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What makes clubs safer?

HOW TO FLY DISPLAYS
by Guy Westgate



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Using a Shorts 330 fuselage for a new launchpoint control vehicle was a bold move for Wolds GC – it was due to be rolled out for snagging as this S&G *went to press – but at least they turned down the offer of a Boeing 737. See p26 (photo: Mike Fox)*

Sailplane & Gliding

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Plans for UK gliding

TOPICAL and strategic issues filled a packed agenda for the British Gliding Association's Executive Committee annual workshop in April – an event initiated by David Roberts in 2000 that supplements the BGA Executive's regular meetings, giving it extra capacity to consider the big picture.

The two-day event – representing around 170 hours of almost entirely volunteer time – was built upon the twin foundations of the BGA's Strategic Plan for 2001-2006 and topical issues known to be of concern to member clubs. Subjects included:

- Marketing & sponsorship strategy;
- Membership audit;
- Future BGA organisation (including governance, structure, volunteer policy, and operational efffectiveness);
- BGA office modernisation;
- Instructing and coaching (including the Coaching Review, instructors and safety committee strategy, Safety Initiative, training at clubs, and insurance).

A summary of the BGA aims, objectives and strategic plan can be downloaded from *www.gliding.co.uk/bgainfo/aboutthebga.htm*

Revisiting the previous year's workshop conclusions, members were able to measure progress on key priorities that included:

- Working strategically in the changing European regulatory environment,
- Implementing the BGA Safety Initiative;
- Examining the BGA's structure to ensure best use of the Association's resources;
- Planning the future of BGA coaching.

They also observed that the fast-changing regulatory environment, which was hardly discernible as an issue at the start of this planning cycle in 2001, had inevitably taken a huge commitment of volunteer time, effort and planning and would continue to do so.

Agreed key priorities for the following year (some of which would almost certainly be carried forward from the above) were scheduled for discussion at the next Executive Committee meeting, in June.



Participants in the British Gliding Association's annual Executive Workshop, which was held at Northampton in mid-April and also incorporated one of the Executive Committee's regular meetings, included committee members and other BGA volunteers (Executive Committee members are shown below by an asterisk, and their club identified)

Front row, from left: Carr Withall, Chairman, Airspace Sub-Committee; David Roberts, BGA Chairman and Chairman, Staff & Admininistration Sub-Committee (Cotswold); Patrick Naegeli*, Chairman, Strategic Policy & Finance Sub-Committee (Lasham); John Hoskins, Chief Accident Investigator. Richard Starey* (Booker) was unable to attend*

Back row, from left: Jon Hall (Midland); Ted Norman* (RAFGSA Centre); Keith Mansell*, BGA Company Secretary (Midland); Mike Jordy*, BGA Vice-Chairman (The Soaring Centre); John Birch*, BGA Treasurer (Cambridge); Pete Stratten*, BGA Chief Executive (Windrushers); Kevin Moloney, Chairman, Safety Sub-Committee; Paul Hepworth* (York); Diana King*, Chairman, Development Sub-Committee (Herefordshire, Midland, Stratford on Avon)*

We make

In an important address last April to an audience of leading EU aviation regulators and officials, as well as many people from the community of pilots, operators, manufacturers and aviation service providers, EAS President Sir John Allison set out key issues affecting the future of recreational aviation in Europe. His speech has been widely acclaimed in air sports circles; and this is what he said:

"I have the honour to be President of Europe Air Sports. This is a truly European organisation, with delegates from nations across the European Union. The member National Aero Clubs nominate representatives and also provide funding support. Delegates, valuable additional expertise and funds are also provided, as members, by European Air Sporting Unions, such as the European Gliding Union, the European Hang Gliding and Para Gliding Union and the European Microlight Federation.

Our principal objective is to "secure a regulatory environment in Europe that enables a safe, and an operationally, socially and economically acceptable development of air sports and recreational aviation in and across the member states". This has never been harder. We face two main challenges:

First, it is difficult for an organisation of volunteers, working in their spare time, to respond to the pace and volume of legislative proposals, generated by teams of full-time officials, now pouring out from the Commission, EASA and Eurocontrol.

Second, those organisations, although they do give us a hearing in many fora, do not have the needs of recreational flyers at the forefront of their agenda when initial drafting is done. So we usually find ourselves at the disadvantage of pushing back against air sports-unfriendly proposals, that officials are already set upon, often to very tight deadlines.

Also, an underlying difficulty is the breadth of the GA spectrum. For this reason, it is important that we have a good collaboration with IAOPA. We have neither the expertise nor the mandate to represent, for example, corporate aviation or the business pilot and there are also many important areas where our expertise and interests overlap.

The recreational and sport pilots in powered aircraft, glider and hang glider pilots, the microlighters, the home builders, the balloonists, the parachutists and the aeromodellers – these are our primary people. These are also the very people who are all too easily overlooked when the legislator reaches for his pen. But they are numerous - including the private pilots, there are some 700,000 of them across Europe. They are not members of Europe Air Sports, because individual membership is not how our constitution works. But they are democratically consulted and represented by us, through membership of their clubs and/or unions.

It is for all these sporting and recreational pilots and aviators that I take the opportunity to speak.

Some in the audience may find the next passage a bit emotive and provocative, but I feel the necessity to be controversial, because too often it is forgotten that at the receiving end of all legislative changes are the hapless citizens – real people leading real lives who have little interest in politics. They will accept reasonable, proportionate and necessary change, but otherwise they just want to get on and enjoy their recreation without undue interference. I am one of those.

our case in Europe

Having regard to the large numbers of these ordinary citizens affected by changes to the aviation environment in Europe, I would caution legislators and politicians concerning the social and political health of the evolving EU. Until recently, the citizens of Europe had experience only of the impact of national law on their pursuit of flying for sport and leisure. On the whole that experience was satisfactory. Nobody was unreasonably excluded by reason of disproportionate cost, excessive rules or by denial of access to airspace. However, almost all the changes, either already implemented or now in the pipeline, are adverse for the recreational pilot. If new rules introduced by the institutions of the Union change the lives of its citizens for the worse, it can be no surprise if resistance to the entire European project is the outcome. I believe that is what is happening in my own country.

It is not persuasive to deploy the mantra of free movement across Europe as the primary justification. Many – especially the huge numbers who have no interest in flying far from their home airfield - would consider the price they are being invited to pay – either in monetary terms or in reduction of freedoms - is too high. I acknowledge of course that to many others free movement across borders is very important. However, it is difficult to understand why, for recreational aircraft, we cannot just accept the existing airworthiness, maintenance and licensing regimes of all member states. These systems are already delivering an excellent level of third party safety – so why move away from them?

That said, the proposed approach by EASA to regulate none but the most general requirements (essential, so called) for recreational flying at EU level and leave the practical implementation to national or governing body level, is a very positive step.

Let us hope that the politicians agree.

Some of the most successful risk management regimes are based on delegation of responsibility to the activities or sports themselves, where the real knowledge and expertise lies. Also, aircraft weighing less than two to three metric tonnes simply lack the mass and energy to pose significant risks to third parties on the ground in the event of a crash. There can be no safety case for pouring effort into harmonisation of rules for this class of flying machine, as the effort would be disproportionate to any possible benefits.

I come now to what we want for our people.

First, that the guiding principle for the transfer of governance from national authorities to a European authority should be "what is permitted and conducted safely today in individual countries, should continue to be permitted under the new regime – at least at national level". The transfer will then gain ready acceptance by those affected.

Second, that the non-commercial operation of all aircraft of less than 2730kg MTOW should be categorised as sporting and recreational aviation.

Third, that the broad regulatory policy framework for sporting and recreational flying should be set at the European level, but that operational and technical authority should be delegated to national level, including to individual sports and management bodies, where satisfactory delegation either already exists or is demonstrably possible.

Finally, this is a Eurocontrol day and I have said little so far about airspace. Airspace regulation is crucially important to us because it is one of two things that can take us out of the sky entirely.

The other is medical standards, and on that I will simply say that I cannot perceive an intellectual argument for a standard for the recreational pilot more stringent than for a normal driving licence – but that is a debate for another day.

On the Single European Sky, one emotive issue that will not take us out of the sky, but is potentially deeply unfair, is charging. I say the concept is unfair because the sporting or recreational pilot has no need of the airspace structure or air traffic management system – in fact it is an obstacle to his freedom. The system is provided primarily for the protection and benefit of civil air transport and other commercial or professional users. Recreational pilots are obliged to work with, or around, it. That is fair enough, and, while I would not go so far as to argue that we should be compensated for the inconvenience caused, none of us feels that it is fair that we should be asked to pay for incidental use of a service that has been imposed upon us. Generally, we only use the ATM service because it is there as a consequence of airspace restrictions designed for the protection of civil air transport. This point renders the cross subsidy argument irrelevant – that case is skewed anyway because the airlines do not pay tax on their fuel and we do.

But reform of the airspace structure is a more critical issue because it has the potential to emasculate our activities. Whatever the structure, it will probably still be okay for the kind of aviator who wishes to fly a light aircraft from A to B. But air sports, such as competition gliding for example, do not fit easily within a fully managed air traffic environment, because of their need to navigate cross-country through the best available weather conditions. They can also operate well above the normal heights of other sports and recreational aircraft, as do balloons sometimes. Therefore it will be essential for the preservation of our activities that the top of the lower airspace should be set as high as possible (and in this respect FL 95 is definitely too low) and that the default category for the lower airspace should be G.

The value and importance of sport in society is recognised by the European Union. It is anchored in the Declaration on Sports of the Treaty of Amsterdam and the adoption of the Helsinki Report in December 1999. Legislation that undermined the ability of European citizens to participate in recognised world sports would be contrary to the intentions of the European Community.

And so, ladies and gentlemen, my appeal to the officials and legislators is for real and genuine consideration for the air sports and recreational flying community, which comprises a substantial proportion of the total GA community.

In my own country, the UK, for many years we have had a very effective and genuine consultation process between users and regulator (the CAA), on all aspects of recreational flying. What we need in Europe is a parallel process that engages the vast experience and knowledge of the community I represent. It is dangerous not to consult the people who will be affected, and who understand the particular activity. Over the last two years there have been signs of progress on consultation, particularly with EASA, but the process must advance rapidly if it is to win the confidence of the participants that I represent today."

NEWS IN BRIEF

FOR some years the IGC has sought to encourage more media and public involvement in our sport. A major difficulty has been that only those competing in a championship seem to understand what is happening – who is winning and why. To address this, the IGC has developed the Gliding Grand Prix. The concept was tested at St Auban in 2004, and in September 2005 the first World Gliding Grand Prix will be held there; the British Team will include Andy Davis and Mike Young. The seven-day contest, with a maximum entry of 20 top racing pilots. has an F1-style scoring system and is held in conjunction with other aviation attractions at the airfield. GPS information is shown on screens in public areas. The intention is to hold a series of Grand Prix events in different countries, culminating in an International Grand Prix, whose winner will be the World Soaring Champion. There are plans to organise a trial Grand Prix in the UK, which will reported be on in a later S&G. New Zealand is also planning a televised Grand Prix event, following IGC rules, in January at Omarama.

MANY eyes are on Bannerdown GC this summer as they test Dyneema Winch Line, a synthetic alternative to steel cable. Used by 22 European clubs, the Ultra High Molecular Polyethylene rope has done over 3,000 launches at Landau without a break. A 1500m reel of 5mm diameter Dyneema weighs 35kg compared to 235kg for the equivalent 7x7 strand steel cable. The Bannerdown team have a reel on one side of a winch with standard steel on the other and are comparing the two. We'll have more information on how they're getting on in the next *S&G*. If your club is interested in finding out more, contact BGA Development Committee chairman Diana King on *diana@gerontius.demon.co.uk* or 01926 315989.

THE UK Airprox Board's report for January-June 2004, which includes several incidents involving gliders, is at *www.caa.co.uk/default.aspx?categoryid=423&pagetype=68&groupid=430*. See also the airspace update, overleaf.

YOUR CFI has been sent details of BGA plans to replace the Bronze paper at the end of 2005 with a new CD-based exam.

EVERY year Temporary Restricted Airspace (TRA) around UK airshows is infringed, with serious flight safety implications. The AIC for the Royal International Air Tattoo TRA (July 13-18) around Fairford was due to be published on May 26. The CAA has published a reminder for pilots of how to ensure they do not cause an infringement; see *www.caa.co.uk/application.aspx?categoryid=14&pagetype=65&applicationid=7&mode=detail&nid=1037*

THE GA Alliance, which consists of representatives from Aircraft Owners and Pilots Association, the BGA, British Hang Gliding & Paragliding Association, British Microlight Aircraft Association, GASCo, Helicopter Club of Great Britain., Popular Flying Association and PPL/IR, organised a successful day of flying and briefings for the UK government minister responsible for aviation, Charlotte Atkins (at the time *S&G* went to press, it is not known whether she retains that post after the General Election). She flew in a helicopter, microlight and homebuilt aircraft, and commented that the day had opened her eyes to the views of GA and the issues it faces.

BGA 1000 Club Lottery winner for March 2005 was RH Dixon (£35.50), with runners-up MW Cater & GH Chamberlain (each £17.75). May's winner was P Wilson (£35.25), with runners-up C Bainbridge & R Barrett (each £17.62).

Pressing the green button

WITH the UK General Election just around the corner as I write this, I began to think about good ways to influence local decision makers.

Planning consent for your operations is one of the most critical areas that a club needs to get right. The best fleet of gliders that money can buy and the finest airfield in the country are absolutely useless unless you also have the necessary permission from the local authority to run your operation.

With gliding clubs and aviation in general under regular pressure from local nimbies and pressure groups, it makes sense to try to make friends with the local population and in particular with those who are either officially or unofficially able to influence the outcome of planning applications. Planning applications are heard at the local level by a planning committee made up of elected local councillors. Like all politicians, they will have an eye on their own popularity and future election prospects. As a result, even if an application is entirely reasonable, the committee will find it more difficult to approve if they know it is unpopular and likely to cause trouble in their area.

One way to move local or official opinion in your favour is to look at how you can best manage the acres under your control in an environmentally sensitive and responsible way. Airfields and their surroundings are frequently good sites for conservation. They are usually managed without intensive application of chemicals and our activities are generally compatible with a wide variety of birds, animals and plant life. If you have some land at the edges of your airfield that are not in regular use, it may be worth exploring how to develop the environmental benefits of these margins. The Farming and Wildlife Advisory Group (FWAG) may be willing to give you some advice on the best treatment for your land. FWAG has county offices all over the UK and their officers can visit to talk over suitable schemes for land management. (They may ask you to become a member first, but the subscriptions are quite small, so you may find it worth doing in order to benefit from the advice available.) Details of FWAG can be found at *www.fwag.org.uk/* or from 02476 696 699.

Your local wildlife trust or conservationist groups may also be interested in talking to you and even becoming involved in helping to put a good plan into action. This has the advantage of involving local people in your club and so also puts a tick in the box for local partnership, as well as potentially bringing new members through your gates.

This article originated with my research into government grants for environmental management of land such as airfields. Although there have been several schemes, they all seem to have dried up, with new grants being only available for agricultural producers. However, if any club finds any sources of funds for this purpose, we would be very interested to hear of them. Please contact the Development Officer or Committee, through the BGA office, if you have any ideas or experience in this respect, which we could pass on to other clubs.

DDA – important update

An additional section of the Disability Discrimination Act (DDA) is now in force. This brings private members' clubs of more than 25 members within the Act and they will have to implement 'reasonable changes' to ensure that they are not discriminating against disabled users. The Act is likely to be further amended within a year, to include ALL private members' clubs, so all gliding clubs will soon be affected.

It is now unlawful to discriminate against a disabled person in the membership terms offered, or to refuse or deliberately omit to accept a membership application. It is also unlawful to discriminate against a disabled member or guest of the club, in the way the club provides access to benefits, facilities or services, or by refusing or deliberately omitting to provide facilities, or by terminating the disabled person's membership, or unfairly varying the membership terms.

Discrimination is described as treating the member or guest less favourably than others would be treated, for a reason that relates to the person's disability and where the treatment cannot be justified. Different treatment may be justified if it is necessary in order not to endanger anyone's health or safety or if it is the only way that the disabled member or guest can be offered a benefit, facility or service, or if the club cannot otherwise afford to offer the facilities to a disabled person. A club may be justified in charging a disabled person a higher fee, to cover the cost of providing specialist facilities. Care should however be taken before doing this and it may be wise to get advice.

The Disability Rights Commission makes clear that the Act requires only what is reasonable. A small volunteer club is not expected to make the type of changes that a large sports centre should and the legislation does not require sports clubs to change their fundamental nature. It is understood that it may not be possible to make all services accessible for disabled people.

The Disability Rights Commission has produced a guide on complying with the Act, which provides practical suggestions and guidance. Aimed at small service providers and called *Making access to goods and services easier for disabled customers,* it is free from the Commission; details in the publications section of their website at *www.drc-gb.org/* or from 08457 622 633.

Diana King, BGA Development Committee
May 3, 2005

Airprox

ONE OF the major challenges in UK aviation is that very few people have a total view of how all the pieces of the aviation jigsaw fit together and interact. We have specialists in every field, often without knowledge of other areas. Most of the time, amazingly, it all works, but on occasion one flying machine meets another and an airprox is raised.

I have commented on our behalf on all the recently published incidents. Most of them have not been down to the gliders involved, but on occasion I have had to raise my hand and say we got it wrong. Additionally, we know that only a percentage of all incidents are reported, mainly I suspect because glider pilots are used to flying close to other flying objects and don't consider it to be a problem.

I am of the belief that we can reduce much of the risk through education and a greater understanding of how those jigsaw pieces fit, but there are things you can all do to help. As one who flies a wide range of aircraft, I work closely with all sides to try to improve the situation.

Airprox publication

There is no one particular theme arising from recent incidents, but a series of common issues that we all need to understand.

Modern gliders are difficult to see, but we can all help by making ourselves more visible in different ways. Avoid flying in the bottom of clouds unnecessarily. Try to give a quick call to airfields you are passing to explain what you are doing. We don't yet have a suitable electronic means of identity, but when we do that will only help if backed up by radio calls and best practice flying.

Our current training focuses on areas of airspace and not necessarily what happens in it. We need to take notice of extended runway centrelines. The best thermal is always in controlled airspace, but the next best is on the runway centreline; try to get past that as soon as possible. Allow eight to 10 miles from the landing end of the runway as the area to watch. Leave a margin on the edges of airspace: don't rely on inch-perfect GPS.

Our major competitions are well organised and NOTAMed, but we also have a lot of mini-competitions, such as Inter-club League and club tasks. We need to ensure that major competitions work closer with ATC units;

overview

perhaps a few copies of TaskNav or similar software would help. Through the BGA Competitions Committee, we need to get the task-setters to work together and avoid using the same turning points on the same day. If you have more than 20 gliders on a task, let your local ATC unit know what you are planning – it really does help.

Be very careful on days when the cloudbase is especially high; in the UK the average good day is 4-5,000ft above ground. Above this, you are entering a piece of sky where others are not expecting to see you. The same applies to wave flying, especially from sites that have wave only occasionally.

AIS for the general aviation arena is a major headache: very difficult to understand and use. Using different routes, we will continue to press for improvements, but in the meantime, we need to make sure we read the NOTAMs and ensure everyone is well briefed. Some work is required to promote the best use of additional software to make the process easier and less open to errors.

Several gliders conflicted with the Red Arrows last year. While all Red Arrows pilots are genetically modified to have at least four sets of eyes, they have enough to do without watching you. This year you could be penalised. Vacate the display airspace in plenty of time, and do not leave it until the last minute. Check on their website *www.raf.mod.uk/reds* for details.

Use the BGA website's airspace section (*www.gliding.co.uk/bgainfo/airspace/introduction.htm*) for other updates and information.

Further work

Wave flying, particularly in Wales and Scotland, needs further work as does publishing details of which hills and mountains are in use by soaring pilots.

If you had any incidents you didn't report which you feel might help, give me a call or send me an email.

Hugh Woodsend
BGA Airspace Committee
April 30, 2005

hugh_woodsend@compuserve.com
01993 830588

Your letters

An airshow changed his life

I WAS pleased read Paul Machacek's email in the April-May *S&G* (*An airshow changed my life*, p8). Whilst we are based in Lincolnshire, our stand at Waddington Airshow has always aimed to encourage visitors to contact the BGA to locate their nearest site and to take up the wonderful sport of gliding. It was great to read that for one person at least we have achieved our aim. We would recommend any club who has a local airshow to take a glider and set up a static display. Our club has been attending Waddington Airshow for nine years and we have had a number of visitors who become eventual members from this approach.

Janet Holland, TRENT VALLEY GC

Team up with Team Condor

THERE have over recent issues been many letters concerning a glider aerobatic team to attend airshows to raise public awareness of our sport. The Royal Air Force Gliding and Soaring Association (RAFGSA) has been running such a team for the last five years. Called Team Condor, it is a K-21 duo. We normally attend four or five major airshows a year, and a larger number of small airshows. Details of our itinerary for 2005 have been passed to the BGA to enable local clubs to co-ordinate attendance at the same shows to help recruitment to our sport.

Ted Norman, MANAGER, RAFGSA Centre

BGA Gold Medal

I WAS both pleased and honoured to be awarded a BGA Gold Medal at this year's Conference. At the moment of presentation I was a touch taken aback and so did not take the opportunity to thank all those who over the years have helped me to do my BGA work. Particularly I wish to thank all the present and previous staff at Leicester who have always dealt promptly and efficiently with any matters I have raised with them. My thanks are also due to those who have been members of the Executive Committee since my joining it in 1972. Lastly but by no means least I thank my wife, Christine, for her support and for her unending patience with my far too often putting BGA work ahead of what she might have seen as the priority domestic task.

Keith R Mansell, RATLINGHOPE, Shropshire

Emergency parachutes

PAUL Harvey's letter (*Parachute repack due*, April-May 2005, p9) reminded me to report a recent conversation I had with a work colleague, who is a very keen skydiver. It appears his club were asked to repack an "emergency" chute by a local glider pilot. The packer was amazed to find it contained a sky-diving "parafoil" chute and when the owner was questioned was told "it didn't matter". I should point out that this type of parachute is totally unsuitable for emergency use, having a slow opening time, a need for a stable freefall position for successful deployment and requiring some skill in use of the toggles to flare for a safe landing (they have a forward speed of some 20kt). I would strongly advise anyone who has such a chute to exchange it for something more suitable.

Sid Smith, *via email*



The K-21s of the RAFGSA's Team Condor in rehearsal. See Team up with Team Condor, *left*

Glider R/T

THERE are a couple of points needing clarification in the latest example of correct R/T for a glider in Class D airspace as shown on the BGA website, and now published in your magazine (April-May 2005, p44).

Firstly there is a contradiction. The golden rule underlined at the beginning has it that the initial call to ATC should contain call sign, position and height and then state request, yet the example dialogue confines the initial call to call sign only. I know which I think is more correct.

The ATC clearance given contains "not below 2,000ft". Fortunately, later in this example, the glider enters a thermal. What would have happened if it had found heavy sink instead? It had called at 3,500ft to cross an unstated width of controlled airspace "not below 2,000ft". What are the circumstances when a glider pilot should be given or accept a stipulated minimum height, as obviously we can never absolutely guarantee to comply with such a requirement?

Mike Randle, *via email*

Carr Withall, Chairman of the BGA Airspace Committee, replies: Mike Randle is correct in that there does appear to be a contradiction. However, unless one listens out for quite a time before transmitting, you do not know if the controller is having to deal with several aircraft and the first call of "Ledbury Glider Victor 8" just alerts the controller to a call from a glider, which is unusual. He is then more prepared for what will now be the 'initial' call giving position, height and request. As to the clearance stating "not below 2000ft" this was a specific scenario, where a glider was crossing close in to Ledbury airfield across the runway centreline, where they had circuit traffic at 1,000ft. Of course, a glider pilot cannot be certain that he/she will not encounter heavy sink but as long as the controller is kept informed that is all you can do. This is stated in the Code of Conduct for Class D in the accompanying Airspace Update article. All Class D Air Traffic Service Managers now receive Sailplane & Gliding *for their controllers to read and see just how far and wide we fly. I enclosed a letter explaining the fact that if a glider pilot calls for a clearance it is because the only other option is a possible field landing with all the inherent risks*

Your letters

Tell us what your club is doing

I READ with interest and empathy the articles in the April-May issue about disabled gliding in Canada, and found Wayne MacDonald's account (*Hold on to your dreams*, p26) of his experiences as a paraplegic student pilot particularly familiar, as I too am paraplegic, have learned to glide and now enjoy the freedom and exhilaration that gliding offers a person with disabilities. My own story of liberation from the wheelchair has been told before in *S&G* (*The Sky is Mine*, April-May 2001, p46, and *To Touch the finger of God*, February-March 2004, p28). The other articles in the last issue (*Nothing Succeeds like Success*, p28; *Learning as well as teaching*, p29) tell us much about the involvement of disabled people in gliding in Canada and provide good tips for instructors thinking about involving disabled people at their club.

If this is the picture of disabled gliding in Canada what then is the situation in the UK?

I am currently involved with the British Disabled Flying Association (BDFA) and as an organisation we are deeply interested in promoting the involvement of people with all manner of disabilities in every branch of aviation. Also, as a disabled glider pilot I know personally how much gliding has to offer, due to some fantastic flights I have had with inspirational instructors and P1s, who have mentored me through my gliding career. I know what gliding has done for me. So I am extremely keen to promote it to other disabled people who might enjoy the sport.

There are already many gliding clubs and organisations up and down the country that proactively cater for disabled involvement in the sport and I'm pleased to say that this has happened by volition of the clubs concerned and not by the requirement to comply with legislation. However, as we all know, the Disability Discrimination Act has now become a statutory instrument and it does require "organisations that provide services, goods or facilities to, or for use by, members of the public, not to discriminate in so doing".

This legal requirement is tempered by a notion of what it is reasonable and practicable but, nonetheless, there is a requirement for accessibility, not just to premises, but also to services.

Of the gliding clubs I know personally that make good provision for disabled involvement, a couple spring immediately to mind.

Walking on Air is a charity set up and based at the Scottish GC, Portmoak, and has its own dedicated K-21 with hand controls front and back. This glider is available only for use by people with a disability and as a result there is a total commitment to enabling disabled people to fly whenever the interest is there and instructors are available.

Another model is that adopted by the Wolds GC, Pocklington, who have hand controls in the front seat of one of their fleet of K-21s; here the disabled pilot puts his/her name on the flying list and joins the queue with the rest of the day's pilots. In this way they are fully integrated into the club structure, and although there is no separate provision dedicated to them they have the full benefits enjoyed by any other member.

There are arguments for both approaches: special dedicated disabled provision gives positive discrimination in favour of getting disabled pilots flying; full integration gives a level playing field approach and involvement common to other members. From my own perspective either system is fine so long as the club is keen to get disabled people flying and involved in all aspects of club life.

I am also aware of several other clubs that are either currently involved in provision of this sort or who are thinking of becoming involved, but my information is far from complete. Lasham GS is converting a K-21 and Devon & Somerset GC has already converted one. Shenington has a K-13, and other clubs have at some time or another registered interest or provision. Readers might like to know there is even a charitable trust – The Caroline Trust – that can help disabled people become involved and are very keen to support young disabled aspiring pilots.

I am sure I am guilty by omission here of not reporting the full picture and this is because information is sketchy. I believe what would be helpful now is for clubs with an interest, experience and or equipment to let it be known so that a central base of information might be established. In this way disabled gliding in this country might be able to move toward a unified approach.

I am also aware that the BGA, through the offices of its Chief Executive, Pete Stratten, is talking to disabled gliding's most achieved pilot Mike Miller-Smith, who last May did 732km of a declared 750km (see *A failed 750km?*, August-September 2004, p22). I hope that in this way the clubs, organisations and national bodies might find this unified voice to further the interests of disabled gliding and satisfy the needs of existing and potential pilots.

One final issue I would like to raise – and one that deeply affects the future prospects of disabled glider pilots progressing through the ranks in the UK – are the EASA regulations governing aircraft mods. To me it seems crazy that, as a power pilot, I have been permitted to build my own light aircraft in my garage under the auspices and supervision of the Popular Flying Association, but now that I am ready to convert a single-seat glider to hand-controlled operation, I am not permitted to do so because of European legislation governing aircraft modifications. If I knew enough about aircraft design to build a plane from scratch, including installing specialist hand control equipment, then presumably I should be capable of installing hand controls to a glider given the correct supervision and support from the governing body.

Steve Derwin, CHAIRMAN, BDFA

Please see p6 of this issue for updated advice from the BGA about the Disability Discrimination Act – Ed

Solo at Milfield

"SOMEONE pass that extra weight"... I knew. CB SIFT CB E... Okay?! Cable on. Shaking, laughing, crying, but then... 2,000ft! And...



Disabled pilot Rab Mitchel in the Scottish GC's Walking On Air K-21 – what's your club doing? (Steve Derwin)

I really was alone! A break in the clouds, sun showering a hilltop in the distance as if it had been put there for me. Faces watching, that reassuring voice in my head: "55 knots," looking well ahead. I'd done it... MAGIC!

Ema Gamlin, *via email*

Insurance headache

HAVING just gone though the head-banging grind of renewing my car insurance I have come away with an increased premium and less-than-satisfactory additional cover. The insurance cover for myself and my wife is fine; however, should I land out and need a retrieve, this is where the additional cover falls down. I could, for an exorbitant extra premium of £285, add any driver more than 30 years old to drive on third-party risks only. The only fully comprehensive cover I could get for an additional driver would have been for a specific named driver and the insurers would need that person's full driving history for the past five years.

So I suspect we may all be faced with a dilemma should a retrieve be required. The best option would seem to be the retrieve driver has their own fully comprehensive motor insurance and is insured to drive someone else's car, albeit on third-party risks. Have your fingers crossed they arrive at the field without incident. Third-party cover is far from ideal and my car's leasing contract states the car cannot be driven with anything less than fully comprehensive cover.

The worst scenario is that when we ring the club, someone is despatched but does not have his/her own insurance, has an accident with the trailer attached and writes off the car and trailer and maybe another vehicle.

