Sailplane & Gliding

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Launching at Dunstable on October 7, Ed Downham & Steve Lynn used their EB28's engine to cross the Severn (photo by Steve) *and soar Welsh wave before flying home to Dunstable – a 7-hour flight. For Trevor Stuart's story of how last January he introduced Steve to winter soaring in Wales, see p27*

Sailplane & Gliding

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Diary dates – 2007

UK and international competitions

Dan Smith Trophy	Dunstable	31/3–1/4/07
Overseas Champs	Ocaña, Spain	21/5–1/6/07
Aerobatic Nationals	Saltby	7–10/6/07
15-Metre Class Nationals	Tibenham	23/6–1/7/07
Eastern Regionals	Tibenham	23/6–1/7/07
18-Metre Nationals	Husbands Bosworth	7–15/7/07
Women's Worlds	Romarantin, France	10–22/7/07
Western Regionals	Nympsfield	21–29/7/07
Lasham Regionals	Lasham	21–29/7/07
Standard Class Nationals	Pocklington	21–29/7/07
Inter-University Task Week	Aston Down	28/7–5/8/07
Junior Worlds	Rieti, Italy	28/7–11/8/07
Europeans: 15m/18m/Open	Issoudun, France	3–16/8/07
Europeans: Club/Standard	Pociunai, Lithuania	4–19/8/07
Open Class Nationals	Lasham	4–12/8/07
Club Class Nationals	Lasham	4–12/8/07
Inter Services	RAF Honington	4–12/8/07
Booker Regionals	Booker	11–19/8/07
Junior Nationals	Tibenham	18–26/8/07
Saltby Open Trophy	Saltby	7–9/9/07
World Sailplane GP	Omarama, NZ	19–27/12/07

New venue – BGA AGM and Conference

DON'T MISS the 2007 event at Hellidon Lakes Hotel & Country Club, Daventry, on Saturday, March 10. More details on p14

News in brief

WE regret having to report the deaths of two glider pilots, in unrelated accidents. On August 30 a Dart crashed at Yorkshire GC. Its pilot, Barry Thompson, 56, from Bedford, later died. On October 2 a mid-air collision between two single-seaters took place near Sutton Bank. Peter Heywood, 48, of Finedon, died; the other pilot parachuted safely. The AAIB is investigating both accidents with assistance from BGA experts.

THE number of responses to August's Mode S consultation has been put by the CAA Directorate of Airspace Policy as 3,500 – although, they say, the number of "duplicates" may bring the total closer to 3,000. For more on Mode S, see p10.

The CAA is inviting nominations for its GA Safety Awards for 2006. These recognise good airmanship or practical skills and abilities when faced with potentially serious incidents directly related to flying. Only one-off incidents during 2006 will be considered. The closing date is Monday, January 15, 2007. Meanwhile, CAA Safety Evening dates are at *www.caa.co.uk*

SINCE the article in the last *S&G* about Flarm, there has been a big debate on its value in the UK and a member club has told the BGA that it might trial the system. Watch this space!

A BGA Tugging Safety Seminar will be held at Husbands Bosworth from 11-6 on Saturday, December 2. All tug pilots welcome. Food and drinks available. Details from the BGA.

APOLOGIES to Paul Haliday for the wrong picture credit in the last issue. The correct URL is *www.flightbox.net* (not *.com)*

THE winner of the BGA 1000 Club Lottery for September 2006 was R Barrett (£35.00), with runners-up NC Moorland and R Walker (each £17.50). The October 2006 winner was P Gray (£34.75), with runners-up H Pottinger and RS Maxwell-Fendt (each £17.37).

Europe extends its reach again

AFTER two years in the planning stage, the next major increase in the powers of EASA – extending its remit to cover aviation operations and the licensing of pilots – is nearing adoption. The change has significant implications for gliding in the UK, so BGA volunteers and staff have been working hard in partnership with their European colleagues to ensure the best possible results for pilots on a number of key issues.

Over the last few months the Aviation Working Group of the EU Council of Ministers has considered COM 579, the amendment that extends the scope of the original Regulation 1592/2002 establishing EASA, before it is passed to the European Parliament for approval. Information from reliable sources makes David Roberts, chairman of the BGA's Regulatory Working Group as well as the Treasurer-General of Europe Air Sports, cautiously optimistic at the time of writing about the final outcome.

But he warns that the battle – especially over the UK's GP-endorsed self-declaration medical – is not yet won. This medical is unique to the UK and its adoption across Europe would have the potential to create problems for a number of vested interests. It now appears possible that the decision on whether to recognise such a medical may be left to EU Member States at national level. This is not an issue for UK pilots in the UK, as the CAA and DfT are very supportive of the concept at home and abroad, but it might be problematic if you want to fly elsewhere in Europe, because other EU States may retain the JAR Class 2 medical as their chosen standard. Two other areas of concern are also being worked upon: the exact nature of "assessment bodies" and the definition of "commercial operations". Earlier wordings of the latter could have caused difficulties for BGA member club activities, such as training and trial lessons. New wording has been drafted. It has yet to be seen at the time of writing but, in any case, the hope is that detailed interpretation of what constitutes "commercial" operations will be contained with the Implementing Rules (IRs) rather than decided by those representing the 25 Member States. These IRs will be drafted first within a sub group of MDM 032, an EASA group of experts in which air sports, including gliding, are represented in force.

