cub. Meals and accommodation provided on site. Apply in writing with details of experience and references to:-
The CFI, Yorkshire Gliding Club
Sutton Bank, Thirsk, North Yorks YO7 2EY
Fax: 01845 597307 or e/mail Yglidingclub@compuserve.com.

DG 500M 22m built XII/92, 460 launches, 950h, engine 0h C of A September '99. Exc. condition. Steerable nose wheel, wing tanks, automatic retraction of engine, tinted canopy, radio Dittel F&G 70/71m with earphones, Vario Cambridge S-Nav with repeater, Elt-pointer, one-man rigging help, gear warning wing wheel, tail trolley, tow bar, 2 chutes, fabric covers, Spindelberger trailer with safety hitch with stabilizer, hangar equipment. To be sold by death of a crew member. Negotiation base DM 220,000.

Contact Otto Sanders, D-58638-Iserlohn, Anemonenweg 33, Germany
Tel/Fax +0049 2371-33640

LIBELLE 201B. Good panel, 720 radio, barograph, parachute, Aluminium trailer, tow-out gear. Oxygen available. £10 500 ono. Tel: 01249 720542

SHK. Good condition with full panel, parachute, one-man rig, tow-out gear, barograph and trailer. Complete outfit and 38:1 performance for only £8500. Contact Tim Barnes 01242 242850 or Mike Oliver 01453 752487

SKYLARK 4 Standard panel, electric/audio vario, radio, parachute, portable oxygen, weather proof metal trailer. £5000 ono. Tel: 01343 547701 or ray@dalfaber.globalnet.co.uk

MOSQUITO – Flapped 15M. Spacious cockpit. Self connecting controls. Upgraded wing profile. Full panel. Wells trailer. Two owners since new. Immaculate throughout £16 250 ono. Tel: 01784 437255

FUEL BOWSER: 1000 litre stainless steel, road going, trailer. With pump and filter. All lockable and as new, hardly used. £1999 (+ VAT) Tel: 01244 325730

Ka18 Good condition, good trailer and rigging aids, XK10 vario and averager. 34-1. £14000 ono. Call Roy Woodhouse 01508 531406 (eve) Mat Cook 0789 9007205

NIMBUS 2. Good condition. Instruments include Bohli compass, Director and Radio. Metal trailer with good rigging aids and tow out gear. £14 500 ono. Tel: 01865 372987 or 01235 533113

from Ian McPhee, Australia

BOOM MIC reinforced base, dual muffs, quality 40cm boom, interchangeable with Dittel £48 with preamp delivered to UK

760 Ch TRANSCEIVER 57mm hole, 4 watt xmit, 90ma rec., 25ch mem. and scanner, FSG71M pinning (ask pricing)

Details fax +61 29 777 0331 or E-mail iankmcphee@hotmail.com
Tel +61 18 66 8761 • PO Box 657, Byron Bay, NSW, 2478. Aust.

ESC

Crossing the Channel this season?

Whether you prefer the **tunnel or a ferry**, we can offer up to ***20% discount*** on your crossing – and you do not need to be a member of the European Soaring Club to benefit.

Travel Insurance *including* gliding risks?

Our Travel Insurance package, with all the usual risks – loss or damage to valuables, cancellation also includes medical cover and repatriation in case of gliding accident.

For a quote for your forthcoming holiday or information about European Soaring Club adventures in Spain, France and South Africa into the next millennium contact

EUROPEAN SOARING CLUB
Elaine Townsend, 82 Bedford Road, East Finchley, London N2 9DA
Tel: 0181 444 6457 • Fax: 0181 883 8096 • Email 106163.1246@compuserve.com

Rolex Club Class Nationals

Nympsfield 17-25 July 1999

A Nationals rating is not necessarily needed for the few remaining places

Apply to Sue Gillett Tel/Fax 01285 656713

Ka6E 1967, excellent condition, ceconite covered, Westerboer varios, Dittel 720 Ch radio, new CofA, closed trailer. £8000 Tel/Fax: 0049 50847197, Email d4468@aol.com

TRAILER For 15 Metre Glider. Steel tube construction, fibre glass covering, good condition. Road worthy, weatherproof. £1100. Tel: 01457 762312 / 01782 398689

GROB TWIN ACRO 2 1/3rd Share available in this brilliant LASHAM based two seater. New twin axle aluminium trailer, rigging aids and tow out gear. Full panels including 720 radio. Oxygen, barograph and two new parachute packs. CofA March 2000. Full hangarage so no rigging! £10 500 buys a 1/3rd share in this lovely machine. Tel: David 01252 702819

TWIN DRUM DIESEL WINCH with enclosed weatherproof secure cab. Turbocharged 230hp engine with torque converter transmission. Any trial at Stratford on Avon Gliding Club, Snitterfield Airfield. Tel: Geoff Butler evenings 01926 429676 £7500 ono.