I wonder how many of us have assumed the retrieve driver will be insured to drive our car? They just might not be, and if not it could be expensive should anything go wrong. I don't suppose our friendly glider insurers could help with this problem? Or maybe we all have to buy turbos.

Barry Lumb, *via email*

Please send letters (marked "for publication") to the editor at editor@sailplaneandgliding.co.uk *or the address on p3, including your full contact details. Deadline for the next issue is* ***June 14***

BRITISH GLIDING ASSOCIATION

DEVELOPMENT OFFICER (PART-TIME)

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The BGA has a membership of some 90 gliding clubs with around 9,000 pilots. The BGA represents members' interests externally and increasingly with various regulatory bodies and is also responsible for the overall organisation of UK gliding, involving instructor training, safety, national competitions and international participation, airworthiness authority, maintenance regulations for gliders, marketing, and support to clubs. There is a small professional staff in Leicester and in the field, and a network of specialist volunteer subcommittees and working groups. The Development Officer carries out an important part of the professional work, providing member clubs with support on a number of issues including management, financial, planning, security of tenure and regulatory matters.

We are looking for a part-time Development Officer, to share this work with our existing part-time Development Officer.

Ideal Requirements

- Experience (as a club official or other relevant professional or volunteer role) of gliding club management, organisation and constitutional matters
- Project management experience
- Experience of financial management within a small/medium organisation including accounts and taxation
- Knowledge of European, UK and Home Country Sports Councils and other grant-making organisations' finance and grants structures
- Planning experience and knowledge of the planning system
- General knowledge of the aviation regulatory environment

The successful candidate will be able to work on his or her own initiative, will have excellent administrative, written and presentational skills, will be expected to be IT-proficient (including Word, PowerPoint and Excel), will be able to communicate and relate at all levels and will be a team worker. The development role is complex; it is essential that the successful candidate can analyse and assess detailed data and documents and is able to form objective judgements and offer clear recommendations and advice. Ideally, but not essentially, the successful candidate will have some formal financial knowledge.

For a detailed information pack to make an application please contact
Debbie Carr at Kimberley House, Vaughan Way, Leicester, LE1 4SE. Tel: 0116 253 1051 or by email debbie@gliding.co.uk

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Pilot modifications and maintenance

IMAGINE that you're airborne and the worst happens: you realise you have to bale out. You reach for the red lever – only to find that some new cockpit equipment you recently installed is preventing the canopy jettisoning...

Fortunately, this is an imaginary scenario, but it could happen, and it's not the only problem that inappropriate modifications or maintenance to your glider might cause. The list of things that could go wrong is a long one. What about: instrument pods restricting emergency exit; instrument panels becoming, effectively, guillotines; flight controls being restricted; equipment obstructing seat adjustment; loose or poorly secured equipment (such as batteries or oxygen); navigation equipment obscuring your view of the controls – or even your lookout, trying to adjust something in flight that has come loose or in the way causing disorientation or distraction at a vital moment? There are many more potential pitfalls and, if things went badly wrong, any of them could cost your own or someone else's life. Yet they are very easily avoided by making sure you follow the correct British procedures, as this brief article explains.

Modifications

Modifications must be approved; in the case of a simple minor mod, a BGA inspector or the BGA Chief Technical Officer can do so. (If you aren't sure whether what you're planning to do counts as a minor mod, get advice from a BGA inspector.)

All major modifications must be approved by the BGA Technical Committee.

All modifications to gliders imported into the UK after September 28, 2003 with a temporary BGA C of A, and to all motorgliders and tugs, MUST be approved by either the manufacturer (TN, SB) or by an EASA-approved design organisation. (The BGA does not have this facility at present; we are, however, working on securing it.)

Non-approved modifications on G-registered aircraft will invalidate the C of A and insurance cover.

For a BGA inspector to approve a minor modification on a BGA glider, guidance should be taken from BGA AMP manual Leaflet 3-3, which is available on the BGA website (*www.gliding.co.uk*) or from the BGA shop (0116 253 1051). A BGA inspector will be able to advise you if the proposed modification is applicable for your aircraft, how to embody the modification, what function checks may be required, how to record it and how to have it certified.
A BGA inspector will be able to look at your proposed modification objectively and if necessary ask "do you really want to do this!" or "that's a good idea, I'll tell the CTO so it can be published in the Tech News".

Application forms for BGA mod approval are also found in the AMP manual.

All modifications, whoever approves and embodies them, must be recorded in the glider logbook.

Pilot maintenance

The BGA has recently formalised pilot maintenance. "Pilot maintenance" in this context means the tasks that a pilot may undertake, if he/she is competent, and certify themselves. A list of currently approved tasks is published in the CAA publication CAP 520, available from the CAA website (*www.caa.co.uk*). A brief summary of tasks includes: replacement of wheels and tyres, minor fabric patch repairs (tape) upholstery and interior items, minor repairs to fairings, seats and seat harness replacement and rigging (obviously!) – see full list in CAP 520. Importantly it should be noted what is not included: any disconnection of flying or engine controls that is not designed for disconnection/reconnection as part of normal rigging procedures, compliance with any mandatory inspection of Airworthiness Directive and any structural or large repairs. The BGA has applied to EASA for an expansion of these tasks. Pilot maintenance must be recorded in the glider logbook.

With prior agreement, tasks not included in the list of approved tasks may be completed by a pilot/owner if competent but MUST be recorded in the glider logbook and certified by a suitably qualified BGA inspector. Please don't do everything and then ask an inspector who has not been involved to sign it up unseen. It is also worth remembering that any reconnection of a flying or engine control that is not part of normal rigging procedures, that is, adjustments, will require a duplicate inspection. This means that two independent inspections have been carried out on the item. In most cases as an owner, you may be able to do the second part, with a BGA inspector having completed the first part. This must always be recorded in the logbook or worksheet. The duplicate inspection is for your own safety to ensure the system has been correctly reassembled and is secure.

Doing the work yourself

Being able to work on our own gliders is a privilege and must be respected. For many it keeps the cost of gliding as low as possible, helping make the sport accessible. Following these few simple rules will help us maintain our safety record and hence our freedoms.

Jim Hammerton, BGA Chief Technical Officer

First Regional Technical Officers are appointed








THE British Gliding Association has recently appointed six Regional Technical Officers (RTOs). We had our first away day at the BGA Conference, if you were there; we were the group in the corner of the lounge. For the six regions they are *(also pictured above, from left)*:

1, Doug Jones – South West
2. Ian Pattingale – South East
3. Roger Hurley – Wales & West Midlands
4. David Mason – East Midlands & East Anglia
5. Reg Wooller – North England
6. Joe Fisher – Scotland.

Their job is to assist the Chief Technical Officer (CTO) in carrying out surveys for C of A issues and renewals as needed, courtesy club visits, reviewing modifications and repairs, interviewing inspector candidates, representing the technical committee, and generally helping inspectors and glider owners in the regions.

I respectfully ask all BGA members to work with your RTOs and help us develop this new role. Contact is through your club Technical Officer or the BGA office. Please remember the RTOs are voluntary.

We still have a vacancy for an RTO for Northern Ireland, if you are interested, please contact me.

Jim Hammerton, BGA Chief Technical Officer

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www.soaring.co.nz

Diary dates

2005 Junior world gliding Championships

Don't forget the 2005 Junior Worlds (http://www.worldgliding2005.com/)...

...or this year's National Gliding Week (www.nationalglidingweek.co.uk)

national gliding week

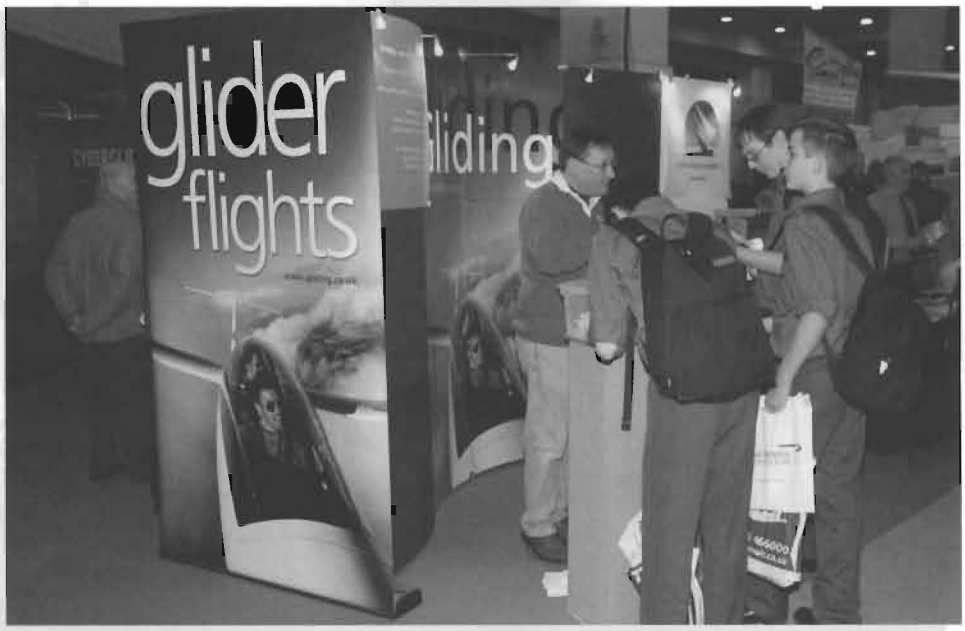
UK and international competitions

Overseas Championships	Ocaña, Spain	23/5-3/6
Aerobatic Nationals	Saltby	16/6-19/6
"Turbo" Regionals	Bidford	18/6-26/6
Regionals	Booker	25/6-3/7
Europeans (15m/Open)	Rayskala, Finland	4/7-16/7
18-Metre Nationals	Dunstable	9/7-17/7
Regionals	Bicester (Windrushers)	9/7-17/7
Competition Enterprise	The Long Mynd	9/7-16/7
Europeans (Std/Club/18m)	Nitra, Slovakia	10/7-23/7
Pre-Worlds (Club Class)	Vinon, France	20/7- 29/7
15-Metre Nationals	Honington	23/7-31/7
Inter-Services Regionals	Honington	23/7-31/7
Northern Regionals	Sutton Bank	23/7-31/7
Regionals	Lasham	23/7-31/7
Women's Worlds	Klix, Germany	30/7-13/8
4th Junior Worlds	**Husbands Bosworth**	**31/7-20/8**
Club Class Nationals	Lasham	6/8-14/8
Open Class Nationals	Lasham	6/8-14/8
Regionals	Tibenham	6/8-14/8
Standard Class Nationals	Nympsfield	20/8-28/8
Regionals	Dunstable	20/8-28/8
Regionals	Gransden	20/8-28/8
Junior Nationals	Tibenham	21/8-29/8
Two-Seater Comp	Pocklington	21/8-28/8
Mountain Soaring Comp	Deeside	4/9-10/9
1st World Sailplane Grand Prix	Saint Auban	2/9-11/9
Saltby Open (Aerobatic)	Saltby	10/9-11/9

Other events

National Gliding Week	**At your club?**	**25/6-3/7**
75th anniversary event	London GC, Dunstable	25/6
Camphill Rally	Derby & Lancs GC	25/6-3/7
Flying For Fun (PFA rally)	Kemble	1/7-3/7
Royal Int. Air Tattoo	Fairford, Glos	16/7-17/7
VGC International Rendezvous	Oerlinghausen	16/7-26/7
Guild of Aviation Artists	The Mall, London	19/7-24/7
33rd International VGC Rally	Eggersdorf	27/7-6/8
Internat. Vintage Sailplane Meet	Elmira, USA	20/8-27/8
Slingsby Week & Rally	Yorkshire, Sutton Bank	27/8-4/9

More listed at: *www.vintagegliderclub.org/rallydiary2005.htm*



BGA Communications Officer Keith Auchterlonie (left) on the BGA stand at the London Air Show (Paul Morrison)

What the BGA is doing

Fly! The London Air Show

THE British Gliding Association, together with five contributing member clubs – Black Mountains, Cambridge, East Sussex, Shenington and The Soaring Centre – took part in the London Air Show at Earls Court at the start of April. The three-day show attracted aviation enthusiasts from around the country.

Each BGA club had their own dedicated display area on the stand and, in addition, we took along the newly refurbished BGA gliding simulator. This was the first time that we had used this co-operative exhibiting concept and it seemed to be generally well received by the clubs.

We are now exploring the practicalities of exhibiting at the new Sports & Leisure Aviation Show at the NEC in November. If we decide to attend this, we will almost certainly use the same concept so, if your club would like the chance to exhibit at a major aviation show at a greatly subsidised cost, please look out for details in the post.

BGA simulator

After two years of intense use, *CyberGlide*, the BGA gliding simulator, was beginning to look a bit 'tired'. We decided, therefore, that we would take it off the road over the winter months to give it a well-deserved refurbishment. The result is a tidy piece of kit, which incorporates a number of major enhancements. It is now much easier to load and unload from its trailer and set up – we had it from trailer to up and running at Earls Court in less than ten minutes (or we would have had if the electricians hadn't forgotten to connect our power up!). Rudder controls are now operational so you have to work a bit harder to keep the yaw string centralised and PC control for P1 has been tidied up.

If you would like to book the simulator for your own club's event you can find details on the BGA website (link from the main news page).

European legislation

There has been a lot written in *S&G* and elsewhere about the impact of European legislation on gliding. We have published a downloadable overview of all the issues at *www.gliding.co.uk/bgainfo/documents/handout-europe-lres.pdf*

Local media

This is the time of year when all clubs can generate a lot of news of potential interest to your local media. First solos, badge flights, competition successes, Inter-club League results – all provide opportunities to get your name and details into the paper. Don't think that the local press won't be interested – chances are that they will be. You can also use the forthcoming National Gliding Week (*www.nationalglidingweek.co.uk*) as an opportunity to run an event. If you don't know how to go about working with the media, I can provide some pointers. Alternatively, make a note to come along to our next series of marketing seminars.

Email alerts

Our email alert system has been running for about a year now and has more than 950 subscribers. It provides an instant way of keeping up to date with what's happening, as it happens. To find out more, please visit *https://www.gliding.co.uk/subscriptions/*

Keith Auchterlonie, BGA Communications Officer

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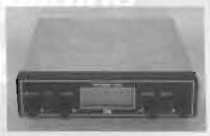
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STINC – Stupid Things I Now Confess – No. 1

AND THE MORAL of the following story is –

– Hey, you can't do that! Ed.

Can't do what?

– You can't have the moral of the story before the story; morals come at the end! Ed.

Well, I know people say that morals are the last thing Platypus ever thinks about, but the reason for putting the moral first is that this one is a real lifesaver. People who are in a hurry, or are pretty sure they have heard Plat banging on about those daft adventures of his in one of the many gliding bars around the world, might skip the most important bit.

– Oh, all right, then, please yourself. Ed.

As I was saying before being so rudely interrupted, the moral is this: ***never attempt an aerotow retrieve unless you, and the tug pilot and whoever is organising the tugs, are all absolutely sure you can get back home safely well before dark. If not absolutely sure, find a bed nearby – or even sleep in the glider – and take the tow home early the next morning. Or get a road retrieve.***

I say this despite the fact that I have not once done that myself. Always, possessed by the notorious killer disease Get-Home-Itis, combined with the glider pilot's notorious reluctance to spend money on anything except beer and launches, I have insisted on summoning a tug and starting a nail-biting race with the setting sun. I could have died several times –

– Come on, you can only die once! Ed.

Let me re-word that – there were several occasions on any one of which I could have died. *(That's better! Ed.)* On one occasion I landed at a friendly club that had accommodation – and was in any event within easy walking distance of a village with bed & breakfast accommodation – but was fixated with getting home that evening. Not for any good reason whatever. There was no hot date, nor even a lively party, waiting for me. My presence was not required either at Dunstable or in London, and my absence for a night would cause no comment or difficulty. Early in the morning, before the thermals started, there would plenty of time for the home club or my hosts to arrange a tow without inconveniencing the other pilots. These sane and sensible considerations never even crossed my mind. I was going home now – or, at least, as soon as a tug became available.

My hosts kindly offered to take me home with one of their tugs. It was more economical than calling for a Dunstable tug, since I could release once I was within 20 miles of Dunstable and thus save a total of 40 miles – worth many Pounds Sterling (the equivalent of some 12 cold lagers and four 2,000ft tows.) All I should do is leave behind a blank, signed cheque and trust my hosts to fill in the appropriate amount when the tuggie returned to base, switched off and calculated the engine-on time at some eye-watering rate per hour.

The looming slippery slope should have been perceptible to me – or to anybody who had become familiar with the way gliding operations go, in practice as opposed to theory, over nearly half a century. "Sorry, Freddie Tompkins has been waiting all day – we must launch him in the K-21 before your retrieve... Ah, a couple of would-be trial lesson people (joyriders, we used to call them, but never mind) have turned up, they'll be really disappointed not to fly and they pay good money... Oh dear, we need to re-fuel... nearly ready... er, that towline has got a knot in it, better get a fresh one out of store if you can find the key... Damn, Freddie's launch has been aborted 200 yards down the field for some reason... bring them back... be with you in a moment..."

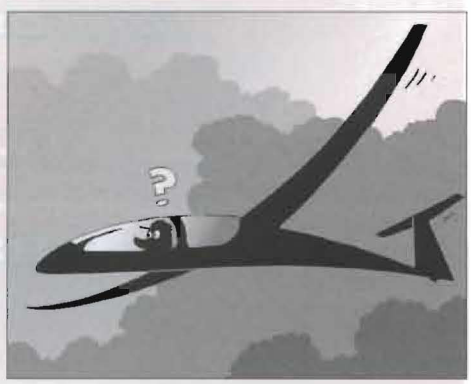
All these tiny events were little signals from God that the ASW 22 and I were not supposed to take off again that day and that I should make a night of it where I was. I ignored all the tiny signals, though glum about the rate at which the sun was sinking.

Ordinarily a summer's evening aerotow retrieve is a delightful, leisurely experience – if, like a true aesthete, you ignore vulgar things like the cost. My Silver C flight in 1959 was rounded to perfection by the luxury of having a Tiger Moth come to take me home in the Prefect – there was only one trailer for two club gliders and it had already departed to pick up an Olympia. We sat contentedly in the golden glow, the tuggie in his open cockpit and I in mine, seemingly suspended motionless in the mild, still air, watching the lengthening shadows slide beneath us. Heaven is something like that.

But that was August, and now was March. It was getting colder and darker quickly. Finally, Freddie and the joyriders and the fuel and the rope were all sorted out and the long-delayed journey home began. Commonsense still had not taken charge. When the GPS said I could glide into Dunstable with ample height, I thanked the tuggie and released in the gathering murk. What in good visibility is the best part of the aerotow retrieve was not so in this case.



reluctance to spend money



the gathering murk

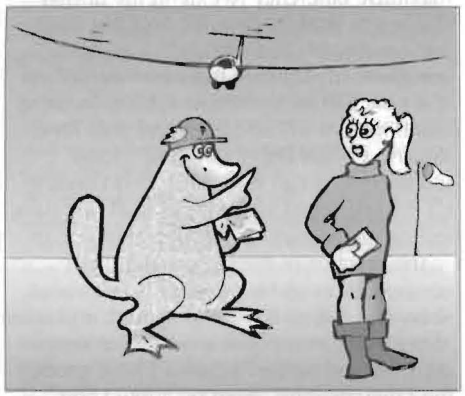
Whatever you think of Luton by day, from the air at dusk it looks magical. It could be Paris. I suddenly realised that this was the first time I had seen this city, and its smaller sister town of Dunstable, lit up from 2,000ft. This was way past the glider's bedtime.

It's bad enough landing on any airfield that has no runway and no runway lights. But Dunstable is a grass roller-coaster. Beginner cross-country pilots from Lasham are told that if they can't pick a more level landing-field than Dunstable on some farm – any farm – they should be grounded.

Another thing we all know but don't consider is this. The prevailing wind is westerly. The sun sets in the west. (Duh, this is real intellectual stuff.) So if it's late in the day we are usually landing directly into the sun. Sometimes this is potentially lethal. First, what you can see on the ground ahead is nothing but deep shadow. Worse still, what little glimmer of light remains floods the cockpit with unwanted reflections, illuminating nothing but minute scratches on the canopy and causing one's pupils to contract so that one can see even less. In this particular case, since the wind was very light, as commonly happens when all convection has long ceased, I could easily have chosen to land downwind with the remaining glow behind me, illuminating the ground somewhat and allowing my eyes to adapt to the dark. But no, I must always land into wind – another brain-dead, fatuous fixation.

So eventually I am just letting down on to the field and hoping, pointing in the direction of Ivinghoe Beacon. Shadows, darker than the rest, race up, and I think I am disappearing into the Gully. If so, mustn't pile into the steepish slope on the other side. Better ease back and hope. Now it's quite dark. Well, I always say that if you have wings level and a few knots above the stall you can walk away from almost anything. Finally and unexpectedly the lovely soft, sprung undercarriage of the ASW 22, with its double-wheel, rumbles on the grass. (Incidentally, I have to say those double-wheels, when this handsome glider is on the approach, look remarkably like a pair of testicles, but I have never asked a female observer whether that is the way she sees it. It's an interesting conversational opening gambit, which you might like to try sometime. Let me know how you get on.) Amazing: we have not twisted the undercarriage (very easy to do on the ASW 22, with its single strut between the two wheels a distinct departure from the usual arrangement with two struts supporting a single mainwheel) or ground-looped those long, low, floppy wings on the undulating Dunstable terrain. Yippee! We make for the bar, mightily relieved.

We got away with it, again.

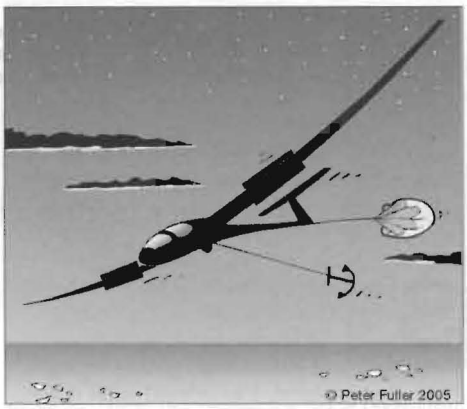


an interesting conversational opening gambit

STINC – No. 2

I am sure I have told you all many years ago of an exciting Antipodean air retrieve with Hans-Werner Grosse in his ASH 25 in 1987. Hans made the wise decision to terminate the retrieve half way home when he realised that if we hung on we would arrive in pitch darkness at the Tocumwal gliding centre, which had no functioning runway lights. Instead we made an immaculate but hair-raising landing after dusk, not at Jerilderie airstrip as intended, but on a road in an industrial estate in the town of Jerilderie itself. (Jerilderie is known fondly to most Australians as the place where Ned Kelly emptied the local bank in between two nights of roisterous partying at the bank manager's house, making his leisurely getaway on the third day.) This road, our erstwhile airport, was new, straight and in light-coloured concrete, which made it look much more like a runway than the real one – and easier to land on in the dark, too. Roads, however, usually have obstructions, as well as cars and people. Mercifully, because the road was so new the municipality of Jerilderie had yet not got around to putting up traffic lights, street-lamps, assorted signs and all the other impedimenta known as Street-Furniture. There was also very little traffic. The glider was unscathed. A road retrieve was organised for the following day.

What I did not admit at the time of telling this tale the first time around was that while Hans and I were waiting (and waiting and waiting) at the seemingly deserted little airfield where we had landed out, two local members of the flying club turned up, elegantly attired for a social soiree in shorts and string vests, and kindly opened up the bar. Hans declined the offer of a beer but his navigator accepted the gift of one tube of Foster's lager from each of these gentlemen. (Nowadays in the UK I'd probably end up in clink, courtesy of the new Railways & Transport Safety Act.) As a result, after we took off at long last, I took a distinctly relaxed view of my responsibilities; as I reclined in the comfy back seat of the ASH 25 I watched, with aesthetic interest but insufficient alarm, the almost vertical descent of the sun through the horizon. With a map in my lap, and eyes 12 years younger than those of the pilot-in-charge, I could, and should, have sought out and identified Jerilderie airstrip much earlier than I did. Yelling, "Hey, the airstrip's over the opposite side of town!" was unhelpful once we were down to 1,500ft dropping like a stone with every drag-producing device fully deployed.



every drag-producing device fully deployed

Since Madam Editor wishes me to have some morals at the end, let me add a few.
– When you really need it, the tug *always* takes longer to arrive than you expect.
– In Australia, or the American West, the sun sets more steeply and quickly than in northern Europe. It gets dark in no time at all.
– On the ground it is always much darker than it seems at altitude.
– A torch (flashlight) should be ready in the side pocket to help read instruments and maps. It can get filthy dark, even in legal conditions, sometimes.
– If possible try NOT to land towards the setting – or recently set – sun.
– Know what the hours of sunset are.
– The day's flying isn't over till it's over. *Nobody* drinks till the glider is put to bed safely for the night.

Well, that's enough moralising for one issue, don't you think?

On your bike

Talking of not landing towards the setting sun – I was flying at a site in the western USA when a near-fatal incident occurred. An instructor at this site was in the habit of riding his bicycle along the side of the runway in the evening. A Schweizer 2.32 (two-place – or often three-place) trainer, often used for air experience flying, landing towards the west on the last flight of the day, severely crumpled the last four feet of one wingtip when it hit the bicycling instructor in the back, putting him in hospital for some time. He was lucky not to be killed outright. Bizarrely one of the other instructors angrily blamed the pilot of the 2.32, "He should have known that X always rode his bike along the runway at dusk..."

mdbird@dircon.co.uk

The Platypus Papers: 50 years of powerless pilotage *(hardback, 160 pages and 100 Peter Fuller cartoons) costs £19.95 + £3.50 p&p – buy at* www.gliding.co.uk

So you want to fly an airshow?

Guy Westgate, familiar to readers from his travels with toothbrush, shares his air display expertise



Guy in the Fox at Shoreham Airshow in 2004 *(Paul Johnson, Flightline UK – www.airshows.org.uk)*

SEVENTEEN years ago, my most vivid memories as an airshow spectator were the Harrier hovering in front of the crowd and a formation glider display. From that moment, I wondered what it was like to fly a display and made it a target to learn aerobatics myself. With an assistant instructor rating and a few hundred hours, I completed a 10-flight aerobatic course with Peter Mallinson in 1993 and had my first try at competition the following year. My first airshow in 1995 was not the natural progression from competition aerobatics I had expected. I had been told the discipline was different, but I didn't understand the differences until I had first-hand experience. As for that first display, it was over in a blur.

Preparing for competition is largely about learning the manoeuvres and practising a flying technique. Competition programmes are pre-defined and the 600ft safety height allows maximum concentration on the manoeuvres not the ground. Display flying is quite the opposite, with lots of focus on the ground whilst flying simple figures.

Athletes talk of getting into a 'zone' in preparation for sporting achievement, total concentration focused for a few seconds. Familiarity with flying in this zone is the main advantage of competition experience – to keep focused and ignore distractions. The different considerations of flying to an audience lie in the planning: not just the display composition but also licensing, paperwork and the logistics to achieve an on-time flight. Both types of flying do share one other similarity; there is very little time airborne to show for a lot of work and preparation on the ground.

Airshows are perceived as a union of the ultimate aircraft and pilots – all flying to the limit. The UK's Civil Aviation Authority tries to ensure that the limits aren't reached and certainly not exceeded. Licensing issues are therefore unavoidable if the authorities are to exercise any control for the public's safety and, unusually for gliding, the BGA has no authority over this licensing.

The CAA mandates that every pilot in a display must be licensed. They define a "display" as any flying performed as an exhibition or entertainment at an advertised event, open to the public. The CAA put more emphasis on "open to the public" than how it is advertised.

On the day, the preparation starts early. As a gliding community, we get good at rigging from a trailer park with motivated friends. It's a different story on a busy controlled airfield, where it can take an hour to get the trailer airside. Help can be hard to find from over-stretched show volunteers – then it is worth briefing every stage of rigging and ground handling, things that we all take for granted.

Punctuality is not my strong point, but many time-consuming logistical problems can be overcome by working closely with the Flying Display Director and air traffic control, so that they do not expect the impossible. In the past few years I have been asked to tow-out half a mile and launch in four minutes; I have been told to maintain altitude during a display practice; and was even offered a display slot extension from four to eight minutes by a controller...

No display can start without the services of a tug, and that is yet another headache of availability and cost. If the tug is also being displayed (for example, a pass down the crowd-line) then the tug pilot must also hold a Display Authorisation and the tug must be insured for displays. Both factors add an additional cost burden.

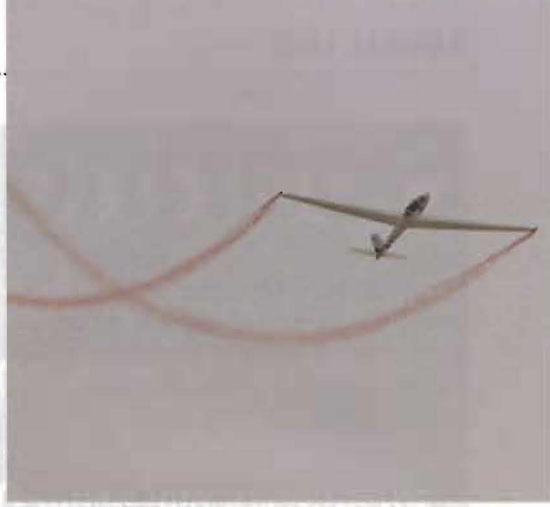
When all the licences and logistics are in place then the show can begin. Good smoke makes a display. My supplier this year, Explosive Developments Ltd, make 1kg tins of smoke in red or white, fired electrically from the glider battery and a cockpit switch. The smoke remains solid for several seconds so that a clear history of the flight-path can be seen. It makes display flying almost an art form, adding yet another dimension for the pilot. One spectator recently likened seeing the wingtip traces to watching a giant rollercoaster under construction.

Most civilian display pilots don't stick to a defined programme, but have the flexibility to add or remove manoeuvres to compensate for wind drift, height, cloud and the length and shape of the display line. For a glider, the considerations are the same. Although the aerobatic pilots watching will appreciate technically demanding manoeuvres, these are invariably height-hungry. The best manoeuvres to fly represent a small part of the glider's total repertoire, but there is no point in anything complicated that will burn height and increase the risk of mistakes.

