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A place in the sun for the RAFGSA's T-21

Plus: Lateral thinking On task, on track R22's tour

Feb-Mar 2006
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BGA Conference 2006

followed by the Annual

Awards Ceremony & Dinner

Eastwood Hall Conference Centre, Nottingham

Saturday 11 March 2006

Provisional Program

Morning

9:00am Workshop Session (4 workshops are being held in parallel - choose your preference, and book ahead of time)

- "Media Day in a Box" (*Keith Auchterlonie*)
- "Flying Fast in Wave" (*Pete Harvey and John Williams*)
- "Cockpit Technology" (*Dickie Feakes*)
- "Designing the Electric Antares" (*Lange Flugzeugbau GmbH*)

10:30am *Coffee*

11:00am Team Coaching and what it could mean for you (*Brian Spreckley and Team*)

11:45am Aerobatics (*Brendan O'Brian*)

12:30pm *Lunch*

Afternoon

1:30pm Workshop Session (the same 4 workshops as the morning are repeated)

3:00pm *Coffee*

3:30pm AGM

4:10pm Caroline Trust Awards

4:20pm Ted Lysakowski Memorial Trust Awards

4:30pm *Coffee*

5:00pm The Recent Developments made by DG Flugzeugbau, Germany (*Friedel Weber - MD & Owner of DG Flugzeugbau*)

6:00pm Conference Close

Evening

7:00pm Pre Dinner Drinks

8:00 pm BGA Annual Dinner and Awards Ceremony

9:30pm After Dinner Speaker

9:50pm Awards followed by Band

For detailed information and to register for a workshop session, call the BGA Office on 0116 253 1051 or email bga@gliding.co.uk or check the web page: www.gliding.co.uk

For accommodation bookings, contact Eastwood Hall directly: Tel: 01773 532532, Fax: 01773 532533. See also their web site:www.hayley-conf.co.uk/pages/eastwood.html

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February ~ March 2006
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c/o British Gliding Association,
Kimberley House, Vaughan Way,
LEICESTER LE1 4SE

Email: *editor@sailplaneandgliding.co.uk*
Editorial telephone: 01392 464491
For the BGA office, please call 0116 253 1051

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email: *bga@gliding.co.uk*

Advertising in *S&G*: Debbie Carr
email: *debbie@gliding.co.uk*
Subscribing to *S&G*: Beverley Russell
email: *beverley@gliding.co.uk*

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Andy Roch, manager and CFI at the London GC, in the front of a K-13 at Dunstable, the club's site. Instructors are a valuable resource, whatever your goals, and on p26 Debb Evans offers her tips about getting the most from them (photo: Peter Atkinson)

11 **On task, on track**



In his final *S&G* column as the Chairman of the BGA, **David Roberts** reflects on the events of the past six years – and on what lies ahead for the Association

18 **A place in the sun**



Gary Binnie, visiting Cyprus to run an adventurous training course, discovered that the only T-21 on the RAFGSA fleet has its niche – a learning experience for students and their instructors

20 **Time for lateral thinking**



Don Puttock, a professional instructor and a CFI, says why a recent incident has prompted some serious lateral thinking about the first few seconds of the winch launch

28 **Another tour for R22**



Dennis Maddocks – who took this K-21 from one of the UK to the other for charity in 2000 – describes a second eventful aerothon, with tug breakdown, rain, and a marriage proposal

32 **Prairies and mountains**



Simon MacKintosh outlines the soaring opportunities in Western Canada, a country where flying is best practised when sledging conditions aren't optimal...

4 **BGA Communications News**

5 **Royal reception for team**

7 **Your letters:**
Rod Witter; MJ Sismey; Dave Chappell; Julian R Moody; Liz Sparrow; Stephen Winkworth; John Thurlow; Pete Roberts; Frank Mcloughlin

7 **Diary dates 2006**

10 **BGA Development News**

16 ***Tailfeathers* by Platypus**

22 **... in their soaring machines**

26 **Make the most of your instructor**

34 ***Digital Gliding Gallery***

36 ***Why I Glide:* Ben Dorrington**

38 **This unique perspective**

44 **When things come unstuck**

45 **Ecstatic elastic**

47 **Mary scrapes by**

48 **In fine fettle?**

48 **Licensing the French way**

50 **Going with the grain**

52 ***Club News***

62 ***Salutary Rigging***

63 **Accident/incident summaries**

63 **BGA Badges**

64 **Classifieds**

66 **Index to advertisers**

FAI

Member of the
Royal Aero Club
and the
Fédération Aéronautique Internationale

WE are very sorry to have to report the sad news that Peter Fuller, whose cartoons for this magazine's Platypus column have for so many years been enjoyed by glider pilots worldwide, died in January. As his death took place when this issue of *S&G* was already at the printers and after the Platypus column had gone to press, a tribute to Peter will appear in the April-May edition of *S&G* – Helen Evans, Editor

IF YOU'RE a UK citizen aged 16-21 and want to further your flying then the Royal Aero Club Trust has launched its 2006 Youth Flying Bursary Programme with awards of up to £500 available. In 2005, Tim Pennock (19), Andrew Payne (16), Anneke Glasius (17) and Robert Starling (16) put the money towards progressing their gliding skills. Full details, rules and an application form are available on the Royal Aero Club Trust web site, *www.royalaeroclubtrust.org* – deadline April 30.

IN DECEMBER, the presidents of the Fédération Aéronautique Internationale (FAI) and Europe Air Sports (EAS), Pierre Portmann and Sir John Allison, reaffirmed a decade-long relationship enshrined in an FAI-EAS Memorandum of Understanding (MoU). They agreed that close co-operation remained vital, especially given developments with the European Aviation Safety Agency, Eurocontrol and the Single European Sky, which could have a global impact. As FAI's and EAS' needs and aims run parallel in regulatory matters, they decided to reinforce practical arrangements for co-operation and co-ordination of information-gathering and policy-making. Options for future sharing of staff/facilities will be investigated *(www.europe-airsports.fai.org/* and *www.fai.org)*

THE UK teams for the 2006 Worlds are: Open, Pete Harvey, Russell Cheetham; 18-Metre, Phil Jones; 15-Metre, Steve Jones; Standard, Andy Davis, Leigh Wells; Club, Pete Masson, Jay Rebbeck.

WITH effect from February 28, 2006, NPPL SLMG applicants are required to pass the JAR-FCL PPL theoretical knowledge examinations. NPPL SLMG licence applications will be rejected if any UK PPL A theoretical examinations are used after this date. Where UK PPL A examination papers have been used before February 28, the full period of validity will apply. All NPPL SLMG flight and ground examiners were issued with the JAR-FCL examination papers in December 2005. These are effective from January 3, 2006. Pilots working through the NPPL theoretical exams are advised to discuss these changes with an NPPL SLMG examiner.

IF YOU'RE looking for the BGA club annual statistics usually printed in the February-March issue, we regret that publication has been delayed because a number of clubs have not filed their statistical returns by the given deadline. We apologise for the omission; they will appear in a future issue – *Editor*

THE winner of the BGA 1000 Club Lottery for December 2005 was Arthur Doughty (£33.75), with runners-up R Hanna and Humfrey Chamberlain (each £16.88). The January winner was Brian Bateson (£33.75), with runners-up DC Perkins and A Birbeck (each £16.87).

On the marketing front

Club seminars

ONCE again, your editor and I will be running a series of club marketing seminars around the time that you receive this copy of S&G. The seminars are designed to help club marketing and PR officers formulate plans, work out who your potential customers really are and what messages are appropriate for them, and then get these messages out to them in a cost effective way. The seminars have proved very popular in previous years and clubs can learn a lot – not just from us but also by hearing the experiences of other clubs. This year, the seminars will be held at: Husbands Bosworth (Sunday, January 22 – *fully booked at the time of going to press*), Lasham (Saturday, February 4) and Rufforth (Sunday, February 5). If you would like to attend, please let me know as soon as possible.

Fly! The London Air Show

This spring, the BGA will be attending *Fly! The London Air Show*. This aviation showcase is being held at Earl's Court from April 21-23 and encapsulates the very best of General Aviation, including fixed wing, helicopters, microlights, ultralights, gliders and air sports, flying clubs and schools, avionics and pilot accessories. In previous years, the show has delivered a good mix of existing pilots and members of the general public who are interested in aviation.

The BGA team will be there with the gliding simulator. If you can help out on one or more days, I would be delighted to hear from you.

National Gliding Week

A reminder that National Gliding Week this year runs from April 23-30. Our objective is to achieve coast-to-coast visibility for gliding by asking all clubs to mount press days for their local media during, or in the immediate run-up to, National Gliding Week. We hope that we will succeed in our aim, but this will only happen if clubs back the initiative.

To help, I will be running workshops at the BGA Conference entitled *Media Day in A Box*. As well as hints and tips, these will provide resources to make it easier for your club to hold a media day. More details about the conference are elsewhere in this issue *(see the advertisement on the inside front cover)*.

Plans for 2006

My colleagues on the Communications & Marketing Committee are finalising our plans for 2006. However, we don't claim to have a monopoly on good ideas. If you have suggestions about how we can go about promoting the sport, please get in touch.

Keith Auchterlonie
BGA Communications Officer
keith@gliding.co.uk

Developments at OSTIV





THE 2005 OSTIV Prize has been awarded by Loek MM Boermans to Hansjörg Streifeneder, for his parachute rescue system (left), *now EASA certified. The citation says: "He financed the work and performed a series of test flights himself... His excellent tireless work and his determination to achieve his purpose have increased the safety of gliding and will save the lives of pilots".*

THE collision-avoidance device FLARM *(left)* was tried out at a recent OSTIV Training and Safety Panel meeting, where Swiss and German delegates gave presentations on the subject. The glider's position is transmitted by a low-power transmitter to other FLARM users within a few kilometres and displays the glider's proximity to the receiver. An alarm warns the pilot of potential conflicts. The meeting was told that most gliders flying in the mountains in Austria, Switzerland, and Germany are equipped with these low-cost units, which can also be programmed with obstacle coordinates (www.flarm.com). Canada's Dan Cook tried FLARM in test flights and says it worked well. When flying in close proximity to another glider having FLARM, the unit clearly showed the other glider's position and relative height. An audible alarm sounded only when a collision course was predicted. He concluded it was an affordable option for use in areas of high-density gliding activity *(a review of FLARM will appear next issue – Ed)*. Meanwhile, the USA is working on ADSB, a transponder-based system for General Aviation but its cost is currently high (US$8,000).

Information courtesy of Dan Cook and *Free Flight*

Royal reception for team

THE British Gliding Team were delighted to be invited to attend a reception with HRH the Duke of Edinburgh, patron of the British Gliding Association, at Buckingham Palace on November 30, 2005.

We were represented by British Team Manager Brian Spreckley and BGA Chairman David Roberts, along with team members Andy Davis, Gill Spreckley, Pete Harvey, Pete Masson, Patrick Naegeli, Sarah Kelman, John Roberts, Jon Meyer, Russell Cheetham, Rich Hood, Mark Parker, Ian Craigie, Kim Tipple, Mark Holden, Lucy Withall and Liz Sparrow.

His Royal Highness – who has himself experienced gliding – was clearly delighted by the team's performance during the last year. (The team as a whole secured nine medals – two Gold, four Silver and three Bronze – in 2005.) He spent some time quizzing the competitors on their performance and finding out how the coaching operation is structured; he was obviously impressed by both the team's and the coaches' dedication and the amount of time they put into making the British Gliding Team such a great success.

He was evidently both knowledgeable and interested in the subject, subjecting us to some quite pointed questioning in some cases – in particular wondering how on earth we could do a day job as well as fly international competitions!

In between questions, the Duke entertained us with anecdotes from his own aviation experiences, which made for a very enjoyable morning.

Liz Sparrow



Main picture, above right: His Royal Highness talks to Gillian Spreckley, as Lucy Withall (not in shot), Sarah Kelman and Liz Sparrow look on (David Roberts)

Below: Team Manager Brian Spreckley, HRH the Duke of Edinburgh, and team members Patrick Naegeli, Kim Tipple, Pete Harvey, Russell Cheetham (shaking hands) and Andy Davis (Pete Masson)



Look out for the right fin markings

ONE British glider pilot had an unpleasant surprise recently when the Civil Aviation Authority's enforcement branch decided to investigate reports of his glider having illegally entered controlled airspace. Fortunately for the "official owner" of the approved BGA competition number that had apparently been spotted, the CAA was able to prove that another glider pilot had, in fact, helped himself to the same competition number – having ignored the established BGA process.

The BGA is also aware of a very small number of gliders flying with what can best be described as locally-designated markings.

Of course, BGA fin markings are not only an aid to identification for legal purposes. It has been proven, following a fatal accident involving an RAF glider a few years ago, that in busy soaring environments where several very similar gliders without large, clear markings are manoeuvring close to each other, in-flight situational awareness can easily be degraded. In other words, one glider can easily look like another.

And in the case of gliders with the new national (CAA) registration markings, the fuselage markings are likely to be unreadable across a thermal, as most modern glider fuselages have small cross sections. So the BGA is reminding pilots, owners, inspectors and clubs that whether their glider is CAA-registered or not, and regardless of use, all gliders should carry either an approved BGA trigraph or an approved BGA competition number.

Details of trigraph allocations and competition number availability can be obtained from the BGA office on 0116 253 1051 or from *bga@gliding.co.uk*.

BGA Airworthiness Inspectors are also reminded of the requirement to record the glider identification markings on the Form 267 accompanying a BGA glider C of A application. Please ensure that for a CAA-registered glider the G-registration *and* the BGA competition number or trigraph (whichever of the two appears on the fin) are recorded, or in all other cases, that the BGA competition number or trigraph (whichever appears on the fin) is recorded. Any C of A application where the Form 267 is submitted without the required information will be returned.

Finally, all owners and operators are reminded that the full BGA requirement is detailed in BGA *Laws and Rules* (see Operational Regulation 1.9). More details about BGA trigraphs/comp numbers are at *www.gliding.co.uk/forms/GliderIdentification.pdf* Advice about national registration and G-nnnn markings is in AMP Leaflet 3-7 at *www.gliding.co.uk/bgainfo/technical/ampmanual/3-7.pdf*

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The Black Mountains Gliding Club

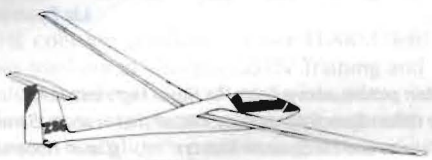
THE GLIDER PILOTS PLAYGROUND

Winter Flying. Flying stays good during the winter at Talgarth, come and play with us in the wave.

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For more details:- Visit our web site www.talgarthgc.co.uk E mail (Preferred) blackmountainsglidingclub@hotmail.com Telephone 01874 711463



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Rufforth Airfield, York Tel: 01904 738694 Fax: 01904 738109 email: yorkglidingcentre@btinternet.com www.yorkglidingcentre.co.uk

York Gliding Centre

Diary dates – 2006

UK and international competitions

Dan Smith Trophy (aero)	Dunstable	1/4-2/4
Aerobatic Nationals	Saltby	8/6-11/6
Overseas Champs	Ocaña, Spain	22/5–2/6
World Championships	Sweden	5/6–17/6
(in Standard, 15-Metre, 18-Metre & Open Classes)		
Regionals & Turbo Comp	Bidford	17/6–25/6
Standard Class Nationals	Bicester	8/7–16/7
Competition Enterprise	Aboyne	8/7–16/7
Worlds (Club Class)	Vinon, France	15/7–28/7
15-Metre Nationals	Aston Down	22/7–30/7
Midland Regionals	Husbands Bosworth	22/7–30/7
Northern Regionals	Sutton Bank	29/7–6/8
18-Metre Nationals	Lasham	5/8–13/8
Club Class Nationals	Nympsfield	5/8–13/8
Eastern Regionals	Tibenham	5/8–13/8
Gransden Regionals	Gransden Lodge	19/8–27/8
Open Class Nationals	Gransden Lodge	19/8–27/8
Lasham Regionals	Lasham	19/8–27/8
Inter-Services Regionals	Middle Wallop	26/8–3/9
Mountain Soaring Comp	Deeside	3/9-9/9
Saltby Open (Aerobatic)	Saltby	8/9-10/9

CAA Safety Evenings

AN updated list of dates and venues for the Civil Aviation Authority general aviation safety evenings is at *www.caa.co.uk/default.aspx?categoryid=224&pagetype=69*

BGA AGM and Conference

DON'T MISS the 2006 BGA AGM and Conference at Eastwood Hall, Nottinghamshire, on March 11. For more information see the ad on the inside front cover.

New Zealand Gliding Grand Prix

NEW Zealand is hosting the first of the 2006 National Grand Prix events, which qualify top-ranked pilots for the second World Sailplane Grand Prix in 2007, as this issue of S&G is published (*www.gp06.com*)

Sailplane & Gliding – deadlines for 2006

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Classifieds	***May 5***
August-Sept 2006	
Articles, Letters, Club News	***June 13***
Display advertisements	***June 23***
Classifieds	***July 3***
October-November 2006	
Articles, Letters, Club News	***August 15***
Display advertisements	***August 25***
Classifieds	***September 4***
December 2006-January 2007	
Articles, Letters, Club News	***October 17***
Display advertisements	***October 27***
Classifieds	***November 3***

More on Welsh wave

BRENNIG James' letter (*Unexplored: the UK's best wave*, December 2005-January 2006, p8) demonstrates his usual great perception and understanding of the meteorology that controls our sport.

It is indeed true that the Cambridge University Club ran expeditions to North Wales in the 1950s.

These adventures subsequently inspired two expeditions by the RAFGSA Wrekin GC to the Vale of Clwyd in the 1970s to gain further information on the North Wales wave (One was also to raise money for the Philip Wills Memorial Fund – see *Cold climb over Clwyd*, June-July 1979, p107). It became clear that a gliding site in the Vale of Clwyd would provide access to the Snowdon wave, and thus it was that the LLeweni Parc airfield was established in 1989, and is now occupied by the Denbigh Gliding Club.

DGC provides members and visitors with a powerful winch launch, often either directly into the wave or on to the adjacent 25km length of the Clwydian ridge. This ridge gives access to the tertiary Snowdon wave, which invariably intersects the Vale of Clwyd at some point. A climb in this wave easily enables a move forward into the Snowdon primary wave over the Conway valley near Brennig's house. It is worth noting, however, that our greatest height achieved (25,000ft-plus) was directly over Denbigh. The North Wales wave enables superb cross-countries, but we have never been able to attain such altitudes in the primary further west.

Perhaps some well-informed ace may be able to tell us why this is so?

Rod Witter, *via email*

Ron Farnell remembered

I WAS particular saddened to read of Ron Farnell's death (*Obituaries*, December 2005-January 2006), for, as a 16-year-old Air Training Corp Cadet, on June 3, 1947, I, together with another cadet from 2071 Stamford (Town) Sqn experienced our first flight in a glider. This was an Airspeed Horsa, Serial No TL181, with Sgt R Farnell (Glider Pilot Regiment) at the controls.

The flight, with 21 HG CU at RAF North Luffenham comprised exercise No 13, which was a light-load, cross-country flight with calculated release across wind, the total flight taking 30 minutes.

By this time Ron was nearing completion of his heavy glider conversion course and demonstrated his skill with a 90kt, 90° full-flap approach that gave more than three tons of wood, glider and paint a glide angle of 1:1.5 (compared to the normal L/D 1:13).

Several years later, I contacted Ron via the Glider Pilot Regiment Association.

He took the trouble to spend a full half-day in his loft, searching out his logbook and subsequently sending me a copy. This was the measure of the man – may he have found a safe hangarage.

MJ Sismey, STAMFORD, Lincolnshire



If you prefer your measurements Imperial, S&G reader Dave Chappell is offering his own, strictly unofficial, version of the schematic above, with heights in feet not metres. See Measuring the Alps, *below*

(map: Steve Longland)

Measuring the Alps

I WAS very pleased to see the new article by Bill Malpas on Alpine flying (*Getting going in the Alps*, October-November 2005, p36), and to learn that his previous articles on this subject can now be downloaded (*www.sailplaneandgliding.co.uk*). My only, minor, gripe is that the schematic of alpine mountains *(above)* has the heights in metres – great for the Frenchies, who have metric altimeters, but not us with feet! I have doctored my own (strictly unofficial) version with heights in feet, which I have given to a few of my British mates flying out of Sisteron. If any *Sailplane & Gliding* readers are interested then I can email you a copy.

Dave Chappell, *davecchappell@hotmail.com*

Gliding sites: a visitor's view

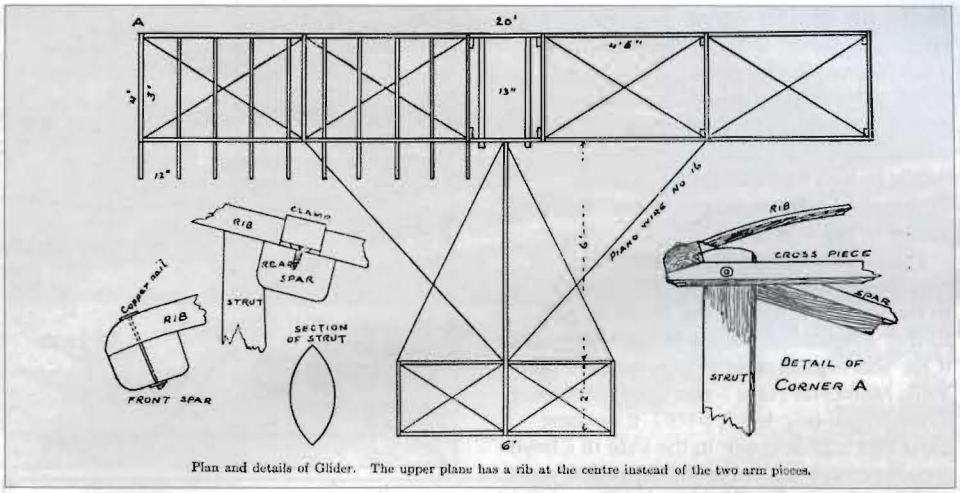
AGAIN in 2005 I travelled around the UK and called in at numerous gliding sites, talking to members and enthusiasts, and also noting down BGA numbers.

The following were visited, and my friends and I received warm welcomes at Bicester (Windrushers GC), Camphill (Derby & Lancs GC), Dunstable (London GC), Husbands Bosworth (The Soaring Centre), Lee on Solent (Portsmouth Naval GC), North Hill (Devon & Somerset GC), Ringmer (East Sussex GC), Usk (South Wales GC) and Weston on the Green (Oxford GC).

I must single out two further sites where individuals went out of their way to be helpful. Firstly, Chipping (Bowland Forest GC), where we camped for one night, Here, not only were we escorted around the hangar and workshop, but keys were produced and trailers opened especially for us. As pilots arrived the next day they were asked to open their trailers for us to note the contents. As a result we saw 20 more gliders.

Secondly, Snitterfield (Stratford on Avon). A visit there in September enabled us to meet up again with pilot and expert restorer of vintage machines Derek Phillips. We'd ➢

Your letters



Plan and details of Glider. The upper plane has a rib at the centre instead of the two arm pieces.



Can you shed light on early gliders? This one (above) – shown in How to Fly *(right) – predates World War One*

met him at Sutton Bank a number of years ago and he had invited us to look in when next in his area. It was good to chat to a real expert and to see his superb Elliotts of Newbury (EoN) AP10 460 CAT.

Whilst peering over the fence at Lasham (sadly a no-go area for enthusiasts when requesting permission to look around) a pilot taking part in the July championships invited me in, and I was able to help him erect his glider. He then showed me the rest of the competition machines. I then received a warm welcome at the powered aircraft and restoration hangar.

Another highlight in 2005 was to see the end of a competition at Dunstable with gliders swooping in low, and releasing water at the end of a race.

Many thanks to all those who have helped to encourage my interest in gliders in 2005.

Julian R Moody, HEADINGTON, Oxford

Contest flying – a reply

I WAS mortified that Richard Kellerman (*Contest Flying*, December 2005-January 2006, p9) read my article in the previous issue (*Winning women*, October-November, p41) as encouraging – or as demonstrating a requirement for – unsafe flying in competitions.

Absolutely not! Flying safely over difficult terrain is another challenge thrown into the pot that makes comps such an interesting stew… and taking the food metaphor further, when it comes to risky flying, I'm absolutely chicken!

Gliding is a game of risk management, and this – like the laws of physics – doesn't change during a competition. Each launch exposes me to various risks and I make plans to reduce the chance of an adverse outcome. Comps are just one set of risks to plan for.

My view is that comp flying should be fun, and that fun ends when accidents start. And as I won't win this competition if I can't score points tomorrow, my flying today reflects that!

Liz Sparrow, *via email*

Early hang-gliders?

CAN any historian of aviation shed light on a mystery? In the international free flying magazine *Cross Country* (Edition 95, September-October 2004) I drew readers' attention to a very early account describing hang-gliding clubs in the UK. This occurs in Richard Ferris' *How to Fly* (T Nelson & Sons, London 1910). There are plans and details of how to build a glider *(see above)* out of spruce and muslin, and there is even a photograph of a purpose-built 'gliding club slope' – something like a dry-ski slope.

I appealed for anyone with any further knowledge, such as old photographs or memories of grandparents partaking of this sport, to write, but without success.

This one account in a single book is tantalisingly scant evidence for the amazing claim that gliding – not simply among the well-known pioneers such as Lilienthal or Chanute – was born as a national sport in the first years of the last century. Is there any chance that any reader of *Sailplane & Gliding* can help to fill in the picture?

Stephen Winkworth, OPIO, France

Essex & Suffolk GC

IF I MAY, for the sake of accuracy, I would like to correct an error in the article about the formation of the Essex & Suffolk GC, published in the October-November 2005 *S&G*, which suggested, wrongly, that this club was formed by an amalgamation of the Colchester Gliding Group and the Suffolk Gliding Group (p58).

The Colchester Gliding Group, which changed its name to the Colchester Gliding Club on affiliation to the BGA, formed and flew from 1960, from Boxted Aerodrome, near Colchester, Essex. When it became impossible to continue flying from Boxted, the club moved its K-7 temporarily to Marshalls, Cambridge, to continue flying as guest of the Cambridge University GC.

Eric Richards then found a new site for the club to fly from, an airstrip at Whatfield, near Hadleigh, Suffolk, belonging to a farmer, Sonny Waller.

To reflect the new position close to the border between the counties, the club's name was changed to Essex & Suffolk GC. Although members may have joined the E&SGC, individually, at later dates, the Suffolk Gliding Group had no part in the formation of the Essex & Suffolk GC.

John Thurlow, WIVENHOE, Essex

Member, Colchester Gliding Group and Club; founder member and ex-deputy CFI, Essex & Suffolk GC

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* ***February 14***

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DURING 2005 the Caroline Trust helped 23 people under the age of 18 to go solo and achieve gliding qualifications. We have also helped eight disabled people to enjoy gliding, attain badges or complete instructor courses. In total we have invested just over £10,000 in getting young and disabled people into the sport. To continue this work we need your support – so why not have a whip-round at your next club event or hold a raffle to support us? All donations will be gratefully received; please send them to: Caroline Trust, Registered Charity 1089009, Old Bulls Head, TIDESWELL SK17 8NU

Pete Roberts, CHAIRMAN,
The Caroline Trust

Google fields

ANYONE planning cross-country flights or preparing for the BGA Cross-country Endorsement might find the Google Earth site (*http://earth.google.com/*) helpful. This gives satellite pictures of the earth's surface with minimum cloud cover. Detail varies but is almost always good enough to identify individual fields, and in the high-definition areas you can see how many cars are parked outside a factory. Used together with all the other information, I find it a valuable aid.

