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Team win

This 1-2-3 takes the 2005 tally to nine British medals



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See also their web site:www.hayley-conf.co.uk/pages/eastwood.html

The magazine of the
British Gliding Association

October ~ November 2005
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Editor: Helen Evans
7 Ollney Road, Minchinhampton,
Stroud, Gloucestershire, GL6 9BX

Email: *editor@sailplaneandgliding.co.uk*
Editorial tel: 01453 889580
For the BGA office, please call 0116 253 1051

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email: *debbie@gliding.co.uk*
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The British Standard Class Junior Team after winning three medals at the Junior Worlds. For more on the comp, see pp32-7 and the supplement in this S&G; for news of all team successes in 2005, see p31
(photo: Mike Fox, staged by him and Robin May)

Sailplane & Gliding

18 **T-time for the DG-1000**



With the DG-1000T, the German manufacturer DG has produced its first turbo. **Jochen Ewald** puts this through its paces

20 **Exploring the limits**



Roy Wilson is one of a group of pilots pushing the boundaries of wave flying in Scotland with some epic flights. He seeks to whet your appetite and offers tips if you'd like to join in

28 **How to teach soaring**



Instructor **Jerry Pack** sets out his personal manifesto on what training should be all about and looks at how the BGA syllabus can be used to create pilots with cross-country skills

31 **Team win**



Brian Spreckley's introduction to the team's performance in 2005 kicks off our ten-page special on the success of the British Gliding Team, which has included two Gold medals

44 **Directly facing fear**



Debb Evans reveals how in 2005, after years of being a pre-solo pilot, she chose to confront her fear of flying – and won

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FAI

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AS we went to press, Andy Davis and Mike Young were representing the UK at the first World Sailplane Grand Prix at Saint Auban in France. This is a new, media-friendly style of competition featuring a mass start and a first-past-the-post winner. Scoring is similar to motor racing's Formula 1. For the results see *www.cnvv.net/wsgp/en/accueil-en.htm*.

THE latest version of Section 3 of the FAI Sporting Code, including amendment list 6 and valid from October 1, is available from the FAI website both as a PDF (*www.fai.org/gliding/system/files?file=sc3.pdf*) and as a browsable version (*www.fai.org/gliding/sc3*).

IT is with sadness that we report the deaths in August of Gillian Bryce-Smith, former editor of *Sailplane & Gliding*, and Frank Irving of Imperial College. A tribute to Gillian appears on p10. An obituary for Frank by Afandi Darlington will appear in the next issue.

THE Royal Aeronautical Society Light Aviation Group is hosting a free lecture by Pete Masson and Afandi Darlington on Racing Gliders and Optimising Performance. Afandi, former lead engineer on the A380 high-speed wing design team and ex-member of the British Gliding Team, will cover the history of sailplane development over the last 70 years. Pete, 2001 Club Class World Champion, will explain how sailplanes achieve long-distance cross-countries. The lecture is at 18.00hrs on Tuesday, October 25 at the Society's headquarters, 4 Hamilton Place, London, and prior registration is not necessary.

SPORT England has developed seminars covering many areas of club management, development, funding and marketing. Details, venues and dates at *www.sportengland.org/index/get_resources/developing_sport/clubs/running_sport.htm*. This section of their website is being continually developed so it is worth checking regularly for what else is available.

VOLUNTEERS are the lifeblood of our sport and 2005 is the *Year of the Volunteer*. Sport England has produced a useful booklet to help clubs understand why and how they should recognise and reward their volunteers. You can download a copy from *www.sportengland.org/recognising_and_rewarding_sports_unsung_heroesand_heroines.pdf*

THE Met Office has launched a new course to broaden and develop the glider pilot's knowledge of aviation weather. Designed for glider, hang glider and paraglider pilots of all levels of competency including those preparing for the met element of the BGA Bronze Badge, the course focuses on low-level route planning and safety. The cost of the course is £199+VAT. Scheduled dates are December 1-2 and March 2-3 at the Met Office College, Exeter. Off-site courses can also be arranged. More details: *www.metoffice.gov.uk/training/ct_aviation_syllabus.html#met4gliders*

THE applications deadline for the two Ted Lysakowski Memorial Trust awards in 2006 – a place on a cross-country course and mountain flying training – is October 31. These are a stepping stone to a level of experience you might not otherwise achieve. Ask your CFI or email *George_Metcalfe@uk.ibm.com*

From the Chief Executive

The BGA's Chief Executive, Pete Stratten, looks back on a summer of British Team wins, updates us on some regulatory developments and explains how you can help make a difference to our sport

DURING this summer many of us have experienced the best of our sport, in one way or another. In July it was great to see that the 15-Metre Class and Open Class European Championships in Finland enjoyed some superb weather and allowed our team to come home with well-deserved Gold, Silver and Bronze medals. A month or so later and this time in the UK, team GB cruised home in the Standard Class at the 4th FAI Junior World Championship with Gold, Silver and Bronze. You can read elsewhere in *S&G* (p31 onwards) about those and the wider team GB successes that reflect the extremely high standard of cross-country pilot in the UK, the excellent team selection and coaching processes and very importantly the highly skilled and focussed effort by everyone involved in supporting the few who get to the podium.

Every world champion starts as a club pilot and, with that in mind, earlier this year four potential cross-country coaches from clubs across the UK attended a BGA coaching course in Spain run by Brian Spreckley. The aim was to develop a UK-based BGA cross-country coach training course that will in the longer term assist clubs who choose to offer clear, structured pathways to cross-country racing success. We hope to bring you more information soon, but in the meantime keep an eye out for the 2006 BGA coaching courses.

'If you think you've got something you can contribute at either club or national level, even for a short period of time, please don't be shy...'

We're all very aware of the threat to any sport from stagnating membership. Of course everyone who turns up to try gliding should be given a safe, informed, structured and rewarding start if we have any chance of developing that spark of interest into a future pilot who stays with our sport and becomes successful in what is for many a lifelong activity. Taking into consideration a number of factors influencing membership that have been raised by clubs in recent years, during 2006 the BGA will be working with a handful of clubs to voluntarily trial an initiative designed to address the needs of pilots under training at all levels while at the same time clarifying the responsibilities of "licensed" glider pilots, who are very much and quite rightly doing their own thing.

There have been developments on the regulatory front since my last column. You are probably aware that we have been temporarily exempt from the EU regulation that would require our glider certification processes to be aligned with EASA requirements, so that the BGA and the CAA can develop mutually workable solutions. The BGA view of a "workable solution" is one that provides a sensible cost-benefit equation for our members. Significant effort has been spent working with the CAA to explore how existing processes can be developed to fit the significantly changed regulatory environment – with mixed success. I say mixed because, for example, during 2006 we will have to register the gliders nationally that first flew in the UK after September 28, 2003. The BGA is continuing to work very hard behind the scenes to influence regulatory outcomes and thereby address a number of threats to UK gliding and we will continue to keep you informed of developments through all our communication channels.

As we move forward into yet another long winter, I think it is important for all of us to reflect on what we have individually and collectively learned from gliding in 2005. Gliding is widely recognised as being in great shape in the UK at the moment and we must continue to exploit our world standing to together face up to and influence the challenges from the European super-state and the inevitable changes within UK Government agencies. The two areas that we really need to continue to focus on right now in all our activities are safety and excellence. However, as we go about our business at any level in gliding, it is really important that we do not lose sight of the fact that there are hundreds of volunteers working extremely hard at our clubs and on various working groups to ensure that our sport and our clubs are successful not just in anticipation of the next good soaring day but also for the next generation of glider pilots. These volunteers keep us in the air – gliding as a sport would quite literally not exist without them – but everyone needs a break eventually. So if you think you've got something you can contribute at either club or national level, even for a short period of time, please don't be shy. Your sport, your club and your fellow glider pilot need you.



Pete Stratten,
Chief Executive,
British Gliding Association,
August 31, 2005

pete@gliding.co.uk

Congratulations

WELL DONE to the following pilots for winning BGA-rated gliding competitions this year:

"Turbo" Regionals, Bidford:
John Tanner/Rose Johnson, ASW 19bW, 5233 pts;

Booker Regionals:
Dave Watt, Ventus 2a, 1621 pts;

18-Metre Nationals, Dunstable:
Robin May, LS8-18, 5896 pts;

Bicester (Windrushers) Regionals:
Red Class: Chris Curtis, ASW 27b, 6476 pts;
Green Class: John Roberts, 3089 pts;

15-Metre Nationals, Honington:
Steve Jones, Ventus 2, 2167 pts;

Inter-Services Regionals, Honington:
Open Class: John Gilbert, LS3 (15m), 1311 pts;
Sport Class: Dave D'Arcy/Sarah Platt, LS4, 689pts;

Northern Regionals, Sutton Bank:
John Tanner, ASH 25, 1505 pts;

Lasham Regionals:
A Class: Alistair Nunn, LS6 18m, 1037 pts;
B Class: Shaun Lapworth, Std Cirrus, 498 pts;

Club Class Nationals, Lasham:
Jay Rebbeck, Std Cirrus wl, 5342 pts;

Open Class Nationals, Lasham:
Peter Harvey, Nimbus 4 (E), 6244 pts;

Eastern Regionals, Tibenham:
Simon Barker, ASW 28, 3797 pts;

Standard Class Nationals, Nympsfield:
Andy Davis, Discus 2a;

Dunstable Regionals:
Blue Class: Jerry Pack, Astir CS, 4074 pts;
Red Class: Robert King, ASW 27b, 4397 pts;

Gransden Regionals:
John Gilbert, LS3 (15m), 4787 pts;
John Wilton, ASW 20, 5038 pts;

Junior Nationals, Bicester:
Andy May, 4396 pts.

Results for all competitions, including those too late in the summer season to include in this issue, and reports on rated nationals, where available, will feature as usual in the December-January issue of *S&G*. For results of those international competitions with official British Team entries, see the page cross-references on p31 of this *S&G*.

Dates for CAA safety evenings

ANYONE associated with general aviation operations, *writes the CAA's David Cockburn*, is strongly encouraged to attend one of the CAA's safety evenings. Most are free but it is usually appreciated if you let the organiser know you plan to attend. The events start at 7.30 pm unless otherwise advertised. The main speaker from the General Aviation Department is normally accompanied by a guest, usually from another CAA department. Discussion and questions are encouraged.

The following programme can also be accessed at *www.caa.co.uk/srg/general_aviation* and any changes or added events will appear there as they are arranged. Any organisation which would like to host an evening should contact me at *david.cockburn@srg.caa.co.uk*

Area/airfield	Date
Seething	29/9/05
Sherburn in Elmet	*3/10/05*
Glasgow	6/10/05
Teesside	*17/10/05*
Dundee	18/10/05
Wick	*19/10/05*
Old Sarum	1/11/05
Henlow	*7/11/05*
Gloucestershire	8/11/05
Yeovilton	*28/11/05*
Cardiff	29/11/05
Haverfordwest	*30/11/05*
Peterborough Sibson	5/12/05
Southend	*7/12/05*
Fairoaks	8/12/05
Retford (Gamston)	*12/12/05*
Wellesbourne	13/12/05
Elstree	*12/1/06*
Tatenhill	26/1/06
Lasham	*1/2/06*
Nottingham Tollerton	9/2/06
Halton	*27/2/06*
Humberside	2/3/06
Middle Wallop	*20/3/06*
Fishburn	5/4/06

Win an Ozee Exeat flying suit

THE Exeat flying suit impressed Ray Lambert *(right)* when he reviewed it for *S&G*, so we're pleased to team up with Ozee once again this year to give away one of these perennially-popular outfits to the first *S&G* reader whose name is drawn out of the hat on November 1. Two runners-up will receive a fleece balaclava.

To enter, just tell us (the answers are in this issue of *S&G*):
a) How many kilometres did Roy Wilson fly in Scottish wave on June 23 this year?
b) How many Gold medals has the British Gliding Team won this year?
c) At which club did Debb Evans choose to do her Beginning Gliding course?

Send your answers on a postcard to:
Ozee Competition 2005, British Gliding Association, Kimberley House, Vaughan Way, Leicester LE1 4SE to reach us no later than **November 4**

Rules: *One entry only per person. No purchase necessary.*
British Gliding Association and Ozee employees are ineligible to enter – sorry!



BGA AGM and Conference 2006: please note that next year's British Gliding Association Annual General Meeting and Conference will be held on the weekend of March 11-12 at Eastwood Hall in Nottinghamshire. For more information, see the inside front cover of this issue of *S&G*. Meanwhile, the 2005 BGA Club Chairman's Conference will be on October 29 at Husbands Bosworth (see p12).

FOLLOWING lengthy negotiations with the UK's Civil Aviation Authority (CAA), the BGA reports that during 2006 all EASA gliders (those imported into the UK after September 28. 2003) will have to be registered with the CAA and carry G-registration markings. At the time of writing, the BGA is still negotiating with the CAA about the registration of the pre-2003 glider fleet. The Association will be writing to owners shortly, once arrangements have been finalised. Watch the BGA newsletter and *www.gliding.co.uk* for updates.

THE CAA has announced plans for a strategic review of general aviation in the UK to be carried out by a joint CAA/industry/Government review team. The joint team will report by June 2006.

IT is with sadness that we report the death, in an accident near Husbands Bosworth on August 9, of aviation photographer Neil Stuart Lawson. This accident is under official investigation at the time of writing, and we will report further in due course.

THE LBA has clarified the position for foreign licence holders wishing to fly in Germany, please see: *www.lba.de/dokumente/nfl/1995/ii495e.pdf.*

THE 13th report of the UK Airprox Board, covering statistics for all 2004 and findings on airproxes between July and December 2004, show that in 2004 there were 207, of which a third were judge to be risk-bearing. Commercial air transport accounts for fewer than four in ten airproxes (*www.caa.co.uk*).

THE BGA has produced a new brochure: *Gliding – A Sport for All*. Clubs may wish to use it when replying to membership enquiries, seeking funding and to help with community relations. You can view a PDF at *www.gliding.co.uk/bgainfo/clubmanagement*. Bulk copies may be obtained from the BGA, at 5p each.

Have you sent back your application for a RAeS Centennial Fund Scholarship? Applications must be made to the BGA by September 30. This fund has again made available up to 40 scholarships to people aged 15 to 17, in full time education, who have not yet flown solo (*www.gliding.co.uk/juniors*)

PLEASE note that owing to computer crashes this summer, some emails to the editorial offices of *S&G* have gone astray. Please feel free to re-send any material to *editor@sailplaneandgliding.co.uk* – and please accept our apologies for any inconvenience.

THE winner of the BGA 1000 Club Lottery for July 2005 was A Birbeck (£34.25), with runners-up A Page and P Gresham (each £17.12). The August winner was NA Dean (£34.75), with runners-up GH Chamberlain and CE Wick (each £17.38).

Call 01452 741 463



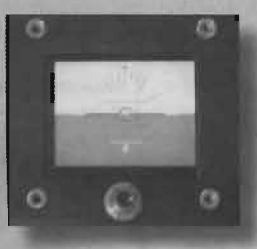
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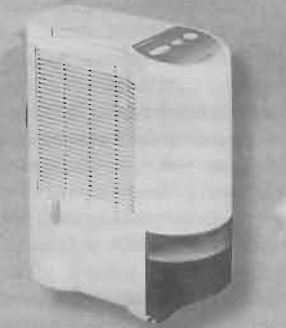
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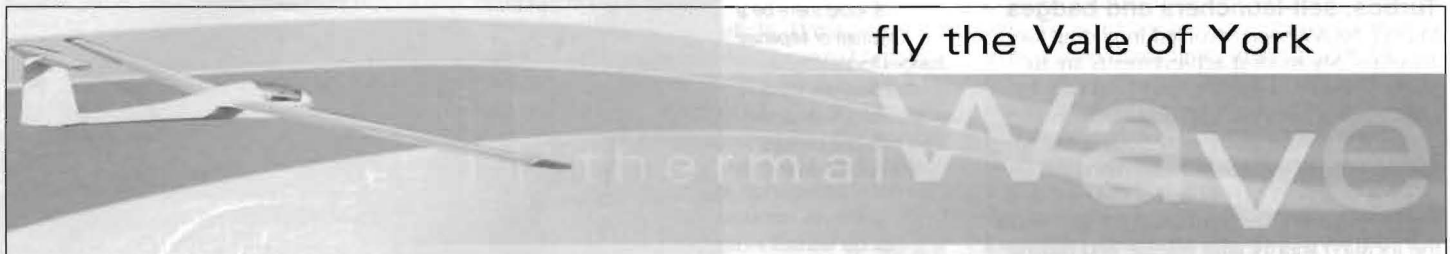
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Your letters

Turbos, self-launchers and badges

I HAVE NOW been involved in gliding for 10 years. My modest achievements are to reach Silver in 11 months and hold two Diamonds (Diamond goal and Diamond distance – a shamefully easy 500km from Fuentemilanos in Spain). I also managed to landing in a field (wheel up) at the foot of the Dead Lady (Fuentemilanosians will know the locality) shortly after release and having to endure looking up at the best sky I have ever seen. The mitigating circumstances were events out of sequence, a rapidly increasing workload compounded by the Nimbus 2C's being tanked up to the gunwales -- not beyond max all up weight, I might add. On this day my friend and Yorkshire GC compatriot Derek Taylor managed something like 1,250km. Diamond height still eludes me, even flying from Sutton Bank. I am also one of the current full-rated instructors at the YGC.

As an avid reader of *S&G* I am surprised there has not really been much discussion about the relative value of badges when undertaken in any ship with an iron thermal. Perhaps this was debated and consigned to history before I commenced this noble activity.

As can be seen in Fuentemilanos in recent years natural progress sees the proportion of turbos and SLMGs increasing; indeed, during my last visit in 2003, the ratio was approximately 50:50 gliders with some form of motorised propulsion to that of pure gliders. Many of these motorgliders originate in Germany and what happens in Germany appears to be imported into the south of England and eventually percolates through the rest of the UK. There is now a smattering of motorised gliders at the YGC and a look at the cross-country achievements of recent times shows some magnificent tasks flown both at home and in Spain in these ships.

I am totally in favour of this transition to the iron thermal as the advantages are enormous in terms of cross-country training, progression and value for money. If and when the opportunity arises I would aspire to one of these motorised vessels.

However I do feel that badge tasks of any distance are significantly devalued when successfully flown in a glider with a motor. It is simply too easy to get back home. The psychological commitment of the team (pilot and crew) is infinitely on another level when attempting a badge task in a pure glider. This psychological commitment increases as the task gets longer.

To this end is it worth introducing a two-tier badge system, whereby the distance badge achieved in a pure glider is the "A" badge for that particular distance and the distance badge achieved in a glider with a motor is the "B" badge for that particular distance? It could be argued that badges achieved in countries with more reliable soaring conditions are of less relative worth than those achieved in the UK and I would support that view to some extent but recent UK cross-country achievements show that where cloudbases are high and conditions are consistently good, the distances achieved are long.

Adoption of this principle would also benefit the economy due to the increase in sales of insulation tape to tape up the engine compartment doors and unfortunately it may also benefit the economy by increasing the workload of the glider workshops.

A well-executed field landing resulting in an uninjured pilot and an undamaged glider is something all glider pilots should feel pleased about. It's the very angry landowner who was at the front of the queue when God gave out financial savvy and the bloody wait for the crew that's the problem.

See what I mean about commitment?

Malcolm Winter, *via email*

Should there be a system of separate badges for motorgliders? See Malcolm Winter's argument,Turbos, self-launchers and badges, *in the column on the left*



The photo, by Jochen Ewald, shows the new turbo DG-1000. For his review, see page 18

Junior Nationals

ON behalf of the committee and members of the Norfolk Gliding Club, I thank Bicester most sincerely for hosting the 2005 National Junior Gliding Competition. However, I am prompted to write as it seems there are misconceptions in the gliding world as to the events leading to the change of venue and NGC has been accused by some of "letting down the Juniors".

For 15 years Tibenham has successfully hosted both Regional and National gliding competitions. When asked by Russell Cheetham last autumn if the club would host the Juniors, the usual competition organising team were reluctant to do so, for various reasons. However, there was a member who was very keen that the Juniors came to Tibenham. The committee approached this member and indicated that if he was prepared to organise the Juniors, the club was prepared to host the event; there was a proviso that the club should suffer no financial loss thereby. He agreed to this.

The club itself took no further part in the organisation and we were aware that the

The Black Mountains Gliding Club

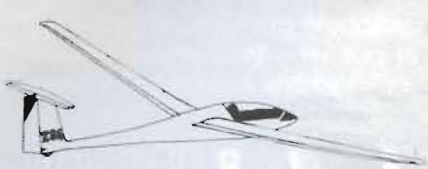
THE GLIDER PILOTS PLAYGROUND

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member was bringing in help from outside the club although there were club members prepared to help.

At the beginning of May, Bonnie Wade received a telephone from Russell Cheetham. He had been informed that our member (who had not renewed his NGC membership) no longer felt able to direct the Juniors. He asked if that put us in a difficult position. If it did, he said, although he had not yet approached them, he felt fairly sure that Bicester would be quite keen to run it. Bonnie said she would put this to the committee, who were meeting in three days time.

Two days later, I received an email from the ex-member saying he did not feel able to direct the competition but would support whoever took it over. The club committee felt that at that late stage it would be very difficult to organise as several key people had already made other arrangements for the week and if there was another option, that should be taken.

Bonnie phoned Russell and said that if Bicester were happy to do it we would prefer that option but that if not, we would honour the obligation. Club Vice-Chairman Phil Burton in fact got a team together in case of need and as we had heard nothing, notified the BGA that we could run the Juniors if required.

A few days later we heard that Bicester was definitely hosting the Juniors.

I trust this puts the record straight.

Roy Woodhouse, Norfolk GC

National Gliding Week

IS gliding membership still declining? It would appear not, at least not within the UK.

In fact 80-odd clubs must be so busy and inundated with would-be members clamouring at the hanger doors that they couldn't find time to support the National Gliding Week nor list their events on the dedicated website.

An excellent opportunity missed till next year, unless of course it's too late.

Phil Punt, Bowland Forest GC

Safer clubs

I READ Pete Stratten's article, *What makes clubs safer?* in the June-July issue (p22) with great interest, having been a Service club CFI as well as a civilian club CFI.

One thing he did not stress was the number of instructors available. One RAF club with some 70 members, on a non-soarable winter's day, had four pre-solo students on site. Twelve full rated instructors turned up as well as some assistant instructors. After 12 launches each the students went on strike and refused to fly! At my present civilian club, of about the same size, we have a CFI, two assistant-rated instructors (both very experienced) and two Basic Instructors (Service-trained). Normally there is only one instructor on site and when he is airborne there is no-one to monitor the solo pilots or to give advice. Most of the smaller clubs I have visited seem to have the same problem.

Instructor provision can be a nightmare. This is not an affluent area and the idea of paying the £1,000-plus and have time away to become an instructor is not greeted with acclaim by the keeper of the family purse. In the Services time off is given as this is adventure training, and the cost will be the cost of the flights at very reasonable prices.

Please will the BGA urgently look at instructor provision as this will shortly be the biggest stumbling block to keeping our clubs running, safely or otherwise.

Peter Williams, BIDEFORD, North Devon

I'm (not) a lumberjack and I'm OK

CONGRATULATIONS to Basil Fairston for his explanation of how to make sure of a badge or record claim! (June-July 2005, p48). He has covered the salient points of badge and record winning very well. He does use one term, however, that does not appear anywhere in the Sporting Code. Search as you will, the word "logger" is not there, yet this term is used many times in the article. The fact is, that when writing the Sporting Code it has to be remembered that it will inevitably end up being translated into many other languages, not always by a fluent reader of English. A question arises: "This "logger," why do you need a lumberjack in the cockpit?" Inevitably, there is no answer to this conundrum, so the term "Flight Recorder" was produced to give a more understandable name to one of the most useful and accurate means of verifying a flight performance yet invented.

Those who understand what is meant by Basil's "logger" are more than welcome to use it, but watch out for the sawdust!

Ross Macintyre, CHAIRMAN,
IGC Sporting Code Committee

Reaching new heights

I WAS interested to note that Max Kirschner believes airspace infringements are only an issue for Gold claims and above (August-September 2005, *Getting badge claims right*, p8). What about Silver distance or duration, or indeed, any height claim? In each of these cases it would be possible to enter controlled airspace. However, if such flights were submitted barograph only, the claim would be accepted, whereas the same flight submitted using logger evidence would, presumably, be rejected. There are many clubs in the UK where it is impossible to do even a Silver height directly above site. Since the gliding movement has decided airspace infringements are an issue, then the consequences should be applied equally across the board. Also, the practice of routinely carrying a GPS/logger in all club gliders has potential benefits beyond the mere verification of badge claims. I have lost count of the times I have left a local thermal to avoid climbing into airspace whilst watching a club two-seater hundreds of feet above carry on with impunity. If a pilot has not developed a responsible attitude before their Gold Badge it may be too late.

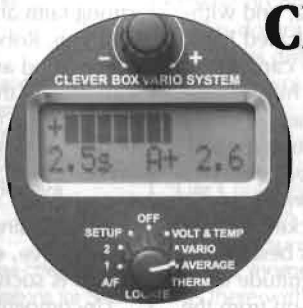
Derek Staff, ISLEWORTH, Middlesex

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* ***October 11***

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We pay tribute to two people whose contribution to *S&G* and to gliding will long be remembered

Gillian Bryce-Smith

Editor, *S&G*, 1973-1998

TUESDAY, August 9, 2005 was a sad day for gliding in general and for *Sailplane & Gliding* in particular. In the morning, former editor Gillian Bryce-Smith died – after calmly coping with cancer for nearly a year. That afternoon came the death, in an accident near Husbands Bosworth, of aviation photographer Neil Lawson.

If you're a regular reader you'll already appreciate what these two people, in their different ways and at different times, gave to *S&G* and to the gliding movement. Neil's business, *the* **white planes** *picture co.* – which did so much to promote the beauty of flight to the wider world – supplied 25 of *S&G*'s last 35 cover shots and I have lost count of the readers who offered unsolicited praise of his photos (we hope to run a pictorial tribute to him in a future issue). Neil's passion for flying and his talent for photography combined to create a collection of memorable images that stand as his legacy to the sport we love. But those of us privileged to have known him will always remember the person, too: his sense of fun, his creativity, and his enviable ability to make friends. The many condolences at *www.whiteplanes.com* bear witness to that.

If brilliant pictures are what Neil leaves behind, then more than 150 issues of *S&G* are Gillian's enduring gift to gliding. Her success not only in turning out great issues time after time but also in redeveloping the magazine – even after a quarter of a century of doing so – baffles belief. I just don't know how she did it. It is Gillian's hard work over so long that underlies *S&G*'s success today: the international goodwill and reputation she created attracting the best contributors. And her help and support, so generously given over the past six years, were invaluable to me: without ever imposing her views, she was always at the end of the phone, patiently listening to my trials and tribulations, cheering me up and offering the soundest of advice. As a consummate professional and a special person, her contribution to the worldwide gliding movement is immeasurable.

The loss of Gillian and Neil leaves us all the poorer. However, as well as tributes, I have received many offers of assistance and I would like to thank everyone, including writers and photographers, who has helped me to produce this *S&G* to tight deadlines and in difficult circumstances. *S&G* will of course continue to publish the very best material that gliding has to offer, for none of us, when all is said and done, can be considered indispensable. Some people, though, *are* irreplaceable: in August, we lost two such people, and we will miss them.

Helen Evans, Editor

WITH the death of Gillian Bryce-Smith on August 9, British gliding lost one of its most influential figures. Never one to seek the limelight, and not herself a pilot, by editing *Sailplane & Gliding* throughout a quarter of a century of change she chronicled a revolution in glider design and performance with flair and accuracy. Her *S&G* was not only a mirror of progress, but a lively marketplace for ideas and innovation as well. Deft and diplomatic with authors, firm with printers (and no doubt the BGA), Gill kept up the relentless bimonthly production cycle for no fewer than 152 consecutive issues.

Gillian Maltby (1935–2005) was born and bred in Cambridge. Straight out of Cambridgeshire High School for Girls she joined the *Cambridge Daily News* as a trainee reporter, and succeeded so well that after three years she was promoted to the position of Women's Editor. In 1962 she married Bryce Smith (soon to adopt the surname Bryce-Smith), ex-RAF pilot and a mainstay of the Cambridge University Gliding Club ever since, and entered the world of gliding. In the August 2000 *S&G* Gill reminisced about how she learnt so much about that world though herself unable to fly because of airsickness.

Rarely can anyone have been so utterly at the right place, at the right time, and with the right qualifications, as was Gill when the editorship of *S&G* fell vacant. George Locke had succeeded the legendary Doc Slater in April 1971, and when, as a member of the *S&G* committee that existed in those days, I casually mentioned this to Gill she said that if she had known about the vacancy she would have liked to have applied. That other gliding legend, Philip Wills, handed over the chairmanship to me in June 1972, and within a few months George had indicated his wish to move on. I produced my candidate to the committee, and the rest is history.

In those days the committee met for every issue. We chose the cover picture, agonised over the cost of colour, fretted over the circulation figures and the accounts, appointed advertising agents, sacked printers, and cheered up the editor as best we could. It is a measure of the magnitude of Gill's achievement and the back-up from the BGA office that slowly but surely the whole operation became so smooth that the committee was able to retire gracefully into the shadows, the chairman's job reduced to that of defending his Editor against aggrieved or disappointed contributors, or to adjudicating really contentious issues like whether to write '3g' or '3G' and how to spell 'bungey'.

The biggest change to the magazine came after Gill's first five issues. Not without some regrets, the committee agreed to the enlarged format with which we are now all so familiar. Progress then became relentless. The larger size allowed Gill the freedom to develop the magazine from its old friendly, but frankly amateur, appearance to a highly professional publication printed to exacting colour standards. The whole operation went from strength to strength during Gill's reign, as the treasurer of the BGA could testify.

Gill worked from her Cambridge home, with Bryce on hand to advise, Doc Slater not far away across town and her chairman a few miles further on. Doc and Rika Harwood were described as 'Consultant Editors', but Rika was more like an Assistant Editor and Gill, in her August 2000 article, was generous in acknowledging her help, not only in preserving continuity but also with the hard grind of proof-reading. Besides, she knew everybody.

Gill's editorship spanned great changes in the gliding world, but of course also encompassed the introduction of the computer, to which she quickly adapted her work. It was therefore no surprise to find her in 'retirement' editing an international online magazine – *www.glidingmagazine.com* – having for a while edited the joint British–American *Motorgliding International*.

In 1997 The Royal Aero Club honoured Gill with its Silver Medal in recognition of her contributions to gliding journalism, and earlier this year the FAI awarded her the Pirat Gehriger Diploma 'for eminent services to international gliding', a fitting reminder that under her guidance *S&G* spread its wings far and wide. She was an honorary member of the Cambridge Gliding Club.

In her illness Gill was borne up by her strong faith and her devoted family. Both children, Robert and Suzanne, chose aviation careers and are airline pilots, with Robert carrying on the gliding tradition as well.