All these developments reinforce the point, says David Roberts, that in 21st-century Europe, air sports like gliding must exert informed influence not only at the technical level (eg, at EASA as an Agency of the Commission) but also at the Member State (leading civil servants) and the political (MEP) levels – and not only in one country but across all Europe. Whilst the UK has been punching above its weight recently, at the end of the day it is just one voice. Others need persuading of the merits of the case.

How to get your club's Child Protection sorted

I WAS aware that my club, Burn, had been looking for a volunteer to take the position of Child Protection Lead for some time with little success. The pressure on the club to get a policy in place quickly went up with funding secured from the local council for a number of scholarships. For years, the few children on the airfield were accompanied by their gliding parents and had been brought up with airfield life. Suddenly we were expecting a number of teenagers delivered to the field and left in our care. In addition, the club lease would be up soon and any additional funding from the Sports Council and Lottery toward a new site would require that a suitable Child Protection Policy be in place.

I have managed to get to my mid-40s avoiding all parental responsibility and wondered if I would be suitable for the role of Child Protection Lead without this grounding. I decided that with my training and experience as a police officer I would be able to use my knowledge to get the ball rolling. So, to the committee's relief, they had their volunteer. I contacted the BGA and promptly received their Child Protection Policy and Procedures document pack. I trawled the internet and compared this policy with those of a number of other organisations. I still had more questions than answers. I was relieved to hear about the free BGA child protection seminar.

I secured our places on the course by a short email and overnight accommodation at Aston Down was equally easy to arrange. Cotswold GC made us all very welcome.

Interestingly, conversations with members at Aston Down highlighted they have the same general problems we have at Burn. I think it's generally accepted that we, as a movement, need to encourage more youngsters into the sport because without them, we have no future. And, if we are successful in generating more youth membership, this will add more importance to getting child protection right. Aston Down was well represented on the course with chairman Mike Weston alongside representatives from other local clubs. I was disappointed to see empty chairs.



Phil Burton

The course *(some participants are pictured above)* began with introductions and a quick quiz, designed to gauge level of knowledge and emphasise that all "normal" people have slightly different values. The lecture moved on to cover policies and procedures and introduced the "Safe" pack. The presentation continued using PowerPoint slides covering the relevant legislation interspersed with very useful anecdotal information from Phil Burton, the course presenter and BGA Child Protection consultant.

After a short break the course resumed with input on recognising abuse, dealing with allegations, a number of case studies, the mine field of Criminal Record Bureau checks and a further quiz before ending with questions. In total it lasted approximately three hours and the content and the pace of delivery was spot on. The handouts that accompanied it proved to be very useful and all attendees received certification, valid for three years.

I would strongly recommend that all appointed Club Child Protection officers and their deputies attend one of these courses and I will also be asking senior officials at Burn to follow Mike Weston's lead and attend one of the courses in the New Year.

Stu Leadbeater



Left: the end result of all that instructor coaching: the proud face of a pilot who's gone solo at 16 – Simon Hawkin after being sent solo by Bob McLean at York. If you think you'd like to have a go at teaching others to fly, try reading Stepping up to instructing *(right) and the two personal accounts from newly qualified BIs (p40). You can then find out more by looking at the advice on* www.gliding.co.uk

Coaching in 2007

SEVERAL factors converged at the end of 2006 to put BGA instructor coaching under the spotlight, creating an opportunity for the Association's Executive Committee to act on advice about Assistant Instructor Courses – from clubs, from the BGA Safety Initiative, from the BGA Treasurer and, particularly importantly, from the Instructors' Committee. This input prompted the BGA's decision to trial a different way of delivering these courses: offering a choice of venue to clubs and trainees, while maintaining quality standards and ensuring the most efficient use of scarce resources. The effectiveness of this one-year trial will then be reviewed before plans are made for 2008 and beyond.

Four factors in particular have been taken into consideration. Firstly, the Safety Initiative team has turned its attention to instructing-related accidents and there is a view developing that we will soon need to revisit instructor training in the light of its findings. Secondly, the BGA must consider ways of delivering the best quality standards in parallel with any future changes to the course structure. Thirdly, there is the very important question of exactly what the BGA fleet should consist of in years to come. And last but by no means least, the 2007 trial responds to feedback from clubs who would like instructor training available a little closer to home.

A separate and noteworthy development earlier this year was Simon Adlard's decision to retire, after many years of excellent service as Assistant Coach and then National Coach. He ended his contract with the BGA as planned during November. Although we are sorry to see him go, we are delighted that Simon has offered to take on the role of Senior Regional Examiner in the North West at some point in 2007, so we will all continue to benefit from his advice and skill. Given the fast-moving regulatory environment and the changing coaching needs of BGA clubs and their members, we now need to reflect upon and where appropriate redefine the role of the National Coach. We intend this review to address the wider needs of clubs and pilots in a world where many of us now expect more from our flying, our clubs, and indeed the BGA.