Frank Mcloughlin, GOSFORTH, Newcastle Upon Tyne

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Stay in touch with the team

New BGA Development Officer Alison Randle *(right)* updates us on the use of 'plasma' rope in the UK and explains how you can help gliding by sharing your successes



Alison Randle, the new BGA Development Officer working alongside Roger Coote, photographed at the Chairman's Conference 2005: her first day in the job

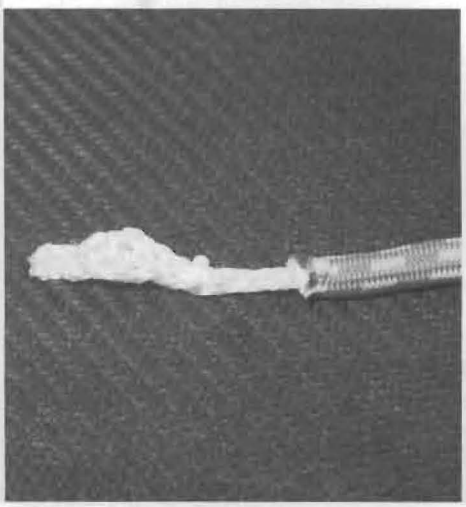
ACCORDING to our information, a third of clubs in the UK are actively interested in using Ultra High Molecular Weight Polyethylene rope for winch launching. Rope has been used in Germany for three years now. Over here, Bannerdown, Trent Valley, Bowland Forest, Newark & Notts and RAFGSA Centre were first out of the blocks with several other clubs joining in fast. Articles documenting the start up have already been published (see *Plastic fantastic*, August-September 2005, p30). Information about modifying existing equipment can be found by approaching relevant winch manufacturers and by talking to existing rope users direct or through the Plasma Rope Group (details at *www.gliding.co.uk*).

So is plasma rope the panacea for all winching ills? Certainly clubs using rope are quick to sing its praises. However, as with certain brands of cat food (where at least one out of ten moggies clearly prefers something else), rope is not likely to be right for all. Clubs (or rather committees) need to make their own business and operational decisions. Purchase price is not the only factor to be considered. At least two of the larger clubs in the country are holding back and although they can see likely benefits from using rope, considerations of changes in operation in each case include education and retraining of a large membership.

As to the benefits, let's look at increased launch height as an example. The increased average height gained on a launch will depend on the winch and type of cable used. Height benefits with rope will be greater on a diesel-powered winch compared with a petrol or LPG powered winch. Did you know that steel cable is commonly used in both 4.5mm and 5mm diameter? The extra weight of 0.5mm diameter steel over the length of a run is enough to make quite a difference. This is why there is quite a range of height benefit reported by clubs (100ft–300ft). One club where winching is the only option says using rope makes all the difference for getting to the ridge and returns on initial outlay costs are now showing in increased soaring fees.

Incidentally, the rope does break, but generally the break needs to have been pre-prepared by a previous incident. Examples include wrapping the rope round winch parts or letting the rope rest on a hot exhaust.

So what is the current situation? We now have a wide range of clubs and operational situations where rope is being used. Results over the next few months will give a more detailed picture. At least one large club is trialling the rope, which will give information on longevity. By the end of this summer's soaring season, it should be possible for more clubs to decide which side of the fence they like the look of best.



Left: The anatomy of the rope. The colourful jacket has been pulled back to reveal the weave of the strong but delicate Ultra High Molecular Weight Polyethylene underneath

Sharing your knowledge

Want something doing? Then ask a busy person, but the fact is that those running gliding clubs seem to have more to think about each year; and not just about flying-related subjects. We are most fortunate in this sport to have keen, skilled and able volunteers from a wide range of backgrounds. Somehow, between us, we need to find a way of sharing information in a way that avoids creating a cumbersome process. Clubs that have solved problems should be able to lodge a description of their solution somewhere central where it can be accessed by other clubs, which will be able to use it as a starting point.

Increasing numbers of people have access to the internet so it makes sense to use the BGA website to store useful information of this sort. The exact way that this information will be managed will depend on the type of information we have to manage. The total process may take some time to develop and will depend on the level of participation by you, the membership. However, the first step in the process is to gather information.

The next BIG topic that we'll all have to grasp is the Disability Discrimination Act (DDA). Clubs will need to make reasonable changes to accommodate a wide variety of needs so that members or potential members aren't discriminated against and are able to take part in club activities. We know from feedback from questionnaires that your club chairmen filled in at the 2005 BGA Club Chairmen's Conference that some clubs have made good progress. Indeed, many clubs already accommodate members with individual needs. Others have yet to tackle the subject. For some clubs, DDA is one of many items jostling for attention in a list of ever-growing priorities.

We have already been sharing knowledge within the plasma rope group but for piloting knowledge sharing properly, DDA seems like a good place to start. Please can clubs with good solutions relating to DDA drop me a line at *alison@gliding.co.uk* outlining the problem that they were presented with, the solution they found and anything that other clubs might need to bear in mind?

There are also other topics that may be useful to other clubs. So please don't just restrict yourself to DDA, if there's anything else that you think your club has done well, please let me know. Perhaps your club took several attempts to find a good solution for something and now has a very valuable, time-saving tale to share! As the patterns develop, we (the BGA Development Team) can work out how best to give support to clubs. Don't wait for someone else to do it, let me know; we'd much rather hear the same idea three times than not at all!

Alison Randle
Alison@gliding.co.uk

On task, on track





In his final *S&G* column as the Chairman of the British Gliding Association, David Roberts reflects on the events of the past six years – and on what lies ahead for the BGA

FOR THE first time I spent the New Year in Scotland at my daughter and her family's home at Dunblane. On New Year's Eve, after dinner, I sneaked outside for a non-PC cigar and looked over the road at my trailer parked in the lay-by, wondering how I had managed to hitch it up back in Gloucestershire without my wife, Gilly, making some comment about why I should drag it all the way to Scotland just for a few days. Then I looked at the night sky and realised I might actually fly the next day – alcoholic state permitting. The satpics confirmed my optimism. So, off I went to Portmoak to be rewarded with a very pleasant New Year's Day flight: a couple of hours' wave and ridge flying in company with our World Junior Standard Class Champion Mark Parker, complete with camera mounted on his glider's nose, followed very closely by Jonathan Meyer, playing 'chase' on Benarty ridge.

Driving back to Dunblane I contemplated what a great occupation gliding is and how fortunate I have been, not just in discovering gliding back in the late 60s, but more particularly the privilege of chairing the BGA for the last six years.

As this is my last column for *S&G* as Chairman I thought I would reflect on those six years and look forward to try to forecast what the key issues will be for UK gliding.

Of course, it was all Peter Hearne's fault. He cajoled me into joining the Executive Committee in 1998 to fill a vacancy. I was asked by the Chairman, Dick Dixon, to lead the marketing work-stream of Project 2000. This gave me an insight into the threats facing clubs if they did not address some fundamental issues of what 'products' they were offering prospective – and indeed existing – members, in the face of greater competition for people's leisure time. Marketing, as distinct from selling, has been one of the main themes we have tried to address during my tenure.

The marketing challenge led me in 1998 to set up the first BGA Club Chairmen's Conference to debate that and other issues. This demonstrated a need for chairmen to get together to discuss matters of common interest and the event has become part of the regular autumn calendar, with the eighth such successful event held last October.

One of the first tasks in 2000 was to develop a long-term strategic plan for the BGA. This has developed with a published précis document and the next plan is now in process of preparation. Planning and finances formed the core business of a new sub committee – the Strategic Planning and Finance Committee chaired by Patrick Naegeli – together with another for Communications and Marketing (C&M), which is chaired by Marilyn Hood. Annual

Top: *there are some big European mountains for gliding to cross over the next few years, in the shape of new European Union regulations, and David Roberts stays on to help by chairing a new BGA Regulatory Group. (He took this picture of the Alps while Roland Stuck, European Gliding Union President, photographed him,* right*). David Roberts is also treasurer of Europe Air Sports, which gave the model* below *to Patrick Goudou, Executive Director of the European Aviation Safety Agency, as a reminder of all recreational pilots' needs*









Above: the British Team's successes were recognised at a reception last autumn in Buckingham Palace with the BGA's Patron, HRH the Duke of Edinburgh (see also p5); Left: the British Junior Standard Class Team is interviewed by the BBC in 2005 after taking all three podium places at the first Worlds to be held in the UK for a generation

workshops were established to enable the BGA Executive Committee – our Board of Directors – to concentrate on strategic planning. I also decided in the early days that we needed to revise the Terms of Reference for sub committees to provide a better focus for the many volunteers involved, and to develop the BGA website with the help of the C&M committee and webmaster Pete Masson. To support better communications we introduced a new programme of club visits by Executive members. Although pressure on volunteer time means it has lapsed in the last two years, it is about to be re-launched for 2006.

The BGA annual conference was given new life in the mid to late 1990s thanks primarily to the efforts of Claire Emson, who continues to organise this event from Chicago where she now lives – the wonders of the internet and email enabling this reality! Claire has attracted some excellent visiting speakers at the conference over the years, and Lembit Öpik MP, gliding's Parliamentary Spokesman, has provided amusing entertainment to delegates.

Since 2001 the event has been held at the excellent Eastwood Hall near Nottingham, and although we want to 'ring the changes' with a new venue it has been impossible to find one geographically reasonably central, big enough with the right facilities and at an economic cost to delegates.

In terms of staff we appointed Keith Auchterlonie as part-time Communications Officer; Helen Evans was appointed *S&G* Editor in 1999 and is widely acknowledged to produce the best gliding magazine in the world; whilst Jim Hammerton took over as a full-time Chief Technical Officer from Dick Stratton, who retired in 2000. Most recently, Alison Randle was appointed as another Development Officer to work alongside Roger Coote as he reduces his workload.

We have excellent coaches in Simon Adlard and Mike Fox, now operating from Husbands Bosworth after the sojourn at Bicester, and with a new Falke bought in 2003. The BGA fleet was reduced to a level that could be justified by demand, by selling the DG-500 and the Discus. The 'field staff' and BGA volunteers are ably supported by the Leicester-based office staff, led by Office Manager Debbie Carr.

The biggest challenge was to find a worthy successor to the BGA General Secretary, Barry Rolfe, who retired in May 2004 after more than 30 years' service. We were very fortunate to recruit Pete Stratten to take over, but in a redefined and much wider role as Chief Executive. This has been a crucial appointment and one that has been highly successful. If there is one thing above all else that a Chairman has to do it is to ensure succession in key roles. Finding suitably qualified, experienced and willing volunteers presents a constant challenge, but I believe over the last few years we have been very lucky in having available some excellent people, not only to chair and staff the various sub committees but also those who do support work outside the committee structure, as well as BGA professional staff.

As someone with a finance background, the financial threats to the BGA early in my chairmanship gave me a few headaches with the without-prejudice settlement of a large claim and the need to provide a very substantial sum for the under-funded pension for the BGA Secretary. This led to a new financial strategy to rebuild the BGA reserves to a level that would see the organisation into the future with reasonable security, and I am pleased to say the BGA accounts for the year ending September 2005, to be published soon, show this has been achieved. During the course of this financial recovery we introduced the reduced junior BGA subscription rate. Keith Mansell retired as Treasurer in 2005 after 24 years of sterling service marked by the award of a BGA Gold Medal, with John Birch taking over the reins.

'It was a phone call from Peter Hearne in February 2002 that alerted me to EASA...'

Problems come in threes, and early in 2001 the movement was faced with the difficulties created by Foot-and-Mouth Disease. The BGA gave the lead to clubs and implemented a sensible policy, agreed with government, with cross-country flying being suspended for several months. Some clubs suffered particularly but the vast majority came through satisfactorily. Above all, the gliding movement's reputation for being responsible, particularly to the farming community, was enhanced.

Of course, as you will have read about often, the regulatory agenda accelerated early in my chairmanship. Again, it was a phone call from Pete Hearne in February 2002 that alerted me to something called EASA – the European Aviation Safety Agency. From then on it seems my life has been little else but dealing with regulatory developments. It was obvious that to be effective in its external presence, the BGA had to be represented on many external bodies, both national and European. So along with a few others I have spent much of my time representing the interests of UK glider pilots, and indeed European pilots, in a variety of forums both in the UK and in Europe. In this I have had excellent support from Terry Slater, who has been influential at the Civil Aviation Authority, Peter Saundby (BGA Medical Adviser), Carr Withall (Airspace), Jim Hammerton (Technical) and – more recently – Pete Stratten as Chief Executive Officer.

Dealing with the ever-increasing demands on airspace involves huge effort from the BGA's Airspace Committee, headed by Carr Withall. This is a small volunteer group that earns the respect of not only UK glider pilots but also the people with whom the committee has to deal. Without their expert and diligent efforts we would be far worse off than we are, and it is not always recognised that this is not just a battle of attrition – gains are often made as well. But the battles will not cease as changes generated by the EU Single European Skies initiative start to take effect in the next few years.

The introduction of the National Private Pilot's Licence (NPPL) in 2002 was the result of considerable effort by Terry Slater, Peter Saundby and the late Max Bacon, and provided the basis for less stringent licence requirements for flying powered aircraft, including motorgliders. The NPPL medical requirements were based on the BGA system of pilot self-declaration according to the standards required for driving a car (solo pilots) or for a public service vehicle





Above: Office Manager Debbie Carr, who leads a small team of administrative staff, in front of the display stand that reflects the increased focus in recent years on marketing; Right: just some of the BGA sub-committee chairs and other volunteers, at the annual Executive workshop that, like the club chairmen's conference, David Roberts instigated

(instructors), but with the endorsement of the pilot's GP. At the time of finalising the NPPL, we introduced the addition of GP endorsement to self-declaration for gliding. This met with some resistance, as pilots did not appreciate the strategic reason for the change. But it has proved to be the right thing to do as far as the wider debate in Europe is concerned, with the latest EU proposals for a pan-European recreational pilot's licence based on the UK NPPL model, and in particular the medical self-declaration with GP endorsement.

A major highlight of the last six years has been the success of the British Gliding Team in winning so many medals in World and European championships. It has been an unprecedented period of achievement, placing the UK at the top of the IGC ranking list. This success has been due to many factors: the skill, determination and dedication of the pilots and their crews; the management and organisation of the team through Bob Bickers, Harry Middleton and now Brian Spreckley – and others in support – but probably most significantly the coaching and training programme conducted by a small group of top-ranking experts within the competition community. The financial support from every UK club member, through the subscription allocation mechanism, and the funding from UK Sport, have contributed to this success, as well as the funding of the Junior gliding activities from the generosity of Phil Lever.

HRH The Duke of Edinburgh received the team recently, following a similar event in 2002 when the BGA Duo Discus was rigged in the courtyard of Buckingham Palace.

The UK had not hosted a world gliding championships since 1965, so in 2002 I thought we should have a go at bidding for the Junior Worlds 2005. Our Junior pilots had already proved their credentials in the early days of World Junior competitions. With the Soaring Centre we formed a joint venture group, chaired by Andy Davis, won the bid, and last August put on an excellent competition, thanks to the organising abilities of a large group of enthusiasts from Husbands Bosworth and the BGA. The British Team earned a straight run of Bronze, Silver and Gold in the Standard Class.

What, then, of the future? Undoubtedly the evolving new European regulatory framework for sporting and recreational aviation is likely to dominate the BGA's agenda for next few years. Much has been achieved so far in influencing the thinking of the regulators through our involvement in the European representative organisations, the European Gliding Union and Europe Air Sports. I am now cautiously optimistic that a sensible framework for maintenance, operations and pilot licensing will emerge, but much will depend on the detailed negotiations and consultation over the next year to 18 months. Also, changes in airspace designation and structure and the related aspects of equipment, will be important for continued access to the maximum possible amount of airspace for gliding. To that end I have offered to stay involved in BGA affairs by accepting the chairmanship of a newly formed regulatory working group that will co-ordinate the various strands of activity.

Some of the other issues that will require increasing attention relate to the core aspects of safety, and the BGA will build on the excellent and rigorous accident analysis work carried out over the last two years by Hugh Browning with support from Dave Wright who is retiring after 20 years or so hard work as accident database manager. The largely unseen work of the small team of BGA accident investigators headed by John Hoskins, who retires this month, must be commended. The BGA Safety Initiative will extend the work done in 2005 on winch launching into other areas that have proved to be the main risks in our sport. Apart from the obvious need to minimise risk for all those taking part in gliding, the insurance cost of mitigating the risks is increasing and poses some real threats for the future.

'The work of the BGA Accident Investigators, headed by John Hoskins, must be commended'

I am optimistic that the British Team will continue to succeed in World and European competitions because the success of the Juniors is feeding through to senior levels, providing a significant pool of first-class pilots supported by enthusiastic, dedicated coaches. New funding arrangements may be needed to support this, as UK Sport's funding is still in doubt for the future.

A BGA modernisation programme, to improve the efficiency of the office-based activities through increased electronic communications for transactional activities and access to information, is about to be launched. This is something I wanted to kick-start earlier, but the regulatory work left insufficient time. This will prepare the ground for decisions about the BGA office location as the lease runs out in late 2009.

For clubs I believe the continuing challenge will be gaining and retaining new members, and widening inclusiveness in gliding. To achieve this clubs will need to adapt continually to the market and provide services people want and value appropriately. My perception is that a majority of people now would prefer a more professional service for which they are willing to pay a price that represents value for money, rather than the traditional lowest-cost approach. Balancing the interests of various categories of members will be a severe challenge to many clubs, and the training of new glider pilots may have to reflect the need to concentrate the resources of the movement at key centres where the service level meets peoples' expectations and demands.

So, with limited space to summarise some of what I have seen over the last six years as BGA Chairman, and to look briefly into the future, I hope this gives you an overview of some of the successes of and challenges for UK gliding through the eyes of the BGA, which I have had the pleasure of chairing. I would like to conclude by thanking all the very many people, only a few of whom are mentioned above, who have supported me so ably – particularly Executive members and Mike Jordy, BGA Vice Chairman.

At the time of writing (January 8, 2006), it remains for us to see who will be elected as Chairman in March but whoever it is I wish him or her all the best and hopefully I hand over an organisation that is sound, well resourced in people, expertise and finance, and focused on what needs to be done next.

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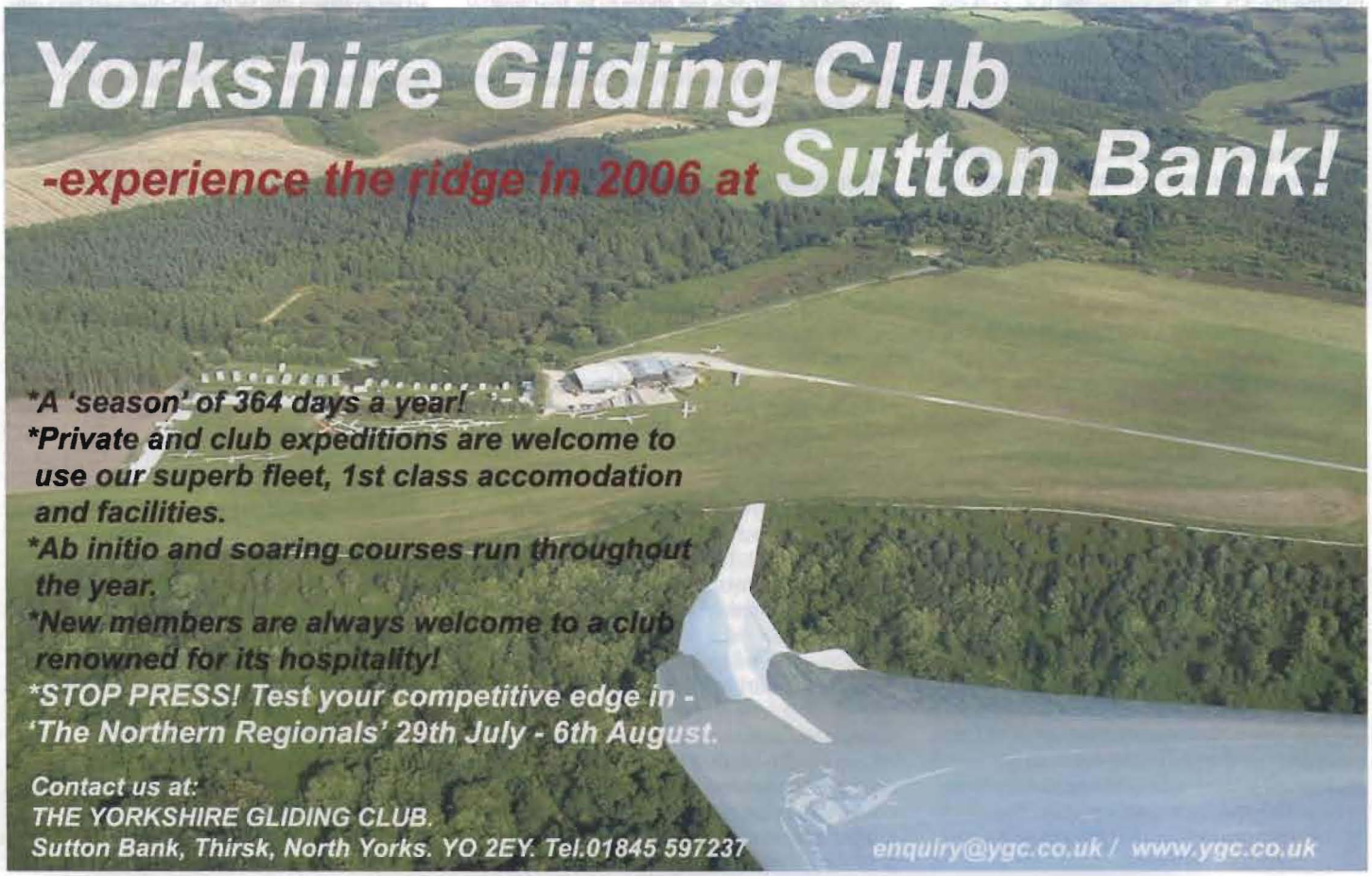
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The disappearing art of task-setting?

COMPETITIONS with a mixture of gliders – namely, most regional contests – are bound to be less than perfectly fair for two reasons. One is the well-known fact that the different gliders' handicaps (which, of course, are essential to such competitions) are based on a theoretical British standard thermal, and most of the time the conditions are much better or much worse than that imaginary lump of lift. The second and less obvious problem is that if you suit the task size to the average glider in the contest, then the better gliders will get round in a short time and not see much new countryside, nor make full use of the performance that their owners have paid for, while the poorer ships will struggle to get round at all, and will be scattered in fields everywhere. Thus nobody is happy. I tried getting round this problem in the 1980s by helping to run a regional competition in which all tasks were pilot-selected, so that the pilots of the better gliders set themselves bigger tasks, and conversely. However, pilots don't like selecting their turn-points in advance, and, since they don't know what the weather is going to do, I can't blame them. So that idea did not survive the one trial.

Thus it was with great interest that I took part in the Bicester competition in 2005 as a humble passenger (well, I was so at the start anyway; I got less humble and more vocal as the competition wore on) and for the first time in my life experienced Assigned Area Tasks. The London Gliding Club's K-21 trainer was very much at the bottom end of the handicap rankings, and the AAT looked purpose-made for our team.

Briefly and a bit simplistically for those of you who (a) have given up competitions ages ago, or (b) are yet to taste the savage joys and sorrows of contest-flying, or (c) can't stand competitions at any price, this is what happens: the contestants can make their own turn-points at any time anywhere in a region of (say) 50km radius of the official "turn-points" set by the competition director. So it is quite possible for one contestant to go twice as far as another, which in turn means that we can all make best use of the day, the aircraft and our skills respectively.

There are scoring refinements, such as minimum time on course, and so on, but the important thing, the techie breakthrough that makes it all possible, is that the scorer's computer, working from your GPS logger output, automatically calculates the biggest triangle (or whatever polygon has been set) and your speed over that distance, even if you have meandered and struggled and drifted so that your track when printed out looks like that of a drunken spider after climbing out of a wineglass. You might have no idea whether your second turn was at 500ft over Lower Piddling (Heck, you were far too busy just then!) or at 6,000ft in cloud over er, um, somewhere else (while even more busy wrestling with an incipient spiral dive) but someone has programmed the computer to find out. Jolly clever these young boffin chappies, you know. I do hope they are allowed out to run around in the fresh air every now and then, before being shoved back in their battery-cages, or wherever they work.

Deciding the optimum point at which to make the turn gave this back seat pilot some sums to do, which kept him happy and (relatively) quiet; he had less time to nag the front-seat pilot, so P1 was happy too. I understand you can get computer programmes that do the hard thinking for you, which seems a shame – see my next piece. De-skilling is what technology does, though, and anybody who whinges about it is called a Luddite*.

You are all itching to know how well we did. Modesty and acute shortage of space prevents us going into details. But we did not disgrace ourselves. Nor did we on either of those two occasions have to crawl into bed at three in the morning after wading through silage on a dark and remote farm, as we did after one of the conventional tasks. An excellent feature of the AAT is that since forecasters – bless their hearts – still screw up, you don't have to worry about a sea-breeze front or decayed cu-nim squatting over the turn-point. I would say the AAT is more or less meteorologist-proof – but no doubt I have, as ever, spoken too soon. Nothing and nobody is disaster-proof.

And lastly, I have to state that AAT pretty much puts an end to systematic leeching and the parasitic exploitation of other people's efforts.

A pity, that, but you can't have everything.

Minimalism OR bringing the art back into cross-country soaring

In handicapped competitions not many years ago you were allowed a bonus of two per cent if you chose to fly without water. Being a bone-idle, total slacker – and also plagued by electrical water-ballast problems for some 30 years as my punishment for loving one particular manufacturer's otherwise excellent gliders – I chose always to accept that bonus and spend an extra half hour in bed of a morning. It meant of course that I was always praying for weak, difficult weather that would smite the heavily-laden. So now you know why I starred in some pretty grisly competitions: my burning of incense and sticking pins in voodoo effigies of the met-man and task-setter clearly worked a treat.

I feel we should extend this principle of rewarding pilots for being willing to forego certain advantages. Having no GPS display so that you actually had to navigate (Gasp! Aargh!) should be worth a good 10 per cent.

Then to have no blind-flying instruments today is worth a bonus – but maybe only two or three per cent. Fifty years ago it would have been worth 20 per cent.

I came fifth one day in a Nationals when my airspeed indicator packed up – I just changed flaps when it felt right and it worked fine – but I suspect that the airspeed

* Legend says that Ned Ludd, a simpleton, went around smashing weaving-machines, shouting "Down with the Industrial Revolution!" except that the term Industrial Revolution wasn't used till ages after Ned and his fellow-redundees were all dead. The story is probably as apocryphal as the scene in a Hollywood movie in which the hero, clad in chain-mail, shouts: "Men of the Middle Ages, forward!"

indicator and the altimeter are mandatory for safety reasons.

For what sacrifice should we award the top bonus? Well, I know some truly intuitive pilots like John Jeffries who can happily fly big tasks without a vario – they should get 30 per cent, maybe more. We would then rightly admire a pilot not for his cluttered instrument panel with £15,000-worth of gadgetry plumbed in, but for a panel that was as blank and virginal as aviation law would permit. It would be the ultimate source of pride and one-upmanship – as well as garnering hundreds of points for the pilot who could really complete the course without all that stuff.

The obvious trouble is that some people would cheat. No! Your fellow-aviators would cheat? Sadly, yes. I have often said I would trust glider pilots with my life – but not with anything else. To win, some would lie and dissemble something rotten. They would use their mobile phones to track where they were; even the phones without built-in GPS can do that. And even assuming the authorities x-rayed the cockpit and strip-searched the pilots before each flight, I know that varios and other devices can be made so tiny they can be hidden in the most intimate of places. What the static pressure is in such locations I don't know, of course. *(This has got to stop – Ed.)* Well, you get the general drift – a wonderful idea certain to be shot down by a combination of miniaturisation and the low ethical fibre of a few delinquents. The path of technical advance is hard, but that of moral progress is infinitely harder.

Farewell to The Soaring Pilot

One of the most intelligent books ever written on gliding appeared 50 years ago (I am writing in autumn 2005) and brought real science – much resented by some, no doubt, who had thought of gliding solely as an art – into our sport. Since the beginning of the year past, I had intended to interview the sole surviving author of *The Soaring Pilot*, Frank Irving, on the big anniversary but on all the occasions that I visited Lasham it was clearly not the right time to put questions to an ailing man. Sadly Frank died in August at the age of 80, and the hoped-for discussion never took place. Lorne and Ann Welch, the other authors, had departed some years before.