When she retired Gill wrote me a thank-you letter "for suggesting that I might make an editor for *S&G*". "It has been a fascinating experience," she wrote. "But I feel the gentle days of gliding are being replaced by a more competitive, even aggressive, attitude, which is such a pity".

Uncompetitive, never aggressive, and always gentle, Gill timed her 25-year vocation to perfection.

Anthony Edwards

See also Platypus, p17. The Pirat Gehriger Diploma citation can be found at *www.fai.org/gliding/meetings*

An appropriate memorial to Gillian is being planned and we will provide you with more details in due course



Gillian, left, was notoriously camera-shy but her work speaks for itself. Under her 25-year editorship S&G was transformed from a pocket-sized and rather amateur publication into a glossy, professional magazine

Gillian was a long term family friend of my parents and my own family. Always interested, always questioning... and always there. Ever since I can remember "Bryce and Gill" have been on the scene. During the planning period for the acquisition and move to Gransden she was quietly supportive, put up with lengthy meetings in her living room, and allowed the exercise to take over Bryce's life for some years while the airfield materialised. Gransden's success is due undoubtedly to that groundwork she encouraged. Friendships like this come rarely, and hers was especially highly valued
– Andrew Hulme, former Chairman, Cambridge GC

No publisher could have wished for a more skilled, enthusiastic and totally reliable words person. Gillian got on so very well with her contributors and her BGA colleagues, and that helped enormously to make *S&G* such a successful publication for all the years she was in the editor's chair
– Roger Barrett, past BGA Chairman

A lady, persistent but always polite in her unflagging efforts to extract material from contributors for her beloved magazine, Gill never hesitated to seek advice and was always most generous in her praise of others. I don't believe we had a single disagreement in about 25 years of working closely together, whilst we shared much humour and friendship
– Barry Rolfe, former BGA Secretary

I produced several hundreds of cartoons for Gillian's use over some 25 years. She never failed to send a charming, complimentary thank-you note by return. We enjoyed many long phone calls discussing children, holidays and occasionally artwork and gliding
– Peter Fuller, cartoonist

We found Gillian delightful to write for and enormously encouraging, appreciative of even the smallest pieces. We always enjoyed receiving her little thank-you notes in her neat, instantly recognisable handwriting
– Diana and Phil King, contributors

It was Gillian who, in some ancient, moss-covered time past, persuaded me to start doing illustrations for *S&G*. Looking at an early one I can see subsequently things improved. I admired her confidence in my ability to make good, eventually. Gillian quietly shepherded people round to what was practical. I shall miss her good advice ("try to write more like they do in *The Sun*" wasn't quite the invitation to a full-frontal lobotomy that it seemed then, just a nudge to use shorter words!). I shall miss the conversations and the laughter, but in particular, her encouragement not merely of me, but of other nervous participants in this rough life
– Steve Longland, illustrator

Neil Lawson

www.whiteplanes.com

MAYBE once in a lifetime someone comes along who really changes the way you look at the world. Neil did, and to say his enthusiasm and dedication to his work were infectious is an understatement.

As a boy, Neil (1963-2005) visited airshows around the country with his parents, Jean and Michael. He had always had a passion for flying, and an incredible knowledge of it – able to win any aviation quiz. In the early 1980s he played bass guitar in a rock band, *Colenso Parade*. On the verge of making it big (having done Radio 1 sessions for Janice Long), the band turned down a lucrative record deal: the constraints it would have placed on Neil's artistic ideas dissuaded him.

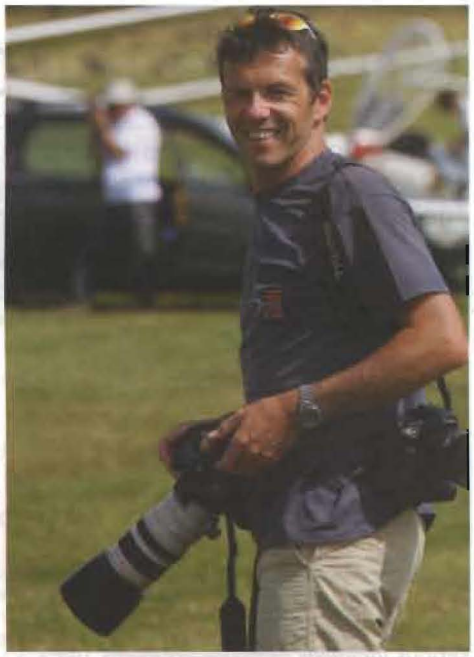
Although never an academic, Neil went to art school and studied photography. After a few years of assisting on photographic shoots, Neil met Grant Smith, who, on a job in southern Wales, suggested they pop in to Talgarth for a glider flight. Never able to afford power flying, Neil leapt at the chance. This was a turning point – he found he could afford to fly, and was soon a member at Lasham (Tony Challans says: "He was the most surprised pilot I have ever sent solo").

It wasn't long before Neil began linking his two passions and *the* ***white planes*** *picture co* was formed. In 1999, when asked by fledgling editor Helen Evans if I felt *S&G* could be improved, my only comment was: "you need to use this guy's photos". *S&G* never looked the same again. His photography is probably how most people will remember him and his aim from the very beginning was to promote gliding in its best light and bring it to a wider audience. Without a doubt, he achieved that. You could always tell a *whiteplanes* image. And though a favourite catchphrase was: "Please do not ask for 'free' images. Picture credits do not pay the mortgage," in reality he always did all he could to help others, especially young pilots and the British Team.

Neil was a huge influence on my life and a great companion in good times and bad, in fun and occasional moments of mischief. "Life's not a dress rehearsal", he would say, and although his life was tragically short, I'm pretty sure he'll be happy he didn't waste a single moment. Whenever the sun shone he was there with his camera and his orange tops, looking for the shot, waiting for the light. That's the image that will stick in my mind.

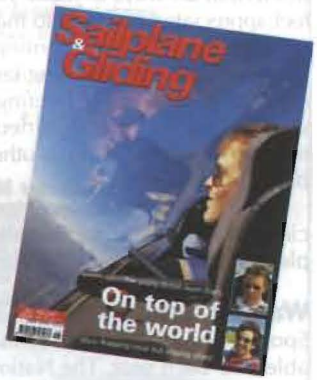
We are all very lucky to have known him, and more so to be left with so much of his wonderful work to remember him by. But he will be sorely missed by his many gliding friends worldwide and by the family he loved. He leaves Michael and Jean, and his girlfriend Jane: my deepest sympathies go to them.

Pete Masson



2001

Neil's portrait of his friend Pete Masson after the latter won the Club Class Worlds in Australia



2003

One of Neil's classic signature shots – of the "white planes" whose beauty he translated for the wider world



2005

Neil's contribution to the last S&G: not just another excellent cover picture – inside were portraits of 42 leading glider pilots from his impressive photo library



Chance for clubs to meet

Diana King gives news from the BGA development committee – including an important diary date

THE ANNUAL BGA Club Chairmen's Conference will be at Husbands Bosworth on Saturday, October 29, 2005. The day will offer the usual mix of briefings on current national and international developments, discussions, workshop sessions and of course plenty of opportunity for sharing ideas and comparing notes with chairmen from other clubs. Topics in the provisional programme include updates on developments in Europe and on the BGA Safety Initiative; reports on the development of new 'plasma' rope for winch launches, to replace steel cable; a session on the management of very serious incidents or major accidents and a discussion on ways to make your volunteers feel appreciated and able to make a valuable contribution without becoming burnt out.

We will also be repeating last year's experiment of good practice briefings from individual clubs – if you have tried something new and would like to tell others about it, please do let us know.

Full details of the conference will be circulated to club chairmen shortly, but please get the date in your diary now!

Clubs at the 2004 Chairmen's Conference were: *Bath, Wilts & North Dorset; Black Mountains; Booker; Bristol & Gloucestershire; Buckminster; Burn; Cambridge; Cotswold; Dartmoor; Derby & Lancs; Dorset; Dukeries; East Sussex; Essex; Essex & Suffolk; Kent; Lasham; Lincolnshire; London; Midland; Needwood Forest; Nene Valley; Newark & Notts; Norfolk; Oxford; Peterborough & Spalding; Portsmouth Naval; RAFGSA; Rattlesden; Sackville; Scottish; Shalbourne; Shenington; Shropshire; Southdown; Staffordshire; Stratford; Surrey Hills; The Soaring Centre; Trent Valley; Upward Bound; Welland; Windrushers; Wolds; York and Yorkshire.*

Will your club be represented there in 2005?

Want to reduce your VAT bill?

Sports clubs pay out vast sums in irrecoverable VAT each year. The National Council for Voluntary Organisations (NCVO) has just published the updated edition of their user-friendly guide on how to reduce your club's VAT liability whilst staying within the law. The publication includes VAT basics, a Q&A section and a handy registration checklist. Copies, price £10, are available from Central Books, telephone 0845 458 9910 or email *publicationsorders@ncvo-vol.org.uk*

When is a volunteer not a volunteer?

Answer – when HM Revenue and Customs says so. It is possible to be caught out by the Minimum Wage legislation and find that you should be paying the minimum wage to people you thought of as volunteers. Voluntary workers are defined in the National Minimum Wage Act 1998, as workers employed by a charity or a voluntary organisation. Registered Community Amateur Sports Clubs will be treated as charities for these purposes. HM Revenue and Customs have agreed not to initiate investigations on Volunteers/ Sports Clubs for minimum wage compliance – but they will look into cases where someone complains that they should have been paid the minimum wage.

Volunteers do not qualify for minimum wage as long as:

– no payments are made to the volunteer except actual expenses or a fair and reasonable estimate of out of pocket expenses. (Records should be kept of all expenses paid);

– the worker receives no benefits in kind, except for the provision of uniforms, reasonable subsistence (food and drink) or accommodation.

Provision of uniform: officials at sporting events can be provided with clothing to distinguish them from competitors and the public and such clothing will not be treated as a non-cash benefit for minimum wage purposes. The item has to be reasonable and should be necessary to perform duties. If the item can be retained, it has to be a gift, i.e. they're not entitled to receive it, although they might expect it.

Free food/drink: a free basic meal or drink can be provided as reasonable subsistence.

A reasonable honorarium may be made, although there should not be any entitlement to the sum received. However, HMRC reserve the right to take enforcement action where they believe workers are being exploited e.g. where benefits-in-kind are being offered instead of proper wages. Workers also have the right to take their case to an Employment Tribunal.

Paid/voluntary work: A professional, such as an instructor, can do additional voluntary work and this will not be considered as unpaid overtime, provided no payment is received for the voluntary work, other than legitimate expenses. However, the voluntary work must not be simply an extension of the employee's contractual work. There must be no obligation for the professional to volunteer and he must not suffer any detriment to his employment if he does not. The professional contract and wages paid must not be on an assumption of additional voluntary time being worked. The professional is not under the club's direction during any voluntary period to a greater extent than other volunteers. Office holders, such as club secretaries/treasurers, are exempt from the minimum wage. But if office holders are working with both the expectation of and an entitlement to an honorarium, they may be brought within the scope of the minimum wage.

Licensing – last orders!

If your club sells alcohol, provides public entertainment, such as live music, or sells hot food or drink after 11 pm, you must apply for a new licence or certificate, if you have not already done so. This is the case even if you hold an existing licence, or your licence is not yet up for renewal, or you do not currently need a licence. You must have your new licence in time for November 24, 2005, when all existing licences expire. The August 6 deadline for preserving your existing licence conditions has now passed and you must apply for a new licence if you want to continue trading.

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That noisy, smelly, heavy, obnoxious thing behind the pilot

NO, I AM NOT referring to the passenger. That was the way I used to describe the disgusting idea of an engine in a glider. No more. After my first in-air retrieve from an imminent field landing in a Duo Discus Turbo, competition designation DDT, I am impressed. After an heroic 540kms out of an impossible (for a 20-metre ship starting at 12.23 in good but not spectacular weather) 668km task on Day Two of this year's Open Nationals, our noble pilot Rod Witter picked a field near Ledbury very late in the day, set up a careful approach pattern in case of hiccoughs, and fired up the tiny motor. It started immediately, Rod pointed DDT at Lasham, and home we came, arriving circa 21.00. All the pre-announced barbecue had been eaten, but Lasham's excellent restaurant soon restored us. Better than some inaccessible field miles from home and a rumbling, empty tummy, I thought with glee. Platypus must be going soft with all this luxury; he is not the man he was.

Set-aside adds seasoning to the season

But surely a gliding year without at least one exciting field landing would be like rare beef without mustard? If Mr Witter and DDT were not to provide that, where would I get that extra bit of zing, something to remember? I would require a pilot who loves staying up in nothing, a largish task and a smallish glider of sufficiently low performance to be doomed even before it takes off. Take a bow, John Jeffries and JWD, the London Gliding Club's K-21 trainer. The Bicester regional competition was the venue. It was dusk, long past 7pm and we ran out of day in the lovely Cotswolds. (*Why* we were so far from home at that hour we shall, er, set aside.) On the way down with brakes full out I had no doubts about my pilot's ability to get into the field, if that is what the patch of steeply undulating terrain can be called, safely in



Sufficiently low performance

one piece. My doubts were about what day of the week we would subsequently get it out of the field in all its several pieces, since this would depend on from whom we would borrow a four-wheel-drive and where we could recruit a crew – neither of which did we have. All this flashed through my brain as we plunged towards the Gloucestershire sod – I think fast on these occasions. I could even visualise a bowler-hatted man from Tony Blair's government coming along one day the previous year and saying to the farmer: "Sir, we'll pay you a shipload of money NOT to cultivate a selected 50 acres of arable land." The farmer had immediately waved his stick at this unruly collection of hillocks and chortled: "That bit'll do nicely!" while trousering a generous cheque and quietly hugging himself with barely-suppressed joy. Long live set-aside, say the farmers and the gliding fraternity.

Just remember, for 2006, farmers are very unlikely to set aside their flattest, best-drained or most easily accessible land. Hospitality to soaring pilots has its limits.

Irrigate your plumbing!

After about a year on the ground, I should not have been much taken aback to find, during my first flight in 2005, that the water from my Camelbak tasted distinctly weird, indeed quite vile. I kept on drinking it during the flight nevertheless, deciding that the short-term effects of dehydration in the next three hours or so would be more of a danger to my safety than whatever the bugs might do to my insides over the next 24 hours. After landing I could always be rushed to a hospital if need be. Meanwhile I continued my navigational duties, and reassured myself with the thought that tough, adventurous seamen in the days of Vasco da Gama and Magellan sailed for weeks drinking increasingly foul water from slime-filled wooden butts.

Then a small voice said to me: "Yes, but they died like flies!"

In fact my stomach was OK after that first day's drinking through the dirty tubes, but having travelled in India and Egypt with no ill effects many years ago I was not too surprised. However, before the next flight I made use of a cleaning kit: a big brush for the bag and a thin brush on a long cable for the tubes. The tubes were the problem. The long, skinny brush brought out masses of filthy black gunge consisting, I suppose, of algae. I would like to have had a microscope to hand, to study these beasts or plants or micro-organisms or whatever they were. Great hairy monsters just clawing to get at my insides and wreak havoc, I bet.

To help kill the bugs I first asked my local pharmacy for Milton (for babies' bottles) but they did not have it in stock, so I bought Steradent (for false teeth) and cleaned the Camelbak with that.



Tough, adventurous seamen



Never have understood my reasons

Now the buzz around the North Barnes shops will doubtless be a) that I have started a new family after 40 years and b) that these teeth are not my own. But then the pharmacy never have understood my reasons for buying a whole range of items which have nothing to do with their advertised purpose.

It was around 1975, after wise advice from Mrs Platypus, that I gave up trying to explain to them why I wanted latex rubber, camphor and hypodermic needles. Why baffle them with a long spiel about total energy systems, barograph-smoking or microfilm models? Better just to order the goods in a loud, firm voice, pay for them and march out silently, ever the man of mystery. Let 'em talk.

Return Ticket*

In my collection of *Sailplane & Gliding* going back to the 1950s is a seminal article on closed-circuit-flying with a little flag on the page, marking it out as being of special importance to me. When I put that page-marker on it – in what year or decade – I have no idea, but I do know I re-read that piece many times. (In fact I think it should be re-printed in *Sailplane & Gliding*, perhaps on its 50th anniversary.) It was an account of three record cross-country triangle flights in 1957 in a Skylark 3: 100km, 200km and 300km respectively. The era of speed-flying had arrived. Its harbinger was Tony Deane-Drummond, today an 88-year-old retired army general with a World War Two reputation that is legendary. After getting an ovation from all competitors and crews at briefing on Day One of this year's Open Class Nationals at Lasham, Tony flew as P2 with Rod Witter in the Duo Discus Turbo and had a great time, though it was a difficult day for anyone with less than 25 metres, and Rod had to fire up the engine to get himself and Tony DD (sometimes known as Tony D-Squared in the old days) back to Lasham for the cocktail hour.

The long love affair with the Cornish Peninsula

Before Tony's flight, we discussed the competition scene of the wooden-glider period. Although Tony DD at Lasham and Frank Foster at Dunstable showed that from the mid-1950s one could fly closed-circuits very effectively in Skylark 2s and 3s, competition directors were reluctant to set triangles and out-and-returns, even for the country's top pilots. As a 1970s task-setter myself – who had the latest plastic gliders to work with and had a far easier time of it – my guess is that the continued setting of downwind tasks right up till the late 1960s had a number of causes:

1. It was exhilarating for competitors to cover long distances over new countryside and to end the day smelling Atlantic air (this exhilaration only paled after the umpteenth dash to Cornwall and the all-night retrieving that followed);
2. Many pilots desperately wanted their Gold distance and Diamond Goal badges, and going downwind made it much simpler;
3. Crews really enjoyed these marathon drives along country lanes (car ownership was a small fraction of present levels) and talked of Devon cream teas in eager anticipation. Fuel used in retrieves was subsidised – to put gliding on an equal footing with private power flying, which enjoyed a fuel rebate – and it was a point of honour to clock up vast trailer mileages;
4. However, lastly, I have to admit that if the forecasters got the weather wrong and the competitors ran into a bad patch going upwind, it was very hard pounding to make any headway at all, especially for us run-of-the-mill pilots with not too many hours in our logbooks and little grasp of speed-flying techniques.

So, if you wanted happy, smiling (if somewhat bleary-eyed at breakfast) campers, you played safe and flung them all off with the breeze up their bottoms. How and why things changed is for a later edition of *S&G*.

Maths before Michaelmas

It is September 21st, the equinox more or less, on a clear, sunny day. It is one pm by what we used to call British Summer Time – or noon by what we used to call Greenwich Mean Time. I am standing at the kitchen sink (I can visualise letters pouring in from hundreds of women taking pity on me, and rushing to help) when the kitchen, which faces south, momentarily goes dark. A jet, *en route* to Heathrow airport from east to west, has just flown right between me and the sun. (Darn cheek! Ed.) This happens at roughly one-minute intervals for about 20 minutes. The planes are all very quiet, incidentally, now that Concorde, which I always rushed out to see, has gone. The mathematical challenge is this: given that –



I always rushed out to see

1. The position of the airport is Latitude 51°28' 39" N, Longitude 0°27' 41" W
2. The position of my house is Latitude 51°29' 13" N, Longitude W0°14' 00"
3. The elevation of house and airport is 77ft
4. Planes fly in on a constant slope of three degrees towards Heathrow airport (how they round out is not my problem)

– now please calculate:

1. At what altitude was the first aircraft when its shadow fell on me?
2. How far from my house in kilometres was the aircraft at that time?
3. What was the bearing of the aircraft from my house at that time?

I guess the answer to the last question must be something like "South, you idiot!" but I'd like a statement that is more precise. (Adding "blithering" between the second and third words does not count as increasing precision, by the way.)

A signed copy of *The Platypus Papers* will be sent to the first correct entry. The method of calculation must be shown.

Gillian Bryce-Smith

It takes a special type of woman who can announce to you in a totally calm voice that she is dying, and has a month or two in which to put her affairs in order and bid her family and friends farewell. It makes you feel both inadequate and inspired at one and the same time.

Gillian Bryce-Smith, editor of *Sailplane & Gliding* from 1973 to 1998, had the most difficult of editorial jobs – stitching together a lively, professional magazine from the unreliable contributions of unpaid amateurs who know little about deadlines or writing to a length. Herding cats is easier.

Under her courtesy and her unfailing cheerfulness there lay a steely persistence and dedication to constant improvement. It is not just a recipe for being a great editor; it is a recipe for being a great member of the human race.

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* *Return Ticket* is the title of Tony Deane-Drummond's first book about his wartime experiences, which you should all read. I thought it appropriate that its author should have taught us glider pilots how to do big flights and end up not in some distant field, but back home

T-time for the DG-1000

DG has produced its first turbo with the DG-1000T — Jochewn Ewald puts it through its paces



THE CONDITIONS weren't ideal to aerotow a heavy two-seater – the temperature was hovering around 30°C, there was a 90° crosswind across the 800m Bruchsal grass runway and there was 'only' a 115hp Super Dimona available. Clearly this was a situation to 'refuse' the launch for safety reasons. But we were sitting in DG's new DG-1000T and thanks to the new engine's help the launch was on.

As the tug took up the slack, I set full power and was astonished by how well the 1000T's extra 30hp helped the Dimona accelerate: we lifted off together, well before the point where a Standard Class single-seater towed by the same tug became airborne shortly before, and passed the end of the airfield clearly higher than he did.

As you would expect with a 'new' turbo, the DG-1000T is a development of the 1000S that has been in production since 2001 and been praised as an all-purpose 20-metre two-seater. The new model is essentially the same glider with a few tweaks and the addition of an air-cooled, retractable 30hp Solo 2350C two-stroke engine mounted on a dual mast, which is swung in or out by a gas-strut supported electric spindle drive.

For my test flight, Wilhelm Dirks was in the rear seat, and up front I found everything much as in the 1000S, apart from the addition of a DEI instrument and the throttle. I also noticed a few refinements on the prototype I flew some years ago: then I had disliked the low position of the front seat's cable release knob between the pilot's legs



and this has been moved to a more sensible, higher position; the front stick has been replaced by the Collani-designed one, which DG showed at Aero 2005 at Friedrichshafen and which had just been installed (albeit a little too high, so the advantages of holding the upper section with the full hand for 'hard work' – such as take-offs, landings or aerobatics – or alternatively holding it relaxed with 'two fingers' at the bottom for normal flying, could not be as fully enjoyed as intended).

The major cockpit change, though, is the addition of the engine controls. Unlike many other sustainers, the DG-1000T's engine is equipped with an electric starter and a throttle so, after doing my normal pre-flight checks, for this assisted take-off I had to turn the main switch and ignition to 'on', raise the propeller and then press the starter button in the throttle, which starts the engine as soon as it is fully extracted. Using the sustainer engine during an aerotow launch not only gives extra safety during the launch, but can also reduce aerotowing fees: with the engine already running, it is far less risky to release early and continue thermal searching powered by your own engine, which then does not need to be started (most motorglider problems arise when the pilot tries to start his engine, a procedure for which he needs a lot of height, especially if it doesn't start during the first attempt...).

After releasing from tow, the DG-1000T, flown at 90km/h and full throttle, continued to climb at 1.3 m/s. In level flight I had to ease the throttle slightly back to prevent the engine from revving above its 'permanent maximum' of 6,500rpm, and reach a cruising speed of 130km/h. Most pilots, of course, won't do this but will fly in the sawtooth style that's the most economic way to use your fuel.

Putting the engine away is easy: just let it cool down a little by running it idle for a short time, switch the ignition off and fly at 90km/h; the engine mast then swings a little backwards and the prop soon stops rotating. The mast then swings back a little more, making the propeller stop rubber swing into the propeller arc; flying a little faster rotates the lower propeller blade against the stop, or you can just press the starter button, to turn the prop automatically into its vertical position. As soon this position is reached, the drive swings completely in and the two engine bay doors close. The whole procedure takes just 15 seconds, and there are almost no trim changes. Starting the engine again is as easy as with all the DG motorgliders: just switch the ignition on and

press the starter button. The drive swings out and the starter does not become active until it is completely out. The time I needed from 'gliding' to 'powered flight' was just 17 seconds, and the altitude loss was only about 20 metres, much less than with any engine you have to start by 'windmilling'. Incidentally, it's not possible to start the engine by windmilling, so if you lose power you have to land with the engine out. But this is no problem, the performance is reasonable with a sink rate of about 1.1m/s and nearly unchanged handling qualities.

Soaring the DG-1000T is as much fun as doing it with the 'S', and you don't really feel anything of the extra engine weight. The control harmony is best at about 100km/h, and thermalling this excellent climber between 85 and 95km/h just requires a bit more rudder. I measured its 45°-45° roll rate as 4.7 seconds at 105km/h, and the stall behaviour is as it should be, and there's a new extra to help – a 'stick-shaker'. This novel feature for a glider makes itself known when the stick starts to feel soft at 77km/h IAS. It has been introduced because inexperienced pilots might fail to feel the first 'natural' stall warnings when the engine is running. The stickshaker is not just a simple device depending on the speed flown, but is operated by an electronic system which measures pitot pressure and the pressure at an opening below the glider's nose and then calculates the real angle of attack and gives a proper warning in any situation; no matter whether you are flying with waterballast, airbrakes open or circling with high g. During thermalling, the stick-shaker just started to work at the moment when I would have eased the stick forwards a bit to prevent the DG from first buffeting (which means performance loss), so I think it is really useful, especially for inexperienced pilots. Approaching the minimum speed, buffeting increased and, at 72 km/h, the DG with its aft c of g gently dropped a wing, which could be stopped immediately by applying the usual recovery method. With an aft c of g position, spinning is possible, and with the options for adjusting the c of g of this glider, it does makes a suitable trainer also for this sensible exercise. Opening the efficient Schempp-Hirth airbrakes results in a 5km/h increase of the minimum speed, while the trimmed speed goes up by 15km/h, so there is no need to change the trim position for the approach.

Flying at a basic approach speed of 100km/h, I found the sideslip a very easy and efficient method of approach control: combined with the airbrakes, extremely steep approaches become possible. Fully held off, the DG touched down in a two-point attitude, and the good suspension of the mainwheel absorbed the bumps of the grass runway smoothly. Given the high tailwheel load of the D-1000T, the risk of nodding the nose down during braking is very low, but the disadvantage of this is the fact that at slower speeds you have to brake firmly to take the load of the tailwheel and make controlled 'curve taxi-ing' possible. The ailerons remain fully effective until standstill, even under crosswind conditions.

The DG-1000T is DG's first turbo and it took some time to reach final production status; and some customers who tried to order early might not have been happy with the long wait. But it was worth it: with the now perfectly working engine and its extra features and the easy-to-handle DEI system, the DG-1000T sets a new standard for sustainer engine powered motorgliders. It is also the only sustainer engine-powered motorglider which is still fully aerobatic when flown with 18-metre tips and its weight below 630kg. This means that there is no problem for solo aerobatics, and it is also possible to remove the engine installation entirely for dual aeros. Although this would requires a bit of work, it is a nice feature if you want to run aerobatic courses. This makes the DG-1000T, although not very cheap, a real all-rounder for any purpose from basic training up to competition and aerobatic flying.

Text and photos: Jochen Ewald



TECHNICAL SPECIFICATION

Span (m)	18	20
Wing area (m^2)	16.72	17.53
Aspect ratio	19.38	22.82
Length (m)		8.57
Empty weight (kg)	461	465
MTOM (kg)		750
Wing loading (kg/m^2)	32.4-44.9	31.1-42.8
V_{NE} (km/h)		270
Max waterballast wing (kg)		160
Max waterballast tailfin (kg)		6.2
Max weight for full aerobatics (kg)		630
Max g-loading		+7 to -5

Engine:

Solo 2350C, twin-cyl, two-stroke
Propeller DG-P001-1, CfK twin-blade, 1.48m diam
Performance 30hp at 6,500rpm
Propeller reduction 1:2.3
Fuel capacity 22.5l (22l usable)



Above, from left: front instrument "mushroom" allows easy cockpit access; the Solo engine is mounted on a dual mast and wire braced towards the rear; a belt drive is used for the propellor reduction; the engine mast is gas-strut supported and moved by an electric spindle drive – the engine bay doors remain open while the engine is running


200
150
100
50
0
kilometres
1,400m
Shading gives general indication only of height
Sea level
Ben More
1027m
Ledmore
Ullapool
Alness
Nairn
Elgin
Inverness
Roy Wilson
23 June 2005 - 766km
ABO Aboyne, LMR Ledmore, EDZ Edzell, AHA Altnaharra, DRU Drumshade
Rhynie
Alford
Ben Macdui
1,309m
ABOYNE
Roy Wilson
30 January 2005 - 500km
(Aboyne), LOK Loch Kinord, CAD Callander, RNI Rhynie, COM Comrie, ABO Aboyne
Fort William
Ben Nevis
1,344m
Forfar
Blairgowrie
Dunkeld
Arbroath
John Williams
10 November 2004 - 507km
(Portmoak), DKD Dunkeld, BSS Bunessan, DKD Dunkeld, DAM Dalmally, DKD Dunkeld, (Portmoak)
Ben More
944m
Oban
Dalmally
Crieff
Perth
Comrie
Bunessan
Callander
Alloa
PORTMOAK
Stirling
Jack Stephen
28 June 2002 - 753km
(Aboyne), LOK Loch Kinord, DNN Dunoon, RNI Rhynie, RSN Rosneath, AFD Alford, (Aboyne)
Helensburg
Rosneath
Dunoon
GLASGOW
Greenock
EDINBURGH





The map opposite (by Steve Longland) shows how a group of Scottish pilots has been working to the edges in various wind directions and just how fast they can go. Shown are, firstly, Roy Wilson's 766km to the far north west in south-westerly wave, as described in the article, and his fast 500km in north-westerly wave at 138km/h. He has since done a 515km triangle from roughly, Glasgow to Inverness – see www.bgaladder.co.uk *for details of this and other flights. Secondly, criss-crossing Scotland in northerly wave – John Williams' 500km at 121km/h. Thirdly, Jack Stephen's 750km in a north-westerly to the far south west. Nearly all the photographs with this article were taken by Jack during another 750km, flown on September 3, after the map was drawn. Above: the BGA TP seen on the PDA is Loch Ailort, between Fort William (on the far left of the map) and the Isle of Eigg. Above right: At 1800hrs, Jack, flying from Aboyne, was in DG-400 G-BLRM at 7,000ft looking south-west from Loch Ailort over the Sound of Arisaig and the Ardnish Peninsula. In shot are the islands of Rum (just visible on the right-hand side of the lenticular and, on the map, to the west of the 30km scale), Muck and Eigg, and the mountain of Rois-Bheinn*

Exploring the limits

Roy Wilson is one of a small group of pilots pushing the boundaries of cross-country flying in Scottish wave. He hopes to whet your appetite and offers wave soaring tips if you'd like to join the fun

THIS ARTICLE is intended to describe wave flying in Scotland and how a few of us have been exploring the limits. If you have been following the National Ladder over the last few years, you will have noticed that we have been logging big cross-country flights and putting in some fast times too, and we've only just scratched the surface. Soaring over the mountains and lochs of Scotland is awesome in itself. Now, combine that with the real opportunity to do record-breaking cross-country flying, and you have a combination of excitement and challenge that cannot be denied.