DG100 1976. 2800 hours. 1250 launches. Complete outfit. Excellent finish. Tow-out gear. GPS Logger / Barograph, oxygen, parachute. £14K ono. Jack 013398 82575. Terry 013398 87104

ASTIR CS Jeans 1979, 2200 hours, good condition, standard instruments include E-vario. £6500. Email J.Minnema@isala.nl or Tel: 0031 527 251674 (home)

ASW 20 CL – sale or share at Lasham. Excellent condition. Peschges VP4. Garmin 55AVD, 720 radio, oxygen, tow-out gear, Cobra-style trailer. New CofA. Tel: 01483 761933

K6 cr, very good condition, excellent Aluminium closed trailer. 12 month CofA, includes radio, barograph, tow-out and good panel. Photos and spec-sheet available. £3995. Midlands based. Chris 0115 9812679

STD CIRRUS excellent condition, 1200 hrs, modified airbrakes. LX1000, A/H, GPS, 720 radio, Oxygen, Barograph, tow-out gear, trailer, CofA. Tel: 01525 861649

GLIDER MOBILES For nursery-office. Indoctrinate them young. 4 Colourful foamboard gliders, 2 clouds and sun. £15.50. Tel: 01449 613401

***Kent Gliding Club** requires for the 1999 season*

Course instructor. Full cat rating essential, PPL preferred

Winch driver. Prior experience preferred

Apply to Bob Burden CFI, Kent Gliding Club, Squids Gate, Challock, Nr Ashford, Kent TN25 4DR

With/for details

STAFF INSTRUCTOR URGENTLY REQUIRED

(April to September inclusive)

Bristol & Glos. Gliding Club, Nympsfield, Glos.

Call: 01453 860342

Email: Secretary@BGGC.demon.co.uk

SF27A (34:1) Good condition, full panel (two varios), radio, good Aluminium trailer, parachute, barograph. Sensible offers considered. Contact 01208 78481 or 01752 772598

LS4 Superb condition, low hours, good panel with full instrumentation including Cambridge Mk4 & 720 Dittel radio. Very good Aluminium trailer, parachute. £23 750. Tel: 01952 750393 (eves) or 01384 376449

MINI NIMBUS. Low hours, full panel, Bohli, oxygen, trailer. All well maintained and in excellent condition. New CofA. £15 750. Tel: 0181 399 4126

PUCHACZ SZD-50-3 For Sale. Price £21 000. Private owned, good condition, full panel (two varios), radio, closed trailer, 1984, 580 hours and 565 launches. Fax No. 0045 49191772 / Tel: 0045 49191777 (Rasmus Heide) or Tel: 0045 49130777 (Henrik Ellegaard) in Denmark.

DG200. Excellent condition. 1100 hrs, full panel (VP4), new parachute, ready to compete. Excellent Fibreglass trailer, tow out gear etc. STG. £16 900 ono. Tel: +3531 4935901 Dublin (Eves)

TWIN ASTIR MK II. Comfortable 2-seater, good on the winch. Available now with open trailer for £12 500. Tel: 01684 299622 or 01235 850031

COBRA 15 38:1, excellent condition, barograph, A/H, Cambridge vario, oxygen, aerobatic. Metal trailer. £6500. Tel: Barrie 0116 2593594 based at Hus Bos.

OLYMPIA 463. Good condition. Basic panel plus XK10 variometer and GPS 55. Metal trailer, tow out equipment. CofA August 1999. £3500. Tel: 01403 891752

GLASFLUGEL 304 15M flapped, L/D 43:1. Trailer, tow-out gear, full panel. View at Hus Bos. £16 990. Tel: 01455 250324

MINI NIMBUS C Recent CofA. Low hours. Never pranged. Easy to rig, Carbon spar. Conventional elevator. New gel-coat 1997. Oxygen, GPS, locator, barograph, parachute, one man tow-out gear. Metal trailer. All in excellent condition. Pete Waite Tel: 01453 76461

DG300 ELAN 1987. Excellent condition, complete outfit inc. Becker AR3201, Cambridge Mnav, parachute, tow-out gear, metal trailer etc. Tel: 01367 244285

NIMBUS 2 Good condition. Full instruments including director, trailer, rigging aids and tow out gear. £14 500 ono. Tel: 01452 740653 or 01865 880606