So how does all of this affect anyone who is thinking of becoming an instructor during 2007? Mike Fox is continuing to provide the BGA with coaching direction and input and by the time this *S&G* is published, the BGA will have finalised arrangements with four clubs to host the 2007 BGA Assistant Instructor Course programme using BGA-approved coaches. The locations and dates will be announced in December. Those requiring a course place will be able to choose from a variety of dates and locations; and all courses will be limited to a maximum of four candidates, with a candidate-to-coach ratio of 2:1. The advice is the same as usual – please plan ahead and book early. We expect that the courses during 2007 will be just as challenging, just as much fun and as highly rewarding as ever. Please keep an eye on the BGA website, the BGA Newsletter, your club noticeboard and this magazine for course dates.

Pete Stratten
BGA Chief Executive

Stepping up to instructing

BGA CLUBS are almost always looking for new instructors. The role can be demanding but frequently extremely rewarding and, although most instructors are keen, very few people (as in almost everything in life) enjoy doing the same thing forever. The very fact that you're reading this probably indicates that you have the right motivation to get involved with teaching people to fly, even if only for a couple of years. So that's **step one** out of the way!

Step two is to visit *www.gliding.co.uk/instructors* and identify whether you have the right experience. Don't be put off by the detail on the website. Take some time to understand what the BGA is looking for: existing, proven competent and safe soaring pilots, who can be helped to meet the instructing standard required through some excellent training.

Talking to your CFI is **step three**. He or she will advise you further and, assuming that they realise what they would be missing otherwise, they will help you with the pre-course preparatory training as described on the record card – available as a free download at *www.gliding.co.uk/instructors/forms*

Step four is commitment time! If you are looking for a Basic Instructor course, you can either arrange a course through your CFI, your Senior Regional Examiner (*www.gliding.co.uk/instructors/contacts*) or via the BGA office (*office@gliding.co.uk*). If you need an Assistant Instructor Course, please contact the office and book your preferred course date. Course dates are published on the website and elsewhere.

And, of course, **step five** is to have fun on a course, realise that there's more to teaching than you thought and be ready to become a better pilot. At the end of the course you and the coach partially complete an application form that is then completed following a short session of flying with your CFI.

Finally, don't be put off by other club pilots who have no idea how enjoyable BGA instructor training has become in recent years. It is also worth bearing in mind that more and more clubs have identified at last how valuable their instructors are, and so subsidise them through their course in anticipation of future guaranteed benefit. It might be worth having a word with your club chairman about that one.

For first-hand stories from two new BIs, see p40 of this S&G

BGA instructor administration process – what's new since October

ON OCTOBER 1, the BGA revised its instructor administration process. Why, you might ask – the BGA is a keen exponent of the approach that if it isn't broken, don't fix it. That said, since we must ensure that our controls and governance are maintained at a high standard, all processes are kept under review. In the course of this, the BGA decided to modify some processes and by doing so:

– Filled gaps through which individual instructors might inadvertently drop past quality safeguards;
– Provided auditable records;
– Made reference material more readily available to those who might consider becoming an instructor, or to who should be encouraged to find information;
– Reduced the amount of office administration time.

We are relying on *www.gliding.co.uk* to provide the first point of contact for advice and any forms required to apply for a rating, or to report any changes to a rating, so please check the website before phoning. Rating record cards are available as a free download. A new range of forms has been developed – *see www.gliding.co.uk/instructors/forms*

Individuals should apply to the BGA office for their Assistant Instructor Course. Once it and any subsequent testing have been successfully completed, the correct application form, available on the BGA website, must be submitted to the BGA along with any payment due. An email will be sent from the office confirming receipt of the paperwork and action on the application. The same applies to completion courses, refresher courses, revalidations and renewals – please submit the required form, available on the website, and the BGA office will respond by email confirming all is well. Thank you!

Gliding in pride of place

Our sport was extremely well represented in the RAeC's 2005 award ceremony this October. The following awards went to gliding – three of them to individuals who have made a great contribution to *S&G*

THE PRINCE OF WALES CUP

The British Team had a very successful 2005 in major international competitions. This has been characterised by professionalism and mutual support among the team members. The Junior Worlds at Husbands Bosworth produced Gold for Mark Parker, Silver for Jon Meyer and Bronze for Andy May in the Standard Class.The Women's World Championships in Germany resulted in British Silver and Bronze medals. The European Championships in Finland and Slovakia resulted in a Gold, two Silvers and a Bronze medal in three classes.

RAeC BRONZE MEDAL

David Wright served the BGA for 20 years as volunteer manager and developer of its Accident and Incident Database, and supplied accident summaries to *S&G* and safety publications. His experience has often led to the correct resolution of conflicting accounts and data, and to reappraisal of evidence. He has also given long service on the BGA Safety Committee, where his advice has been invaluable.