Hopefully, we will infect you with our enthusiasm and provide you with a few hints on how to fly cross-country in wave rather than squat at great altitude.

First, a taster. Big tasks in Scotland require that you reach out coast to coast, and clearly demand suitable conditions across much of Scotland. A rare event indeed, you might think. So you are faced with a dilemma. Do you declare 750kms, fail to reach far turn points, abandon after a few hundred kilometres and mess up your day or do you roar around 500kms scoring all kinds of points on the National Ladder instead?

The answer is that you are compelled to give the big flights a go.

Read on...

Just lucky?

Midsummer, June 23, 2005. Jack Stephen, Richard Arkle and I arrived late at Aboyne, and were not impressed by the conditions. 750kms did not look on but there was wave. We fiddled around on the ground far too long and finally set off around mid-day on a NW-SE quadrilateral in south-westerly wave. We romped to the west of Inverness in good style but came to a grinding halt against eight-eighths cloud cover some 65km short of our first turn point at Ledmore. I don't mind flying over a bit of cloud but 65km (then back) over mountainous terrain blocked completely below 5,000ft by an active danger area does set you thinking.

We stooged around hunting big waves. Jack milked the wave to 18,000ft and got around first time. *(Hmmm. Doesn't have bigger or better wings? Must be bigger something? Nah, just lucky.)* Three attempts and four hours later I finally tiptoed around Ledmore. Meanwhile Richard, who had been scouting to the south, reported sinking deep in the waves around Loch Torridon and was busy baling out and heading home. Jack was already turning Edzell, 200km away. First leg, 168km at 31km/h. *(Pathetic. Could've bicycled there faster. That Jack Stephen must be caught!)*

The next 200kms to Edzell, with a short delay for ATC, zipped by at 144km/h. *(That's more like it.)* So back to the north again to Altnahara but the wind dropped, the waves weakened and the sky filled in even more. North of Inverness looked bleak. Lots of cloud again. Jack was on track to Ullapool. *(Ullapool?! I thought we were on the same task. How'd we do that?)* But I got the better of it this time with much bigger roll to the waves on my track and occasional slots for comfort. Found a nice run along Loch Shin to drop downwind and round Altnahara. 200km at 87km/h on that leg. *(Still too slow.)*

Jack was around Ullapool and heading to the remote finish at Drumshade. The late evening glide over the Cairngorms was lovely, or it would have been if there had been more time to stop and top up with height to finish. Going through Glenshee at 3,000ft on a marginal final glide in the fading light keeps you focussed. 200km at 129km/h. *(Better.)* Nearly caught Jack at the finish. He popped out his motor and had time to scuttle home while I had to land in a field with tall, dew-laden grass. *(Can't go home fast with a turbo.)* Jack had to retrieve me, though. Nothing like a good soaking to the waist to finish off a long day. 766km at 71km/h. *(Pedestrian! Flatlanders in thermals do better than that on a slow day.)*

A bit of wind helps

So, you may ask, what's the point of this tale? Well, this was not a good day for a 750km flight and we didn't set off till mid-day. The North West at first appeared





Above: Looking south-west down Loch Sheil (west of the town of Fort William) from 7000ft, climbing to go to the Loch Ailort TP. Left: A tad earlier, at 17:30. Jack was at 6,000ft over Loch Eil looking east at the northern end of Loch Linnhe with Fort William and the mountains of Ben Nevis and Aonach Mor in view. Below left: on the same flight, looking south. Jack photographed Peter Gray in DG-202 606 over Loch Ness at 10,000ft. Ben Nevis, Aonach Mor and Spean Bridge are in the background

➢ blocked by cloud but, with a bit of perseverance, perfectly possible and, with a slight change of tactics around the first TP, speeds well in excess of 100km/h could have been achieved. And it was challenging and a lot of fun!

What's our secret?

We talk a lot, discuss conditions and weather watch. Emails fly back and forth between members at Portmoak and Aboyne. Once in the air we talk more. John Williams of Portmoak may be on task 100km away, but we pass on conditions. Most of our big tasks are logically set up to run along the waves and over recent years we have proved 500s and 750s in almost every wind direction.

What kind of weather are we looking for? *(Anything I say now may not be entirely true so get yourself a copy of Tom Bradbury's* Meteorology & Flight.*)* We've been proved wrong many times. A club member came rushing up to me the other day with a super satpic showing mountain waves across Scotland, declaring it to be a dead cert 750km day, and was astonished I disagreed with him. The fact that I'd been swanning around in thin, weak wave all day toiling to do a couple of hundred kilometres had little impact.



But there are some things that do get our attention. A bit of wind helps, especially if the wind speed increases with altitude, the direction is fairly constant and there is a stable layer above mountain-top height. It doesn't have to be windy on the ground either. High pressure moving in and a weather map clear of fronts certainly get us excited – and everyone else, I suspect.

First and only rule. Don't be tempted to release from tow early to save a few pennies while you're in the rotor or bottom of the wave. You could spoil your entire day and spend a bunch of money on another tow. Be sure you are 200-500ft into smooth, steady lift. If you've made this mistake you may need to fly as if on eggs or even thermal in the rotor funnels to get established.

Don't be put off by instability and cu. There may be a great wave day above the cloud. The thermals may be strong, but can prove exceptionally hard work in the wave-disturbed air. Look hard at the clouds for evidence of wave. You'll feel it in the air too. Climb to cloudbase, spin up fast in the lift then push out in front of the cloud and pull up. If it all goes smooth and you've got a knot, you're in. Many a good thermal day has been made really difficult by wave interference and sometimes it's tough to get in the wave but if you succeed, you can sit back at height, enjoying a leisurely lunch on track while the low-life struggle in thermals.

Don't be put off by big blue areas, either. Know the wind direction and choose a logical track aligned slightly downwind of likely mountains. You can get some great waves in the blue. Search for it. Turn 45° or so upwind and monitor your sink rate and if you sink faster, turn 45° downwind and check that out. If you need some lift quick and you are sinking like a brick, turn downwind and go fast to the next wave, but you've got to believe.

If you want to go somewhere fast you need to see the waves on track. That means climbing high enough above the cloud to look down at the patterns of lenticulars and gaps, but not so high that you are sitting in the jetstream flying fast and going nowhere. The best lift is most often found up the side and a few thousand feet above the cloud so if you want to run fast without losing height, that's the place to be. The strongest lift may not lie close in to the face of the cloud. Move forward and check it out. At height above the cloud, the best lift may have moved forward. Don't be satisfied. Search for the strongest lift.

If the wavelength changes and you've failed to notice, you may find yourself enveloped in cloud or behind it in the sink. You've got to move fast to avoid serious







Above: The Sound of Sleat, on September 3, 2005. Jack is looking west to Skye. Just to the right of the PDA is Loch na Dal on the east side of Skye and Loch Eishort. Right: Heading east after turning Skye Bridge (Kyleakin), taken by Jack Stephen in March 2003 on a similar epic flight in G-BLRM. The mountain peaks in the centre of the picture are the Five Sisters of Kintail with the low wave in Glen Affric and the high lenticulars towards Loch Ness and Inverness

embarrassment. If you need to cross a lot of cloud or the wave is weakening on track, you may have to stop and take a high climb, so choose a sweet spot and gain height quickly, but you will have to go really fast to make up time lost climbing. However, if you have a wind component behind you on track, the extra wind speed at altitude can dramatically increase your groundspeed and it may be worth the climb for that alone. Don't forget to account for changes in true airspeed at altitude.

If you are not using your track log, you are missing a trick. Not only will this keep you climbing in the sweet spots, which can be narrow, but it is a great reference to find the lift on the return journey, or to avoid the sinky areas or just to run for cover. This lift doesn't move around a lot.

Now you are running along the waves and see that your track is off course. Choose a place to jump upwind where the bars have thinned out or parted, indicating weaker wave. Jumping across a thick, strong looking wave from behind can lose you lots of height in a hurry. If your turning point is behind a wave in the sink, move upwind at a suitable place and run along till abeam the turnpoint and dash downwind across the lenticular, go around the turnpoint and on to the next downwind bar.

Mostly a mind game

So there you have it. Sounds easy, and it is, but you have to get used to flying over rough terrain. Remind yourself that you have lots of altitude to glide out to safe landing areas or overfly cloud safely. To boost confidence, you can download a landing area database (*www.deesideglidingclub.co.uk*). As with thermal soaring, wave soaring is mostly a mind game. Familiarity is the key.

I am convinced that very big and fast cross-countries can be done in Scottish wave. Several 500km flights have been completed at better than 130km/h and a clutch of flights in excess of 750kms. Check them out on the National Ladder (*www.bgaladder.co.uk*).

If we set off early in the morning, like Lasham pilots Gordon MacDonald and Afandi Darlington in 2004, we can put in 800kms in Scotland before lunch and have the rest of the day to work thermals through England or even Ireland. Jack Stephen's plan is to go to Shetland (cor blimey!). If the bigger flights are not for you, there is even greater scope for 300km. And if the wave is not working, do it in thermals, instead – but that is another story.

Roy has been gliding for more than 40 years, has all three Diamonds and his 750km Diploma. An assistant rated instructor and a tug pilot, he retired early to do more gliding. He quotes his wife, when he's heading for the airfield yet again while the chores list remains untouched: "Wilson, you're obsessed". He sends his thanks to Jack, John and Richard for their contributions to this article and their good company in the mountains



Left: the glider pilot's view of launching into Scottish wave and, above, sunrise at Deeside – the dawn of an era of yet more magnificent distance flights? (Gavin Webb)

They all look the same to me



F1 aerodynamicist Martin Bester explains some of the similarities and differences between gliders and racing cars

I'LL FORGIVE you for thinking that all Formula 1 cars look the same, but only because I once thought that all modern gliders look the same. Before I started flying (only six months ago) I couldn't tell the difference between an Astir and an ASW 19. Now the contrast between the sleek Waibel design and the cute yet stubby Grob could not be more obvious. I can even distinguish between a T-21 and a Nimbus 4.

You might well ask what aerodynamic similarities exist between the angels of the sky (all clad in white, of course) and those noisy soap boxes stuck so firmly to the dreaded ground. Well, for starters, they both rely heavily on air not to damage the health of their pilots. Just imagine what would happen if someone "switched off" the air while you are thermalling 1,000ft above Didcot. (No, your parachute won't work either.) And in a 150mph corner even Kimi Raikkonen, probably the best F1 driver in the world today, will go straight to the scene of the accident. Both are also designed with similar speeds in mind – a very important design parameter – and they both have wings and a cockpit, although in an F1 car the cockpit is in the chassis. (People laugh when you say "fuselage". Trust me, I know.)

There are, however, significant differences between glider and F1 aerodynamics. Apart from the wings being upside down on an F1 car, you also have 900 horsepower to play with, which leads you along a different efficiency curve. The efficiency (L/D) of a good modern glider is around 55:1, for a Formula 1 car, this is a little higher than 3:1. Another important consideration is that F1 cars are designed for turbulent flow; gliders are designed for laminar flow conditions.

Looking at some of the more visible and relevant aerodynamic components of a Formula 1 car, probably one of the most brutal devices is the rear wing. In high downforce configuration (for circuits such as Monaco and Hungary) it resembles the drogue chute on a Kestrel 19 more than anything else on a glider. Like most parts of the car, the rear wing size is prescribed by the Technical Regulation. It states the wing must fit in a certain envelope. This is where the challenge lies for the aerodynamicist. Although gliders in some contest classes also have wing span limitations, F1 limitations are much more severe and hence much more damaging to F1 rear wings. We all know long slender wings are much more efficient than short stubby ones. To improve the efficiency of F1 wings, designers employ similar techniques to those you see on glider wings. The most efficient span-wise load distribution for any wing is an elliptical distribution, where the load varies in an elliptical shape from the maximum loading in the centre to no loading at the tip. One way to achieve this is to reduce the chord length at the tip. A good example is the plan form of a Schempp-Hirth Discus wing. Renault's designers use the same technique on their medium-downforce rear wing *(1)*. Another way to reduce tip loading is to reduce camber at the tip. BAR's medium-downforce wing is a good example: the wing is not as "deep" at the tip as it is in the centre *(2)*.

In the past, teams were free to use more wing elements in their rear wings. Current regulations limit the designers to only two elements: a mainplane and a flap. Some high-performance gliders are also fitted with flaps. By adjusting the flap angle, the pilot can increase or reduce the camber. More camber allows the glider to fly at slower speeds so the wing can be adjusted for the conditions. F1 rules prohibit adjustable wings, which means the car has to be set up for a certain track before the race starts.

The car's front wing requires a much more subtle and elegant approach to gaining that much-needed downforce. It operates in much "cleaner" air than any other part, but



3. Ferrari squeeze two small additional elements into the lower forward part of the front wing's regulation box

it has a major effect on the rest of the car. When more downforce is extracted from the front wing, more often than not it is to the detriment of rear downforce. We all know that flow in the wake of a wing, especially one which is being worked hard, is very turbulent and robbed of a lot of energy. A downstream wing exposed to this wake will not perform as well as one in clean air. (Some gliders can suffer similar problems in certain conditions. If a glider departs in a spin, the tailplane can be caught in the wake of the wings. The rudder and elevator will then become less effective.) To protect the rest of the car from the wake of the front wing and front wheels, designers use various turning vanes to force dirty air outboard and away from the rear of the car. The front wing benefits enormously from its proximity to the ground. Just as when you forget to deploy airbrake you fly the length of the runway into the far hedge, so too does the induced drag on the front wing reduce in "ground effect". A wing producing downforce has an additional advantage from being close to the ground. As the wing moves closer to the ground, the air gets accelerated more between the wing and the ground, which results in lower pressures and more suction on the lower surface. So an inverted wing close to the ground produces more downforce and less lift... Mother Nature must have been in a good mood. With the F1



1. The most efficient span-wise load distribution for any wing is an elliptical distribution, like in a Discus wing



2. Another way to reduce the tip loading is to reduce the camber at the tip, as in the BAR wing above



4. McLaren uses winglets on a roll hoop wing (behind the driver's head) to improve the overall loading

front wing, the designer may use as many wing elements as he wishes as long as they all fit into the regulation box. Ferrari exploit this by squeezing two small extra elements into the lower forward part of the box *(3)*.

Wings with high aspect ratios are more efficient. One way to increase the "virtual" aspect ratio of wings for which the span is limited by regulations is to add winglets to the tips. The geometric span is not increased but the wing performs like a longer wing. McLaren uses winglets very cleverly on their roll hoop wing (behind the driver's head) to improve its overall loading *(4)*.

One of the most beautiful features of a modern glider is the way the cockpit and fuselage is adapted to the local flow. A lifting aerofoil draws the approaching air upwards towards itself and then forces it downwards as it leaves the trailing edge. This is why the cockpit of a glider points downwards and the fuselage slopes down to align with the flow. A lifting wing does the opposite. It draws air downwards towards its leading edge then produces an upwash aft of the trailing edge. The nose cone and chassis of an F1 car are adapted to this upwash to minimise drag. The upward-sloping attitude of the Renault nose cone matches upwash created by the wing *(5)*.

It is clear, then, that good aerodynamics is as crucial to a Formula 1 car as to a glider. The fact that an F1 wind tunnel model can "travel" the equivalent of almost 200,000 miles in a year proves the point, especially if you take into account that the race cars do only about 1/10th of this distance.

At first glance, an F1 car may appear far from elegant but, if you look closely, you will see some very elegant solutions to very complicated aerodynamic challenges. My syndicate partner and colleague always says: "Sailplane aerodynamics is a bit like playing chess, subtle, strategic and well understood, while Formula 1 aerodynamics is like rugby, a lot of running and screaming back and forth across the field". Thing is, I've never been good at either, which must mean I have neither brain nor brawn... I don't want to be a stupid little man!

Martin flies at Lasham and has approx. 60 launches. He soloed this summer and has a share in a Nimbus 2B which he hope to fly later this year. Gliding has always appealed to him and now he can pursue it in earnest



5. Note the upwardly sloping attitude of the Renault nose cone to match the upwash created by the wing

Soaring an invisible ridge

Instructor Dick Skerry relives a memorable flight over the flatlands in spring this year: 50km in a K-13 without circling

LINCOLNSHIRE GC, based at the old World War Two airfield at Strubby since 1978, has a thoroughly deserved reputation as "sea breeze city". The site is only about five miles from the sea and as a rule any sort of promising convection inland and the sea breeze rushes past us at about lunchtime. When I say rush, I mean rush: a good one passes the airfield on its way to Kirton Lindsey in about 20 minutes, with the added wind and field-end change. This, of course, means no more thermals – and we don't have many mountains in Lincolnshire.

A recent addition to our landscape is a wind farm about halfway between us and the sea. I am not against windfarms, provided they are not near airfields, and this one is a positive boon. The windmills rotate through 180° about 30 minutes before the sea breeze arrives here, giving us some warning that it is coming. We then launch everything we have on the ground and change ends. The gliders either land back at the site 30 minutes later or land out, having stayed with the front too long. Some pilots in the past have got Silver distances by staying with it to Kirton.

On Wednesday, May 18 this year, the morning became particularly soarable in thermals. I was helping out our instructor as my glider's parachute was in my syndicate partner's car. He, of course, was at work.

Every cloud has a silver lining of sorts. At about lunchtime we were casting worried glances at the wind farm and I noticed that despite a good 10kt westerly at the site the windmills appeared to be in slack air.

We continued to fly, expecting the worse, but the anticipated sea breeze never arrived.

I began to think maybe we were in for one of those rare days when the sea air anchors itself just inland and stays there. When that is the case then the warm air from the land should be rising up over the wedge of cold dense air just downwind of the site.

This would, in effect, give us an invisible ridge of air to soar on.

My next customer, Henry, at 85 is a competent pilot and I was his safety pilot. I felt a good experience coming on. We launched straight into a 5kt thermal and whistled up to about 3,500ft. By now I could pick out the line of darker cloud lying across the wind, marking the front for us, and instructed Henry to head north.

Flying at this height we found could fly straight and maintain height. If we moved track to the east we flew into the turbulence normally associated with sea breeze fronts; west, and we flew into the normal thermic air with its lift and sink.



Sea breeze front over Lincolnshire's coastal flatlands

Club demand meant we could not keep the glider forever, so we decided to fly north to Louth then south again past the field as far as Spilsby and back, a distance of 50km, and see how time was going. Cruising at 50kt in zero all the way to a point just east of Louth we turned inland to the town in sink. This was quite an experience, because it was the first time we had lost height. Turning Louth we bolted back east to the lift again and headed south.

We arrived back at the lift at about 2,500ft then by flying at 43kt we maintained an indicated climb rate of about 1kt average. We used this back to 3,000ft and continued south. Another cross-country dash saw us turn Spilsby and final glide for the airfield. With the East Coast resorts on one side and the Lincolnshire Wolds and colourful spring fields with yellow rape and green corn on the other, the view was wonderful. One thing about east Lincolnshire, we can always tell which direction we are going. The great blue compass is a wonderful thing!

We arrived back at 2,000ft so we did a circular tour of local sites to use up the extra height. The log said the entire flight took 57 minutes. After the initial climb the only turns we did were for heading changes.

We had no logger or barograph, so no record of the flight exists apart from in my memory, and, no doubt, Henry's. It may not have been an epic in the greater scope of things but it was one of those flights one relives as sleep tries to squeeze it back into the past. Bloody marvellous.



Colourful spring fields with yellow rape and green corn







From the sublime to the ridiculous

Right: This Oly 463 was photographed at the Camphill Rally this year. What could be more sublime than floating along in a colourful classic aircraft? (Malcolm Blackburn)
Above left: Unless, of course, it's admiring the ingenuity of early glider designers, as exemplified by Laurie Woodage's Scud 2, seen at London GC's 75th anniversary (Steve Lynn)
Above right: On the other hand, perhaps it's being alone high above the clouds in your sleek modern sailplane with only your thoughts for company (Paul Cooper)
Below right: Or even dropping into wave overhead your own site, as this Burn pilot did on February 19. A lot of pilots may be hoping for similar luck in the UK this winter (Robert Baines)
Below left: Maybe it's the quiet anticipation of an early morning summer launch queue that lights your fire. This one, complete with T-21, was at Lasham (Steve Kirby)
Below, bottom. And from the sublime to the ridiculous. This photo was originally sent in for the Club News *section of this* Sailplane & Gliding *but, to be honest, we simply didn't have the heart to identify those involved. As for what actually happened, well, your guess is as good as ours: when it arrived in our inbox, this was just captioned, enigmatically, "excessive zeal"*







Start as we mean to go on



We teach only cross-country soaring, period – the personal manifesto of Jerry Pack



Every cloud is a cross-country learning opportunity for pre-solo pilots... *(photo: Paul Cooper)*

DRIVEN either by the pressure of the flying list or a progress card system, we currently appear to teach new glider pilots the basics of flying, then leave them to learn – or normally stumble blindly into, if their interest in our sport survives long enough – cross-country flying. What if we took a different approach and taught *ab initios* soaring from day one and, on the way, ticked that box marked "solo pilot"?

This article is my personal view on how gliding can be taught to the British Gliding Association syllabus but from the cross-country soaring perspective. For many instructors and clubs this is not a new idea – in fact, your ideas may be more advanced than mine. I'm not arguing for radical change, just sharing ideas that I hope may be of interest to others.

From my limited experience as assistant instructor (half cat) at a small gliding club, its seems that with the BGA instructors manual, the instructors courses and the Chief Flying Instructor/Regional Examiner/ Senior Regional Examiner and instructors committee structure, the BGA has developed a system for training glider pilots that is probably best in class in the world. But it does not quite deliver what we and some of our customers want: cross-country pilots.

I focus on cross-country pilots as they generally fly a lot, have a high degree of skill and currency, are committed to the sport and have found something in the sport that interests them, motivates them and keeps them here. Another question is what does Bloggs want out of the sport? Do they want inspiration; do they want to soar free as a bird? Do they want a hobby that stimulates them, challenges them and is wonderful in its own right? Cross-country flying meets these needs; slowly ticking boxes on a progression card does not.

As a former hang-glider pilot, I was an experienced cross-country pilot before I came into gliding: cross-country is why I glide, but I instruct *ab initio* simply because I realise for this sport, which I love, to survive, we must train new members.

Imagine Bloggs turns up to the club for one of his early gliding lessons and once off the ground the conversation in the cockpit runs something like: "where do you live?"

"Smallesville."

"Oh, that's not so far away – let's go and have a look at it. You see this line of cloud above us that runs to Smallesville, we call this a cloud street. It marks a line of lift..."

"Hey, that's my house down there!"

Would this sort of training sortie catch Bloggs' imagination? Would the thrill of a small cross-country such as this, the vision of that end goal of Bloggs as a cross-country pilot, sustain him though all that circuit bashing and box ticking? (The evidence is that it does: I've just done a Silver claim form for one of last year's new faces that had an early mini cross-country with me.) I can already hear howls of protest that one can't possible teach the BGA solo syllabus by just taking *ab initios* on mini cross-countries. Let's examine the syllabus and method:

Set off as normal with a briefed exercise in mind but make sure you head for a source of lift. "Sorry, I have control, did you feel that surge in the seat of your pants? That was the glider being lifted by a thermal, we always feel the thermal before the vario registers it"(an example of primacy for cross-country soaring). "Now look over the nose and see that the attitude remains constant and that the angle of bank remains constant, see how the horizon cuts though a fixed point on the canopy, now follow though on the stick, see how little I need to move the stick to maintain the attitude and keep the same angle of bank. When I give you control I want you to maintain the attitude and angle of bank by looking over the nose, can you do that?" "Yes." "You have control". The glider has now climbed 300ft and the student is learning to look over the nose. Of course the student will lose control of the speed and the thermal, so you take it back and put the glider back in the thermal's core. The lesson continues with lookout whilst turning, trimming, speed control in steep angles of bank, stall speed increases in the turn exercise. (Take the stall speed increases in a turn exercise to the point of buffet: this builds the student's confidence as they learn the glider does not just break away and spin when the speed gets too low.) Eventually, you get up to cloudbase, where the stall, reduced g, and spin exercises begin. Or maybe you are under a cloud street and Bloggs can learn to fly straight and level. How many students cannot fly straight because they never get enough time in the circuit to try it? How much progress will they make with just five minutes under a cloud/cloud street?

Counter-arguments

"With all this soaring, particularly with the instructor in control, the flying list will get even longer.", No it doesn't. First, early on whilst it's not soarable, do the check flights that have to be got out of the way for solo pilots. Secondly, if you soar with students they only get one flight but lots more: airtime, practice, reinforcement and re-practice. The ratio of time a two-seater spends on the ground to time in the air increases and you get to launch quicker with the next student as all the other two-seaters are off soaring as well. (This gets even better when the pilots you have taught to soar start flying solo as they spend more time soaring, and don't land back, as they already have the soaring skills.)

"You don't always do perfect circuits, you

mess up the pattern, you don't always use the landing area, its so disruptive to normal operations". Agreed, but so do launch failure exercises, inept students and solo pilots landing long (who have not been taught the short field landing discipline) and pilots crashing as we have not taught them the whole airfield is usable if they need to use it. *"For me, gliding is NOT about cross-country flying"*. Sure, there are some people who consider that the potential hassle of an outlanding outweighs the fun of cross-country, so they stay local, perhaps concentrating on other fun aspects of the sport – vintage, aerobatics and so on. But the underlying skills you need to do this well are the same as you need to fly cross-country, and so I don't see there is a conflict in changing the emphasis to train people this way.

One counter-argument that *is* valid is that all the soaring makes *some* pupils feel sick.

Change of emphasis

Personally, I change the emphasis and background to the exercises in the BGA syllabus when briefing and in the patter. Circuits, speed control on approach and landings need to be perfect because I'm teaching short field landings. Speed control in turns is critical as otherwise Bloggs won't be able thermal or even make sense of a thermal's structure. Lookout is critical as other gliders will be joining us in the thermals we mark, so we need to see them during the turn and check for them as we leave. Lookout in the circuit is against a cross-country visitor coming in from any angle at any height, as well as the club's own gliders. Change of landing direction/area is taught against the back ground of a field landing, making use of upslopes, picking a defined area and keeping it short. When you land out it's always down the tractor tracks so, teach students to cope with crosswinds from day one. (If your club regularly aligns landing direction with the wind, make anyone above solo land out of wind, every time.) When teaching circuit theory, teach the basics and then relate it to a field landing. When teaching or checking field landings, make the student land in a very unusual part of the airfield and at the right time of year, with permission, in a field next to the airfield that you brief from the air (assuming you can get the glider though a gate or over a fence or boundary.) Fly with the student's altimeter covered most of the time as they approach solo and go beyond solo, building their confidence and height judgement – they will need it for their field landings. And finally, don't be a slave to the card, if it's soarable don't teach circuits, use the height to teach coordination of controls, stalls, spins or cross-country and leave circuits for evenings and unsoarable days.

I just assume, from day one, that all my students will fly cross-country. As the seed is now planted in their minds, being a cross-country pilot will become their goal, so more students will become cross-country pilots, sooner. (And my club, its future instructors and gliding in general will become stronger.)

Phase of sortie	Teach:
Just off the winch	***Briefed exercise, whilst heading to lift***
Thermalling/climbing	Looking over the nose to control attitude
	Speed control whilst turning
	Maintaining angle of bank
	Lookout (in turns)
	Trimming
	Lookout
	Stall speed increases in the turn
	Tight (thermalling) turns
Cloud street/energy line/ Inter-thermal soaring	***Flying in straight lines***
	Trimming
	Clouds, cloud watching, ground sources
	Stall symptoms, stalls, high speed stalls
	Reduced g (is not a symptom of a stall)
	Rolling on a heading
	Rudder is not for turning
	Post solo: Navigation
High (in a lonely thermal)	Spin appreciation, spin recovery
	Post solo: Map reading
High, time to land	***Prolonged spins***
	Airbrake attitude coordination
	Sideslip (directional control)
Circuit, approach	Reference point (as BGA)
	Short field landings
Landing	***Crosswind landings***
	Steering on the ground to avoid obstacles
	Steering to stay in the tractor tracks
Debrief	Emphasise the positive and reinforce the FUN

I always head for thermal sources and take every thermal presented whilst low down as airtime and height are so valuable to the student. This teaches soaring right from the start and also makes for multiple attempts and demos at the briefed exercise. Does this mean I always climb? No. Does this mean that some flights are cut short by attempting to soar? It does, but my students will tell you they have had some realistic change of landing area or landing direction exercises thrown at them.

The biggest change, though, must be the addition of fun and emphasis on the positive. Bloggs signed up to gliding to have fun, not to go through a masochistic exercise in box ticking and perfection. If you and the student have fun, then any progress is a bonus.

Other cross-country related patter

If we are to teach cross-country attitudes and techniques we need even more patter: we must continue teaching while flying or climbing. Don't panic, as a cross-country pilot you know this patter by heart: "Whilst I sort this thermal out, look around and see where you think the source and trigger for it is." "That's right, the trees/ridge are the trigger and the source is..."

"This thermal doesn't seem to have enough energy to climb right now; what do you think will happen when we and the thermal drift back across that brown field downwind?"

"Glider joining us below, no conflict."

"Glider our height, joining, potential conflict."

"Look up; no, put your head right back and look directly up. See the cloud..."

"Look around a minute and pick the best cloud you can see, that if we weren't climbing right now we would fly to... Let's look again at it in five turns... Why is that the best cloud?"

"Where is the club? Always keep track of your position to the club and ensure you can get back for a safe circuit. If you lose the club look around for..."

"What is the slope of the fields ahead? Which fields do you think might be suitable to land in? What is the height of the crop? Which direction would you approach it? Can you see the power cables?"

Conclusion

Gliding is about soaring cross-country. Not everybody will want to bang out 300km every weekend, but everybody who remains in the sport will get more out of it if they have the skills to keep them in the air. We can and should teach those skills from day one. I know that ridge sites, like Talgarth, teach their pilots to soar from the first lesson. The BGA syllabus and those of us at flatland sites do not appear to embed soaring skills in our teaching from the beginning, but we can and we should, because pilots who are taught to soar from day one will get more out of the sport, will stay with the sport longer and will put more back in.

That's my pitch. Your choice, instructor.

With thanks to Simon, Liz, Tappo and Brian who have all contributed to this article each in their unique way

British Gliding Association

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For more information, or to book on a course, please contact the BGA office

Tel: 0116 2531051 Fax: 0116 2515939 E-Mail: debbie@gliding.co.uk Web: www.gliding.co.uk

picture courtesy of Mike Fox

Nine medals at internationals for the UK team



Standard Class, Junior World Gliding Championships, in the UK – Gold, Silver and Bronze *(see pp34-36)*

In 2005, the Union Flag flew nine times for British gliding.

This was the result of a truly remarkable effort by the British Gliding Teams.

This outstanding result could not have been achieved without the help and support of all of you who have contributed to the team.

The team would like to thank all the members of UK gliding clubs for your contributions and your support.

We are also indebted to our sponsors *(see left)* for their support, and we hope they will continue to be involved with the British team to enjoy future success.

The challenge of the 2005 contests is past us, and we now face a new challenge: to use the British Gliding Team success to benefit all of gliding in the UK.