Contests rewards precision and crispness, and this is not necessarily a contradiction for an acceptable airshow style. I strive for accuracy, drawing the wingtip-smoke with a fine pen, rather than a broad brush. Achieving a perfect circle is much harder than you might think. My strategy is to maximise efficiency to extend the display slot but to land on time for both the music and smoke. My in-flight tactics are to complete any difficult manoeuvres high up and concentrate in the last 1,500ft by using combinations of Tail-Slides and Stall Turns, Reverse Cuban Eights (5/8th of a loop followed by a half roll), Rolls and Loops to hit my last speed gate for the final 50ft pass, rolling on the pull-up into low, fast circuit.

The practice of thinking straight and concentration under pressure is less about showing off than I'd first imagined, and more about flying to achieve a result. I am my own worst critic and know if I have eroded the safety margins, even by a few knots, although no one else would ever know.





The advice of many of the experienced pilots is to fly defensively and assume that if it can go wrong, it probably will. There are manoeuvres that can bite the Fox (which I fly). Accelerated flicks can take many turns to recover and it is never worth risking spins, flicks and loops low down. Low aileron rolls are safe if a positive vector is established away from the ground before initiation.

I try to think about the display from the spectator's perspective. Nobody likes craning back too far so I position the glider half a kilometre in front of the crowd line just after release (a 65° angle). As the height winds off, the display can come up to the display line, a minimum of 100m from the crowd for speeds over 100kt.

If the cloudbase and airspace allow the display to start from 4,000ft, then the four-minute smoke will peter out in circuit. Lower tow altitudes need the smoke triggering early to stop the last puffs being blown into the crowd after landing. It's evil stuff – it burns and stains everything.

There have been some fabulous glider displays in the UK over the last decade. Sam Mummery and Colin Short in Pilatus B4s, Ian Tunstall and Graham Saw displaying a Lo 100 and Lunak, and Jamie Allen in the S1 Swift. The RAFGSA present a spectacular two-ship formation of K-21s, and we had visiting formation teams from Germany, but that still leaves many shows with no glider representation.

The reality is that to display does take commitment. It takes time to organise the formalities and getting a tug and qualified tug pilot on a busy summer weekend is never easy. Everything costs money and although expenses can be claimed for displays, it is illegal to make a profit without a commercial glider licence. Any budding display pilots can get their display licence by applying to the CAA. Let's hope that in years to come, we will see the grace of a glider display at more shows in the UK.

Guy, a BGA Assistant Instructor, holds the advanced aerobatic instructor endorsement and is also a BGA Senior Regional Examiner for aerobatics. He holds a current CAA Display Authorisation and is a CAA Display Evaluator.

Above and below: Guy displays the Fox at Donnington Wings and Strings in 2004 *(Rez Manzoori)*



How to become a display pilot

APPLY to the CAA's General Aviation Division to be examined by a CAA-appointed evaluator. The initial test is on several levels. The aural test concentrates on CAP 403, the publication listing the legal obligations and limits imposed on displays. A flight test is basically a demonstration of a display routine and there is an element of motivation assessment – the wish to show off may be a factor. The best pilots balance their showmanship with professionalism and an ability to fly consistently through adrenalin peaks and troughs. After initial issue, the Display Authorisation (DA) is renewed annually by a further test. Consistency and composure is the key. "Don't fly out of sight, bust the crowd-line or crash!" is the advice from Brendan O'Brien, one of the few CAA glider display evaluators. The CAP 403 rules relevant to the pilot relate to display-line positioning, practice flights and display height minima. All public displays must be notified to the CAA. Events will then normally be granted exemption from the 500ft rule with a temporary restricted airspace (TRA) order to protect the airshow from transiting pilots (who read NOTAMS). Minimum heights vary if performing aerobatics, flying a formation tail chase or a solo fly-past. Most initial DAs will limit glider aerobatics to 400ft. With experience the limit can be reduced to as little as 30ft for aerobatics and 3ft for fly-bys, but often the event organisers will impose a much higher overriding limit, typically 300ft for aerobatics and 100ft for fly-pasts for all aircraft. Of the other formalities, the biggest headache is insurance. My displays last year required third-party cover between £5,000,000 and £10,000,000 – compared to the £2,000,000 currently recommended by the BGA.



Top left this page, and above: Guy in the Fox, inverted on aerotow *(Keith Wilson/SFB Photographic)*

Soaring the unexpected

His first launch after a short, weather-induced lay-off gave George Rowden a flight he'll never forget – even though he didn't reach his goal

THE evening before, the forecast for Friday, March 11, 2005, looked promising for some hill soaring at Sutton Bank, the home of the Yorkshire GC. After a few weeks' break from flying, mainly due to snow at the site, the thought of an hour or so on the ridge was very inviting. A quick look at the weather first thing on Friday confirmed a brisk westerly so, packed up with sandwiches and covered up with multiple layers of clothing for the 45-minute scooter ride to the club, off I went.

Arriving at the club and discarding two layers of clothing and a crash helmet, I was just in time to join a small band of members getting out the winch and other ground equipment before being tasked with DI-ing one of the club's K-21s by David Hayes, the CFI. DI completed and canopy washed, the glider was taken to the launchpoint in preparation for the first flight of the day with David as P1 and yours truly as P2.

After the pre-flight checks the cable was attached and soon we were climbing in good and consistent lift over the west-facing bowl. At our operating height the wind had a northerly component and as we tracked north, first over Gormire Lake and then towards Boltby, David suggested it was a good day for a flight in hill lift to Carlton Bank, our nearby gliding club. This is some 25km of hill soaring away on the northern edge of the North York Moors. Having flown at Carlton between 1961 and 1981 before restarting gliding at Sutton in 2003, this was a journey with some nostalgic content. More importantly, it was also a journey of some considerable interest, as I had never hill soared further north than Boltby since joining YGC and re-soloing.

Our track north along the hills towards Boltby was in consistent lift but entailed some dodging of patches of orographic cloud forming in the ascending air. Looking north along our intended track, however, the weather appeared clearer, although over the Pennines to our left the weather looked decidedly poor and to the east of our track towards the North Sea was another bank of cloud.

A high point of 1,500ft (all heights QFE) prior to reaching Boltby was followed by a loss of some 600ft crossing the upwind ridge to Kepwick but this height loss was quickly regained by S-turns on the short Kepwick ridge. Progress north was then resumed with a penetration forward to the next ridge at Thimbleby, two beats along this north-westerly facing ridge being sufficient to put us back at 1,500ft. Another northerly jump to the ridge above Mount Grace Priory, passing Osmotherly to our right, put us at the north-west corner of the North York Moors and allowed a good view of Carlton Bank, our intended goal, now some 6km off to our east-north-east.

Our progress north had brought us nearer to the cloud bank to the east, which, as we approached, slowly resolved into a wall of cloud with a shelf of cloud above it. The base of the wall was considerably below us and the shelf considerably above us. It was also apparent that the cloud bank, which extended as far to the north and south as we could see in a gentle convex curve, was slowly moving south-westerly.

Flying towards and close to the cloud brought us into an area of smooth and consistent lift and a gentle left turn allowed us to track north-westerly close to the front of the wall. However, some alterations of track were necessary to keep clear of patches of cloud forming in the generally clear air in front of the wall. At this proximity, streamers of cloud could be seen below us flowing up into the lower reaches of the wall, giving it the appearance of a sea breeze front, even though it obviously wasn't one given the time of the year.

'While we'd been away from the cloud bank its appearance had changed. The distinctive wall had been replaced by a less regular line of globular cloud'

Much discussion ensued between David and I on the type of lift we were flying in before the risk of infringing the Durham Tees Valley Airport (formerly Teesside) Class D airspace caused us to instigate a turn left on to a southerly heading, having reached 2,600ft. On this southerly track we could see Sutton Bank still in sunshine well to the west of the cloud.

A number of racecourse circuits, north-westerly along the wall of cloud and southerly along the edge of the moors, maintained our height but with the cloud continuing to track south-westerly, we were gradually pushed westwards. Concerned that the low base of the approaching cloud would prevent a return to Sutton, we flew south, arriving at Sutton at about 2,000ft just in time to see Bill Payton in the club's new DG-303 launch on to the hill and continue north towards the approaching cloud bank, which was still some way east of the site.

Our lower altitude to the west of the cloud bank confirmed that its passage over the site would not preclude a safe return to Sutton, so without further ado we set off in pursuit of the DG-303, which had now climbed above us as Bill utilised the lift along the edge of the cloud bank.

In the time we had been away from the cloud bank its appearance had changed. The distinctive wall had been replaced by a continuous, but more irregular, line of globular cloud with occasional tongues of cloud extending out from the main mass. The lift was also weaker, typically 1-2kt, but extremely smooth – akin to wave.

Continuing to fly north-westerly close to the edge of the cloud bank with the DG-303 we first crossed the A19 and then the York-Newcastle railway line, continuing north-westerly towards RAF Leeming.

At this point we approached a large lump of cloud detached from the main mass and elected to fly through the resulting gap. This rapidly closed but not before we had thankfully squeezed out of the other side, turned left around the extended cloud and continued the turn back towards Sutton, losing sight of the DG-303 in the process. Our view back south revealed that the western edge of the cloud bank had moved across Sutton Bank and was now west of Thirsk, with significant vertical development visible just to the east of the cloud edge.

Retracing our path along the edge, a high groundspeed revealed a significant northerly component to the wind.

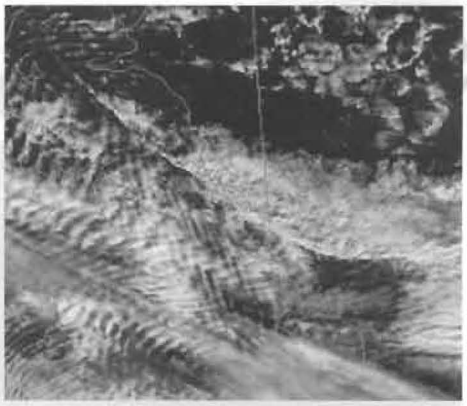
Our distance west of Sutton Bank – some 10km – and increasingly cold feet, led to a decision to return to the site and the descent from our maximum height of 3,600ft by use of the brakes was initiated while still to the west of the cloud edge.

At 1,500ft, but still above the lower edge of the cloud, David advised the closure of the brakes. This was followed by a turn towards the still-invisible Sutton Bank and a speed increase to 100kt in order to maintain a high-energy balance for the start of the glide towards the site. Passing under the edge of the cloud at some 800ft revealed Sutton Bank dead ahead and a higher cloud base above, allowing the speed to be reconverted into height so that, although sink was experienced, we arrived at the site at 1,000ft.

Two beats along the hill to observe the windsock revealed little lift and a 90° veer in the wind since our take-off, so an appropriately chosen circuit was flown to a landing after a flight of 100 minutes.

Bill landed the DG-303 some 15 minutes later, having experienced heavy sink and hail as he traversed the edge of the cloud.

So, what had we been flying along? Later examination of the AVHRR and MODIS visible satellite pictures courtesy of the NERC Satellite Station, University of Dundee, showed a weak cold front moving south over England. To the rear of the main



Visible satpic showing a secondary feature behind the main cold front, perhaps best described as a squall line. Image courtesy of the NERC Satellite Station, University of Dundee

front, a distinctive line or edge of cloud is visible, extending south-east from lowland Scotland, through the North York Moors and out into the North Sea.

The relevant part of the high-resolution MODIS image taken at 11.20hrs, just before our take-off time, is above. It appears that we had been flying along a secondary feature of the main front, perhaps better described as a squall line, given the large associated wind shift and the presence of hail.

All in all, the flight was a truly memorable one, combining as it did an exploration of soaring the physical barrier of the North York Moors and the dynamic barrier of a secondary cold front. In addition, the flight provided a great deal of useful information and advice and demonstrated that flying P2 with a more experienced pilot should not be regarded as a step backward for those who normally fly P1. David commented that gliding always has something new and interesting to offer, whatever experience level we have achieved.

Any regrets? Well I didn't get to Carlton Bank, but that hopefully will be rectified in the months ahead.



Above: George Rowden. His memorable flight, he says, shows that flying P2 with a more experienced pilot should not be seen as a backward step



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What makes clubs safer?

BGA Chief Executive Pete Stratten, who is also a member of the Association's Safety Initiative team, explores what lessons we might learn from the lower accident rate enjoyed by service clubs

DURING this year's BGA Conference, at a presentation by the BGA Safety Initiative, a recent analysis of 17 years of gliding accident data demonstrated that service clubs experience a significantly lower accident, injury and fatality rate per 100,000 launches than their civilian counterparts. Quite a few people in the audience asked why. Patrick Naegeli – who jointly made the presentation and who leads the BGA Safety Initiative team – asked me to write about the subject because I'm a member of that team who has a service gliding background and who now flies from a civilian club.

So this article attempts to underline some elements of the service club methodology that may be of interest to anyone responsible for gliding operations at any airfield.

All very well, you might say, but are the statistics accurate? It's a fair enough question – accuracy may become a significant issue given the number of clubs involved: about one in six BGA clubs is associated with the Armed Services. Since there are only 15 or so services clubs contributing to their accident figures, results could be seriously skewed by one club not submitting a report. In comparison, one, two or three clubs and a larger number of individual pilots failing to report within the much greater number of BGA clubs will have a lesser effect upon the resulting figures.

However, the analysis does demonstrate that civilian clubs damage three times as many gliders and people per 100,000 launches than service clubs. This remains a significant difference that has to be worth investigating here.

A short bit of history

First of all, a very quick glance backwards. Immediately after World War Two, the UK occupying forces in Germany discovered a number of stored gliders and with them a great way of filling spare time. Despite the best efforts of German Prisoners of War, who provided expertise and advice in the vain hope of saving their precious aircraft, the fun was tempered a little by some serious accidents. A couple of years later, the Royal Air Force Gliding and Soaring Association (RAFGSA) was formed in the UK to harness the widening interest in gliding within the RAF, and quickly developed an operating structure based on current military flying and maintenance models. Following huge strides forward both in terms of equipment and of achieved fun, in the mid-1990s the RAFGSA realised, thanks to close liaison with the BGA, that to a certain extent they were doubling up on effort, and it decided to phase out the RAFGSA-specific support structure and to adopt BGA procedures. So the service club associations – in size order, the RAFGSA, Army Gliding Association (AGA) and Royal Navy Gliding and Soaring Association (RNGSA) – currently operate in line with BGA procedures both in terms of operations and maintenance but with a few retained differences inherited from their military background.



Most service gliding clubs require a rated instructor to supervise flying operations from the launchpoint. This duty instructor/authoriser is expected to watch all take-offs and landings and offer appropriate advice before or after

Inherited differences

Let's be clear about one thing. The service clubs enjoy a privileged existence that has been nurtured by careful negotiation throughout their relatively short existence and this article does not in any way aim to suggest that they have got it right and that civilian clubs are in some way sub-standard. The reality is that all clubs will seek to make best use of whatever resources are available to them, and differing environments are bound to evolve differing methods. But what is important is that we can all take stock of best practice and, where we can identify opportunities, perhaps we should modify our own operations to make a step improvement to reduce risk and, with a bit of luck, to improve efficiency. The pages of *S&G* have provided a lot of specific advice over the years – I guess the trick is to identify what fits your own club's situation.

The following sub-headings are pretty much what most pilots would identify as likely service club 'benefits', but the detail is of interest.

Environment:

Service gliding clubs exist (with one or two exceptions) within spare Ministry of Defence real estate capacity and therefore the majority of them currently fly fairly small fleets of mainly club-owned gliders from large, maintained airfields where and when military operations permit. Most of these airfields have well-marked obstructions and enjoy alternative landing areas in addition to the launching strip. The advantages are obvious.

Supervision:

Most service clubs require a rated instructor to supervise flying operations from the launchpoint. This "duty instructor" (or "duty authoriser") is expected to watch all take-off and landings, to discuss unusual flying with the pilots and to offer appropriate advice. He or she is also expected to monitor who is flying and to offer pre-launch advice, where it is judged to be appropriate, and has the club chairman's authority to refuse to launch any pilot who he or she feels is not equipped to operate safely (the club chairman is generally the Commanding Officer of the airfield). At all levels service-men and women are used to operating within defined guidelines, ranging from the apparently trivial (such as uniform regulations) to the very serious (such as rules of engage-ment in an operational situation). While sporting activities in the military have always had a tradition of "no rank" on the proverbial



A willingness to work as a team, follow the rules, freely offer and accept advice, and be open about flight safety problems all contribute to a good club safety culture



Many service clubs, like Bannerdown, above, enjoy the advantages of operating fleets of mainly club-owned gliders from spare Ministry of Defence real estate capacity: large, maintained airfields that usually have well-marked obstructions and alternative landing areas in addition to the launching strip. The benefits are obvious

level playing field, there is always an awareness of seniority. This does result in a natural sense of discipline, something which is often less tangible within BGA clubs. The detailed set of rules designed to cover every aspect of gliding activity within service clubs have always been accepted as the norm rather than as an overbearing set of restrictions designed to limit "fun". The downside of this culture can show itself when the wrong type of people bubble up to the top of the gliding supervisory chain and fail to recognise why people go gliding at all. Finding the right CFI can be the key to success, whether the club is a service or a civilian one.

Service culture:
Although most service clubs have seen a steep decline in the number of service members active on airfields in recent years, the clubs still maintain a modern, self-disciplined service culture. This culture is difficult to quantify but in this context could perhaps be described as a willingness to work as a team, to follow the rules, to freely offer and accept advice, to trust the judgment of those appointed to provide it and to be open about flight safety problems – all with the aim of enjoying efficient and safe flying. This culture is greatly assisted, of course, by having club members who are professionals from aircraft maintenance and operations, where the aviation environment is part of their everyday working life.

Recency:
Reduced overheads (rent, military charity subsidised gliders, lower insurance rates, and so on) allow service clubs to provide flying at lower rates than their civilian counterparts. The obvious benefit is that cheaper flying means that people are encouraged to do more of it, but of course this philosophy only works where the launch rate is efficient. A queue of people really keen to use the one serviceable cable that is being supported by a knitting circle isn't going to help. A recent bit of statistical activity identified that service clubs carry out on average 50 launches per member per year. The civilian average is just short of 30 launches per member per year.

In conclusion

Service clubs are neither better nor worse than civilian clubs: they just have cultural and operational differences that have evolved from their military aviation background and that probably matter when it comes to flight safety and operational management; I'm sure someone out there will write in listing another half dozen I've omitted. It may be interesting to note that the largest service gliding organisation has enjoyed a highly competitive fleet insurance premium for many years, due to the insurance market's perception of where their risks are significantly reduced.

I am grateful to the other members of the BGA Safety Initiative for their assistance with this article

Pete Stratten, a former professional CFI, flies a Ventus CT at the Windrushers GC at Bicester. As well as trying the occasional competition, he also enjoys mountain flying in the Alps and teaching people to fly



Operational efficiency and cheaper flying probably help explain why service club members average 50 launches per year compared to the civilian rate of just under 30 launches *(Photos: Carl Peters, Bannerdown GC)*

Alias Smith & Jones

Although he's a power pilot now, Adam Holden will never forget what he learned as a teenage student in gliders



AT THE start of the 1980s, the former RAF wartime fighter airfield near my home was still home to gliding units of the Air Training Corps. As well as offering air experience flights to air cadets – "air minded youth," as we were called – they also offered gliding courses up to solo standard, the "A" Certificate.

At the age of 18, I was finally selected to attend one of these. The gliders in use at the time were already ancient. There was the Sedburgh T-21b, affectionately dubbed "The Barge" because of its size and rounded contours. It sat two people side by side, had an open cockpit, and its huge wing was mounted on a platform behind and above the crew, rather like that on a Catalina flying boat. It could be looped and spun with ease. The other type – to which I was assigned – was the Kirby Cadet Mk 3. Smaller than "The Barge", its crew sat similarly exposed to the elements, but in tandem, with the student in the front cockpit. In overall configuration, it otherwise resembled Sedburgh's product. Both had been designed in the 1940s.

Launching was by winch, and it took some getting used to! From the front cockpit, the glider appeared to be hoisted near vertically up to its operating height of around 1,100ft. Then the instructor finally pulled the release toggle, and the cable parted company with the now almost level glider with a loud bang and a sharp jolt.

After a brief period learning the effects of controls, stalling, and so on – the trips never exceeded ten minutes – it was straight into circuit work, which would be enlivened at intervals with simulated cable breaks at various heights on launch. Once we were assessed as capable of handling the latter "emergencies" and could also fly a circuit safely and reasonably accurately we were allowed our one and only solo. For most of us, achieving the required standard took about three weekends.

I felt confident in my ability to do it somewhat sooner. My reason was that, the previous year, I had attended the RAF's Officer and Aircrew Selection Centre for a "Test in Advance". This was a series of tests available to youngsters ahead of the full selection procedure, and was designed to measure mental and physical aptitude for RAF flying training. It was rigorous, but I had passed easily.

'I strapped myself back into the Cadet's cockpit with all the enthusiasm of a condemned man being led to the gallows'

All of the instructors in the ATC gliding units were weekend RAF Volunteer Reservists, but their demeanour and bearing were anything but military. Hair lengths varied, as did their ages, but the average was about 35. On the whole, they were a very likeable bunch. After flying with a number of them, and making rapid progress, I was assigned one of the more regimented ones, whom I will call Smith.

I well remember our first meeting. He drove his car on to the field with the top rolled down and indescribably loud electronic music issuing from the tape deck. He wore the ubiquitous green flying suit and jacket, but he chewed gum, wore his short hair slicked back and hid his eyes behind mirrored sunglasses. I took an instant dislike to him.

Our first flight together revealed why. Smith didn't instruct: he inflicted his will. He shouted; he cursed; he made me feel contemptible. All my feel and co-ordination seemed to vanish in a miasmic whorl of hamfistedness. The more he cursed, the worse I got. Two weekends turned into three.

Once, in trying to gain the maximum possible altitude on launch, I left it too late to pull the cable release toggle, and heard it jar free of its own accord. I had never made that mistake before – Smith's vitriol was stinging!

On another occasion, he pulled a simulated cable break just over half way up a launch. At that height, the correct procedure was to fly the glider in a smooth, left-hand teardrop pattern all the way back to the launchpoint, maintaining 40kt throughout. I had flown this manoeuvre often and successfully, but now I pitched the nose up and down in an ever-worsening phugoid. When we landed, it was with a bone-jarring crunch made all the worse by the Cadet's plain wooden seating. Smith was apoplectic: tearing off his harness, he leapt out of the rear cockpit yelling how he had never flown with anyone so clumsy and clueless, and the air turned blue with his invective. I felt miserable. I tried feebly to convince him that, as I had passed the RAF aptitude tests, I surely couldn't be as bad as all that, but his reply was merely to state that the tests obviously proved nothing! "I demand results," he added for good measure.

Smith stormed off toward his colleagues, who were gathered in a group some distance away, and had just witnessed his outburst. As I undid my harness, his back turned on me, I watched him gesticulate wildly, and though I couldn't hear the words, it was obvious his voice was raised in anger. I was certain they were going to throw me off the course.

Just then, an instructor detached himself from the group and ambled over to me. I hadn't spoken with him before, but I had noticed him. I will call him Jones. He wore his hair long, almost to his shoulders, and when he drove on to the field, it was usually



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in a battered green Land Rover, out of which would bound an ageing black labrador. He called the dog a variety of derogatory names, and they seemed inseparable. The animal trotted behind him now, and by the times Jones had started speaking to me, he was rubbing its ears affectionately. "We're going to fly together for a bit," was all he said. By now, I couldn't have cared less whether I ever flew again or not. My stomach was in knots, my limbs felt like lead piping, and I was convinced I would never make a pilot.

I strapped myself back into the Cadet's cockpit with all the enthusiasm of a condemned man being led to the gallows. Jones, I noticed, was trying to separate his stubbly face from the Labrador's tongue as he strapped himself in to the rear cockpit. Then I heard a familiar, yet somehow incongruous tune: my new instructor was whistling Eric Coates' *Dambusters* theme. The dog yapped loudly in accompaniment, wagging its tail furiously. In spite of myself, I couldn't suppress a smile! Some of the anxiety began to leave me. My limbs started to lose that leaden feeling.

At my signal, the waiting air cadet raised the left wing. Then I called the standard command – "take up slack" – which was relayed, via lights, down the line to the winch driver, who started to tauten the cable. This was always a tense moment, watching the wire that would launch us snake across the grass as it tightened up. Strangely, I for once felt none of this tension. My mind felt as free as the solitary cumulus that now floated above us, my limbs as light as feathers.

"All out!" I yelled as the cable reached maximum tension. Then the Cadet started to accelerate swiftly over the grass. Jones, I could hear, was still humming his tribute to 617 Squadron. I was starting to warm to him. Then we were climbing that rocket climb again and before I knew it, Jones had pulled a simulated cable break on me, replicating to the foot Smith's previous effort. Almost without conscious thought, I lowered the nose and started the left turn into the teardrop, holding 40kt. Not a word passed between us as I flew the Cadet smoothly round and down to the launch area, setting it down on its belly skid with scarcely a rumble. "Why can't you fly like that all the time?" Jones enquired with a smile.



The Kirby Cadet TX Mk III is the Air Training Corps version of this Slingsby T-31. As with all two-seaters, Adam discovered, it's the calibre of the instructor in the other seat that matters most (the ***white planes*** picture co.)

A rhetorical question, but in my mind I tried to formulate an answer. I had truly taken off with a relaxed, couldn't-care-less attitude. More carefree, in fact, than at any previous time during the course. Flying with Smith I had been tense and, as a result, my control inputs had been harsh and jerky. Jones, on the other hand, had made me feel calm, unpressured. My co-ordination and feel had returned. And, most importantly, I realised I cared again.

After that, I progressed rapidly. Jones' gentle encouragement and his cheerful demeanour ushered me to my pre-solo check ride with the CFI later that afternoon. That went without a hitch, and as the afternoon ended, I completed my solo circuit for the award of my A certificate. Jones came to pick me up with the trailer, and shook my hand warmly.

So what did I learn so seminally early in my flying career? In essence, the importance of a good instructor. Being part of a quasi-military organisation, receiving free gliding training, I was in no position to make demands. I was stuck with the instructor assigned until someone noticed things weren't working out. But two years later, when I was paying for lessons at a civilian club, and encountered similar problems, I requested and was granted a change.

Learning to glide can be fatiguing both mentally and physically, and an aircraft cockpit – be it an open-cockpit glider or a high-performance sailplane – is not the ideal learning environment, and knowledge and skill cannot be hammered into a student with sarcasm and shouting. A good instructor can take a mediocre student and turn him or her into a safe, competent glider pilot; a talented student into a pilot of rare calibre indeed. But a bad instructor, no matter how good his or her own flying, can engender such anxiety in even a gifted student that it effectively kills the interest in the whole process of learning to glide. Indeed, they can even convince the student they have no ability and would be better off taking up some less stressful activity altogether. Such an instructor was Smith, and it was only the timely intervention of Jones that stopped me packing the whole thing in there and then. I wonder how many pilots gliding has lost to the Smiths of this world?

The Black Mountains Gliding Club

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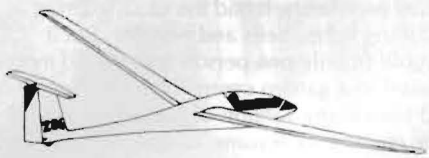
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Shed the old image

Shun the shed and bin the bus: Wolds GC has chosen an old airliner fuselage for its new launchpoint control vehicle. Tim Milner, whose brainchild it was, reveals why

FROM: Mark, at Air Salvage International
TO: Tim, at Wolds Gliding Club
'We've a Boeing 737 available for $20,000. Would this meet your club's requirements?'

REPLY: ***'Too expensive, but we can offer £4,000 for the Shorts 330...'***

Incredible that this email would lead to a chain of events that, had it been the Middle Ages, would have seen me locked in the stocks and pelted with rotten fruit by our members.

The committee at Pocklington had been saving hard for a new hangar, clubhouse and winch. A large pot of cash was waiting to be spent. If only I could get my hands on just a fraction of it, then I could develop my idea for a new launchpoint module.

Our current launchpoint control was a shed on wheels. It had the usual gizmos; flashing lights, bells and whistles. But it would fit only one person and looked more suited to a garden centre than a gliding club. I'd seen many variants of it at clubs around the country – caravans, camper vans, mobile conservatories, greenhouses, horseboxes and Portaloos.

In an attempt to focus activity at the launchpoint, why not use an old airliner fuselage? The cockpit could be used for launchpoint control signalling and radios. The passenger cabin could be equipped as a classroom. Externally, it would attract publicity and promote the club.

I bounced my idea off a few respected club stalwarts and actually got a positive response. Canvassing opinions on the club forum generated the usual bizarre mix of ideas – "Why don't you throw away the fuselage and fit the interior in a new shed?" – "Can we modify the roof as a sun terrace?" – "Poor visibility from the flight deck!". Fortunately, the general consensus was that it was so outrageous it might just work. A proposal went before the committee and after some gentle prodding with a red-hot poker out popped a "yes". At this point, committee members donned hard hats and retired to a safe distance.



From the ridiculous to the sublime? This "shed on wheels" is what the new launchpoint vehicle replaces

The Shorts 330 came from Air Salvage International, near Lasham, who specialise in the decommissioning of airliners and recently delivered Concorde to a Scottish museum. It had been used by Guernsey airlines but most recently by MUK Air of Denmark. It had 30 seats, twin turboprop engines, and was immediately nicknamed the "shed" due to its box-shaped fuselage.

The bubble burst when we took delivery. It was a pitiful sight hanging from the crane. Dripping hydraulic fluid, mangled aluminium, loose wires and bird nests in every crevice. The grey "MUK AIR" logo was the catalyst for a torrent of negativity. Talking the project up fell on deaf ears. It looked a heap of junk and people weren't afraid to tell me so. "Where was Jeremy Beadle?" – "It's an April Fool!" – we soaked up the abuse and set to work, perhaps a little more determined to prove the Jonahs wrong.