RAeC CERTIFICATE OF MERIT

Hugh Browning, as a retirement project, has carried out a major two-year analysis of the records of over 2,500 gliding accidents and incidents from 1987 to 2004. This has provided valuable statistics and enabled the BGA to focus its safety initiative on the major areas of concern. His analysis and ongoing role as a BGA Regional Safety Officer have made a significant contribution to safety.

THE NEXUS TROPHY

Neil Stuart Lawson was a professional photographer and glider pilot. He linked these two subjects and built up a library of gliding and other aviation pictures spanning 30 years. He formed *the White Planes picture co.* in 1999 to exploit this using the internet. He continued to take excellent pictures of gliders, including the cover picture for almost every recent issue of *S&G*. Neil was killed in an accident at the Junior Worlds in 2005. His parents, Jean and Michael, collected the trophy, for aviation journalist of the year, on his behalf.

ANN WELCH MEMORIAL AWARD

Charlie Kovac started gliding in Yugoslavia in 1940. After the war, he settled in England and returned to gliding, becoming an instructor at Lasham in 1965. He has taught many hundreds of pilots to fly, and more recently has coached numerous instructors from many other clubs. He has also qualified for an FAI Gold Badge. His inspiration and hard work for others was recognised by election as a Life Member of Lasham, and is further acknowledged by the Ann Welch Award. In its first year, exceptionally, this award went also to Mark Shaw (BHPA) and Gerry Breen (BMAA).

FAI PIRAT GEHRIGER AWARD

Gillian Bryce-Smith retired following long, successful service as an editor of gliding magazines. She became the editor of *S&G* in 1973, and it grew from a small black-and-white format to a large colourful magazine, setting the benchmark for gliding journals. Gillian's professionalism, persuasion and journalistic coaching skills sustained a succession of high-quality articles. She was more than 60 when she retired from this, but then started a new joint UK/US venture, *Motorgliding International*, (now *www.glidingmagazine.com*). She died of cancer in August 2005 and the award, for 2004, was presented posthumously to her husband, Bryce.

FAI PAUL TISSANDIER DIPLOMA

Brian Spreckley crowned an outstanding competition career by winning the 1987 Worlds and has served the sport with great energy and dedication for over 25 years. He was BGA National Coach for several years before forming the European Soaring Club with his wife Gill. He has been responsible for a number of coaching initiatives underpinned by his highly effective, dedicated approach to soaring and racing pilot development. As one of the founders of the highly successful team coaching system, Brian remains very active as a leading coach and is Team Manager. Brian's vision, leadership and ability to identify and develop talented pilots are instrumental in the team's unparalleled success.

Photos, clockwise from top right: Some of the British Gliding Team members with Henrietta, Duchess of Bedford (left), who presented all the awards; David Wright; Hugh Browning; Jean and Michael Lawson; Charlie Kovac; Bryce Bryce-Smith; Brian Spreckley.

Images courtesy Fergus Burnett Photography/RAeC















Your letters

Beyond a joke

THE cost of insurance this year is beyond a joke. My two-seat policy is getting so expensive for the few hours I get to fly it with my wife and the single-seater costs more to insure per hour flown than the hire of the club machines. This coupled with the amount of time spent instructing makes ownership of a glider very, very expensive. No wonder the price of gliders is depressed.

Now I know we have to pay the insurance industry what it pays out and that the load is shared across all policies but perhaps not loaded for those that have the accidents. For instance, my two-seater doesn't get used for instruction but I guess I pay for all the training accidents along with all the other two-seat policies. Competition pilot fly to their limits and I guess accidents occur because the limits are pushed. Perhaps there is an argument for competition pilots to take more of the strain on policy costs than the club pilot who just wants to local soar with the odd badge claim flight. Perhaps there should be an insurance category for local soaring only with no cross-country flying at a reduced premium.

I guess I might have upset a few pilots with this letter but we must do something to make insurance affordable otherwise the private owner will be the guy with the money and the less well-off will have to queue for the club aircraft.

Of course the way to reduce premiums is to reduce accidents and we all must try harder to do that but if we go on down this path much longer we will reduce accidents because the private owner can't afford to fly.

And now some daft lads want us to buy transponders as well.

Mike Terry, *via email*

Pete Stratten, BGA Chief Executive, replies: I wish there was an amusing side to this. The big problem for the insurers is the level of second-seat claims and, as Mike points out, the solution has always to a greater extent been in our hands. Regardless of glider ownership or use, we of course have no choice other than to provide an incentive for the insurers to do business with us. Although it is quite likely that the insurers do not always have their repair costs under control (the BGA has pointed this out to a number of brokers and underwriters), at the end of the day if claims exceed income the premiums can logically only go in one direction

From the granny glider pilot

SORRY it took me so long, Keith Auchterlonie, to get around to completely digesting in depth the mostly excellent advice to gliding club publicity officers, which you presented to the BGA marketing seminar in January. One theme, however, rankles. This deplorable emphasis on the young. I can't help taking personally your request to "please, limit the granny flight reports".