To succeed in this challenge we will need even more help from those who have the time and skills to assist us.

Thank you again for your support.

Brian Spreckley
British Team Manager





Top: European Championships, Finland: Open Class Gold and Silver, and 15-Metre Class Bronze *(see p38)*
Above: European Championships, Slovakia: Standard Class Silver *(see pp39-40)*



Women's World Gliding Championship, Germany: Standard Class Silver and Bronze *(see p41)*

British Team sponsors 2005

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For more information about the British Team's sponsors please visit the team's website:

www.glidingteam.co.uk



Racing

Adam Woolley *(right)* offers a long-distance perspective on what racing in the UK is like

AFTER three months of weekend practice with my team-mate David McManus, a few thousands of hard-earned Aussie dollars, 16,000km and 21hrs flight time later, Dave and I landed in the world of the Great Brits. Full of anticipation, we quickly shot off to Bicester to learn about the intensive airspace, the small fields and the local conditions. We believe this gave us a headstart on other teams arriving just before the main event started: the first day of the Junior Worlds...

After performing the art of grid squatting since 12.00, we finally launched at 14.45 into a forever-changing sky. Many of the teams are blasting off, running a street south of track. Dave and I are just about to make a start, but sight an upwind street forming. We decide to hang back and restart. Getting lower and lower, later and later, we finally get a climb to base. I can't believe it: it's 1550 on the first competition day with hints that it could shut down early. My heart is racing – here – we – go! We depart for Earith under a nicely-formed wet-looking street. Shortly after starting, the young Brits meet us in the first climbs and help us on our way. Dave and I, not so game, decide to hang in 1.5kt to get higher. We later find they got a 3kt climb and managed to keep the new distance on us to the end. After the turn, conditions improve and we're well on our way back, but 35km from home, things are starting to look softer and marginal final glides look the norm. Dave and I pin our hopes on a small village 15km out and make it on to a 60kt glide. A day that we went out to get within 100pts of the lead; accomplished.

Day 2, a smashing-looking sky: 4-5kt to 5,000ft, a beaut Aussie sort of day. Nice start, an energy line on track: Dave and I were soon on our way, pushing, pushing hard for that elusive big climb. Unfortunately it never came. We soon found ourselves down low 35km from home with a number of others. We could feel our speed plummet, 20-25km/h for the day. Clouds became secondary as we tried to find hot spots to get us away. Dump some more water, climb, climb. Dave got a small bubble and went skyward, soon pushing on to find me a better climb. After some time, the so-called thermal built into 4kt and we put our racing boots back on. After the extreme low slow spot, we were running with confidence and slowly pulling back on others. Then the sky decided it'd pack itself in and make the rest of the journey slow, but we were high (well, for a time, anyway). Every now and then we'd get in contact with Mark Parker, but every time going our own ways. By the last turn, we managed to pull 10km on Mark while the sky was spelling gloom and doom. Dave and I could see only one route home in the dying sky. Somehow Parker managed to pull 20km back on his team-mates in moments to finish home fast with the pack. If only we had known to wait for him! 550pts, but thankfully we got back – just.

Day 3, and the Brits took great delight at briefing in screening a weather map showing a large depression over the centre of Aus – due to losing the cricket and 450pts the previous day. We answered back in the best possible way. After a planned late start, with conditions predicted to go all day long, 3-4kt climbs to 5,000ft again – let's have some fun! On the first leg to Oxford East, Dave and

Practising at the Bicester Regionals

AT BRIEFING every day during a comp, *writes Red Staley*, you generally swap comments with your neighbour about the task or the weather. Adam Woolley was my neighbour at Bicester – it was his practice for the Junior Worlds – and he came 8th in our Green Class after an exceptional eight-day comp in Adam Laws' ASW 19. Over idle chat I discovered an extremely committed and focussed pilot, who at 21 has done the kind of flying I dream about. As a Bicester pilot, I wanted to find out from a visitor what sort of show we were putting on and Adam, who works as a commercial pilot for Queensland Aviation Services, kindly agreed to be interviewed:

What was your most memorable day at Bicester?
The first day, when nearly everyone landed out. It was a good idea to leave early as the Severn valley breeze was likely to cause problems. I took every climb and flew at 55-60kt to Bidford, quickly to Winchcombe and steadily back to Bicester – but all three clouds on the way home failed to work. I landed at Enstone with Mark Holden and Ian Craigie. I came 5th and enjoyed myself. I reckon I was flying at about 80 per cent. My best day was Day 2, the first area assigned task. I flew like a demon in the first sector and got to Banbury with 1 hr 6 mins to go and not enough area in the second sector to get an optimum number of kilometres in the remaining time. Or so I thought, because I could have done another 50km if I had interpreted WinPilot properly. In the event I came in 27 minutes early. I could have won this day: I needed only another 15km to go past the winner. My downfall was that I had set my WinPilot to Queensland time Australia! I promptly changed it to local time...



What were you expecting to find in UK comps?
I was expecting to enjoy the comp. I had been told the British airspace is tricky, the weather inconsistent and the paddocks short. The paddocks were OK and at Bicester the weather was very consistent, like Aus. I waking up every day knowing that I was going to get a task. Even the scrubbed day was flyable but possibly not for the whole grid. I considered doing the task backwards for fun but in the end we had a tourist day. Bicester was a great learning experience and I remember that the atmosphere at briefing was quite electric with anticipation.

What is your ideal day in Australia?
I like a 6-8,000ft cloudbase *(and I thought they were completely metric in Aus – Red)* with some cu and 6 to 8kt flying wind. I tend to do better on weak days in Standard Class machines.

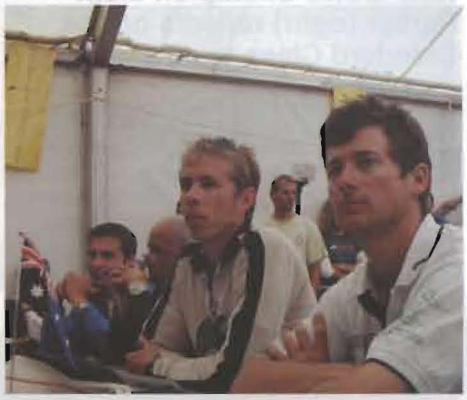
What was you most difficult day at Bicester?
The last day – an assigned area task around Worcester and Cheltenham then Bedford. I dipped into the third area only as far as Northampton and went over three hours. I found what looked like the last cloud in the sky and climbed as high as I could. The final glide from 40km was pretty buttock-clenching as there was an 13kt headwind. I set 60kt and as I passed 23km had 2,700ft, which was just enough for a straight-in approach and finish.

How did you get sponsorship to get to the UK?
Since the Junior Soaring movement is just kicking off in Aus, there has been a lot of support and enthusiasm. The Gliding Federation of Australia paid for our tickets and entries, as well as a bit extra for Mum. My team-mate, David McManus *(left)* and I put a proposal to Sportavia (*www.sportavia.com.au*), who became a major sponsor later on. The general gliding community were also kind enough to put in a few of their hard-earned Aussie dollars. Thanks, everyone! If anyone is keen to come to Australia, email me and we'll see what we can do (*go_soaring@hotmail.com*). ! I can highly recommend Sportavia in Tocumwal, they have great soaring and just about every glider you can dream of. 27 World Records in 97-98 – so it's sure to get you some great flights!

About the author: John (Red) Staley belongs to Windrushers and Shenington GCs. He describes himself as a very average competition pilot in an excellent LS4 WL. He claims he does not get enough practice or do enough comps and regularly inhabits the back seat of a BGA glider at the Junior Nationals

from Australia





Opposite top: Adam at Bicester and, below, team-mate Dave McManus and crew Charlie and Luke at Hus Bos. Right: in briefing with Dave at the Junior Worlds

I catch the Brits and decide to hang on for dear life. Unfortunately, Dave missed a crucial climb. As we've practised, I was able to pull him back 21km hard and fast by the second turn, Worcester. The Finnish team were soon with us, and formed a fast gaggle. 10-15km from the turn, the Brits, Finns and we all made different decisions but met again 40km later. Then it was a case of hang on. We hit a soft patch and climbed accordingly, the Brits leaving first and Aussies hanging back before dashing 18km to the next climb, the same place at the same time. Dave the legend sighted a street out east which curved back towards the control point nicely; the Brits went for big clouds on track. The street paid off and we had a great time sprinting for home! 6 and 7 for us today – great fun!

Our team of one manager, three crew and a couple of pilots were working really well together, having a great time and just loving the atmosphere. This was obviously Dave's and my biggest competition so far, and we both agreed that we'd never been so relaxed. I put that down to such an awesome support crew here and in Aus, and an absolute credit to the organisation, too. They got it just right! Congrats boys and girls.

My favourite flight would have to be the day spent in the blue. There were plenty of haze caps when in the right sun, and by just cruising along direct on track at 80kt, you were sure to hit a climb sooner or later. Dave and I chose to start early due to the threat of a sea-breeze. A very slow leg up to Melton Mowbray, we had visions off the whole fleet overtaking us, and I think they had. We hit a nice climb over the turn before heading south to Bedford, Dave and I flying closely and confidently in the blue, gliding, gliding, gliding until we were quite low, getting away from Corby in a couple knots. Then we ran into trouble; my radio had packed in and was only able to receive. Luckily we had decided on a set of codes in 'clicks'. Turning Bedford I got a ripper of a run in some good air, unable to pass it on to Dave, I could only press on. Dave said he could see my next couple of climbs after that, so then we decided it was best to fly our own flights for the day. I ran south of track via some villages, getting lower again, I decide to chicken out and run to a gaggle. About a minute later, I looked back to where I came from and saw a huge haze dome street running right down a valley. I backed my judgment and went to my original glide. Picking up 32km at an L/D of 72:1! The winning move of the day. Turning Chipping Warden I get a small climb to a safe working height, catching up the first of the Club Class lads. There were plenty of thermal markers out ahead, noting the WinPilot it was a case of gaggle munching after that! Just enough height now, and I'm running towards Didcot. Once there I was rewarded with a 4kt climb, bottom to top. Then – chaos. My PDA failed and so I had no WinPilot for the remaining 120km-plus. Keep it cool, Adam... Managed to get it all back together and flew the rest of the flight via a M.A.P. and (unfamiliar) GPS2. Running along nicely, I pick up the lead Club Class gaggle and get my final glide home, where my legendary crew Max thinks I've got a good chance of a top result for the day. Second place: 957pts! I'm rapped, and am now one place off my overall goal for the comp: 15th.

On the last day I managed to get to that, by 57 points. A very memorable championships, I've certainly taken a lot home from this tremendous opportunity. I just can't wait to see how I measure up to my peers back home – and if I can beat my father now! Call me crazy, but I think I'll be coming back to the UK for a gliding holiday – before any other destination. I found the flying so diverse and interesting: plenty of gear changing, sometimes blasting along, other times 'hanging 10' for the weather to change up track. In Aus it's fun, but very much cruise on, pull up, thermal away and repeat – all at 90-110kt! The atmosphere around UK clubs, and especially comps is great. I can see why you all come back – and there is also grass on the fields, rather than the dirt and heat of Aus.

I certainly wouldn't have had as much fun as I did without some key people and hundreds of supporters back home. My team-mate, Dave, we've done it, mate – the first Aussie team to successfully team fly at a Worlds! I certainly enjoyed all our flights together and many laughs. Our manager, Paul Mander: you're a big kid, mate. You've done a terrific job of getting us here, keeping us on the go and semi out of trouble! Max Kirschner, thanks for being the most unreal Crew Chief I could've imagined, kept me relaxed and focused at all times. Our mate Charlie, Charlie, Charlie, the feel-good man and crew chief of Dave. Oh, how many good times happened – I won't forget it for years, cheers. Luke/Rus/Kiwi, thanks for running around for us on the ground – see you in NZ sometime! And of course we certainly wouldn't be here and as competitive as we were without the generous usage of Derek Westwood and Ron Davidson's LS-8 (D4), and Clive Bruce's LS-8 (P8) – Thank you!

Congratulations, Mark Parker on your number one spot – definitely 'Cool, Calm, Calculated' – definitely learnt a lot off you – hopefully show you how it's done one day. Huge thumbs-up to all the GB team, you certainly showed me why you're the lead country in competitive soaring – One Team, One Aim – well done!

The steward's view

"WILL YOU be Chief Steward at our Juniors?" The question from Brian Spreckley caught me off guard, as most of Brian's questions do, but with the experience of crewing for my son at Nitra still fresh in my mind, a legitimate excuse to get out of this at the next worlds seemed a very good idea. So with little further ceremony I found myself appointed. The position of Chief Steward is relatively new in the organisational structure of FAI-sanctioned events. Its purpose is to provide continuity between successive World Gliding Championship organisations, and maintain a uniformly high standard for such events. The organisation of a WGC is more complex than that required for a local competition. In this case the "national interest" was looked after by a steering committee headed by Andy Davis while Ron Bridges and Harry Middleton managed the domestic side of the organisation at Hus Bos. The end result was a very good competition and the BGA, the Harborough community and The Soaring Centre can be justly proud.

This was only the 4th Junior Worlds, but during the short history of the event the junior pilots have created their own special atmosphere; a unique blend of joie de vivre, sporting camaraderie and vigorous racing. The organisation very successfully harnessed this youthful exuberance and made it an integral part of the character of this particular contest.

Director Ron Bridges has a very experienced team who run regional and national championships on an annual basis and clearly understand the essential ingredients for a good contest. The refreshingly can-do and friendly attitude was evident from the outset, making pilot registration, start time registration, logger retrieval and getting outlanding directions an absolute pleasure. Briefings were greeted with the same anticipation as your favourite "soap". They provided an entertaining half-hour of good humour and serious rhetoric; Eric Napoleon, the French Team Manager, described them as the best he had attended. The day's weather was presented simply and clearly, and the forecast was accurate. Task presentations were clear and the logic matched the forecast. Any local knowledge was always explained and particular attention given to the airspace. Given the complexity of UK weather and the intricacy of the airspace this was greatly appreciated by the visiting pilots, and perhaps the reason why so few airspace penalties were incurred. Daily prizegiving was handled with warmth and humour, pilots' participation was encouraged and despite the fact that English was not their first language, they more than held their own in the friendly banter that ensued. Launching was managed very efficiently and the use of a sniffer reduced the number of relights to no more than one or two. Derek Westwood and Paul Crabb were the task-setters: their planning was meticulous and their willingness to keep their options open certainly saved a mass outlanding more than once. Their tasks presented the lowest possible risk of airspace violation and while challenging, remained within the majority's capability. Provisional scores were on the large plasma screen in the bar by the time pilots came to hand in their Flight Recorders. Unofficial scores were available later in the evening or if there were outlandings by the next morning. The fact that there were no official complaints or protests is testament to the quality of the organisation and their attention to detail. The evening entertainment was entirely suitable and thoroughly enjoyed by the crews if not by all the pilots.

In short, the 4th FAI Junior Worlds was a memorable competition, extraordinarily well organised and executed, and it was a privilege to have been involved.



Dick Bradley
South Africa



Getting gliding's message across

THE PRESENCE of the 4th FAI Junior Worlds at The Soaring Centre provided an excellent opportunity for the British Gliding Association to communicate just what is so special about gliding – its competitions, the wider sport, and the way it is governed in the UK. So, on August 11, BGA volunteers and staff welcomed more than 35 guests to a hospitality day designed to show them what soaring is all about – and to give them a chance to try it themselves. Participants included local and national politicians, senior Government officials, and industry figures from the insurance and aviation worlds. An aerobatic competition between Guy Westgate and Ian Tunstall supplied an insight into one of the more spectacular aspects of flight, persuading one guest to try aerobatting that afternoon: Annette Flynn is seen above after flying with Guy Westgate. Even the weather obliged, with fine, sunny soaring conditions, degenerating into thunderstorms only at the end of the day. Masterminded by BGA Chief Executive Pete Stratten and BGA vice-chairman Mike Jordy (a member of the host club), the event was intended – as part of the Association's ongoing relationships with stakeholders – to inform those people whose decisions may affect the BGA. The BGA hosts had a great time and were delighted nearly all their guests chose to get airborne. Here's what two guests said later:



Edward Garnier MP, Shadow Home Affairs Minister (seen right with Mike Jordy in a Duo): "This event demonstrates that young people are able to take on challenges that require cool thinking, planning, technical skill and the ability to push themselves just that little bit further to win"

Peter Hunt, Director, UK Airprox Board (seen below right with British Team member Patrick Naegeli): "I have learned much about the performance capabilities of modern sailplanes from Hugh Woodsend, UKAB's advisor on matters gliding, so the chance to meet and talk with experts was too good to miss. The day was extremely well organised; the opportunity to look over the different aircraft was well worthwhile; my first flight in a glider for almost 50 years was very enjoyable and I am confident everyone went home with a smile on their face: I certainly did."



photos this column: Sid Gilmore

New Standards

New World Champion Mark Parker (*right*) reflects on the Standard Class team's win

NO SINGLE factor, decision, person, fluke or situation led us to win the worlds this year, and to explain exactly how and why we did would take forever. Rather, I think the overall effort was best described by Brian Spreckley way back in November 2004, when we met as a team for the first time at Booker to discuss planning: "Think of this as a very long journey, that begins here and ends with one or all of you on the podium at Hus Bos". With time to reflect, it certainly was a long journey that involved a lot of people, and it all came together in the two weeks of competition itself. However, for me, a number of moments in particular from those two weeks of flying stand out in my mind as important.

After a solid first day in tricky conditions, day 2 was proving to be every bit as good as the forecast, but at around a quarter of the way into the 370km flight we became separated. On crossing a gap I caught pretty bad air and entered the next climb some 400ft lower than Jon and Andy. As they climbed away in 5kts I struggled in 2 and gradually fell further away. It was clear I was now in different air: we could not stay together any longer and I had to make my own flight to try and catch up.

It is difficult to express the overwhelming sense of disappointment and failure you feel as you watch your team-mates pull away. It is something we had experienced in training but when it happens for real in a worlds it feels pretty crushing (it happened to all of us at same point in the comp). I turned off the radio , launched a few teddies out of the dv panel and tried to regain some composure.

The next time I spoke to the guys, things had actually got worse for me – they were 15km from the last turn... I was 45! The radio went back off pretty quickly again after I heard that! Things then seemed to go okay for me from then on – I forced myself to relax a little, got height with a good climb, and started to notice I was overtaking people, so much so I thought it was worth finding out where the guys were. They were now only about 10km ahead, and I was really inspired by the obvious relief in their voices when they realised I had pulled back so much. I was sure I could almost see them ahead and their encouragement and help in calling their climbs really dragged me forward. I was particularly taken aback by a call from Mark Holden in the Club Class: "R3, 424 climbing ahead of you..." Our final leg was converging with the Club Class boys, and as well as flying their own race, they'd cottoned on to the fact I was playing catch-up – and were making a dedicated effort to help.



Mike Fox

I finished only a few minutes after Jon and Andy, feeling pretty dejected that I had flown so badly, but the first people to greet me as I climbed out of R3 were Jon and Andy, grinning like idiots. "Mate, you've done it – pulled it out of the bag. We're first and second, and it looks like you've come third!" My mood changed in an instant: what I thought had been a terrible flight turned out to be a pretty good one, because of a bit of determination and five fantastic team-mates.

A few days later, the tables were turned. In some difficult conditions early on a 350km task, we became separated. I got the bubble, finding a good climb, which allowed me to push out into the better weather earlier than Jon and Andy. I found myself 10km ahead of Jon, and Andy was a similar distance behind Jon. Andy decided to go off radio and make his own flight, while I fed as much information back to Jon as I could – position of climbs/strength and conditions ahead. Jon was gradually catching me for the rest of the flight, and right at the end, as I took a very weak climb to get me on to a marginal glide home, I saw Jon pull in about 600ft below me in the Discus 2. I scraped home, but sadly Jon didn't climb and landed 10km out. Andy did very well and managed to reach Jon's field. I had real sense of failure, guilt almost, that I had got home and my



Back, L-R: coach Andy Davis; captain Reb Rebbeck; Middle, L-R: Ian Craigie; Andy May (Bronze, Std Class); Front, L-R: John Roberts; Mark Holden; Mark Parker, Gold, Std Class; Jon Meyer, Silver, Std Class (Alto)



Mike Fox

team-mates hadn't. I knew I had achieved a reasonably good day result but the guys were sure to lose at least 200 points to the winner. I was a little worried what their mood would be like. I needn't have been: I got a call from Jon in the field – our closest competitor at that time, the Dutch pilot Jelmar Wassennar, was in the same field so we would still hold the top three places, albeit in a different order. The guys were a little disappointed to have missed an opportunity to build an even bigger lead, but all Jon said to me was: "Nicely done, Mark and cheers for pulling me back so much".

By flying effectively together we'd managed to hold the top three places since day 2. As we flew around before the start wingtip to wingtip, we were pretty conspicuous and some teams elected to play the tactical game with us: find us in the start sector, wait for us to start, cross the line a couple of minutes after and attempt to use us as lift markers and catch up. It should not have bothered us, but on day 7 it did. The weather turned blue, and it was imperative that, as the task was 370km, we should start early. A large gaggle seemed to engulf us in the start sector; we were annoyed that the already weak climbs were being weakened further by the gaggle; and in our attempts to lose them and find better climbs to get us up to a sensible start height, time was being wasted. It was clear that the gaggle simply were not going to leave until we did, and we eventually left at 2pm: way too late.

We were lucky to get back, but had flown together well and actually beat the gaggle that started after us. What we had failed to notice was that the real challengers – the Germans, Swiss and the Dutch – had flown their own flight – started at a sensible time, beaten us convincingly and taken a sizeable chunk out of our lead. This was a real wake-up call for us. We had built a lead by doing our own thing, but allowing ourselves to be distracted by the tactical game meant we let some good pilots slip through. We made a firm decision there and then not to ➢

The Met man's view

"MOST of the contest was dominated by northwesterlies, quite strong at times with a ridge of high pressure to the south west. Frontal systems did affect the period but luckily most of the rain (and occasional thunderstorms) occurred either in the evening or overnight. The whole comp had very variable weather; every day seemed so different from the previous and many overseas pilots found this quite challenging. They had to continually change gear – as I did! We had two or three nearly blue days; others were plagued by sheets of stratocu and spreadout of cu under the moist inversion around 5,000ft.

Day 8 proved to be rather peculiar. The flying winds were light southerly, not the best direction, there was potential for spreadout of cu and the visibility looked decidedly dodgy. However, soundings suggested strong thermals to 7,000ft. I was a bit coy about this so presented a cross-section with cloudbases to 5,500ft: much more realistic, I thought. I escaped Hus Bos for the afternoon and wasn't very happy about the look of the sky. I was amazed on my return to see that almost everyone had done the task, and some had climbed to 7,000ft!

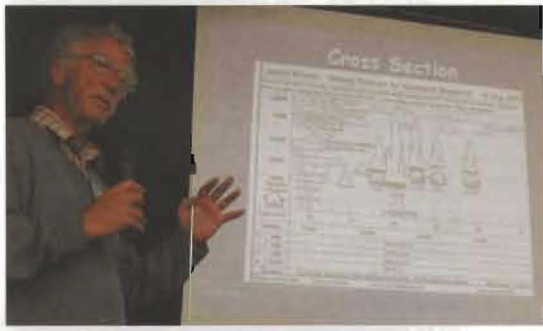
Day 6, August 16, was another interesting day and proved to be an important one for the British Standard Class team. I'd forecast a launch time around 12.30 but things didn't really get going until about 13.00. A long task in somewhat moderate conditions, 4,000ft cloudbase, 2-3kt thermals and with a cut-off time at 17.30 suggested starting early. Most people seemed to wait quite a long time before setting off and with the Tewkesbury TP showing signs of stratocu and general spreadout, which would slow everyone down, it looked as if lots of competitors might run out of day. And so it proved to be with only one of the three Standard Class British pilots getting back to Hus Bos.

The last day was disappointing for me, as I thought the medium and upper cloud associated with a depression in the North Sea would move away to the east. This would drag in a clean an unstable northwesterly, giving us a good day to end proceedings. Alas, it got very close – so close we could actually see the cumulus in the sunshine to the north west – but it failed to reach us in time and the day was scrubbed.

In conclusion, this was definitely one of the more challenging competitions to forecast for. No day was easy but I wouldn't have missed it for the world. It was a joy to meet such diverse and interesting people – who all seemed to enjoy themselves immensely.

Hugh Brookes joined the Met Office in 1958 and began forecasting for gliding contests in the 1980s. He has instructed and flown comps but says he is now as more of an armchair pilot





This page, clockwise from top left: an interesting sky over LS8 R3, lent to Mark for the comp by the RAFGSA; Mark and girlfriend Anna Wells; Met man Hugh briefs on the non-flyable last day's cross-section; senior Standard Class World Champion Andy Davis, who lent Discus 2a 80, to Jon Meyer (right) for this comp, takes a look under the wing with him; European Bronze medallist Leigh Wells and Andy May launch an iPod attack on the grid: synchronised music from three car radios – loud





photos this column: S&G



L-R: former top international pilot Bernie Fitchett with BGA Chairman David Roberts and Competition Director Ron Bridges

Closing ceremony

THE WEATHER for the Junior Worlds' closing ceremony was a mixture of sunshine and cloud, but at least it didn't rain, backing up British Gliding Association Chairman David Roberts' comment that Britain's reputation for unsuitable weather was undeserved. Having been introduced by Director Ron Bridges, David thanked – on behalf of the British Gliding Association, which bid for the championships in 2002 – a long list of people and organisations who had contributed to the event. These included Harborough District Council, for the opening ceremony; the International Gliding Commission of the FAI, for having faith in the UK's ability to host the championships; UK Sport; and ASTRAC, the main sponsors, as well as all its other financial backers. He singled out for particular mention *S&G*'s printers, Greenshires Group of Leicester, who printed the official brochure to a superb standard free of charge. He also thanked the organising team, led by Competition Director Ron Bridges; host club The Soaring Centre's members; the International Jury (Bruno Ramseyer from Ireland and Ross McIntyre from New Zealand), and stewards Dick Bradley, Jaroslav Vach and Russell Cheetham; Standard Class World Champion Andy Davis, chairman of the event's Joint Steering Committee, and his team drawn from the BGA Executive Committee and The Soaring Centre; the BGA staff working in support of the organisers, and, of course, the pilots, crews and team captains. Glider pilot Phil King, representing ASTRAC, presented the ASTRAC trophy to the winning German Team while Andy, who presented the individual prizes, offered a word in another role, too: "As one of the British Team Coaches," he said, "the performance of the Junior Team gave me great pleasure. Our pilots flew with great courage and determination to produce an outstanding team result." Finally, Ron Bridges officially closed both the ceremony and the championships.

play the tactical game. As team captain Reb Rebbeck reminded us: "you've shown you can win, so don't change the formula, keep doing what you've been doing all week."

The penultimate day did little to improve my already less-than-ecstatic enthusiasm for assigned area tasks. After what felt to us like a fairly good run, we were slightly bemused to find we had finished pretty much last in the field, dropping 200 points and bringing Stefan Leutenneggar uncomfortably close to us in points. All to play for on the last day – no one said it was going to be easy!

I will never forget that last day. 6kt climbs, cloudbases in excess of 6,000ft, cruising at more than 100kt. Jon was really on form, finishing at 112km/h to win the day. One point stands out: as Andy and I headed home about 70km out, the sky was looking a bit sketchy. Andy Davis called us to let us know that at the speed we were going, we were all winning the day. Shortly afterward, Andy and I pulled into an extraordinary 7kt climb, which put us on glide. As the last day of the comp was scrubbed this happened to be our last climb of the worlds. As we spiralled up, I remember thinking someone up there must have been smiling on us.

Flying the worlds was a strange, fantastic and utterly unforgettable experience for me, and we owe many people a great deal. First of all the BGA, who right from the beginning supported and trained us. The organisation at Hus Bos, which quite simply was excellent and did us proud. The support we received all week from members of the British gliding movement as a whole, whether phone calls, emails, messages on the worlds website, or simply turning up to wish us well, was overwhelming and inspirational. My personal thanks go to the RAFGSA and Bannerdown Gliding Club for the use of their LS8, R3.

Particular thanks goes to our coaches, led by Brian Spreckley and Andy Davis. All week, the team had on hand the likes of Andy himself, Robin May, Mike Young, Pete Masson, Jez and Rich Hood and Martyn Wells. Their dedicated support, and the wealth of experience, knowledge and advice we could draw from, was invaluable. Thanks to team captain Reb for keeping us on the straight and narrow, and working so hard for us. There are many more people who together, through sheer generosity and hard



The winning team stand united on the top of the podium

work, supported us and got the team to the worlds; it's with regret that I cannot possibly mention them all here.

The build up to, and competing in, the worlds shifted my outlook on gliding. I have always found gliding a fairly self-centred sport: me against the weather, the clock, the other competitors, or whatever. Flying as a team turned "me" into "us" and made the flying itself so much more rewarding, not least because I was so fortunate to have such fantastic team-mates in Johnny Roberts, Mark Holden and Ian Craigie in the Club Class, and Jon Meyer and Andy May flying with me in the Standard Class. We flew together well because we got on so well, we are of equal skill (albeit with slightly differing styles) and above all had implicit trust in each other's ability and motivation. I would rather have won bronze, and seen my team-mates first and second, than win a gold and be on the podium alone, and I know they felt the same. We knew we could not do it alone so any success is equally shared.

I don't recall being presented with a single opportunity at the worlds that, if seized, would win the comp. We were, however, presented on every flight with lots of chances to throw it away. The proof for me that I was in a good team was that when we were together, wingtip to wingtip, we never felt in any real danger of making those comp-losing mistakes. Together we stand, divided we fall. So we stuck together in the air, and stood together on the centre stage of the podium.



L-R: Dutch team captain Rietje raises a query with stewards Jaroslav Vach (Czech Republic) and Dick Bradley (RSA)

Dutch team's view

"OUR team represented the Netherlands in the best possible way. EVERYBODY is proud of them – even team captains from other countries told us they were sorry we did not find a place in the top three: several said we should have been there. Our team was the biggest, with three Standard and three Club Class pilots, seven crew members (very important!) one good-looking Assistant Team Captain, Maaike, and myself as Team Captain – and the hottest issue was that the 15 of us were ONE. That was our secret! Even in other teams I never felt such unity: together we were strong. Team spirit ("Holy shit, this is cool" – to speak the boys' language) was the feeling every day. And it showed in the results, with several day wins and high scores. The boys made mistakes too but swallowed this and were better the next day. "If we'd had only a week more," they said, "we'd have won!" We mixed very easily with all teams and made lots of friends. We were the first team to lower our flag after the tragic accident in which our friend Neil Lawson died. On a happier note, with four other teams we won the International Games, and organised the International Evening with great success under Maaike's supervision. I am sure Hus Bos will be remembered by everybody as a great, fair contest with nine days flying and fantastic results. We, the Dutch Team will NEVER forget Hus Bos and I think we are in the hearts of all Hus Bos and other English friends – and those from all over the world! That's what a World Junior Gliding Competition should do – and did. **Rietje Schuit de Luij**

The club to join

From a phone box in Canada, champion Christoph Nacke told *S&G* how the German team won Club Class Silver and Gold

AN INTERNATIONAL competition in a country you've never visited, when you haven't flown for 13 months and own only an inexpensive glider anyway... it all sounds like a recipe for propping up the bottom of the rankings. And 25-year-old Christoph Nacke, who found himself in just this situation in August, admits he expected to perform "horribly" at the Junior Worlds. But, grounded on a year's student placement in Canada, he had concentrated on mental preparation learned from Florian Kirchberger on the German juniors training programme. And on arrival at Hus Bos, after travelling from Canada via Germany, his LS1d turned out to be an advantage. For team-mate Jan Rothhardt was also in an LS1d, and after practice flights together, this influenced their decision to team fly. While they had plenty of team flying experience, they had only ever flown *against* each other, so they were sceptical. But they tried it – to superb effect.