Wheels were fitted, along with deep cycle batteries and inverters to power a computer. We wanted the internals to be "business jet" rather than "gliding club". Scandinavian pine floors were laid (B&Q laminate) and a cherry-wood executive boardroom table (second-hand office surplus) added, plus a rotating computer table. The ace up our sleeve was the introduction of PowerPoint briefings. This Microsoft software allows us to give clear briefings with images and video clips embedded in the presentation. Using this, we hope to raise instructional standards and improve the quality of our product. When a trial lesson arrives at the launchpoint the instructor will take him into the





Left: a pot of gold at the end of the Wolds' rainbow? Above: the airliner "instruments" are convincing photos – allegedly someone tried to nick the artificial horizon

PowerPoint presentations, the lecture area at the far end and wireless internet are intended to improve the quality of the service offered to trial lessons and courses as well as enabling members to access essential information like NOTAMs and weather and to self-brief on tasks and soaring techniques. Can the Flight Sim be far behind?

Shorts and show a quick presentation about the flight. *Ab initios* will get pre- and post-flight briefings, too: for example, we have images of how the circuit looks normally or when high and low. Course members have free access to the system throughout the day and are able to revisit areas of the syllabus that may be causing them problems. We hope to install a flight simulator eventually so they can "try before they fly". We have also included more advanced briefings on cross-country techniques, wave flying, reading tephigrams, and so on. A lecture area, with whiteboard, was created aft.

There is a 6ft wide front door which we hope to equip for disabled access, as well as a door at the rear.

Wireless internet was added. One of our techies installed a six-foot "Jedi Knight Light Sabre" aerial on the roof (and I suspect we now supply free broadband for most of East Yorkshire). This allows pilots to get the very latest weather briefings and NOTAMs before they fly. It also gives access to our club forum, which has a library of cross-country tasks, which they can quickly print off.

The cockpit has been kept original. All the main flight instruments were missing, so we recreated them with photographic prints behind Perspex (we knew we'd done a good job when someone tried to nick the artificial horizon!). The flight deck was fitted with signalling lights, the radios sit neatly in the panel and some log-keeping boards were added. Visibility forward is excellent and we could fit a perspex bubble to the escape hatch above the pilot's seat for all-round visibility. We hope a ("working") flight deck will add a bit of novelty value for visitors.

Externally, we wanted to shorten it by 3m and remove the top fuselage fuel tanks. But we left it alone because this would have compromised the appearance. Our URL was emblazoned down the side and in the longer term we are hoping to tie up with a local company to sell some advertising space. The total cost so far is £7,500, including £500 for the wireless internet. Fuselage, including delivery, was about £5,500. It was rolled out in early May and we will now test for snags.

So there you have it: a white elephant, possibly. On the other hand, it's a serious attempt to move with the times and introduce modern technology into our training system. More importantly, it's about committees giving club members the encouragement and support to get jobs done. All of the work was done in house using the skills of 20 or so of our 250 members. And is it a good marketing tool for the club? Well, you've read this far, why not pay us a visit and see for yourself?

S&G's thanks go to Mike Fox for his hard work taking photos for this article to a very tight deadline





An honorable place in the sun for an old airliner. While it just fits into the hangar, it will live outside

The refurbished interior of the old Shorts 330, which originally held 30 seats, looking towards the flight deck

(All photographs courtesy of Mike Fox)



On show at AERO

Friedrichshafen, Germany, was the place to go in April to see Europe's largest general aviation exhibition, the biennial AERO (*www.aero-friedrichshafen.com*). Helen Evans reports





*Prototype DG-808c (**picture 1**, on the left) – an 808s with engine, and fin tank replacing the fuselage tank) with a DG-1000T (right). Also on show (**2**): an LS8-ST with Solo engine: two have been delivered, 10 are on order (at €79,000 hull only). MTOW has gone up to 575kg; it has a new spindle-driven engine retraction system (**4**), also featured on the DG-808c, along with new bugwipers. One switch (**3**) – by the base of the LS8 stick, not on its panel (**5**) – works the engine. DG adds that 60 DG-1000s have been delivered, two to the UK, with 60 on order, 10 in the UK; delivery time two years*

www.dg-flugzeugbau.de









*Schleicher's 17-metre ASK-21MI (**6, 8**) is a motorised version of the two-seater, which aims to make training easier, using a certified Midwest engine from Diamond (**7**). Full certification is scheduled for 2005; first deliveries in spring 2006. Instructors will be glad to hear that the engine control (**9**) is available in both cockpits. There are three firm orders, from Germany. The price without instruments is €107,000. Also on display was the ASH 26E fuselage (**10**); while the 15/18-metre ASG 29, not on show, has 10 or so orders already*

www.alexander-schleicher.de













*Schempp-Hirth unveiled the Duo Discus x (**14**, front), fresh from its maiden flight. With an increased MTOW of 750kg, it has new tips (**11**) by Karl-Heinz Horstmann and Mark Maughmer. MD Tilo Holighaus' first impression is that these increase aileron effectiveness. A new bigger undercarriage (**13, 15**) absorbs more energy and can be operated from the rear seat. Another feature of the x is a development of the Nimbus 4D airbrakes, as Tilo (**12**) shows, they are linked to trailing-edge flaps, to increase drag while maintaining lift – allowing slower and steeper approaches. Production is planned for 2005 (delivery 18 months, no price given). Schempp also brought the now-certified ballistic recovery Ventus, and an 18-metre Discus 2c (**14**, rear)* www.schempp-hirth.com



***16**: some of the aircraft brought by AMS (www.ams-flight.si), who make the Carat motorglider and own LS4 moulds*



*Allstar PZL Glider (www.szd.com.pl) – no longer a Polish state-owned company – manufacture the Junior (**17**), Puchacz, Acro and SZD-55, and showed them all at AERO. SZD production number 5,000 was sold in December 2004; 250 Juniors and 320 Puchacz have now been made. Co-owner Bernd Hager tells S&G they're investing in more factory space at Bielsko, have built a new UK facility at Spalding and plan to develop the two-seat Perkoz to bring to AERO 2007*



***18**: carbon spars were on show from Sportine Aviacija's prototype LAK-20, an 850kg Open Class two-seater, currently under construction, with a four-section wing and 23- as well as 26-metre tips. The first flight is due later this year; self-launch and sustainer versions are planned. Around 10 LAK-19AT engines (it's awaiting certification) are on order; while 66 LAK-17A and 16 LAK-19s have been delivered* www.lak.lt



***19**: Antares' certification is due in the next few weeks; 50 have been ordered/sold* www.Lange-Flugzeugbau.com


20



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*A jet 304s ("Scorpion") certified by the end of this year? That's the ambitious plan from HPH (www.hph.cz). They brought a fuselage (**20**) and the 5kg engine (**21**) but wouldn't be drawn on who makes the latter, or on a price*





Left: This is FLARM – the glider collision avoidance system small enough to fit into the palm of your hand. Costing €520 plus VAT, it's used in 960 Swiss gliders – virtually the entire fleet – and 430 of 500 Austrian ones, as well as 600 of 3,000 German sailplanes and a few in France. The Mk II version, shown top left, uses GPS/digital radio to detect other FLARM-equipped gliders (lights on that horizontal strip show location of traffic, the lights on the right show height); it runs on 12V at 50mA and includes a database of obstacles. Frequencies used could be an issue in the UK, though. S&G will review FLARM in a future issue www.flarm.com

Right: Once you've bought your new toy, what will you keep it in? For those of us without our own hangar, a trailer is the answer, and four makers went to AERO: Swan, Cobra, Anschau and Avionic. If you can afford that private hangar, of course, you might also like to consider buying the first production ETA, number seven to be made, at €550,000 net/hull only or €700,000 if you want all the bells and whistles – and at this end of the market, you would, wouldn't you? Oh, and that latter price does include a trailer, too www.eta-aircraft.com




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*You fly comps and want to give something back. So you spend eight years – self-taught – designing and building a 15-metre glider, the KKB-15 (**23**), in a workshop at your club then take it to AERO: €35-40,000 with instruments, plus tax, EASA certification planned. It's due to race in May's Czech Nationals on permit to fly; we can't help feeling that its makers (**22**) Bartonik Oldrich and Kusbach Jiri deserve to win* www.cross.cz/KKB15



23



*HALL A2 at AERO (**24**) was filled by immaculate classic aircraft from the Vintage GC (www.vgc-deutschland.de). The fact that this large hall contained only vintage gliders – writes Ian Dunkley – was entirely due to the inspiration of one man, Chris Wills (**picture 25**, on the left). Son of Philip, brother of Justin, Chris, a brilliant pilot in his own right, has made his name synonymous with vintage gliding. Founder of the international Vintage Glider Club (www.vingtageglidercluб.org) he is the world authority. This was recognised at AERO by the presentation of a commendation signed by no fewer than six aviation bodies. Pilots may come and go, but Chris's unassuming achievements will be seen in the air for years to come*





***26**: Old and young mixed at a make-your-own-aircraft table in a hall impressively packed with vintage gliders*





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picture courtesy of Mike Fox

How to find a gliding club in the UK

If you want to sample a new site, then this list and the map overleaf can help you. Numbers in the list cross-refer to locations on the map, while contact details are updated at *www.gliding.co.uk*, where affiliated university clubs are also listed. Service clubs (RAFGSA, RNGSA and AGA), which may restrict civilian access or membership, are listed below in green; only UK-based ones are included

ANDREAS GC (10): Andreas Airfield, Braust Farm, Lezayre, Isle of Man; send post c/o Cranstal Cottage, Port e Vullen, Maughold, Ramsey, ISLE OF MAN, IM7 1AN
secretary@manxgliding.flyer.co.uk/www.manxgliding.flyer.co.uk

ANGLIA GC (11): RAF Wattisham
ecc.con@which.net/01493 752232

ANGUS GC (1): Drumshade Farm, Roundyhill, Glamis, By Forfar. 01575 572994/*eve47_mands@yahoo.com*
www.angusglidingclub.ukf.net

AQUILA GC (12):
Hinton-in-the Hedges Airfield, Steane, Brackley NN13 5NS
Clubhouse/launchpoint (w/ends) 01295 811056/07981 103159
info@aquilagliding.com/www.aquilagliding.com

BANNERDOWN RAFGSA GC (13): Keevil Airfield
Clubhouse/launchpoint (w/ends) 01380 870411/07931 556646
bannerdown@tesco.net/www.bannerdown.co.uk

BATH, WILTS & NORTH DORSET GC (14):
The Park, Kingston Deverill, Warminster BA12 7HF
01985 844095/*bwndsecretary@aol.com*/www.bwnd.co.uk

BIDFORD GLIDING CENTRE (15):
Bidford Airfield, Bidford on Avon B50 4PD
01789 772606/*office@bidfordgliding.co.uk*
www.bidfordgliding.co.uk

BLACK MOUNTAINS GC (86):
The Airfield, Talgarth, Powys LD3 0EJ
01874 711463/*blackmountainsglidingclub@hotmail.com*
www.talgarthgc.co.uk

BOOKER GC (16): Wycombe Air Park, Marlow SL7 3DR
01494 442501/*office@bookergc.nildram.co.uk*
www.bookergliding.co.uk

BORDERS GC (17): The Airfield, Milfield Wooler NE71 6HD
01668 216284
help@bordersgliding.co.uk/www.bordersgliding.co.uk

BOWLAND FOREST GC (18):
Lower Cock Hill Fm, Fiddlers Lane, Chipping, Preston PR3 2WN
01995 61267/*enquiries@bfgc.co.uk*/www.bfgc.co.uk

BRISTOL & GLOUCESTERSHIRE GC (19):
Nympsfield, Stonehouse GL10 3TX
01453 860342/*secretary@bggc.co.uk*/www.bggc.co.uk

BUCKMINSTER GC (20):
Saltby Airfield, Sproxton Road, Skillington, Grantham NG33 5HL
01476 860385/*office@buckminstergc.co.uk*
www.buckminstergc.co.uk

BURN GC (21): The Airfield, Park La, Burn, Selby YO8 8LW
01757 270296/*burnglidingclub@bigfoot.com*
www.burnglidingclub.co.uk

CAIRNGORM GC (2):
Blackmill Airstrip, Feshiebridge, Kincraig, Inverness-shire
01540 651317/*gliding@feshiebridge.freeserve.co.uk*
www.gliding.org

CAMBRIDGE GC (22): Gransden Lodge Airfield, Lodge Farm, Longstowe Road, Little Gransden, Sandy, Beds SG19 3EB
01767 677077/*office@glide.co.uk*
www.glide.co.uk

CARLTON MOOR GC (23):
Carlton Moor, Nr Stokesley, North Yorkshire
01642 778234 (w/e)/*enquiries@carltonmoorglidingclub.org.uk*
www.carltonmoorglidingclub.org.uk

CHANNEL GC (24):
Waldershare Park, Nr. Whitfield, Dover, Kent CT15 5NH
01304 824888/*NicBearcraft@aol.com*

RAFGSA CHILTERNS CENTRE (25): RAF Halton
Office 01296 696818/engineering 01296 696798
manager@rafgsa.org/www.rafgsa.org

CLEVELANDS GC (26): www.dishforthairfield.freeserve.co.uk
Clubhouse 01423 321642/Mobile 07779 454124

CONNEL GC (3):
Oban Airport, North Connel, By Oban, Argyll PA37 1RT
01631 710428/*stewart@macfarlane.evesham.net*

CORNISH GLIDING & FLYING CLUB (27):
Perranporth Airfield, Trevellas, Nr Perranporth TR6 9QB
01872 572124/cornglide@aol.com
http://members.aol.com/cornglide/page1.htm

COTSWOLD GC (28):
The Control Tower, Aston Down Airfield, Nr Minchinhampton, Stroud, Glos GL6 8HT
01285 760415/*pat@cotswoldgliding.co.uk*
www.cotswoldgliding.co.uk

CRANWELL GC (29): RAF Cranwell
www.cranwellgc.freeserve.co.uk
Sat, Sun & Bank Holidays: 07970 869501

CROWN SERVICE GC (30):
Lasham Airfield, Alton GU34 5SS
01252 549861/*membership@csgc.org.uk*/www.csgc.org.uk

DARTMOOR GLIDING SOCIETY (31):
Burnford Common, Brentor, Tavistock, Devon
01822 810712/*mark.cooper5@ntlworld.com*
www.dartmoor-gliding.com/

DEESIDE GC (4):
Aboyne Airfield, Dinnet, Aboyne, Aberdeen AB34 5LB
01339 885339/*office@deesideglidingclub.co.uk*
www.deesideglidingclub.co.uk

DENBIGH GC (87): Mold Road, Denbigh, Clwyd
01745 813774/*office@denbighglidingclub.co.uk*
www.denbighglidingclub.co.uk/

DERBYSHIRE & LANCASHIRE GC (32):
Camphill, Great Hucklow, Tideswell, Buxton, SK17 8RQ
01298 871270/*dlgc@gliding.u-net.com*
www.dlgc.org.uk

DEVON & SOMERSET GC (33):
North Hill Airfield, Broadhembury, Honiton EX14 3LP
01404 841386/*godfreyfking@blueyonder.co.uk*
www.dsgc.co.uk/

DORSET GC (34): Eyres Field, Puddletown Road, Hyde, Wareham BH20 7NG
01929 405599/www.dorsetglidingclub.freeserve.co.uk

DUKERIES GC (35):
Gamston Airfield, Gamston, East Retford (Not a postal address)
01909 731436/*adele@swannack60.freeserve.co.uk*

DUMFRIES & DISTRICT GC (5):
Falgunzeon, By Dalbeattie, Dumfries & Galloway
01387 760601/*kaz@paszki.freeserve.co.uk*
www.paszki.freeserve.co.uk/ddgc.htm

EAST SUSSEX GC (36):
Kitson Field, The Broyle, Ringmer, East Sussex BN8 5AP
01825 840347/*stewart@forsterfamily.co.uk*
www.sussexgliding.co.uk/

ESSEX GC (37): North Weald Airfield, Merlin Way, North Weald CM16 6AA (01992 522222); Ridgewell Airfield, Pannells Ash, Ashen, Ridgewell CO10 8JU (01440 785103)
egc@glidingclub.co.uk/www.essexgliding.org

ESSEX & SUFFOLK GC (38): Wormingford Airfield, Fordham Road, Wormingford, Colchester, CO6 3AQ
01206 242596/*Glide@esgc.flyer.co.uk*
www.esgc.co.uk

FENLAND GC (39): RAF Marham
www.fenlandgc.co.uk/*delboy@glidingclub.freeserve.co.uk*

FOUR COUNTIES (40): RAF Barkston Heath
This is a temporary site – contact Bryan Delmar
bryan.delmer@ntlworld.com/weekend mobile 07813 542884
www.fourcountiesglidingclub.co.uk/

FULMAR (6): Easterton Airfield, Birnie, Elgin, Morayshire
Post: David Brown, 10 Mannachie Rise, Forres, Moray, IV36 2US
01309 676660/*0108808B@student.gla.ac.uk*

HEREFORDSHIRE GC (41):
Shobdon Airfield, Shobdon HR6 9NR
01568 708908/*gliding@shobdon.com*
www.shobdon.com

HERON GC (42): RNAS Yeovilton
CFI: *derek@laleham-house.fsnet.co.uk*/01935 863055

HIGHLAND GC (7): Easterton Airfield, Birnie, Elgin, Morayshire. Post to: Secretary, HGC, Drum Farm, Keith AB55 5NP
01343 860272 (weekends only)
admin@highglide.co.uk/www.highglide.co.uk

IMPERIAL COLLEGE GC (43):
Lasham Airfield, Lasham, Alton GU34 5SS
01256 384900/*icgc-committee@ic.ac.uk*
www.su.ic.ac.uk/gliding

KENT GC (44):
Squids Gate, Challock, Ashford, Kent TN25 4DR
01233 740274/740307/*soaring@kent-gliding-club.co.uk*
www.kent-gliding-club.co.uk/


ISLE OF MAN
10 Andreas
WALES
86 Black Mountains (Talgarth)
87 Denbigh (Denbigh)
88 North Wales (Llantisilio)
89 South Wales (Usk)
90 Vale of Neath (Rhigos)
ENGLAND - continued
67 Shropshire Soaring Group (Sleap)
68 Southdown (Parham)
69 South London Gliding Centre (Kenley)
70 Staffordshire (Seighford)
71 Stratford on Avon (Snitterfield)
72 Surrey & Hants (Lasham)
73 The Motor Glider Club (Hinton-in-the-Hedges)
ENGLAND - continued
74 The Soaring Centre (Husbands Bosworth)
75 Trent Valley (Kirton in Lindsey)
76 Upward Bound Trust (Thame)
77 Vale of White Horse (Shrivenham)
78 Vectis (Bembridge)
79 Welland (Lyveden)
80 Windrushers (Bicester)
81 Wolds (Pocklington)
82 Wrekin (Cosford)
83 Wyvern (Upavon)
84 York Gliding Centre (Rufforth)
85 Yorkshire (Sutton Bank)
Statute miles
0 10 20 30 40 50 60 70 80 90 100
Motorways
Other major roads
M25
A1
Dublin
Denbigh
Stoke on Trent
Lancaster
Harrogate
York
Hull
Leeds
Manchester
Liverpool
Sheffield
Lincoln
Nottingham
Grantham
Kings Lynn
Norwich
Peterborough
Leicester
Shrewsbury
Birmingham
Aberystwyth
Bury St Edmunds
Cambridge
Ipswich
Bedford
Banbury
Hereford
Brecon
Pembroke
Gloucester
Oxford
Swindon
Cardiff
Bristol
Reading
London
Basingstoke
Maidstone
Folkestone
Barnstaple
Taunton
Salisbury
Southampton
Brighton
Exeter
Bournemouth
Plymouth
Penzance
Andreas 10
Lakes 46
Thirsk 85
Yorkshire
Cleveland 26
York Gliding Centre
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UK Clubs Directory
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ENGLAND

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12 Aquila *(Hinton-in-the-Hedges)*
13 Bannerdown *(Keevil)* ▲◆
14 Bath, Wilts & North Dorset *(Kingston Deverill)*
15 Bidford Gliding Centre Ltd *(Bidford)*
16 Booker *(Wycombe Air Park)*
17 Borders *(Milfield)* ▲
18 Bowland Forest *(Chipping)* ▲
19 Bristol & Gloucestershire *(Nympsfield)* ▲
20 Buckminster *(Saltby)*
21 Burn *(Selby)*
22 Cambridge *(Gransden Lodge)*
23 Carlton Moor *(Carlton Moor)* ▲
24 Channel *(Waldeshare Park)*
25 RAFGSA Chilterns Centre *(RAF Halton)* ◆
26 Clevelands *(RAF Dishforth)* ◆
27 Cornish Gliding & Flying Club *(Perranporth)* ▲
28 Cotswold *(Aston Down)*
29 Cranwell *(RAF Cranwell)* ◆
30 Crown Service *(Lasham)*
31 Dartmoor Gliding Society *(Brentor)*
32 Derby & Lancs *(Camphill)* ▲
33 Devon & Somerset *(North Hill)* ▲
34 Dorset *(Eyres Field)*
35 Dukeries *(Gamston)*
36 East Sussex *(Ringmer)*
37 Essex *(North Weald & Ridgewell)*
38 Essex & Suffolk *(Wormingford)*
39 Fenland *(RAF Marham)* ◆
40 Four Counties *(RAF Barkston Heath)* ◆
41 Herefordshire *(Shobdon)* ▲
42 Heron *(RNAS Yeovilton)* ◆
43 Imperial College *(Lasham)*
44 Kent *(Challock)*
45 Kestrel *(Odiham [Army])* ◆
46 Lakes *(Walney Island)* ▲
47 Lasham Gliding Society *(Lasham, Alton)*
48 Lincolshire *(Strubby, Alford)*
49 London *(Dunstable)* ▲
50 Mendip *(Halesland)* ▲
51 Midland *(Long Mynd)* ▲
52 Needwood Forest *(Cross Hayes)*
53 Nene Valley *(Upwood)*
54 Newark & Notts *(Winthorpe)*
55 Norfolk *(Tibenham)*
56 North Devon *(Eaglescott)*
57 Northumbria *(Currock Hill)*
58 Oxford *(RAF Weston on the Green)*
59 Oxfordshire Sport Flying *(Enstone)*
60 Peterborough & Spalding *(Crowland)*
61 Portsmouth Naval *(Lee on Solent)* ◆
62 Rattlesden *(Rattlesden)*
63 Sackville *(Riseley)*
64 Seahawk *(RNAS Culdrose & Predannack)* ◆
65 Shalbourne *(Rivar Hill)* ▲
66 Shenington *(Shenington)* ▲

BGA MEMBER CLUBS

KESTREL GC (45): Odiham
01372 458579/*chriswick85@hotmail.com*

LAKES GC (46):
Walney Airfield, Barrow In Furness, LA14 3YJ
07860 135447/*LGC@Braithwaite.freewire.co.uk*/www.lakesgc.co.uk

LASHAM GLIDING SOCIETY (47):
Lasham Airfield, Alton GU34 5SS
01256 384900/*office@lasham.org.uk*/www.lasham.org.uk

LINCOLNSHIRE GC (48):
Strubby Airfield, Alford LN13 1AA
01507 450698/www.lincsglidingclub.co.uk

LONDON GC (49):
Tring Road, Dunstable LU6 2JP
01582 663419/*info@gliding.powernet.co.uk*
www.londonglidingclub.co.uk

MENDIP GC (50):
Halesland Airfield, New Rd, Priddy, Wells, BA5 3BX
01749 870312 (Thursdays +weekends only)
haxell@clara.net/www.mendipglidingclub.co.uk

MIDLAND GC (51):
The Long Mynd, Church Stretton, Shropshire SY6 6TA
01588 650206/*office@longmynd.com*/www.longmynd.com

NEEDWOOD FOREST GC (52): Cross Hayes Field, Maker Lane, Hoar Cross, Burton upon Trent DE13 8QR
01283 575578/*nfgc@gogliding.co.uk*/www.gogliding.co.uk

NENE VALLEY GC (53):
Marshals Paddock, Ramsey Road, Upwood PE26 2PH
01487 813062, 07761 478417
andygriffiths@supanet.com/www.nvgc.org.uk/

NEWARK & NOTTS GC (54):
The Club House, Drove Lane, Winthorpe, Newark NG24 2NY
01636 707151/*newarkgc@hotmail.com*
www.newarknottsglidingclub.freeserve.co.uk/

NORFOLK GC (55):
Tibenham Airfield, Long Stratton NR16 1NT
01379 677207
norfolkgc@hotmail.com/www.ngcglide.freeserve.co.uk

NORTH DEVON GC (56):
Eaglescott A/F, Burrington, Umberleigh, North Devon EX37 9LH
01769 520404/www.eaglescott-airfield.com

NORTH WALES GC (88):
Llantisilio Airfield, Gefnffordd Lane, Nr Llandegla
(Not a postal address)
07956 498078/*brianw@nwgc.org.uk*/www.nwgc.org.uk

NORTHUMBRIA GC (57):
Currock Hill, Chopwell, Newcastle Upon Tyne NE17 7AX
01207 561286/*Info@northumbria.flyer.co.uk*
www.northumbria-gliding-club.co.uk

OXFORD GC (58):
RAF Weston On The Green, Nr Bicester OX6 8TQ
01869 343403/*secretary@oxford-gliding-club.co.uk*
www.oxford-gliding-club.co.uk

OXFORDSHIRE SPORTFLYING LTD (59):
Enstone Aerodrome, Church Enstone OX7 4NP
01608 677208/*osf@enstoneaerodrome.co.uk*
www.enstoneaerodrome.co.uk

PETERBOROUGH & SPALDING GC (60):
Postland Airfield, Crowland, Lincs
01733 210463/*Chairman@psgc.co.uk*
www.psgc.co.uk

PORTSMOUTH NAVAL GC (61): www.pngc.co.uk

RATTLESDEN GC (62):
Rattlesden Airfield, Hightown Green, Rattlesden,
Bury St. Edmunds IP30 0SX
01449 737789/*eaandskiddy@hotmail.com*/www.ratair.co.uk

SACKVILLE GC (63):
Sackville Lodge Fm, Riseley MK44 1BS
01234 708877

SCOTTISH GLIDING CENTRE (8):
Portmoak Airfield, Scotlandwell, By Kinross KY13 7JJ
01592 840543 /*office@scottishglidingcentre.co.uk*
www.scottishglidingcentre.co.uk/

SEAHAWK GC (64): RNAS Culdrose
Secretary/PRO: michael.vean@btinternet.com

SHALBOURNE SOARING SOCIETY (65):
Rivar Hill Airfield, Henley, Nr Marlborough SN8 3RJ
01962 779333/www.shalbournegliding.co.uk

SHENINGTON GC (66):
Shenington Airfield, Shenington OX15 6NY
01295 688121 or 680008/*Gliding.club@virgin.net*
www.shenington-gliding.co.uk/

SHROPSHIRE SOARING GROUP (67):
Sleap Airfield, Nr Wem SY4 3HE
01939 232045/*c.ratcliffe@tesco.net/keithfield@welshwave.co.uk*
www.welshwave.co.uk

SOUTHDOWN GC (68):
Parham A/F, Pulborough Rd, Cootham, Pulborough RH20 4HP
01903 746706
gliding1930@tiscali.co.uk/www.sgc1.org

SOUTH LONDON GLIDING CENTRE (69):
Kenley Airfield, Caterham On The Hill CR8 5YG
0208 763 0091/www.southlondongliding.co.uk

SOUTH WALES GC (89):
The Airfield, Gwernesney, Usk
01291 690536/*Richard@3rickfield.freeserve.co.uk*
www.users.globalnet.co.uk/~tonyho

STAFFORDSHIRE GC (70): Seighford A/F, Seighford, Stafford
01785 282575/*office@staffordshiregliding.co.uk*
www.staffordshiregliding.co.uk

STRATHCLYDE GC (9): Strathaven Airfield, Strathaven
01357 520235/*mail@strathclydeglidingclub.co.uk*
www.strathclydeglidingclub.co.uk

STRATFORD ON AVON GC (71): Snitterfield airfield, Bearley Road, Snitterfield, Stratford on Avon CV37 0EG
01789 731095/*geoff@gbutler.demon.co.uk*
www.gbutler.demon.co.uk/soagc/index.htm

SURREY & HANTS GC (72):
See **Lasham** or *www.surreyandhants.org.uk*

THE MOTOR GLIDER CLUB (73):
Hinton-in-the-Hedges Airfield, Steane, Brackley NN13 6LX
01295 812775/*Tompft@aol.com*

THE SOARING CENTRE (74):
Husbands Bosworth Airfield, Lutterworth LE17 6JJ
01858 880521/880429/*office@thesoaringcentre.co.uk*
www.thesoaringcentre.co.uk

TRENT VALLEY GC (75):
The Airfield, Kirton In Lindsey, Gainsborough, Lincs
01652 648777/*pwdewick@hotmail.com*
www.tvgc.freeserve.co.uk

ULSTER GC (91):
Bellarena, Seacoast Road, Nr Limavady, County Londonderry
028 7775 0301/*tom.snoddy@nireland.com*
www.gliding.utvinternet.com

UPWARD BOUND TRUST GC (76): Aylesbury/Thame Airfield, Haddenham, Bucks (Not a postal address)
01295 738507/*david@aromatic.fsnet.co.uk*

VALE OF NEATH GC (90): Rhigos Airfield, Mount Road, Cefn Rhigos, Nr Glynneath, Mid-Glamorgan
http://hometown.aol.co.uk/rhigosgliding/myhomepage/flying.html

VALE OF WHITE HORSE GC (77):
Sandhill Farm Airfield, Shrivenham, SWINDON, Wilts; Post to:
Mr C Beveridge, 49, Adkin Way, Wantage, OX12 9HN
01793 783685 or 01793 725265/*vowhgc@email.com*
www.swindongliding.co.uk

VECTIS GC (78):
Hangar No 1, Bembridge Airport, Bembridge, Isle of Wight;
post to: Alasdair MacLean, 140 St Edmunds Walk, Wootton Bridge, Ryde, Isle of Wight PO33 4JJ
01983 883884/*alasdair@amaclean.flyer.co.uk*
www.vectisglidingclub.co.uk/

WELLAND GC (79):
Lyveden Airfield, Harley Way, Lyveden Road, Brigstock, Kettering, Northants/01832 205237/www.wellandgc.co.uk

WINDRUSHERS GC (80)
Bicester Airfield, Skimmingdish Lane, Bicester OX26 5HA
Office/mobile 01869 252493/07986 048826
fly@windrushers.org.uk/www.windrushers.org.uk

WOLDS GC (81):
The Airfield, Pocklington, York YO42 1NP
01759 303579/*office@wolds-gliding.org*
www.wolds-gliding.org

WREKIN GC (82): RAF Cosford
Mobile: 07719 732746 (Sat/Sun)/Clubhouse: 01902 377255
www.wrekingliders.org

WYVERN GC (83):
secretary@wyverngliding.org.uk
Secretary: 01264 782812/Hangar: 01980 615283
www.wyverngliding.org.uk

YORK GLIDING CENTRE (84):
Rufforth Aerodrome, Rufforth, York YO2 3QA
01904 738694/*yorkglidingcentre@btinternet.com*
www.yorkglidingcentre.co.uk

YORKSHIRE GC (85):
Sutton Bank, Thirsk YO7 2EY
01845 597237/*enquiry@ygc.co.uk*/www.ygc.co.uk

We've tried hard to make sure the above details are as accurate as possible, but please do send any corrections to: *editor@sailplaneandgliding.co.uk* before June 14, 2005



75TH ANNIVERSARY
DAY OF CELEBRATION

SATURDAY 25TH JUNE 2005

Everyone welcome!