Ka 2B Good condition, additional Hand Rudder fitted front cockpit. Radio, T&S, Mechanical/ Electric Varios. New CofA at time of sale. £4000 Tel: 01285 654489



SKYLARK 2C Comp No. 33. Excellent condition. Good instruments, TM61 radio, parachute, good trailer. Low hours. Two owners from new. £4750 Tel: 01978 265666

ASW20L "972" Very good condition – excellent acrylic finish. German built, 16.5M tips, new water bags. Recent Schofield trailer. £21 500 ono. Tel: 01455 619932

SZD-45A 2-Seat Motorglider Very good condition, always hangared. Can carry 110lb baggage for touring. Full manual/parts list. Airframe 710 hrs, engine 390, top overhaul 362. Icom 760 channel, Communica I/C and headsets. CofA June 2000. £13 000 or offers to 01980 620988

LS8-18 (1998 vintage) Available October 99. Twin axle Cobra, LX5000, Becker, RC Allen, Cambridge logger/GPS. Very low hours, no accidents. Contact 01636 626883 or 0802 371491

LS7WL. Basic panel, plus Winter Vario and T/S. Cobra trailer, tow-out gear, trestle. Low hours. Glider and trailer in superb condition. £26 800. Radio, L-Nav, GPS available as optional extras. Tel: 01803 867774 (Devon).

LS7. Beautiful condition, fully equipped, Cobra trailer. Available July. £29 750. Phil & Diana King 01564 782951

Bidford Gliding Centre requires a Course Instructor

for the 1999 season to turn gliding operations at our friendly club from Monday to Friday.

You must hold a BGA Full Instructor Rating and a Motor Glider Instructor Rating would be desirable.

Applications with full CV and telephone number to:

Keith Edmunds (CFI), Bidford Gliding Centre

Bidford Airfield, Bidford on Avon, Warwickshire, B50 4PD

MANAGER VACANCY

Harry Middleton, Manager of The Soaring Centre, Husbands Bosworth, for the last 14 years retires on 31 December 1999.

A replacement Manager is sought to commence work about that time with responsibility for all activities of this significant gliding site and club operation.

Applicants are invited who, in addition to leadership and appropriate management skills, will preferably have the following flying experience and qualifications:

- **Full Cat Instructor**
- **MGIR (restricted or full)**
- **Tug Pilot**
- **Competition organisation**

All applications should be received at the address below by Saturday 15 May 1999, as interviews are likely to be held in May/June 1999 with the appointment being made shortly afterwards.

Please express your interest in writing with a full CV to:

B. A. Toulson, Chairman, The Soaring Centre, Old Court, Wothorpe, Stamford, Lincs, PE9 3JL



HUSBANDS BOSWORTH AIRFIELD
LUTTERWORTH, LEICS. LE17 6JJ
TELEPHONE: 01858 880521

ASH25b 27.2m. 1998 Open Nationals Winner. Unmatched performance and handling with two seats. Built 1996 and upgraded to B specification in 1997. As new condition. Hull and twin axle Cobra trailer. Tel: 01949 860350 Fax: 0115 9845554

PIK 20E. Full instruments, parachute, factory trailer with solar charger, one man rig & tow out, excellent condition, low hours. £17 950 Tel: 0131 4414244 (home) 0131 5567563 (office)

STD CIRRUS Good condition, airbrakes mod, comprehensive panel, oxygen, four-wheel trailer based Sandhill Farm. £10 500. Tel: 01285 810220 (eves)

SWALLOW Good condition, Dart canopy, basic instruments, CofA until Juneand open trailer. Hangared at Dukeries Gliding Club. £1600 ono. Tel: Tom 01246 824922 Brian 01246 238770 or John 01909 731436

T21B. BGA No. 1000. Aircraft in very good condition. With CofA. £1700 no VAT. Including covered trailer which needs attention. View Dukeries Gliding Club 01909 731436

LIBELLE 201B. Full Kit, inc. parachute, radio, oxygen, tow-out gear, trailer etc. A lovely glider but family forces sale. £10 850. Tel: 0181 9502100

K8 New CofA, trailer, full panel, radio. £3300. **K13** new CofA, trailer, full panel, radio,. £11 500. Tel: 0049 4101 24061 (days) / 62406 (eves) Fax: 0049 4101 690052

ASW20FL. French built, excellent condition, 12 months CofA, full kit, view anytime at Bidford, test flight by arrangement. £20,000 ono. Tel: 01386 852201 (answerphone)

PIRAT 1973. Excellent condition, CofA July, good metal trailer, tow-out gear, parachute, barograph, easy rigging aids, wing covers. £4500 ono. Tel: 01273 832478

TRAILERS. Professionally built. All with galvanised chassis. Phone for list. Schofield Aviation. Tel: 01793 790160

DART 17R 1 year CofA. All mods completed, basic panel, parachute (new canopy), barograph, excellent timber trailer. £5950. Tel: 01793 612583 or 725265

LS8 – 18 The Only Extendible Standard Class Glider. Contact M. Wells 01608 685790.