"I think the key factor for winning in the British conditions," says Christoph, "was the close team flying with Jan. In Germany, we have two types of team flying: 'close team', where you fly shoulder to shoulder and try never to let any difference of distance or altitude occur, and 'info team', where you pass on information, for example about conditions. Two days before the end of the practice week, we decided to fly 'close team'. Even though I had wanted to fly all by myself, it was the right decision, although I didn't know then how important it was going to be. Our coaches said that our radio communication sounded very effective and the psychology was good on the ground and in the air, so we would waste our chance if we didn't try it. And we were both flying LS1ds – if we'd had different gliders perhaps it wouldn't have worked so well."



Pete Masson

L-R: Andy Davis, Jan, Christoph and Roman Mracek

But what made team flying so crucial? "With fairly low cloudbases," explains Christoph, "it was important to catch the thermals relatively quickly: we had to take many of them, so the advantage of team flying was that much bigger than in, say, somewhere like Poland, where you have several more tries before you are on the ground. This meant we were able to fly consistently, mostly placing in the top ten, which was good but not special. It just seemed to work very well, with Jan being a very calm person in critical situations, often calming me down, while I'm usually taking the role of the hyperactive or aggressive pilot. I was the one always pushing, pushing – he kept an overview on tactics and strategy – and it all levelled out in the end."

How did Christoph, who had never been to the UK before, find flying in this country? "I knew we were going to be under low cloudbases," he says, "but that was less of a problem than I thought as distances between thermals turned out to be rather small. For this competition the weather was excellent; it wouldn't have been as good in continental Europe. I assume we were rather lucky with nine flying days. Both the outlanding situation and the weather turned out to be better than we thought but the airspace surprised us and flying without those small handheld computers would have been impossible."

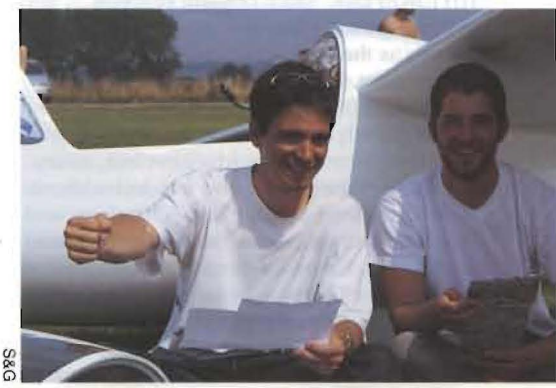
Who, then, did the Germans regard as their closest rivals? The Dutch pilot Leeuwe Runhaar was one: "His big disadvantage," says Christoph, "was that he was not flying in a team so he was doing very well on the good days but on the bad weather days, flying on his own, he was at a disadvantage. Luckily there were enough bad weather days!" Another person to respect was Bert Schmelzer from Belgium: "An excellent pilot and a very nice person," says Christoph, "but he was unlucky in the first few days of the competition." Their most serious rival, though, they saw as Roman Mracek, the Czech pilot who eventually took the Bronze and whose previous form includes national Standard Class Champion ahead of excellent pilots like Tomas Suchanek. "Roman was the person we internally expected to win, and he was in first place by 100 points at the start of the penultimate day," says Christoph. "It looked like being a challenge to beat him with only two days left and we decided to fly quite aggressively." By the end of the day they had narrowed his lead, to just 30 points ahead of Jan and 8 on Christoph. "So for what looked like the last day of flying," says Christoph, "the task was to somehow get Jan and myself ahead. We chose to start fairly late, against all the advice from our team coaches, who were jumping around on the ground. By the time we did start they were seriously mad at us. Luckily we had a good first leg and caught the Czech team. We had a handicap advantage of about 30 points so we knew if we stayed with him round the task we would win. The Czech team were trying everything in their power to get rid of us, understandably, but we were able to stick with them until towards the end of the task. Here the weather got bad and there was a danger of being overtaken by people behind us, so the flight turned into a great collaboration between the Czech and German teams to get us all home." That was the day Club Class Brits Mark Holden and Johnny Roberts placed first and second.

So what is Christoph's lasting memory of the Junior Worlds – apart from winning? "I think what I especially liked about this competition," he says, "is that everyone was very well prepared and seemed to do their job really excellently but at the same time there was a surprisingly relaxed atmosphere and that's different to many other competitions I have attended. This is something I found very special about Hus Bos."



Phil King (right), representing the event's main sponsors ASTRAC, presented the ASTRAC Trophy for the best team to the Germans. The Italian Team came second and the British were third (Sid Gilmore)

Christoph, a biotechnology student and a member of the Aero-Club Braunschweig, took up gliding at of 14. He has 1,250hrs and has competed in 16 contests – his proudest previous results a win in a 2001 international military comp at Elverum, placing third in the 2001 Coupe de France at St Auban, and third in the German senior Club Class Nationals in 2003 – the result which earned him his place at the Junior Worlds. His crew at Hus Bos was his brother, Bernhard. Team captain was Reiner Winzek and coach was Peter Lackner



S&G

Christoph, on the grid, anticipates victory as Jan smiles



Three medals – and 1,011km

Räyskälä will be remembered for setting more than 1,000km for the Open Class. Gold medallist Pete Harvey reports

THEY interrupted the opening ceremony to ask all team captains to sign a sheet accepting a change to the usual 10.00am briefing. The forecast was brilliant, so they wanted an 8.30am briefing and to go a LONG way. Thus the world's first 1,000km championship task was set to kick off the 2005 European Championships! Just mega. You can imagine the buzz of excitement.

Fair play to the Finns. The opening ceremony was low key, informal even, and the music delightful. The meet director, Silva, gave the announcements then sang as tenor in the choir! Luckily Terry Joint hasn't thought that one up yet.

By 9.00am we were failing miserably to fold our maps in a way to follow the 1011.8km task. More origami practice.

The organisers had pulled in some serious favours as the Finnish airspace magically disappeared. Imagine Daventry CTA being raised to 8,000ft for the day: you get the idea.

First launch at 10.30 as the first scraggy bits of cu were forming in a gin-clear, sunny sky. It's the type of morning we dream about all winter. Kim Tipple, Russell Cheetham and I set off 10 minutes after the window opened at 11.15am. Base was already 5,000ft and cores of 4kt. Then it was run, run, run. Within half an hour it was clear we were in the lead gaggle with all the usual suspects – Germans, French, Polish, etc. As we headed north after the first TP, we encountered sea air and put the brakes on. Very quickly there was just one gaggle – the whole 23 Open Class in it!

After pushing gently into better air, the brakes went off and over the next two hours we slowly stretched the gaggle, until one by one the others fell off, leaving the Germans, top French pilot 'GG' Lherm and ourselves. Good strategic positioning, team GB.

We turned the south most TP and headed for the farthest east turn – a mere 274km away. We'd already done a 500km by now.

We'd planned 120km/h, making the overall task about eight hours, and for the first four hours it looked that way. As we headed east, it soon became apparent that the cu stopped, leaving huge blue gaps to negotiate.

We slowed down again and searched desperately for the climb at the cu to ensure crossing gap number one. I found 3kt, but Russ, slightly lower, went daft and left. Quickly he found 5kt and we rushed over to climb up to 7,300ft and back up to the Germans (whom we'd carelessly allowed ahead – actually it was my fault for a routing malfunction – went the wrong way). Some 20 minutes of gliding later and we were scrabbling for another climb under some more scrags of cu. Clearly the air was not so good here and our eight-hour master plan went to worms. The question we were asking ourselves was: "Could we get back?"

The gaggle was now Russ, myself, the two Germans, Tassilo and Reinhard, and Lherm. Kim was just behind us with a couple of others and would be able to connect back with one good climb. Reinhard in a Nimbus 4DM was obviously heavier, but he could also make it climb! I've never known a two-seater stay with the single-seaters over a long task. He flew superbly, weaving around the clouds to find the better lift. One to watch (current German Standard Class champ too).

Over the next hour we took it in turns to lead off, but whatever we did the gaggle stayed together. With conditions mainly blue we wanted to stay together. With that class of gaggle, we could optimise the sky – find the best cores, not get in each other's way and jointly decide the optimal routing. Good company for the conditions. In fact there was considerable waving between the cockpits as we smoothly glided between the slowly decreasing lift.

As 7.00pm passed we were feeling a little more optimistic. Conditions were not any better, but it was still working, fortunately without the prospect of a quick switch-off. The knack now was to play safe, stay with the gaggle and get home. The scoring difference over eight hours would be negligible. Thus, some 50km out, I found the last thermal of the day. We climbed to 1,000ft over glide, MacCready 3 and set off.

After being winched out of the cockpit, I felt stunned. Over the next hour almost all the field arrived. We drank beer, but not too much since the next day's forecast was excellent, too. The 15-Metre Class shouldn't be overlooked. Their task was 833km. That's a record too. Someone did total up day one's mileage, but I can't remember the astronomical total!

There aren't many places in the world that have two 1,000km days in succession (the opening ceremony day was awesome). There aren't many organisers that would dare to do it. Well done, Silva!

Main picture: Pete Harvey finishing (Julia Binks)

Text reproduced with thanks to www.glidingteam.co.uk

Open Class (Räyskälä)

1. Peter Harvey (GBR, Nimbus 4T N1) – 10968
2. Russell Cheetham (GBR, ASW 22 E2) – 10849
3. Gerard Lherm (FRA, Nimbus 4T EC) 10635
10. Kim Tipple (GBR, Nimbus 4T 176) – 9475

15-Metre Class (Räyskälä)

1. Steven Raimond (NTH, ASW 27 1R) – 10024
2. Janusz Centka (POL, Diana 2 BB) – 9856
3. Leigh Wells (GBR, Ventus 2 LE) – 9735
16. Patrick Naegeli (GBR, Ventus 2 520) – 8298

Full results: *www.egc2005.fi/*

Standard Class (Nitra, Slovakia)

1. Pavel Louzecky (CZE, LS8A JB) – 6480
2. Andrew Davis (GBR, Discus 2A 80) – 6066
3. Olivier Darroze (FRA, Discus 2A FT) – 6023
10. Stephen Crabb (IRL, LS8S/15m C65) – 5495
21. Jez Hood (GBR, LS8A 352) – 4891

18-Metre Class (Nitra, Slovakia)

1. Wolfgang Janowitsch (AUT, Ventus 2CX WO) – 6454
2. Ralf Fischer (GER, LS 10/18m 10) – 6298
3. Petr Krejcirik (CZE, Ventus C/17.6m LF) – 6124
5. Phil Jones (GBR, Ventus 2CX 210) – 5917
9. Steve Jones (GBR, Ventus 2CXT 250) – 5614

Club Class (Nitra, Slovakia)

1. Sebastian Kawa (POL, Jantar Std 3 BZ) – 6640
2. Frank Hahn (DEN, ASW15A HI) – 6438
3. Petr Koutny (CZE, Std Cirrus CX) – 6119
15. Owain Walters (GBR, Std Cirrus GW) – 5187
21. Jay Rebbeck (GBR, Cirrus75 GY) – 4872

Full results: *www.nitra2005.sk/*



Above, from left: Pete Harvey and Russell Cheetham (Gold and Silver respectively, Open Class) with Leigh Below: Bronze medallist Leigh in Finland (Julia Binks)



Silver in Nitra

Andy Davis gives a view from the Standard Class on how the Brits fought back at Nitra

SLOVAKIA is a relatively small country, 430km long and a maximum of 200km deep. It is also mountainous: the Carpathian mountains sweeping from the capital Bucharest in the south-west of the country in a vast arc first to the north-east and then away to the east. Mostly wooded ridges with isolated rocky outcrops, these reach their highest point in the rugged 8,500ft peaks forming Slovakia's northern border, with Poland. Just to the north of central Slovakia the Tatra range – aligned east-west — rises to 6,700ft. The town and airfield of Nitra are some 60km from Budapest and lie at the toe of a wooded ridge that runs away north-eastwards, rising steadily higher into the Tatra range. To the south of Nitra a plain leads to the river Danube – Slovakia's southern boundary with Hungary. East of Nitra the terrain consists of farmland interspersed with undulating wooded hills.

The Slovakian airspace structure is very complex with many TMAs, restricted areas and military training areas. The Bratislava TMA prevents glider flights more than a few kilometres to the west of Nitra and a large TMA around Sliac in the centre of the country effectively restricts the available task area to the shape of a letter "C" with Nitra just under half way down the side of the "C." Fortunately, the competition organisation had negotiated for the tactical release of some of the airspace on a daily basis, particularly of military training areas at the weekends. Agreements with the neighbouring Czech Republic, Hungary and Poland to allow tasks to be set across their borders also helped.

This was the setting for the Club, 18-Metre and Standard Class European Championships in July 2005. Representing the UK were Owain Walters and Jay Rebbeck in the Club Class, Steve and Phil Jones in the 18-Metre Class and Jez Hood and I in the Standard Class. This report concentrates on the latter. For various reasons I felt my preparation for the competition hadn't been good. Jez and I had managed only a few days' flying and training together in rather poor weather in the UK. A long weekend flying together in Nitra in May was useful, but frustrating in that the weather only allowed one exploratory flight into the lower mountains. Although we quickly settled into our team flying routine, I was concerned I was seriously off form and making lots of avoidable mistakes whilst Jez was flying very well. Having said that, I was really looking forward to the contest, I had a team-mate at the top of his game and everybody thought the tasks would be flown in consistently good racing weather well above the terrain, with high cloudbases and strong thermals.

We drove across Europe in spectacularly good soaring conditions, but after our arrival the weather took a dramatic turn for the worse. We managed only one short cross-country in the contest practice week and I had still seen only a small area of the lower mountains. Despite assurances we would be tasked into the mountains only under high cloudbases I had an uneasy feeling that lack of local knowledge would be a significant disadvantage. In retrospect, the Czech and Slovak pilots, team flying together, had a major advantage with local knowledge not only of the mountains, but also of the effects of the Danube valley.

The competition started with a series of difficult, stormy days. With storms both forecast for the mountains and clearly visible on the weather radar before take-off, we were tasked with turning points in the mountains. We took off in rain as showers bore down on the airfield, held some distance away and listened to ground reports of lightning and strong winds. Eventually we were able to start. Flying was a mixture of strong climbs and high-speed runs along the storm fronts interspersed with weak climbs in rain or holding whilst trying to work out what to do next. Sooner or later there would be a critical decision to go left or right of a storm, pass through torrential rain, fly over hills covered in cloud or commit to a probable field landing in poor terrain and heavy rain.

Often forbidden airspace blocked the only soarable option. Jez and I were not prepared to accept the level of danger associated with some of the options nor were we prepared to fly in torrential rain and zero visibility without our cloud flying instruments. We failed to complete the first three tasks and as a result after contest day number 2 were lying 15th and 16th overall. Fortunately, as the scoring system had devalued the first few days we weren't too far behind in terms of points. We remained positive, firmly believing that in straightforward racing weather we would be able to give a good account of ourselves and move into the top positions.

Despite these early setbacks, to remain focussed, Pami (my wife and crew) and I stuck rigidly to our normal daily competition routine. For me that involves early nights, sensible diet and no alcohol before or during the competition. All the glider preparations were carried out as usual in good time daily before briefing, with Pami helping out in the wider team tasks while I am flying.

Finally, we got reasonable weather and a 300km-plus racing task. I had a blinding start to the flight and moved 20km or so ahead of Jez, but as a result of being off form made one avoidable error, allowing Jez to catch

up. We then flew together smoothly and effectively to place 5th and 4th for the day respectively, considerably improving our overall positions. It was a great confidence boost and confirmed our belief that in racing weather we had the potential to win.

An AAT followed and I had a stroke of luck, being one of a small group of gliders contacting wave after the opening of the start line. This allowed me to climb to the maximum permitted altitude and was too good an opportunity to pass up. With Jez's agreement I started from this altitude and had another fast flight, only to throw away a potential day win with what was to become an unwelcome habit, an unnecessary low point near the Danube and resultant weak climb wasting precious minutes. Nevertheless another good day performance and my overall position improved to 5th.

Jez meanwhile had a nightmare, unable to climb in the wave-depressed start zone, eventually starting late and falling victim to the early shutoff in the Danube valley air. Although he stuck at the contest stoically, I am sure that Jez was badly affected for at least a week after being bitten by a bat in his hotel room followed by a long night in hospital with all the worries about rabies and eventually requiring a very unpleasant course of treatment throughout the contest.

The following day, July 17, brought another forecast of early rain showers in the mountains. Although the other classes were once again set a TP in the mountains, we were set a 345km task, with the first turn well to the east and then a final turn south of the Danube to the south-west of Nitra. Barely soarable locally after launch, cloud built up quickly and soon we were receiving reports of rain showers not only in the mountains but also drifting towards the mid point of our first leg. An initial fast run was followed by a long slow glide from cloudbase across a dead gap behind a shower into glorious conditions near the first turn. Climbing to cloudbase at 7,000ft near the turn, I set off on the second leg in the company of half the Standard Class with Jez a short way behind. Initially there were a few isolated small cu and we climbed steadily under them, but soon we reached a large and decaying shower. Here the large gaggle broke up as pilots made different decisions on how to tackle the problem. Spotting distant brightness behind the shower I flew towards it through the rain with the French and Swiss in close company. Breaking out into hazy but sunny air, we turned on track towards the second TP. After gliding some 10km in completely smooth air, I slowed down to best glide speed and continued in line abreast with these other gliders looking for any blue thermal we could find. We continued in completely smooth air until we landed. The vast majority of the class thus fell victim to the curse of the Danube within a few kilometres of each other, having flown about 200km.

I was shocked to discover on arrival back at Nitra that Slovak pilot Villiam Kubovcik, and Czech pilot Pavel Louzecky, the eventual



European Standard Class Silver medallist and current World Champion Andy Davis on the podium at Nitra

winner of the competition, had flown over 300km. They gained 340 points on us as a result of this flight, with Pavel moving into a clear 400-point lead and Villiam moving up to 2nd overall. I subsequently discovered they had detoured a long way to the north on the second leg, routing almost back to Nitra, before heading south and across the Danube at a right angle. Local knowledge, or perhaps local information, was clearly a key ingredient of their day's success.

Another AAT followed and our strategy involved a long flight to the east along the Tatra ridge past Chopok, then jumping one mountain range to the north and following the ridge line west of Martin airfield back to Nitra. The initial part of the flight went very well with Jez and I climbing up together in a strong thermal under beautiful high-based cumulus just short of the Tatra ridge. Moving towards the ridge we were dismayed to find cloudbase descending with our glide angle and the ridge in shadow from eight-eighths spreadout and gliders visible low ahead. Turning away from the ridge, slowing down and stretching our glides to distant cu and sunshine, Jez and I had different opinions how best to proceed; he turned left to a building cu in the valley whilst I took a gamble on continuing ahead to maximise my distance in the sector before turning. A rather uncomfortable low point followed but after climbing up, I was then able to head at a patch of brightness on the rocky face of the mountain near Chopok, climb up the face of the mountain and fly over the top to the north. One more good climb put me 100ft above the spine of the high mountains along the Polish border and I continued with the original plan following the ridge line west of Martin back towards Nitra and 2nd place for the day, moving up into 4th place overall. Jez had been unable to get above the northern ridge and had been forced to cross the valley on to the low hills east of Martin, eventually landing out with several other gliders in that area.

The next day was scrubbed and Jez and I took the opportunity to review our progress and discuss our objectives for the remaining few days. We had found it a frustrating competition and were disappointed with our performances so far. I told Jez that in my opinion he had been flying really well, much better than me. I generally couldn't keep up with him and felt that he had been unlucky with a few critical decisions. It was important to recognise that the Standard Class European Championships is a very big step up from his previous contests and that it was necessary to learn from and build on his experiences at Nitra. We both admitted to being unable to read the Slovak sky and interpret the clouds, but with the possibility of better air arriving behind the front we hoped for a more familiar sky. I had not been flying well, but by sticking to my routine and remaining focussed had dragged myself back into contention for a medal, although I had to concede that Gold was out of reach unless Pavel made a catastrophic error. We agreed to adopt a very positive approach to leave Nitra with our confidence restored and feeling that we could compete as well as or better than anybody else at this level. Additionally, a medal was within my reach and I intended to be on the podium.

The last few races did indeed produce some good results for us at the top of the daily rankings. I was in 3rd place overall just a few points short of 2nd after flying on the penultimate day and was fortunate that the organisation managed to squeeze a task out of the last day. My final gamble of the competition didn't quite work out when I stretched it just a little bit too far (right to the end!) in the last sector of the final day's AAT and had to take a weak climb to get away from the dreaded Danube valley, but I was still fast enough to finally overhaul Villiam Kubovnik and move into the Silver medal position ahead of the other contenders. I was never likely to catch Pavel Louzecky, who flew a very good competition to win a well-deserved gold.

Jez flew a beautiful final day flight for 4th place, and all the other British Team pilots had an outstanding day: Steve and Phil Jones placing 1st and 3rd in the 18-Metre Class to improve their overall positions to 9th and 5th respectively; Jay Rebbeck and Owain Walters placing 3rd and 4th for the day in the Club Class.

I felt the team stuck at their task very well even though everybody was struggling to cope with the unfamiliar conditions and terrain. When it was required all the team members, crews, pilots and our team captain, Neil Lawson, pulled together to help each other as much as possible. By sticking to our routine, Pami and I were able to remain focussed and with the help of Jez, drag ourselves into second place after a poor start. I should like to thank Jez for staying focussed and continuing to team fly to the best of his ability even when things were not going well for him personally. As always my thanks and gratitude to Pami who willingly gives up her holidays to accompany and help me at gliding competitions and for her faith, dedication and belief in me even when I am making a mess of it and beset by self-doubts.

Winning women

Liz Sparrow reports on a wet but successful Women's Worlds where the Brits took two medals

KLIX is in eastern Germany, right up against the borders with both Poland and the Czech Republic. Team GB comprised Gill Spreckley and Sarah Kelman in Standard Class, Lucy Withall in 15-Metre Class, and Rose Johnson and me, Liz Sparrow, in Club Class. Team GB were early arrivals at Klix, Camp GB taking the best ground in the campsite, establishing an impregnable position on the higher ground. The official practice period was marked by temperatures up to 39°C, coupled with low blue conditions. Lovely!? This was good as it stopped us examining the local territory too closely... From the ground the area looks pleasant, but airborne the picture is different. North of the airfield is a mixture of forest and industrial wasteland with huge opencast coal mines and lakes, which were previously kaolin mines. Landing possibilities extremely intermittent! To the south and east is rolling arable countryside, mostly cut – sadly, as our history will relate, we never went that way.

The hot spell began to break – naturally – at the end of practice week, with wild thunderstorms overnight and 100kt winds recorded a few miles north. We were lucky to get away with minor damage to the camp and only the smallest of lakes in Lucy's tent, which we moved to higher ground "just in case" (a wise move, as it transpired). The opening ceremony was in the nearby town of Bautzen, and was thoroughly well done. So, to the contest.

Day 1 was reasonable, we were set an assigned area task, going north and west. The weather conspired against us, and most people landed out. Nonetheless, a good day for Team GB with Sarah 2nd and Gill 3rd in Standard Class, and Rose 2nd in Club.

Day 2's weather looked better: we were set a racing task north and west, 330km for 15-metres, 280km for Standards and 250km for Clubbies. I had the happy feeling of storming back to an empty airfield; if only I'd started a little later... Gill romped round for our first day win. The Aeroteam Klix ground team did a fine job of presenting the sport to the world, over 3,000 people turned up to watch during the first weekend.

Day 3 we were sent... again... north and west. 190km/160km. Learning my lesson, I started later and was first back to score us another day win.

Day 4 Met was not so good, we tasked to the... north and west, an area task of 1hr 50mins for Standard and 15-Metre Classes, and 1hr 20 for the Club Class; our minimum distance was 137km... Hmmm! Many people landed out after over-convection killed the day.

One of the fun things about the Women's Worlds is the traditional events. One is an international food evening, where the clever planners bring traditional food from their home country. Team GB never remembers this and has always done curried eggs – don't ask me why – but this time, inspired by Lucy (cordon blue chef) we made that other Great British standby, the profiterole... By the time I got there, they'd all been eaten.

Day 5 looked reasonable, racing tasks set from 215km to 185km, go on, guess which direction... Good result with Sarah 2nd and Gill 3rd.

At this point, we must have offended the weather gods. We learned the phrase: "My Control Room has been Struck by Lightning". The airfield sank.

Day 6 was not much better. We were set short area tasks to, yes, the north and west. The Club Class launched under cloudbase varying from 22.00-ish. The organisers held the rest. They held the start line. They opened the start line. When the only cloud mass we could get to failed to work, and bearing in mind the territory we were crossing, I turned back to a field and landed with the two (previously) top Germans 10km down track. Amazingly, three got round – enough to make it a competition day, but which completely overturned the results of the hard-fought racing to date.

Tuesday scrubbed, and the following day, they didn't dare send the Club Class into the awful conditions, but just for a laugh, sent the other two classes... People slogged under black skies and rain, the last landout arrived back home wet and muddy at 2am, and when the last loggers had been checked, it wasn't a contest day. The airfield sank under water and into a sea of sense-of-humour failures, and Gill gave thanks to the Thermal Gods that she'd gone so far off track avoiding storms that she was on glide home when everyone else fell out.

We sat there on the grid in unchanging dreadful weather with that well-known myth, the 'task-setters window', promised for later but never arriving. By Thursday we were so depressed we ran an international Welly Whanging Challenge – rest assured it was the highlight of the second week.

The weather on Friday morning was sunny. Day 7 in the 15-Metre Class gave Lucy 4th place, leaving her 9th overall, behind Mette Schmeltz Pedersen of Denmark. I was frustrated to have an unflyable migraine, and had to land; Rose had a storming flight before being nabbed by the sink trolls on her final glide and landing short, leaving Rose 15th and me 16th behind Hana Vokrinkova, Czech Republic. Gill and Sarah proved their consistent flying by beating the eventual winner, but not by quite enough, leaving Jana Veprekova, Czech Republic, the Standard Class World Champion, Gill Silver and Sarah Bronze.

Overall, the organisation was good, the team including the crews worked well, and we enjoyed ourselves – and with two medals from five pilots, another good result for the British Team! Thanks to all those who helped, notably Brian Spreckley, Team Captain, and our crew Iain Evans, Alan Sparrow, Vauna Turner, Kate Woods, James Kelman with help from Gavin.

And a special thank-you to our sponsors, you help to ensure the people who compete are the best in the country irrespective of their financial situation and that means a huge amount to the team. Please, dear reader, consult the list of sponsors (p32) and do trust these people with your business; they make our sport better and more successful. I'm just going to mention one by name here, the Caroline Trust, who provided the uniforms for the women's team. They are a charity that offers support to young, disabled and women pilots to help them realise their dreams when they wouldn't otherwise be able to afford it. See *www.carolinetrust.org.uk* or contact me direct for further information.



On the podium at Klix: world Silver medallist Gill Spreckley and Bronze medallist Sarah Kelman

(aeroteamKLIX Segelflugclub e.V)

Standard Class

1. Jana Veprekova (CZE, LS 8b JB) – 3953
2. **Gillian Spreckley (GBR, LS8 59) – 3813**
3. **Sarah Kelman (GBR, ASW 28 S1) – 3727**

15-Metre Class

1. Mette Pedersen (DEN, ASW 27b AG) – 4275
2. Yvonne Schwarz (SWI, LAK-17 YYY) – 3874
3. Annette Klossok (GER, Ventus 1G) – 3859
9. **Lucy Withall (GBR, ASW 27 432) – 3520**

Club Class

1. Hana Vokrinkova (CZE, Std Cirrus XC) – 3578
2. Swaantje Geyer (GER, LS1f VS) – 3556
3. Marina Kalaeva (RUS, Std Jantar WB) – 3390
15. **Rosemary Johnson (GBR, ASW 19 RZ) – 2784**
16. **Elizabeth Sparrow (GBR, Pegase FRX) – 2647**

Full results: *www.wwgc2005.de/*

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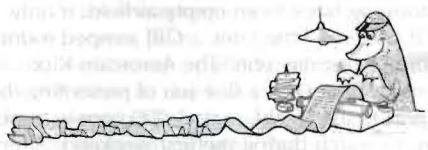


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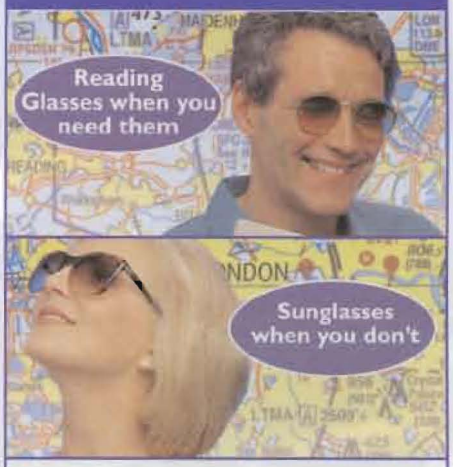
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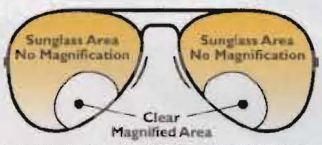
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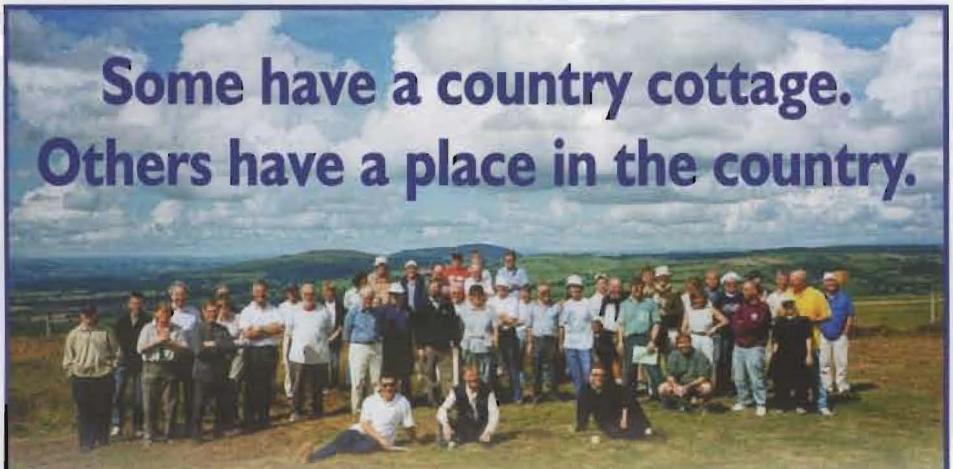
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Directly facing fear



Debb's diary

DECEMBER 1998: *I've been gliding at Dishforth with the RAF's Tornado F3 display pilot. I really enjoyed it a lot and felt safe.*

MAY 1999: *Went to Dishforth and did my first winch launch. I was so scared I sat in the back. Then I was so frightened and was crying so hard that the instructor got out of the glider after we landed and cuddled me. I was terrified.*

SEPTEMBER 2004: *Was told a pilot like Willy was wasted on me. Three months before our wedding, this hurt a lot.*

APRIL 2005: *Today Stoney offered to take me flying in his Cessna and my first thought was: "Do I have to?"*

JULY 2005: *"I was initially not certain Debb would last the day, let alone the week" – John Simmonds, instructor at Lasham*



Bannerdown GC pilot Debb Evans reveals how she confronted her fear of flying – and won



Opposite: Debb, seen here before launching with John Simmonds in a Lasham K-13, went on a week's Beginning Gliding *course, donated to* S&G *by Lasham Gliding Society, to work through her long-standing fear of flying*
Above: getting to grips with winch launches was a key goal Debb identified *(photos: Paul Haliday)*

MY NAME is Debb, and I'm afraid of flying. Not such a terrible thing, except I'm married to a test pilot, a large chunk of our life revolves around airfields and I am incredibly fortunate to be invited to fly by wonderful pilots in anything from a Tiger Moth to a Folland Gnat.