I think it was a waste of time to target the young. First of all, they haven't any money. Secondly, they would much rather hang around on corners or in pubs, getting on with their mates. And then, they discover girls, get married, work all hours to pay for the house and two cars.

No, Keith, the target has to be the 50 year old who has taken early retirement, and whose wife realises she married him for better or worse but not for lunch, or she probably dumps him altogether and now he's looking for a new diversion and a new social scene.

Kids don't stick at gliding, unless they have time left over from flying Boeings; women lack confidence to take it up. Face it: your target audience is lonely middle-aged men!

Mary Meagher, OXFORD, Oxon

Keith Auchterlonie replies: Mary makes some valid points in her inimitable way. She's quite right: we need to be very clear who we are trying to attract into the sport. Had Mary looked at the other slides from the presentation she quoted from or, better still, attended the seminar in question herself, she would have seen that the BGA's marketing plan confirms that we do see "empty-nesters" as a key target group as well as younger pilots. We need to work to ensure the right balance of new entrants to the sport. We would be seriously derelict in our duty if we were to focus on the older group to the exclusion of all others. A strong intake of keen, younger pilots is critically important for the long-term health of the sport, both at club and international level. To say that we cannot attract and keep younger pilots is both defeatist and incorrect. I stand by my comment about limiting the number of "granny flight" reports in the local press. I have nothing against grannies, but the point I was making was that reports like this, in the main, do little to help clubs achieve their objectives. It's far better for clubs to concentrate their efforts with the local media to getting the right messages across – tell people how great the sport is and how successful your club and your pilots (of whatever age) are instead!

Back to Canary Wharf

THANK you for once again a great publication: great articles, pictures and news – always a pleasure to receive it.

One issue I feel that needs to be addressed is that of membership. Please note that this is not a letter "getting at' any section of the community but an attempt to be part of a constructive debate. I know from previous articles in *S&G* that whilst the average age of a club member is rising we are also faced with today's world, where we have many competing factors for our cash and our spare time. Particularly the perceived need for more instant gratification, something that gliding does not produce.

However, whilst I am glad that the BGA have made efforts to gain additional members from the "high net worth" individuals at Canary Wharf, are these the people that clubs need to recruit?

One only has to read the letters page of the same issue and see the travails of the winch driver! Do you see many of these people who by their nature are focussed on a high-speed world spending their time in a winch cab in the drizzle? I remember many many years ago spending full days and weekends from 07:00 to dark on an airfield and enjoying every minute of it – but seeing other individuals turning up chalking their name on the board only to not see them five minutes after flying.

Gliding by its nature is a team effort – mostly by unpaid volunteers forming great friendships. Where are these people to come from now?

It would be good to see the actual results from the Canary Wharf exercise and how many members we actually recruit who stay in the sport. I hope it is a lot but there remains the possibility that the "promotions" budget could have been spent elsewhere?

Richard Hill, *via email*

Keith Auchterlonie, BGA Communications Officer, replies: You are absolutely correct, of course, when you say that clubs need to work hard on keeping members and Canary Wharf is not the only thing that we have spent our promotional budget on – there's an initiative for early solo pilots, links with Air Cadets, plus of course club marketing seminars. It is ultimately for clubs themselves to decide how they wish to promote and retain their membership – we can only, in the time-honoured phrase, advise and warn. All of the clubs participating at Canary Wharf were very clear in their own minds that the event was only the first stage of a process and that they had to be able to deliver against the image that we sold. As you identify, many people today are time poor and relatively money rich. Against a changing environment, where so much more is on offer to us, gliding clubs have to recognise that they will have to change in order to attract and keep members, particularly if we want to recruit and retain the younger members who are so important to the future of the sport. Just because it has always been done this way doesn't mean that winch duties, flying lists, windswept fields with no facilities, and so on, is necessarily the right approach for the present. We have to adapt our offering to the demands of the market or face a slow decline

More on speed to fly

MY information about Wolfgang Späte and best-speed-to-fly theory is not quite the same as Åke Pettersson's (October–November 2006, p6), though I should be very happy to be corrected. I believe Späte and other pilots in Germany and Poland before the 1939 war possessed the theory without the allowance for sink between thermals. Pilots also knew how fast to fly to maximise the gliding angle when flying through sink.

In 1947 Ernest Dewing and George Pirie independently showed that these were special cases of a general theory to obtain the best cross-country speed given the thermal strength and when flying through sink (the "Cambridge I" theory). It was not very difficult, but I do not think it had been done before. It is the basis of Paul MacCready's clever invention of the ring.

Doc Slater told me that Philip Wills told him that he (Philip) had the "sinkless" theory from Wolf Hirth; he published it in *The Sailplane and Glider* for March–April 1940 and reprinted it in Ann Douglas's (later Welch) *Gliding and Advanced Soaring* in 1947. My note about the 1942 edition of Hirth's book made many years ago shows I could not find the full theory in it.

Helmuth Reichmann told me that Späte told him in 1975 that Professor Scheubel of the DFS (Darmstadt) possessed the tangent construction in 1937, but in his April 1970 *Aerokurier* article Späte gives the impression that Scheubel simply

➢

encouraged him. Chris Wills has translated the relevant extract in VGC News for Summer 1998, and there is no suggestion that Späte had taken sink into account.