The year 1955 was obviously a busy year for the formidable trio, quite apart from the business of earning a living and writing a major book. Lorne and Frank set a two-seat distance record by flying to Brussels in Slingsby's rather ugly but highly-effective laminar-flow Eagle from Lasham. (The Eagle, flown by Nick Goodhart and Frank Foster, went on to beat vastly more expensive foreign two-seaters in the World Championships in France in 1956.) Ann Welch, with Frank Irving's help, ran the Nationals with a velvet glove – and a steely hand inside it – setting the standards and the style for any future contest-director and task-setter to emulate.

Where did they get the energy? Well, they were young then.

The Soaring Pilot made no concessions to the mathematically-challenged. Very early – on page 23 of a 227-page book – Frank hits you between the eyes with Section Drag Coefficient graphs, and follows them up with a fistful of formulae embellished with Greek symbols on page 29. A modern aviation publisher would probably say, "Let's put Ann and Lorne's classic advice on thermal centring and ever-useful tips on field landings at the front – we must ease the poor reader into it gently. Those formulae had better go at the back – probably in an appendix, which nobody except one or two trained scientists will read."

But in those days education was not just a political slogan – it was something actually done by teachers to pupils. We were made of sterner stuff then. Harrumph! *(Please cut out the "Disgusted of Tunbridge Wells" act, Colonel Plat. It doesn't suit you – Ed.)*

The 1950s were exciting times: laminar-flow sailplanes were no longer one-off experimental prototypes but were now in series production. Varios were benefiting from total-energy devices. Super-sensitive electric varios were coming out – and compasses that actually worked in cloud or in steep turns. MacCready speed theory was well understood – though few yet dared to set their speed-rings to four knots and press off into the blue as the text-books recommended.

In the same issue of *Sailplane & Gliding* in which *The Soaring* Pilot is reviewed, October 1955, there also appears a drawing of the Skylark Three. Tony Deane-Drummond received it just eight days before the Nationals and came second. (The champ was Philip Wills, who was in terrific form in his Slingsby Sky, in which he had won the World Championships in 1952 in Spain, and which you might called a masterpiece of 1930s design, being in effect a slightly superior Weihe, with good airbrakes and also of robust construction, very practical and necessary when most cross-country flights ended in some rough meadow or ploughed field.) Indeed if the contest rules of the time had awarded points for a triangle which was completed by Tony and only two others (not including Philip) instead of the day being valued at *nul points*, then Tony and the Skylark Three might have won the 1955 UK National Championships straight out of the box. Laminar flow, and the consequent ability to complete closed-circuit tasks, represented the future.

In Germany the first glass-reinforced plastic glider, the Phoenix, was already in an advanced stage of development and would fly a couple of years later.

In fact one might say that (with the exception of microprocessors and communications technology, and their impact on instrumentation and navigation) the most innovative period of soaring was from 1950 to 1970. Most of what has happened since then has been been polishing and refining – to great effect, without a doubt – the advances made in those years. (That bold claim is a gauntlet thrown down for a good reason*).

Delphic utterance

Recently I got a call from a young gliding enthusiast, asking me for sage advice. "Would you say, Plat, that *[name of famous pilot]* was safe to fly with?" I could hardly reply, "Search me!" since my young friend knew I had flown with that expert several times and lived to narrate the tale to anyone who would buy me a drink. If I said: "Stay home, kid, that aviator is a real risk-taker!" then of course it would be bound to get back to the expert in no time, whereupon I might be sued for defamation and damages.

Even remaining tight-lipped and refusing to comment would have been like refusing to give some departing employee a job reference – it's obvious you think they are a bloody menace but daren't say so, and that would get back too. However, if I replied, "Sure, safe as houses, not to worry," and a few months later news of some horrendous prang is splashed all over the front pages, I could find myself being sued by the young enthusiast's next-of-kin for dishing out bum advice. I said the only thing that was totally honest and, so far as I can see, not actionable in law whatever happens:

"Chris *[that is of course not the young enthusiast's name]*, I would be happy to fly with Pat *[that is of course not the expert's name]* any time; I can assure you that Pat is no more dangerous to fly with than I am."

The young enthusiast had flown in the back seat with me quite a few times, and at least one of those flights qualifies for an appearance in STINC (Stupid Things I Now Confess) in this column. All I will say about that flight for the moment is that if that young person does not wake up screaming in the small hours on some nights, that is because they did not fully appreciate the narrowness of the escape we had, being seated four feet further away from the rapidly-approaching rocks than I was, and with a slightly poorer view of their fine detail.

After I had uttered those carefully-chosen words to my young friend, there was quite a long silence at the other end. I was profusely thanked. One of us changed the subject.

I'm curious to know what choice was finally made. ***mdbird@dircon.co.uk***

* At Dunstable in March 2006 there will be a great debate on the motion "The Golden Age of Gliding is Over". Platypus will propose the motion and Jay Rebbeck will oppose. Details on the London Gliding Club website *www.londonglidingclub.co.uk*



A place in the sun

Gary Binnie, visiting Cyprus to run an adventurous training course, discovered that the only T-21 on the RAFGSA fleet has its niche – a learning experience for students and for their instructors, too

CYPRUS, the island of Aphrodite, is also home to Crusaders Gliding Club. Located just north-east of Larnaca at Kingsfield, Crusaders operates from a strip built for the possible evacuation of the local British garrison by C-130 Hercules. For some years now the Royal Air Force Gliding and Soaring Association (RAFGSA) Centre has supported Joint Service adventurous training gliding courses at Kingsfield for locally-based service personnel.

Colin McInnes, Peter Brown and I found ourselves "volunteering" for last October's planned courses. Although this was my third visit to the club, the view from the top of a winch launch is still as breathtaking as the first time I saw it. To the south, Larnaca Bay; to the west the Troodos mountains; and the derelict ghost town of Famagusta to the east. Clearly visible to the north is the Kyrenia mountain range, with stunning cumulus clouds running the whole length. These mountains are in the area occupied by Turkey since 1974. Border crossing on the ground has become more relaxed recently and there was some hope among the club members that they could operate private gliders to soar this range in the future.

The Crusaders fleet consists of a K-13, K-8, T-61D Falke, Brasov IS-28 B2 and, of course, the Slingsby T-21, R92 – the "Barge". The IS-28 and T-21 (which has been at the club for at least 20 years) are the only ones of their type still on the RAFGSA fleet.

Sadly, the IS-28 was not airworthy when we visited. I did my full instructor rating on this type so I had been looking forward to flying one again but my fellow instructors – for some reason – weren't so keen!

The T-21, however, with 2,600hrs and an amazing 32,700 launches in its 50-year life,



was still doing sterling service, and not only for the pupils. As CFI of a gliding site with two privately-owned Barges, I had been familiar with the type before my first visit to Cyprus, but hadn't flown them that much. So I basically sent myself solo with the ballast "bomb" in the nose, then straightaway flew with a rather nervous-looking student. Teaching in Barges is an education for us instructors, used to K-13s or K-21s: you have to think carefully about planning the circuit, for example, so as not to run out of height. I remember once, flying it in an easterly, I got caught out by the clutching hand effect of the ridge at the end of Kingsfield's runway; I almost ended up parking R92 on it!

Last October, we found that our course of six infantrymen had prepared for us by watching *Top Gun* – and giving themselves nicknames from the film ("Washout" was a new one on me!). They all coped well with initial K-13 training but the introduction of the Barge brought new levels of bravery. It was very interesting to watch them work as a team (one of the aims of adventurous training): after thorough briefing they were holding wingtips, hooking cables and waving the bat, all without prompting from us.

We use gliding very successfully as a vehicle for adventurous training as it also enables the students to face new challenges, although looping the Barge was a challenge too far for some... Perhaps it was the open cockpit that unnerved them – as it does me! But once the guys learned to trust us and the equipment, they were up for anything.

The weather is generally stable, blue and not usually soarable, but at times it can go ballistic. A chart in the clubhouse lists many predictable Mediterranean gales that can blow for days. At times, the odd cu-nim building in the distance had us keeping a wary eye on the sky. The temperature is extremely hot in the summer and even in October life could get uncomfortable under



Steve Longland



Gary Binnie, CFI of Windrushers and an instructor at the RAFGSA Centre, in R92. His ab initios *prepared for their course by giving themselves nicknames from* Top Gun *but instead flew this venerable T-21, BGA number 4704, which was formerly the ATC's WG 499*

a Perspex canopy. Drinking lots of bottled water was essential and the heat also meant starting first thing in the morning and then finishing by early afternoon.

One very marked feature of the site is the sea breeze,, which sets up at roughly 11am from 200° and usually blows at about 15 to 20 knots. Whoever built the runway 24/06 got their sums wrong! Launches and landings in the strong crosswind were a challenge for us and even more so for our *ab initios*. The locals, though, have perfected crosswind landings and think nothing of it. Crusaders shares the strip with a sport parachuting club, which operates an Islander, mainly in the mornings when the wind is calmer.

Launching is by bus winch on piano wire, the only difference for us is that the 'Take up slack' signal is not used for risk of over-running the cable; the glider is pushed back once hooked on; 'All out' being the only signal given by bat. Launch failures are initiated to the winch driver by turning the bat round to reveal a white side.

Kingsfield is within the Larnaca airport control zone: permission to operate is obtained by radio from Larnaca ATC and their frequency is monitored constantly. Recreational flying in Cyprus is heavily regulated; and cross-country soaring is a non-starter. If you want to hire a light aircraft, then be prepared to file a flight plan and talk to an Air Traffic Controller all the way around your route. At the time we visited, the Cypriot authorities were "strongly suggesting" the fitting of a transponder to the motorglider, even though it rarely goes out of gliding range of the airfield.

If you ever find yourself on holiday here then I highly recommend a visit to Crusaders – if only for the beer served in frozen glasses at the end of a long hot, dusty, day.

My thanks to the stalwart club members, especially Brian Maxfield, Dimitri Savva, Nick Karaolides, Avo Mangoian, CFI 'Eddie' Ustenler and to Officer in Charge Lester Pell, for making our visit run so smoothly

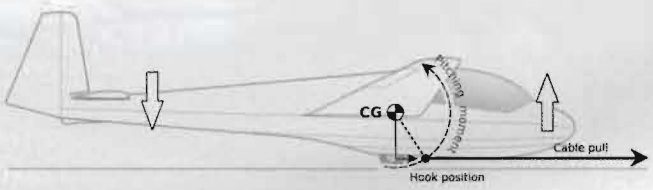






Top: crosswind touchdown. R92, built in June 1955 was 50 years old when this photo was taken in October 2005. Middle: Kingsfield looking south-west. The main runway was built with little regard for crosswind sea breezes... Above: Crusaders' K-8 lined up alongside R92 at the club's launchpoint *(Photos: Pete Brown)*

Time for lateral thinking



Longitudinal CG couple

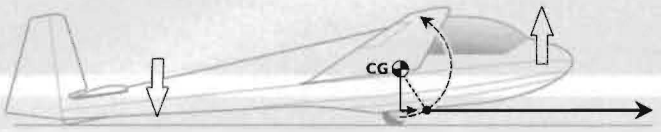
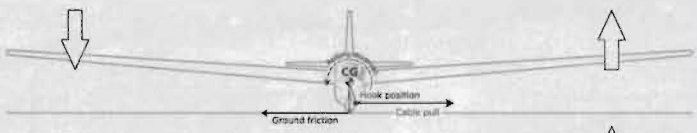
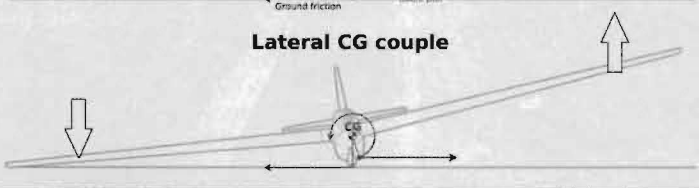


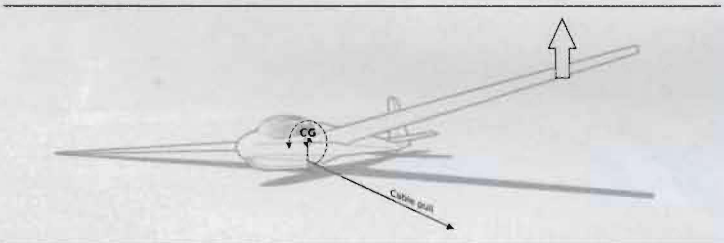
Figure 1: longitudinal C of G couple

This figure is well known, and a full explanation can be found in the British Gliding Association Manual, Gliding *(A&C Black, 2002, page 110). This couple is significant but can be managed by a competent pilot as soon as the aircraft accelerates and the elevator becomes sufficiently effective*



Lateral CG couple





Figures 2 and 4: lateral C of G couple. Figure 2 is less well known. This couple is significant but, I believe, cannot be managed by the pilot. Once the wing touches the ground, the cable pull is relentless; the only solution is for the pilot to disconnect from the cable. Any sideways snatch will cause a rolling moment.
Figure 4: The result is a take-off with sideslip. The glider is now airborne and climbing rapidly. The lower wing, in the shadow of the fuselage, produces less lift

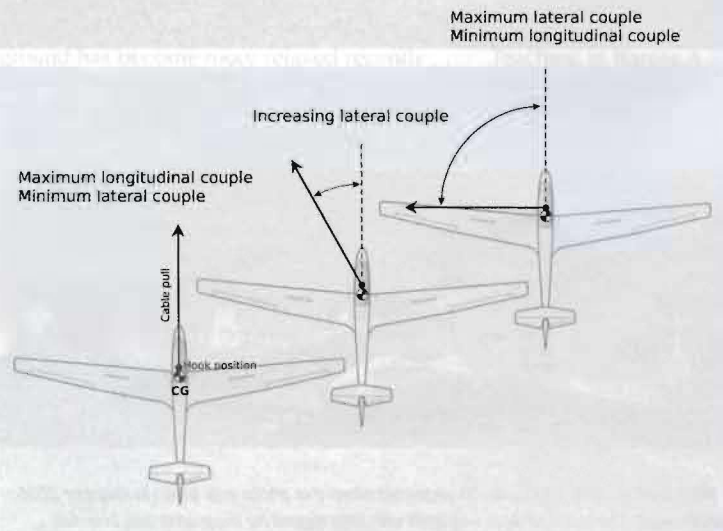


Figure 3: And when the misalignment is increased, the lateral C of G is correspondingly increased

A recent incident has prompted Don Puttock to devote some serious thought to the first few seconds of the winch launch

THIS ARTICLE addresses the issue of wing drop during the ground run of a winch launch. It aims to produce a compelling argument for the pilot having his or her hand on the release knob during the ground run of the launch.

It is commonplace to see pilots picking up a dropped wing and continuing the launch, with apparently very little risk. To them it may seem a contradiction that in some countries, for instance, aerotow launches may even start with a wing down.

How is it that a wing touching the ground is so hazardous, and yet we see them picked up routinely with no apparent difficulty?

C of G couple

During the initial ground run, a tendency for the nose to pitch up is created by the couple between the cable pull and the relationship between the hook and the centre of gravity (C of G) – see Figure 1.

Gliders that start the launch with the front skid on the ground (for example, the K-13), are prone to slam the tail against the ground if the winch driver snatches the glider by delivering power too quickly. The reader should reflect how quickly the tail hits the ground in this situation. The elevator has no authority at this stage and the pilot is powerless to stop the tail hitting the ground.

What is less well known is the lateral C of G couple. This couple tends to roll the glider (see Figure 2).

Wet or low-friction surface conditions will make matters worse; this reduces the grip of the tyre, and allows the wheel to drag sideways. Any situation that causes the glider to be out of alignment with the line between the winch and the glider will allow a turn to commence.

When the misalignment is increased, the lateral C of G couple is correspondingly increased (see Figure 3).

After the wing touches the ground, the turn continues and the rolling forces increase. What follows is a take off with sideslip (see Figure 4). As the wing takes the load, the tyre grip reduces and the wheel begins to slide sideways. The turn and rolling continues until the centre of gravity and the hook are aligned (see Figure 5).

If the glider is allowed to climb a mere half wingspan, just a matter of seconds, it will probably cartwheel.

When it happens there is insufficient time to reach for the release and pull it.

This is not a good time to be fumbling for the release knob.

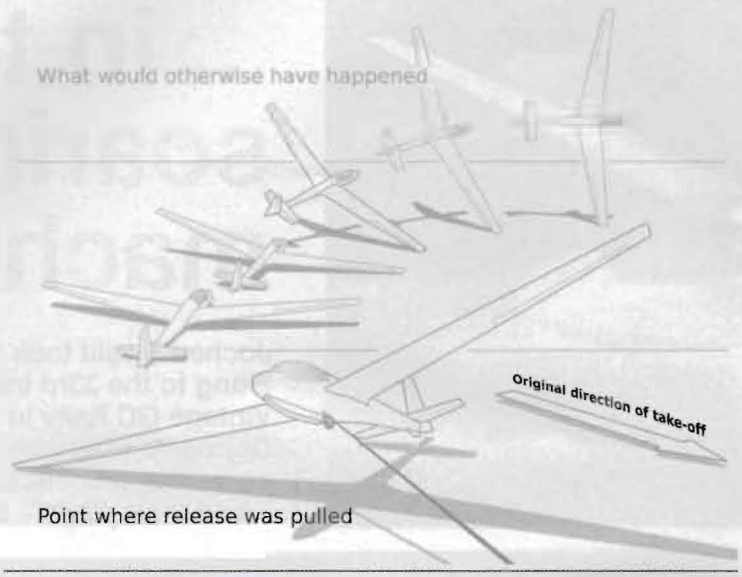


Figure 5: if the glider is allowed to climb only half a wingspan, just a matter of seconds, it will probably cartwheel. Now is not a good time to be fumbling for the cable release knob

Diagrams: Steve Longland

Anatomy of an incident

Date: March 9, 2005
Wind: 10kt steady crosswind from the right (cockpit view)
Surface: top surface thaw on frozen clay (worn grass), on a gentle slope with slightly higher ground to the right
Launch type: Winch (cable straight in front of glider)
Left wingtip: held by experienced ground handler
P2: on the controls, ab initio 70 per cent trained towards solo
P1: Instructor, full time and current

P1 account:
Eventualities were discussed in the normal way. P2 was reminded to have his hand on or near the release. "If a wing goes down despite the application of aileron, you will pull the release and abort the launch". The launch was absolutely routine. I had no reason to suspect that trouble was around the corner.

I placed my hand on the release. Not something I was particularly good at remembering – thankfully this time I did. P2 had the cable attached and then the launch procedure was initiated. Immediately after "all out", I became aware that the glider was turning right and the right wing had touched the ground. Because my hand was on the release, I was able to pull it immediately. By the time the cable was detached, the glider had turned 40° to the right, the wheel was 4ft above the surface (according to external witnesses) and the right wing was pressed firmly on the ground. In the meantime P2 had applied full left aileron to no effect.

This process took less than three seconds. In my estimation one more second was needed for the right wing to lose contact with the ground and "tuck under". There would not have been time to locate and pull the release.

After the release was pulled, I took control rolled the wings level and landed at 90° to the take-off run. At no time did the ASI read more than 40kt.

Summary:
The event had such a profound effect on me that I was prompted to review it many times before writing this short article. I just cannot think what I would have changed if I could take that launch again.

There are many occasions when a wing might be picked back up with no serious implications. Most pilots have seen it, and might wonder what all the fuss is about. However, when circumstances change, just slightly, then dire situations follow – alarmingly fast. Please keep your hand on the release, and use it if you need to.

Key factors

A number of factors can contribute to this unhappy situation developing:
1. Crosswind – encourages a turn to initiate.
2. Wing held back by wingtip holder – encourages a turn to initiate.
3. Cable out of line (or offset hook) – encourages a turn to initiate.
4. Wet or slippery ground – assists the rolling moment.
5. Rough surface – can encourage turn when wing is on the ground.
6. Cable snatch, with misalignment – increases the lateral C of G couple, making the wing drop more severe.

The result is a take-off with yaw – which encourages a turn. Don't take off with yaw!

What can you do?

Your hand must be on the release, and you must release if you cannot keep the wings level.

What you can't do

If the C of G couple has forced your wing down, you will not recover.

It is so fast you will not have time to work it out.

It is so fast you do not have time to reach for the release knob.

The release knob is in front of the stick (in some gliders); if you have moved the stick in a failed attempt to raise the wing, you may be unable to reach the release unless your hand is already on it.

The golden rules are to ensure that you start straight and that you stay straight:

1. Keep the glider in line with the winch and the cable; this will reduce the risk of a nose swing.

2. Ensure the cable is straight in front of the glider. If it is not, it will encourage a turn.

3. Ensure the wingtip holder is properly trained and does not hold the wing back. Holding the wing back will induce a turn.

4. Be even more vigilant if the surface is slippery. The lateral C of G couple is far more effective on slippery surfaces.

5. On rough ground, realise a dropped wing will snag on tussocks, or long grass.

6. Do not allow the glider to weathercock in a crosswind.

7. Ensure that the winch driver is trained to deliver power smoothly and progressively.

8. Always have your hand on the release: the first four seconds from "all out" are critical.

ACCORDING to BGA Safety Initiative figures, one of seven fatal winch rotation accidents between 1987 and 2004 and two of eight serious injury accidents followed a wing drop on to the ground. This article, although not part of the BGA Safety Initiative's Safe Winch Launching project (see December 2005-January 2006, pp26-29, reinforces just two of its key points: *start the launch with your hand on the release* **and** *if you cannot keep the wings level, release immediately.* **The winch launching work of the Safety Initiative (a multi-disciplinary team of BGA experts) is now being rolled out to clubs via CFIs and instructors. The team can be reached at *safetyinitiative@gliding.co.uk***





... in their soaring machines

Jochen Ewald took his camera along to the 33rd International Vintage GC Rally in Eggersdorf, Germany, where he recorded some magnificent aircraft – and their pilots – for posterity



2



3

1. *The FES 530 Lehrmeister was the only two-seater designed in the German Democratic Republic (former East Germany). Its 15-metre wing is based on the Olympia Meise. Nearly all were destroyed after their "official life" was over: just one, restored at Dresden, is flying with the early 15-metre wings. Some of the 17-metre aircraft survived, like the one shown, because they were exported to Denmark and Austria and were type-certified there;*
2. *This replica of the Hungarian pre-war R-11b "Cimbora" was built in the 1980s at Budaörs. It was designed by Erno Rubik, the father of the mathematician who invented the Rubik's cube;*
3. *The Danish primary "2G" – thought to be the only airworthy two-seater primary in the world – always provides a great photo-opportunity*



4

4. *This T-21, Daisy, went to Eggersdorf, between Berlin and the Polish border in the former DDR, from the UK;*
5 *and* ***6.*** *The Schleicher ASK-14, the self-launching powered low-wing version of the K-6, was brought by Danish VGC members*



5



6





6, 7, 8. *This beautiful replica of a 1948 primary glider, the Czechoslovakian Zlin-23 Honza, was built and is flown by Jozef Ott from Nitra, Slovakia. It was one of four airworthy primaries at the rally. The others were the nacelled SG-38, called Erwin after gliding pioneer Erwin Primavesi; the Hol's der Teufel replica of Jiri Lenik's Czech-German team; and the Danish 2G (see picture **3**)*





9. *All the photos in this article were taken by Jochen Ewald – except for this one, left, which is of Jochen himself, about to fly the Honza. The photographer was David Weekes. There were more than 1,200 launches at the rally, in 108 aircraft from 20 countries, as well as 500 participants - but sadly for the first time an illness prevented founder and president Chris Wills from being there. The 2006 rally will be at Angouleme, from August 12-19*



10 *and* ***11****. Christoph Zahn demonstrated the beauty of vintage glider aerobatics in the DFS Habicht E replica that his family lovingly built. The aircraft was originally designed by Hans Jacob*





12. *Scheibe Specht (woodpecker) two-seaters, a robust 1950s post-war design that helped restart the gliding movement in post-war West Germany, and in which Rudolf Kaiser (more famous for ASK and Ka-series gliders) had a hand, came to the rally from Sweden and Norway. The rear seat's door, under the wing, can be removed for flying in warm weather.*

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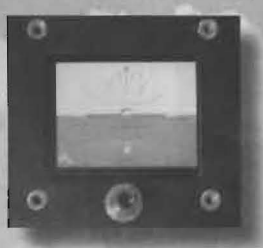


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Duties involve teaching, refreshing and examining student instructors from both conventional and motor glider Volunteer Gliding Squadrons (VGS), giving basic and advanced instruction to Air Cadets and assisting in the running of ACCGS and VGS operations.

It is essential that you are a qualified gliding instructor (minimum Air Cadet B Category or BGA Full Rating). You must be a proven team player with good communication skills and have the ability to manage work and resources to achieve results. Motor glider instructional experience, PPL (NPPL, SEP and/or TMG) and knowledge of Air Cadet Organisation are desirable. You will be given training appropriate to your experience, but you will be required to upgrade to Air Cadet 'A' category within 12 months of appointment (this is mandatory).

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Instructional flights: how



Paul Halliday

The thermal soaring season seems to start earlier every year in the UK, so it's time to brush up your flying skills. Whatever you want to learn your instructor is the key. Debb Evans *(left)* has some tips for making the most of this invaluable training aid



Photo: Peter Atkinson

Devoting some thought before the flight to what you want to get out of it can make the difference between a wasted launch and a flight that gets you closer to fulfilling your gliding dreams

WELL, the Christmas decorations are back in the attic, I've seen snowdrops and have stopped lighting my wood-burner every night – all sure signs that the soaring season is on the way. Okay, it might be a few more weeks before we see any really booming thermal days, but they are getting closer. So with that in mind, it's time to sharpen up your gliding skills so that when the sky beckons, you can respond. But before you grab the first instructor you see and jump in a glider – think about who you're taking with you. Over the past year, I have seen an amazing difference in my own performance, depending on which instructor I've flown with. With some, I have seemed to fly okay but left the glider feeling demoralised and under-confident. On the other hand I've climbed in with instructors and not expected much, but left feeling pretty good about my ability to improve. From this I've come to understand how important it is to be focused about your instructional flying, and here are my top tips.

Know what you want to achieve

There's no point taking an instructor up flying if you aren't clear about why you're doing it. Chances are if you don't articulate it, the instructor will be really helpful but probably end up helping you with either his hot topic for the month, or with the first thing he sees you do that needs polish. You have to go into an instructional flight with a goal, an agenda. If you don't know why you're flying with an instructor, then perhaps you're wasting his or her time. Allan Black, who is the CFI for Angus and Drumshade GC agrees, and says he likes it when a student is focussed because "it not only demonstrates that they see a need for assistance but are more importantly aware of their limitations." The exception is sometimes pre-solo students, where instructors look at a record card and the conditions on the day and decide what's best. Instructors play a supportive, crucial part in any glider pilot's development and most are really great teachers, but they're not psychic – they can't look at you and "just know" what you need.

Communicate with your instructor

It's all very well to know what you want to achieve, but if the instructor doesn't, they can't help you get there. Take five minutes to explain what you're after, and why. Stafford Lintott, the DCFI at Channel GC, says: "Unfortunately a great many instructors will not maximise the full potential of a check flight – especially aerotows – for instance a check flight can be used to practise and work through some Bronze requirements. We need to know what to achieve and plan the flight accordingly." You have to be clear and concise so they can work out the best way to help you reach your goal. For instance, imagine asking an instructor for a simple check ride, as you haven't flown solo for a while. You could reasonably expect some safety checks like cable breaks, possibly spin recovery and landing with too much or too little height. But most suppose the reason you hadn't flown solo for a while was that you'd scared yourself or had lost confidence for some reason. Most instructors would treat you a little differently then, but only if you told them. Stafford also thinks we shouldn't be overly concerned with flying solo all the time. "It is important to remember that 'off checks' does not mean no dual flying from now on, or the bare minimum; much more can be achieved and a high standard reached if the pupil has a mix of solo and dual training. It is easy to form bad habits and in some cases scare yourself and lose confidence. It is vital that all pupils continue post-solo training and fly regularly with an instructor. Going solo is only the beginning, not the end, of training."

to make the most of them

Be picky with personality

Okay, this is a touchy one. Let me start by saying that, having got airborne at several sites over the past six years, I have flown with some great people in the back seat. There have also been a few that I genuinely enjoy having a beer with, but wouldn't necessarily always want to fly with. And that's all right. Plenty of instructors would rather avoid my company in the front seat. There are naturally some people we get on with in certain situations. For example, I like instructors who are quite chatty, but don't bang on all the time. Too much silence unnerves me when I'm flying, as I like to be encouraged from the back seat. But plenty of other people prefer to be left in silence to concentrate. So pick someone you know you're compatible with: not only will you probably fly better and learn more, you'll have more fun.