We are both members of Bannerdown GC, but while my husband, Willy, glides whenever time allows, I sit on the bus and read, or stay at home. Flying in light aircraft often frightens me; flying in gliders routinely terrifies me. I have progressed over the years to circuit planning, take-offs and landings, but am still left shaking and in tears more often than not.

Let's be clear about this – I don't just get a bit nervous, I am truly, desperately, incapacitatingly terrified. There's a part of me that shuts down when I glide – the rational part that knows I'm in good hands, in an airframe designed to fly without an engine and with very little to go wrong.

My husband has never put any pressure on me to fly at all. He offers to take me up if he thinks there's a chance I'll enjoy it, but has always maintained he would never want to see me flying for him, or because other people think I should, but only for myself.

Then, in April this year, a good friend of ours, Royal Navy Test Pilot Commander Paul Stone, offered to take me flying in his Cessna 120. My first thought was "Do I have to?" but I didn't want to be rude. So (trying not to look too reluctant) I went, did about half the flying and enjoyed most of it. I realised that when people like Stoney invite me to go flying I should be running for the plane. It made me see how much I wanted to get past this fear and stop looking at aviation as something to be avoided, but instead as a series of opportunities to relish.

So in July 2005, I went on a *Beginning Gliding* Course at Lasham. If I could get past the terror gliding causes, then surely I could conquer my overall fear of flying?

It all started back in 1999. Having only flown SLMG or aerotow, I had often thought winching looked a bit steep. But as I started learning in earnest, it became clear I would need to have a go. I still remember it like it was yesterday. I strapped into the front of the K-13 then was so unhappy I asked to sit in the back so I couldn't see quite how steeply we'd be climbing. We swapped and did the launch. I was terrified into silence, afraid that if I let my instructor know the state I was in, it would distract him and make the situation more perilous. When we landed, concerned at the snuffling and silence in the back, my instructor – who was also my boyfriend – unstrapped, saw the tears streaming down my face and cuddled me until the cables arrived. I didn't have to keep going; it was my choice. Six years on from there and while I don't typically cry going up the wire, I can't touch the stick and my eyes stay shut until we're in free flight. Still, as I drove to Lasham, I was confident that if could feel in control of a glider that would solve my problem. The idea sounds easy enough, much easier than the reality.

Having never been to a gliding operation the size of Lasham, I was impressed when I arrived. Everyone was friendly and professional: I could tell I was surrounded by people who knew what they were doing – I hoped they couldn't see how nervous I was. After getting a comprehensive pack (I love the soaring hat) I went straight into briefing with five other would-be pilots. We were given an overview, safety brief and parachute brief, then introduced ourselves and explained our goals for the week. When I confessed: "I guess my goal is not to be a snivelling wreck by Friday", my instructor raised an eyebrow and said it was the first time he'd ever heard that!

We were taught to DI gliders then started flying. I was grouped with Raymond and Dave, and assigned to John Simmonds, who has been instructing full time for five years. "I do have a different approach to nervous students," he says, "but it only works if the student is honest about their feelings. If a student tries to hide their fears, of course you don't know how to accommodate them. The approach is to let them dictate the pace; don't do anything that they say they don't want to. It doesn't matter how long they take to progress in the programme of lessons. You often find that the slower at the beginning things are, the quicker they progress later."

The guys quickly established that while they wanted to fly, I really really didn't, but was determined to nonetheless. My first trip was an aerotow and as we went up it wasn't so bad. But I got into trouble quite quickly. About 15 minutes in, I was turning and (despite being reminded earlier) didn't look out properly before levelling the wings. John simply held the stick so I couldn't straighten up until I'd looked but, not understanding what was happening, I was terrified and after giving him control hastily, spent the next ten minutes crying. John was very good – he explained what he was doing and why, and just flew around, encouraging me to breathe slowly and calmly. After that I took back control and we carried on.

This was a turning point. First, it helped me refine what about flying, and gliding in particular, terrifies me – the lack of control. John picked up on this, too: "My first impressions," he says, "were that you fly well with good co-ordination but were terribly nervous about minor movements of the aircraft you didn't understand. I was initially not certain you would last the day, let alone the week." To overcome this felt an enormous task. I'd need to learn to glide properly, knowing until I've got it cracked, I will still meet that fear every time I strap in.

Tuesday's weather was really bad, which I was chuffed about. Until, that is, John told me he was going to hangar-fly the K-13 and wanted me to join him. "A winch launch when it's throwing down, very windy and terrible vis?" I asked him facetiously. "Oh yeah, John, I'd love to – bring it on!" Of course it was bravado, but it helped me find the nerve to leave the security of the bus and strap in. I was very tense, but what followed was a huge stress reliever. When we got to 15ft John released the cable and floated us across the airfield to near the hangar. If only all winches were like that, I'd be fine.

Wednesday was a big day: I had to fly the winch. As I drove to Lasham, I could feel myself starting to tremble ever so slightly, and my resolve start to fade. Still, I headed to the clubhouse and was trying to smile. Then I got a text from my other half telling me how proud he was, and another almost immediately from *S&G*'s editor wishing me a good day, and I felt my bottom lip quiver. ➢

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If only they knew what a mess I was. As we waited for the team to gather, John told one of the truly direst jokes I've ever heard, but it was perfect: my spirits lifted and my resolve returned. I was up second and strapped in quickly before I bottled it. If I'm honest it was close-run thing. It wasn't until John said he'd be doing the launch and all I had to do was keep my eyes open that I decided to stay put. I opened them for about half the launch, and was okay. Not great, but okay.

We took four more launches that day, with me doing progressively more. By launch five, I actually flew the whole thing. I didn't like it, and said "bollocks" a lot, but that helped to keep me relaxed. Wednesday was also very blustery, but for some reason the way the elements kept trying to pick up wings I was putting down, or kick me in directions I didn't want to go, didn't faze me – it made me laugh – and the whole thing with tracking across the ground I found bizarrely entertaining. After those five launches I finally started to understand circuits, something that in six years of sitting with other pilots, I'd never truly grasped.

It had been a busy, adrenalin-filled day, and as we headed back to the clubhouse, I realised there had been five winch launches, and no tears, not one. I was stunned.

Thursday arrived and seemed very rough. While my determination to build on my progress was there, I felt nerves creeping in. Part of me just wanted to get past it, but almost as much of me was hoping to be weathered off again – that way I didn't have to make the decision not to fly. As we were DI-ing gliders, John told me that as it was so bumpy, he'd be flying Dave and Raymond first, to give it time to settle down a bit – fine by me! On the bus, they were talking about spins, how they were learning to recover from them, and even enjoying it a bit as they became more competent. I told them they were all sick, and walked away laughing.

I got in at midday and John said he'd do the launch, as it was bumpy. I managed to keep my eyes open the whole time and took control calmly after we ditched the cable. Launch two I started myself, but as we got near the top (the bit that scares me most) I tried to get John to take control. He said: "Just say 'bollocks' once more, first" so I did, and then we were at the top and I'd done the whole thing. Crafty. Landing in the bumpy conditions was very challenging and after pulling too much airbrake I struggled to get them back in, but managed. As we got out and headed for lunch, I realised John hadn't touched the stick at all.

That afternoon was another big step. John showed me the lovely wing-drop stall, and I found myself staring at the ground. I was startled, but not at all scared – I laughed at the unexpectedness of it. As we walked back to the launchpoint, curiosity got the better of me: I asked John if spinning was much more violent than what we'd just done. He said no, not at all. So I asked if at some point we could have a go. I figured confidence was high so I should take advantage. However,

DEBB'S DIARY: 26 AUGUST 2005

I went solo today. It felt frightening, surreal and amazing. I almost chickened out as the cable was being hooked on, but instead took a deep breath and got on with it. After I released the cable at 1,400ft, a huge grin spread across my face, but after losing some height, as I set off on my circuit I smothered it to concentrate. When I landed it broke out again, as I realised I hadn't damaged the glider or me, and I saw the guys from the airfield coming to meet me...



Al Stacey

Debb with Willy after her first solo – her smile says it all

I was still worried that it could be make or break time, with a bad experience putting me off forever. After we got to the top of the launch, John took control and did the checks – and I started wishing I'd kept my mouth shut! Still, he calmly explained what would happen and talked me through each stage. As the nose dropped and the spin began, my overwhelming feeling was joy. I laughed like a drain until we recovered. So John did two more spins, both times, same reaction. As we landed, the boys came over, no doubt expecting to see me looking sheepish or worse, and were met by beaming smiles.

Friday arrived and, I have to confess, I was excited to go gliding. I think I'd always believed I'd never get past spinning: to find I really enjoyed it was an incredible boost. I did four flights on the final day, recovering from spins, thermalling, learning circuit planning and, of course, landings. My flying didn't seem as good – too much rudder, not keeping the angle of bank constant, trimmed but not spot on – but as John explained, I was focussing on bigger issues, like circuit planning, approach and landing, so I was being stretched and not able to concentrate on the basics like in the early days. The goalposts had moved. And, after starting the week sobbing in the front seat, I was very pleased to have exceeded even John's expectations: "As the week progressed," he said later, "your confidence just grew and grew. You were quite a different person, so confident of how you were going to progress your training (post-John). Finally, you were pushing me to perform exercises with you, instead of the other way round. You made excellent progress, better than I expected."

Since then I've flown whenever possible. Currency seems to be the key – I can't learn to control the glider, and so my fear, unless I keep at it regularly. Raymond, Dave, John and I keep in touch and having them to report back to makes gliding better. I don't feel accountable, but want them to be proud of me. All helped me; the best way to honour that is by not making it a wasted week.

Looking back, I feel privileged to have been part of a special team of people, and I owe John Simmonds a huge debt of thanks. He has changed my life. With a husband like mine, the next offer to be taken flying is never far away, and now I can embrace that. At John's prompting, I am even starting to think about how it would feel to go solo: "My thoughts at the end," says John, "were 'you are going solo'. Your fears are now the same as all of us starting flying and you have the vital ingredients, motivation and determination. You will do it. It takes courage to tell a stranger your inner fears."

Willy, my husband, thinks Lasham has created a gliding monster, and an expensive one at that (many years ago, to encourage me, he said he'd pay for my gliding). He's watched me get on with this, always there if needed but not front and centre, understanding that this had to be for me, not him. And, hand on heart, it didn't start out that way, but now I do fly for me. I absolutely want him to be proud of me, but somewhere over Lasham, my own desire to fly took over, and he thinks it's great: "Debb's confidence used to be very inconsistent," he says, "and she'd often want to leave airfields at a moment's notice. Before, she was nervous and often irrational when flying but is now much calmer and able to learn to control her fear. She responds well to coaching and can see the benefit of gliding as a challenge, providing good fun and friendships.

"Overall I am very proud of my wife. She confronted head-on what was for her a big fear, conquered it and deserves a big hug, bottle of champagne and flowers – not to mention a special place in my heart under the heading of people you really respect for directly facing their fear".

I can't explain how different I feel now, writing this a month later, in early August. I even enjoy gliding, regularly venturing to Bannerdown without Willy. For the first time ever, I have gliding buddies. Not friends from the airfield, but other pilots that I share my flying with. Am I still nervous when I get in a glider? Yes. Am I terrified? No. Even when I feel out of control at the top of the winch, I can control it by handing it back to the instructor or dumping the cable a bit early. I am determined. I will build on the training at Lasham and consolidate it. I will continue to work through the exercises and, should weather and skill merit it, go solo.

The over-riding thought from my week at Lasham? I have control.

Debb did a week's *Beginning Gliding* course at Lasham. For information about Lasham visit *www.lasham.org.uk* or call 01256 384900 or email *office@lasham.org.uk*

Slaying the dragons

Nick Gaunt considers eight days' wonderful weather, flying Enterprising tasks over Wales and beyond



Finisher in Enterprise at The Long Mynd. For full results, see www.comp-enterprise.com *(Dave D'Arcy)*

ENTERPRISE 2005 was blessed with the best weather we've had in many years and the site at the Mynd was magic. We flew all over Wales, into Derbyshire, over the Bristol Channel, nearly as far as Snowdon with cloudbases up to 7,000ft ASL. What could be better raw material for breath-taking howidunnits? The fact is that cruising down from Llyn Brenig (was it really named after the great man?), skirting Cader Idris under a magical conversion zone at 6,000ft to Llandovery with visibility interrupted only by the curvature of the earth is more difficult to write about than clipping the hedges on grotty little ridges! The proximity of death is always more compelling than a description of heaven.

Broadly speaking, competitive gliding falls into two camps. There are the regional, national and world competitions governed by the official bodies. Precise, somewhat constrained, racing tasks are flown by good pilots who enjoy pitting their skills against others under rules that give as level a playing field as possible. The best pilots earn the title of National or World Champion. There is quite a lot of scope for all here and I think we now can have about ten different World Champions all at the same time. So why have any other sort of competition? Don't they dilute the efforts of the 'proper' comps?

I think Enterprise *is* important for the gliding community and I would like as many pilots to fly it or one of the other two related competitions – the 'Two-Seater' comp at Pocklington and the 'Mountain Soaring' competition at Aboyne – at least once in their lives. Enterprise flies at a different club each year, avoiding the flat sites of bigger clubs to go to the hill sites that provide the maximum variety of flying conditions. If we can utilise wave or sea breezes, hill soar and use thermals then we will. We aim to be innovative with task-setting; the emphasis is on good flying rather than a level playing field. Fairness, if it gets in the way of an interesting task, becomes secondary. We are not here to emulate a regionals.



We want to push the boundaries. There is no doubt that a club that hosted Enterprise is likely to be more enterprising in the future. My own club, Sutton Bank considered the Pennines and beyond to be virtually a no-go area except in good wave. Now after hosting Enterprise over several years there is a group of pilots who explore the Lake District and the Pennine areas. But beware! Flatland flying becomes less interesting than it was with the increase in expertise of hill flying. The visit to the Mynd this year helped explode the myth that the mountains of Wales were infested with dragons and there was absolutely nowhere to land anywhere west of Builth Wells. If the expansion of commercial flying continues at its present rate then our sport will be left with only the hill country to fly in. The more we understand how to do it with safety the more we can enjoy its delights. Enterprise expands this kind of gliding to everyone's benefit.

Enterprise is not only about flying fast, its essential ethos is to go as far as possible. We do not have held starts nor do we have a designated grid. Take off and go when you can! Amazingly this never seems to create a problem and without doubt it enables about another hour's flying at the beginning of the day and perhaps as much at the end of the day. The penalties of outlandings are not too high as the speed back to base usually counts for little and this means that we fly the maximum distance in any day. This year with the weather being so good we did set a greater bias towards speed to prevent collapse by battle fatigue within the troops. More than 40 hours' flying within the eight-day competition becomes a health hazard. We have the flexibility to make the changes.

Enterprise was started by the fusing of two minds, John Fielden and Philip Wills, 31 years ago. They felt that 'modern' comps were becoming too hidebound – indeed, lacking in enterprise. The flexibility that is embodied within Enterprise is a huge asset but also a great responsibility for the task-setters. The guidelines are not cast in stone and here would not be the appropriate place to attempt to create a rulebook. There is only one definite rule: that there are no defined rules. We score between one and two points per kilometre depending on the day and the task and speed is not often more than a third of the points for distance. Speed of course is important; if you dawdle then you don't go far and don't score! Our scoring system does not penalise the pilot who does well against all the odds on a day. It always seems a pity that the pilot who by dint of cunning and experience gets round a task in an FAI contest when everyone else has failed, scores









Clockwise from left: ridge wind blows; towing to fun (both Mike Weston); Black Mountains (Bill Longstaff); Phil King with 618; K-21 tries the task (both Dave D'Arcy); looking down on a Welsh windfarm (Rory O'Conor); briefing in the Midland GC clubhouse (Dave D'Arcy); Bala lake (Rory O'Conor); cake for a comp (Denise Hughes)

less than if others had done as well.

Twenty years ago we in Enterprise were flying assigned area tasks and these have been adopted within 'official' competitions. We do think that it is an important function within Enterprise to 'invent' new tasks or new concepts. One popular task is 'The string of beads', where a series of turning points more or less in line can be used as an out and return, each one to be turned once and the second must not be further than the previous turning point. With modern instrumentation, cunning pilots can mark the thermals and surprising speeds and distances are achieved in only a small window of weather. The pilot choice that is an essential feature of flying in Enterprise is here and there is that element of excitement gained from closed circuit flying. This task would fit into FAI competitions, too.

All gliding competitions are valid. Most racing pilots probably flew a task week as their first 'trial' comp. Many longstanding Enterprise pilots have also flown regionals and nationals but enjoy the greater scope Enterprise offers. There is a downside that could be addressed if there is a willingness to do so: the loss of a 'rating'. It seems an opportunity is lost that some of the best pilots in the country (Alan Purnell was a prime example) who do not fly comps are unrated. A down-graded rating that would not penalise a pilot so much who wanted to dip a toe into one of the three great contests in the country that do not conform to the straightjacket of the rated comps would be good for Gliding UK.

Phil King, who flew and did the Met so competently, was the clear winner of Enterprise 2005 with over 2,000km flown, followed by Rory O'Conor just ahead of Justin Wills (who missed the first two days as he had only just got back from flying the Canadian Nationals). The Mynd is the ideal site for Enterprise and I hope they will host it again. The organisation was virtually faultless, all problems handled with charm and discretion. A sincere thank you to director Jon Hall and competition organiser and resident task setter Chris Ellis, and to all the other Mynd members who made a it truly memorable Enterprise.

Next year we will be at Aboyne from Saturday, July 8, and with almost perpetual daylight we could have the opportunity to set the odd 750km. The mountains are high enough for true anabatic lift and great cross-countries are possible, flying very close to the mountainsides when the weather is blue and anticyclonic. Cloudbase often rises with the mountains as we saw over Wales so again we may well see 7-8,000ft cloudbases. Oh, of course, bring your oxygen because your 750 is likely to be done at altitude. Come and fly the competition that has more flying days historically any other.









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In the latest article in our series about gliding for people with disabilities, Joe Fisher of the Scottish charity *Walking on Air* describes below the mods to their K-21, pictured on the opposite page

The work of this pioneering training organisation featured in the August-September 2005 issue of *S&G*

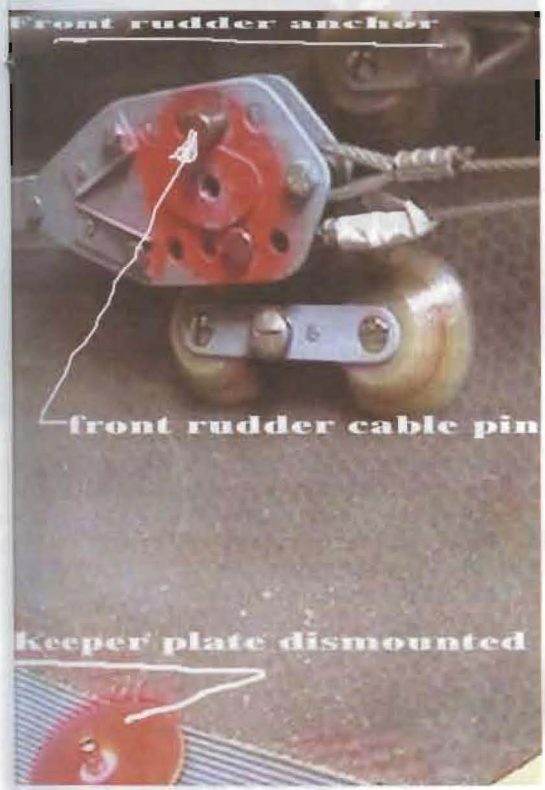
Figure 1 *(opposite, top)*: the rudder lever mechanism in the aft cockpit was kept as close as possible to the existing design in the front cockpit, where the attachment socket for the lever remains in the rudder circuit and only the control handle itself is removable. The rudder bar under the front seat completes the rudder circuit so that the rudder handles and the pedals are "dispensable" add-ons. It is of course desirable to have at least one pair of pedals or one handle connected before and during flight.

Figure 2 *(opposite)* shows the rudder pedal disconnect. A junction block on each side of the aircraft connects both sets of pedals to the rudder circuit. To disconnect either front or rear requires only removal of the keeper plates at each block, taking out the appropriate clevis pin and removing the cable from the block then anchoring to an anchorage point on the fuselage side, replacing clevis pins and keeper plates each side of the cockpit and ensuring that all the fasteners are secure. Since it is a control system a dual check and signatures in the DI book are essential.

Figure 3 *(opposite)* shows development of our improvements to other control layouts. The cable release position posed an access problem. The photo shows an additional release positioned higher and extended aft with a cylindrical knob, which can provide a better grip than the spherical one for those who are digitally challenged. The final arrangement placed it even higher and deleted the manufacturer's release position.

Figure 4 *(opposite, bottom)* shows a further development in the shape of a cranked-forward control stick. This was found essential for safety because with a fuller figure in the front it was possible for the instructor demonstrating aileron effectiveness near the stall by lateral stick movement to release the front harness by the straight stick top catching the release buckle. This is now a manufacturer's optional mod and it is just as relevant to able-bodied folk.









Mods and Ops

Mike Cuming adds more detail about technical modifications for hand-operated rudders and looks at operational matters

I HAVE modified seven gliders for operation by disabled pilots over the last decade and have supervised extensive 'disabled' operations including training and employing disabled winch drivers and gliding instructors at my gliding school, which I ran full-time from 1992 until 1997. From 1995 the BGA habitually referred enquiries from disabled pilots to me for action and this summary will hopefully prove useful in light of the current interest in the topic.

Over the years I have observed many glider pilots; some are old and stiff, some are young and hasty, some have restricted head, arm or hand movement, some have eyesight or hearing problems. A few have obvious symptoms – like a wheelchair.

Background

When I established 'The Gliding Centre' at Shenington in 1992 I employed Gary Bennett as a winch driver. Gary is paraplegic, having no use of his legs, and was at that time a member of the RAFGSA, where he flew a modified K-6E and also a modified, club-owned, Janus C. Through Gary, I became involved in the design and manufacture of a series of prototype hand-rudder arrangements similar to the original ideas he had introduced to the RAFGSA already. The modifications were mostly fabricated by Martin Breen at that time, were observed by the BGA Chief Technical Officer (then Dick Stratton) and were installed in each glider on a trial basis as a minor modification. During the mid-1990s I developed the disabled hand-rudder kits further and installed them on K-7s, K-8s and K-13s as well as supervising the installation on a K-6CR, which was the subject of an approval sought by Tim Donovan a few years previously.
It was always understood that at some point formal drawings would be submitted to the BGA for approval as a refined design concept. I have now done this.

Meanwhile there has been a history of hand-rudders fitted to a K-2b at Aston Down by Tim MacFadyen and anecdotal evidence of various other gliders which have had experimental hand controls. There are also approved factory mods from Grob for the G103 and from Schleicher for the K-21.

One issue that became evident from a very early stage was the choice of control deflection convention and this was the subject of some correspondence between myself and the BGA Technical and Instructors' Committees in 1992 before I started upon the project, and again in 1995. There was never a formal determination of the choice of control convention, tacit agreement at the time being that individual disabled pilots would exercise their own choice and stick with it. The unfortunate situation has since arisen in which the pilots themselves almost invariably express a preference for the intuitive convention of forward=right, back = left while the German glider makers have chosen the opposite convention, presumably for ease of manufacture. In the UK, I believe that, numerically, the forward=right convention has the upper hand. It is in fact slightly easier to manufacture the convention as per the German standard although this is not what the disabled pilots themselves have asked for.

The modifications themselves

I submitted an overall design case for the concept of hand-operated rudders, with specific reference to K-13 BGA 1396 (CAV) and its currently-installed controls. There is considerable difficulty with specific dimensions since many of the disabled pilots, by the very nature of their condition, will require individual tailoring of controls. The overall concept however is that the existing rudder system is not affected, while provision is made for a hand control to be attached at a convenient point. In general, a small 'stub' hand control is installed on a semi-permanent basis and each disabled pilot will have his or her own personal hand-piece which is removable and tailored to suit leg-length and other comfort needs.

In cable-operated systems it is useful to make some sort of connection between the two 'sides' of the existing rudder system, such that rudder deflection in either direction can be achieved by actuation of just one rudder cable. The system is fail-safe in the sense that there is no part of it that can fail such as to restrict normal rudder operation, and indeed in the unlikely event of a 'normal' rudder-cable failure in flight this hand-rudder design will prevent the rudder hard-over condition which is otherwise likely to occur with conventional controls.

In all cases the operation of the controls by able-bodied pilots is completely unaffected and when the personalised rudder handle is removed most club pilots will not normally notice the installation of the hand-rudder fittings during a routine DI of the glider!

Several two-seaters have been modified such that they can be flown from both seats by disabled pilots and experience has shown that it is quite feasible for both occupants of the gliders to be disabled and-

for near-normal operations to take place, with changes only in ground-handling practices.

Glider CAV (a K-13) had accumulated 872 hours and 7317 launches since modification in 1994 and at its most recent C of A I took the opportunity to remove and inspect the parts of the hand-rudder assembly as requested by the BGA Chief Technical Officer Jim Hammerton, who had inspected the glider while it was in storage last year. The parts were all in good order and in particular the rudder side-to-side connection-cable was as new.

In the context of glider design mods it is worth noting that there are number of associated mods that greatly facilitate the use of the principal, control, modifications; these include quick-jettison canopies and removal of obstacles to entry/egress (eg the grab bar on K-7 and K-13 from instrument panels); installation of nose- and tail-wheels for ease of ground handling (along with the associated – essential – wheelbrake maintenance); additional pockets and storage, improved seat cushioning and padding of sharp or hard edges; floorpan improvements; and the installation of VHF or other radio communication.

BGA Chief Technical Officer Jim Hammerton adds: "As well as modifying the gliders a gliding club's facilities will also need to accommodate the needs of disabled pilots and the club will want to provide a welcoming culture. If any BGA club would like detailed information on Mike's concept they should contact me. Because of the impact of the new European Aviation Safety Agency, the modifications are approved only for the pre-September 2003 glider fleet.

Gliding operations

There is range of aspects of actual operations which need to be considered with regard to operations by disabled pilots. The more obvious aspects are:

1. Glidepath control on approach

Most people seem to focus on this as a major issue and – initially – so did I. In fact it is probably the least important of the operational considerations. I have experimented with bungees and ratchets and gates to fix the airbrake position but soon realised that the disabled pilots quickly learn a technique for working both rudder and airbrake simultaneously. Instructors and other 'conventional' glider pilots will need to learn that disabled pilots do it differently, that's all. In fact most glider airbrakes suck out in flight and the usual technique is to do what the K-8 pilots and hill-top pilots do anyway – apply full airbrake and adopt a variable-speed approach to effect a safe spot-landing.

In the event of a developing undershoot the disabled pilots will briefly let go of the rudder (which trails to neutral), close the airbrakes and resume full rudder control until they regain the correct glide path, then re-open the brakes and continue. This is exactly what the able-bodied are supposed to do although in fact many of them will incorrectly reduce the 'brake rather than close it altogether – just because they can!

Some disabled pilots prefer to sideslip. See also my comment on check flights, on the next page, which is very relevant here.

2. Airfield operations

Other club members will need to be disabled-aware and tolerant. There will be some delays and it can take a little while to get into and out of the glider; retrieves from the field may take a little longer and more members will be needed since no-one is going to get out of the glider after it has landed. Someone will need to remember to bring the correct wheelchair – not dissimilar to bringing tow-out gear to a single-seater. Disabled pilots can do most airfield tasks but may need to develop their own pace or technique – or apparatus!

3. In-flight security and loose objects

In general, the disabilities covered are of the back and/or legs. There are also pilots with limited arm or hand movement or other impediments. A major concern is to ensure that uncontrolled limbs can neither jam controls nor impede emergency egress. Plainly it is unacceptable to restrain limbs in any manner which cannot instantly be freed and so most pilots who cannot control their legs will need to find a seating position in which their legs are supported yet free. This is likely to involve the provision of individual quick-release hand-pieces for rudder control. There are potential issues here during aerobatics and in turbulent conditions. The question of seat straps and parachute straps (and the whole concept of baling out) must be considered by affected individuals – including instructors.

4. Psychological issues

It must be accepted that pilots who have overcome a disability in order to fly are likely to have strong personalities. Some may prove to be difficult to supervise, especially if the CFI or other instructors have not grasped the need for tolerance in many areas. However the need for strong, clear supervision may be very important.

Disabled pilots will include some who have been affected by illness and others whose very character may have led them into adventure and accident already. They may have a very different concept of risk-assessment. Some may be in a progressive decline and may only have a limited period as an active glider pilot. Like any other club member they will all be different – but some may be different in ways which normal instructor training does not cover. You can talk to them about this.

5. Physiological issues

Extreme care must be taken with limbs which have no feeling. Bruising, bleeding, or burning, are potentially very serious and are easily caused – and overlooked – where there is no nervous system. Padding should be used where required.



Joe Fisher, the then Chairman of Walking on Air discussing some of the issues about equipping clubs for disabled glider pilots with HRH the Duke of York, who is President of the Royal Aero Club, and Marc Asquith, RAeC chairman, after the award of a Certificate of Merit to the charity earlier this year

Toilet issues are rather similar in many cases to those experienced – and fairly well documented - by female pilots. In my experience, affected pilots will be quite forthcoming about their needs and very self-sufficient most of the time.

Some disabled pilots will tire easily while others will require medication, with possible associated consequences.

Cold can be a big issue, especially if you are sitting down, and more so if you are determined not to give up!