Åke remembers that my 1963 *S&G* article *A stochastic cross-country* was translated into Swedish (*KSAK Nytt*, March 1963); it was also reprinted in Australian Gliding for February 1983. Perhaps it is time for an *S&G* reprint!

As for Platypus (p16), I can tell him that Stigler's Law (that no law is named after its true originator) was propounded by my friend Steve Stigler, Professor of Statistics at Chicago, in 1980. Platypus says it only took five seconds for the penny to drop, which is pretty good for someone of his age.

Anthony Edwards, The Arm-Chair Pilot, CAMBRIDGE

Winch driver shortage

COLIN Weyman's letter (October-November 2006, p6) is right on the money. My club, Nelson (*www.nelsongliding.co.nz*) is in the South Island of New Zealand and we have only a winch to launch with. Unfortunately, we have never had anyone approach the club wanting to join just so they can drive the winch! This is in contrast to when the club did have a tow plane; members did join to have the chance to fly the towplane.

We insist that all solo pilots learn to drive the winch and we have a roster of duty days for them. (The winch roster does not include members already on the instructors' roster.) This means each day we have a member on the field expecting to drive rather than fly. This is in contrast, of course, to the rostered instructors, who at least get to fly something on their duty days – even if it is not their expensive high-performance pride and joy.

The problem we generate with this spreading of the load of winch driving is that we get drivers who are not particularly current or perhaps particularly skilled on the winch. As a consequence, we have made every effort to make the winch easy to operate and just accept the odd unnecessary cable tangle and so on.

Without the roster forcing everyone to have a turn, a few members tend to find themselves identified as "the winch drivers" and are imposed upon to drive a lot and miss out on flying opportunities. They are then in danger of becoming disillusioned with the sport.

Frank Saxton, NELSON, New Zealand

Duty winchies

COLIN Weyman asks how to encourage more club members to drive the winch. Perhaps our experience at Denbigh GC, Lleweni Parc (being mainly winch launch) is not representative, but we find the first vital feature is to have a duty "winchy" rota. This is best circulated by email, and should contain individuals' phone numbers to enable those on the list to arrange their own swaps. This duty list concentrates your mind on the task for the day: to launch your fellow members to the best of your ability, so you might as well abandon thoughts of flying that day.

Secondly it is helpful to have a winch that is a pleasure to drive. At Denbigh we are the proud operators of a new Skylaunch. This wondrous beast harnesses the power of an 8-litre, V8, LPG engine to launch the heaviest toys to very satisfactory heights. Even the exhaust fume "fix" that Colin mentions is not unpleasant from LPG , although of course the winch design ensures that the exhaust pipes are downwind of the driver. A heated cab is provided, together with a cassette radio for those quiet moments during the day. There is significant satisfaction to be obtained when operating this kit efficiently and skillfully, for the benefit of your friends who are flying that day.

A further pleasure for the driver is our use of plastic rope: there are many benefits to this stuff and it is certainly much more user friendly for those handling it. A splice, if needed, is not difficult. We are presently experimenting with three-strand rope, and a few sailors in the club have splicing skill which they can pass on. (A special splicing "fid" is not required, unlike with Dyneema).

Although the modified polypropylene rope we are presently trialling is significantly cheaper than Dyneema, we are not yet in a position to report on how many launches one may expect, and thus its cost effectiveness: We shall, of course, relay our conclusions to Alison Randle and the plasma rope group.

The result of it all is that we have no shortage of winchies. Indeed, there are probably more than we need, and we are now denuding the all-important Duty Pilot rota. The Duty Pilot (with his vital task of efficient organisation at the launch point) is perhaps even more of a key person on the airfield!

So the debate opens on how to incentivise *this* important job. But that's another story...

Rod Witter, CHESTER, Cheshire

GP: for pilots or for the public?

THE Gliding Grand Prix at Gransden – I was able to be there every day – was fascinating. Although I am now "retired" as an active pilot I still retain a considerable interest in gliding through my website and competition forecasting.

From the competitors' perspective, the event was very well organised indeed. Brian Spreckley – director, weatherman and task setter – did a superb job. Some excellent, competitive flying was the result. Bob Henderson wore his IGC hat in an unobtrusive but effective manner. The team of scorer, webmaster, tug pilots, rope runners and so on were just plain efficient; they could have done no better.

However, Grand Prix-style gliding is supposed to be s spectator sport. There were some superb spectacles such as the two Phils racing into Gransden to gain the bonus point after the first lap. To watch them pull up into a 9kt thermal was truly impressive. But I had to "guesstimate" when the leaders might complete the first lap and how low they might push things. I had no idea who might be giving us a "show". Equally exciting was watching Howard Jones pip Richard Hood a couple of hundred metres short of the finish line. This was what this GP racing is all about.