Strive for consistency

This can be easier said than done, especially at bigger clubs. If you fly with more than one instructor, you'll find that each one has different traits. Some will pick up on things that others miss, others will focus on certain things, and quite often you'll be taught to do something one way, then get told to do it differently by another instructor. Without doubt, some want perfect, precise flying, while others are more concerned that you're safe, if not spot on. Of course, depending on the student's needs, all the characteristics mentioned above are valid. But to avoid confusion, once you've found an instructor you get on with in the sky, and who's on your wavelength, try to stick with them if possible. It's not the end of the world if you can't always fly with the same person, as quite often a different pair of eyes will spot different things. From the time I decided to get myself solo, to that first flight, I only flew with three instructors, and I think that was invaluable. All were very different personalities and I got something different from each one, but all three filled me with confidence, and I knew I could turn to each one for help if I needed to. They all brought different skills to the party, and I'm glad to say, none ran screaming from the airfield. Well, not that I saw, anyway.

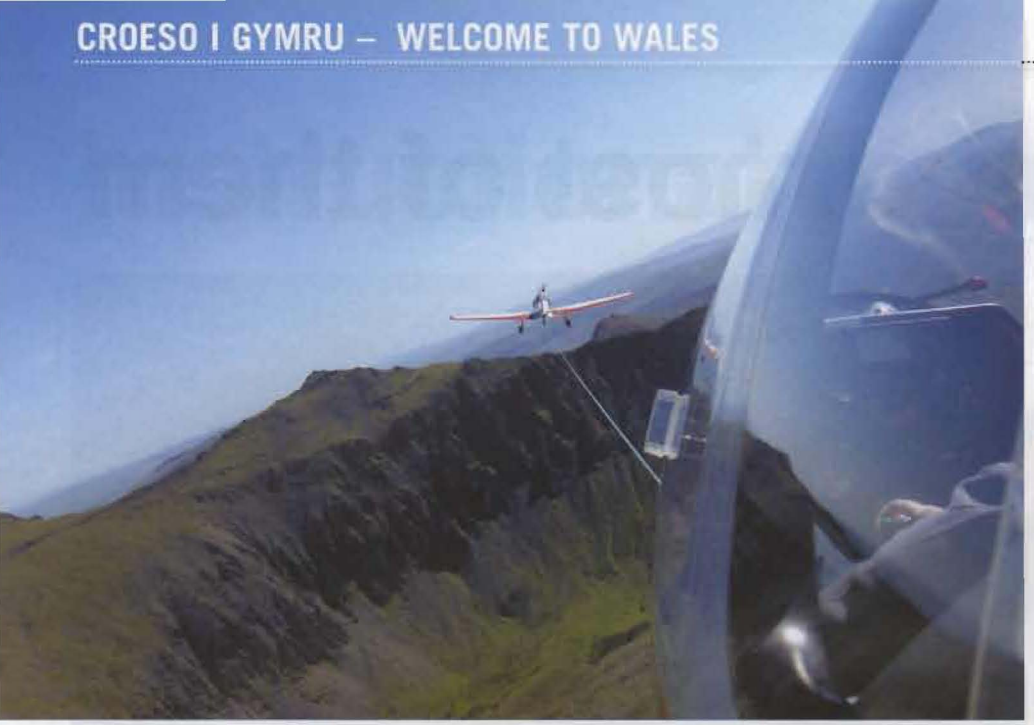
Listen to what you're being told

This is really hard for me because I'm a bit of a perfectionist and under confident. The instructor is there to teach you. That means that sometimes they'll be your cheering squad, and at others, your critic. But instead of feeling your dander rise to defend your ego, listen to what you're being told and take it with you. One of the instructors I fly with most often has a great expression "listen with your ears, not your mouth".



John Horne's photograph of Paul Rice at Essex & Suffolk GC, Wormingford, neatly symbolises that instructors are a treasure – the pot of gold at the end of the rainbow for P2s, whatever their goals. So do you make the most of yours?

When you're pulled up for something, don't make excuses, understand what you did wrong and learn how to correct it. Again, when they say you did well, don't argue and find fault with your own flying. By all means ask for clarification if you thought you did something poorly and the instructor disagrees, but take the compliment. Bob Fennell, the CFI at Andreas on the Isle of Man has been reminding me that instructors "have your interests at heart. They want you to succeed and one of the key ingredients of your success is your confidence. Listen carefully to what is said and if at any time you do not understand anything that has been said, no matter how trivial it might appear to you – ASK. Any instructor worth their salt will happily go over that bit again. Don't feel a fool and try to muddle through; this does you no good, especially if things all go wrong. A clear understanding of what is to happen, has happened, or is happening saves you time and improves your confidence."





Left: the tug-glider combination crossing Snowdonia; Above: the summit of Snowdon (Yr Wyddfa in Welsh); Right: a classic image of Wales, Caernarfon Castle; Far right: fun overflying the airfield at Llanbedr

All photographs: Mick Davis and Paul Holdnall

Another tour for R22

Dennis Maddocks describes an eventful aerothon – complete with tug breakdown, lots of rain, and a proposal of marriage

YOU may remember the Wrekin GC's exploits with Aerotow 2000, hauling K-21 "R22" up and down the UK and raising more than £6,000 for the Anthony Nolan Bone Marrow Trust (*One K-21's Epic Journey*, October-November 2000, p22). Well, in 2005 we were at it again – this time with Woolley Glide 05. Why? Why not!

Sunday, August 28, 2005. Towing a glider around Wales for charity seemed like a good idea some four months ago but now with seven days to go I am worried about aircraft becoming unserviceable, the weather and an ongoing problem of finding people willing to take part in the event. While I had sworn never to do another aerotow marathon, Mike Woolley's death from liver cancer at the beginning of the year was the trigger and I just knew the usual suspects would be up for it. Mike, a Wrekin GC member, never let his illness get in the way of soaring: in fact, he tackled it like a long cross-country flight, full of hope and determination, on a journey of highs and lows. At the back of his mind he knew a field landing was the probable result. This proved the case in February and he is sadly missed.

Monday, August 29. Six days to go. I have this constant nagging feeling I should be doing something. I spend 40 minutes putting together a list of things to talk about at the final team meeting on Wednesday. The idea for Woolley Glide is fairly straightforward. Let's visit as many airfields as possible in seven days and at each one offer flights in a glider to those who support the fund-raising effort. After plenty of letters, phone calls and – when you mention the glider – a little persuasion I obtained permission to visit Valley, Shawbury, Caernarfon, Llanbedr, Brawdy, West Wales Airport and Pembrey. Take-off is from Cosford in Shropshire, Wrekin's base, on Sunday, September 4, at 10.00hrs with K-21 R22 on aerotow behind Chipmunk G-AOUO, and motorglider G-BUJA in loose formation. A support van will drive on ahead. We plan to return to Cosford on Saturday, September 10.

'We call at 22 Sqn Search & Rescue and are tickled pink to discover that Valley have NOTAM'd a mandatory 5nm avoid for us. Who says gliding never gets priority?'

Thursday, September 1. Just found out Pembrey can't accept us after 17.30 on Friday 9th. Ouch! As we will not making Pembrey until about 19.15 I need a Plan B. A quick look at the map prompts a call to Swansea. Within a minute, airport manager Robin Jackson has not only accepted the three aircraft, but also agreed to waive all landing fees. People's responses never cease to amaze me. Last night's team meeting went well, and I was able to ascertain that individual sponsorship raised by the guys now stands at about £550. Not a bad start. The afternoon brings another crisis, as Valley threatens to pull the plug – we have been slow meeting a deadline for paperwork. More phone calls and it is finally sorted out by email with loads of apologies. An hour later a lady representing three possible flights at Valley calls to say they would not be taking part. Spend the rest of the day with the weight of the world on my shoulders until Eric Clarke calls from Valley to confirm he and his two mates will take part and have raised over £300 between them. Bonus!

Saturday, September 3. With last-minute packing and briefing scheduled for 16.00, I am on tenterhooks, waiting to see if I can pick up the support van, from Prichard's of Shrewsbury, early. While they kindly waived more than £70 in extra costs, technically it is not available until tomorrow. But at 15.30 I receive a call saying it's ready and I'm on my way. Once it's packed and the aircraft refuelled we have a final team meeting before dispersing for the night. Ironically, for the first night in five I sleep well.

Sunday, September 4. D-Day. The vis is poor with a slow improvement expected. I pessimistically wonder if we will have to miss out Valley as today is the only day they can take us. The aircraft are soon ready to go even if the weather isn't. Waiting for the vis to pick up I become more hopeful as our host at Valley, Chip Walters, confirms that the weather is better the further west you go. An hour later than planned we prepare for the off. A quick team photo is taken of Mick Davis (exped CFI), Mike Osborn, Trev Cook, Paul Holdnall, Nigel Readman and myself. Colin Logue (Logie) is already mobile in the van, and Sarah Hobson and Stevie Briggs, will join us at Valley and again at Pembrey. Airborne, the vis is not too bad and we arrive at Shawbury in formation. After a quick hello, Paul and I push on ahead in JA,





while Mike Osborn flies World War Two veteran VJ Tom Norman in R22. On our climb-out from Shawbury, Paul and I find the vis above a 2,000ft inversion really quite good and we set about some "gash navigating". Not only that, but we have a 20kt tailwind, which removes any need for a fuel stop at Caernarfon. We are impressed by superb views of the Snowdon range and are visual with Valley some 15 miles out.

As soon as the glider and tug arrive we refuel and call in at 22 Sqn Search & Rescue to brief. We are tickled pink to discover that Valley have NOTAM'd a mandatory 5nm avoid around us. Who says gliding never gets priority? The afternoon goes well, flying off a runway best described as huge. As a bonus we pick up a few extra flights before rain ends the fun. Valley kindly allow us to hangar the aircraft with a few Hawks, and accommodate us in the Valley Lodge. We finish what was a long, but successful day, with a curry and a few pints in Holyhead.

Monday, September 5. Up at 05.45 for an early departure and some of us go for a free breakfast (I forget to tell Nigel and Mike where the mess is so they miss out – oops). The day is a bit murky but Valley want us out of the way before the Hawks commence flying at 08.00. Having nominated myself as van driver I see the aircraft off and scrounge a brew in the tower, watching the aircraft approach our next stop (Caernarfon) on radar. After thanking Chip for his efforts, I set off after the guys, stopping only to bank some money. At Caernarfon the weather is glorious and the take-off runway, 08, is staggering, straight out over the sea. The scenery is breathtaking. Airport Manager Roy Steptoe kindly waives all landing fees and we are able to take a look at the area in JA as well as fly those who have raised money. Then I ring Swansea to ask about a place to stay on Friday. Five minutes later it is sorted. Phil, the boss of 636 Volunteer Gliding School, agrees to let us use their bunkhouse. We finish flying at around 19.00 and pile into the van to travel six miles to Coach Inn, whose bunkhouse I've booked. The landlord very kindly gives us proper rooms instead and for £8 a head we get comfort, hot showers and a full fried breakfast. Nice one.

Tuesday, September 6. I wake up and through a gap in the curtains see nothing but blue sky. Snowdon! At breakfast I suggest a flypast of Snowdon for the camera; everyone readily agrees. We depart just after 11.00 for Llanbedr, via Snowdon. Although the wind is quite light and the peak clear, flying the K-21 requires concentration and I'm grateful to share the load with Paul. We carry out two passes for the camera before heading for Llanbedr. The views of the Snowdon range are outstanding. We are soon in still air with more superb views to the south along the coast. We then have a "moment". I am watching JA well below and ahead of us and I say to Paul: "you have control". Paul says something and I let go of the stick.

'At 200ft, Steve asks: "Can I have your permission to ask your daughter to marry me?" Once we have clarified how much this will impact on my gliding, I say yes'

We start banking slowly to the right. By the time we get to 25° I am thinking: "What's he doing?" Unbeknownst to me, Paul is wondering the same. We both realise the problem at the same time and fight each other for the controls. *Umm!* Not a good idea to let a glider fly "itself" under tow.

Llanbedr has three runways, one of which is parallel to the beach and about 8,500ft long. The airfield has been disused for a year and all the buildings are boarded up. That said, I have permission from Defence Estates to use it, a NOTAM in the system to keep the jets at bay and a key for access. JA clears the sheep and Paul and I arrive with a "competition finish" over Shell Island and its sand dunes. As the van has the key to the gate, Trev and I walk to meet it. The main problem we have is that my daughter's boyfriend, Steve, is the only one booked to fly with us. Standing at the gate, I notice an Air Cadet Adventure Centre some 500 yards away. Second *Umm*! Once the van arrives I wander over and a few minutes later we have some trade in the form of Jane, who also rounds up a few of her mates. It soon becomes apparent that the staff on Shell Island have seen my poster but assumed we would not be able to use the airfield. We end up having a fantastic afternoon, with stunning coastal views, and 14 flights. One girl Paul flies points out the nudist beach to him. For Paul this becomes a turning point on later trips but, hey, no binoculars – no detail. For me, the flight to remember was with my daughter's boyfriend Steve. We carry out a few loops – as you do – and at 200ft on final he asks me a question that sounds an awful lot like: "Can I have your permission to ask Kristy to marry me?"

The old traditions are the best and once we have clarified how much this will impact on my gliding, I say yes.

Even though we have had a long day, there is more to come as we leave Llanbedr and set off south for Brawdy, an old RAF airfield in the south-west corner of Wales. I fly the tug, and the further south we go, the worse the into-sun vis becomes. To stay away from the Prescelli Mountains I take us a little inland. "Gash Nav-ing – you can't beat it!" says I. "Are you happy with the heading?" responds Paul. "S***!" says I, "Haverfordwest is *not* supposed to be there. Best we turn right". On landing at Brawdy we discover the next snag. The van is a good one-and-a-half hours away and 14 Sigs Regt (our accommodation) is on the other side of a six-foot fence. Nowt else for it but more Gash Nav-ing in the form of a two-mile walk to a pub. Not good for Mike's dickey hip, but beer is a strong incentive.

Wednesday, September 7. We wake to a ➢









Right: an illustrative overview of the route and the nine airfields visited by the team on their tour of Wales. The photos this page (left, below), and below opposite show the airfields in the order they were visited:
1. Shawbury, the first stop on the trip;
2. Valley, with Search & Rescue helicopters;
3. Caernarfon, on a peninsula in the sun;
4. Llanbedr, with Shell Island in view;
5. Brawdy, on the flat land beyond the cove;
6. Swansea, which waived landing fees;
7. Pembrey, where the beach was also used;
8. on final to Aberporth West Wales airport;
9. home to RAF Cosford, where Wrekin GC is based.
map: Steve Longland



wet and miserable-looking sky. After the fantastic weather of the previous few days, all the forecasts are now grim: rain, low cloud and little or no prospect of flying. With a possible 20 Army guys to fly, it is frustrating. The forecast is not looking good for Thursday to Saturday, and we are due at West Wales (Aberporth) on Friday to fly three people, one of whom has raised a lot of money, while a big flying day is planned on Saturday at Pembrey. In the early afternoon things are brighter than expected, so we DI. With Brawdy sited on a cliff, patchy low cloud is a problem, but we manage six aerotows. This includes a couple of short attempts to soar the cliffs. The lack of wind is a problem although the potential looks good on the right day. Logie and I take JA to 5,000ft over St Bride's Bay and once again the scenery is absolutely awesome. When the rain finally returns we stack to the bar.

Thursday, September 8. Again the forecast is poor; the day pans out much as yesterday. Mick has to leave to sort out a crisis at home. In the late afternoon we get another four flights in for charity.

Friday, September 9. A very wet start to the day and it's off to the station to drop off Trev Cook. Forecast for West Wales is poor all day: a crosswind and possible embedded cu-nims. Swansea, on the other hand, is clear. A text from Trev confirms that the further east you go, the better the weather. I decide to go to Swansea and extend the trip a day to take in West Wales on Sunday and spend 40 minutes on the mobile sorting it out. Driving back to Brawdy, I notice the weather is improving rapidly so I ring Mike Osborn and tell him of the plan to leave for Swansea ASAP. However, back at Brawdy the weather is okay: we end up flying seven trips before a building cu-nim persuades us it's time to go. The reception at Swansea is brilliant and we fly two more charity flights, switched from Brawdy. As we pack up, Sarah arrives with Mick, closely followed by Stevie Briggs. 636 VGS's hospitality is legendary; we celebrate Sarah's 20-plus-10 birthday.

Saturday, September 10. Airborne at 08.30, we are soon at Pembrey for what turns out to be an eventful day. First flight is with Jim Belcher, a roving reporter for







The Wave (Swansea radio) Mark and Smithy Breakfast Show. I have agreed to fly Jim while he does a live link into the show. We release at 2,700ft with me planning to loop Jim just after he thanks our sponsors. However, off tow Jim loses the link and struggles to regain it. 2kts down in still air he finally gets it back as we pass 1,500ft. But we have to wait for the weather and traffic report to finish. The broadcast goes well as Jim does his stuff squealing for his mum through the loop and broadcasting live throughout the approach and landing. Although the forecast is okay, it is obvious that rain is building to the north-east. We start flying the charity flights, which include Delia, whose husband had recently succumbed to cancer. Delia raises over £485 for her flight and I am keen to make it special. A few weeks previously I had heard about C130 Hercules landing on the beach at Pembrey and before the trip Mick and I flew down in JA to check it out. All six miles of the beach were potentially landable and by using the area inside the range, we were able to obtain permission to land JA on it. Now it is the turn of the glider. We recce the beach again and launch with Mick in the tug and Delia and me in the glider. Mick lands to confirm the beach is fit; 10 minutes or so later we join him. Awesome! We crew change and do a 1,000ft tow, returning to the beach. With rain not far away we get airborne for Pembrey with me in the tug. As Mick releases at 1,000ft I throttle back and hear a pop with a marked vibration. Throttle closed for a glide approach, I get the Chippy on to the runway, freewheeling clear at the end just as it starts to rain. I spend the next 20 minutes under the tug watching the rain hammer down and contemplating what is a sad end to Woolley Glide 05. Paul and Mick arrive, check it out and soon discover a blown exhaust manifold gasket and missing bolt. Back in the café Paul sees how I am feeling and says: "Don't worry, mate – it's just nuts and bolts". He is right: an hour later we source a gasket and bolt from Andy at Haverfordwest maintenance. It stops raining, which allows Mick and me to scoot across in JA to collect them. Amazingly, by 17.45 the tug is serviceable. A quick brief and we are on our way to West Wales for a night stop. Again, the hospitality is superb: John keeps the airfield open for us and sorts free comfy rooms in the old Sergeants' Mess and a taxi to take us into Aberporth.

Sunday, September 11. The final day dawns bright although, as at Brawdy, patchy low cloud is forming on the local cliffs. We sort the van, carry out a couple of tows and fly Mike and Jac before waiting for Rhiannon Jones, our last flight, to arrive. Rhiannon is extremely nervous, but enjoys a wonderful flight to 3,000ft over Cardigan Bay. Although we can't see her home town, it is very scenic looking north along the coast. I am staggered when, on landing, she hands me a cheque for £1,000. That one moment for me justifies the whole trip.

We thank our host, John, who again has covered all the angles, refusing to accept any payment for the various things he has provided. We leave for Cosford and by 18.00 all the aircraft are clean, hangared, the van unpacked and back with the hire company. Woolley Glide 05 is over.

Wednesday, September 14. How can you get jetlag flying round Wales? Well, that's what it feels like and going back to work was tough. Although there is still a lot of work to do to wrap this project up, my feeling of achievement is immense.

In eight days we visited nine airfields, flew 78 aerotows and completed 55 BI flights. The Chipmunk clocked up 18.8 tacho hours, JA flew 15 hours 40 mins and R22 flew 24 hours 15. As for the money, Cancer Research will receive a cheque from Eileen Woolley in excess of £4,250. Of course, this would not have been possible without the efforts of the people who took part and the airfields that put themselves out to accommodate us. From a personal point of view I am extremely grateful for the support of the Wrekin GC and Mick, Paul, Sarah, Mike, Nigel, Logie, Trev, Steve and Simon, who helped me put this together.

I think Mike Woolley would be very proud, don't you?







*Top left: Ramsey Island (*Ynys Dewi*) from the Falke; Top: Dennis gets out of R22 after landing on Pembrey beach. The men on the quad bikes are cockle-pickers; Middle: team members sorting out the paperwork; Above: the team in a derelict helicopter at Caernarfon*







Prairies and mountains

Simon MacKintosh outlines the soaring opportunities in a country where flying is best practised when sledging conditions aren't optimal



Edmonton Soaring Club's winter get-togethers use a ski-equipped towplane – if they can get the engine to start...

LIKE everything else in Canada, gliding can be separated into East and West. Of the east I know nothing, but I have been flying in the west for 20 years.

The west, in turn, can be separated into the prairies and the mountains. In the middle, with both mountains and prairies, is Alberta, the most active western gliding community. The Edmonton Soaring Club at Chipman, where I fly, and the Cu Nim Soaring Club at Black Diamond near Calgary are the two largest clubs but there are other clubs at Red Deer, Grande Prairie and Canadian Forces Base Cold Lake. Clubs have existed at Camrose, Lethbridge, and Medicine Hat. The clubs belong to a provincial organisation, the Alberta Soaring Council (ASC), which has its own magazine, runs an annual competition and several camps, and helps the individual clubs in a variety of ways.

In Canada there is a saying that the climate is six months winter and six months bad sledging. Soaring is practised when the sledging conditions are not optimal. The environment has a major impact on our sport – with snow on the ground for up to six months and temperatures as low as minus 40° C, the amount of flying in a season can be limited. Once the snow has cleared and the ground has thawed and dried out it is well into March or April. There are two good soaring months, then it's downhill all the way to the first snowfall again (except, of course, for wave flying).

This is not to say that we don't try to fly in winter. The first attempt at the Edmonton Soaring Club was in early January 1985. The runway was blown clear of snow by the wind, but it took us two hours to dig out the snowdrift in front of the hangar. Though the club towplane was in the workshop, one member volunteered his own ski-equipped Super Cub. The temperature was minus 25°C and we knew from the beginning that starting the Super Cub's engine would be a challenge.

We started with a tent over the engine and a heater to warm the air. This had no effect whatsoever. We drained the oil from the engine and heated it over a gas fire in our clubhouse. Replaced in the engine, the heated oil failed to produce the desired effect. Someone observed that the warm oil may have heated the engine somewhat but not enough, so we tried again. Still no effect. This had taken another two hours.

We decided that the clubhouse stove could be used for better things, closed up the hangar and made some hot toddy. Six hours after getting to the airfield, we left again, having had an enjoyable but earthbound day.

Since that day there have been regular trips to the airfield on or about New Year's Day. Some have resulted in flying, some have just resulted in a good time. To date no one who has flown has failed to pick out the airfield in the white countryside.

'The Livingstone Range in south-western Alberta is a stunning sight for anyone, but for glider pilots it is a dream come true'

May and June are usually the best soaring months both over the prairies and in the mountains. Lift is almost exclusively thermal, even in the mountains, though there can be excellent wave in the lee of the Rockies, of which more later. Cloudbases are regularly 6-8,000ft AGL in the Edmonton area, and higher still to the south. Flights of 600km and more have been achieved from Edmonton and Calgary clubs, several of which have set Canadian records.

Perhaps the most outstanding flights performed over the prairies were the 1,000km joint flights of Mike Apps and Dave Marsden from the Edmonton Soaring Club site at Chipman to the Winnipeg GC's site. On June 2, 1984, Mike and Dave launched in an ASW 20 and a DG-202, between 1030 and 1100. By noon no-one was soaring at Chipman and by 1300hrs, the weather was so windy that we had ceased operations. By that time Mike and Dave were in booming conditions and a strong tailwind over Saskatchewan and eight hours after launch they landed at the site of the Winnipeg Gliding Club, 1,121km from Chipman. Dave and Mike received FAI 1000km Diplomas numbers 51 and 52. Had they not flown into a corner between unlandable terrain and the USA border, they could have gone on for another hour at least before starting a final glide.

There have been other long flights over the Prairies, especially from Calgary where the Canadian distance triangle record of 804km was set; however, by the end of June the airmasses passing over Alberta are more stable and soaring conditions are not as good.

The longest flights later in the year are usually our club's aerotows to the ASC's famous site at Cowley, in the lee of the Livingstone Range. While many gliders are trailered there, a few, especially club two-seaters, are aerotowed there and back. From Edmonton this is about a six-hour flight, with a break about half-way. It's worth doing once, but isn't as much fun a second time.

The Livingstone Range, oriented north from Crowsnest Pass in south-western Alberta, is a stunning sight for anyone, but for glider pilots it is a dream come true – a ridge about 15 miles in length rising 3,500-4,000ft above the valley and lying across the prevailing wind. From the airfield one looks west about six miles across the rangeland's gentle slope to the rock face of the mountains. One cannot see the narrow valley at the foot of the range, tucked into some foothills, where the best landing place is a gravel road. This road holds an early memory of Canada for me when I saw for the first time that most western of sights, a road sign peppered with bullet holes.

Cowley is *the* treasure of Canadian gliding. It is a large grass airfield lying in the lee of the best wave generator in Canada. In a country where cloud flying is not

allowed and only aircraft with transponders are allowed above 12,000ft, Cowley gives glider pilots the opportunity for Diamond and record climbs. By special agreement with the airspace authorities, an airspace block was created in 1973, which can be opened for use by glider pilots. The top of the block can be set by the ASC to any height, but 28,000ft is the normal cap. The best wave conditions are in the fall and there is an annual camp in October, but even the 10-day summer camp in July will produce wave about 30 per cent of the time, though most of the soaring is in thermals, which provide some great flying down the mountains. Information and photos on Cowley are available on the ASC website, *www.soaring.ab.ca*.

Navigation over the prairies is easy. The road grid follows the lines of longitude and latitude, with a few major highways running at an angle. The roads were laid down along range and township lines that were created by the first surveyors and were used to partition the land for the first settlers, or homesteaders. Towns occur at regular intervals and are usually distinctive, but every pilot in Western Canada knows the old tale about being lost and locating oneself by flying low and reading a town's name on the grain elevators.

However, these "Prairie Skyscrapers" are not high enough and the lettering not large enough to be read at any height that does not involve an advanced stage of circuit planning or an engine. Sadly, the hundreds of old wooden grain elevators are being replaced by ugly concrete monstrosities at a few of the larger towns, and they only have the company name painted on them.

Cloudbase is high and the air is usually clear over the prairies, giving rise to the expression "Big Sky Country". Long evening final glides are times of peace and beauty, even on the hazier days. I have flown back from the east to my club at Chipman, unable to see anything except the glint of sunshine on Beaverhill Lake, ten miles to the south.

The start of soaring in Western Canada is not well documented, but it is known that the first glider pilot licence in Canada went to Evelyn Fletcher, a member of the Lethbridge Gliding Club in southern Alberta, when the government began issuing licences to glider pilots in 1960.

What is remarkable is that Evelyn flew just before WW2 and the documentation and a fee had been sent to the government then and they kept her file the whole time – bureaucracy is the same everywhere.

The Edmonton club started in the mid-1950s and, after moving from location to location, bought and settled on some land north of the hamlet of Chipman. The club peaked at almost 100 members in the high economy times of the late seventies and early eighties, but now averages 50 or 60 members in a year.