6. Eventualities

This is a similar issue to that of approach control. The key is to recognise that it may take very slightly longer for eventualities to be dealt with and time must be allowed for this. There are few sites or weather conditions where such time is not available; however, it is possible that cases may occur where some pilots simply could not react fast enough (able-bodied or not) and this must represent a limitation their capabilities. This can often be overcome by thorough pre-flight preparation, by briefing or by training to improve reaction time or technique.

7. Ground handling

The provision of tow-vehicles and – in particular – nosewheels and tailwheels on the glider will make ground-handling very much easier and quicker. In general it will be better to give disabled pilots several consecutive launches and to leave them in the cockpit during retrieves.

Remember that while actually in the cockpit – and while airborne – they are not disabled any more!

8. Launch point supervision

There are many tasks on an airfield which are better suited to some pilots than others.

9. Check flights

It is very difficult indeed for a instructor to comment sensibly on the performance of a disabled pilot, if the instructor himself has no experience of the use of a hand-rudder. A proficient pilot will adapt in just a few flight to the use of hand-rudders and where a two-seater is available it is recommended that any instructor takes the time to try the controls for himself.

Conclusion

The whole concept of enabling disabled pilots to fly is straightforward and success hinges upon the attitude of accepting that it is neither difficult nor daunting to modify gliders nor to operate them.

There are a few areas where operations will vary from custom and practice but the variations found are probably less than the variations commonly accepted by using different tugs or winches (with different controls!), different types of site (hilltop, flat, shared use...), weather conditions or styles of operation (competition racing, training, local ridge soaring...).

I recommend that the Technical and Instructors' Committees continue to exercise their powers as far as they can to encourage both the modification of gliders and the acceptance of disabled pilots as a perfectly normal aspect of our sport. So long as any given mod can be seen to be airworthy and not have potentially serious failure modes then I would encourage the tolerance of as wide a range of possible modifications – and of styles of operation – as possible.

Acknowledgement

I should like to express praise and admiration for the disabled pilots I have encountered, whose tenacity and patience puts many of their able-bodied colleagues to shame. In particular I would like to acknowledge Gary Bennett for his own enduring tenacity and to Dick Stratton for his advice and for encouraging me to develop these mods. Most importantly, without the BGA airworthiness system I would not have been able to afford the time and cost of these worthwhile tasks and would never have attempted them – this is why we never got round to modifying a motorglider at The Gliding Centre although we dearly wanted to...

Mike Cuming

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Club news



Bannerdown (Keevil)

SEVERAL gliders were taken to the Bowland Forest site at Chipping where lots of ridge flying was enjoyed. A bonus was the trip to Warton where club member Willy Hackett is test flying the Typhoon and visitors were introduced to the simulator. The longest ever flights from Keevil both over 700km were flown in August by Jon Arnold (Discus) and Bob Bromwich (DG-500), Bob turning Snowdon in the process! Des Burnett, George Christenson and Phillip Hey have all soloed, Stewart Renfrew and Phil Goodwin have both converted to the LS8 and Tim Roberts has Silver height and duration. The MT and aircraft workshops have been upgraded courtesy of Pete Brownlie and Merv Ridout. Finally, our congratulations go to Royal Air Force pilot Mark Parker, who won the Junior Worlds at Hus Bos flying the Bannerdown LS8.

Derek Findlay

Bath, Wilts & North Dorset (The Park)

ANY pilots who have fond memories of Ron and Joy Lynch and Merv Pocock, will be sorry to learn they're retiring from instructing. With about 100 years between them, their experience, patience and enthusiasm will be missed. Fortunately they're going to continue flying. Our cadets have returned, with Richard Wilmot going solo. The Bath University group launched themselves on to the Inter-University Task week at Sutton Bank, and had a good time until their money ran out. We congratulate Michael Schlotter on taking his K-6CR on a 300km to earn his Gold/Diamond distance. On the same day Mark Joyce claimed his 300km and Brian Ashborne his Silver height and five hours. This summer members went to Serres and did some real mountain flying. We also congratulate all who took part in the inter-club league, and thank them for their contribution to our winning.

Jan Smith

Bristol & Glos (Nympsfield)

EVERYONE was pleased about Andy Davis getting an MBE and Silver in the Europeans. Well done to Alan Morecroft, Trevor Wilcox, Tim Maw and Martin Talbot on Silver distance and Silver completed and Ian McKavney for Silver distance. Fred Ballard and Mike Dixon have completed BI training. Marcus Shirley got a cross-country endorsement. Congrats too to Adrian Hall, Julia Dawson, Pete Stevens and Marcus Shirley on Bronze and Rob Hanks on becoming a tug pilot. Ian Marshall is AOPA's "Instructor of the Year". The club history group has amassed more than 1,000 photos.

Bernard Smyth

Bidford (Bidford)

CONGRATULATIONS to Rob Jarvis and Gordon Burket for completing their first 500km. Bill also did one at over 100kph taking less than 5 hours. Mark Dawson, Paul Turner and Andy Cox did first 300km. Gill Stewart did 100km. Allan Wallace has completed his Silver badge. Not to be outdone by her brother Peter, who went solo earlier in the year, Emily Broadbridge has also soled at 16. Peter himself is now in the K-8, and has two Bronze legs. Our regionals was a great success, and we were lucky with weather, managing to fly seven days out of nine. Thanks to all those who helped it run so smoothly. G-CUBB is now back on line with a new engine after the old one reached TBO, full credit to the workshop for such a swift turnaround at a busy time.

James Ward

Black Mountains (Talgarth)

THE committee at Talgarth have started burning the midnight oil to draw up a long-term development strategy to secure the future of the club and allow us to capitalise on our unique site, which offers some of the best soaring in the country. Increasingly, expeditions are finding their way west to explore our ridges and wave in the uncluttered airspace we enjoy. Even if it rains there's plenty to do for families and grounded pilots! Don Puttock, our CFI, has been hugely successful in generating enthusiasm amongst members and visitors and is here full time until November to organise and run midweek flying. We are always delighted to see visiting pilots and make them welcome in our super clubhouse overlooking the Wye Valley and, weather permitting, share a barbeque and a drink under the famous Talgarth oak tree. The 2005 Task Week at the end of August was fully booked and promised to be another fun week.

Robbie Robertson

Please send news to *editor@sailplaneandgliding.co.uk* or Helen Evans, 7 Ollney Road, Minchinhampton, Stroud GL6 9BX to arrive by **October 11** for the December-January issue (later deadlines can be found at *www.gliding.co.uk*)



*From top: the K-13 Cabriolet at **Booker** with Dave Richardson (P1 and creator) and Matt Cook (P2); Memorial to Alan Purnell at **Lasham*** *(Paul Haliday)*

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Club news

Booker (Wycome Air Park)

AFTER revelations about young instructors, at the other end of the spectrum "Shep" Sheppard, has completed 20,000 aerotows, as a "tuggie". He has 6,000 gliding hours and recently reached the age of 80, still going strong. This has almost all taken place at Booker, spread over 30+ years. Could this be a record? We also congratulate Jonathan Cave and Kristian Walton on going solo, and numerous pilots who've flown fast 300kms and flights of around 700km. Our thanks to Matt and to Dave Caunt for running a great 9-day task week and soaring course. Our usual Aboyne expedition takes place from the end of September. Dave Richardson and Graham Saw completed an interchangeable open canopy option for our K-13 CFA, ideal for warm summer days. Recent Nationals results gave us 4 in the top 7 in the Club Class, well done in particular to Jay and Luke. Our last item of forward planning is the annual dinner dance, scheduled for February 4, 2006.
Roger Neal

Borders (Milfield)

OVER the past few months we have enjoyed many wave days with flights between 6 and 7,000 ft. Bob Cassidy (PIK20D), Derek Robson (ASW 24) and Andy Bardgett (LS4b) achieved 14,000ft, 15,000ft and 17,000ft respectively. Olivier de Cointet, who was with us for several months, was amazed to find we flew during the winter, and has returned to his native France. He was given a send off at the Black Bull, Etal and was presented with a painting, by Peter Podmore, of our own English mountain, The Cheviot (2,676ft). On June 30, Brian Cosgrove went solo on his 16th birthday. On August 7, David Key did his five hours in hill, thermal and wave. Many pilots enjoyed substantial wave flights and Derek Robson managed a 248km triangle. All this in east wind wave; there's not much upwind from that direction except sea.
Leonard Dent

Bowland Forest (Chipping)

OUR new K-21 has arrived and is being flown at every opportunity, thanks to Barry Purslow who collected it from Germany and Croft Brown for fitting it out. During National Gliding Week we held a dawn to duskish flying day, first flight was at 4.26am and we continued till 8:26pm by which time everyone had seemed to have had enough. Phil Punt (who by a complete fluke won the spot landing contest) and Carol McClay organised yet another fantastic day with patients of Southport Spinal Injuries enjoying the thrill of the sport. During July we had a treble of first solos: well done to Keith Clarke, Colin Parker and Martin Roberts, and in August Carol McClay re-soled. Annual trips to Hus Bos and Shenington by various members were met with mixed weather and flying.
Phil Punt/Tracy Joseph

Burn (Burn)

OUR flying continues to go from strength to strength



*Ross Mann of the **RAFGSA Chilterns Centre** finished his Silver with 50km before converting to the Astir*





*Two soloes at **Bowland Forest**: from left: Martin Roberts with Phil Punt, Keith Clarke with Bob Pettifier*

with significant cross-country flights most weekends. We gave a much-improved performance in the inter-club league under the able leadership of Ian Gutsell. Congratulations are due to Chris O'Boyle, Graham Foster and Paul Skelton on their first solo flights and to Karl Zatorski on gaining his Silver badge, with all legs completed in club aircraft. Well-done Michael Walker on completing his Silver badge and 100km diploma in the same flight, Ron Jubb on achieving first place in the basic class at the National Aerobatic competition held at Saltby, and George Goodenough who completed his Diamond Badge in Fuentemilanos, Spain.
George Goodenough

Cambridge (Gransden Lodge)

INSPIRED by the last S&G cover Robert Welford decided to become the 53rd solo pilot to achieve a 750km, in his LS8. Robert's 2 previous 700s this year were just dry runs in preparation for the big one. From the entire club, well done Robert. On the same day came many 5 hours, and Diamond 300s for Julian Bane and Bill Bullimore. Dave Csernovicz has turned into a one-man recruiting machine having introduced over 60 new people to gliding this year alone, and our fly for a day for £15 plus costs has proven to be a great success. We have many new solos: Dick Talboys, David O'Brien, David Samuels, Gareth Allen, Janice Head, Mark Collins and Tony Croudass. From CUGC we have: John Carpenter, Grant Hyslop and Ian Vickers. To all, well done. However, it is with deep sadness that we learnt of the death of Gillian Bryce-Smith on August 9, and the club extends its sympathy to Gillian's family *(see p10)*.
Paul Harvey

Clevelands (Dishforth)

PAUL Whitehead has completed his stint as CFI and handed over to Kevin Kiely. Many thanks to Paul. We are now a truly multi-service club, with members from the Army, Navy and Air Force, and also from the USAF. Our cross-country pilots have been busy: Emma Salisbury and Nick Smith represented us at the Inter-services at Honington. Nick (flying the club's turbo Ventus) achieved a very respectable third place. 'French' Bob Crick completed his cross-country endorsement and represented Leeds University GC, together with Ben Dorrington, at an Inter-University task week at Sutton Bank. We hosted the Inter-club league in June (ref: *Salutary Soaring*, previous issue). We are currently in an unassailable position (!) and have enjoyed participating. Some members have gone on expedition to Lusse (Germany) and we hope to report some good flying next issue. We are looking forward to the autumn wave, and welcome visitors, but sadly overnight accommodation difficulties continue.
P A Whitehead

Cotswold (Aston Down)

LOTS of pilots have been competing at other sites. The Duo Discus syndicate, Chris Ashworth, Mike Weston and David Briggs, achieved 6th place at Enterprise while Ralph Bowsfield flying his LS4 came 12th. Mike Randle and Simon Lucas guided some UWE students through task week at Sutton Bank. Brian Birlison and Oliver Ward flew the 18m nationals with Brian also competing in the Booker regionals with Sally Longstaff as P2. George Roberts, Mike Dolan and Chris Duncan have all soloed. Graham Davis flew to The Park for 50km. Andy Smith flew 715km from Aston Down on 7th August, which we believe, is a site record. Richard Kill organised an excellent mid season party and pig roast. Robin Birch's beautifully restored Cadet MkIII made its first flight after approximately 10 years hangar rest. In true MkIII style and in crosswind conditions it proved difficult to coax back to the launchpoint. Robin is collecting other projects so what will we see next?
Frank Birlison

Crown Service (Lasham)

OUR club is now well established at Lasham following the move from RAF Odiham in 2002. The membership has risen from a low point of about 10 to almost 40. Several of our old members from the Farnborough days have rejoined including Mike Wells (our senior instructor), Trish Williams, Jill Atkinson and Howard Torode. Our aim is to provide affordable gliding for public sector employees. Our solo fleet consists of a DG-300, a Sport Vega and a K-8. We also have a two-seater (Grob 103) and can provide training to augment the mainstream Lasham system. Anyone interested in joining us should see our web site at www.csgc.org.uk.
Tony Newbery

Dartmoor Gliding Society (Brentor)

AN exciting period at the time of writing, including first solos by Mike Justine and Dave Jesty. Expeditions have been mounted to Sutton Bank, the Mendips and Spain where Trevor Taylor (allegedly) completed his 500km in Jantar 240 – trouble is he hasn't been seen since to confirm that it has been accepted! The club has purchased a very tidy K-8 for early solos, thanks to Newark for keeping it in good order – we hope to add many more soaring hours to the airframe, and we have welcomed many 'trial students' on holiday in the South West. The winch driving union is grateful to Iain Reedie for some much-needed attention to the brakes – sales of spinach will be in sharp decline!
Martin Cropper

Deeside (Aboyne)

THE generally indifferent weather this summer has not prevented some good cross-country flying at Aboyne. On 23rd June, Jack Stephen and Roy Wilson both flew 750km. Peter Faulkner and Charlie Jordan (on his 16th birthday) have soloed, while Bruce Alexander has re-soloed and George Paterson has completed his Bronze badge. Al Eddie has had to stand down as CFI due to work commitments and Mike Law has taken up the post. Our Mountain Soaring Competition is fully subscribed, and we look forward to hosting Enterprise in July next year. The old blister hangar is being transformed thanks to of Glen Douglas. We look forward to seeing our visitors in the autumn.
Mary-Rose Smith

Denbigh (Lleweni Parc)

DESPITE some less than satisfactory weather for much of the summer, members of DGC and visitors have managed some excellent flying. Dave Catherwood has completed his Silver duration, and John Sconce has completed his cross-country endorsement. Time for both of them to make the trek away from home! The second task week was a success, and is likely to be repeated in 2006. We are now in full swing with autumn wave and ridge flying, and you are welcome to come and sample our conditions for yourself. Contact the office on 01745 813774 for details.
Paul Jewell



Robin Birch's beautifully-restored Cadet MKIII at the ***Cotswold GC*** *launchpoint, Aston Down*

Derby & Lancs (Camphill)

WE entered the Yorkshire Inter-Club League this year after a long absence and won! Roll on Bicester. Congratulations to all those who took part, and to the following: Bernard Abbott and Ross Whittle for Bronze, Maurice Bent and Andrew Hawton for cross-country endorsement, also Ross has done Silver distance, Graham Dean for Silver height, and Steve Watson for first solo. Mike Armstrong's 750km ratification was just too late to get into the roll of honour in the last issue, and he also came 3rd in the Northern Regionals.
Dave Salmon

Devon & Somerset (North Hill)

AS the previous years' open day proved very successful Simon Leeson organized an open weekend this August. With lots of help from club members both on the weekend and at pre-event publicity in local towns, the event proved a huge success, raising funds for the club and encouraging several new members. A number of these are being enticed from the Met Office, as it has recently relocated to Exeter – the hope being that we can influence the weather favourably. It doesn't look too encouraging though: when a group turned up for an evening, it started to rain! We continue to have a good group of youngsters from the university and locally, a number of whom hope to fly in the club's DG-505 at the Junior Nationals. Congratulations to Hal Newbury on Silver distance and briefly leading the club ladder.
Phil Morrison

Dorset (Eyres Field)

UNFORTUNATELY our end-of-July task week was a washout. There is talk of an autumn task week. The mixed weather means our newly-grassed area is starting to look good, so we can use lots more of our field. It also gives us a much wider area when launching from the south, so less hold-ups caused by having to delay launching while waiting for gliders to be retrieved. We can now run a parallel aerotow and winch system from the south end, with more than enough width to keep good separation. We've had a couple of notable achievements: Rob Monk achieved Silver distance to Keevil in his K-6, and Tony Honnor earned Silver height in his refurbished Skylark 3. Wolfgang Fischer has purchased the Kestrel from the Linees, and they have replaced it by buying an ASW 17. Tony joined the club only towards the end of last year, and has not only gone solo, but also refurbished his Skylark 3 (with a little help) to as new condition. He then stayed up for three hours, gaining his Silver height on only his second flight in the Skylark! Well done Tony. Rob Monk's Silver distance was quite an achievement. He is a dedicated club member, (and the club's welding expert). He often has to work at weekends, so doesn't get nearly as much flying as some, so well done Rob. We had a couple of trailer break-ins recently, and if any members are offered a Std Libelle tail wheel dolly, towing arm and hitch, or a wing dolly rigging aid and three brand new 165 x 13 trailer tyres on brand new Silver painted Mefro rims, please telephone me on 01425 271273 or email *colteresa.weyman@virgin.net* I would suggest to all who keep their gliders in trailers, in remote areas, to take everything they possibly can home.
Colin Weyman

East Sussex (Ringmer)

MANY inter-club league weekends have been washed out but Geoff Tilley in his K-6cr and Adrian Lyth in the Discus managed good flights. Many members have visited Serres, the holiday destination for the discerning glider pilot! Adrian achieved Gold height there under the tutelage of Klaus Ohlmann, and the rest of the team enjoyed flights beyond their expectations. Adrian's height accompanies the Gold distance he did in blue conditions in July. Well done! Derek Wilson also did 300km in his Elfe, but being the IT expert, didn't realise his logger memory was nearly full and stopped recording after 40 minutes! Other achievements include Ollie Barter going solo, Ozzie Haines converting to the K-8 and Val Philips becoming a tug pilot. We have numerous new members and our latest barbecue took place on August 13th. Ollie Barter's potato cannon hurling large chunks large distances livened this up and if any clubs wish to challenge us, we are up for it!
Derek Wilson

Essex (North Weald/Ridgewell)

CONGRATULATIONS to Martin Jewell on completing his Silver with a flight in his OLY 463. We had a very successful task week at Ridgewell in July with Tony Brook (ASW 20), Peter Gill (Dart 17RW) and Peter Manley (DG-400) completing 100km triangles in pretty good times. Peter Berridge also completed a 100km triangle in his Standard Cirrus. Other members achieved flights of up to 6 hours. So with a couple of outlandings it was a varied week for the pilots and the crews! Well done to all who helped. We've added a Mistral to our club single seat fleet. This is our first "glass" aircraft and members eagerly wait their turn to fly it. There's also another "T" hangar. We now have 4 of them on site, eliminating a considerable amount of rigging/de-rigging time. Our thanks go to all who worked so hard behind the scenes for these improvements.
Peter Perry

Essex & Suffolk (Wormingford)

IT has been a reasonable year for solos with eight so far, the latest being James Beach, Vernon Bettle, Colin Ebdon and last but by no means least at 80, Ken Taylor. J. Baker re-soloed. We congratulate John Gilbert Jr. for first place in the Honington Regionals with Paul Rice 5th and Robbo Roberts18th. Robbo followed on with a creditable 8th place at the Eastern Regionals. Also Robbie Nunn came 14th and Dennis Heslop 27th in the 15m Nationals. Robbie also was 13th in the Club Nationals. We have a number of our younger pilots preparing for the Juniors at Bicester and Robbie Nunn



Deeside *instructor Steve Thompson at Aboyne with Peter Faulkner after the latter's first solo*



Dave Jesty and instructor Alan Holland after Dave's first solo at ***Dartmoor Gliding Society*** *in August*

will be in the back seat of one of the two pews giving novice pilots a first hand view of competition flying.
Bob Godden

Fenland (RAF Marham)

THE comps have finished and what a wet and dismal showing! As all who were at Honington will testify the weather wasn't the best. Thanks to the staff for their hard work though. Paul McLean was Top Ten. Steve deserves a special mention for his field landing whilst still in gliding range of the airfield. But Moira says thanks for the short retrieve! Thanks to all our crews for helping us along. The Eastern Regionals at Tibenham saw us enter PSA and Timmy in his Janus. PSA finished third despite winning the last two days, well done Peter. Timmy, his Dad and Trudi finished 23rd. Oh joy of joys to Bernard. Five years after his last solo he has gone and done it again. This time in the K-13. So that was re-solo beers and conversion beers on the same day. Paul McLean presented Del Ley with a small token of the club's gratitude for his 5 years of CFI-ship.
Graham French

Imperial College (Lasham)

THE club has returned from a successful expedition to Lesce in Slovenia, where many students were able to experience the thrill of mountain flying for the first time. Special thanks go to Bob Johnson, Brian Bierneson and Martin Judkins for helping with instruction, and to Andrej Kolar and Lesce for all their help with the organization. Congratulations to Aki Pakarinen who re-soloed after a 6-year gap! IcGC is now looking forward to this year's Juniors. Current students will fly the club single-seaters, while ex-students will also be competing. October will see another Freshers' fair at Imperial College and we look forward to welcoming new glider pilots this autumn. In addition next term will see a new committee taking control – I hope they enjoy next year as much as I have enjoyed the last one.
Ed Coles Gale

Kent (Challock)

THANKS to the dynamic duo of Carpo and Beattie we have been in full seven-day operation, with fully booked holiday courses. Credit also to Les Mills, Richard Schofield and Ian Russell for organising a full summer programme of flying for disabled people and disadvantaged youngsters. This was made possible through a generous donation from the High Flight charity. We have also had some personal achievements, with Gen Francis, Alan Murdoch and Josh Hurley soloing, and Robin Clery completing his Silver. Congratulations to all! All our members are progressing well with their respective courses, and I expect to be able to report more achievements soon. At Kent GC, we offer a year round operation. Keep up to date with our news at *www.kent-gliding-club.co.uk* or phone 01233 740247 for more information.
Darren Palmer



Essex & Suffolk



THE ESSEX & SUFFOLK Gliding Club celebrated its 40th year in 2005, having evolved from the Colchester Gliding Group, which was joined by the members of the prior Suffolk Gliding Group. From 1965 Whatfield, near Ipswich, was the home airfield, which was to last for the next 25 years or so.

In 1990 the Club moved to Wormingford, a wartime USAAF airfield built in 1943, and within a few years a landmark planning case had been fought and won with the help of the BGA.

With the aid of a Sports Lottery grant the clubhouse, workshops and hangar were built, the latter being formally opened by HRH Prince Philip.

We are a winch-only club but our long runway enables two seaters to be launched to over 2,000ft with 3,000ft occasionally reached, given a decent breeze down the runway.

The club fleet of eight aircraft provides quite a reasonable ratio to our membership of about 120.

We are keen on encouraging youngsters into the sport, providing both basic instructional flights and formal training to local air scouts as well as having run a successful cadet scheme which is in the process of being modernised. We have produced several Junior Nationals pilots.

Cross-country flying is encouraged and has resulted in an excellent record of competition success at both club and individual level.

Demand for trial flights and for day courses continues to be high and our easy-to-use web site has proved to be an invaluable marketing tool.

Clockwise from top left: Ken Taylor (left) and Pete Wilby, who had just sent him solo. Ken achieved this at age 80; the Essex & Suffolk GC site at Wormingford; the ESGC clubhouse, which was officially opened by the Patron of the BGA, HRH the Duke of Edinburgh

In fact, some of our trial lesson and day course customers travel long distances to fly at Wormingford and in such cases we make a point of identifying the club closest to them should they wish to continue with flying training.

Essex & Suffolk has a friendly and encouraging atmosphere and all visitors are assured a warm welcome. We fly on Wednesdays and Fridays plus weekends and Bank Holidays, opening seven days a week during July and August .

Bob Godden



At a glance

Full flying membership cost: £230.00

Launch type and cost: Winch, £6.30

Club fleet: K-13 (x2); Twin Astir; K-21; K-6CR; K-6E; Astir CS; Club Astir

Private gliders: 35

CGC instructors/full flying members: 25/120

Type of lift: Thermal

Radio frequency: 129.975

Operates:
Wednesdays, Fridays, weekends and Bank Holidays
Seven-day opening July/August

Contact:
Clubhouse: 01206 242596
glide@esgc.flyer.co.uk

Location:
51 56. 646 N 000 48. 197 E

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Club news

Kestrel GC (Odiham)

WE have just completed our fourth "Introduction to Gliding Course" aimed at training Army Students. Many thanks to Neil Armstrong for organising them. Bernd Vermeulen and Marc Wilkins represented Kestrel GC at the 2005 ISRGC at RAF Honington flying the club's K21. All Bernd's work on the glider paid off as he moved up 3 places in the rankings compared to last year. Thanks to Keith for crewing. CFI Chris Wick represented Kestrel on the VIP day – returning 47 years after completing his national service there and seeing his accommodation block still standing. What with getting a flight in the AGA's new DG-1000, winning the BGA lottery 2 months in a row and having his picture in *S&G* he is having a taste of the celebrity lifestyle! We've had a good run of Friday trial lessons with thanks to Shane Naish and club instructors. Kestrel displayed the K-21 at the Aldershot Army Show and that's resulted in a stream of trial lesson visitors.

Simon Boyden

Lasham Gliding Society (Lasham)

LASHAM has welcomed 38 new members and wishes Janet Palmer well as she leaves the office. Wally Kahn completed 60 years in gliding and Luke Dale flew solo on his 16th birthday, followed by a two-hour flight. Chris Lewis and team helped Lasham reach the finals of the Inter-Club League. Mike Miller-Smith organised the fitting of control modifications for disabled pilots to our K-21. Steve Derwin christened them with an attempt at a 100km cross-country. A "Bulldog" aircraft presented to the Disabled Flying Foundation by the Jordanian Royal Family has been renovated and modified by Phil Flack and Steve Gerrish and their teams. A Lasham weather station financed by the Lasham Trust has been set up. A stainless steel armillary sphere designed by David Harber has been erected in memory of Alan Purnell *(see picture, p55)*. It bears the quotation: "Once you have flown, you will walk the earth with your eyes turned skywards - for there you have been, and there you long to return" – Leonardo Da Vinci .

Tony Segal

Lincolnshire (Strubby)

OUR open weekend and visits to local fetes have three new members and lots more interest. Congratulations to Ali Hall on going solo.

Dick Skerry

London (Dunstable)

HEARTY congratulations to Len Cross and Lloyd DuHaney, who flew their K-7 to Lasham to retrieve the Plate on 7th August to place it back in our bar. Congratulations also to Robin May on winning the 18m National Championship and Lucy Withall who gained an incredible 9th place in the Womens World Championships 15m class in Germany. Many good long flights have taken place during this summer with up to 750km on the better days. Ted Hull and friends celebrated the 70th birthday of his still airworthy Scud 3 with cake and champagne. Our caravan site is now upgraded with concrete handstanding areas thanks to Duggie.

Geoff Moore

Mendip (Halesland)

DOUBLE congratulations are in order to Tony Webb, for his appointment as Deputy CFI and for successfully completing his full-cat course. Our round of the inter-club was a weather victim. Saturday's shortened tasks were completed by all the pundits, most of the intermediates but none of the novices. Sunday provided the opportunity for the competitors to do some local soaring but no racing. We have had the pleasure of the company of Etienne Boutreux, a keen French junior who was over here to improve his English. He took the opportunity to become proficient on winch launching, a skill he has put to good use on returning home, where his first



***Fenland:** Paul Clean presents Del Ley with a small token of thanks for his five years as CFI*

competition was winch launch only. Our hangar is now looking very smart since the corroded lower halves of the doors have been replaced and the new parts are shining in their new gloss paint.

Keith Simmons

Midland (The Long Mynd)

The nail-biting promise that we would provide perfect weather for Competition Enterprise was amazingly KEPT! The nonchalant 'I told you so' of Haughton, Hall, Carter *et al* was a study in itself and they could even gloat over the ex-Mynd CFI who won it *(see p48)*. The debriefings were a revelation as Justin Wills teased from the pundits their analyses and conclusions about the preceding day over the mountains and the Midlands. At the time of writing Dominic Haughton is leading our task week and the usual young bloods have been competing in the Junior Worlds and the Nationals.

Roland Bailey

Newark and Notts (Winthorpe)

Everyone is looking forward to our second Bank Holiday flying week of the year but before that we have another visit to Camphill and the Two-seat Competition at Pocklington to keep us busy. Mike Willett has finally managed his Silver duration. Still flushed with success the Treasurer has also managed 5 hours in the syndicate ASW 15 to finish Silver. Robert Starling, one of our student members, has just returned from a BGA soaring course at Bicester with many hours and kilometres under his belt. We generally fly weekends and Wednesday, visitors are always welcome, or see our website at *www.newarknottsglidingclub.freeserve.co.uk*.

Noel Kerr

Norfolk (Tibenham)

NATIONAL Gliding Week was a great success with many visitors flown and local interest inspired. Phil Burton, the main organiser, and his enthusiastic team of volunteers, did a sterling job. We have had an influx of new members who are keeping the training mill turning. The clubhouse and briefing room have undergone redecoration inside and out. Special thanks are due to Chris and Danielle for all their hard work. Also thanks to John Roche-Kelly for trimming the trees on the approach to runway 33. I am writing this in the midst of the Eastern Regionals, which has got off to a great start with a 257 on Saturday and a 342 on Sunday, both 1000-point days and both won by Simon Barker of the Wolds GC.

Ray Hart

Northumbria (Currock Hill)

SUMMER activity at Currock Hill has been hit by the absence of our tug, but several members have made good progress on the winch, with Kate Frost – already a solo pilot at the Lakes GC, Walney – facing up to the special challenges of our hilltop site and going solo with us too. Three of our younger members – Jamie McGregor, Chris Storey and Stewart Campbell – have gone solo on the club's Astir and Alan Adams has become our fourth new instructor, following Don Welsh, Ian Plant and Ailsa Cooper. Oliver Bosanko



***North Wales:** Nigel Jardine's newly restored T-31 at Llantisilio. It also went to **Trent Valley** this summer*

finished his cross-country endorsement and Silver badge while at the inter-university task week at Sutton Bank in July, and also flew his first solo cross-country from Sutton Bank to Tontine Inn to Pocklington to Sutton Bank (125km) but landed in a field 16km from home for his first field landing.

Richard Harris

North Wales (Llantisilio)

MEMBERSHIP remains stable but this is not the ideal situation and we've been trying to bring in new blood in. Last month we had a display area at the Wirral Show on Merseyside and we were full tilt for two days answering questions about gliding. A few people bought vouchers and many took away details with the intention of visiting for a trial flight. We are pleased to report that Paul Hurst has earned his basic instructor rating. Nigel Jardine has his T-31 back in the air, after 1400 working hours, saving one the few remaining aircraft of this type for future generations; many of our older members took a flight down memory lane while the C of A certificate was still wet. By the time you read this some of you may well have seen this T-31, as Nigel will be taking it to Trent Valley in August to help celebrate their 40th anniversary.