Sadly, it was often quite difficult to find out just what was going on. While I have enough understanding to be able to work out when the finishers might arrive Joe Public wouldn't have a clue. He needs to be told. He certainly needs to be kept in the picture; the time that the race is going to start, for example. As a mere spectator, I had to make the effort to find out. Regatta starts are spectacular, but I missed one simply because I was in the club room and had left my airband radio at home. It goes without saying that I should not need an airband radio to follow the event. Start time – and importantly, the direction of the task – should be prominently displayed.

I do appreciate that many of these matters were addressed at the last major event in New Zealand by the use of telemetry, big screens and so on. These were not available at Gransden, but one lesson should have been learnt from NZ that would need no such sophisticated equipment. Apparently, to make life easier for the spectators, starts there were not directly overhead but off to one side. Crucially, spectators did not need to look towards the sun (I was forever worried when using binoculars to try to catch the competitors' numbers).

One other important point if gliding is to get public recognition is promotion of personalities. Pilots' pictures should be prominently displayed so that the public can recognise who is who when they see them in the "paddock". Not all pilots would want this so maybe GP racing is not for them. No one outside gliding has ever heard the names of our various world champions. Recently, one of these champions was in the club room watching another world champion, Fernando Alonso, in action. I couldn't resist remarking to Phil: "You know who that world champion is, but I bet he has never heard of you". That just about sums up our sport.

If we want sponsorship and money, then we need to be far more dynamic about promotion. We need a dedicated PR person at every GP-type competition who can advise the organisers just what small modifications to the plan would be of benefit. It is not a new concept. It is called an events manager.

Gliding is going to have a hard time in the near future with the possible introduction of Mode S for example. Public appreciation of just what the sport is all about is bound to help our cause.

I would add that although these views are to an extent my own, during the GP I spoke with many people including two or three competitors. The apparent lack of information for spectators met with the typical response "But I thought that was what GP racing was all about".

The Grand Prix format is innovative and deserves to succeed. Little needs to be modified in terms of the actual competitive side. But there is a real need to employ a person or persons who have the appropriate expertise in running air shows. Employing such specialists would be money well spent.

Jack Harrison, *via email*

Please send letters (marked "for publication") to the editor at editor@sailplaneandgliding.co.uk *or the address on p3, including your full contact details. Deadline for the next issue is* ***December 5***

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Facing the future

BGA Chief Executive Pete Stratten provides an update on some of the key issues that face the Association as we move forward into 2007

AS REPORTED elsewhere within *Sailplane & Gliding*, a number of developments that have been subject to long-term, intensive activity by BGA volunteers, staff and contractors are due to affect UK gliding in the near future. The following update aims to inform you how some of these issues are shaping up as we head into 2007.

As reported in the October-November 2006 *S&G* (*Update on new European maintenance procedures*, p10) and in other editions, the EASA certification of gliders that first flew in the UK after September 28, 2005 is expected to occur during 2007. Owners will be advised in due course. Discussion over the future EASA certification of pre-2003 gliders in the UK will be based on the result of a BGA-agreed EASA audit of the BGA airworthiness system expected in the next few months. Meanwhile, the airworthiness management of these gliders will remain unchanged. The BGA will continue to keep you aware of developments through the usual channels.

As you will know, glider pilot licensing in the UK is still outside European legislative influence but developments already under way demonstrate the need to be prepared for change. A political decision within the EU to move pilot licensing into EASA competency within the next few years has resulted in the usual round of consultation. Successful lobbying by air sports led to an EASA/air sport industry working group which developed a detailed new approach to regulating air sport during 2006 that has resulted in particularly helpful consultation through EASA's Notice of Proposed Amendment 14/2006. The fundamental BGA position – supported by the Civil Aviation Authority (CAA) and articulated within other external bodies, including the European Gliding Union – is that gliding does not require any regulation over and above that already deemed appropriate because there is no high-level safety problem that needs addressing. In other words, UK gliding operates satisfactorily with the guidance of the air sport experts under light-touch BGA governance.

Most European air sports pilots look at the UK GP-endorsed self-declaration medical with envy, but most of their governments have not been persuaded to use the open cage door offered by EASA. The potential saving to European air sport pilots of tens of millions of Euros per year that under JAR flows into the pockets of Aero Medical Examiners would appear to have generated some serious lobbying. The GP-endorsed self-declaration pilot medical standard we use in the BGA that is suggested as an acceptable alternative for all recreational pilots by EASA, that is supported by the UK's Department for Transport and the CAA and that is utilised so effectively throughout the UK will continue to be promoted and fought for by the BGA in all European glider pilot licensing activities.

Back again in the world of the here and now, the BGA is aware of the need to make instructing more attractive to those who might not otherwise be persuaded to get involved. Clearly there are big issues at club level that a cross-fertilisation of good practice can partially address. However, the BGA understands that its own processes and practices should be constantly reviewed, with standards, effectiveness and value for money for users all at the top of the list. The BGA Executive Committee has tasked a small group to investigate a number of options relating to the delivery of instructor training, with the key aim of improving the process for both clubs and individuals. First-hand experience of this work may be experienced by those pilots on BGA courses during 2007 *(see also p5 of this issue)* and will be reported on in due course by *S&G*. Meanwhile, BGA instructor courses will be available as usual and clubs are therefore encouraged to plan ahead – preparing a candidate takes time and we all know what prior planning prevents.