'Long evening final glides in Big Sky Country are times of peace and beauty, even on hazier days'

Beyond that point, the history of soaring in western Canada is mostly documented through the history of the soaring clubs. Their story is a common one – founded in the post-war years, struggling with few members, moving from site to site, then eventually locating a permanent site, purchasing it where possible, building their fleets and membership, growing rapidly in the late seventies and early eighties when oil money turned Alberta into a boom province, producing their heroes such as Dick Mamini (the first man to soar across the Rockies Great Divide) and their characters, who probably don't want their accomplishments documented or accredited.

Though not known as a hotbed of glider development, western Canada has produced several interesting designs. In 1958, two members of the Edmonton Soaring Club started work on the Viking, a glider with a fibre-glass sandwich construction. The first flight occurred in 1960. A later version, the Viking 2, flew until 1969 when it was damaged. After several years in a farmer's field, the Viking is now on display at the Aviation Museum at Wetaskiwin, south of Edmonton.

Several gliders were designed and built by Dave Marsden, a professor of mechanical engineering at the University of Alberta. The best known of these is probably "Gemini", which was for many years the highest performance two-seater in the world. Gemini still holds the Canadian record for multi-place speed round a 500km triangle. Dave also flew "Sigma" for several years at the club, after his winning proposal to continue development on the variable geometry ship after its design team finished their work with it in the UK.

While flying in Canada can be spectacular, it is not always the big flights we remember. For me, memories include evening flights in the club Blanik, half-flap, 2kt above stall speed and going up like a bubble of air in a bath, in the gentle evening thermals; a moose crossing the club airstrip; sitting in the cockpit of an F4U Corsair while visiting another field; two hours' soaring between 1,000 and 1,200ft five miles north of the airfield, sharing the lift with the CFI, neither pilot willing to be the first to leave; nights in the local bar listening to appalling country music; watching the Northern Lights. The small things stay with us longest.

Anyone interested in flying in Canada should contact Transport Canada, which administers glider licences. A licence can be issued based on foreign qualifications. In Alberta, contact Ernie Smith, Civil Aviation Inspector at 1-888-463-0521. More information can be found on the Soaring Association of Canada or ASC websites. Of particular interest is the archive of past copies of *Free Flight*, the SAC journal, which is on-line at *www.sac.ca* (a good deal of the history of Canadian soaring may be found in the 50th anniversary issue, 1/95).









On a wing – and a smile



OUR THANKS and appreciation go to this issue's photographers, listed clockwise from top left: Wielding a sponge and a beaming smile at the Junior Nationals is Vicki Grainger, who was at Bicester crewing for Ed Garner. Ed, in a DG-101, came 10th in the competition (Pete Masson) This picture of the launchpoint at London GC is one of three photos from this pilot that we're using in this issue. The other two, also taken at Dunstable, are on p26 and on the cover (Peter Atkinson) On a Staffordshire GC expedition to Sutton Bank in September 2005, Club News *contributor Paul "Barney" Crump's smile makes it clear how much he enjoys his flying – on this occasion in Yorkshire GC's DG-500. Another of the photographer's aerial shots (of the club's distinctive hilltop site, complete with white horse cut into the slope) can be seen on p55 (Paul Cooper) Outlandings were a theme of the Standard Class Nationals last year – here's a field of them. Mind you, given the fast flying its owner puts it through, LS8 Z7 was probably glad of the rest (see* Fancy a quick one? *in December 2005-January 2006, p32). (John Williams) You can't actually* see *the smile in this one, but you can be sure it's there as this Soaring Centre pilot goes through 20,000ft on his way to his Diamond height at Aboyne (Simon Ramsay)* Woolley Glide *(see p28-31) generated more wonderful pictures than we could squeeze alongside the text itself. So here's one more: K-21 R22 on aerotow over the sea (Mick Davis/Paul Holdnall) If you'd like your photos to be considered, please send them to* editor@sailplaneandgliding.co.uk *Our tips about digital photography are at* www.gliding.co.uk/sailplaneandgliding/contributors.htm






969
Z7

A convert from power

Ben Dorrington of Clevelands GC talks to Debb Evans about how he made the transition from power flying – and why he glides



When did you start gliding?

I had my first glider flight in August 2002 at Sutton Bank with Paul Whitehead. I had managed to get into the glider because as I was young and "helpful" (that is, strong) and had been asked to crew for someone I had never met, doing a job I hadn't got a clue about. I knew Paul through his wife, Polly, who flew at Bagby where I was trained, and was asked if I would like to help and get paid in beer and flying! I was only 16, so was in my element crewing at the Northerns for an open Cirrus. Then I was invited to Clevelands GC at Dishforth to get another taste.

What do you remember about it?

Well, I was already a solo power pilot and flying was taking a big chunk of my spare time and cash! I remember on my first flight, there was a stubble fire and Paul explained that we could find lift. It was rough and short lived, we gained about 400ft but I was awestruck at the thought that we'd harnessed the elements and turned them into height!

Did you join up straightaway?

Well, I was a student, a part-time waiter in a pub, had a moped and never seemed to to have cash or time, so I went very rarely for the first few months. Eventually when I quit my evening job for more sociable hours, I was able to go to Dishforth. I remember having to write a letter asking to join, and getting voted in in the bar, of course with celebratory beers! Dishforth members also agreed that as I was a student, I should be charged cadet rates, so they really did encourage me to fly.

How long did it take to get to solo?

Quite quickly really, probably because I was already a solo power pilot, so solo followed after around 15 instructional flights.

What was tricky for a power pilot?

I think the most challenging part for me was judgment, actually feeling confident that the glider could glide. I did have to stop myself cramping the circuit and I think my flying skills had to be "polished" to be of the required standard.

What was your first solo like?

My first solo was on one of the quietest flyable days I have seen at Dishforth. It was a winter day, with the best visibility you could ask for. Grinner Smith and Diccles (Richard Cole) were the only two others on the airfield. It was a great feeling when I went, but before the flight I had the shakes, of course down to the cold!

So were you bitten by the bug?

Yes, I had found a way to fly cheaply and with new challenges. I think power flying can become boring unless you have a lot of money to branch out into aeros or an IMC rating. I think I went solo at the right time, as by the time it was soarable I had built up quite a few solo launches and seemed to hit everything right. Soaring didn't come naturally, but I had reached Silver within eight months of starting to glide seriously.

How much gliding do you do?

I go through phases; I fill my boots, and then drift out a little. I would say that I have been a regular member of my club, showing my face for the majority of weekends since I joined. I also try to do at least two weeks' solid gliding in the year. I like the gliding holiday but I do admit if you have bad weather, it can be frustrating. If it is good, though, it's a great opportunity to get into the groove and do lots of flying. I also have a very understanding boss, who allows me the odd day off in the week for exceptional days. I am sure if you want to be a serious competition pilot, you need lots of money and a great boss, preferably yourself!

What stage are you at now?

I have nearly finished my BI rating and am 300km short of Gold. I have been flying cross-country now for two seasons, so I'm trying to absorb as much as possible from some of the experienced guys in the area. My first cross-country after my 50km was in the Inter-Club League, where I came first. I think that the ICL has really helped a lot of people develop from early cross-country in a relatively safe and competitive environment. The biggest flight I have done so far is a 230km triangle. I think that I am lucky as I have a share in an open Cirrus, which may not be the hottest ship, but is cheap and on tap. This is worth its weight in gold for me for cross-country flying. Our club has some great gliders, like a Discus and a Ventus 2CT, which are both excellent to fly, but when you want to go cross-country on a good day, it isn't really ideal to take the club's hot ship for more than two hours.

What makes you want to be a BI?

I have always wanted to be a Basic Instructor because I want to show people what a great sport we have and to give them their first impressionable flight!

How about any memorable flights?

I think the flight that sticks with me is my five hours, which always happens when you're not prepared. It was at Bicester, and I was persuaded with a dirty great boot up the backside to "get on with it" by Nick Aram. I took the K-18 and the day was quite windy, but the thing I remember is that once I was happy with the conditions, I pushed upwind until the clouds stopped working and I took a glide back to Bicester which seemed like miles (20km!) and took ages. I couldn't find any lift but it was sunny, and some wise words rang in my ears: "If you get low, head for Bicester town". Down through 800ft, I thought "hmm how much confidence do I have?" I could see a glider downwind of Bicester, high, so went for it and at 621ft, PING, 5kt-6kt-7kt, and the climb averaged 5.7kts all the way to FL55! One of my lucky moments. Being a little unprepared, I had no watch and the radio



Left: Ben, who has his Silver, in the Clevelands Falke; Above: Ben with one of the club gliders at Dishforth. Learning to trust gliders' performance was, he says, one of the hardest things about converting from power

had no battery. I had started the stopwatch on my phone on aerotow, which of course went flat. So I had no way of telling how long I had been up, so I stayed there until the sun went down and was logged down after 6 hours 55 minutes.

What is it you like about Dishforth?

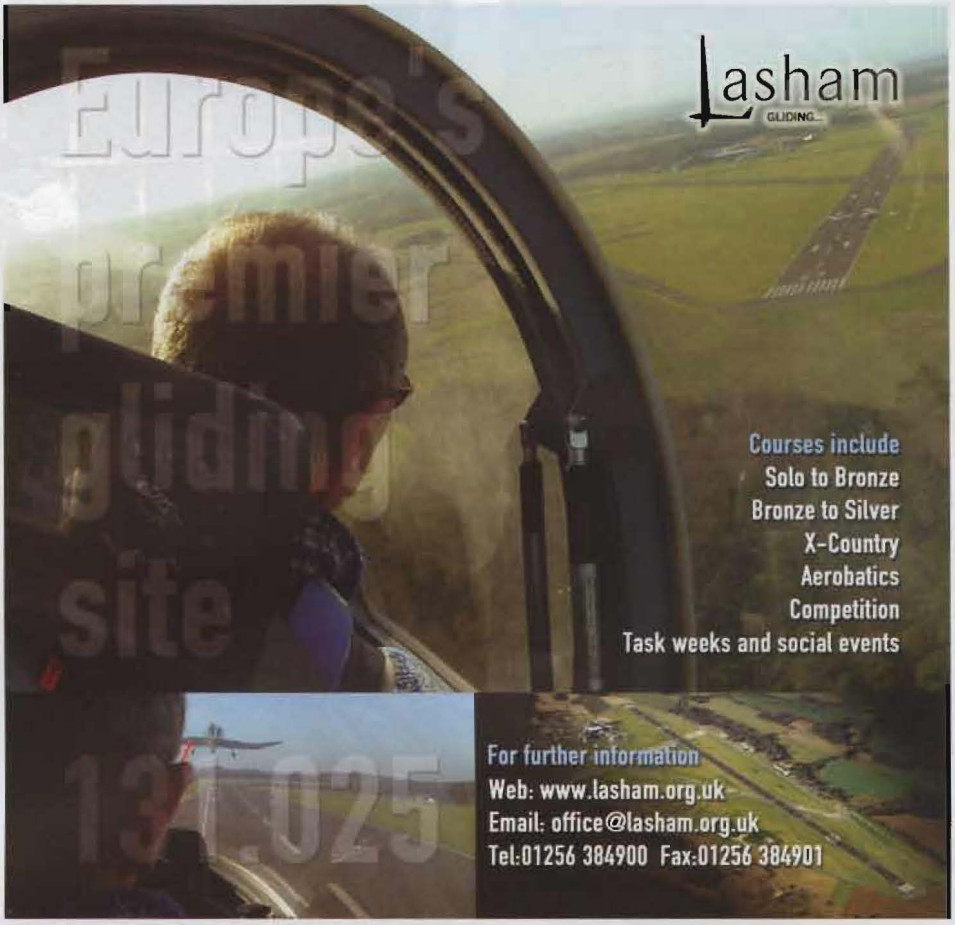
It's a family. Some clubs have small cliques, but at Dishforth, it feels like everyone is there to help and I can say that the regular club members are some of my best friends. It's also cheap. Dishforth has a university club (*www.leedsgliding.co.uk*) which I like as there's a core of younger pilots at or around my level which produces healthy competition. It is a big airfield, and close to different lift sources. I really enjoy a change and fly at Sutton Bank occasionally, where I tend to push myself: there seems to be more cross-country and I try to keep up. Also, with more people doing the same thing, you can analyse what worked or didn't and what others did that was better or worse.

What motivates you?

I like introducing new students to the sport, and on a personal level, when I watch the weather all week, and take a stab at what I think will be a good day, if I'm right, it's great, and when I hit that day with my bum in a glider... well, we all know the feeling.

And finally, what's next?

Next? That's tricky. One of my ambitions would be to fly in the junior team. I also hope to go and do some mountain flying. I want to get better at competitions and would also love to do an aerobatics course. I had the opportunity to sit in with a Team Condor pilot, which was great, and it's on the list "to do" for 2006!













This unique perspective

HERE ARE just a few of our favourite images by the late Neil Stuart Lawson, printed in tribute to his contribution to S&G *and to aviation photography in general. You may recognise the tailchase* (top left) *and T-21* (left) *from* S&G *covers. The in-cockpit shot* (far left) *with Neil in the front seat has been widely used to promote gliding, while the photograph of Christoph Nacke in the Club Class Worlds at Norway* (above) *illustrates Neil's eye for the unusual. We are also pleased to publish two images* (below and opposite) *never before seen, taken in Spain. Our thanks go to Jean and Michael Lawson for their permission to use these images, and to Pete Masson for his help. You can see more of Neil's photos at* www.whiteplanes.com





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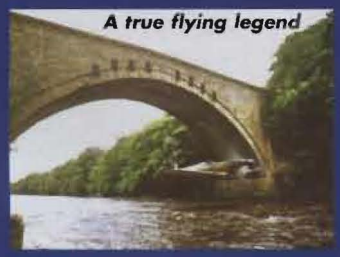
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Club Contact Details:
E-mail: office@deesideglidingclub.co.uk
Website: www.deesideglidingclub.co.uk
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When things come unstuck

Group Captain 'Doddy' Mead tells the tale of an aerotow that went very wrong

THE SEASONED air traveller today, suffering the luxury of First Class, Club or even Cattle Class facilities, would find it hard to imagine the totally primitive conditions that, 50-odd years ago, were the lot of the soldier going to war by air in a glider. Named after the heroes of ancient mythology – Hadrian, Horsa and Hamilcar – the troop-carrying gliders had none of the sophistication of modern aircraft, but being built with a single, one-way journey in mind might have some appeal to the more extreme exponents of today's throw-away society.

A look at the flimsy structure of gliders, wooden fuselage much like a packing case (thus having a certain appeal to an army committed to air delivery of fighting men and their equipment by the most economical means possible) – covered with doped canvas and with controls that relied heavily upon bicycle-chain transmission, makes it easy to see why the chosen callsigns between towing aircraft and the glider became "tug" and "matchbox".

These thoughts were in my mind in 1948 when, as a member of the Transport Command Development Unit updating outdated concepts and ideas, we were still doing trials with gliders that had survived the war and were being conserved for – well, who knows what? Thus one bright sunny afternoon we duly taxied our shiny new Handley Page Hastings to the furthest possible end of the Abingdon runway and hooked up to a huge Hamilcar glider loaded with 22,000lb of army bodies and freight – the latter being in the shape of a massive bulldozer. The "furthest possible end" was because we needed all of the 2,100 yards of concrete if we were to get the combination into the air. Unlike the Halifax of Bomber Command and Arnhem fame, which leapt readily into the air even when towing gliders, the more streamlined, higher-powered Hastings, designed as a sophisticated long-range transport aircraft, was reluctant as a tug – a fact borne out in an official report which stated that the performance of the Hastings in the army support role was "as a racehorse put to the plough"!

So off we thundered down the runway – with the navigator – me – perched precariously in the astrodome looking aft with the important task of monitoring, for the captain's benefit, the Hamilcar's performance behind us. This was necessary because, given the stretch of wires in the towrope on take-off, the intercom would fail – leaving the pilots of the tug and matchbox incommunicado. What I was watching for was the glider's wheels to leave the ground – as, once airborne, the glider could assume a high tow position and so lift the Hasting's tail into the air. This, in turn, persuaded the Hastings into a flying attitude and so facilitated our departure from Mother Earth a few precious yards before the runway ran out. So I was happy to see the Hamilcar heave itself up fairly smartly but my joyous report to the captain was cut short when I realised that the entire left undercarriage of the glider had detached itself from the wing and was dangling uselessly in the airflow.

This was a difficult problem particularly as the two glider pilots, sitting one behind the other – would be unable to see the trouble from their vantage point atop the packing case (I mean fuselage). Nor could the soldiers within do anything as they had no access to what passed as a flight deck. The intercom had duly failed, so there appeared to be only one remaining means of communication – the aldis signal lamp. But its use was problematical – as experienced aircrew we knew that if we attempted to flash a message using clear glass the glider crew, knowing something was amiss, would assume that we hadn't enough time to fit

'I instantly hauled on the release and was rewarded with a length of wire whose removal had no effect whatever'

red or green glass – and would cast off immediately! On the other hand a green was the normal cast-off signal and red would certainly be read as 'Emergency Go'. We thus referred the problem to Air Traffic Control, who replied requiring that we flew low past the tower so that the Station Commander could do what he was paid to do – assess the situation and tell us what to do. Naturally he ordered the use of the aldis, although, being a pilot himself, recognised the validity of our reservations and so instructed us to hold over the airfield while a Dakota was organised to come up and fly alongside with a blackboard displaying details of the predicament to the glider pilots. This radio exchange drew interested spectators to the scene – everyone used the RAF Common Frequency in those days – and we were joined by a motley throng of Mosquitoes, Spitfires, Ansons and the like whose crews flew as close as they dared to the glider crew, who, of course waved happily back! Then we heard the 'Dak' had had a mag drop and would not be joining us.

Back to square one, so Higher Authority decreed, despite the earlier misgivings, that the aldis lamp be used. The W/Op, ever eager to please, scrambled into the astrodome and began clicking away. The results were, to say the least, disturbing. The huge glider reared up, causing us to pitch sharply down, this was followed by a dive on the part of the glider, which had the Hastings pitching up. Having already guessed that the wheel detachment stemmed from glue joint failure – storage on an open airfield for a couple of years wreaks havoc with wooden joints held together by glue – we now wondered what else was coming apart.

With our aircraft becoming uncontrollable the captain ordered us to be ready to jettison the two ropes – a last-ditch remedy which would aggravate the glider's problems by leaving him with a hundred yards or so of rope trailing from the aircraft nose. But things got worse and the executive order had to be given. I instantly hauled on the handle recessed in the floor labelled "Emergency Glider Release" and was rewarded with a length of wire whose removal had no effect whatever! Mercifully the mounting misery on the flight deck did not last – the glider suddenly detached itself from the tow and sailed gently away toward the airfield. With great trepidation we followed him down and were hugely relieved when he executed a perfect one-wheel landing – only slewing on to a wingtip at the end of the landing run – the packing case split at the seams in places but not one of the dozen men aboard the Hamilcar suffered even a scratch.

The post-mortem revealed all – yes it was a glue joint failure; yes, the glider pilots thought the clear flashing light was an emergency signal as they believed all along that it was the tug that was in trouble. However, on pulling the towrope release the glider captain found the whole fitting literally came off in his hand – another glue joint had given up the ghost. With quick thinking he had called upon the co-pilot, sitting behind him, to crawl through under his feet and release the rope from the hook in the aircraft nose. Unfortunately, because it was a hot day both Army pilots had discarded their battledress tops and so it was that on his crawl forward, the co-pilot's braces snagged in the bicycle chain control. His violent efforts to free himself transmitted themselves to the elevator controls, resulting in the oscillating complained of. A case of 'pilot terror' rather than 'pilot error'.

The glue joint problem sounded the death knell for Hamilcars and to the best of my knowledge the type never flew again. Nor, so far as I know, did anyone ever use the Glider Emergency Release on a Hastings. The handle was removed and the recess covered by a small metal plate. I now enjoy the odd moment visiting museums where they have a Hastings and asking curators and staff if they know what the little patch was used to cover. No one so far has volunteered the correct answer.

Our thanks to the author and the *Friends of Metheringham Airfield ZN Newsletter*



Ecstatic elastic

Chris Ellis takes a look at the greenest and most energetic way to launch a glider

BUNGY! *BUNGY!* The shout from the duty instructor rings round the Midland GC clubhouse. A group of energetic members brave the 20-knot wind to tow a glider across the bungy meadow to the edge of the ridge (the less energetic fade away and remain out of sight). They then attach the bungy rope to the glider and canter off down the hill until the shock cords are fully loaded. The pilot releases the brake, rolls a couple of yards and gently soars away. The runners then drag the rope back up the hill to launch the next lucky pilot.

When gliding was in its infancy, virtually all launching was by bungy. Gliding airfields were on top of hills with a suitable ridge – many are still there. Elastic power is still by far the most pleasant way of making the transition from being landbound to soaring flight. It uses no fossil fuels and provides healthy exercise for the members.

If you look at S&Gs from the dim and distant past you will read of annual pilgrimages by flat-site clubs to the mountains of Wales, where gliders were catapulted into ridge lift and wave. One of these historic sites was close to the present Denbigh GC and the exploits of Bill Crease, the owner of the Clwyd Gate Café, are legendary. Epic flights in his Olympia 2b were even reported in the *Liverpool Echo*.

Several flat site groups come to Midland GC at the Long Mynd every year, including a club from Holland – where it doesn't get much flatter – to sample our ecstatic elastic launches. So why has it fallen out of favour elsewhere? Is it that there are easier, less labour intensive ways of becoming airborne? A bungy takes physical effort and seven or eight people whilst winch or aerotow can be accomplished by as few as two.

Could the change in glider configuration and performance be inhibiting clubs? Catapulting a T-21 into a 15-knot breeze is one thing but a K-21 is a slightly different proposition. It is not a problem – you just need a bit more wind, at least 20kt. We have bungyed the DG-505 but the parameters of wind speed and alignment to the hill are tighter than for other gliders.

Another factor could be age. It might just be an illusion but it is my impression that the average age of the gliding movement increases by one year every 12 months. There are not that many members of my club who are capable of running down the hill and staggering up again more than once.

It would be a shame to see this method of launching die out, as it adds another interesting facet to our sport and is great fun. So, if you want to learn how to do it we would be only too pleased to show you. All you need to construct a bungy are two x 32m lengths of 22mm industrial PE shockcord, some rope and the means of attaching it to the glider. Total cost around £800 and it will last for about 1,000 launches before wearing out.

If you fancy giving it a try, we have the site, the equipment and the know-how, just bring half a dozen energetic friends with you.



Top: the moment that the K-21 releases the cord and flies towards the ridge lift that will make soaring possible (Alto)

Left: weatherstation data on display at Midland GC (Philipp Schartau)

Right: the power for the launch. Take a group of friends with you! (Philipp Schartau)







Above: the MGC bungy meadow is just in front of the clubhouse, centre. Right: wind on the ridge (Philipp Schartau)

Wave at your launch crew

Student Dan Goodman *(right)* tried bungying for the first time on a club expedition last year

NORMALLY, when you get up in the morning at a gliding site and there is thick cloud cover at about 1,000ft you would go straight back to bed. However, when the wind is blowing at 45-plus knots west-north-west or, in other words, directly on the ridge at the Long Mynd, there is no hanging about. This is the sort of weather that provides some of the most enjoyable (and environmentally friendly) launches I have ever done. Bungy launches!

Bungy launching requires three things: a ridge with a stiff wind blowing on it, a length of bungy rope and, last but not least, a big enough group of friends to run down the hill with it. I was visiting Midland GC on an Oxford University GC expedition, so that took care of that. The idea is simple enough, a K-21 will fly at 40kt, with a glide ratio of 1 in 30, so as long as the hill's gradient is steeper than this, with a sufficient wind on the ridge, the glider doesn't have to have a very high groundspeed at all to get and stay airborne, and once airborne on such days, you can use the ample ridge lift to great effect.



Photo: Pete Stratten

When bungy launching, the strength of the wind means that there is no casually getting into the glider at the launchpoint, as the wind would make very short work of the canopies, and perhaps you, too. Instead you get in in the lee of the hangar with someone holding each canopy.

Only when you are in and you have completed all your pre-flight checks do you leave the shelter of the hangar and get towed out to the launchpoint. At the launchpoint the mainwheel is placed in a small hole to help prevent the glider from moving too soon. The airbrakes are pulled fully out and the wheelbrake is applied. Only then is the bungy rope attached. There is a strop that is about a metre long joining on to the middle of the bungy rope, which creates a V at about 30° from centre on each side of the glider. On "up slack" the three to four people on each end of the rope start running down the hill, disappearing out of the sight of the pilot.

When the rope is sufficiently tight, you close the airbrakes, and release the wheel brake. The glider then starts to move.

At no point do you feel any applicable acceleration and the smoothness this adds to the launch cannot be over emphasised. Even aerotowing feels rough in comparison.

Once clear of the ground, you nose down to gain speed in the ridge lift, release the bungy rope and then turn left on to the ridge. Turning round in the bowl just left of the clubhouse, fly past your launch crew at max rough air, remembering of course to wave as they carry the rope back up the hill for the next launch.







The launch sequence as photographed by Alto:
left: lifting off from the hilltop bungy meadow
Above: dropping the rope
Right: on the way to soar the ridge in the main picture

Mary scrapes by

For the first time in seven years Mary Meagher visited Talgarth, where she enjoyed a good view of the scenery (and the sheep)

WHAT do you mean by *soft*? I asked. Don Puttock, duty instructor at Talgarth, condescended to explain: "It's a light wind, so to climb, you have to stay close to the hill. Like this..."

Don is in the front of the K-13. I begged him to let me sit in the back because I'm used to sitting in the back seat. As we carve up the gentle slope of the hill, sheep scatter in all directions. If we got any closer then one would have gotten the chop when he raised his head.

I asked for it. Visiting Talgarth after seven years, I was delighted to see the new hangar – so big you can waltz straight in with the entire fleet, and room left over for visitors, at a tenner a night. The display of emergency equipment on the wall is simple, tidy and well organised. Down a long dark corridor is the clubroom *cum* briefing room *cum* breakfast room, with a small kitchen. A floor designed to endure muddy boots. A long table, everyone sits around it, and long benches too. Organised racks with *S&G* and other significant publications. And maps and charts of the Black Mountains, all with strange Welsh names, like Hay Bluff, Tumps, Y Das, Dragon's Back, Troyd, Cat's Tail. This is where Don Puttock gives the morning briefing. The weather. The slopes that will be working and the ones that won't. What do you do if you get caught low behind the Dragon's back? Down the valley toward Abergavenny the fields are bigger and safe. Or if you get caught beyond Hay Bluff...

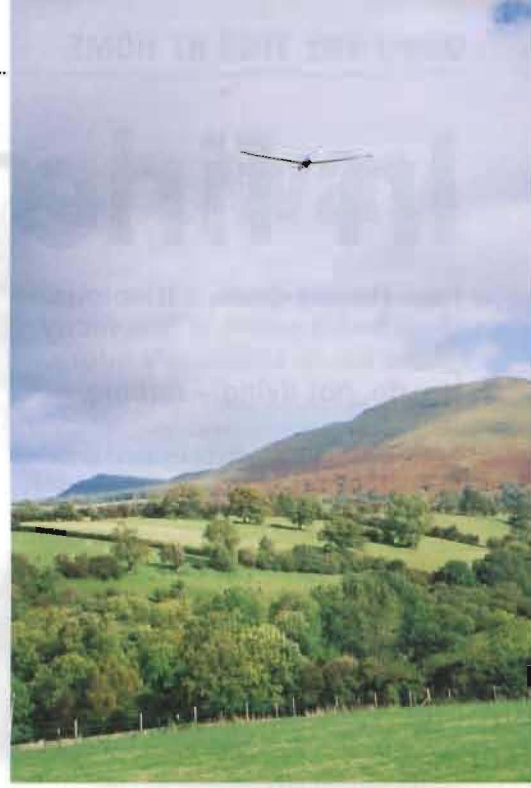
I arrived at 3pm. Everyone else in my group from Shenington had flown. Roger Hurley was ready to fly with me. A strong westerly with a hint of south. Squashed like a bug into the front of the K-13, I clung grimly on to the Pawnee, G-ASPA, as it careened through the turbulence and on to the side of the hill. The usual height of a tow on to the hill is 1,500ft, so they charged £25.50 for that; I know how much it costs to keep a tug going so it is only proper and fair.