Parking £2 per car
(includes admission)

Tring Road, Dunstable, Beds, telephone 01582 663419

www.londonglidingclub.com

What clubs do for charity

We're told that charity begins at home. But what can a gliding club really do to help others? Debb Evans has been finding out



Coast-to-coast cyclists Derek Abbey, Mo Jordy, Eric Woodward and Jacqueline Abbey at one of the highest points of their fundraising ride: from here, they reached their highest speed, 43mph, downhill without pedalling (Mike Jordy)

IT WAS John F Kennedy who said, "Ask not what your country can do for you, but what you can do for your country". If you swap "country" for "community", and "you" for "your gliding club," you'll get my drift. In 2005, charity is big business. We've got Comic Relief, the third version of "Do They Know It's Christmas," Children in Need, The Race for Life, the Tsunami appeal and so on. But in a world filled with such big problems, can we make a difference? Should we even be expected to try?

The answer is that you don't have to find millions to make a real difference. When you combine the money raised with the value of neighbourly goodwill, and profile raising, a little effort can translate into a lot of good. So why not as a club, host a charity event and invite your neighbours to join in? This way you kill three or four birds with one stone. You do some good, have some fun, turn airfield neighbours into friends, and raise the profile of your club. Winner.

Nobody says you can't benefit from a charity event. Most people who fundraise say it gives them enormous satisfaction. But then there are the small questions of "who, what, when and how?"

What should we do?

Firstly, make sure your club members are on board with the idea of doing something for charity. Then you need to decide what to do. Charity fundraising can take the form of anything from skydiving to wing walking, trekking along the Great Wall of China or simpler things like car boot sales, raffles or open days. Perhaps even something like a mass collection for a charity shop? At The Soaring Centre, several club members joined in a fundraising coast-to-coast cycle ride to raise money for Breakthrough Breast Cancer. That's after member Mo Jordy *(pictured above)* battled the disease into remission.

Who should we support?

There are lots of wonderful charities that all do great work with every penny they get. It's worth checking with your own club members to see if there's a cause close to their heart: perhaps someone has personal experience that could help you choose. If not, see if there's a local project to support, maybe new equipment for a playground, or a minibus for a day centre? Libraries, churches and your local council's Social Services department should be able to help you find out more. It could also be worth asking your nearest hospital if they have an appeal running. If you still draw a blank, then try national and international charities.

When should we do it?

Funnily enough, the BGA's National Gliding Week (*www.nationalglidingweek.co.uk*) is coming up from June 25 to July 3, so why not combine the two? Imagine having an open day where you advertise trial lessons, but donate half the cost to charity. And perhaps a hog roast or barbecue to round the day off. Invite the nearest neighbours and let them see the club being used for a greater good.

While this may sound mercenary, there's nothing wrong with a win-win situation. If you can raise money for a great cause, show your neighbours a good time, publicise your sport and enjoy working together as a gliding club team, then I say "fantastic".

For example, the North Devon GC have offered the use of their tug for the cost of the tow only in support of National Gliding

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One club's story

WE HAVE held several open days over the last few years and the aim is to generate interest in our sport and our club, Devon & Somerset GC. As well as providing income for the club, we raise cash for charity, donating a minimum of £1 per flight taken on the day to one of the local Air Ambulances – we usually manage to at least double the promised amount.

We advertised our events by displaying one of our gliders in two or three local town centres and handing out leaflets that highlight the benefit of the event to the Air Ambulance services.

On most occasions, the Air Ambulance helicopter actually attended the event, which provided considerable interest for our visitors; we've even had the police helicopter there, too. In addition, the Air Ambulance Service ran a stall at the club. Their feedback about the amount of money raised has been excellent.

We usually alternate our contributions between the Dorset & Somerset Service and the Devon Air Ambulance Service. This year we are extending to an open weekend in August and hope to display our DG-505 glider in Exeter, Taunton and Yeovil during July.

All members who get involved say how much they enjoyed themselves and it generates an excellent club spirit. ***Simon Leeson***









Scenes from the charity fundraising open day at Devon & Somerset GC, North Hill. Clockwise from top left: The launchpoint; Heather sells tickets for trial lessons; Mark and Claire in the K-21; briefing a group of visitors

Week and as a fundraising opportunity for Marie Curie Cancer Care. The punter raises a minimum amount of sponsorship for the charity and gets a gliding lesson (that's what the sponsorship is for); and the club charges the charity for the cost of the aerotow only.

So how much do we need to raise?

I don't know of any charity that accepts only big donations. According to the Comic Relief website, police in the UK receive one call every minute about domestic violence, and 20 per cent of all deaths of young people are from suicide. £1 will pay for an information pack for a young person on how to deal with bullying and where to get help and £10 will pay for a woman fleeing abuse to spend a night in a refuge.

In Africa a child dies of hunger or of a preventable disease every three seconds, that's more than 30,000 children a day. £1 will pay for a child to get a medical check-up at a local health clinic in Ethiopia. So every penny you raise, as the fundraisers always tell you, really does count...

What does your club do for charity? Let us know by emailing *editor@sailplaneandgliding.co.uk*



Writer and broadcaster Debb Evans first tried gliding six years ago. She lives in Bradford on Avon, Wiltshire, and is a member of Bannerdown along with her husband, Willy. In her spare time she commentates at airshows and enjoys holding dinner parties. Her other interests include scuba diving and water skiing

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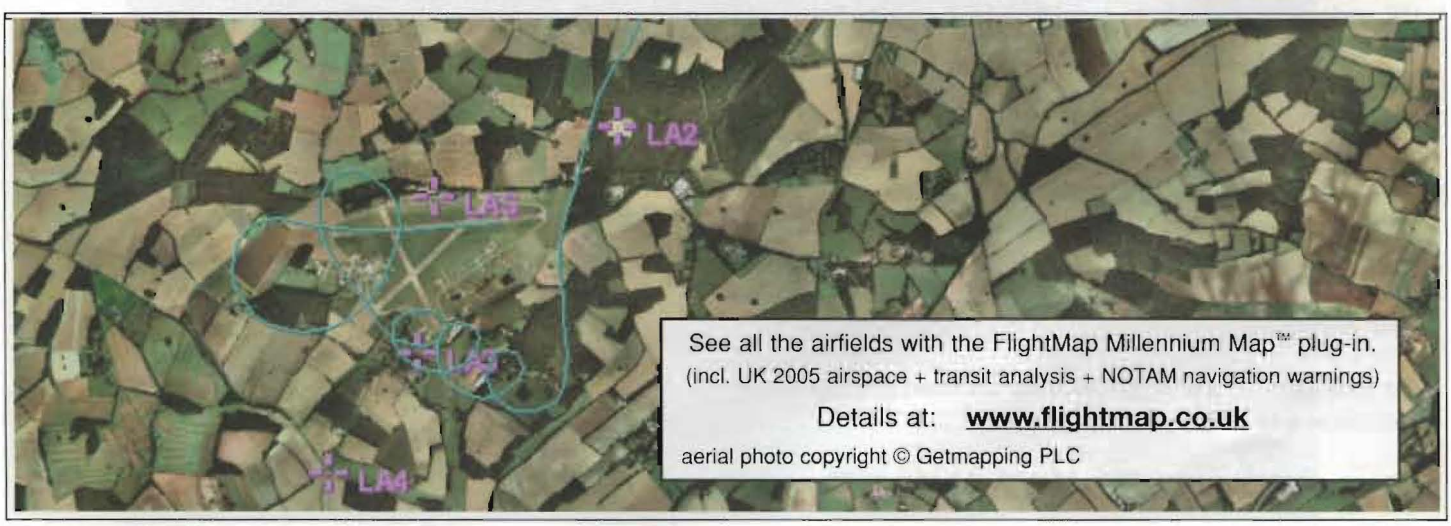
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New England in the Fall

Rick Hanson, CFI of Sugarbush Soaring, waxes lyrical about the view from his Vermont club



K-21 landing to the north at mid-field, Sugarbush, with the east ridge in the background. New England in the Fall offers the strongest wave conditions as well as the beauty of seasonal colours (Sandy Macys)

UNFORGETTABLE views and some of the best wave flying in the eastern United States can be found among Vermont's Green Mountains, along the "west coast of New England". Fall, the best season for the strongest wave, is an explosion of red, orange, and yellow foliage as the sugar maples and other hardwoods respond to the changing weather. At release altitude above the Mad River Valley, you can look west over Lake Champlain to the Adirondacks of New York. To the east, the White Mountains of New Hampshire challenge the dominance of the surrounding Green Mountain peaks.

The 75-member operation at Warren-Sugarbush Airport – Sugarbush Soaring – is open seven days a week from mid-May to the end of October. Staff run commercial instruction, rides and camps, while the club manages social activities and the regional competition as well as informal local and cross-country flying. Two Pawnees average 2,300 tows a year for the five-strong club fleet and 24 privately owned sailplanes.

Young people come here from all over the States for week-long youth camps. These 13 to 18-year-olds camp on the field, attend ground school (right after breakfast, when they are a captive audience) and fly twice a day. At the other end of the scale, one innovation in 2004 was a Sugarbush Soaring Association cross-country racing camp. The first week was a cross-country refresher; the second was held alongside the Region One competition and allowed participants to compete while being coached on a separate radio frequency. As day winner Ed Crawley said: "The meta lesson I learned is that soaring is a coachable sport. This had simply never occurred to me, as I had never been coached in soaring." On any day during the six-month season, a small group of single-seaters will set out for the White Mountains of New Hampshire or Jay Peak on the Canadian border to the north, while the three club two-seaters will explore thermals or run the east ridge with students and commercial rides. On wave days, the primary is generally only a mile or so from the field. While not to Rocky Mountain standards, it has provided 23,000ft height gains, and there is very little controlled airspace below 18,000ft. The Mad River Valley itself is a four-season resort area with two major ski areas, hiking, biking, fishing, golf, polo, swimming holes on the river, and plenty of places to eat and to stay.

www.sugarbushsoaring.com/www.madrivervalley.com

THE FAA requires US certification for sailplane pilots to fly P1 and there is a 90-day lead period: see *http://registry.faa.gov/airmen.asp#verify* for instructions and links to the required form (scroll down...). The form must be posted to the FAA; and there are special requirements for UK pilots. When you send back the form, you must designate the Flight Standards District Office (FSDO) to which the paperwork will be sent. Upon entry to the USA, you must go, in person, to that FSDO and fill out more paperwork. Then, finally, you will be given a temporary licence. The logical FSDO for UK pilots is Boston FSDO, One Cranberry Hill, Suite 402, Lexington, Ma 02421. (phone: (781) 274-7130. FAX: (781) 274-6725); The office is on Interstate 95 just west of Boston. See also *www.ssa.org/sport/foreignpilot.asp*



From the K-21, looking north along the east ridge towards the Canadian border, where there is good soaring. Locally are holiday homes and paddocks (Sandy Macys)



Pawnee and Blanik L-23 heading north for the house thermal at Scragg Mountain on the ridge. The tugs follow the "Lasham Protocol" for engine cooling (Sandy Macys)

Homing pigeons and all that

How a nice, sunny day can lead you into a false sense of security

IT WAS a fine, clear, sunny Sunday: bags of visibility, a brisk northerly of 12-15kt, a bit cold, but a good day to return Piper Pawnee G-XXXX to "Taylor Field", somewhere between Boston and Skegness, as it was now surplus to requirements. We had taken delivery of our shiny new tug.

Please note that "somewhere" is a small inconspicuous grass field, surrounded by small inconspicuous grass fields, somewhere in the middle of the flattest, most featureless landscape in the British Isles. Right beside the Wash. But having flown *out* of it and had a good look round for obvious landmarks so that I could find it again, this was going to be a piece of p*** – *wasn't it?*

G-XXXX was DI'd by my good self: a good look round, check the oil, check the tyres, check the fuel, and so on.

It was at this point that things started to go wrong, but I didn't know that yet.

When I checked the fuel, it showed the tanks half full, which was plenty for the intended flight.

What I should have done is told myself that the tanks were half empty. Get my drift?

Mistake Number One.

I borrowed a half-mil map, as mine was "somewhere else," but as it wasn't mine I didn't want to draw any lines on it, and as I didn't know exactly where the field was, it would have been pointless anyway – *wouldn't it?*

But I was legal.

Mistake Number Two.

So – just in case – I fired up my Garmin GPS 2+ and put it in my breast pocket for easy reference.

Now, a Garmin can tell you where you ARE and where you've BEEN – but YOU have to tell IT where you want to go. And I didn't know where I wanted to go – *did I?*

Mistake Number Three.

So, with all the major decisions made, I fired up G-XXXX, taxied to the far end of the runway in use and roared off into the sky, pointing almost directly at Taylor Field.

A climb to 3,000ft soon had me passing to the east of Boston and shortly after that I started to descend into the area where I *knew* Taylor Field to be.

I levelled off at 1,500ft, found my northerly landmark, which was a house painted bright yellow and glowing brightly in the sunlight, and flew straight towards it. I kept going until a bunch of easily distinguishable farm buildings was off my right wing tip and – hey presto! – the field should be around here somewhere.

This is where needles and haystacks come to mind. No matter where I looked, Taylor Field wasn't there.

I flew a steady 360° pattern – nothing. I flew a square search – nothing. I flew back towards Boston and flew into the area again at 1,000ft – nothing. I found Bill Taylor's farmhouse and followed the road I *knew* led to the field – nothing.

During all of these shenanigans I had one eye on the fuel gauge, which gradually drew more and more of my attention.

You know it's time to quit when ALL of your attention is on the fuel gauge and none of it on looking for Taylor Field... so now I had some decisions to make.

Do I go back to my local gliding airfield and refuel? *You must be joking.*

Think of the embarrassment.

Do I go to another local flying club and refuel there? Not a bad idea, but it will probably get back to my own crowd, and anyway, no money and no way to pay.

And think of the embarrassment.

I thought about landing on the road just outside Boston, James Bond style, taxying into a garage and casually filling up both tanks from opposite pumps... but would it fit between the pumps?

Think of the embarrassment.

I even thought about flying into the middle of the Wash and ditching in the sea. This wasn't a bad idea, especially when I could have started a rumour about the Boston Triangle...

And this would save any embarrassment.

Anyway, some resemblance of sense returned, I knew where my local gliding airfield was (at least I thought I did!) and if I could sneak in, refuel and sneak out again, perhaps no one would notice.

After all, a bright, shiny, new aeroplane in the guise of our new tug was on site, which would be taking all of the attention...

Fat chance.

I should point out here that "good old Dave" had left by road to pick me up at Taylor Field ages ago, so I had to get back – think of the embarrassment if he got there and I didn't!

So I refuelled G-XXXX (till it was running down the wings this time – there was no way I was coming back again), took a deep breath, climbed back in and headed north once more.

Nothing had changed. It all still looked the same, I found the same landmarks, I circled the same area, and I got the same results.

Then, between bouts of sobbing, I had a brainwave: I wondered if Dave had got a handheld radio...

I called Taylor Field on the club frequency and up come the dulcet tones of Dave.

"Can you see me?" I asked Dave.

"Yes," he replied, followed by a very long silence. (I hate really helpful people.)

"Can you give me a steer?" I asked.

"If you drop your right wing and look down you will see us," he replied.

I dropped the right wing and I was right on top of the field, I could even see Bill Taylor, dressed in a bright yellow coat, waving his arms desperately about.

I landed, taxied up to the hangar doors, shut down and fell out of the side door in relief.

Bill Taylor's first words were: "Why didn't you land the first time? You were directly overhead!"

I said *nothing* as I knew anything I did say would be used against me.

I was right.

The b***ers awarded me the Wooden Spoon at the annual dinner dance.

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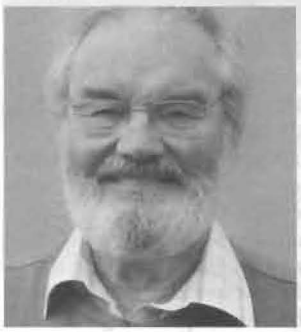
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Combining two loves

Known to users of his site as Weatherjack, Jack Harrison (right) began gliding as an air cadet and is still going strong today. Debb Evans asks him why





Jack (above) and his Jantar (right) seen in a photo of his that illustrates his other enthusiasm: the weather – his site is at www.weatherjack.co.uk

Where & when did you start flying?

My interest began because I lived in Great Yarmouth and during World War Two there was a lot of air activity. As long as I can remember I just loved aeroplanes. So as soon as I had the opportunity I joined the air cadets, and then when I was 16 I was able to glide and went solo in the summer after my sixteenth birthday.

What are your memories of that?

We would be taken on the train and then by truck to the airfield at Swanton Morley near Dereham and we were just taught the absolute basics. After four or five weekends, off we went and just did two or three flights on our own. I'm afraid for the cadets that was all they could do with you in those days, but of course I'd just got the bug, I'd tasted it and I wanted to do more.

And how was that first solo?

Well to be honest I don't remember that much about it. I was in a T-31, and I do remember the weather – it was a warm May evening. But I don't specifically remember that first solo. What I do remember later on is the first time I sent a student solo. I was nervous sending my first chap off on his own, but I don't recall any nerves when I went off on my own.

So what came after the Air Cadets?

I was at Nottingham University and the University Air Squadron became my life. I got a degree but it was almost incidental, it can scarcely be called a degree, so in effect I joined the RAF at 18. I used to get expenses so was being paid from that stage.

That sounds like a good deal...

It was a good deal. It was a wonderful flying club and jolly good training, we were taught extremely well indeed and I loved that time. It was a marvellous system; you were allocated so many hours per student but if one of your fellow students didn't want to take his hours you could take them and I think you were supposed to have 40 hours a year, 120 over three years, but I grabbed other people's and ended up with about two hundred.

What has flying meant to you?

Well, I earned a living in at it once I left university. I was in the RAF for 16 years and it was a wonderful life, I absolutely loved it. I wasn't a fighter pilot or anything like that; it was all heavy aircraft or instructing or a combination of both.

In the RAF, did you glide as well?

Yes, I did, and was able to progress fairly quickly. Within a short space of time I found myself based in what's now the Yemen and was CFI of the club there. I gave them a hard time to start with because they were a bit undisciplined but they didn't mind because by the time I left they were doing much more ambitious gliding than they'd done when I joined. Then a little bit of dabbling with competitions and I'd win a day then the next day I'd be last, I was that sort of pilot.

With a career in flying, why glide?

Just because there was nothing else like it. Particularly after I left the RAF and became a commercial pilot: we were very constrained and had to fly from A to B, that was the job. I still enjoyed that but with gliding you can be your own boss, that's the freedom that you've got. And over the years I've developed a particular passion for understanding gliding weather.

Tell me more about that...

Well, to give you an example of a flight I did last year: I had worked out in advance that there would be a sea breeze coming in from the East Anglian coast. So I took off from Tibenham and flew towards Southwold and much to my delight the sea breeze started to develop. I gradually worked that sea breeze up and down between Beccles and Ipswich and it slowly moved inland exactly as I'd hoped and I watched on the ground, watched the wind and I judged things to get back to base just before the sea breeze hit Tibenham itself. I landed towards the north-west and as I got out of the glider the wind swung round to the south-east. I got such a kick out of working out what was going to happen. Combining my love for the weather and being able to use my glider as a tool to investigate it, that's the sort of thing I love doing now.

So how did weatherjack happen?

I was coming up to retirement and the British Gliding Association were looking for someone to use the internet to give early warnings of weather. In fact it was advertised in *S&G*. The first year didn't go at all well and I realised I had to set up my own website. I didn't have a clue but my eldest son was 12 at the time and he set the system up for me. Then pilots started wanting more information but there's a tendency for people to take what I say as gospel and I don't like that. Use what I have said as a starting point and have a look for yourself to see if you can fine tune what I have suggested for your area.

Where do you fly now?

I have recently moved to Gransden Lodge with my Standard Jantar. What I hadn't done for years is winch launching so I've been doing that there. The winches have become much more powerful over the years so that rather took my breath away, it was just as well I'd done my medical the week before my first launch!

What gliding goals do you have?

Really, my focus has changed over the years. I like investigating the weather. I have a nice accurate thermometer I'm going to fit in the glider to look at things like changes of dew point over the surface, fly over hot-spots, try to do a bit of research. But really my ambition is to produce a generation of glider pilots who have a better understanding of soaring weather. That is one of my main aims with weatherjack – I am frequently giving little tips on analysing and how to predict. Several people have told me it is that aspect that they get the most value from. So if pilots become better educated as a result of my efforts, then I will feel I have done a useful job.

The cross-country mind game

Mark Parker offers a personal perspective on his week of team coaching by Pete Masson and Rich Hood in Spain

THE daily routine during team training at Ontur leaves little opportunity to do anything other than eat, sleep and breathe gliding. Getting up at 09.00hrs – still exhausted from the day before – leaves just enough time to organise yourself and get breakfast before the coaches' briefing at 10.00 – covering some aspect of team flying or the comp itself – organisation, tactics, rules, mental attitude... Then a frantic hour of unpacking the hangar, preparing and gridding the gliders, before the met and task briefing at 11.00. Planning the task with our team-mates, we are watched closely by the coaches. First launch is usually between 12.30 and 13.30, so we make last-minute preparations before being launched by Gill Spreckley. Land in the late afternoon, repack the hangar and have a quick beer before the debrief – an in-depth dissection of each and everyone's flight by the coaches – decisions, good and bad, thoughts, tactics: a thorough discussion of the main learning points of the day's task. Then a few more beers and into town to sample (in my opinion) the only downside to team training at Ontur. Spanish food! The day then closes with a ferociously competitive table football session.

We flew cross-country on all the planned seven days at Ontur, in varying conditions. The following is a brief summary of those seven days from my perspective, flying with Jon Meyer. The other team members present were Ian Craigie, Johnny Roberts and Mark Holden (the junior Club Class team), who also flew together on generally the same tasks. Our coaches were Pete Masson and Rich Hood, with the omnipresent guru that is Brian Spreckley overseeing proceedings.

Day 1: lucky strike

For me a really interesting experience, as it was the first time I have ever flown a glider outside the UK. It was a 140km racing task, with me flying the Duo with Rich Hood, and my team-mate Jon Meyer in the LS8. We climbed away from the Ontur ridge in tight, rough and strong Spanish thermals and made a start. Pushing north to the first turn into a 25kt headwind and worsening spread-out left us in an interesting situation. After rounding the turn, we had a decision to make – cut right and leave the turn the way we came in under reasonable but weak cumulus, or head down track toward the edge of the spreadout and hope to find a climb there. Jon headed right; I went down track. My choice meant we had to get the climb or we were sure to end up on a ridge. "Mark what's your back-up plan if this doesn't work?" "Haven't got one, Rich!" With Jon in reasonable air to our right we pressed on, fingers crossed. On reaching the edge of the spreadout we hooked an awesome 10kt climb – the best of the day, which produced a smug grin – soon wiped off my face by Rich in the debrief: "How often do you think you will get away with that in a comp? Being decisive is good and risks like that which pay off will win you days, but if they don't you'll lose a day; and if you lose a day in a worlds, it'll blow your entire comp. Don't use up all your luck at team training. Save a bit for the worlds!"

Day 2: communication breakdown

The 25kt wind persisted but under a good-looking sky we set off on a 190km racing task. This time Jon was in the Duo with Pete, and I was in the LS8. Differing decisions on the first leg separated us by about 500ft and a couple of km at the first turn; the next leg was flown completely separately and we were generally unaware of where the other really was. We met again at the next turn and resumed team flying but a lesson had been learned. Good communication is one of many prerequisites of effective team flying – short, clear, concise calls of relevant information enable your team-mate to build a picture of exactly where you are and what you are doing. It's the shared information that enables you both to go faster.

Day 3: aviate-navigate-communicate

A three-hour assigned area task (AAT). After an extensive briefing on the planning and tactics of AATs from the coaches, Jon and I climbed into two LS4s and set off west into the blue, turned the first sector and contacted cumulus for the rest of the flight. With the previous day's flights in our thoughts, we flew close, taking mutual decisions, communicating well, and staying high. It looked and felt good. Fat dumb and happy – happy, that is, with everything but our speed. We were much too slow, and Rich and Pete were only too happy to tell us why: "The idea of team flying is to make you go faster. Don't let the jibber-jabber get in the way of your flying – the workload is high in a team – prioritise and remember the most important thing is to concentrate on the flying. It takes practice to get the balance right."

Day 4: mental breakdown

A short 100km racing task with both Jon and me in the Duos – Jon with Rich and me with Brian Spreckley. It started badly for me and my impatience and growing frustration made it gradually worse. But as a result of some fantastically perceptive coaching I learnt a huge amount. My tactics were wrong for the day: I was flying the glider



Photos: Pete Masson







Above, L-R: Mark Parker, Jon Meyer, Mark Holden, Johnny Roberts and Ian Craigie prepare for the task Centre, L-R: Mark Parker, Jon and Johnny venture forth Right: Mark Parker glides to TP2 of a 300km in Duo 98

according to what I could see in the sky, not what was actually happening. As things didn't work out, my frustration caused my thinking to narrow. I was thinking "internally" (as Brian says): not taking in the information around me that was key to breaking the cycle of frustration and disappointment: "If things aren't working out, there is a reason why. You must think externally – look around you to find that reason and then make a positive effort to do something about it – ask yourself a question, flick the "white light" switch, anything to change your behaviour. If you don't, your thinking becomes internal, you don't process the information and you will persist in the frame of mind that got you into trouble in the first place."

Day 5: press on

A 2hr 45min AAT in the blue. Jon and I were back in the LS4s and had a highly effective pairs run into the first sector. A navigational faff then caused a bad tactical decision, which put us south on the second leg. In bad air we gradually got lower and lower and fell into a hill-hopping situation over pretty unpleasant terrain. The remainder of the task probably aged us both by a good ten years, but it really demonstrated the value of team flying. Pushing down track, into a strong headwind we hopped from hill to hill, catching weak climbs just high enough to get us to the next hill. The landing options were pretty minimal and we both felt an enormous practical and psychological benefit in having a team-mate there with us. We found more climbs as a pair, centred more quickly and had the mutually boosted confidence to keep pressing on. As a team we felt we made the best of a bad situation, whereas a lone pilot could have become bogged down or even landed out.

Day 6: options!

The best weather of the week and a 300km racing task. I was in the Duo, this time with Pete, and Jon flew the LS8. A good start preceded a rat-out-of-the-barrel 90kt glide across a huge blue gap to a lone cumulus the other side... and a memorable lesson learned. The cloud didn't work and we were low, and out of options. After a lengthy scrape in the weeds (and a concerted effort to think "externally"!) we got back up in the game and flew more conservatively, crossing gaps more slowly, arriving higher on the other side with more options if the next cloud didn't work out. Meanwhile Jon in the LS8 had played the entire flight high risk – low and fast, pinning everything on the next cloud. It almost worked, until the last cloud let him down and while he struggled to climb on to final glide, we sailed high over him, fat, dumb and happy. Pete's words will stay with me forever: "Conserving your height will give you options. There's an element of luck in gliding, but if you've loads of options, you won't need to rely on luck."

Day 7: two heads are better...

The last day: a 230km glider Grand Prix (a held start, as in sailing, the 2km start line opens and the first glider back wins). The coaches decided to pair myself and Jon in a Duo, Johnny Roberts and Mark Holden in another Duo, and Ian got the short straw, as it turned out, flying by himself in the LS8. Pete and Rich opted to raise the stakes and race us all in the two LS4s. Initially we were a bit perturbed by the decision to put team mates in Duos – personally I felt that putting two pilots with an extreme personal rivalry in the same glider would result in a short fast glide into a field! How wrong I was. It turned out to be one of the most invaluable learning experiences of the week. The entire flight for us was a culmination of what we had learnt all week: each decision was mutually agreed; we stopped each other taking unnecessary risks yet pushed each other on; as a team we could take advantage of each other's strengths and cancel out our weaknesses – all the time with Pete and Rich's words ringing in our ears ("What are your options? Do you need to take that risk? What can you do if this doesn't work? Think about the next leg..."). Sharing the flying 50-50, after a good run Jon and I were slightly ahead at the finish, chased hard by Johnny and Mark in the other Duo. We got out of the glider with a crystal-clear idea of what team flying is all about, what we need to do to make it work, and how well it can work if you get it right. If you're wondering what happened to Pete and Rich, it's probably better to quote what Brian said to us after we landed: "Before you get too pleased with yourselves, boys... remember you were flying 20-metre gliders!"

Before we went to Ontur, we were asked to write down expectations and objectives for the week, and our perceived personal strengths and weaknesses. After an intensive seven days of flying it was clear that our expectations had been surpassed, our objectives more than fulfilled, our strengths built upon and that our weaknesses can be all but eradicated by learning to operate as a team and getting to grips with the mind game which is at the heart of cross-country gliding. Above all, the key to the entire week and what for us was an invaluable learning experience was our two coaches, Pete and Rich. Their enthusiasm, professionalism and meticulous attitude was an inspiration to us and we are all indebted to them for their generosity in giving up a week to fly with us. Cheers, guys, we owe you.