Brian Williams

Oxford (RAF Weston on the Green)

IT'S been an adventurous couple of months at OGC. Our pilots flew a combined total of over 3,000km on the 7th August with Carole Shepherd, Ian Young and Dave Bray notching up their first 300km flights. Well done. OGC have also managed to win through to the Inter-Club League final and are looking forward to a weekend at Bicester. Congratulations also to Garry Cuthill, Steve McCurdy and Carole Shepherd the brave (read foolhardy) souls who completed their Assistant Instructor courses and are now being introduced to the instructing rota. Daisy, our T-21, has been covering the miles. A recent trip to the Vintage Glider Rally in Berlin was declared a success and she generated much interest as a static display at the Festival of Flight.

Simon Walker

Portsmouth Naval (Lee-On-Solent)

OUR news is dominated by youngsters who seem to be competing to make the first badge claims. Andy Paine, who soloed only last December, is leading the pack by claiming all three Silver legs. Fran Aitken is gaining field-landing practice. Our first ab-initio summer course produced a crop of new members and first solos despite the weather. Matt Huckell distinguished himself by gaining a Bronze leg on his third solo. Following his last solo in a T-21 before the rest of the course were born, Alan Turner showed great determination with his second 'first' solo. In partial compensation for the weather, the course had a grandstand view of the International Festival of the Sea and the 200th Anniversary of Trafalgar celebrations just off the end of our runway. PNGC was also pleased to host a Navy development week and hold two special gliding days in aid of the Marie Curie Cancer Care charity.

Steve Morgan

Club news



***East Sussex**'s Derek Wilson finishes 300km at Ringmer in his Elfe*

Scottish (Portmoak)

OUR new Junior is on site and there has been a steady queue of members waiting to try out a brand-new glider. Judging by the smiles on their faces when they land, they've been very impressed. One course member, Keith Morgan flew his first solo at the beginning of August, and the very next day flew the new Junior to Silver height! That first week in August produced some excellent wave and a number of pilots clocked up a few hundred kilometres. Achievements since last issue include: Steven King, Ray Bennie and Neil Brown (solo); Dan Duffy (Bronze); Gordon Hunter (Cross-Country Endorsement); Iain Duncan (Silver height and Silver duration); Martin Ling (Silver distance); John Dunnington (Gold height); Ian Norman and Alan Boyle (Assistant Instructor), and the ever-determined Sant Cervantes, trying out his new Colibri logger, completed a 528km followed a couple of weeks later by a 316km.
Ian Easson

Shalbourne Soaring Society (Rivar Hill)

MANY solo and re-solos have been visited upon Shalbourne. Congratulations to Phil Logue, Dave Hailey, Sergey Zagrabnev and Steve Gaze, apologies if I have missed anyone. Our instructor team has also benefited with the addition of three new BIs: Ayala Liran, Rob Sharpe and Mike Truelove. Our Chairman, Dave Morrow, is now an assistant instructor and Tim Robson has re-qualified as a full-rated one. Beware all you trial lesson students they're desperate to practise their patter! I must also mention Jerry Pack and Ayala Liran's results in the recent Lasham Regionals; 10th and 17th place does not reflect the fact they came joint first on one of only three flyable days.
Simon Holland

Shenington (Edgehill)

ON Sunday, 7 August, Jon Sherman, Daryl Burton, John Rogers and Phil Atkinson all flew 300kms from Shenington. Martin Hill did 100km, and Andrew Salisbury Silver distance. Steve Codd took our Twin Astir to Bicester Regionals and introduced Roy Colman, Martin Paley, Jane Jervis, Geoff Jones and Graham Bambrook to the pleasure of cross-country competition flying. Alas, on the day our Chairman Mick Furesdon was due to fly, the weather did not rise to the occasion. We all miss John "Dodger" Hartley, who passed away June 20; a few years ago Dodger and I flew to Chauvigny together in the Super Cub GOFER to join Barry Meek's expedition. He was always a perfect gentleman *(see obituary, p62)*.
Mary Meagher

Shropshire Soaring Group (Sleap)

AFTER several non-soarable weekends we have had some very nice flying. Matt Woodiwiss flew his five hours in the Astir and we all managed some cross-country flying. In an effort to catch up on the hours, we plan to fly on Thursdays before the evening trial lessons. Colin Ratcliffe has obtained his NPPL. Ric Prestwich has decided to no longer fly P1. He still managed to climb the Chevvron up to 6,000ft in wave from the right-hand seat. We said goodbye to Charles Webb with a humanist ceremony featuring music from Mozart and Beethoven as his Open Cirrus CFK circled the crematorium behind the Chipmunk.
Keith Field

South London Gliding Centre (Kenley)

Since soloing on his 16th birthday, Jack Edwards had completed Bronze, cross-country endorsement and Silver duration. This season has seen a reduction in trial lessons following the termination of our arrangement with Red Letter Days – before recent developments. This meant more flying for club members and a better atmosphere. Unseasonable maintenance problems have temporarily depleted our solo fleet but we hope to be full strength again soon. We now have CAA approval for winch launching from a large field some three miles from Kenley on certain weekends and other dates when our own airfield is being used for Air Cadet training. Our first use of the field was highly successful. Having a glider on display in August at two local airshows (Kenley and Redhill) stimulated a lot of interest and we are hoping that will translate into some new members.
Peter Bolton

Southdown (Parham)

SUMMER northerlies are a rarity at Parham, but arrived in July providing opportunities for ridge running normally restricted to winter. Among those taking advantage were: John Rayner who flew Gold distance and Dave Cowley who completed his Silver. Gerry Musgrove, George Baxter, Tim Gatwicke, Ian Johnstone and Terry Cullen all soloed. Our 75th Anniversary was celebrated in style with many old friends including Alfons Minas from the German Club LVM Monchscheide Bad Breisig. He got all three Diamonds in a K-6 in 1968! Our MP Nick Herbert came to support us, along with members of Horsham Council. David Roberts represented the BGA, with Pete Stratten and *S&G* Editor Helen Evans. Our Chairman Dick Dixon ensured that everyone was in the right place at the right time. With morale soaring, Ian Ashdown flew the first 600km triangle from Parham. Both he and Craig Lowrie then managed 750km flights in August. Steve Williams has taken over as CFI from Chris Backwell, and we wish him well.
Peter J Holloway

South Wales (Usk)

CONGRATULATIONS to Simon Lewis, George Robertson, Mark Thomas, Rob Hines and Jan Phillips on completing Silver. Well done to George for his first 100km in his Pirat. Congratulations to Claire Helm and Dave Allen on going solo and to Ian Helm on his re-solo. I regret to report the sad news of the death of Hugh Evans who was one of the founder members of our club, Vice President and former Treasurer. He will be sadly missed by all. Task week was a wash out than



***Stratford on Avon**: Peter Merritt has gone solo and is one of the club's strongest evening team supporters*



***Dorset:** Tony Honnor with Gerry Cox, who sent him solo. Tony has now gained Silver height in his Skylark 3*

normal with no flying at all. Ian Kennedy, Enzo Casagrande and Andrew James sought solace in the French Alps; Dave Thomas had a similar experience in the Italian Alps. We have also benefited by upgrading our computer to wireless broadband. Our evening flying trial lessons have been very popular this year and will hopefully generate some new members.
Jan Phillips

Staffordshire (Seighford)

ALTHOUGH the number of target launches is slightly down, we have seen reasonable soaring flights this summer. Congratulations to members for recent badge flights: Derek Miles has his Bronze and cross-country duration flights; Dan Yates has Bronze soaring flights and Silver height; Brian Layt has completed the cross-country endorsement; Rob Rolfe obtained his Silver after completing his 5hr duration on a visit to Aston Down; Geoff Sutton has completed Bronze soaring and converted to his K-6. Thanks to Bill Henderson, Dave Wootton, Chris Johnson, Derek Heaton and helpers for hard work on arranging air experience evenings and corporate days. Congratulations to Rangi de Abaffy for finishing 4th in the Green Class at the Bicester Regionals. Peter Gill and Colin Ratcliffe have completed motorglider NPPLs. Thanks to Steve Brindley for his continued hard work generating the club newsletter. We look forward to the visit to Sutton Bank in September.
Paul (Barney) Crump

Stratford on Avon (Snitterfield)

THE club task week in July was a total washout with only one flyable day. When launching was possible 39 launches were achieved. However, Sunday 7th August was fantastic with: Phil Pickett 500km (ASW 24) Phil King again (LS8) Lee Ingram (LS8 – 300km Gold) Mark Parsons (Dart 17) and Andy Balkwill (ASW 20) repeat 300kms. Silver distances from Emma Sharp and Paul McAuley with Silver durations by Richard Ellis and Adrian Fowler with Paul going round again following an airspace infringement! Cross-country Endorsements have been awarded to Laura Maksymowicz, Emma Sharp and Paul Thornton. Congratulations to all. Trial lessons and evening group bookings have picked up very well with dedicated support from our teams. Thanks to all helping out on this most important function. Peter Merritt has flown solo and is one of our strongest evening team supporters. Well done Peter and instructors involved.
Harry Williams

The Soaring Centre (Hus Bos)

CONGRATULATIONS to Nigel Holt, Lee Coleman and Dave Lambert on going solo, and Jonathan Tipler and Martin Turnham who completed Silver distance flights. Well done to Russell Cheetham on his Silver medal at the European Championships in Finland, well done to Chris Curtis on winning the Red Class at Bicester Regionals and Ian Craigie on coming 3rd in the Green



*A brand-new Junior in their new hangar is the latest addition to the fleet at the **Scottish Gliding Centre***

class there. Tug OY is now back and all refinished. We also have a new improved office computer system. The 4th FAI Junior World Gliding Championships was held at the club in August and was a great success. Many thanks to everyone who helped out organising and running the competition.
Siobhan Crabb

Trent Valley (Kirton in Lindsey)

WE were fortunate with excellent weather for the second leg of the 'Yellow Bung Trophy' with the Buckminster GC, along with our own Wood and Glass competitions: 22 gliders took part flying a total of 3,950km over 2 days. Gordon Bowes won the 6th Wooden cup, Steve Wilkinson the 5th Glass cup and 'Trent Valley Gliding Club' the now famous 'Yellow Bung Trophy'. We are already looking forward to next year. We are very grateful for the loan of Pocklington's Pawnee tug. Many members enjoyed a presentation from two Red Arrows who are also celebrating 40 years. As part of our celebrations we had the use of a T-31 during August, the very first glider type bought by Trent Valley. It was a real fun machine and thoroughly enjoyed by all. A special thank you to Nigel Jardine who kindly loaned it to us. We are currently trialling polyethylene rope instead of steel cable for winch launching. Early results are very encouraging.
Janet Holland

Ulster (Bellarena)

PREPARATIONS are well advanced to mark the club's 75th anniversary by having a fly-in, air displays and evening of food and dance on Friday, September 2. This weekend coincides with the air display at Portrush so we anticipate a hectic few days. The club will open the air show on the Saturday and Sunday with a formation flypast of gliders on aerotow accompanied by two motorgliders. Our static display will again be a focal point for attracting new blood. Hopefully our Robin (awaiting parts from France) will be back in action by then. You have heard of bats in the belfry – we have starlings nesting in our hangar and they really create a mess! There are a number of suggestions for getting them removed but as glider pilots are conservationists and bird lovers at heart we continue to grin and bear the droppings from on high! Congratulations to Gary McLaughlin on achieving bronze.
Seamus Doran

Vale of White Horse (Sandhill Farm)

NO doubt spurred on by *S&G* articles about long UK flights, Tony McNicholas and Gerry Brown recently flew 500km triangles and our congratulations go to them. Otherwise we have had something of a mixed summer. Cliff Beveridge's barbecues continue to be very popular, and his fame is spreading worldwide following a trip to Minden in the US where he laid on a barbecue after flying on his last evening there. He now has an invitation from Gavin Wills, who was there, to head down to New Zealand, particularly if he can lay on a barbecue there, too!
Graham Turner

Welland (Lyveden)

EARLIER this summer a display at the Cranford Steam Rally and our Open Weekend added to our membership. The military borrowed our field one early morning for an exercise and showed helicopter and a Hercules' STOL capability. This August soaring weather has coincided with our flying week and produced mixed achievements: two of our Cadets, Iain Harrod and Ben Miles have begun soaring solo, Jo Cooper is also flying solo and Dave Willette and Stephen Burgess have their Cross-Country Endorsements. There was a small collection of 300kms and two day retrieves from myself and Mark Rushden battling for the top of the ladder; then there's been 90km/h round the club 25km triangle from Mike Taylor: a small collection of 3km landouts on one of the 300km days and our CFI's 8km retrieve from the local golf course attempting the club triangle in his Nimbus – attentions to his parked glider prevented refreshment at the golf club bar!
Strzeb

Windrushers (Bicester)

JULY saw us host the first and very successful Bicester regionals with an amazing eight out of nine days flown! Winner of the Green class was Chris Curtis in an ASW 27, winner of the Red class was Jon Roberts in an ASW 19. Meanwhile, some of our older and balder (sorry, bolder!) members have gone on expedition to Lusse in Germany to further their gliding experience and appreciation of German beer. This summer has seen us operating a slick seven day a week operation and our facilities continue to be improved. Recent flying achievements include solos by Pete Cadle, Norman Hollifield, Jolien Chow and Susannah Brain. Mark Szymkowicz flew Diamond Distance on the 7th August.
Rachel Brewin

Wrekin GC (RAF Cosford)

WE'VE had our first successful 300km from Cosford. Well done Paul Holdnall, who receives a crate of beer from the CFI. Sqn Ldr Readman takes over from Sqn Ldr Tim Ewbank as Officer In Charge. We wish Tim our best in his new job, and Nigel taking on the role again! Two members entered the Inter-Services. Stu Duncan took the trophy for highest-placed novice, so congratulations. In September, members will conduct Wooley Glide 2005, to visit locations around Wales, starting at RAF Valley, Carneavon, Llanbedr and RAF Brawdy. This is in memory of Mike Wooley who passed away earlier this year, raising funds for Cancer Research UK, and has been organised by Dennis Maddocks. Our biannual exped to Lleweni Parc is planned for late September, where we de-camp our tug, motor glider and plastic fantastic hotships for wave, Gold and Diamond heights.
Trev Cook



*17-year-old Ben Miles flew his first solo with the club's cadet scheme during **Welland's** flying week*



*16-year-old Iain Harrod congratulated by instructor Alan Bushnell on his first solo flight, at **Welland***

Wyvern (Upavon)

IN the final heat of the South-West Area Inter-Club League at Upavon, Saturday was shabby and a promising Sunday led to tasks up to 120km being set but the inversion stopped that and all bar two pundits were forced to land back. All the more credit to Mike Edwards (Ventus CT, BW&ND GC) who completed the task, won the day and area league and secured a place at the final. Simon Minson (ASW 20CL, North Hill) came a worthy second. In the Inter-Services Regional Gliding Championships at RAF Honington Al Tribe and Brian Penfold were well placed 7th and 8th in the Open Class and Paul Wright and Paul Jessop both collected trophies for most improved pilots. Congratulations to Will Chappel on achieving Gold distance and Diamond goal on a 300km task from Upavon. Farewell to the landing area obstruction aka the Control Tower (BGA Turnpoint UPA), finally demolished after unsuccessful efforts by the SAS and 622 ATC Gliding School.
Andy Gibson

York (Rufforth)

MIXED fortunes for flying over the last couple of months but many members have had significant success. Barry Douglas achieved the first Silver the club has seen in a while, followed by Andrew Batty who managed to squeeze in his final 100km flight with qualifying height gain just before his 18th birthday having defrosted from his sub-zero 5-hour expedition back in March. A number of others are hot on their heels with Craig Olley and Keith Batty getting their Silver height and duration, Pam Shuttleworth and Matthew Moxon their Silver duration and Terry Newby his Silver distance. The Giant Flying Models display on the weekend of 13th and 14th August was another great occasion. Despite flying prop and jet models almost as big as gliders, many people were keen to put themselves in the pilot seat for some Sunday afternoon thermalling. Finally, heart-felt congratulations from all to club member, Pete Harvey, on winning the European Open Class Championship.
Keith Batty

Yorkshire (Sutton Bank)

A good week was had by the students who joined us for the Inter Unis – with several of them going home with personal achievements, bronze or Silver legs. We congratulate all who took part, we look forward to seeing you again soon and thank Annie and the team for the great organisation. Despite only a couple of task days the Northerns went well and thanks to all club members who helped. The club task week was blessed with good weather and several 100s of kms completed by all those who took part. Finally, congratulations to Tim Stanley for completing Silver with 5 hours in July.
Marian Stanley

S&G's thanks to Debb Evans for editing this issue's Club News. *You can read the story of her own first solo achievement on pages 44-47 of this* S&G

Obituaries



John Hartley — Shenington

JOHN Kent Hartley, President of Shenington GC, known to all of us as "Dodger", died on Monday June 20, 2005 at the age of 90. Dodger loved every aspect of flying. He started as an apprentice with A.V. ROE at Chadderton, near Manchester, then worked for Boulton Paul Aviation in the Midlands on the Defiant during the war. Dodger has been wing walking, barnstorming, flying in a YAK 25, and only this year joined us in an Air Atlantique Dakota. Dodger showed up at Shenington in 1991, ready for more adventure. Solo two years later, he celebrated his 80th birthday with a series of loops in a K-8! Dodge became an institution on the airfield, getting the gliders and ground equipment ready for the day at 7am, still there at the end of the day, downing his pint. All year round he could be relied upon, frequently staying in his caravan on the airfield. He was loved and respected by everyone who came into contact with him – a true gentleman to the end.

John Hampson & Lu Kennington



Mike Langton – Cambridge

MIKE, who died aged only 50 in April this year, never did things by halves. He started gliding with CGC in 1991, and was quickly solo. It seemed no time until he had his Silver and was flying his ASW 19. But it was his all-round involvement that marked him out – giving vast amounts of time and energy to help establish the club at its new site at Gransden Lodge. Public school educated and a builder by trade, Mike simply was everywhere and his contribution cannot be underestimated. Mike's lasting legacy is the club's cadet scheme, and as a testimony to his enthusiasm and motivation all our first six cadets went solo. He is pictured with April Considine, one of them, when she soloed on her 16th birthday. 12 years on, the scheme still attracts young people into gliding. He loved visiting other clubs, particularly the RAFGSA sites, which suited his love of a good party. He later flew from Wattisham, where he became a Basic Instructor, and regularly at Dishforth. A big blond bear of a man with a booming voice, Mike always made an impact. He is perhaps the only person ever to arrive to prepare a pig roast with the pig strapped in the passenger seat of his car. On thanking Mike at a Gransden Regionals for his usual tireless efforts in the background, Phil Jeffery said "One minute he was unblocking the ladies' loo, the next he was up to his elbows making coleslaw". I think it says it all. Rest in peace Mike – you deserve it.

John Birch

BGA Badges

No	Pilot	Club (place of flight)	Date
FAI 1,000KM DIPLOMA			
15	Luke Roberts	Omarama, NZ	21.1.05
BGA 750KM DIPLOMA			
53	Roy Wilson	Deeside	23.6.05
54	Mike Armstrong	Derby & Lancs	11.5.05
BGA TWO-SEATER 750KM DIPLOMA			
11	Andy Perkins/Ed Garner	(Booker)	11.5.05
DIAMOND BADGE			
697	John Goudie	Scottish Gliding Union	10.5.05
698	David Ashby	Yorkshire	11.5.05
699	David Postlethwaite	RAFGSA (Sisteron)	6.5.05
Diamond distance			
1-1030	John Goudie	Scottish Gliding Union	10.5.05
1-1031	Michael Collett	Booker	11.5.05
1-1032	David Ashby	Yorkshire	11.5.05
1-1033	Mike Osborn	Wrekin (Jaca,Spain)	25.6.05
1-1034	Joseph Westwood	Yorkshire	3.7.05
Diamond goal			
2-3070	Robert Forrest	Cairngorm	12.5.05
2-3071	Stephen Clark	Dartmoor (Gariep Dam)	9.12.04
2-3072	Joseph Westwood	Yorkshire	30.5.05
2-3073	Charlie Tagg	Wolds	11.5.05
2-3074	Paul Holdnall	Wrekin	3.7.05
Diamond height			
3-1639	David Postlethwaite	RAFGSA (Sisteron)	6.5.05
3-1640	Daryl Mansbridge	ATC 621(Minden USA)	2.3.05
3-1641	David Keith	Shenington(Minden USA)	17.3.05
3-1642	Martin Pingel	Black Mountains	7.5.05
GOLD BADGE			
2376	Stephen Clark	Dartmoor (Gariep Dam)	30.12.04
2377	David Postlethwaite	RAFGSA (Sisteron)	6.5.05
2378	Joseph Westwood	Yorkshire	30.5.05
2379	James Kellerman	Cambridge (Cerdanya)	7.4.05
2380	Philip Pickett	Stratford (Sutton Bank)	26.5.05
2381	Ian Atherton	Shenington (Cerdanya)	30.3.05
Gold height			
Stephen Clark		Dartmoor (Gariep Dam)	31.12.04
David Smith		Bidford	6.5.05
David Postlethwaite		RAFGSA (Sisteron)	6.5.05
James Kellerman		Cambridge (Cerdanya)	7.4.05
Philip Pickett		Stratford(Sutton Bank)	26.5.05
Ian Atherton		Shenington (Cerdanya)	30.03.05
Geoffrey Searle		Stratford On Avon	26.5.05
Daryl Mansbridge		ATC 621 (Minden, USA)	2.3.05
Sharon Kerby		Stratford (Sutton Bank)	26.5.05
Gold height (continued)			
Steve Ancsell		Lasham (Tauranga, NZ)	3.3.05
Lee Ingram		Stratford (Sutton Bank)	26.5.05
Gold distance			
Stephen Clark		Dartmoor (Gariep Dam)	9.12.04
Charlie Tagg		Wolds	11.5.05
Paul Holdnall		Wrekin	3.7.05
Joseph Westwood		Yorkshire	30.5.05
SILVER BADGE			
11511	Rowland Clarke	Devon & Somerset	29.5.05
11512	Rhona Wakem	North Devon	11.5.05
11513	Alan Groves	Lasham	11.5.05
11514	Peter Thomson	Cairngorm	11.5.05
11515	Ian Wilson	Lasham	15.5.05
11516	Allan Wallace	Bidford	11.5.05
11517	Jacob Newberry	SGU	4.4.05
11518	Peter Brown	Anglia	15.5.05
11519	Lyndon Wood	Booker	15.5.05
11520	Stephen Jarvis	Nene Valley	17.5.05
11521	Jonathan Moore	Seahawk	15.5.05
11522	Keith Jenkinson	Soaring Centre	11.5.05
11523	Jon Truman	Cranwell	15.5.05
11524	Paul Jessop	Wyvern	15.5.05
11525	John Marsh	Yorkshire	29.5.05
11526	John Symonds	Bath & Wilts	11.5.05
11527	Martin Talbot	Bristol & Glos	30.5.05
11528	Nigel Smith	Chilterns	31.5.05
11529	Caroline Bois	Buckminster	30.5.05
11530	Martin McDonald	662 VGS	10.6.04
11531	James Mace	Bidford	17.5.05
11532	Ian Blythe	Chilterns	18.6.05
11533	Christopher Winton	East Sussex	31.5.05
11534	Robin Davenport	Cotswold	8.6.05
11535	Ian McKavney	Bristol & Glos	30.5.05
11536	Adam Roberts	London	21.6.05
11537	Robert Rolfe	Staffordshire	20.6.05
11538	David Holborn	Wolds	26.6.05
11539	Martin Hill	Shenington	2.7.05
11540	Martin Turnham	Soaring Centre	3.7.05
11541	Steve Ancsell	Lasham	11.7.05
11542	Alan Moorcroft	Bristol & Glos	10.7.05
11543	Alan Munroe	Soaring Centre	31.5.05
11544	Timothy Stanley	Yorkshire	26.6.05
11545	Noel Kerr	Newark & Notts	26.6.05
11546	Graeme Walker	Cambridge	7.6.05
11547	Michael Vickery	Lasham	13.7.05
BGA CROSS-COUNTRY DIPLOMA			
959	Jonathan Moore	Seahawk	15.5.05
960	Gerald Fishenden	Heron	26.3.05
961	Paul Holdnall	Wrekin	29.5.05
962	James Mace	Bidford	17.5.05
963	Alan Groves	Lasham	11.5.05
964	John Marsh	Yorkshire	26.6.05
965	Steve Ancsell	Lasham	30.7.04
966	Martin Perry	Wolds	3.7.05
967	Gary Marshal	Burn	31.5.05

AAIB update

In the latest of our regular series gleaned from UK Air Accident Investigation Branch bulletins, here is a recent gliding-related AAIB summary from the Department for Transport website:

Registration: FWN
Type: ASK13
Location: Booker, Wycombe Air Park, Buckinghamshire
Date: 06 August 2004

Summary: The student had been given a trial gliding lesson as a gift. The instructor did not notice that the student had taken a camera and had placed it on the cockpit floor in front of his control column, between his feet. The take-off roll proceeded normally, with the student recalling that it was bumpy as the glider accelerated over the grass runway surface. Once the glider was airborne the motion was smooth, but, as FWN started to climb above its normal position behind the tug aircraft, the instructor found that he was unable to move the control column forward when he tried to correct this. The tug pilot, meanwhile, noticed a progressive 'heave' on the tug aircraft just as it was leaving the ground and that the force intensified. The tail of the tug aircraft began to rise, so the tug pilot released the tow rope. The glider was seen to climb steeply to a height of about 100 feet, whereupon it stalled, dropped its left wing and entered a turn to the left. As the glider picked up speed the wings levelled and the nose pitched up. FWN then struck the ground on its wheel in a level attitude and bounced back into the air. Again it climbed steeply, reaching a height of about 40 feet. The glider stalled a second time, the left wing dropped again and the glider pitched nose down striking the ground in an almost vertical attitude left wing first, before settling back on the ground the right way up. The nose of the glider had been crushed and the student had suffered severe injuries to both his legs. The instructor had sustained chest and back injuries. The results of the investigation indicated that the student's camera had become lodged in the gap between the aft edge of the cockpit floor and the front seat control column as the glider accelerated and bounced over the runway surface during the take-off run, thus preventing forward movement of the instructor's control column. One recommendation was made to the British Gliding Association:

Safety Recommendation 2005-077
It is recommended that the British Gliding Association reinforce the message that there must be no loose articles in aircraft when they are being flown.

The full AAIB report relating to the above is available at *http://www.aaib.dft.gov.uk/publications/bulletins/august_2005.cfm*

There were no gliding-related accidents in the AAIB's July 2005 bulletin.

Accident/incident summaries by Dave Wright

AIRCRAFT				DATE		PILOT(S)		
Ref	Type	BGA No	Damage	Time	Place	Age	Injury	P1 Hours
038	Slingsby T53	–	None	Feb-05	Incident Rpt	52	None	1900
				–		59	None	-

During a type conversion flight in conditions of imminent snow the pilots found hill lift and had a short flight up to 3,000ft until snow again threatened. During the pre-landing checks it was found that the airbrakes would not open and so sideslip was used to make a safe circuit and landing. No defect was found – icing was suspected.

039	Grob	T12	Minor	24-Apr-05	Tibenham	60	None	62
(Model not specified)				1201				

The pilot misjudged his landing and bounced, damaging the glider's fuselage.

040	LS6c	3683	Minor	12-May-05	Cromdale	35	None	757
				1532				

During a cross-country flight the pilot had to make a field landing. He misjudged the wind direction and the height of the trees and landed halfway into the field. To avoid hitting the far fence he initiated a ground loop, which damaged the undercarriage and an aileron. Sea air had penetrated further inland than he expected.

041	ASW 27	4338	Minor	09-May-05	Nr Aylesbury	–	None	811
				1205				

The pilot was on a cross-country flight when deteriorating lift conditions caused him to make a field landing. A suitable field was selected in good time and he made an approach into a 5kt wind and over trees using full flap and 70kts. This resulted in a high rate of descent which led to a misjudged round-out and a collapsed undercarriage.

042	K-6CR	4099	Minor	02-May-05	Crowland	58	Minor	32
				1240				

The pilot made a normal approach into the 10 to 15 knot wind and, after a normal touchdown, fully opened the airbrakes and "brought the stick back a bit". This combined with a gust and a bump in the runway caused the glider to lift off then drop heavily on to the ground. This caused only minor damage but aggravated a previous back injury.

043	K-21	KFY	Minor	05-May-05	Grandsen	58	None	3200
				1434	Lodge	50	None	589

During a basic instructor acceptance check the winch driver simulated a power failure. P2 chose to land ahead and after a fully held off landing ran across a shallow depression in the runway. The nosewheel impacted the rising side of this causing damage to the nosewheel structure. The depression was not visible from the air.

044	K-13	–	None	May-05	Incident Rpt	57	None	514
				1300		–	None	–

The flight was to be a trial lesson for an experienced power pilot. The glider was towed upwind to a point where the field had been visible on previous flights. On this occasion visibility deteriorated and so P1 decided to make a safe precautionary landing in a good field.

045	Robin DR400	G-BAEB	Minor	15-May-05	Andreas, IoM	–	None	–
				1112				

The power pilot decided to take-off downwind and, because of loose debris on the side of the runway, manoeuvred his aircraft close to the winch. After passing a "Beware winch cable" sign he taxied within half a wingspan of the vehicle. The suspended cable caught in the propeller, damaging it and the engine cowlings.

046	Pilatus B4	1849	Minor	30-May-05	Talgarth	71	None	761
				1628				

After failing to soar the pilot probably approached too fast for the nil wind conditions and bounced. He shut the airbrakes and a pilot induced oscillation developed resulting in the glider landing slightly nose down causing minor damage to the underside of the nose cone. The pilot believes he was distracted by an earlier ground handling incident .

047	SZD Junior	–	Minor	May-05	Incident Rpt	–	None	–
				1600				

A Pilatus glider was being towed to the congested launch point with a walker on the port wing. The starboard wing tip struck the rudder of a parked Junior, causing minor damage.

048	K-7	----	Minor	May-05	Incident Rpt	45	None	–
				–			None	–

At about 300ft, after a normal initial launch, the stick started oscillating fore and aft by about one inch. As P1 was having to use considerable force to maintain the stick position he abandoned the launch and the vibration stopped as speed was reduced to 50kts. He flew an abbreviated circuit. The elevator trim tab actuator glue joint had failed.

Shenington Gliding Club

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

CONFIDENCE BUILDING COURSES
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GROUND STUDIES IN ALL GLIDING ASPECTS

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

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

"SAFETY THROUGH KNOWLEDGE" IS GOOD

SAFETY THROUGH UNDERSTANDING IS BETTER

Talk to Bruno on
01295 722228
www.glidetrain.com
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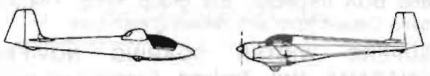
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