We easily soared in the strong wind, Roger demonstrating the ins and outs, and up and over the tops, no trouble at all. Derek Steed, meanwhile, as the wind had gone round more to the south, ended up stranded behind Hay Bluff, and landed in a convenient common, with dewpond. We went overhead several times, to see if the retrieve had yet arrived, but he was still forlornly pacing around the Astir. It seems the retrieve crew went to the wrong common. It is easy to get confused in the local lanes, all one way, and slow, and don't even think of trying to reverse your trailer.

Next day John Rogers took me on an extended tour in the Capstan. Side-by-side in the ancient Slingsby British Built Wooden Ship, we sailed splendidly along the ridge, saluting the walkers. I took so many photographs I had to change the film. Put the expired film down the bra for safekeeping, and the camera down the front of the jacket. Don't recall much turbulence, but there was a bit, round some of the corners. On our return after an hour and 40 minutes of glorious companionship, we landed and pushed the glider back to the hangar. But the film had vanished. We searched the glider, quartered the field. I did a strip search of my person in the clubhouse. Dave Bland and John French (Dave works for Roger Targett) took off a few panels. They didn't find the film, but they did find some dodgy glue-work! The film was found in the grass, after all; the Capstan has gone for repairs.

My last day was misty in the morning. Don consented to sit in the front, and we took off, gentle breeze, a bit of north in the west; this, he explained, was a soft day. And he proceeded to demonstrate how closely a true expert can shave a mountain. They tell a story, at Talgarth, about a visiting Duo Discus. Seems it shaved a bit too close, knocked off a wingtip. Quite a large section of detachable wingtip. Stimulating. "Mayday! Mayday!" on the radio, and, knees turned to jelly, headed back. Landed safely. Duo flies perfectly well with one wing longer than the other. But that's not all. The wingtip – quite a substantial piece of fibreglass – nicely shaped – make a useful piece of camping equipment – was picked up by some hill walkers. Reports came back in a lugubrious voice from a watching Ventus: "Your wingtip is now heading east toward Abergavenny". And those hikers got fed up carrying it, left it, another group discovered it, carried it the other way for a bit. "Your wingtip is now heading west..." They recovered it in the end. Hikers couldn't think of a use for it. Probably wouldn't burn very well.

To cut a long story short, Don agreed to let me fly the Junior, after I had achieved a presentable approach and landing. I had been terribly worried about all the glider traffic close to the hill and round the corners on a soft afternoon, but no worries, as soon as they saw me launch, they all came back. I took a tow to 2,000ft (£28) and glid down all by myself through the rain.



The K-13 over Black Mountains GC's base at Talgarth







From left: a misty morning; Mary in K-13; Welsh scenery

In fine fettle?

Paul Harvey casts a frivolous glance at a pastime that many glider pilots absolutely adore. No, no, not flying – *fettling...*

FETTLING is a term often used in the gliding fraternity to describe any work done to a glider outside the workshop. But what exactly is fettling and what is real work? Broadly speaking, fettling is self-indulgent, unnecessary yet deeply rewarding – or so I've been told. Activities such as re-covering a K-8 or spar cap inspection on a Duo Discus are NOT fettling. If you feel the urge to do these, get qualified help.

Fettling doesn't require skill and will make no difference to the glider's performance – or yours. Nor is it confined to old wooden ships. There's no shortage of ASW 28 and LS8 owners who buy a 1/60th share of a Capstan simply because they don't have the imagination to dream up unnecessary jobs on their starships. I have, however, seen them try. A tweak to the intergalactic navigator here; a buff of the leather-clad interior there. Somehow, though, it's not enough; their hearts just aren't in it. Few things reward these people like straightening out the wing-root cowling on the Capstan. This, they believe, will infallibly turn their pride and joy from a 5:1 house brick into a 6:1 breezeblock. Some even claim to have got back to the launchpoint from an aerotow after this fettling. But such tales tell one more about the mindset of the fettler than the effectiveness of their work.

By this stage, you are probably wondering how you too can become a fettler or, more worryingly, if you are one already. Here then is the definitive fettler's guide; if you prefer, treat it as a psychometric test.

First the good news – fettling requires little real work. Most of the time is actually spent drinking tea, talking about the impending "project" and how essential it is. Fettlers may also describe the work as tedious but that's simply because they don't want help – which is just as well. If people helped, the job would be done in 10 minutes instead of the six hours budgeted for in their hectic schedules.

To get you fettling, here are the top seven pointless items for your attention. (On the other hand, to quit fettling, you will need to make an appointment with your GP.)

1) Cleaning under the Mylar tape sealing the ailerons and, if there's time, the elevator. *Time to do*: about four hours. *Benefits*: improved roll rate and less control friction.

2) Cleaning the recess of the airbrake box of residue and polish. *Time to do*: 2 hours 45 minutes per side. *Benefit*: vastly better glide performance as the airbrakes will now sit flush with the wing.

3) A new and innovative way of sealing the undercarriage doors. A good one this as one can always go back and try different coloured tape to see if it reduces the wind noise. *Benefits?* None: the existing tape was doing a perfectly good job and the glider is probably an Eta, two days out of the factory with 15 minutes in the logbook. (Well, I did say they had no imagination.) *Time to do*: about an hour per week for the lifespan of the glider/owner – whichever expires first.

4) Re-gluing the felt on the aileron locks. Time taken is only an hour but choosing and buying the glue will take at least a morning; mostly spent persuading the sales assistant you are over 18. *Benefit*: none.

5) Touching up the matt black paint on the panel. A bit borderline, this: the dedicated fettler will do it *in situ* while the novice will take the panel out and do a proper job (equals work). Only you know your fettling level. If you can fly without instruments for the next six years – do a proper job. *Benefit:* hours spent sniffing solvents.

6) Reinventing the wheel. There are many examples but a typical one is making one's own dodgy palmtop fixing. Diploma-standard fettlers will resort to wood, which means fettling becomes a 24/7 activity. If they spent that time working in McDonalds, they could pay for the latest Titanium-Kevlar composite mount with critically-damped silicon resonators powered by the latest Bluetooth-enabled ARM algorithms. (Fettling is not results driven). Benefit: a museum piece for future generations to marvel at.

7) Virtual Fettling. Flight computers have opened up a whole new dimension for the fettler. As most are computer illiterate, the time that can be spent in pointless pursuits, for which they have no aptitude, is unlimited. Here are some ideas to get you started:

a) Key in all the TP co-ordinates by hand into "notepad" (don't cheat using a scanner) then try to load them into any moving map software. If you succeed, try writing your own moving map software; or just let me know how you did it.

b) Next, enter all the co-ordinates of Special User Airspace. There is absolutely no risk of bumping into a 747 as the job will allow no time for testing it in flight.

c) Form a fettlers' group on Yahoo and exchange Gamma versions of your software then make it freely available as a download on the web.

Before "Fettle" in Chambers dictionary is "Fetter"– meaning a chain or shackle – and I don't think this is purely a coincidence.

So, are you a fettler or not? Perhaps you are a closet fettler – one who takes away small items from the glider, such as the wings, then secretly works on them at home and hopes no one will notice. Don't worry, if you're any good, they won't!

Getting

Les Beale tells how he became perhaps the only Rosbif in Aquitaine to hold a French Glider Pilot's Licence



HAVING cast off from Blighty's windy shores in May 2002, I innocently believed that it would be easy to continue my much-loved sport of gliding in France. I was soon to discover how wrong I was!

The first hurdle was the medical. I told the French doctor that I take tablets for blood pressure. A cardiogram then became a mandatory requirement under French DGAC (civil aviation authority) regulations. Knowing that I have an electrical anomaly with my heart, warning bells started to ring. The check revealed a bundle branch block, which upset the doctor, as he would have to report this to the authorities.

Unfortunately, not being a specialist in this field, he made an error at this point and reported the condition incorrectly. After two and a half months the DGAC pronounced that I was – *INAPTE Class 2 for pilotage.*

Our next visit to the UK provided the opportunity to see my GP in Cowfold. He looked at the results provided by the French doctor and said: "they have been incorrectly interpreted: you have a minor problem, which needs to be quantified by a heart specialist." Three weeks later, after spending £750 and undergoing the treadmill test, an echocardiogram and wearing a heart monitor for 24 hours, I was considered by the UK Civil Aviation Authority fit enough to fly a commercial airliner and to hold a JAA Class 1 Medical.

On returning to France, a 700km round trip took me once again to see the doctor. He was delighted with my results but said: "don't hold out too much hope that the DGAC will accept this data." Ten weeks later, a letter arrived from the Authority. They had decided to issue a derogation countermanding their original decision and stating that I was *APTE Classe 2 par derogation No 32593.*

Our home in the Lot et Garonne has two gliding clubs which can be reached within 35 minutes. Having had flights at both, I decided to join the Ste Foy la Grande club as the fleet looked better and more varied. Having joined the club, I thought would be accepted into the French system. I was soon to discover this was to have little relevance. After I gathered copies of my logbook, new Medical Certificate, Derogation from the DGAC, a copy of my BGA Licence and the

licensed the French way

application form, a member of the club kindly hand-delivered them to the Bordeaux office of the Authority. A considerable wait then ensued (it was holiday time for all of France). At last a letter arrived saying that my UK licence was validated, allowing me to fly solo in French airspace (and, if so qualified, teach another British subject).

The small print however revealed a caveat ***– it had to be in a UK registered glider.*** I didn't have a UK-registered glider in France! What was required to obtain authorisation to fly a French-registered one?

After many opinionated answers, this question was formally put to the DGAC. The answer came back fairly quickly. "Pass our *théorétique* examination for the *vol à voile* in the French language".

Luckily for me, two members of the Ste Foy club proffered not only advice but also their personal time. Bernard Dudon, an air traffic controller at Bordeaux, suggested I visit a remarkable bookshop in Bordeaux, Mollet, to purchase a valise de vol et voile. A French lady Michel Worrall said she would assist me in studying the *théorétique* document as she spoke very good English.

This was the beginning of six months of head-down work at the club and at our local French lessons, where our tutor, Michel Mezan, also helped plough through the 10 chapters of the very comprehensive and well-constructed manual. The target was the September sitting of the examination, but by late August it was obvious that there would be not enough time for practice or revision. Taking into account that 90 per cent was the minimum pass mark required, it was agreed to delay until the 6 October 2004 sitting of the examination.

On the day, Michel Worrall and I set off on the 180km round trip to Bordeaux airport. We joined a combined group of PPL pilots, glider pilots and some retakes. At the end of the exam, only Michel and I remained. I handed in my paper, as did Michel, who stated confidently that she had 100 per cent. She then asked to see my paper and the adjudicator allowed her to cross check hers and mine. She pronounced that in her opinion "I had passed". She was right and the certificate arrived a couple of weeks later. A call to the regulators by Bernard indicated that I would now need to fly a check flight with the club's chief instructor, Claude Anecan.

Now in December 2004, the weather was deteriorating but, on the 12th – after a lot of persuasion from the tug pilot Bernard – we took off for two flights to see if I could still hack it with a 1,500ft cloudbase. After some interesting manoeuvres, Claude decided that he was happy and so completed the appropriate recommendation form. This was duly sent off just before Christmas, and we were aware that the festivities could delay its processing. But by mid-February 2005, concerns were beginning to arise as to why I hadn't heard anything. I drove to the club to find three of the stalwarts deep in conversation.

"I had a sense of humour failure. Had I had sufficient command of the language, I would have told them to stick their regulatory system up their fundamentals"

On seeing me, Bernard said: "there is a problem". My letter had arrived at the club. The DGAC calculations indicated that I was required to fly another six hours 39 minutes with an Instructor.

At this juncture, I had a sense of humour failure. Had I had sufficient command of the language, I would have told them to stick their French regulatory system up their fundamentals. They all agreed I was right to be upset and Bernard said he would see if the DGAC would agree to my having a check flight and then flying the 6 hours 39 minutes solo. The DGAC official said they would agree to this and so I asked if they would put it in writing. They never did.

In April 2005 I joined a Saturday morning group doing a cross-country course run by Pierre Myregnac, a bruiser of a chap with a lovely personality. By this time, the weather was improving and so a five-day flying course was set up. I flew on all five days and was allowed to go off solo after two one-hour flights with Pierre.

I was then able to put in a couple of good flights pushing my airborne time past the 6 hours 39 minutes required and qualifying me for that elusive French authorisation.

The CFI then wrote to the DGAC saying I had complied with their requests and flown the requisite number of hours. After a short wait and another phone call, we were told sorry, but Mr Beale has to prove he has flown eight hours with a French instructor and a minimum of four hours solo.

Somehow I contained myself, knowing I had recently exceeded the four hours solo and over years of visiting France, exceeded the 8 hours dual. The question was, was there a calendar time limit applied to dual flights? As far as they all could tell – No.

I ploughed back through my logbooks finding flights at Saumur, St Auban, Colombnie, Marmande and Ste Foy and came up with around 15 hours dual. Copies of the logbook pages and a chronicle of flights were sent off to the Regulator. Again six or seven weeks elapsed, I asked Bernard if there were more problems. He was amazed to find I had not received a letter and again phoned.

The reply came back: "all is in order. It normally takes 10 weeks to process a licence but for you, we will expedite the issue". Four days later I discovered a short message in French on our answer phone. It was Richard, the Ste Foy club president. "Allo Leslie, votre Brevet de Planeur il arrive – congratulations".

After nearly two years it seemed unreal. Many hurdles had been placed in the way. We didn't celebrate then. Only after the documents were in my hand did I believe it had really happened. We opened the bottle of bubbly and it tasted so good...

On reflection, I believe the French system has many merits. The documentation in the form of the study manual is very good and covers all topics, including wave flying, radio communications and navigation. The requirement to use the radio on every flight to advise the airstrip where you are in the circuit is very good for safety. It allows other pilots to form a mental picture of the traffic, even if they can't see it. The experience of achieving the qualification has brought me into contact with some very nice people and, I have been told, I may just be the only Rosbif *in Aquitaine with a French Glider Pilot's licence*



Going with the grain





Top: the wing rib that Mike and Ken worked on
Above: impact hole in the D-box of a K-16 motorglider
Below: Ken at the workshop foreman's course



Michael Fogarty describes a wooden aircraft repair course he took to move from 'knowing how it's done' to 'having done it properly' to school standards

SINCE I WAS thinking of buying a wooden airplane I decided to go on a course on wooden aircraft repair, at Hornberg Segelflugschüle near Stuttgart. I had already taken part in courses there in 1999 for composite repair, and in 2003 for motor repair when I was intending to buy a motor Janus and knew how good the courses were. As Ken Ballington imports and services motorgliders, we joined forces and enrolled in the November WLI wood and mixed construction workshop foreman course.

Germany has a special place in its heart for flying, especially gliding. After all, Otto Lilienthal invented the sport when he made the first glider flights near Potsdam in the early 1890s. Hornberg had been one of the training places for the Luftwaffe in the 1930s, but now it is now the gliding centre for the Baden Würtemberg Lander. Flyers come from clubs all over the German-speaking world to attend these courses. We had three Swiss on the course with us, two from a family firm that rebuilds Bücker aircraft and has designed and builds the Votec competition aerobat and Andreas, who has a gas turbine overhaul business. The three Germans were from local clubs.

The eight of us started prompt at 08.00hrs on the Monday morning in the classroom with a short welcome and introduction to what we were going to achieve in the week. We were then taken over to the workshop where Ken and I were to work together.

We started with repairing a 3 or 4 cm impact hole in the D-box of a K-8 wing. We cut back to the ribs, spar box and front edge of the hole, removing a rectangle of ply. This was done with a Fein oscillating circular saw (such as is used in a hospital to remove plaster casts). It would be very hard to work in this skill without one of these.

We reinforced the naked ply on the leading edge of the aperture. We scarfed all four sides back at a 15:1 angle. Ken found this no problem with a mechanical sander. I found I had to work very hard to get a straight line and a decent mitre in the corner, even working very slowly with a specially cut sanding lath. Working in wood to fractions of a millimetre was a revelation.

Noting the grain direction, we then cut an oversized piece of material for the patch, taped the outer edge to prevent splitting and scarfed all four edges at the matching 15:1 angle. This was judged with the even revealing of the three-ply layers and the adhesive layers as stripes, parallel and evenly spaced from each other. On a 1.6mm three-ply the scarf was 25mm. The top glue layer, 3mm wide, was revealed about 10-12mm in from the inner side, then a 10mm gradient of the centre wood laminate, then the 3mm wide lower glue layer ending to reveal 3-4mm of the outer wooden ply. We did not reveal the full 10mm of this outer layer, as great care was needed not to make this like a razor blade of ply. Tape was stuck to the back of this outer-edge scarf to avoid splitting and removed when the repair was complete.

This 25mm wide 6.5 degree scarf of ply only 1.5mm thick in the first place was surprisingly robust.

The patch was bent to shape and tensioned into place with double-ended clamping bars. These consisted of two sliding clamps holding an appropriate loop of webbing to a bar resting on the face or edge opposite the repair. A screw jack then moved the bar away from the direction of the repair, so tensioning the strap. This was in place of stapling the repair patch to the ribs and spar through sacrificial ply strips that I had seen and used before.

Having bent the patch to shape, the scarf was given a layer of Aerodux adhesive thick enough to fill the join but not so as to exude too much – which would cause distortion

'Working in wood to fractions of a millimetre was a revelation'

from shrinkage around the joint when it sets.

We had a one-hour break for lunch in the restaurant next door, finished off in the workshop at 17.00, and exhausted, went off to find supper, then came back for an evening class from 18.30–20.00 on theory and paperwork. This was to be the work pattern of our week. We had no problem sleeping in the comfortable accommodation.

Tuesday started with the review of all the projects under way in the workshop. We were ahead, so our simple repair was approved then wrecked with a club hammer. A pair of ribs was shattered. A new start was made with preparation as before.

We had a break to discover the techniques necessary to analyse manufacturers' scale plans and the same-size rib profiles chart. We required very good eyesight and great care to find and draw the correct rib (the manufacturer had with forethought written the rib number on the ribs in the wing). An interesting item was the way in which the grain direction wraps around the wing boxes in a spiral, so most panels must be cut oblique at around 45° from the rectangular ply sheets.

We made up a working board, traced the appropriate rib profile on to the board,

checked the dimensions from the plans, and built a block (rather pins) template for construction of the rib. Taking into account timber type, grain direction and dimensions, we cut the strips and parts from stock timber. We noticed the grain direction of the biscuits on the plan and in turn cut circles and trimmed the biscuits (those semicircular sideplates at strut joins) to the correct grain direction. We then measured and cut the rib parts, checking every dimension from the scale plan and assembled them into the template making sure the template blocks did not interfere with the cross-bracing struts. They were then assembled and glued together. After the rib had set and been trimmed and sanded, the biscuits were added. When the ribs had set, they were offered up to the wing and glued in place, the leading edge cut-out was cut to fit behind the leading edge strut. We then made a custom sanding former to cut the rib profile to match the wing on either side, minus 1.6mm (the thickness of the ply skin) to give a perfect fit. The patch was then completed with the techniques learned from the first repair. We finished it all by lunchtime on Wednesday.

This is, in detail, is just one skill area where we turned knowing 'how it's done' into 'having done it properly', to school standards.

From Wednesday lunch to Friday, we did fabric covering with both Dacron and linen, rib stitching; we learned about bolting, riveting, brazing, welding, metallurgy and tube straightening. We had lectures on EASA and forthcoming changes to the regulatory framework. Winches and tow hooks were a section on their own. Assessment, selection, testing and recognition of stock timber all studied. We looked at wood grain direction in aircraft construction, particularly within laminated sections, within spars and across scarfs, and the proper relation of stress direction to scarf and laminate direction. We looked at where in the log the wood must come from, how many rings to the cm, and how it should be stored. Proofmarking was discussed and we were told never to cut the proofmark off as the rest of the timber was then not proofed. We spent half a day on weighing and measuring, weight and balance, and finding an accurate C of G position.

Friday was revision day for the two-hour test on the Saturday morning. Matthais Birkhold from the head office in Stuttgart put time aside to spend quite a long time with us on Friday afternoon to make sure we had enjoyed the course, despite the fact that he had a high-powered EASA seminar taking up most of his weekend.

We all passed our examination. Ken and I had a lot of help to ensure that any holes in our German did not mean that we could not show that we knew our stuff.

What a wonderful way to spend a week!

There are many different courses run by the BWLV; details for next year are not printed yet, but will be available soon.



Top: Ken, left, and Mike seen working on wing ribs

Right: Learning to decipher manufacturers' plans

Inset, below: Mike was impressed by the double-ended clamping bar used on the course



Jim Hammerton, BGA Chief Technical Officer, adds: This intensive course looks very interesting and informative and would benefit inspectors wishing to further or develop their skills in glider wood repairs and general maintenance subjects. As it is conducted in German, some knowledge of the language would help you make the most of attending

All photos: Kurt Winkler





Club news

Aquila (Hinton-in-the-Hedges)

WE recently held our AGM and prizegiving. The Best Progress Award went to Louise Walker; the Bill Fenn Trophy for the best ab initio went to Brian Hammon; the CSSSC Trophy for the best flight of the year went to Nick Tarbox for his Silver distance out-and-return to Aston Down in the club's Astir; the Where's He Calling From Now? went to Damien Dyer; the Almost But Not Quite went to Jim Hughes with his police-assisted retrieve (see August-September S&G); the Bernard Trophy for the most promising pilot went to Stuart Johnston (who went solo on his 16th birthday – see the December-January issue); the Jim Wrights Trophy for clubman of the year went to his father, Bob Johnson; the Keith Chichester Award went to Roger Coombs for his excellent work on gliders and tugs; and the Club Ladder and Cross-Country awards went to John Giddins. Members were thanked for their ongoing support for the committee and were looking forward to the 2006 season and the club's 40th anniversary. The club is also well into its C of A programme, led by Chris Berry and Peter Fincham.
Karrol Smulovic

Bath, Wilts & North Dorset (The Park)

WE welcomed back the Bath University students in October, and to celebrate, instructors sent Ian Molesworth solo. Ian had joined only the previous year, but had persevered and progressed quickly. He enjoyed his first flights in the Puchacz without an instructor in the back seat. Jonas Minning, a new student, was also sent solo. Jonas, who already had a German glider pilot licence, joined the university club in October and it took him only four check flights to solo in the UK. Members were presented with club awards at the annual presentation evening in November. Guest of honour and speaker for the event was WeatherJack, otherwise known as Jack Harrison. Jack also gave a thought-provoking talk in the afternoon. The evening was a great success, with the usual standard of buffet provided by Sue and Jan. Dick Yerburgh and Dave Strange are still very busy working on the tug. They have undertaken quite a project, and without their time and effort we would be subjected to quite a large bill. A reasonable number of members are still coming out flying at weekends, particularly on a Saturday when Sue provides the usual bacon and egg butties. Thank you, Sue, for without you centring the universe on the airfield I am sure we would not see so many members.
Jan Smith

Booker (Wycombe Air Park)

AS mentioned in the last issue, there have been several changes at Booker and considerably more are in the planning stages, with a view to improving radically both the deal members receive and also the long-term stability of the club. Chairman Jack Luxton and secretary Alan Green have largely been the master-minds behind these developments and plans. One result was that more than 100 members crowded into a hall in Marlow on a Saturday evening to hear some of the committee's proposals and to discuss both them and the views of other members and groups within the club. One result of this has been that Jim White (Boffin Computers) has taken over as treasurer and is looking at all aspects of the club's finances. The results of this and other actions are likely to lead to considerable and wide-ranging changes before next season. Alan Smith sent Mark Sempers off solo. John Herman, Lyndon Woods and Steve Williams have now got their BI ratings – and Alan Smith has his motor glider instructor rating.
Roger Neal

Borders (Milfield)

ON October 25, a scratch crew of Borders luminaries went to the Netherlands to collect an addition to our fleet, a Grob 103 Acro 103 III two-seater (the crescent-wing variant). They used a trailer borrowed from Yorkshire GC – thank you, Sutton Bank. On November 5 it received its Borders wave baptism with a climb to 10,000ft flown by Andy Bardgett and Kathy Maley. Mark Williams reached Silver height also that day. On October 27, during our final wave week of the season, a veritable Indian Summer sort of day, it waved splendidly. Our guests took advantage and Ron Jubb climbed to 14,100ft to gain Gold height and Silver duration while David Redfearn went to 13,500ft and



*Trophy winners and guests at **Bath, Wilts & North Dorset GC**: from L-R back row, are Jeff Humphries, guest speaker WeatherJack, Alastair MacGregor, Tom Bell, Steve Wareham, Mark Hawkins, and, front row, Laurie Smith, Mike Schlotter and Mike Thorne*

Gold height. One of the largest Neolithic settlements found so far in Britain, has been unearthed in the gravel quarry next to our field. We had the pleasure of flying the leader of the dig over the site in our Super Cub.
Leonard Dent

Bowland Forest (Chipping)

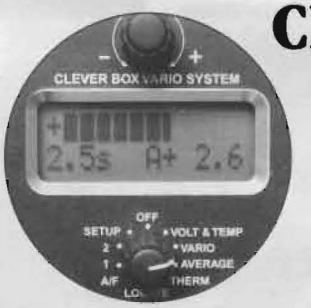
AFTER a successful trial we are now an all-plasma rope operation leading to slightly higher launches and much easier cable tow-outs. Our thanks go to Ian Pendlebury and Bob Pettifer for the many hours of work they put in developing and producing the Bronze exam-generating CD that has now been adopted by the BGA and distributed to all clubs for use. Congratulations to Kevin Bates, who went solo recently, and to Pete Desmond, our CFI, for his Diamond distance on a recent trip to South Africa... He stayed up only by virtue of knowing the lions were down there waiting for him!
Phil Punt/Tracy Joseph

Bristol & Gloucestershire (Nympsfield)

AN expensive year was reported to the AGM in December, but thanks were expressed to Andy and Elaine Townsend for returning a profit from the bar. Retiring chairman Barry Walker was also thanked. New officers are: chairman, Richard Grey, vice chairman, John French, secretary, Andy Townsend, and treasurer, Steve Tromans. Committee members are Nigel Smith, Dave Bland, Andy Davis, Chris Lemin, Jim Wilson and Trevor Stuart. We celebrate 50 years of flying at Nympsfield this year. Jill Starling is organising the



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Instructors Gerry Cox (left), and John Swayles, sent 16-year-old Ollie Wareham (centre) solo at ***Dorset GC***



Famous faces at a meeting of the ***Cambridge GC****'s Sigfrid Club, held monthly for old friends to meet, in honour of Sigfrid Neumann. From left: Ted Warner, Andrew Stephenson, David Braham, Anthony Edwards, Joanna Dannatt, Catharina Edwards, Bryce Bryce-Smith, Harry Boal, Colin Dews, Gerry Downing and photographer Andrew Hulme*

February dinner-dance at a new venue. Our Grob two-seater, nicknamed Hagar (the Viking), came off worst in a clash with some trees but luckily no-one was hurt. Graham Morris, standing in for CFI Tim Macfadyen, away on his travels, gave a talk on safe winch launching. Volunteers are busy re-covering a K-8.
Bernard Smyth

Buckminster (Saltby)

SPRING may be just around the corner, but we've had a busy winter at Saltby! Les and Ray have been using the local wave to good effect, with multiple climbs to over 6,000ft and one to 10,000 in the motor glider. Tim Kendall has gone solo. We said a fond farewell to Mike Entwisle, who is emigrating to Wales, after many years of service as an instructor. Thanks to the hard work of the members we now have a new office and briefing room plus a much-improved trailer parking area. Work now starts on the loos! Our inter-club team will be equipped with new gliders this year including a Libelle, Ventus 2, LS7 and LS8-18. Bring it on! The second annual Wood and Glass Competition is being held on the late May bank holiday – see our website for details. We are open seven days a week and visiting pilots are very, very welcome.
Chris Davison

Burn (Burn)