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Get badge claims right

The BGA's Badge Officer, Basil Fairston, explains how to make sure of your Badge or record claim – and how to cheat

THIS is a summary of the rules that apply to glider flights submitted to the BGA for badges and records, an update of my article published in the June-July 2000 *S&G* (*Make sure of your claim*, p41). The *Sporting Code for Gliders*, in which the detailed rules are published, is updated every October and the revision dated October 1, 2004 has some significant changes that, for those already familiar with the rules, are summarised in Box 1 *(see below)*. The change to exclusive use of dataloggers as evidence of the flight is unlikely to have much effect on UK pilots since distance badge flights using cameras have almost completely stopped and there are relatively few height claims using barographs *(see Box 2, right, for the terminology)*. I will therefore concentrate entirely on logger procedures.

The *Sporting Code*

The *Sporting Code Section 3* is the master document for rules relating to all FAI badges and records. The current version is at *www.fai.org/sporting_code/sc3.asp#sc3* It is updated every October 1. While it is not exactly light reading, it was rewritten in 1999 and is now only half the volume and much easier to understand. It will become even smaller when all the rules for cameras and barographs are removed. There is also an *Official Observers' and Pilots' Handbook* available from *www.fai.org/sporting_code/sc3.asp#sc3c* which gives guidance in interpreting the rules. Official Observers (OOs) and pilots planning to attempt badge or record flights would be well advised to download the latest copies and read them. These rules attempt to provide a reasonable degree of certainty that the flight being claimed was in fact done by the pilot making the claim and an audit trail so that facts can be checked in the event of any doubt. They call upon a combination of observation by OOs, data from loggers and detailed paper work and signatures to achieve this.

Loggers and their use

The approvals for each type of logger together with the requirements for its use for badges and records are available at *www.fai.org/gliding/gnss/igc_approved_frs.pdf*

Box 1: rule changes

1. At the 2004 IGC meeting it was decided that "at some future date, verification of badge flights will require the use of a logger. Other means of verification will no longer be acceptable". This already applies to records. The exact date isn't specified but if you are about to start your badge flights it isn't sensible to buy a camera and smoked barograph. Note that the prohibition will exclude the use of barographs, even for height claims. EW loggers will have to be IGC-approved models and connected to a GPS during the flight.

2. The "cylinder" observation zone has been introduced as an option for starts, finishes and TPs. Comp pilots will already be familiar with this 0.5km radius "beer can" but the way the IGC has implemented it has two big disadvantages (see *Control at start/TPs/finish*, p51)

OOs should make sure they are familiar with the types of logger they intend to download. There are too many types to go through them individually here but there are certain common requirements.

There should be some proof that the logger was actually recording the flight being claimed and not in some other glider or with some other pilot. The security features of loggers make it very difficult to tamper with the logger data. The .igc file that is downloaded is an ordinary ASCII text file and can be viewed or edited on any word processing software but if even a single digit is changed after it is downloaded it will not pass the security check programme, which is run on all claims. We can therefore be certain that the logger did the flight that it recorded but need to be sure that it was in the glider with the pilot making the claim. This is achieved either by the OO sealing the logger in the cockpit (which of course doesn't guarantee that the right pilot was flying) or by the OO being present when the glider-pilot-logger combination took off, or the OO being present when the glider landed.

If you were the OO who sealed the logger in the glider or saw the glider take off or land with the logger on board then you can take charge of the logger after the flight and download it on to a floppy. Note that some types of download software give the options for "secure" download or "quick" download. You need to select the "secure" download, which calculates the security code and appends it to the end of the file. Then get a badge claim form and make sure the pilot's name, glider type and ID, date and logger type and number are on the form. Also make sure that the take-off or landing time that you witnessed are on the form. That pretty well ties up the security side of it. The logger can't be in two places at once so even if there is another flight on the logger done by his pundit syndicate partner earlier in the day, the pilot can't claim it.

In a typical club environment you might be the OO faced with a pilot walking into the clubhouse (or more likely the bar) clutching a logger from his badge flight of yesterday/last week and asking you to download it and sign the badge claim form. At the very least, after downloading the logger and checking the take-off and landing times shown, you should verify that the pilot made the flight on the logger by checking the club launch logs and comparing take-off and landing times. It would be very sad if a sloppy OO allowed a pilot to claim a badge from someone else's flight.

Gliders with engines

If the flight was done in a glider with an engine you need to provide some proof that the motor was not used during the soaring performance, that is, between the start and the finish. Either:

1. Get an OO to sign a means of propulsion certificate. There is an example in the sporting code but any piece of paper signed by an OO will do provided that it says that: *The means of propulsion in glider XX on day YY was rendered inoperable or was sealed and the OO confirmed that this was the case before and after the flight.* **Or**

2. There was a means of propulsion recording system installed and the OO checked it before and after flight. Many IGC-approved loggers do this via a noise level recorder. The noise level should show a low base line during normal flight, a raised level during the ground run and when airbrakes are used and a very much higher level when the motor is used. OOs should be suspicious if they see the logger installed in the glider wrapped in sound insulation material. If the noise trace doesn't show the ground run and airbrake use then the logger was probably insulated from noise or the noise recording wasn't working (in some loggers it can be switched off).

Box 2: equipment

Barograph: Records pressure altitude against time without a specified start date, time or scale (eg smoked drum barograph). An electronic barograph has an accurate clock but this is set by the user and could have the wrong date or time.

IGC-approved logger: Records position, GPS altitude, pressure altitude, date and UTC time and outputs all these as a text file that cannot be altered without detection. To check that the trace has not been adulterated, a copy must be submitted as a computer file rather than a print-out. Many loggers also record noise level, which is used to detect engine use.

The badges

The pilot must be alone in the glider for all badge flights. Although it would probably be comforting to have your CFI or you pundit syndicate partner in the back it is not allowed, even if they don't say anything.

FAI badges

Silver consists of three parts:
- Silver height is a gain of height of 1,000m/3,281ft.
- Silver/Gold duration is a flight of five hours from release to landing.
- Silver distance is a straight distance of 50km (which doesn't need to be declared) or a flight round turnpoints (TPs) where one leg is greater than 50km (which does need to be declared). This could be for example a 100km out-and-return or a flat triangle where the middle leg is 50km or greater. The flight doesn't need to be completed but you must have done at least 50km of the greater than 50km leg and the 1% rule applies to the total distance completed (see paragraph on 1% rule on p51 before you get too baffled or depressed.)

Gold also consists of three parts:
- Gold duration, which is the same as the Silver duration and doesn't need to be done again if you already have your Silver duration.
- Gold height, a gain of height of 3,000m/9,843ft.
- Gold distance, which is a distance flight of at least 300km. A distance flight can be an undeclared straight-line flight for those with low-performance gliders and very good friends to retrieve them; as it is not a goal flight you don't have to declare your finish point. Alternatively it can be a declared flight round one of the courses listed in the next section. (Note that a Diamond goal flight will always qualify for a Gold distance but a Gold distance flight won't necessarily be a Diamond goal).

The three **Diamonds** are:
- Diamond height, a height gain of 5,000m/16,405ft.
- Diamond distance, which is a distance flight with the same rules as Gold distance but of at least 500km.
- Diamond goal, a goal flight over an out-and-return or triangular course of at least 300km. This being a goal flight and being restricted to an out-and-return or triangle you must declare your start, TPs and finish and of course because of the nature of triangles and out-and-returns, start and finish must be the same point.

The **FAI 1,000km Diploma** is awarded for a distance flight of at least 1,000km. The first and only one done in the UK was flown by Russell Cheetham in 2004.

BGA Diplomas

The 100km diploma can be flown in the UK or Europe. The 750km and 1,000km two-seater diplomas must start in the UK.

100km Diploma parts 1 and 2

– The 100km Diploma part 1 is for a flight of at least 100km over an out-and-return or triangular course. The rules are similar to the Diamond goal.

– The 100km diploma part 2 is for a similar flight to part 1 but at a handicapped speed of greater than 65km/h. The rules for timing the flight and calculating handicapped speed are given on the application form.

The 100km diploma is designed to be a stepping-stone between Silver and Gold distance. Once you can fly a 100km triangle with satisfactory TP evidence and a speed of greater than 65km/h you will be in a good position to fly a 300km flight.

750km Diploma

The 750km diploma is a distance flight of at least 750km. There are in fact diplomas for single and two-seater flights, so you can take a friend if you wish.

1,000km Two-seater Diploma

This is for a greater-than-1,000km flight with two people in the glider. (If you were on your own in a two-seater then you would qualify for an FAI 1,000km diploma, see above).

Only one Two-seater Diploma has been done so far, by Chris Rollings and Chris Pullen in an ASH 25 in July 1995. Interestingly, both the regional competitions that were flying that day set tasks of less than 300km.

Courses for badge distance flights

Except as stated in the requirements for the individual badges the following courses are acceptable.

Straight distance

Just go from your point of release to a landing point as far away as possible. No declaration is required and you can use it for all badge and diploma claims except Diamond goal and UK 100km diploma. You will need good friends for the retrieve if the flight is 300km or more, and ferry tickets or possibly a life jacket if it is more than 750km.

Out-and-return

This is defined as a closed course with one TP. Strictly speaking, this means that you must make a start at your declared start/finish point rather than use your point of release.



Remote start on triangle Petersfield-Welshpool-York

Right: your cross-country badge declarations should be in this form

A declaration is required for all badge flights that round TPs or claim a goal. You can change your declaration at any time before take-off; only the last one made is valid. Some loggers store your last declaration and re-declare it at the start of every flight so if you want a paper declaration to be valid you should turn on the logger before making the declaration so the time on paper is later than on the logger declaration

All flight recorders must be downloaded after the flight, presumably to guard against multiple declarations

Since, as a logger user, you won't photograph your declaration but post it with your claim, it no longer has to be very large and definitely shouldn't be chalked on a blackboard as they are expensive to post and the chalk tends to rub off before arrival...

CROSS COUNTRY FLIGHT DECLARATION USING BGA TP's Amended 7th Feb 02

Departure, Finish and Turn Points may be declared using points on the latest BGA List of TPs and sites using the BGA computer code (Trigraph) for each point. Otherwise, you will need to define the exact point; Lat and Long for Flight Recorder controlled flights and Geographical Feature for Photo controlled flights. This form is produced in A4 size, and may be enlarged on a photocopier so that it may more easily be read on the photograph of the declaration which must be taken before flight where photo evidence is used.

PILOT:_____ DATE:_____

TYPE OF GLIDER OR MOTOR GLIDER:_____ AIRFRAME TRIGRAPH OR COMP No:_____

TYPE AND SERIAL NUMBER OF BAROGRAPH OR FLIGHT RECORDER: _____ TYPE AND SERIAL NUMBER OFGPS ENGINE (EW only):

IF BGA TRIGRAPHS USED, GIVE EDITION OF BGA LIST USED:

Edition Date _____ Amended up to AL No _____

PLACE OF TAKE OFF: INTENDED LANDING PLACE:

DECLARED DEPARTURE POINT BGA Trigraph:_____ or exact position

DECLARED FINISH POINT BGA Trigraph:_____ or exact position/Finish Line (Max 1km width):

DECLARED TURNING POINTS IN FLIGHT SEQUENCE:

1: BGA Trigraph_____ or Exact Position:_____

2: BGA Trigraph_____ or Exact Position:_____

3: BGA Trigraph_____ or Exact Position:_____

4: BGA Trigraph_____ or Exact Position:_____

ESTIMATED DISTANCE: _____km (Exact distance will be checked later for claims)

LOCAL TIME OF THIS DECLARATION: Hours:_____ Minutes:_____ (The latest written declaration is the only valid one on a given day)

PILOTS SIGNATURE: _____

OFFICIAL OBSERVER'S Signature:_____ Date: _____

Name in Capitals:_____ Time: _____

00 Number:_____(Add later if not readily to hand).

Triangle

Defined as either a closed course with two turning points or if the course is 300km or greater, a closed course via three TPs where the start/finish point is not one of the TPs (often called a remote start triangle). The official distance is given by the sum of the legs of the triangle formed by the TPs. An example of this would be the popular 750km triangle Petersfield, Welshpool, York. The official distance is 769km but the flight could be started from say Shenington, where the distance flown round the three TPs and returning to Shenington would be 776km but the official distance would be 769km (*see map, below left*). For record flights of 750km or more, no leg of the triangle may have a length of less than 25% or more than 45% of the official distance. For shorter record flights, no leg may have a length of less than 28% of the official distance.

Distance using up to three TPs

Quoting directly from the sporting code this is: "A flight from a start point via up to three TPs to a finish point. If the finish point is the landing place then it need not be declared. The TPs must be at least 10km apart and may be claimed once, in any sequence, or not at all."

Since this isn't a closed course flight there is no problem with going from tow.

You'd be insane not to use this very flexible course for any badge except the Diamond goal and UK 100km Diploma. Let me give you some examples of its use.

1. You want to do your Silver distance but you would like to be home for tea. The club pundits aren't sure what the best direction will be. Declare three TPs, one 50km north, one 50km south and one 50km west. After take off, fly to the TP in the direction which has the best weather and return home.

2. You are planning a 300km triangle but the forecast is for possible spreadout. Use the third TP to give yourself an alternative TP at one corner of the triangle (but make sure it is at least 10km from the other one). If near the end of the day your home site is covered with spreadout then after the last TP, fly in any direction to complete the required distance and land. This will give you a valid Gold distance but not a Diamond goal.

3. The forecast is for the day of days. Everyone has declared 500km but you haven't done your 300km flight yet. Declare two TPs to give you a 300km triangle and a third that extends the last leg for 100km. Then if you are about to arrive home with another three hours of soaring left, continue on to the last TP and return for your 500km. If you are too slow then land home for your Gold distance (but not Diamond goal).

This flexibility does bring one problem. Your TP sectors will depend on where you are going next, so you should give some thought to making sure you are controlled at each TP. This is one instance when the new cylinder TPs have an advantage.

Declarations

A declaration is required for all badge flights that round TPs or claim a goal. The declaration should be in the form shown (*above*). Some dataloggers allow an electronic declaration to be made at the start of the logger data. Logger declarations have the advantage that they always declare the lat. and long. of each point.

You can change your declaration at any time before take-off; only the last one made is valid. Some loggers store your last declaration and re-declare it at the start of every flight so if you want your paper declaration to be valid you should turn on the logger before making the declaration so that the time on the paper declaration is later than the time on the last logger declaration (this obviously matters only if the declarations are different). An October 2004 change to the Sporting code is that all flight recorders carried on a flight must be downloaded after the flight. This is presumably to check for dodgy

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FAI Centenary Competition

Join in the fun and help celebrate the FAI's 100th Anniversary. The competition is in every FAI class and the UK pilot in each class entering the most flights will receive a BGA Centenary diploma to mark their achievement.

The Northern Hemisphere FAI centenary contest is open to every pilot flying in the period from 25 June to 10 July 2005.

All flight claims will be made through the On Line Competition website. Just click on the flight claim button and follow the intuitive steps.

You should claim your flights as part of the national OLC where your flight takes place. No matter where the flight takes place it will take part in the competition. If there is no national OLC just choose the international. So even if you are on holiday with your glider your can still enter the competition.

The International Gliding Commission would like as many entries as possible no matter how small the flight may be. It is a great opportunity for us to show how much gliding takes place in Europe and what an important airspace user gliding is.

To register your flight for the FAI Centenary go to

http://www2.onlinecontest.org/olcphp/2005/fai/index.php

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multiple declarations. Since, as a logger user, you aren't going to photograph your declaration but post it to the BGA with your claim, it no longer has to be very large and definitely shouldn't be chalked on a blackboard as they are expensive to post and the chalk tends to rub off before arrival.

Obvious? I've had phone calls asking if, as well as the logger trace, the pilot should send in the photo of the declaration because he made it on a blackboard. Some loggers that allow you to make a declaration easily in the glider only allow you to change the pilot's name and glider number if you have access to a computer. This has caused problems in the past with borrowed and syndicate loggers. If the name or glider isn't correct when the logger is downloaded get a letter to confirm that the OO is absolutely certain the file is from your flight and I will generally accept it, but note that at least one world record has been turned down because the declaration in the logger said: "Pilot's Name: Club Pilot; Glider: Club LS6".

The 1% rule

The 1% rule used to be the bane of Silver distance pilots but is less of a problem for logger users. It applies to distance flights and states that the loss of height between the start and finish should be less than 1% of the task distance and in no case should be more than 1,000m. If the height loss is more than 1,000m then for flights of over 100km, a distance penalty is applied. The distance penalty is 100 times the height loss over 1,000m. Therefore if you lose 1,150m the distance penalty is 150 x 100 = 15km, a bit of a problem if your Gold distance flight was 314km.

For flights under 100km there is no distance penalty; a height loss of more than 1% of the distance flown simply disqualifies the flight.

The purpose of this rule is to stop very easy distance flights being started from the top of mountains and finishing in valleys (a typical 15-metre glider could do a Silver distance from a winch launch from the top of a 1,000m hill without finding any further lift). For the 50km Silver distance, 1% is 500m or 1,641ft, somewhat less than the usual 2,000ft aerotow. If you are using a logger then you can prove a low point in the start zone or a high point in the finish zone so that a start at say 2,000m and a finish at 1,001m would be acceptable for any flight over 100km. Note that this requirement to avoid finishing much lower than your start height differs significantly from what you may be aiming to achieve in a competition flight.

Starts, TPs and finishes

Starts

The start of your flight can be the point of release from tow, stopping of the means of propulsion, a logger point in the observation zone or crossing a start line 1,000m long, perpendicular to the outbound track and centred on the start point. Since badge flights, except for the 100km Diploma part 2, are not speed tasks (if you've run out of day on a 500km attempt you may disagree with this), a release from tow near your start point on the opposite side from the outbound track is always a satisfactory start. However even at the best-organised clubs things can go wrong and being released 5km down track on your 304km task could ruin your whole day if you don't go back and make a start by one of the other methods. The Diamond goal and the UK 100km Diplomas are closed circuit tasks, which means that the start and finish should be the same point, so you can't necessarily set off from tow.

TPs

A TP can be a distinctive feature on the ground or simply a latitude and longitude. However, since we are only talking about loggers, a distinctive feature won't be apparent on a datalogger trace and its lat. and long. are required. The BGA TP list saves a lot of trouble by defining the lat. and long. of distinctive TPs officially. It is available from the BGA or can be downloaded from *www.gliding.co.uk*. It is a lot easier to declare BIC, GRL, HUS, BIC than four sets of lats and longs. If you enjoy trouble and wish to define your own TP then the declaration must include the lats. and longs. or you will be asked for detailed maps to establish the position of your TP. If flying in another country, declare a set of lats. and longs. or prepare for trouble. Most countries don't have official TP lists, and a list of TP names against positions used for a local comp isn't secure. Anyone can produce a typed list of TPs and you will certainly find that "Wallonga silo" doesn't appear on any local maps, so it is impossible to verify its position.

Finishes

Once again, since badge flights, with the exception of the 100km Diploma part 2, are not speed tasks there is no requirement to swoop low over a finish line before pulling up and landing (although it's good fun if you get it right and embarrassing if you get it wrong).

Finish points can be the point at which the nose of the glider comes to rest without external assistance after landing, any point in the finish observation zone, the crossing of a finish line 1,000m long, perpendicular to the inbound track and centred on the finish point or the point at which the engine is started. Your finish height will be the height of your finish point. If you enter the observation zone or cross a finish line, your finish will be at the height you crossed the finish line or the height of any logged point within the observation zone. This can be very useful if you started above 1,000m and wish to log a finish point above ground level.

A landing at the finish airfield always counts as a satisfactory finish even if the actual finish point is the hangar or the clubhouse or some other point within the airfield boundary, but this finish will have a finish height of ground level.

Starting your means of propulsion to terminate the flight can be used tactically. For instance if you started your Gold distance at a height of 1,200m, have flown 301km and are now at 300m contemplating a field landing then starting your engine will give a satisfactory finish to the flight since you have flown over 300km and lost less than 1,000m. Since, in the absence of an engine, your GPS position cannot officially be recognised as providing the equivalent information, this is a bit unfair, so I will generally accept the termination of a flight by starting the engine, even if you don't have one.

Control at start/TPs/finish

So what are the observation zones and lines and how do I demonstrate I was in them or crossed them?

Start/finish lines are lines 1,000m long, centred on the start/finish point and perpendicular to the outbound/inbound track. Observation zones are shown in the example diagrams overleaf. You can demonstrate you were in the observation zone by logging at least one point in the observation zone or by a straight line drawn between two consecutive logged points crossing the observation zone.

There are now two types of observation zone. The sector is a 90° sector centred with its apex at the TP, extending out beyond the TP and centred, for a TP, on the bisector of the two legs, or for a start/finish on the outbound/inbound leg. For badges and records the sector has a very long radius. This is different to competitions where the sector radius is 20km. The cylinder is a 0.5km radius circle centred on the TP. Unfortunately the IGC rules say that only one type of observation zone can be used in each soaring performance though they don't say you have to choose which one you use in advance. The rules also say that if you use the cylinder, a 0.5km distance penalty is applied every time you cross the boundary of a cylinder during the soaring performance i.e. 0.5km for a start or finish and 1km for a TP, so if you are intending to use the cylinder, make sure your task is long enough. Points of release, start/finish lines and points of stopping/starting engines are considered separately and so you are free to use these with any type of TP observation zone.

The rule about using only one type of observation zone is an unfortunate implementation of the cylinder and not in line with the general spirit of the rules. It means that having used the cylinder for your first TP and then arrived at the second to find a shower over it, you cannot use the sector to fly a wide radius round the TP. The next section and its diagrams *(overleaf)* may help.

A sample task

Let's recap by illustrating the badge rules with an example of four pilots flying the same 303.4km triangle task.

The Start:

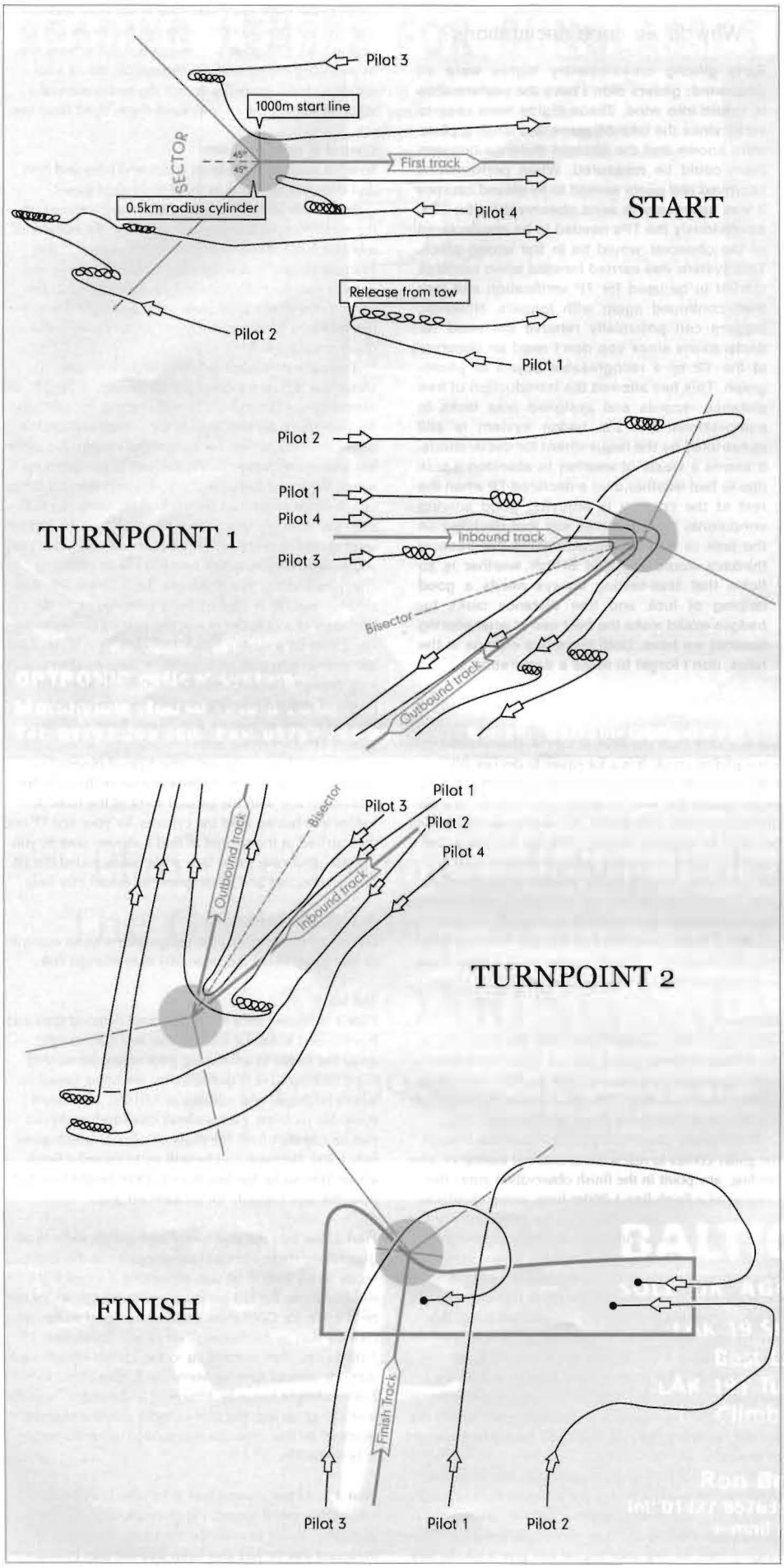
Pilot 1 is hoping for a Gold distance/Diamond goal and has decided to take a 1,000m tow and start straight away but forgot to tell the tug pilot where he wanted to be dropped. He is distracted by not being towed to where he hoped and releases at 1,010m, 2km down track. No problem. He's a clever chap and works out that he can start from the point of release, which gives him a 301.4km task and he will try to record a finish above 10m so he has less than 1,000m height loss (but now this won't qualify for a Diamond goal).

Pilot 2 flies into the start sector and spends some time thermalling there. He can take any point in the start sector as his start. If he was attempting a speed flight he would choose the last point before he left the sector but he is trying for Gold distance/Diamond goal so he can take his start as the lowest point of any lower than 1,000m and then thermal up to the 1500m cloudbase to start. He doesn't have to worry any further about the 1,000m height loss rule. However, as he didn't cross the start line or go into the start cylinder *(see the diagram, overleaf)* he has committed himself to using the sector at both the TPs.

Pilot 3 is a keen competition pilot who is trying for a UK 300km speed record. He thermals up to 1,200m then dives down to cross the start line at 999m. It is irrelevant that he has also been into the start cylinder

Why do we need declarations?

Early gliding cross-country flights were all downwind: gliders didn't have the performance to return into wind. These flights were easy to verify since the take-off place and landing place were known and the straight distance between them could be measured. When performance improved and pilots wanted to fly closed courses it was necessary to send observers to the TPs, so obviously the TPs needed to be pre-declared or the observer would be in the wrong place. This system was carried forward when cameras started to be used for TP verification and was then continued again with loggers. However, loggers can potentially remove the need for declarations since you don't need an observer at the TP or a recognisable object to photograph. This has allowed the introduction of free distance records and assigned area tasks in competitions, but the badge system is still constricted by the requirement for declarations. It seems a waste of weather to abandon a task due to bad weather over a declared TP when the rest of the country is enjoying good soaring conditions. Purists would say that deciding on the task is part of the skill while progressive thinkers would say that British weather is so fickle that task-setting always needs a good helping of luck and free distance tasks for badges would make the best use of what soaring weather we have. Until there is a change in the rules, don't forget to make a declaration...



Diagrams enhanced by Steve Longland

since he isn't likely to claim that as his start as it would incur a 0.5km distance penalty and commit him to using the cylinder at both TPs with a further 1km penalty per TP.

Pilot 4 is new to badge flying. He flew towards the start point and thought he was over it when he turned on to track but never mind. He is in the start cylinder so he has a valid start but has to use the cylinder for both TPs and his task distance will now be 303.4km minus 0.5km for the start minus 1km for each TP, giving a 300.9km task distance. Phew, just above the 300km required.

TP 1

Pilot 1 takes a cautious approach and flies round the TP logging points in the sector and the cylinder so he still has his options open.

Pilot 2 sees a good cloud north of the TP so he climbs under it then flies into the sector before turning on to the second leg. His start had committed him to using the sector for the rest of the flight.

Pilot 3, our record pilot, decides he will use the cylinder at the TPs and accept the 2km penalty. He turns as soon as his logger bleeps to say he has a point in the cylinder.

Pilot 4, who doesn't really know what he is doing, flies until he thinks he is overhead the TP and turns. Fortunately he has logged several points in the cylinder.

TP 2

Pilot 1 gets confused while thermalling near the TP and turns a bit short. Fortunately he has logged some points in the cylinder and at the first TP he was in both the cylinder and the sector. Only one type of observation zone is allowed so he will be claiming the cylinder at both TPs and have a 2km distance penalty.

Pilot 2 flies past the TP to a good climb in the sector. As he is already committed to using the sector this is fine.

Pilot 3 – racing pilot to the core – logs one point in the cylinder, does a sharp turn and heads off looking to get on to final glide.

Pilot 4 sees pilot 2 thermalling past the TP and joins him. Unfortunately he doesn't fly through the cylinder, which he had committed to using from the start so it's game over for pilot 4. Let's hope a good OO spots this before he sends £10 in to the BGA with his claim. This seems unfair since he has gone well round the TP; hopefully the IGC will change the silly rule about using only one type of observation zone.

The finish

The declared start/finish point is on an airfield, which in the diagram looks vaguely like my home site of Hus Bos.

Pilot 1 gets back comfortably but misses the finish line and the cylinder. He can't claim the finish point he logged in the sector because he committed himself to using the cylinder at TP 2. However when the TP is on an airfield, a landing at the airfield counts as rounding the TP at ground level. So he has a start at 1,010m and a finish at 0m. The height loss is therefore 1010m and the distance penalty is 10m x 100 = 1km. The bad news is that his declared task was 303.4km, he lost 2km from his start and 2km from using the cylinder at both TPs and then 1km from the 1% rule, giving a claimable task length of 298.4km. No Gold Badge today but he could claim Silver distance or UK 100km diploma if he hasn't already got them.