LIBELLE 201B. Good condition, CofA, basic instruments, radio, metal trailer. £9700. Tel: 01608 685790

PILATUS B4 Ideal for Aerobatics & up to Gold Standard. Basic instruments, Aluminium trailer & CofA. £8500 for quick sale Tel: Tony Hayes (Day) 01452 386500 (Eves) 01452 728534

ASW 24E Unique light version with winglets, all refinished including gel coat, 50 engine hours only, electric ILEC-fuel equipment, Becker radio, new Anschau trailer. For sale. This ASW 24E is a super sailplane for touring, competition and decentralised competition. Tel: +43 0676 4277568 Email neumann-bau@netway.at

Advertisers' Index	Page
Aeronautica Del Guadarrama	35
Airborne Composites	28
Anglo Polish	42
Baltic Sailplanes	35
BGA	30, 64
BGA (Motorgliding International)	12
Bidford	46
Black Mountains	21
Booker	43
Bristol & Glos GC	59
Bruno Brown	43
CAA	11
Cair Aviation	43
Cambridge Gliding Club	46
Cambridge Instruments	35
Clacton Aero Club	26
Clowes, T. L.	59
Cotswold GC	16
Cotswold Gliders	61
Crabb Computing	48
Deeside	11
Derby & Lancs GC	43
E. W. Avionics	3
Edgley Sailplanes	55
Enstone Eagles GC	47
European Soaring Club	62
Fidler, Anthony	62
Flight Insurance	2
Flight Map Software	30
Glider Instruments	55
Hill Aviation	16
Joint Air Services	42
Joint, Terry	61
Kent GC	55
Lasham	48
Loch Kinord	55
London GC	Inside front cover
Mallettec	18
McLean Aviation	3
Met Office	13
Midland GC	26
Nevynn International	30
Norfolk GC	47
North Yorkshire Sailplanes	56
Otter Sanders	63
Oxfordshire Sportflying	18
PC Access Ltd	62
Pilot Flight Training	27
Premier Electronics	41
RD Aviation	Inside back cover
Rematic	18
Roger Targett	28
Scottish Gliding Centre	27
Sedgwick Aviation	38
Severn Valley Sailplanes	24
Shenington GC	59
Shirenewton	26
Sky Systems	18
Skycraft Services	26
Skylaunch	57
Skywings	61
Smoker, J. L.	18
Soaring Centre	43, 63
Southern Sailplanes	Ouside back cover
Specht, Ernst	47
Stemme Motor Gliders	26
Stowaway	61
Stratford-on-Avon	18
Thomas Sport Equipment	56
Turnpike Technics	18
Wells Design	63
Witter Towbars	61
Ximango UK	23
Yorkshire GC	28
Zulu Glasstek	60

ASTIR CS Good condition Elect/Mech. variometers, 720 radio, Mylar sealed water ballast. Good aluminium trailer, tow out gear, parachute, GPS, camera etc. £10 500 ono. Tel: 01905 425850

BRAND NEW LAK 12 Hukll and trailer inc. Tail Dolly, trestle & water ballast filling pipe, 20.4m span flapped high performance sailplane. Max L/D 48:1 with docile handling. Offers around £15 500. To view at Hus Bos. Please contact Tony Pozerskis. Tel: 01858 468820 (H) 01536 485552 (O)

DG400 17M Motor Glider TT1050, Engine TT98. Best offer contact Neville Page Email echoair@alpha.net.au Or Phone Sydney Australia 61 2 97921200

ASW19B Refinished all over. Instruments including director/averager. Parachute, Aluminium / steel trailer. Two hooks. Airbrake Mod. Excellent condition throughout. New CofA. £16 750. Tel: 01453 872740

GROB 109A Certainly one of the best examples in Europe. Excellent condition throughout. Economical to fly and maintain, carefully and completely maintained. Always hangared by current owner. 1800 Limbach engine (low engine hours since engine rebuild). New CofA, complete avionics & immaculate body work. £36 000. For full details Contact Michael Newton, 137 Bridge Street, Wye, Kent, TN25 5DP. Tel: 01233 812359

K8b New CofA. Excellent first glider fitted in new Schofield Aluminium trailer. £5250. Tel: 01793 790160