EVEN in the dark winter days our flying continues to thrive thanks to the enthusiasm of all pilots, especially a significant group of new members. Our autumn wave expeditions to Aboyne and Milfield were a success with Ron Jubb gaining his Gold height at Milfield. Richard Massington, Senior Air Traffic Control Officer for Robin Hood Airport (Finningley), gave a very interesting presentation to a well-attended meeting of members. He explained that it was the objective of the airport to get Class D Airspace within approximately two years but stressed that this should not put a block on our flights and that he did not anticipate having to refuse a request by a glider for entry to the airspace.
George Goodenough

Cairngorm (Feshiebridge)

DATES for Mayfest have been set as April 29-May 14, and we welcome back Walking on Air – flying for the disabled – who will join us during the first week. The soaring conditions up here at Feshie in May can be fantastic with many 300/500kms up for grabs. Spaces are limited so early booking is advisable (no booking fee) by contacting Chris@capercaillie.flyer.co.uk ASAP! First come, first served. Check details on our website at *www.gliding.org*. In the meantime, members are ferreting around in the hangar attending to Cs of A and sprucing up the clubhouse ready for the busy season ahead. We look forward to seeing you in May.
Chris Fiorentini

Cambridge (Gransden Lodge)

ONE of our K-21s is now back up and running (well, walking briskly) again and looking less crabby after its winter holiday in Poland. Last year saw a reversal in our fortunes with increasing membership and lower churn. The new on-line booking system developed by Steve Woolcock has made a major contribution to retention and is being looked at by other clubs. New catering and bus heating, courtesy of Mike Collins, has made the winter most agreeable: so much so that John Haswell soloed. In August we are hosting the Open Class Nationals, which means our regionals will be restricted to 30 entrants – if you want to enter, call us today. At the end of March we will once again be operating seven days a week and running intensive courses. By the way, if you fancy your chance of a 750km, CGC has achieved the most per head of membership – definitely the place to come.
Paul Harvey

Carlton Moor (Carlton Moor)

OUR small club continues to cling to life on the top of the moors overlooking the Tees Valley. The site is interesting to fly but requires accurate airmanship. Flying has been reduced in 2005 due to the poor weather, but enthusiasm has not been dampened. Our CFI, Ged Terry, is making his annual pilgrimage to Australia in January, and will no doubt return with more stories of his adventures "down under". It says much for Australian hospitality that they have him back each year. We fly Saturdays and Sundays throughout the year, and visitors are welcome, but telephone first so that we can leave the gate unlocked, otherwise it's a 500ft climb up the track. Visit our website for contact details and views of our hilltop airfield.
Nigel Ling

Channel (Waldershare)

CONGRATULATIONS to Matt Waters and Eddie Streeter on passing their Bronze theory tests. Flying achievements have been curtailed by the wet weather resulting in a waterlogged field, for which Waldershare is notorious. Winter maintenance is progressing well with overhauls and Cs of A for the glider fleet. The club is making steady progress in spite of the occasional setback. A recent break-in resulted in more than £1,000-worth of damage to one of the club's gliders. However, new members continue to join and morale at the club is high. Recently several foreign visitors have flown at the club including pilots from Belgium and Poland. After a successful Christmas campaign the club is well on the way to achieving this year's target – the acquisition of a K-21 by the end of the year.
Nigel Shepherd

Chilterns Centre (RAF Halton)

NEIL and Luke, in the Duo, have extended our ridge flying a little further; up to 80km via Steps Hill (short of Ivinghoe Beacon) some 10km north-east of Halton, and down to Howe Wood (south of Watlington) exactly 30km away, so we can now look forward to some more expeditionary flights seeking to utilise the Chiltern Hills to the maximum (more than 80kms?). In the meantime (when the wind is not on the ridge), Colin organised some R/T training to make the most of the winter months and improve our lot in the future. We are all looking forward to the thermal soaring season and the attendant competitions, while thinking of other members with different fortunes – from the sublime, soaring in the Andes, to something completely different, serving in Afghanistan...
Andrew Hyslop

Cranwell (RAFGSA Cranwell)

WE have just taken delivery of our new K-21 and we think it must be one of the first in the UK to receive the new aircraft registration letters – G-CKMW – unless anyone knows different? Our Halloween party was well organised by our associates from Nottingham University and everyone thoroughly enjoyed it. However, there was a penalty to pay for those not turning up in fancy dress, which was to wear the pink fairy outfit! Some quite enjoyed it. Some believed it would help them improve their soaring. And others felt that the wings would not generate enough lift to get them off the ground. The clubhouse has been refurbished; our thanks go to all those involved work, especially Jon Trueman, John Morris and Rob Sumner Finally, congratulations to James Fowkes and Przemek Dmochowski – our first solos from NUGC. Let's hope that this year the better soaring weather is at the weekend
Zeb Zamo

Deeside (Aboyne)

DISMAL weather through November and the start of December prevented much adventurous flying. However, Sasha Zamorouev went solo and Martin Johnstone also soloed, getting his Bronze leg and Silver height on his third solo. At our annual Dance/Ceilidh the following awards were made: Height Gain Trophy – Bruce Cooper, Club Ladder Trophy and Best Highland Club Cross-Country Trophy – Roy Wilson, Most Meritorious Flight – Tom Hansford, Club Person of the Year – Steve Thomson, CFI's Award – Charlie Jordan. Planning for Competition Enterprise in July and UK Mountain Soaring Competition in September is well under way, with entries already in for both events.
Mary-Rose Smith

Please send news to *editor@sailplaneandgliding.co.uk* or Helen Evans, c/o BGA, Kimberley House, Vaughan Way, Leicester LE1 4SE to arrive by **February 14** for the next issue (later deadlines at *www.gliding.co.uk*)















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Club news

Photos from clubs, opposite, *clockwise from top left: Ian Gallacher's view of Halton House at the* ***RAFGSA Chilterns Centre****;* ***Booker*** *pilot Alan Smith on a 318km task via Petersfield, St Catherine's Point on the Isle of Wight, and Bicester in Discus bt 208;* ***Booker*** *boys do travel: that club's Rob Trister snapped* ***Windrushers'*** *Jamie Allen, complete with Bee-Bop the staff parrot, at Turf Soaring, Arizona;* ***Shenington's*** *Geoff Purcell, meanwhile, went to Bloemfontein, South Africa, for his first ever landout on a 300km attempt; Val Phillips of East Sussex driving the winch on Christmas Eve – is that a wig, Val? Miriam Gillow took this shot of a K-13 and rainbow at* ***Cranwell****; finally, another K-13 features* (centre) *in the last flight of the day at* ***Carlton Moor***

This page, from top: ***Cotswold GC****'s Mike Weston took this view of fog-filled valleys about two miles north-west of Aston Down, looking south-west; Paul Cooper's shot of Sutton Bank (see also p34); Andrea Wahl's picture of a Capstan over Glen Feshie on an Oxford club expedition, with thanks to Claudia Buengen*







Denbigh (Lleweni Parc)

DESPITE some less-than-satisfactory weather for much of the summer, members of DGC and visitors managed some excellent flying. Dave Catherwood completed his Silver duration and his Cross-Country Endorsement, and John Sconce has completed his Cross-Country Endorsement. Time for both of them to make the trek away from home! We have a new solo pilot – Dennis Prosser. Well done Dennis! Several clubs have been up to see us, and experienced some excellent flying in autumn wave and on our ridge. You are welcome to come and sample our conditions for yourself. Call 01745-813774 for details.

Paul Jewell

Dorset (Eyres Field)

GERRY Cox has now completed his Assistant Instructor rating and 16-year-old Oliver (Ollie) Wareham soloed in November. Well done. We have bought an Astir CS77, which will be our first club fibre-glass single-seater, as an incentive to encourage more flying when it's not worth the hassle of rigging private gliders. We also hope it will encourage pilots who want to progress from the K-8 to something better. The K-8 is now back on line, and flying very nicely, after much expert wing refurbishing by Barry Thomas and Alan Coatsworth. I'm sorry to keep pushing this point, but without these few people who do all our maintenance, we would be in a sorry state. We desperately need some more members to volunteer for field and vehicle maintenance, especially in the winter. We have had a better influx of new members in the last couple of months, and still have a steady trickle of people for trial lessons. Wednesday is now pretty popular, mainly for solo flying, but training can be arranged by contacting Gerry Cox via our website. Our clubhouse catering is now supervised by Nick Barnes, who is providing a 'Gourmet' service including hot meals, much appreciated at this time of year. This means Gary Shaw has more time for making various signs, banners and flags for both safety and advertising.

Colin Weyman

Essex & Suffolk (Wormingford)

CONGRATULATIONS to Rob Godson and Guy Herbert on going solo. This takes our production of first solos to over a dozen this year. Membership is gradually increasing and we are considering ways of improving the club service to members. Having run a booked flying system this year for some midweek days this is one development we feel may be worth taking a stage further. In this context it is helpful to note the Cambridge GC experience as reported by John Birch in the last *S&G*. A change-over to Plasma rope is another project we have underway and winch roller mods are being planned in anticipation.

Bob Godden

Club news

Essex (North Weald)

PAUL Fournaise is working towards his Basic Instructor rating, whilst Vince Earl is in the process of revalidating his. We wish them all success. In this quieter period of the year it is maintenance time for some of the fleet and we are lucky to have our own heated workshop at North Weald. One of our fleet of K1-3s has been away for a complete refurbishment, or should I say in this day and age, makeover. It looks superb, one almost needs sunglasses to look at it, it's so shiny, even on a dull day! Several members are studying hard taking advantage of our warm clubhouse to attend Bronze lectures. We are eagerly looking forward to the club annual dinner, this is always an enjoyable occasion not least in trying to identify everyone when not dressed in their airfield rig! We are settled back at our North Weald (aerotow-only) site for the winter and, despite the changeable weather, flying and training continue under the watchful eye of our Deputy CFI Dave Hertzberg, whilst our CFI Don Ling is sunning himself in Spain. We hope he is bottling up some good thermals to release on his return!

Peter Perry

Fenland (RAF Marham)

APOLOGIES to all my regular readers expecting the latest exciting instalment about life in the fast lane for the Fenlanders but apart from a few sodden weekends there's not a lot to report... Watch this space!

Graham French

Imperial College (Lasham)

ICGC has had a very successful academic year so far. We have been flying as much as possible and have had many new members swelling the ranks alongside the familiar faces. Many people have taken their first flights and it's nice to see a good lot of people progressing well through their training. We have already had our first solo of the year – congratulations to Emma Worley. Aki Pakarinen also gained his Basic Instructor rating and flew his first pupils. We have been achieving on the ground too, as we have cleaned and re-painted the caravan, which now has hot and cold running water, a working loo and shower. Thanks to Brian Birlison for his plumbing skills and to all those who helped out!. Shaun Murdoch organised a very successful Christmas Dinner, with a twist – the Christmas Pizza was definitely one to remember! Our Winter Tour was planned to Portmoak and at the time of writing we hope to have some good ridge flying and if we are very lucky, some wave.

Sally Longstaff

Kent (Challock)

HERE in Kent, we have had a number of successes over the winter season, despite some freezing temperatures, heavy rainfall and an airfield/quagmire! Typically, as the fine-weather pilots went into hibernation, several members have been able to make the most of a higher instructor-to-pupil ratio, resulting in some much-deserved successes. Our congratulations go to partners Alan Murdoch and Gen Francis, Durran Hunt, Richard Miller and Joshua Hurley for their first solo flights; and also to Malcolm Kerley for achieving his Diamond height up in Aboyne in an ASW 19. With no doubt a busy season fast approaching, we look forward to coming badge and instructor successes for our members; as well as going back into full-time operation in only a matter of weeks. With our excellent facilities, friendly faces and a superb fleet, why not pay us a visit? Keep up to date with our news on our new-look website at *www.kent-gliding-club.co.uk*

Darren N Palmer



*The "Three Rs" (retired, rich or redundant) Wednesday group at **Lincolnshire GC**, on Henry Draper's 85th birthday. Henry, who served in air defence in World War Two, soloed in 2001 and says gliding gives him new friendships, a sense of achievement and opens up a new world of aeronautics to him. He flies regularly with an instructor. Back row, from left: Jim McLaren, Ron Naylor, George West, Bert Barker (chairman), Henry, David Laidlaw, Eddie Richards, Ian Butler, John Brookes and Dave Ryder. Front row, from left: Bill McClean and Eric Hughes.*

Lasham Gliding Society (Lasham)

OUR manager, Colin Dennis, is leaving to join an aviation company in the Midlands. We thank him for his innovative ideas during his stay at Lasham. Alan Meredith has relinquished his position as tugmaster due to his regular detachment in charge of aviation activities at the British Antarctic Survey. Rumour has it that he is teaching the penguins to fly. He has done a first-class job both for Lasham and the BGA. Thanks, Alan.
We welcome Nick Hughes as tugmaster in his place. The static caravan park has been greatly improved to comply with the requirements of our district council, thanks to the hard work of Roger Downing. We have an excellent new trailer for the K1-3s and the Grob. We are expecting delivery of a second DG-1000 in the New Year. Soaring fees for our K1-3s, K-21, Grob, Duo Discus and DG-1000 will be identical this season. The Airfield Development Group, chaired by Nick Hughes, has been very active with plans for development of the South side of the airfield, hangars with side doors, and a second static caravan site. Also, runway improvements and changes to the maintenance of the airfield surface are proposed. We are closely following proposed planning changes at nearby Farnborough.

Tony Segal

Lincolnshire (Strubby)

CONGRATULATIONS go to Will Mclean on going solo and Brian Bromily, who has completed his Bronze. The club has finally acquired a clubhouse in the form of a large residential caravan, which is in the process of being installed. We have also obtained for members' use an Astir CS to supplement the overworked K-8 in the summer. It's already proved very popular with those who have flown it. A lawn tractor has become our latest glider retrieve vehicle. The committee has grown also. Ian Butler has taken over as Safety Officer and Dave Fenn has taken over from Dave Laidlaw as Aircraft officer.

Dick Skerry

Nene Valley (Upwood)

WE now have two more Basic Instructors, Alan Wyse and Dave Mansfield. Pete Seymour now has his Assistant Rating. The Social Committee arranged a late afternoon buffet to celebrate these achievements. Autumn has seen the aircraft maintenance team hard at work, we hope to have our refurbished K-7/K-13 on line by the end of January. The January shutdown will have seen the hangar (long awaited) clear-out plan completed, as well as repairs by our ground equipment team to both winches, tractors and the Transit tow-out vehicle.

Dave Mansfield

Newark & Notts (Winthorpe)

HAVING missed an issue it seems I have to go back as far as our magnificent second-to-last in the Pocklington two-seater competition, beating the glider which failed to turn up in a hard-won race. After completing his BGA soaring course, Robert Starling promptly roared around our local 100km triangle to get both parts of his 100km diploma. Trailing behind at a more leisurely pace the treasurer in his ASW 15 also completed his 100km. Congratulations to Dave Redfearn on his 13,000ft wave flight for a badge during our annual trip to Milfield.

Noel Kerr



*From left : Matthew Hogan, being congratulated by instructor Ken Payne after soloing at **North Wales GC***

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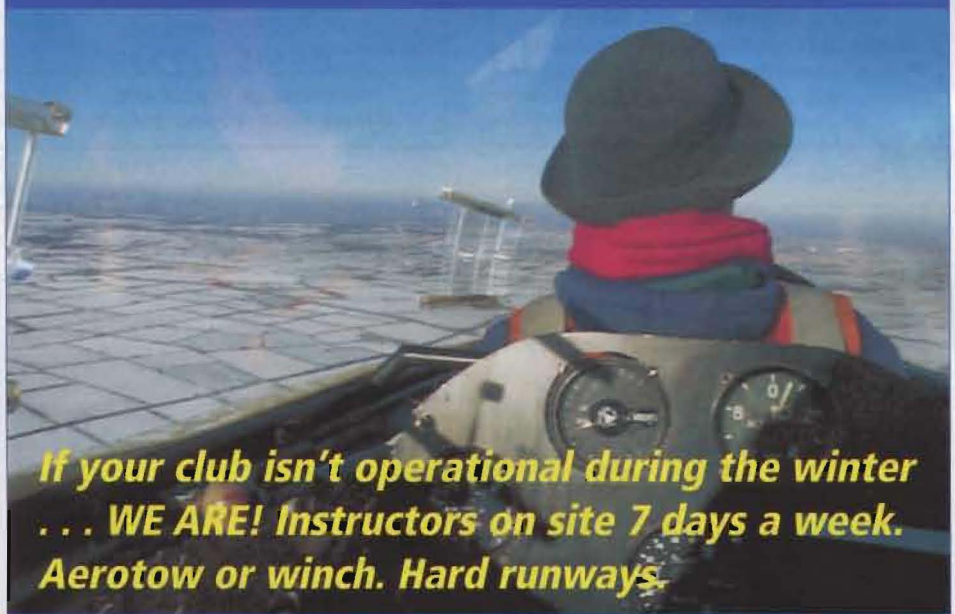
*Congratulations to Adam Deacon of **South Wales GC** at Usk, who soloed on his 16th birthday. He is pictured with his instructor, Ken Counsell*





*Roisin O'Neill-Ellis photographed at **Southdown GC**, moments after her five-hour flight on October 3, 2005, thus completing her Silver Badge (Brian Bateson)*

SHENINGTON GLIDING CLUB



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Wolds GC held a 'Barnstorming Day' in November: a club K-21 was towed to a stubble field some 12nm away for members to experience 'real' field landings. Needless to say, adds Mike Drayton, the landowner's permission was obtained first! (Val Drayton)

Club news



*Cadets Craig Toull and Sherida Hurst with instructors Dave Crowhurst (left) and Robert Theil (right) at **PSGC***

North Wales (Llantisilio)

WE are pleased to report that one of our junior members has achieved his first solo flight right on his 16th birthday on December 3. Matthew Hogan was only 13 when he joined our happy band and at an early stage showed his instructors that he had the potential to be a very competent glider pilot, it is to his credit that he carried on as P2 for two and a half years and is always keen to lend a hand in all aspects of the field operation, while he must have been feeling rather frustrated. Matt was rewarded earlier this year having been granted a bursary from the Caroline Trust to help him with his finances – though it was well deserved he was most grateful, so congratulations, Matthew. During what the press call a slow news period we have been clearing up some of the lesser visited parts of our site and finding willing buyers on Ebay for what we considered to be junk, such as an old winch engine block and the flat top chassis of our old launchpoint caravan. They paid the Hon Treasurer good money, much to the surprise of all, which was more than enough to provide the club with a good replacement towing vehicle.

Brian Williams

Peterborough & Spalding (Crowland)

CONGRATULATIONS to our two cadets, Craig Toull and Sherida Hurst, who have been flying with us on our cadet scheme for the last year or so, who both soloed on the same day! Sherida is the first girl at our club to go solo on her 16th birthday. Ben Gilbert, one of our ex-cadets, has just completed his PPL, following a sponsorship from the RAF. Our Aboyne trip was a successful social week as always, in spite of the weather letting us down a bit. Our CFI, Jeff Howlett, got to 13,500ft and had a new axle fitted to his trailer on the way home.

Robert Theil

Portsmouth Naval (Lee-On-Solent)

WE do get winter wave activity at Lee, but unfortunately it's mostly to be found on the beach at the end of the runway. The lack of soaring prospects has not however stopped us making good use of what flying days there are at this time of the year. Under the auspices of Roy Gaunt, we have run two weekend instructor courses, which have dramatically lowered the average age of our instructor contingent as Fran Aitken, Rob Coulson, Zoe Harris and Andy Payne all qualified as new Basic Instructors. Our RF5B has made a welcome return to the air after a long period confined to the hangar while her engine was completely overhauled. Unfortunately she has not completely shaken off a reputation as something of a Hangar Queen as she is back on the ground while an undercarriage problem is sorted out. Ah, the joys of aircraft ownership... Our chairman, Andy Edney, is hard at work behind the scenes securing PNGC's future at Lee on Solent. The airfield situation is slowly becoming clearer and we hope to be able to report favourably in the next issue.

Steve Morgan

Rattlesden (Rattlesden)

OUR Annual Dinner and awards evening was held on November 12, and nearly 60 members and their partners attended. Mark Taylor wore the carpet out collecting awards – he received the Numb Bum award, Cunningham Triangle, and the Jean Towse cup jointly with Brian Partridge. Lorna Willcox received the Landlord's cup for most improved pilot, Paul Roche got the Open Ladder and Pete Harrison got the Woody Winch trophy (again!). The new trailer park is making progress with 12 hitching bars in place and more to come; our thanks to Nigel Clarke for making the posts. We have welcomed eight new members to Rattlesden during the autumn – Michael Forsdick, Dominic Green and his son Simon Greenmoore, Graham Hackett (who has gone solo), Mike Jillings, Brett Noble, Stanza Slezacek and Joachim Wendt.

Helen Page

Scottish (Portmoak)

ANOTHER year just starting and already we have a full list of evening lectures. Our Christmas advertising on the local radio and in local newspapers has been very encouraging with a run on voucher sales. As I write this, we are all eagerly awaiting the arrival of John Williams' Antares (see last *S&G*), and look forward to watching this electric motorglider in action. Walking On Air (WOA) will be familiar to most visitors to Portmoak and has had a few mentions in S&G over recent months, but towards the end of last year they reached a very important milestone. Steve Derwin, who is chairman of the British Disabled Flying Association, has become WOA's first disabled pilot to attain Basic Instructor rating. Other achievements this winter include ones by Mike Cartney, who completed his Silver duration to claim his full Silver, and Dave Allen who is our latest Assistant Instructor. And finally, a plug! For those of you who read the excellent article on hill soaring in the last issue of *S&G*, and want to practise your slope soaring skills, why not visit us at Portmoak and try soaring our Bishop and Benarty hills?

Ian Easson

Shalbourne Soaring Society (Rivar Hill)

WITH 2005 now over it's time to reflect on some of our successes. Midweek flying really took off, with many Wednesdays busier than the weekend. Much of it is thanks to Colin Baines acting as duty instructor and a solid following who turn out every Wednesday either to further their efforts towards flying solo, or just to enjoy some of the fine weather soaring the midweek seems to have been blessed with. Jerry Pack's evening progression instruction has been excellent; a Wednesday evening would not be complete without a last hangar flight in the semi-gloom just after sundown. Congratulations to Jerry and to Ayala Liran who have built on their success in competition by finishing 1st and 4th respectively at the Dunstable Regionals, Chris Keating for his Bronze, Greg Rybak for his Silver, Alan 'Big Ugly Fireman' for soloing and Gordon Shepherd for re-soloing. The new Pirat syndicate (they know who they are – half the club, seemingly), have brought back fun to gliding. We've had the pirate headscarves and can't wait for the wooden legs and parrots in 2006!

Simon Holland



*At **Shenington**, 16-year-old Mark Lacey was sent solo by Lu Kennington in K-13 DDB*

Shenington (Shenington)

LU Kennington and Bruno Brown have tied the knot! On November 23 they made it official at the Registry Office in Banbury, followed by a celebration at the Thai Orchid. Geoff and Annette Purcell have just returned from Dick Bradley's Soaring Safaris in Bloemfontein, South Africa and flew seven days out of eight in challenging conditions. A first ever landout for each! Meercats on the airfield kept a good lookout. On Bonfire Night Party, more than 80 turned up but it took 20 pyromaniacs more than half an hour to light the fire despite employing the usual inflammable accelerants. John Vella Grech, who still considers Shenington his spiritual home, though now based at Sleap, came back to Shenington to complete his first thousand hours of quality time on November 17 in his Discus Q5. John's previous 15,500 hours were mostly on Boeing 737s. Congratulations to Robin Jackson for completing Bronze and converting to the Astir. Cross-Country next!

Mary Meagher



Club news

Shropshire Soaring Group (Sleap)

YESTERDAY, with low cloud, the Twin Astir was on the ground before the tug. On the day I'm writing this, the sky was clear and lenticulars signalled wave reachable only with a lengthy tow or a motorglider. On both days Ric Prestwich and I chose the latter and flew in hill lift and wave. With several of our members now power or self-launcher qualified, popping across to Seighford and vice versa is now a regular feature. With recent weekend weather apparently relentlessly anti-glider, motorgliding is a welcome addition to our activities whatever the purists may say. The Twin Astir now has a new and larger syndicate and is also keeping everyone current. Matt Woodiwiss seems set to replace his Dart with an Astir. If the weather is half-way reasonable we have a good turn-out at weekends. A change of management in the canteen, which we share with the Shropshire Aero Club, means that we are certain of hot drinks and meals every day from 10 to 4, even if the weather is not conducive to flying.

Keith Field

South Wales (Usk)

CONGRATULATIONS to Adam Deacon, who soloed on his 16th birthday and also to Stuart Edinburgh who has gone solo. We have a few new gliders on site – Ian Kennedy and Andrew James are like two big kids with their new toy – a cracking Nimbus 3.5, James Collins with his immaculate Oly 463, and Dave Allen with his lovely Astir. We have enjoyed quite a few wave flights and mountain flying already this winter and are looking forward to lots more! We were very fortunate to receive a substantial bequest from Hugh Evans, who was a founder member of our gliding club – we will certainly be putting it to good use in his memory. As a former treasurer of the club, it is mainly thanks to him we are in the fortunate position of owning our field. Our annual bonfire party was well attended. Our AGM is scheduled for February.

Janice Phillips

Southdown (Parham)

THE BBC Met Office attributes our current cold weather to a phenomenon known as, 'The Atlantic Oscillation'. The end result seems to be an unusually high number of northerly days, which suits us very well at Parham. Visiting pilots from other clubs are welcome but it is vital to join us at the early morning briefing in order to brush up on the rules of ridge running. Prior to the arrival of the Arctic blast, Paul Fritche added his name to the select band of pilots who have flown a 750km task from Southdown. Howard Joseph, Howard Burns and Sean Swan have recently soloed. Our recruitment is up this year with 63 new flying members, and a Group membership from University College Chichester. We believe that there are two major factors to account for this welcome upturn in membership. Firstly, we abolished the joining fee and secondly, we encouraged our office secretary to take up flying. Her new-found enthusiasm is apparent to anyone phoning the office and it seems to be paying dividends. Our President Joan Cloke, and the Vice President Jim Tucker have recently been discharged from hospital after serious illness. To have them present at the Christmas Dinner and Awards Evening is an added bonus for the club.

Peter J Holloway



Tim Treadaway after going solo on his 16th birthday at ***The Soaring Centre,*** *being congratulated by proud father Paul, who flew the tug* *(Basil Fairston)*

Suffolk Soaring Club (Rougham)

THIS is our inaugural entry in Club News. Suffolk Soaring Club was born out of the desire to form a group where the emphasis shifts towards the soaring, cross –country and racing enthusiast, where trial lessons and ab initio training would not be offered and aviation will only be committed when conditions are conducive to exciting flying. The decision was made that there would not be offered and aviation will only be committed when conditions are conducive to exciting flying. The decision was made that there would be no search for public funding. Firstly, this allows the club to welcome members by invitation only. At present, the criteria for membership are: an enthusiasm for exhilarating flying; access to a glider; Bronze Badge and Cross-Country Endorsement and/or the agreement to participate in the upkeep of the airfield and the (limited) facilities of the club. Secondly this allows the club to function without much of the costly infrastructure, including club aircraft and clubhouse that can become such a financial burden. SSC has been inaugurated as a BGA-affiliated club, chairman Terry Slater, with a base at Rougham Airfield, near Bury St. Edmunds. The main grass runway (09/27) is smooth, flat and 950m long, with ample parking and manoeuvring space. There is water on site and aircraft fuel available by bowser. By the start of the season we will have mobile buildings to provide storage, briefing room and basic social facilities. We share the airfield with other sport aviation organisations and visiting powered aircraft. Sir John Agnew, air enthusiast and owner of Rougham Estates, hosts six large events during the summer, including his own airshow, on the airfield. The club has a Rallye 180 tug. Gliders based here so far are a Grob 109 motorglider, two LS8s, an ASW 15, a Nimbus 3TD and a Twin Astir. We have 15 paid-up members at the time of writing. We welcome any interested visitors, powered or come over and launch with us on a soaring day. Many competition kilometres were flown by members last summer, and since then, we have flown regularly at weekends (tug pilots are available on demand during the week). The club hopes to take advantage of the unusually high proportion of instructors in the membership to offer instruction to the post-solo cross-country pilot. Finally, we would like to say a massive thank you to Sir John Agnew and his Estate Manager, Melvin Cocksedge for their enthusiastic assistance. Also for the interest and support so freely given to us by the BGA and the gliding clubs of East Anglia, particularly Rattlesden GC.