Pilot 2 thinks he is a bit low on final glide so he joins the circuit and lands without crossing the finish line or entering the sector but he doesn't have a problem. He recorded a start point at 700m and a finish at 0m so incurred only a 700m height loss. He used the sector for the start and both TPs so he has no distance penalty and

his start and finish were the same declared point so he can claim Gold distance and Diamond goal.

Pilot 3 swoops across the finish line at 20m and manages a safe landing (just). His height loss is 999m minus 20m so that's OK and he has a 2km distance penalty giving a task distance of 301.4km so that's also OK. Was he fast enough for the record?

Pilot 4's badge attempt was over at TP2 – so let's hope he didn't land out on the way home as well.

Height claims

The height badges are for a gain of height, which is defined as the difference between the maximum altitude and a previous minimum altitude during the flight. The minimum altitude could be immediately after release from tow or any subsequent lower point. It is a good idea to establish a low point on your logger after release from tow by descending slightly for a few seconds (at least your logger interval). Although the tug pilot's release certificate can be used to get an idea of the release altitude, the lack of a clear low point could be a cause for rejection of marginal claims.

Flights done abroad

The IGC rules state that foreign flight claims should be submitted to the official gliding body of that country for verification and then be forwarded on to the BGA. Some countries, such as the USA, Australia and South Africa, provide this service efficiently and others don't. For countries that don't, I accept direct submission to the BGA provided that: (1) The claim is on a BGA form; (2) It is verified by a BGA OO; and (3) The declaration includes lats. and longs. of all control points.

Common faults

The Green Form

The badge claim forms are updated every October. Use the current form available from the BGA website (*www.gliding.co.uk*). If your club has been copying the same form since before 1997 then there will be no section for loggers and the claim is likely to be rejected plus the price is no longer 7s 6d so there will be further delay while the extra money is requested. Many claims are rejected because the pilot or the OO simply hasn't read or completed the form. I will not go through every section here but limit myself to two examples. The note at the top that says "a separate form is required for each flight" means that you must not put more than one flight on each form. Similarly, when a section starts with the note "this section must be completed for every flight" it does not mean that this section must be completed for every flight except mine, or every flight except height claims, or every flight except those done on Tuesdays. Are you getting the hang of it? Read the form carefully and complete all the required sections, either before you submit the claim or after it is rejected and before you submit the claim the second time with a stamped addressed envelope.

Records

The current UK and British National records are shown on the BGA website. The rules for distance records are similar to the rules for badge flights. For speed records, timing is critical so you are likely to want to use start and finish lines: these give the most favourable timings.

The rules for claiming records changed in October 2004 as follows: *"Within any single class only one distance and one speed record may be certificated for a flight."* (So if you do a blisteringly fast 1,030km triangle in a Standard Libelle in the UK you can claim the 1,000km triangle speed record but not the 750km triangle speed record and you can claim the triangle distance record or the free distance record but not both. You can however claim them for Standard, 15-Metre, 20-Metre and Open Class. Let me know when you do it!) and *"A new record claim must exceed the current value by 1km for distance, 1km/h for speed and 3% for altitude"*. These distance and speed increments are reduced from 10km and 2km/h. The altitude (3%) remains, should you wish to risk brain damage by flying to 11,918m. Some new distance records have been added over the last few years, which equate to the records listed on the BGA website as shown in the table below. The BGA National and UK records are being brought into line with the IGC records; in other words, the names are being changed to match.

If you are new to badge flying and have just read this then your brain must be fried by now so I'll finish by saying that flying well and following the energy lines is more important than worrying about all the rules, and having an enjoyable flight is more important than getting the badge. If you just miss a TP, don't get too depressed. It's easier the next time.

Thanks to Anne Stotter for her help in translating this article into English

IGC	BGA
Free Distance From a start to an undeclared finish with no TPs	**Straight distance**
Free out-and-return distance Closed course with one TP. Start/finish and the TP can be claimed post flight.	**Free out-and-return distance**
Free three-TP distance Up to three TPs claimed post flight.	**Not in BGA list**
Free triangle distance Triangle course with TPs claimed post flight.	**Not currently in BGA records**
Straight distance Pre-declared goal with no TPs	**Goal distance**
Three TP distance Up to 3 pre-declared TPs.	**Free distance**
Out-and-return distance Closed course with pre-declared start/finish and one pre-declared TP	**Out-and-return distance**
Triangle distance Triangle course with pre-declared TPs.	**Triangle distance**

How to cheat on badge flights

AS OOs we need to consider how one could cheat in order to prevent cheating. Loggers have reduced the possibilities for cheating and one needs to find a very lax OO to manage it. The options are:
1) Adopt a logger;
2) Adopt a file;
3) Break the logger security;
4) Use a bogus TP list.

1) Put your logger in a good pilot's glider on a task day. ("This logger is new and it's not my day on the syndicate glider. Could you fly it round the task to test it?"). Then after the flight find an OO who will download it for you without checking the club launch logs and will sign your take-off and landing certificates based on the logger info.

2) Get an .igc file off the club computer (every club has a computer in the clubhouse with download programmes so it shouldn't be too difficult, but do use some discretion as a 300km flight at 120km/h in the UK may cause suspicion if submitted as a first 300). Then find an even sloppier OO to fill out your claim form.

3) Buy a Cray computer and spend a few months breaking the security code on the logger. Then you can manufacture your own trace that shows you flying round a 300km. If you time it on a day when you were local soaring for a few hours you might even fool the OO, and me.

4) Go to a sparsely populated country, such as Australia, South Africa or Spain. Fly a free distance 300km flight. Look at the trace afterwards and choose suitable points to be your declared TPs, naming them Wallonga silo, Mommbolla crossroads, or whatever, confident in the knowledge that these places do not appear within the large, empty spaces on the local maps. Type up a TP list, ostensibly for the 2002 Wallonga Nationals. Fill out a bogus declaration and a claim form, all signed by a bogus foreign OO. Submit to the BGA and when it is initially rejected claim that the local club said they never submit claims by foreigners to their national gliding organisation, you have been waiting 20 years to get this badge, the trip abroad was very expensive and it wasn't your fault that you were badly advised. This might seem far-fetched, but I have received claims illustrating each part of this process.

Prevention

OOs should check the provenance of any trace presented to them. If you haven't seen the pilot take-off and land and removed the logger yourself you should at least check that the club logs showed that the pilot made a flight with similar take-off and landing times. Always complete all the required details on the claim form. Don't just sign the logger section and let the pilot fill in the rest. I occasionally get claim forms completed by OOs but without the pilot's name on the form. If you are the type of OO who is prepared to sign an un-named claim form, please get in touch with me about the 750km flight I'm hoping to do soon.

Anglia



Above: launchpoint operations at Anglia seen from their T-21. Can any club beat their Cold War hangars for solidity?

YOU can get pretty good winch launches from a runway one-and-a-quarter miles long, but if that isn't enough for you then take an aerotow to any height you wish and enjoy the Suffolk countryside and coastline and see how many World War Two airfields you can spot.

Anglia GC was formed at RAF Wattisham in the 1960s at about the same time the station was home to Lightning squadrons and, later, Phantoms. This World War Two airfield is now an army helicopter base and the gliding club is the longest-serving resident. The club is part of the Royal Air Force Gliding and Soaring Association and is unusual in that it now operates from an army base and has army, RAF and civilian members. The University of East Anglia is affiliated to the club.

There were so many RAF and American bomber stations in Norfolk and Suffolk during the war that it was said of returning bombers that if they shut off their engines as the crossed the coast there was a pretty good chance of landing on an airfield – but not necessarily the one they started from. Not many of these wartime airfields remain in use but from the air the countryside is covered with the remains of old runways and taxiways and many country roads follow the routes of old peritracks.

Close to Ipswich and roughly an hour from Norwich by road, Wattisham is not far from the attractive and historic village of Needham Market with a good choice of shops, pubs and restaurants. Norfolk GC at Tibenham, Rattlesden GC and Essex & Suffolk GC at Wormingford are all close at hand and provide useful landing out airfields for those less-than-successful cross-country efforts.

There are ample grass landing areas at Wattisham and the general procedure is to winch launch off the grass and land on the hard runway. If you should land out there are two RAF search and rescue Sea Kings on standby and the Suffolk Police helicopter is based on site. Almost certainly it would be less embarrassing and a lot cheaper to let your retrieve crew come and find you!

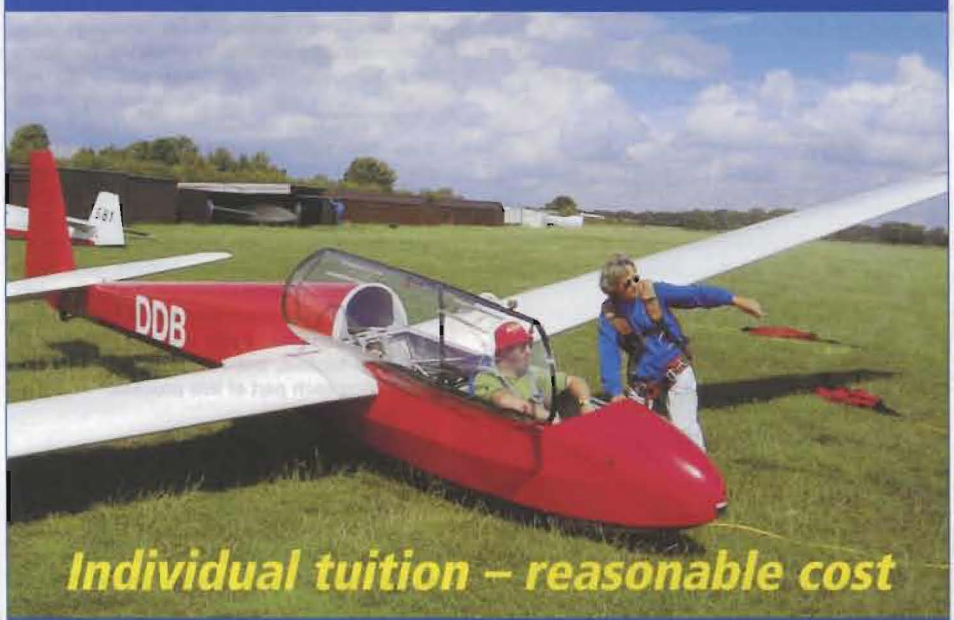
Our double-decker bus serves as a comfortable mobile clubhouse on flying days and is fitted out with a kitchen, briefing area and an upper deck sun-lounge! We have recently taken delivery of a very impressive mobile launch control cabin complete with knobs, buttons and flashing lights and painted in a very fetching red and white chequerboard pattern, quite possibly visible from Southend.

Our two hangars are perhaps the most substantial of any gliding club. The Hardened Aircraft Shelters (HAS) were built during the Cold War to withstand missile attack. The doors are 2ft-thick concrete and steel and run on railway tracks. Massive electric motors open and close them.

The excellent clubhouse has a vast kitchen and excellent social facilities run by Frank McCeegan, who has been know to officiate wearing the kilt. Like the hangars, the clubhouse is built to withstand anything the 'enemy' (or EASA) can throw at it. Adjoining the clubhouse is a large bunkhouse with showers and laundry facilities. Membership is open to civilians but numbers are based on percentage of military members.

Michael Powell

SHENINGTON GLIDING CLUB



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www.shenington-gliding.co.uk

At a glance

Full membership cost:
£84.00 (military); £120.00 (civilian)

Launch type and cost:
Aerotow to 2,000ft, £18.00; Winch, £4.00

Club fleet:
K-21, Acro, Discus, Astir, Venture motorglider

Private gliders: 9

Instructors: 6

Type of lift: Mostly thermal

Operates:
Weekends, and Friday evenings in summer

Contact:
Gwyn Thomas (CFI) 01787 378274
Major Phyl Fanning (Officer i/c) 01449 744518
Clubhouse: 01449 728789
Michael Powell (Publicity) 01493 752232

Radio (weekends only): Anglia Base 125.80

Location: N 53 44.70 W 002 53.03



Club news



This column, from top:
Jack Conran soloed on his 16th birthday in April at ***Oxford GC****, RAF Weston on the Green;*
Alex Ward, a member of the ***Cambridge GC*** *cadet scheme, soloed on his 16th birthday in March;*
Peter Viggers MP (left) about to fly with Deputy CFI John Hale in a T-21 at ***Portsmouth Naval GC****;*
Robbie Robertson (right) takes Tom Welch flying in the T-21, Snoopy, at ***Talgarth*** *as a 50th birthday present*







Bannerdown (RAF Keevil)

FINE weather and northerly winds contributed to many more launches and hours than normal for the time of year. Our trip to Talgarth was rather disappointing, but the ridge was kicking off thermals at the weekend to give some enjoyable flights. The club is carrying out trials with an alternative to steel winch cable; results so far are promising. Megan Montgomery, our young lady from across the pond, has successfully completed her Basic Instructor course – well done.

Derek Findlay

Bath, Wilts & North Dorset (The Park)

THE presentation evening was a great success. Bob Hitchen is handing over as Inter-club League manager to Mark Hawkins. Dick Yerburgh has started clearing woodland adjacent to the trailer park to provide about 10 more trailer slots. Mike Jenks was awarded the Rex Pilcher award for the first 500km in 2004. Attendance has been good over winter and spring with a reasonable amount of flying and plenty of maintenance. The instructor meeting on Easter Saturday was well attended, a nice finish to two well-flown days.

Jan Smith

Bidford (Bidford)

WELCOME to Nigel Perry and Mike Popescu, our mid-week course instructor and tuggy for 2005. We have a DG-200, and want to get many members converted. The K-8 club's proving popular, offering unlimited soaring for £99 a year. Congratulations to our latest soloist Peter Broadbridge, 18, who's grown up around gliders all his life. There's been an increase in membership, and we have a handful of new *ab initios*. We are offering an extended trial lesson to 3,000ft, and with the arrival of some new gliders, we are anticipating a great season.

James Ward

Black Mountains (Talgarth)

AT the AGM, Derrick Eckley gave a fascinating talk on the club's birth. Tony Crowden won the Tony Burton Trophy for the best gain of height, for a wave climb in his LS6. CFI Don Puttock is here full time making us a seven-day operation through the summer. The Rockpolishers comp is scheduled for the late May Bank Holiday and the infamous Talgarth Task Week will take place from August 27 to September 4. Numbers of launches, hours flown, visiting pilots and club spirit are all on the up. Come and see us soon!

Robbie Robertson

Booker (Wycombe Air Park)

CONGRATULATIONS to CFI Matt Cook on his appointment as a BGA Regional examiner for Thames Valley. We host (June 25-26) and compete in the Inter-club League. The team for the Europeans includes Jez Hood, Owain Walters and Jay ➢

Please send news to *editor@sailplaneandgliding.co.uk* or Helen Evans, 7 Ollney Road, Minchinhampton, Stroud GL6 9BX to arrive by **June 14** for the August-September issue (later deadlines at *www.gliding.co.uk*)

This column, from top:
Oxford University*'s Philipp Schartau viewed The Long Mynd, where Competition Enterprise will be held in July, from this unusual angle (www.comp-enterprise.com);*
ICGC *marked its 75th anniversary in several ways, including by rigging gliders on Imperial College's lawn;*
Mendip*'s new soloist Laurie Penrose, with instructor Brian Headon in the back seat (Keith Simmons)*
Mike Terry's IS28 at ***Dukeries*** *(Peter Barratt)*







Club news



***Bidford**'s newest soloist, Peter Broadbridge (18), with dad Alan, middle, and Terry Moyes, who sent him solo*

➢ Rebbeck. The proceeds of a club raffle are being used to purchase Jaxida covers for our Duo Discus, to improve its utilisation. Still to come are the second club task week and Aboyne expedition. There might be slots in our "No Entry Fee" regionals at the end of June, coinciding with National Gliding Week.
Roger Neal

Borders (Milfield)

THE last two months have provided wave for two Silver heights and numerous cross-countries. The first open week was from March 21 and was an *ab initio* course organised by the Youth and Community Department of Bellingham Community Middle School. It involved youth leaders and youngsters and was an outstanding success. Everyone experienced wave to 6,000ft on their first flight. At the AGM a special presentation was made to George Brown. He has retired as Honorary Secretary after 23 years. He is succeeded by Alan Walker, but will remain on the council.
Len Dent

Bristol & Gloucestershire (Nympsfield)

WE are giving flights to the winning team in a contest to design and build a hand-launched glider for £15. Lots of cups were awarded at the dinner-dance. A "three-line whip" was put out for a safety talk given by Kevin Moloney, BGA Safety Committee chairman. Congrats to Doug Jones on being appointed a BGA Regional Technical Officer. Members can benefit from lead-and-follow training with Trevor Stuart and two-seater cross-country training with Tim Macfadyen. An Astir CS has been bought for our Bristol University members.
Bernard Smyth

Buckminster (Saltby)

CONSTRUCTION of our new hangar is under way and it is already fully booked. Our new briefing room is also complete. We held our Annual Dinner and Prizegiving in February – BGA Chief Executive Pete Stratten came along to present the prizes. We have several new gliders on site, including a LAK and a Discus Turbo. We will be hosting the National Aerobatic Competition on June 16-19 and have an enthusiastic core of pilots looking to do well in the inter-club competitions. We operate seven days a week, can offer courses tailored to individual needs, and have accommodation.
Roger Keay

Burn (Burn)

WE have at last completed negotiations and signed our lease. The process was tough and thanks go to John Stirk and Derek Wilson for their work. The Regional Development Agency for Yorkshire and Humberside is intent on developing the airfield for industry. The lease is short term but one condition is that they help us find a new site. February 19 was our Wave Day Mirabilis. Our club two-seater spent the day climbing to heights limited only by lack of oxygen. Rod Salmon gained his Gold height, completing his Gold Badge, and cross-country flights were made all over Yorkshire.
George Goodenough

Cairngorm (Feshiebridge)

MEMBERS are busy spring-cleaning the hangar and clubhouse ready for our "Mayfest" visitors – more about that in the next issue. Octoberfest dates have been set as September 9 to October 10. Anyone wishing to come up and sample the pure delights of Scottish autumn mountain soaring will be made most welcome. Please contact Chris@capercaillie.flyer.co.uk to book your slot (no booking fee). Check out *www.gliding.org* for details.
Chris Fiorentini

Cambridge (Gransden Lodge)

ANTHONY Edwards opened The Sigfrid Club on February 18 with a slide show of his early years and it closed with many recalling memories of him. The Sigfrid Club will continue to meet on the first Saturday of each month at 10.30am. We have lots of new members to welcome and congratulations go to Alex Ward, who was sent solo on his 16th birthday by our CFI Rod Ward. Radio Cambridgeshire covered the event, so well done to our PR department. We are now open seven days a week and visitors are very welcome.
Paul Harvey



*Young people and leaders from Northumberland Youth Service, with pilots and ground crew at **Borders***

Chilterns Gliding Centre (RAF Halton)

STATISTICS for flying at Halton from November to February against the same period the year before at Bicester show launches were down around 50%, but average flight time was up from seven to 32 minutes. The first 100km flights were made before Easter and everyone is looking forward to the thermal season. A number of pilots are looking forward to the Bicester Regionals and the Inter-Services at Honington in July – we wish them all luck (and safe landings). Well done to Pip, who has added an NPPL (SEP) to his PPL (SLMG), and is now a tuggy.
Andrew Hyslop

Clevelands (RAF Dishforth)

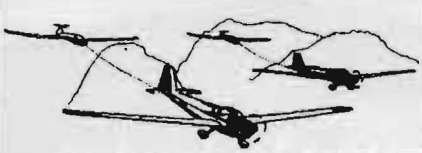
STUDENT pilots are progressing. The Leeds University contingent is dedicated – congratulations to Bob Crick for his Bronze. We held a celebratory dinner in honour of Pat Rowell and his outstanding contribution over many years. His input has been invaluable; and we thank him with all our hearts. CFI Mark Desmond sent DCFI Wally Grout's son, Tiffer, solo, shortly after his 16th birthday. We are deeply saddened by the tragic death of Mike Langton. He was an extremely hard-working member and enthusiastic instructor. He will he missed. We extend our sympathies to his family.
Polly Whitehead

Cotswold (Aston Down)

WE welcome new treasurer Tony Duffin and thank David Briggs for his hard work. Our new social secretary Richard Kill, helped by friends, threw a start-of-season Italian dinner. Dancing followed splendid food, and a good time was had by all. At the party we

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***Cleveland**'s Tiffer Grout being congratulated at Dishforth by Mark Desmond after his first solo flight*

also celebrated the award of a BGA Diploma to club member, Mike Randle, for services to gliding. Our popular week courses started in April. While we are not hosting a nationals this year we welcome pilots to fly with us during the summer.
Frank Birlison

Cranwell (RAFGSA Cranwell)

THE club AGM has passed, with thanks to members old and new who give valuable time maintaining aircraft and equipment, instructing, promoting and organising club activities and generally helping out. Welcome back to Nick Morris and Rick Jones from Chile after their Andean experience *(see last issue, p36)*; flying lower must seem quite a contrast compared to mountain flying? We look forward to hearing more of their experiences. Finally the club had its first barbecue in early April, despite its being somewhat cool everyone enjoyed the evening and looks forward to the next!
Zeb Zamo

Dartmoor Gliding Society (Brentor)

9,800ft. That's the height achieved by Steve Lewis in his Jantar 1 over Dartmoor in March in wave. His average climb rate was 0.5kt! Well-done! The club K-6CR is back flying but work required to the wings of the Zugvogel is going to test the tenacity of both Colin Sanders, our Senior Inspector, and Brian Seedhouse, its 'Senior Pilot'! Our AGM was on March 9and Bob Jones has taken over as secretary and field treasurer; thanks to Alison Hadley for all she achieved during her time in office.
Martin Cropper

Deeside (Aboyne)

FLYING has continued, with George Paterson soloing in April, Liz Eddie converting to the ASW 19 and gaining her five hours, and the father/son achievements of John and Tom Hansford continuing with a Bronze leg and Gold height. Richard Arkle is continuing with airfield improvements, including a north-east/south-west runway. Club gliders have always been available for visitors, and we are making single and two-seaters available to hire mid-week. Bookings are handled by Mike Law (019756 51329 or email him at our new address: *office@deesideglidingclub.co.uk*). Please send wave season bookings for visiting gliders and Mountain Soaring Championship entries to me.
Mary-Rose Smith

Denbigh (Denbigh)

THE past year was difficult with the shortage of gliders but things are better with three serviceable two-seaters and the K-8 back flying. Club trophy for the fastest ridge run went to Tony Cooper for 2004. I won the Dave Merriman Memorial Trophy for most improved flying and am grateful to those who helped me. A group from Cosford spent a week in April, managing 80 hours of flying and several Silver flights. If you want to visit and try your hand in legendary wave or on our ridge, contact the office on 01745 813774.
Paul Jewell

Derby & Lancashire (Camphill)

THE low cloud, rain or wind have continued; however, there are now signs of improvement. Easter visitors from Nympsfield had a reasonable flying day on Good Friday, when weak wave took us to around 2,500ft. A party went to Pocklington for aerotow practice. Graham Dean and Colin Hinksman have completed Cross-country Endorsements, and all had a good time despite the poor visibility. Thanks to Pocklington for their hospitality. The ground school lectures on Saturday evenings are going well with talks ranging from landing successfully in fields to flying our local hills and wave.
Dave Salmon

Dorset (Eyres Field)

THE replacement engine for our winch arrives shortly. Cs of A to club gliders are up to date thanks to Barry Thomas and Alan Coatsworth, with mechanical stuff kept going by Jon Marshall, Rob Monk and others. Our field is tidied by Rob and Tim Linnee, Dave Bamber and others. Thanks to you all. DGC Trophy Awards went to Gerry Cox, Rob Monk and Jon Marshall, Bill Cook and Barry Thomas, Douglas Every,



***Cotswold GC**'s Richard Chapman at Aston Down after his first solo. His instructor was Larry Bleaken*

Mike Slade, Colin Weyman, Terry Linee, Rob and Tim Linee. We had a good year for flying and trial lessons.
Colin Weyman

Dukeries (Gamston)

WE had a successful week at Portmoak before Easter with many flying hours despite mixed weather. We continue to seek a new site and hope to have found one not far away. There is much to be done before this site can be our new home so watch this space. We will be operating from Gamston this summer and like to see visitors but ask aircraft seeking to land here to call on the Gamston frequency – 130.475 or 130.10 – that we monitor for joining instructions. We do not cross the power runway extended centreline below 1,500ft.
Mike Terry

East Sussex (Ringmer)

WE have cross-country fliers ready to brave the sea breeze and go for GOLD! Recent trips to Talgarth, Denbigh and South Africa have been fruitful and we pray for good weather in task week when we can access the BGA Duo Discus. Hang glider pilot Ozzie Haines has rapidly progressed to solo – congratulations to him. Thanks to Guy Westgate for the excellent aerobatics training. Those involved found it fantastic. We lost the winch a while ago but after searching high and low Phil showed us where he had hidden it!
Adrian W Lyth

Essex (North Weald/Ridgewell)

IT was packed in our North Weald clubhouse for the presentation by Kevin Moloney, Chairman of the BGA



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Club news



*Derek Wixey, who soloed on Good Friday at **Mendip**, looking suitably pleased with himself (Keith Simmons)*

Safety Committee. We thank him for a very informative evening. Working weekends have improved our Ridgewell site. We have added a 700m east/west (09/27) runway at the end of our main 900m (05/23) strip. With the additional runway and hangars we will spend less time rigging and de-rigging and more time flying. We will be operating at Ridgewell by the time you read this; a warm welcome awaits visiting pilots.
Peter Perry

Essex & Suffolk (Wormingford)

DENNIS Heslop became CFI in April. Mike Benson is standing down due to increasing commitments elsewhere, after contributing to high standards at ESGC. Congratulations John Bone and Ken Rogers on Assistant Instructor. ratings, and Doug Johnson, Will Ellis and Martin Lawson on achieving Bronze. A long-awaited start to cross-country weather was celebrated by five aircraft flying the club 100km. Longstanding members Bob Adams and Peter Codd are giving up gliding at ESGC, Bob to "retire" and Peter to relocate. Both have made major contributions to our development and we thank them very much.
Bob Godden

Fenland (RAF Marham)

LOTS of us are enjoying the latest addition, an Astir R77 from Cosford. PSA has had the first hour and two-hour soaring flights this year. The AGM was a huge success: the Speed and Distance Trophies went to PSA; the latter shared with Paul McLean for their 704km flight together. Pete Harris won the Ladder and Landing Out Trophies. The MT team won the Efficiency trophy. The CFI Trophy went to Timmy and the biggest cheer of the night to Sid Wright, awarded the Al Raffan Trophy for rejoining the club after saying he never would!
Graham French

Fulmar (Easterton)

WE have our new Chipmunk and Discus, just in time for the weather picking up. Many members have made their first cross-country flights of the year in a mix of thermal and wave. Particular congratulations to Pete Smith, who finished his Silver in New Zealand, also to the sterling effort by Roy Scothern and Stu Naylor for completing all the Cs of A. We are getting ready for the first round of the Scottish Inter-club League at Portmoak with a full team of eager pilots. Sounds like the start to a good season to me!
Mark Brown

Imperial College (Lasham)

A BUSY term for icGC. In February we celebrated our 75th anniversary, rigging a Kirby Kite and our Discus '296' on the University's Queen's Lawn in central London! Thanks to Afandi Darlington for his efforts. Recently, Luke Cooper-Berry, Shaun Murdoch and Sejul Shah earned Basic Instructor ratings. The spring term finished with the club's Easter course at Lasham. Tom Sibley and Jenny Pan took their first solo flights, and four students took their first flights in our Discus. Congratulations to everyone on their achievements. Special thanks to Bob Johnson for eight days' solid instruction!
Ed Coles-Gale

Lasham Gliding Society (Lasham)

THANKS to Ross Stuart for his time as chairman. Enormous improvements have been made to the club. We welcome Richard Moyse to the role. A Lasham weather website has been created and Alan Meredith is returning to his position as tugmaster. Andy Aveling has been an excellent locum. A Memorandum of Understanding between Farnborough Air Traffic and Lasham Gliding Society has been negotiated. We thank John Bailey for being Chairman of the Caravan Committee and welcome Roger Downing in his place. Youth members have been busy, including an exciting trip to Long Mynd.
Tony Segal

Lincolnshire (Strubby)

AFTER the recent AGM Keith Brown has taken over from Jim McLaren as club secretary and Dave Ryder has also joined the committee. Keith has also claimed the club trophy for the first hour of the year by a non-Silver pilot. Two milestones that have crept by are our mid-week instructor Bert Barker completing his 10,000th launch and Ron Asplin completing 4,000 hours gliding.
Dick Skerry

London (Dunstable)

EVERYONE enjoyed the annual expedition to Shobdon. Our 75th anniversary celebration on June 25 is shaping up and should draw lots of visitors. Planning consent for the new hangar has been accepted and work should begin soon. Congratulations to Tom Rose for gaining Assistant Instructor rating. Many members took advantage of the three-week tour to Cerdanya with superb wave soaring conditions to 20,000ft-plus. Our thanks to Andy Roch and team for organising it. Our new Robin tug has arrived so we can get airborne with little delay. Our summer soaring courses are booking up well.
Geoff Moore

Mendip (Halesland)

IN spite of the weather Laurie Penrose managed to go solo in early March, followed on Good Friday by Derek Wixey. After being short on the instructor front, we now have several members interested in becoming BIs. Our proximity to Bristol Airport has been highlighted with the proposed changes to Class D airspace in March 2006. The new boundaries will bisect our site but we are optimistic that negotiations will result in a Letter of Agreement enabling the club to continue to operate in harmony with the airport.
Keith Simmons

Midland (The Long Mynd)

THE Dutch did it again and brought their wind god with them. It was bungy launching and westerlies all week. Many members attended the funeral of Ron Hawkes, the much-respected chief course instructor for 10 years. His easy manner and non-pc witticisms will be long remembered. Congrats to Steve Tilling on going solo and a warm welcome to several new members. Keith Mansell has been awarded the BGA Gold Medal. Huge congratulations to him. Competition Enterprise is now very near so try and be here. Congratulations to Tony Danbury on his MGIR.
Roland Bailey