ASW15B (1972) for sale. very good condition, recently re-finished including metal trailer (with excellent rigging aids), barograph and parachute. £10 500 ono. Ring for more details 01279 659989

ACCOMMODATION

SELF CATERING COTTAGE. Nr Husbands Bosworth, centrally heated, three bedrooms, sleeps five, rural location. Available all year. Tel: 01858 525323

ABOYNE self catering cottage, sleeps 4, central heating, washing machine, phone, 2 miles from Deeside G.C. Tel: 01224 735501 or 0121 7057900

WANTED

WANTED an open-class glider to fly in the Nationals at Lasham, 14-22nd August 1999. If you happen to have a spare Nimbus or similar which needs an outing; then contact Alistair Nunn, either via Lasham Gliding Society, or by e-mail alistairnunn@MAC-UK.com or mobile 07971 409451

THE DERBYSHIRE AND LANCASHIRE GLIDING CLUB require a winch driver from April until September 1999. Please contact The Flying Manager 01298-871270

PIK 20E wanted. Tel: 01822 832281

BGA COURSES FOR 1999

There is still availability on the courses detailed below, please call Ruth Bell at the BGA Office ☎ 0116 2531051 for more information and bookings

Assistant Instructor Courses at Bicester – £220.00

06-14 March	20-28 March
17-25 April	01-09 May
12-20 June	26 June-4 July
04-12 September	18-26 September

Full Rating Course at Bicester – £50.00

04-08 October

Soaring Courses at Bicester – £70.00

05-09 July	Level 2
12-16 July	Level 2
19-23 July	Level 3
26-30 July	Level 2
02-06 August	Level 1

Soaring Courses at various venues – £70.00

17-21 May	Cotswold Gliding Club
31 May-04 June	Northumbria Gliding Club
07-11 June	Norfolk Gliding Club
09-13 August	Lasham Gliding Society
06-10 September	Yorkshire Gliding Club
13-17 September	Midland Gliding Club

Young Pilots Soaring Course

16-20 August	Bidford

Wave Courses at Aboyne – £100.00

10-16 October
17-23 October
24-30 October

RD AVIATION LTD

A FAX RECEIVED AT RD AVIATION LIMITED ON TUESDAY 2ND MARCH 1999

02 MAR 1999 21:55 From BT Inmarsat-C FAX To 01865842495

BT CSAT 492341418=FLYP X 2-MAR-1999 21:55:48 442452

To Diki, Al and all at RD Aviation.

from Andy Elson on board the Cable and Wireless balloon over Thailand.

We have been flying now for almost 2 weeks and though our progress has been painfully slow we have had a fantastic tour of a quarter of the globe. In about 3 or 4 days time we should start the Pacific crossing, hopefully a 3 day high altitude sprint.

The balloon has been behaving well. We really intend to make it around the world this flight, but we had planned on a 3 week flight, this now looks as though it will take almost 4 weeks.

Fuel will be a very critical factor. However I am happy to say that the overall concept and the various layers of insulation are really helping. We are in with a chance still, weather permitting. After this flight I should have enough stories to let me stay on the ground for a year or two.

Thanks again to you all for such good friendly and helpful service. I don't suppose the Barograph will keep recording for 672 hours? but then I guess not everybody flies that long.

Andy @ 19460ft 21:23 1999-03-02 0 03022122 1527.78N 09856.51E 082020

JUST ANOTHER CUSTOMER SHOWING HIS APPRECIATION OF OUR SUPPORT AND SERVICE

QUALITY SUPPLIES AND SERVICE

FREE 56 Page Full Colour Catalogue

RD Aviation Ltd

25 Bankside, Kidlington, Oxon OX5 1JE, UK

FREE 56 Page Full Colour Catalogue

Web Site: www.rdaviation.com • E-Mail: help@rdaviation.com

Tel: 01865 841441 • Fax: 01865 842495 • Shop Hours: 0900 - 1830 Mon-Fri, 1000 - 1230 Sat



dreamers

reflect your ability.
release your potential.

Sole UK authorised dealer for genuine Schempp-Hirth parts and sailplanes

Southern Sailplanes has been at the forefront of technology, repairing and inspecting gliders for over twenty-five years. So whether you need a straightforward Annual Inspection, or face complicated repair and insurance problems, let our unrivalled and comprehensive service guarantee you have a trouble free flying season.

Telephone: 01488 71774
Fax: 01488 72482
Evenings: 01488 682058 & 01488 668484
Mobiles: 0468 372806 & 0374 429404
Email: office@southernsailplanes.freeserve.co.uk