SC Slater

Stratford on Avon (Snitterfield)

TRIALS of plasma winch cable are going ahead with great interest from all members and proving very satisfactory so far. Obviously, it's early days yet and various weather conditions will give us interesting comparison after longer use, but so far the signs are very positive indeed. We certainly have higher launches and increased flying time from each launch. The reserve diesel winch has been overhauled by a team of volunteers, oils, filters, rollers, guillotines and controls, under the watchful eyes of David Searle and Martin Greenwood, followed by complete steam cleaning ready for repainting in landlord Richard Hobb's barn. Thank you in advance to everyone in the team. As announced at the AGM, Peter Fanshawe steps down as CFI from January 2006 after seven years in the post and hands over to Steve Brown, who will be assisted by Martyn Davies and Barry Kerby as assistant coaches for specific pilot development. Thank you Peter for seven years of dedicated service we all recognise the tremendous sacrifices you made for the success of the club. You may now do a little personal flying – in your spare time! The club Christmas Dinner and social evening was at a new venue immediately opposite the gliding club gates – so there is no excuse for pilots to be late on the flying list next morning after kipping down in the clubhouse and briefing room or control bus. Congratulations to the following award-winners: Barry Monslow (Tom Smith trophy for contribution to running of the club); Emma Sharp (most progress and badge ladder awards); Richard Ellis (best flight in a club aircraft); Phil Pickett (Andy Coffee Trophy – Spitfire); Peter Fanshawe (Fred Haines Shield); David Searle (John Simonite Trophy); Humphrey Yorke (Winch Trophy).

Harry Williams



Adrian Hatton (right) receiving one of his 3 awards, from CFI Joe Horwood, at ***The Soaring Centre's*** *annual dinner in November* *(Peter Burgoyne)*

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Steve Derwin, is Walking on Air's first disabled pilot to attain Basic Instructor rating. He's seen at ***Portmoak*** *in the back of WoA's K21 with his first pupil, Rhana Steel*

The Soaring Centre (Husbands Bosworth)

CONGRATULATIONS to Tim Treadway, who went solo on his 16th birthday in November, on both winch and aerotow. The tug for the aerotow was flown by his proud dad, Pete. Peter Davies completed his Gold height at Milfield. Thank you to those members who have been helping to rewire the hangar lighting. The LAK-19t demonstrator is now on site. It is with sadness that we report the death of club member Jack Hammond, who died recently at the age of 96.
Siobhan Crabb

Trent Valley (Kirton in Lindsey)

FLYING has been restricted due to poor weather; however, spring is round the corner. Congratulations to Gordon Bowes for gaining his Assistant Instructor rating. We had a great evening at our Annual Christmas "do" on December 3, with great nosh courtesy of Head Chef and Chairman Vin Marchant. At the time of writing, many of us were looking forward to a Christmas meal with the losers of the "Yellow Bung Trophy".
Janet Holland

Ulster (Bellarena)

FIRSTLY, I would like to thank Seamus Doran for all his hard work over the past few years as Public Relations Officer. Seamus has stepped down from the post and handed over to me, I hope I can fill his shoes. As this goes to press, our AGM will have passed. Our Capstan is now in the workshop for re-covering and a new colour scheme; we hope that all club members will help out. Our video night and barbecue was a big success and thanks to all the Dublin club members that came up for the weekend. DVDs of gliding in Ireland in the 1930s, shown on the night, are available at a cost of £10. Contact 07985 43866 to get your copy. We are getting excellent television coverage in the new BT commercial. We would like to welcome Ted Norman to the club and wish him a happy retirement and good, enjoyable flying around the north coast. Congratulations to Owen Anderson on obtaining his Inspectors Rating, to John Lavery being appointed Regional Technical Officer for Northern Ireland, to Tom Snoddy on getting his Motor Glider Instructors Rating (so everyone make good use of the Dimona). Finally, well done to Ronnie Elliott on going solo.
Finbarr Cochrane

Vale of White Horse (Sandhill Farm)

THE club held our annual dinner and prizegiving in November and our AGM in early December. The dinner was a great success, and amongst those receiving prizes was Jon Huband, who was awarded both the Clubman's Cup and the Eric Brown Memorial Prize in recognition of the huge amount of effort which he has put into the club, both as an instructor and tug pilot, and through sterling work on our ground equipment. Steve Nash is the club's new CFI, replacing Graham Turner, who stood down towards the end of November. Around the same time and after several years as tugmaster Stuart Pepler also stood down, and Jane Nash has taken on that role.
Graham Turner

Welland (Lyveden)

BOTH wave camps were generally disappointing. The only flight to climb significantly above circuit height achieved Gold height where a Diamond was sought. We should be seeing Vikki Asquith fly a little more often with the award of an Royal Aeronautical Society Scholarship. The field has been uncharacteristically dry this autumn so has been mostly flyable. Prizegiving heard Merryk Jones take the Chairman's Cup with a long speech associated with his long service to the club at its 50th Anniversary.
Strzeb

Wolds (Pocklington)

WEARING our new sweaters, socks and hats, we can look back on an excellent soaring season. Despite typical flying weather WGC pilots have been well placed in competitions all over the country et dans France. Jed and Stacey McCann have rightly achieved Assistant Instructor status. Charlie Tagg, whose topless photos sell for £5, has made BI and astonishingly so has Tony Kendall, whose photos don't! Derrick Roddie continues to do a sterling job in organising mini-courses for both new and not-so-new pilots, with increased membership as a result. Even on dry days, almost without exception, members heap praise on the 'Phoenix' launchpoint vehicle with its information centre and computerised briefing area. Looking to build on last year's successes, there are plans to provide more formal cross-country training during the coming season to ensure that at the very least the Northern Inter-Club League Trophy returns to its rightful place on our bar. Organised (and disorganised) outings to other clubs are on the drawing board for 2006 with many members wishing to expand their experience envelope. You have been warned! With the fleet back to full strength after the acquisition of a slippery LS4, and with the ruggedly attractive Puchacz improving training, we're all looking forward to a soaraway 2006.
Tony Kendall

Wyvern (Upavon)

IN a couple of months of indifferent gliding weather the only highlights have been the completion of Basic Instructor training by Paul Jessop and by Will Chappel, who now qualifies as the club's youngest ever BI. Well done to them both! Their achievement is particularly notable as they both seem to have spent more time in overalls improving the TOST winch than in the back seat of a K-21. Although soaring days have been in short supply conditions have been satisfactory for the training of ten QinetiQ graduates, without whom there would be precious few students at this time of year. At the AGM the chairman, Jamie Sage, reported favourably on the health of the club, with a recent surge in membership, sound finances, individual achievements by members in competitions and the customary 6,000-plus launches over 157 flying days. This, he said, made Wyvern one of the busiest volunteer-run clubs. Most importantly, for it is our raison d'être, the club has trained a significant number of (mostly young) members of the armed services in gliding on the seven weekday courses run by club members during the last year and on Wednesday afternoons. The CFI, Graham Sharpe, reported on a satisfactory BGA safety inspection, despite four accidents during the year (in which, fortunately, nobody was seriously injured). He encouraged all pilots to be vigilant and fly to the standard they have been taught regardless of whether they are recent solo pilots or have thousands of hours in their logbooks. Finally, with K-21 HYT being re-gelled in January and the club's advancement to an all-glass fleet, Wyvern GC looks forward to even greater accomplishments in 2006.
Andy Gibson

Yorkshire (Sutton Bank)

CONGRATULATIONS to John Carter on completing his Full Instructor rating, James Ewence for completing his Diamond Badge and to Ian Bullous for his Silver, Gold and Diamond distance. David Watson has taken over as CFI of the club with David Hayes taking a year out to take part in a round the world clipper race. Well done to Lean Jakuba on her conversion and first solo in her own Olympia 2B in November.
Marian Stanley



Glyn Yates and Louise O'Grady of ***Staffordshire GC*** *are emigrating to Australia (Paul Cooper)*



David Hill of ***Yorkshire*** *about to board the club Discus on September 25 to mark the anniversary of his first solo flight in 1955. He has written a brief memoir of YGC*



Ronnie Elliott with instructor Jimmy Weston after his solo flight at ***Ulster GC****, Bellarena*

A sobering experience

Despite the pressure of a busy launchpoint, our anonymous author decided to refuse a launch – and escaped a deadly trap he had unwittingly laid



A thorough DI. But if you rig and inspect with less than 100 per cent concentration you're asking for trouble (S&G)

A SUPER soaring day at a large gliding field in the Midlands, and the inevitable rush by the world and his wife to get into the air. My turn to launch and as I complete the final control checks I am aware of a small and unidentifiable clunk at the limits of the control movements. The duty marshal rushes up with the tow rope, hooks me on and gives the "take up slack" signal. As the tug moves forward, a slight snatch lets the glider over-run the rope and it back-releases from the C of G hook. As the ground crew rush to push the glider forward for a second attempt, I release the canopy and refuse to take the launch.

Tempers are rising as the smooth pace of the launchpoint has now descended into chaos and the air is blue with recrimination as I get out of the cockpit and insist that my sailplane is pushed off line so that I can locate the origin of the mysterious knock.

The removal of four screws from the tail fairing quickly reveals the problem and my blood runs cold. The two large nuts that secure the tailplane are only finger tight and not safety pinned, and although the control pushrods are connected to the control surfaces, again, the safety pins are missing.

At this point I must explain that this particular aircraft is a rare German V-tail type and because of the control linkages, there is interference between the rudder effect and the elevator at full deflection of the controls. This not inherently an operating problem since there is plenty of both rudder and elevator authority and in fact the system is quite cleverly designed. The clunk I had experienced, but initially ignored, had been the slight movement of both the loose tailplane units on their respective mounting shafts. In flight, continuous movement might well have loosened the nuts – and tailplanes – with disastrous results.

Recruiting a passing club member, I towed the glider back to its trailer while I pondered the problem. I had lost my appetite for flight that day and wanted to get to the bottom of what had gone wrong. My assistant, too, was puzzled: "How could you have done that?" she said. "It was only too easy, apparently," I replied. "No," she said, "I meant how could YOU have made such a glaring error?". Rather stiffly, I owned up that even 5,000 hours and more aviation experience than many folk was not a guarantee against lack of concentration.

As I went back over the events of the day a pattern emerged. After briefing several early cross-country pilots, I had rushed to rig my own glider in order to get on to the launch line. As the sole owner for more than 20 years, I was familiar with the aircraft and tended to inspect against a written checklist as rigging progressed. When the time came to fit the tail feathers, one of my acolytes had come to ask for some advice on his task – and this was the point at which things started going astray.

Rigging and inspecting with less than

'Distractions in any phase of aviation can prove fatal. I now make it a personal rule never to get sidetracked while rigging or inspecting aircraft – and never to disturb others'

100 per cent concentration is asking for trouble. In retrospect, I should have politely suggested that he either:
a) ask someone else, or
b) wait until I had completed my own chore before further discussion.

This distraction on top of my own eagerness to aviate on a busy soaring day together with the hurly-burly of a busy launchpoint had laid a deadly trap into which I had so nearly fallen.

Strange noises or any unusual feelings to controls should never be ignored. It is too late to find out once you've left the ground.

Over a period of nearly 40 years I have mis-rigged gliders about four times, but fortunately discovered the fault before flight in each case. Also in that period, I have seen at least three occasions where gliders have flown with one aileron disconnected and also witnessed another where an elevator had been mis-rigged.

During a visit to another club, I witnessed two partners rigging their sailplane while one of them was busy with his mobile phone cradled under his ear trying to conclude a business deal over the phone with a third party: "Up a bit," "Forward a bit," "Offer him another couple of grand," "Lift on the tip," "No, not you," "Tell him there's no deal," "Push harder". Well, you get the message. And this at a site where not one but two gliders had previously crashed following control mis-rigging.

The only time that I am aware of having flown a mis-rigged glider is many years ago when, on derigging a syndicate K-13, a spare set of drag pins was spotted in the wheel well. Further investigation revealed that they were not, in fact, spare, but the original pins, which had never been fitted. Not only that, the person who rigged the aircraft had carefully dismantled the spring-loaded locking pins and threaded them, complete with springs, through the drag spar eyes. When a somewhat rattled and aghast pilot tackled him, he claimed not to know any better and in any case it could not have been such a serious fault since the aircraft had flown all that day without any apparent problem, so what was the fuss? I left him in no doubt what the fuss was about and that ignorance should always be countered by enquiry.

Distractions in any phase of aviation can prove fatal. I now make it a personal rule never to get sidetracked while rigging or inspecting aircraft but also never to disturb others in the same situation. Always have a checklist peculiar to YOUR glider and circumstances and work to it rather than from memory. A final look around and a positive control check before flight will not only satisfy safety requirements but also remove some of the cockpit workload on a busy day.

Accident/incident summaries by Dave Wright

AIRCRAFT				DATE		PILOT(S)		
Ref	Type	BGA No	Damage	Time	Place	Age	Injury	P1 Hours
060	DG-100 Elan	–	None	—Apr-05	Incident Rpt	77	None	752

Ridge soaring conditions deteriorated and a number of gliders returned to the airfield. Two landed normally then the third, already somewhat low, continued to fly a conventional circuit. The pilot narrowly over flew the other gliders with his airbrakes still open and a high rate of descent that resulted in a heavy landing.

061	Ximango	G-MOAN	Minor	31-May-05 1355	Camphill	–	None	2000

After flying an approach to a go around before the flare to check the conditions, the pilot made a second approach to land. He flew a normal approach except that, with a slightly low airspeed and too much airbrake, the motorglider stalled at about two feet above the ground and landed heavily, damaging the undercarriage.

062	ASW 20F	2556	Minor	19-Jun-05 1455	Dishforth	–	None	193

The pilot was flying in his first interclub competition when he returned to the airfield. While keeping a tug visual to ensure he cleared the runway the pilot forgot to lower the undercarriage and landed wheel up on the runway.

063	K-13	1421	Substantial	09-Jun-05 1444	Snitterfield	74	None	127

The pilot had recently undertaken three flights as part of his annual refresher flying. Cleared for solo, he took a launch as the soaring conditions became less favourable. He became too low but left the decision to land in the undershoot field too late, hitting the posts of the boundary fence.

064	K-21	3674	Minor	30-May-05 1440	Snitterfield	68	None	487

The experienced, but not very current, pilot had just completed his annual refresher training and was making a solo local flight. After a normal approach the glider touched down and bounced into the air before pitching down onto the nose wheel. It then oscillated from nose to tail wheel three times. He believes tiredness may have been a factor.

065	K-13	2554	Substantial	03-Jul-05 1213	Camphill	50 12	None None	194

After a winch launch to 950ft the basic instructor turned downwind towards a good cloud with several gliders circling under it. At 750ft he turned back to the airfield but hit sink and decided to land in a field. He was too close in so changed fields and hit a 5ft wire fence which rotated the glider and resulted in a nose down, sideways landing.

066	K-6e	4605	Write-Off	06-Jul-05 1620	Brecon Beacons	63	Minor	600

While soaring in the Brecon Beacons the pilot went on to a ridge he had previously used to wait for a shower to pass through his airfield. It is thought this had temporarily changed the wind direction and the pilot was unable to stop the glider being forced onto the hillside. With minor injuries the pilot used his GPS and mobile phone to summon help.

067	Ventus 2B	4244	Substantial	03-Jul-05 1730	Marlborough	49	None	1300

While on a competition flight the pilot had to make a field landing on an area of rugby pitches. During the landing the right wing caught in long grass and spun the glider around, breaking the fuselage.

068	ASW 20F	3988	Minor	14-Jul-05 1400	Booker	79	None	250

The pilot, who was taking an aerotow, had selected neutral rather than the more normal negative flap for the take-off. During the ground run a wing dropped and while fighting this (not releasing) the glider bounced 50ft into the air and was released by the tug. The pilot turned back rather than land ahead and spun in. He was lucky to escape injury.

069	DG-100 & Robin Tug	2310	Minor	14-Jul-05	Bicester	60	None	3000

During a competition aerotow launch the glider's canopy came open. As the pilot tried to hold it shut he failed to maintain position behind the tug and climbed rapidly. Realising this he let the canopy go and released the rope. After a very low and abbreviated circuit he landed safely. The canopy levers may have moved due to normal wear and tear.

070	DG-200	4681	Minor	18-Jun-05 1557	North Deighton	44	None	297

After a good initial climb the pilot started out cross country. Finding no further useable lift he chose an into-wind brown field in an area of crop fields. After a complete circuit he concentrated on making an early touchdown with full flap and half airbrake. He probably allowed the speed to fall and failed to round out, landing heavily in soft ground.

BGA Badges

No	Pilot	Club (place of flight)	Date
DIAMOND BADGE			
706	Graham Morris	Bristol & Glos	27.9.05
707	Stuart Naylor	Fulmar	7.10.05
Diamond distance			
1-1045	Mark Szymowicz	Windrushers	7.8.05
1-1046	Stephen Jarvis	Bidford	7.8.05
1-1047	Anthony McNicholas	Vale of White Horse	7.8.05
1-1048	Robin Hodge	London	7.8.05
Diamond goal			
2-3313	Mark Tolson	Clevelands (Luesse)	17.8.05
2-3114	Roy Broadbridge	London	21.8.05
2-3115	Nigel Cottrell	East Sussex	17.9.05
2-3116	Philip Atkinson	Bowland (Shenington)	7.8.05
2-3117	Ian Bullous	Yorkshire	2.9.05
2-3118	Terence Slipper	Cambridge (Sisteron)	1.9.05
2-3119	Ian Young	Oxford	7.8.05
2-3120	Robin Hodge	London	21.8.05
2-3121	Laurence Wolf	Lasham	2.9.05
2-3122	Emma Salisbury	Clevelands (Luesse)	17.8.05
Diamond height			
3-1646	Billy Fisher	Fulmar	18.9.05
3-1647	Graham Morris	BGGC (Sutton Bank)	27.9.05
3-1648	Jon Lewis	Midland (Aboyne)	21.9.05
3-1649	John Klunder	Derby & Lancs (Aboyne)	21.9.05
3-1650	Malcolm Kerley	Kent (Aboyne)	30.9.05
3-1651	Paul Brewis	Midland (Aboyne)	14.9.05
3-1652	Brian Allen	Derby & Lancs (Aboyne)	18.9.05
3-1653	Stuart Naylor	Fulmar	7.10.05
3-1654	Roland Wales	Booker	6.10.05
3-1655	Ian Smith	BGGC (Sutton Bank)	27.9.05
GOLD BADGE			
2389	Jon Lewis	Midland (Aboyne)	21.9.05
2390	Michael Howey	Burn	27.9.05
2391	Barney Toulson	Soaring Centre	26.9.05
2392	Paul Cooper	Staffordshire	27.9.05
2393	Adrian Lyth	East Sussex	4.8.05
2394	Stephen Woolcock	Cambridge	16.9.05
2395	Alison Moss	Bristol & Glos	27.9.05
2396	Paul Holdnall	Wrekin	30.9.05
2397	Alison Mulder	Bristol & Glos	27.9.05

Gold height		
Billy Fisher	Fulmar	18.9.05
Martyn Johnson	Yorkshire	14.9.05
Adrian Lyth	East Sussex (Serres)	4.8.05
Dan Reeves	Derby & Lancs (Aboyne)	21.9.05
John Lewis	Midland	21.9.05
Jeremy Peace	Derby & Lancs (Aboyne)	31.9.05
Michael Howey	Burn (Aboyne)	27.9.05
Barney Toulson	Soaring Centre (Milfield)	26.9.05
Darren Judd	Lasham (Aboyne)	9.10.05
Paul Cooper	Staffs (Sutton Bank)	27.9.05
Peter Davies	Soaring Centre (Milfield)	26.9.05
Stephen Woolcock	Cambridge (Portmoak)	16.9.05
Alison Moss	BGGC (Sutton Bank)	27.9.05
Paul Holdnall	Wrekin (Lleweni Parc)	30.9.05
John Herman	Booker (Aboyne)	30.9.05
Ronald Jubb	Burn (Milfield)	27.10.05
David Redfearn	Newark & Notts	27.10.05
Alison Mulder	BGGC (Sutton Bank)	27.9.05

BGA Badges

No	Pilot	Club (place of flight)	Date
Gold distance			
Mark Tolson		Clevelands (Luesse)	17.8.05
Roy Broadbridge		London	21.8.05
Nigel Cottrell		East Sussex	17.9.05
Nicholas Pearson		East Sussex	17.9.05
Ian Bullous		Yorkshire	2.9.05
Adrian Lyth		East Sussex	17.7.05
Lawrence Wolf		Lasham	2.9.05
Emma Salisbury		Clevelands (Luesse)	17.8.05
BGA CROSS-COUNTRY DIPLOMA			
984	Daniel Welch	Bristol & Glos	17.9.05
985	Adam Spain	Kent	2.9.05
986	Tom Hansford	Deeside	14.9.05
987	Dawn Hammond	York	2.9.05
988	Robert Starling	Newark & Notts	2.9.05
989	John Roche-Kelly	Norfolk	17.7.05
990	Nigel Perren	London	17.9.05
991	Martin Hill	Shenington	7.8.05
992	Darren Judd	Lasham	2.9.05
993	Malcolm Huddart	Buckminster	2.9.05
994	Keith Goldsmith	Rattlesden	15.8.05
995	John Guy	SGU	20.8.05
SILVER BADGE			
11597	Billy Fisher	Fulmar	18.9.05
11598	Stephen Kaszak	Cambridge	17.9.05
11599	Robert Walker	Lasham	2.9.05
11600	Tom Hansford	Deeside	14.9.05
11601	Richard Brown	Devon & Somerset	17.9.05
11602	Robert Starling	Newark & Notts	7.8.05
11603	Michael Cartney	SGU	29.9.05
11604	Nigel Perren	London	7.8.05
11605	Christopher Day	Yorkshire	8.9.05
11606	Andy Sawicki	Lasham	17.9.05
11607	Robert Monk	Dorset	7.8.05
11608	Alan Veal	Surrey & Hants	2.9.05
11609	David Hyde	SGU	29.9.05
11610	Darren Judd	Lasham	9.10.05
11611	Michael Wood	Lasham	24.9.05
11612	Jim Pritchard	Lasham	24.9.05
11613	Myriam Pritchard	Lasham	24.9.05
11614	John Thompson	London	1.9.05
11615	Roisin O'Neill-Ellis	Southdown	2.10.05
11616	Simon Holland	Shalbourne	7.8.05
11617	Andrew Payne	Portsmouth Naval	21.7.05
11618	Robert Coulson	Portsmouth Naval	20.8.05
11619	Alex Stewart	Southdown	23.8.05
AEROBATIC BADGE			
Std Kwn	Glenn Turpin	Bannerdown	28.8.2005

Classifieds

Please send the text of your classified advert to Debbie Carr at the BGA office (not to the editor) – *debbie@gliding.co.uk*. Call 0116 253 1051 if you have any queries about classified adverts.

Please remember that, if you are emailing text, your advert may not appear unless we have received payment by post or credit card by the deadline. The deadline for classifieds to be included in the April - May 2006 issue of *Sailplane & Gliding* is **March 6, 2006**, after which any adverts received will be published in the following issue.

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Lo100 Project. Restored fuselage needs painting. Wing structure complete & needs ply & fabric covering. Components available including plywood and all metal fittings & canopy. Paint, glue and fabric covering materials required. Work and lack of spare time prevents me completing this project. Interested parties should contact Mike Woollard at 01462-711934 or 07974-106190 E-mail: Aeromikew@aol.com

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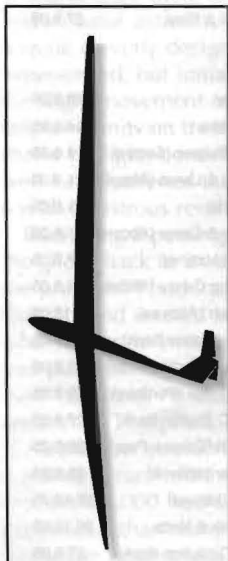
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Libelle 201B for (reluctant) sale. CofA to August '06. Contact: Jon Woodcock (jpwoodcock@yahoo.co.uk) 07796348860 or Phil Spencer 01604740671.

SZD-55 1998. 250 hours. Aerotow and winch hooks, Microair radio, Borgelt B50 and B40 varios, T&S, GPS, Avionic trailer (Cobra-style), Tow-out gear. All in excellent condition. Neil MacLean 0118 9429712

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British Gliding Association

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1st PRIZE – 50% of the prize money pool.
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Please complete the form below and return it to the BGA with your payment. Please note that only BGA members and their families may participate and that the BGA is registered under the Lotteries And Amusements Act 1976 with Leicester City Council.
Pete Stratten, Promoter

To: Pete Stratten, British Gliding Association, Kimberley House, Vaughan Way, Leicester LE1 4SE

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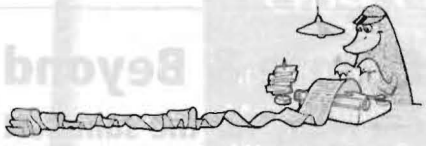
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INDEX TO DISPLAY ADVERTISERS

Advertiser	Page
Airborne Composites	42
Anthony Fidler	66
Baltic Sailplanes	40
BGA AGM	inside front cover
BGA Courses	43
BGA glider hire	43
Bicester Aviation Services	57
Black Mountains GC	6
Bruno Brown	57
Cair Aviation	52
Cambridge GC	33
Carole Anderson	64
Cerdanya	6
Competition Enterprise	57
Cotswold GC	66
Cotswold Gliders	65
CP West	24
Deeside Gliding	42
Emfo	65
European Soaring	64
EW Avionics	60
Flightmap Software	58
FlywithCE	57
Glider Instruments	57
Hill Aviation	41
HSBC Insurance Brokers	15
Jaxida Cover	58
John Delafield LX Avionics	9
John McCullagh	65
Joint Air Services	25
Lasham Gliding Society	37
Loch Kinord	66
London Air Show	40
Mason Restoration	65
McLean Aviation	15
Midland GC	37
Ministry of Defence	25
North Yorkshire Sailplanes	42
Oxfordshire Sportflying	42
Ozee	6
Pilot Flight Training	57
Premier Electronics	66
RD Aviation/AFE	inside back cover
Roger Targett	54
Scottish Gliding Union	57
Severn Valley Sailplanes	24
Shenington	58
Skycraft Services	24
Skylaunch	49
Soar Minden	40
Soaring Oxford	42
Southern Sailplanes	outside back cover
Southern Soaring	57
Sportavia	43
Stemme Motor Gliders	57
Stratomaster	42
TaskNav	41
The Platypus Papers	66
Wells Design	59
Windrushers	66
www.refinish.biz	14
York GC	6
Yorkshire GC	14
Zulu Glasstek	41

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available. Choose from a traditional Ni-Cd, the standard and reliable Ni-MH, or the lightweight, long-lasting Li-Ion. An AA alkaline battery case is also available.

The units have a 200 channel memory, allowing pilots to enter frequencies and six letter names for easy identification. They are supplied either as the 'Pro-pack' with NiMH battery and rapid desktop charger, or the 'Sport-Pack' with AA Alkaline Battery Case. All units come with a cigar-lighter power lead, antenna, belt-clip, carrying strap and manual.

IC-A6E Pro-Pack ICOMICA6 £299.95
IC-A6E Sport-Pack ICOMICA6SPORT £199.95
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Shadow GQ/SH £950.00



The **Silhouette** (right) has the same specification as the Shadow, but has an integral seat cushion and crossover harness. Dimensions 127 x 38 x 6cm thick.

Silhouette GQ/SIL £950.00

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