Nene Valley (Upwood)

GRAHAM Wiltshire has gone solo. At the annual dinner, the CFI's award went to Graham for his progress and help over the year, the Chairman's award went to the



*Robert Starling (son of Roger and Julie, also members at **Newark & Notts**) soloed at 16 (John Maddison)*

Thursday group for their effort, the "Life's a Sh** Award" went to Trevor Nash, hopefully the T-21 will be back flying soon, the "Clutching Hands" award was awarded to Tony Walker, the Marshal Papworth Rose Bowl to Ron Sibley for all his hard work as social member, the Silver Ladder Trophy to Alan Childs and the Gold Ladder Trophy to John Young. A wonderful evening.
Dave Mansfield

Newark & Notts (Winthorpe)

A SLOW start to the year but not without achievement: Robert Starling (son of Roger and Julie who are both also members) went solo at 16. The CASC application has been accepted by the Inland Revenue and now the treasurer eagerly awaits the year's rate demand from the council. Following the success of last year's Friday night parties, largely due to Bob Tatlow, he has once again 'volunteered' to push this activity. We generally fly weekends and Wednesday. Visitors always welcome, see *www.newarknottsglidingclub.freeserve.co.uk*.
Noel Kerr

Norfolk (Tibenham)

WE have bought a tractor and winch and Andy Smith has designed, built and fitted a throttle system, so thanks to him and Gerald Nunn, who dragged the winch here with his tractor. Phil Burton has completed his Assistant Instructor rating. The John Kinley Memorial Shower Block is growing. Tom Smith has returned from flying with George Lee in Australia, with an extra 3,000km in his logbook. Martin Aldridge has retired as our treasurer. We thank him for his professionalism and tenacity over the years. There are still spaces available in the Tibenham Regionals.
Ray Hart

North Devon (Eaglescott)

OUR 2005 season commenced in March with wave, enjoyed by hardy members in our Bergfalke 4. During winter our new fuel tank installation (thanks, Lottery) was completed. Our Citabria 7kcab now has refurbished wings, fuselage and an engine overhaul and we intend operating both tugs seven days a week from May. We will now be able to offer SLMG conversions. Our new hangar was completed last summer and our new workshop proved popular last winter. We have a small band of 15 members and look forward to you visiting this summer.
Sue Crossland

Northumbria (Currock Hill)

WE are now operating until sunset on Wednesday evenings to give working members the chance to fly midweek. CFI Alan Scott has run intensive courses for three members wanting concentrated flying for faster progress. Alan is retiring in August after two years. Deputy CFI Dave Osbourne will take his place. Long-time instructor John Allan has retired, giving himself more time to enjoy flying. The instructing team will be

Club news



*John Rogers of **Shenington GC** managed to land the Capstan out on a common near **Talgarth**...*

given a boost with Ian Plant, Don Welsh, Ailsa Cooper and Alan Adams all training as Assistant Instructors. Ian has also qualified as a tug pilot.
Richard Harris

North Wales (Llantisilio)

WE are getting ready for a bumper season. The new committee is elected, a new T-hangar erected and the club Blanik given a massive overhaul. Tony Cummings is refurbishing a Skylark II that is already too beautiful to fly. Skylarks aren't the only thing being overhauled – the club website has had a complete rewrite but now the committee members can keep it up to date themselves. The big change for me is handing over the publicity portfolio to Brian Williams, making this my last club news. All good things must come to an end!
Brian Portlock

Oxford (RAF Weston on the Green)

SPRING finds OGC with new steel drums on our winch, C of A work completed on the club fleet and new radios fitted into the K-13s. A big 'thank you' to the Tuesday night crew, doing the work that enables us to fly without interruption. We'd be lost without you. Our youngest flying member Jack Conran has worked hard and recently soloed on his 16th birthday. Well done to him. We are in good shape for the coming months and enthusiasm even extends to an attempt to 'mow' the perimeter track!
Simon Walker

Peterborough & Spalding (Crowland)

MEMBERS on expeditions to Australia and Spain have enjoyed hours of soaring and sunshine. Our dinner dance was a success and these trophies were awarded: Sheena Fear for her 300km and Gold Badge, Alan Flintoft for the longest flight, Ant Halifax for best student, Mick Burridge for outstanding services and Jeff Howlett for a demonstration in navigation. Our AGM reported a profitable result for last season. We have tidied up our airfield, which looks better than ever, thanks to all who helped. Our gliders and tugs are all serviceable and ready to go!
Robert Theil



***Shenington** visitors to **Talgarth**, L-R: Mary Meagher, Alan and Trish Langlands, Roger Hurley, Jane Jervis, Derrick Sandford and John Vella-Grech*

Portsmouth Naval (Lee-On-Solent)

THE team aiming to ensure that Keith Walton's 750km will not be the last from Lee gave an optimistic report at the AGM. We hope Peter Viggers, our MP, will help. Andy Paine has completed his Bronze and Fran Aitken her Silver height. Mick Hazzard is now a Full Rated Instructor and we have several new Assistant Instructors. Thanks to Ted Norman for the loan of the motorglider. Regretfully we report the death of John Limb, a member for over 40 years and former treasurer. His contribution will be well known to older members.
Steve Morgan

Scottish (Portmoak)

OUR AGM took place in March, Kevin Hook, Bruce Marshall, Douglas Tait and Joe Fisher were all re-elected with John Williams continuing as our chairman. Chris Robinson and I stood down. Visitor season has started with expeditions coming north. Our Pawnee engine has been overhauled and a K-21 is back from refurbishment in Poland (thanks to Paul Crabb). Recent achievements include Bob Smallman (Gold height), Peter Clayton (BI Rating), Peter Sharphouse (Silver height), Derek Storey (five hours to really complete his Silver this time), Dave Newbigging (solo) and Bruce Brebner (solo).
Ian Easson

Shenington (Shenington)

IAN Atherton and Phil Brennan led our Spanish visit, where Martin Paley won a trophy for progress. Flying with Brennan in the K-13, Jon Hocking experienced his first field landing. At Talgarth Eric Lown enjoyed his new K-6E. Derek Sandford tickled the airway at 10,500ft. John Vella Grech had the roughest flight of his career. John Rogers and Martin Brock planked the Capstan Gentleman's Carriage in the common. Andy Turtin, Jane Jervis, Gail Jackson and Mary Meagher all flew solo on the slopes, while Trish and Alan Langlands kept their feet warm in the DG.
Mary Meagher

Shropshire Soaring Group (Sleap)

WE are starting to see real gliding again. We have had wave days and are getting some good thermal flying. At the annual dinner Matt Woodiwiss and Alistair Gillson jointly won the Mac Trophy for a 300km flight in the Twin Astir. Vanessa Triplett established a bursary for young pilots. Encouraging youngsters was always close to Dave Triplett's heart. The Thursday social/flying evenings are resuming and we have two new tug pilots, which should help midweek flying. It is encouraging to see the line of trailers growing.
Keith Field

South London Gliding Centre (Kenley)

WE should report the prizes awarded at our pre-season social: cross-country went to Eric Short for his first 50km. Best *ab initio* went to Michael Pointon. Most significant contribution to the club went to Ingram Gavan, and the Golden Brick, for the silliest mistake, to Tim Barr Smith, whose otherwise successful 500km was disqualified because he strayed into prohibited airspace. Our Charity Day this year, on May 2, is for the Royal Marsden Hospital Cancer Appeal. We are hopeful the public will enjoy trial lessons to help us raise a significant sum.
Peter Bolton

South Wales (Usk)

ANNUAL check flights are well under way and everyone is happy. Our annual dinner went well, with trophies for Richard Slater, Dave Jobbins and James Collins. Congratulations to Gavin Rendle, who went solo two days after his 16th birthday. Pupils from



Bruce Brebner (left), who soloed at Portmoak, is seen with resident instructor Graeme Smith (Peter Clayton)

Monmouth School enjoyed a day's flying and a group from Southampton University had good weather for their week. Thanks to Tony, Andrew, Si and DDF for all their hard work throughout the winter months. We are promoting our gliding site at various venues to coincide with National Gliding Week.
Jan Phillips

Southdown (Parham)

WINTER northerlies have continued with sunshine to attract 15 new members. Alan Maynard went from *ab initio* to Silver complete in under two months. Roisin O'Neill-Ellis, Ian Johnson and Tim Gratwick soloed, while Ian Symms completed his 100km Diploma. Jay Rebbeck visited to explore high-speed ridge running with water ballast. He flew the 124km course in just over 51 minutes. Guy Westgate has produced a similar time. Guy also brought back the Gold Medal from the Dan Smith Trophy competition. We have new ASW 20s, an ASW 28 and a Duo Discus Turbo on site.
Peter J Holloway

Staffordshire (Seighford)

CONGRATULATIONS to Alan Jolly, who has an Assistant Instructor rating. Apologies to Derek Heaton for an error in the previous SGC news – he was awarded The Most Memorable Flight of 2004 for his 300km in his K-6 BYL (sorry!). Many thanks to Dave Wootton and helpers for increasing the profile of the club ahead of the Bank Holiday open days on May 1-2. We are all looking forward to the Hangar Dance on Saturday, June 11. For tickets and more info check out *www.staffordshiregliding.co.uk*.
Paul (Barney) Crump

Stratford on Avon (Snitterfield)

LIMITED five-day or two-day summer courses are planned with bookings via David Ireland or on *www.stratfordgliding.co.uk* Phil Pickett will be resident instructor with members manning the winch and retrieve. All gliders have completed Cs of A with wing



*Gavin Rendle went solo at **South Wales GC, Usk** two days after his 16th birthday, then managed a 41-minute soaring flight from his second solo launch*



***Welland**'s youngest member, Andy Rushden, on his first flight in the front seat, checks his dad's still there*

inspections where necessary. The K-21 is pristine, following total refurbishment. Renovation of buildings continues, including a new shower unit in the disabled toilet. The club will probably be closed for the week commencing June 27 – as it is the Camphill Vintage Rally and whilst members have a week at Sutton Bank in late May.
Harry Williams

The Soaring Centre (Hus Bos)

CONGRATULATIONS Steve Turner for the first 100km of 2005 in early March and Jack Newman, who's soloed. Tony Curley is now a Full Rated Instructor. The hangar door has been refurbished and the bunkrooms redecorated. The refurbishment of our tug is progressing and Puchacz FXQ has returned from its refurbishment and looks great. We welcome our new course tug pilot Tony Dolan. Hus Bos will host the first round of the Inter-club League. The "Mad Hatters" start of season party was great fun and we are now flying seven days a week.
Siobhan Crabb

Trent Valley (Kirton in Lindsey)

SOARING season started early for pilots who thermalled to 6,000ft, with snow on the ground. Congratulations Bob Shaw and Liam Collerhan for soloing and Ian Munogue for re-soloing. We had a great time at the dinner dance and prizegiving, thanks to all who helped. June Riggall, a founder member, presented the awards. The presentation by Kevin Moloney, of the BGA Safety Committee, gave us food for thought. To our friends at Saltby GC and the wooden cup; we are looking forward to a competitive weekend.
Janet Holland (formerly Nicholson)

Ulster (Bellarena)

WE were delighted to be joined for Easter by members from the Dublin club. All had a good time. Plans are advanced for the official launch of our DG-505, which should ensure press and hopefully TV coverage. Work is



***Ulster** instructors: back, L-R, Philip Hazlehurst, Michael McSorley and Michael Miskimmin; front, L-R, James Nethercott, Mervyn Farrell and BGA SRE Bob Pettifer*

nearly finished on the Queen's University's K-13, which should clear space for Cs of A. Bob Pettifer, Senior Regional Examiner, visited in April to fly with members seeking basic, full and revalidation ratings. Well done to Mary Mc Sorley on her Silver height, and to Gary Mc Laughlin on both his Silver height and his five hours.
Seamus Doran

Vale of White Horse (Sandhill Farm)

THE 2005 soaring season has started well for us, with our first cross-country flights during March, and an increase in flying compared to last year. We are looking forward to a good late spring and summer, and particularly to our cross-country competition, which runs over the week of the late spring Bank Holiday. Congratulations go to Peter Scheiwiller and Martin Carlsen, who have completed their Bronze Badges.
Graham Turner

Vintage Glider Club

AFTER 32 years it is time to look back to discover how many pre-1945 glider types have been brought back by members to fly at our International Rallies, for this was once our club's aim. For Britain the total is 28, Germany 26, and 28 for the rest of Europe. In Poland, two Salamanders are under construction with plans to build a PWS 101, and it's intended to recreate the old National Gliding Centre of Bezmiechowa. Vintage gliders took up a whole hangar at the famous AERO 2005 Exhibition at Friedrichshafen in April.
Chris Wills

Welland (Lyveden)

WINTER has seen lots of activity. We nearly let Upwood win the bowling trophy again. Thanks to Brian McDonnell for the last year as CFI with his quiet motivating interest. Alan Ginn has re-soloed and Roger Tallowin has soloed. Terry Kendell-Torry has gained his Assistant Instructor rating. There have been trips to Sutton Bank and we were outsoared by the red kites in February and outsoared them in April. Our use of the private Grob twin has stimulated interest in the purchase of a club one. Our 50th club anniversary event is being planned for November.
Strzeb

Windrushers (Bicester)

WINDRUSHERS GC now has its own tug, a Robin DR 400. This enables us to give launches seven days a week. At our AGM the CFI's trophy went to Tim Harrington, our Treasurer, for his dedication, Ken Hartley won the prize for best flight (764km taking 8hrs 14mins) and Bruce Wainwright and Peter Harding special prizes (for services behind the bar in particular). We look forward to entertaining visitors this summer at Bicester's regional comp (July 9-17) and on the Young Person's Soaring Course (July 31-August 7).
Red Staley

Wolds (Pocklington)

WE'VE had an excellent start to the soaring season with decent cross-country flights in March. The hangar extension is finished with much celebration. Soon will begin this year's flying bonanza including 'Barnstorming', and 'Sky Writing', where pilots will record their efforts to trace WGC over the ground, an 'Aerobatics Competition' for novices and an away day to the seaside. Congratulations to Allan 'As seen on TV' McWhirter, who flew the Cayley Glider as part of the celebrations at the end of the round-the-world flight of the Virgin Atlantic Global Flyer flown by Steve Fossett.
Tony Kendall

Wrekin (RAF Cosford)

WE have just returned from our expedition to Lleweni Parc. Excellent for ridge flying, soaring and wave. Steve Briggs completed five hours and Silver height. Our appreciation and thanks to Denbigh GC. We have a

John Limb – Portsmouth Naval

JOHN (1927-2005), a quiet but stalwart member of Portsmouth Naval GC, joined in 1957 soon after the club moved from Grange Airfield, Gosport. An electronics engineer, he worked for the Ministry of Defence in a design and research role and he brought these skills to the club. Soon after joining, he designed an innovative automatic lights system to signal to the winch. A battery charger he built at the same time to MoD standards is still in use today. When radios arrived, John took the lead, developing a system where they could be operated from both cockpits of a K-13. He also excelled in looking after the club's finances, over some 16 years. He soloed soon after joining but having trained on a T-21 his solo flying was curtailed initially due to the lack of a single-seater. Once past this, he progressed quickly and was frequently a key member of the course instructing team. He willingly supported competitions, in particular, driving many thousands of miles towing trailers for Humphry Dimock. Regrettably, in latter years John suffered from Parkinson's Disease and his last significant attendance at the club was at the 1999 celebration of its 50th Anniversary. The T-21 John learnt to fly in has been preserved at PNGC and, to the end, he remained a faithful member of that syndicate.
Keith Morton

replacement K-21, while ours is in repair. Astir R77 has now departed to our colleagues at Fenland GC. Kah Choung converted to the K-18 during March, so well done there. We hope to host a task week during May.
Trev Cook

Wyvern (Upavon)

OUR Motor Falke has completed a tri-annual overhaul and is resplendent in a new fuselage paint finish. The first *ab initio* course and two short courses have been completed. After discovering a couple of defects which went unnoticed during daily inspection, club members are being re-educated in the conduct of DIs and the CFI has reminded everyone the legal limit for alcohol is now one quarter of that applicable to car driving. The annual "Longest Day" event on Saturday June 25 will be held concurrently with the Upavon heat of the South-West Area Inter-club League.
Andy Gibson

York Gliding Centre (Rufforth)

AFTER many years as CFI Mike Cohler is standing down, thankful for strong support from instructors, committee and members during his time in office. The reins pass to Richard Kalin, long-standing instructor and nationals competitor. The new clubhouse is developing with many members helping. The Falke 2000 motorglider has left, coinciding with the reduction in Faulkes Flying Foundation ops, so we now have the T-61 for motorglider needs. The DG-505 is doing sterling service. The website is being revamped with new pages becoming accessible as content is re-written.
Mike Cohler

Yorkshire (Sutton Bank)

WELCOME to our summer team: tug pilot Colin Walker, staff instructors Andy Parish, John Northern and Dick Cole. Let's hope they bring the weather. March saw the first cross-country flights of the year. Spring seminars have been well attended, thanks to those who run them. Don't forget we aren't only hosting the Northerns this year, we also have the Inter-Uni Task Week on July 9-17. Well done to all who collected awards at the dinner dance and to Liam, who has completed his five hours.
Marian Stanley

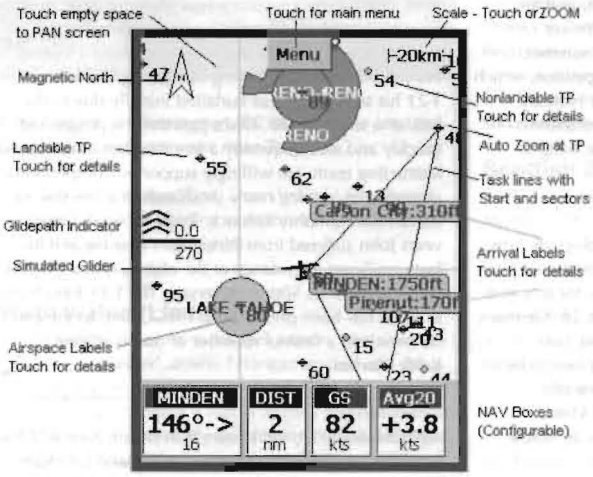
S&G's thanks go to Debb Evans for editing Club News *to fit the space available; a huge task, because we had room for 6,000 words but received 12,000. Please accept S&G's apologies if you're a contributor whose copy had to be cut – Helen Evans, Editor, S&G*

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AAIB update

In the first of a regular series gleaned from recent UK Air Accident Investigation Branch bulletins, here are selected gliding-related AAIB summaries

Registration: G-BDWL
Type: Piper PA-25-235 Pawnee
Location: Crowland Airfield, Lincolnshire
Date: 01 February 2004

Summary: The Pawnee carried out a normal take-off towing a glider. At approximately 500ft it inexplicably turned to the right and entered a descent. The glider released from the tow and was able to land normally back on the airfield. The aircraft however, continued its descent striking the ground banked 35° to the right in a 45° nose down attitude. It is probable that the pilot became medically incapacitated in flight before being fatally injured in the impact. One medical related safety recommendation has been made:

Safety Recommendation 2004-101

That the Joint Airworthiness Authority (Licensing Sectorial Team) consider supporting a study of the continuing medical fitness of elderly pilots in order to ascertain whether a review of the medical requirements and periodicity for a Joint Airworthiness Authorities (JAA) Class II medical is required or, regardless of medical examination requirements, whether there should be an upper age limit placed on persons wishing to operate aircraft certificated for single pilot operations.

– From the AAIB's March 2005 Bulletin, available in full at *www.aaib.dft.gov.uk/publications/bulletins/march_2005.cfm*

Registration: G-FLKS
Type: Scheibe SF25C
Location: London GC, Dunstable
Date: 19 February 2005

Summary: The SF25C is a motorglider of tail wheel configuration. On completion of a 30-minute flight in conditions that were clear and sunny, the aircraft was landed directly into a northerly wind of some 20kt. After rolling to a stop, the pilot operated the tail wheel lever to disengage the tail wheel and allow it to freely castor. The pilot began to taxi the aircraft with the stick held in the fully back position, turning to the right, with the intention of returning downwind to the launchpoint. After the glider had turned through approximately 80°, it stopped. The pilot applied more power, with the stick still held fully back. At this point, the tail rapidly lifted and the propeller struck the ground and shattered.

It took the pilot two or three seconds to react and to switch off the engine, which was still running with the remains of the propeller were still turning. On exiting the aircraft, the pilot noted that the tail wheel lever was in the locked position, but this may have been disturbed when the pilot and passenger exited the aircraft. Ground manoeuvring of tail wheel aircraft in strong and gusting winds requires caution particularly as, when crosswind, there is a strong tendency for such aircraft to weather-cock into wind. Under such circumstances, if rudder and power are applied in an attempt to continue the turn, particularly if differential wheel braking is applied with rudder, then a nose down pitching moment is generated and the tail may lift. Also, when crosswind in a strong wind, the propeller slipstream may be deflected to some extent from the tail surfaces, reducing the down force on the tail normally expected when the stick is held back. In this situation, a tailwind component of the wind may additionally be present and contribute to the de-stabilisation of the aircraft.

– From the AAIB's April 2005 Bulletin, available in full at *www.aaib.dft.gov.uk/publications/bulletins/april_2005.cfm*

BGA Badges

No	Pilot	Club (place of flight)	Date
DIAMOND BADGE			
692	Mick Garwood	Soaring Ctr (New Tempe)	1/11/04
Diamond distance			
1-1021	Paul Shuttleworth	Midland (Ontur, Spain)	18/6/04
1-1022	Kay Draper	Lasham	22/5/04
1-1023	David Draper	Lasham	22/5/04
1-1024	David Dyer	ex pat (Tocumwal)	24/1/05
1-1025	Debbie Scholey	Lasham (New Tempe)	26/1/05
1-1026	George Crawford	Oxford (McCaffrey)	26/9/04
1-1027	Shaun Lapworth	Lasham (Benalla)	18/1/05
Diamond goal			
2-3060	Errol Drew	London (New Tempe)	15/1/05
2-3061	David Chalmers	Highland (Lasham)	21/8/04
2-3062	Shaun Lapworth	Lasham (Yorkshire)	23/5/04
GOLD BADGE			
2364	David Chalmers	Highland (Lasham)	16/2/02
2365	Shaun Lapworth	Lasham	23/5/04
2366	David Brown	London (Omarama)	18/2/05
2367	Roderick Salmon	Burn	19/2/05
2368	Tim Davies	Norfolk (Sutton Bank)	30/12/04
Gold height			
	Roger Stone	London (Omarama)	27/11/05
	Robert Smallman	Scottish	28/1/05
	Frederick Jackson	Scottish	30/1/05
	Michael Morrison	Cairngorm	30/1/05
	John Guy	Scottish	30/1/05
	Iain Russell	Scottish	30/1/05
	David Brown	London (Omarama)	18/2/05
	Roderick Salmon	Burn	19/2/05
	Tim Davies	Norfolk (Sutton Bank)	30/12/04
Gold distance			
	Errol Drew	London (New Tempe)	15/1/05
	David Chalmers	Highland (Lasham)	21/8/04
	Shaun Lapworth	Lasham	23/5/04
	David Brown	London (New Tempe)	3/12/04
	Stephen Powell	Lasham (Benalla)	26/11/04
SILVER BADGE			
11491	Errol Drew	London	15/1/05
11492	P Pollard-Wilkins	East Sussex	10/7/04
11493	Ian Walton	Denbigh	2/7/04
11494	Alan Maynard	Southdown	6/3/05
11495	Derek Storey	Scottish	10/3/05
BGA CROSS-COUNTRY DIPLOMA			
954	Ian Symms	Southdown	14/2/05

Accident/incident summaries by Dave Wright

AIRCRAFT Ref	Type	BGA No	Damage	DATE Time	Place	PILOT(S) Age	Injury	P1 Hours
020	Falke G-FLKS		Substantial	19-Feb-05	Dunstable	57	None	3000
	Motorglider			1225			None	

After landing, the motorglider pilot disengaged the tailwheel to allow it to castor during his right turn back to the launch point. The aircraft stopped during the turn and, as he increased power, possibly as a gust passed through, the tail lifted. Despite having the stick fully back the propeller hit the ground and shattered.

021	DG-202-17	4356	Write-off	20-Feb-05 1403	nr Talgarth	68	None	902

The pilot was seen to fly a low final turn and then lose height during a momentary loss of control, which left the glider off the approach centreline. Flying a low, curving path the glider hit a hedge containing electricity cables, which fortunately reduced the speed at impact. The pilot was uninjured but the glider was written off.

022	Kestrel 20	–	Minor	–Mar-05	Incident Rpt	–	None	–

During rigging in strong winds the canopy was placed in the shelter of the trailer. Unfortunately this was not a sufficient precaution as a gust of wind moved the canopy sufficiently to break it.

023	ASW 22	3261	Substantial	17-Mar-05 1813	Nr Shobdon	–	Serious	–

Preliminary information: Glider was damaged while making a landing in a field and the pilot was seriously injured.

024	Nimbus 2C	4632	Minor	05-Mar-05 1420	Lee on Solent	–	None	508

After a normal approach the glider landed on a grass runway, which crossed a tarmac runway. Just before the mainwheel touched down the tailskid hit the ridge between the two surfaces. Inspection showed a crack in the fuselage 3ft ahead of the fin.

025	Nimbus 2B	2657	Minor	14-Mar-05 1230	Long Mynd	37	None	

While in flight the undercarriage handle broke off and the pilot had to land with the wheel up. It had failed under load due to the undercarriage being jammed by the failure of a bolt retaining a split hub in the wheel.

026	K-8	4708	Minor	23-Jan-05 1405	Camphill	51	None	8

After two dual flights the pilot flew the K-8 solo in wave from the hilltop site. During the flight the wind backed and strengthened so the club changed launchpoints to avoid turbulence. During the circuit he encountered turbulence and with brakes still, out turned to land as best he could. He flew it on to the ground, breaking the skid.

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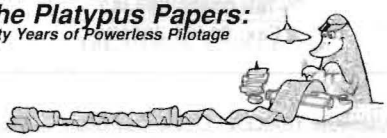
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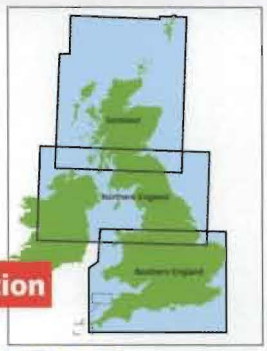
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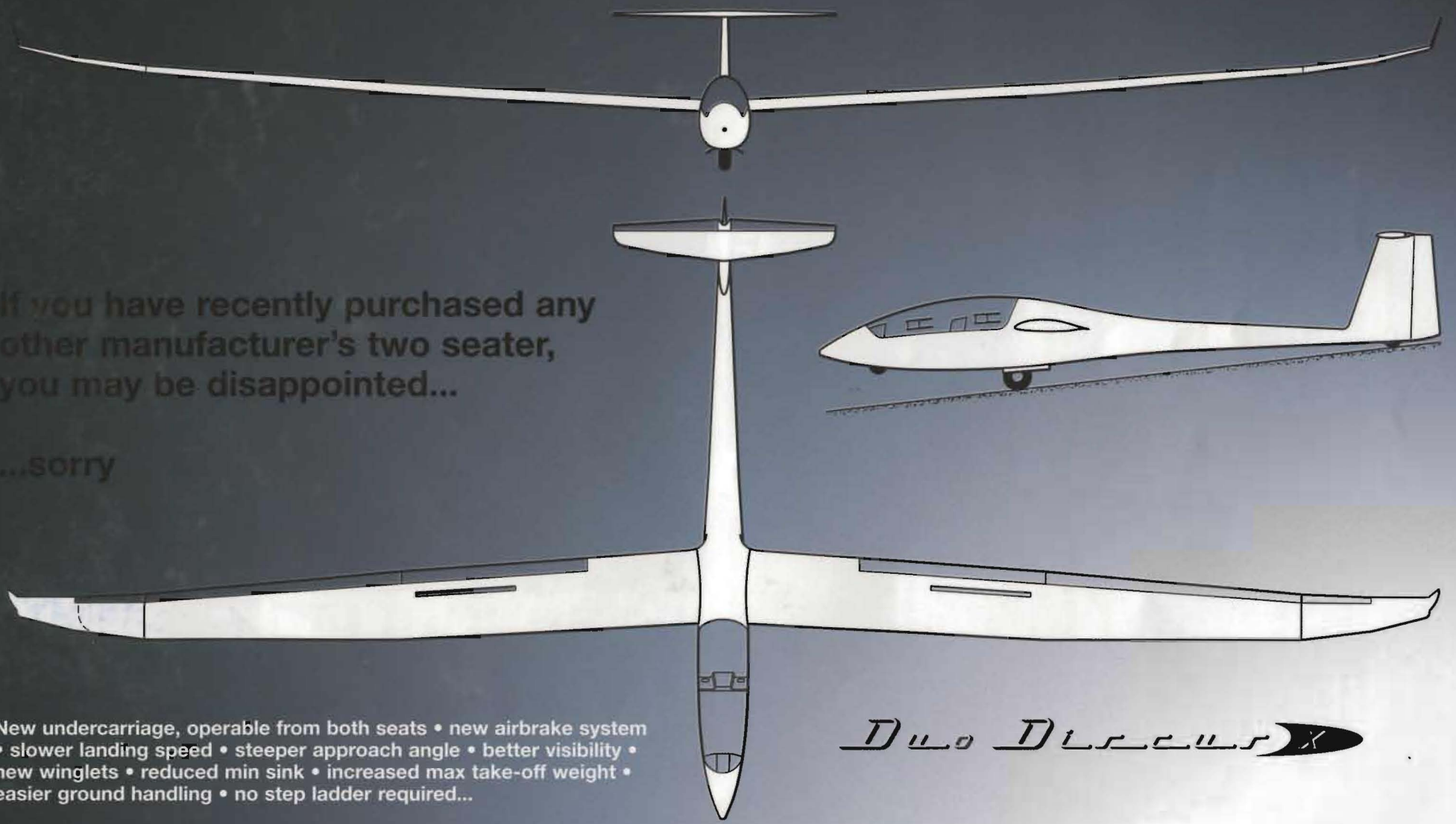
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