Finally, this article only touches on the enormous number of activities currently being undertaken on behalf of all participants by BGA volunteers at club, regional and national level. Advertising for volunteers to get involved in key BGA roles has been a successful approach and one that you will see increasingly in this magazine. If you have something to offer, please consider whether even for a short period of activity on a specific project you could help. And try not to be put off by previous experiences of getting involved – a huge amount of good work occurs in the BGA without the need to get involved with committee meetings!



Pete Stratten
BGA Chief Executive
November 2, 2006
pete@gliding.co.uk

BGA Chairman Patrick Naegeli looks back to a successful conference for clubs, forward to a highly significant anniversary – and reports on the continuing saga of Mode S transponders

I THINK I have now got into the swing of writing a regular piece for *S&G* and dealing with the challenges that go along with it. These start almost immediately after one hits the *send* button and fires off a completed article to the editor, Helen Evans. They take the form of questions such as: "will there be anything to write about next time that I have not already covered?". There is never a need to remain concerned for too long; the question quickly becomes: "how can I say what needs to be said in the space available?".

This time, three subjects are especially front of mind as we go to press – the 50th Anniversary of HRH The Prince Philip, Duke of Edinburgh as our Patron; the continuing saga of Mode S; and the recent Chairmen's Conference. Whilst each appears to be largely distinct, taken together they highlight three very important dimensions to British gliding that are not as unrelated to each other as it might at first appear.

We are marking the occasion of the 50th anniversary of royal Patronage with a lunch at the RAF club to be held in honour of HRH The Prince Philip, Duke of Edinburgh. As it is scheduled to take place in mid-November, it happens after I write this but before you read it, thereby making the selection of correct tense difficult, so please bear with me.

In planning the event, the BGA Executive Committee was very keen to make sure that the attendees reflected a cross-section of the gliding community. As a consequence, our Patron will be meeting with a number of club members – nominated by their clubs – from across the United Kingdom; with our past and present international champions; and with the BGA Executive's members and the Association's Vice Presidents.

There is a full report on the event in the centre spread of this *S&G* – we've held back publication for it – and I want to mention it here, too, because in preparing my speech for the lunch I have looked back on how British gliding has changed over the last 50 years.

Whilst there have been a number of areas where our freedoms have become more restricted – with changes in airspace being a particularly irritating and threatening factor – British gliding has done nothing other than improve remarkably in that time. This goes to show that we can thrive as a movement, certainly when we put our minds to it, even though we may well have to contend with significant external pressures.

Mode S represents just such a pressure. We are still not clear as to how the Civil

Two important BGA events





Fergus Burnett Photography

Above, from left: Patrick thanks Nottingham University GC volunteers Devin Giddings and Becky Seyburn for their help with the BGA Chairmen's Conference. A report of the day is on p18 (Photography by Alto)

Right: With Prince Philip (centre), Patrick Naegeli (right) and BGA Vice Chairman Mike Jordy (left) at the lunch to mark His Royal Highness' 50 years as Patron are, from left, international gliding champions Jez Hood, Jay Rebbeck, Russell Cheetham, Pete Masson, Andy Davis, Brian Spreckley, Pete Harvey, Gillian Spreckley, Phil Jones, Sarah Kelman, and Steve Jones (see p34)

Aviation Authority will be taking matters forward following the recent consultation. Indeed, our intelligence from early October suggested that they had still not finished the process of considering all the submissions that they had received.

Nevertheless, there are some signs that they might be thinking about a softening of their stance. In particular, they appear to be considering the granting of some form of exemption to gliding and other similar air sports from carrying Mode S transponders until such a time as a low-powered, lighter-weight technical solution is available.

We have not yet heard anything formal from the CAA confirming this or any other change in their position. Until we do, it would be premature to conclude that such a move might offer any benefit whatsoever to gliding. It is, furthermore, quite possible that any exemption that is put forward may come with a range of restrictions that we would find unacceptable. In any event, we are still concerned by a much broader range of issues with the Mode S solution, exemptions or otherwise, and are not going to change our fundamental position and objective: to get the CAA to agree to joint working with air sports associations that is aimed at identifying alternate, more practical and acceptable, operational and technical solutions than Mode S transponders for air traffic interoperability.

As part of our ongoing work in opposition to Mode S, we have recently met with a number of senior parliamentarians to seek their advice as to how the BGA should conduct its campaign and to solicit their support for our activities.

They have all been supportive of our case, keen to engage with their parliamentary colleagues on our behalf, and to take up matters more formally through various aviation-related groups in Westminster.

In return, we have provided them with briefing notes on Mode S and our specific concerns and will keep them informed on our work. It would, as a consequence, be very helpful were the BGA to be aware of correspondence that individual pilots and clubs have had with MPs. If you have anything that you think might be useful in this regard, please send it through to me either by email or via the BGA office.

'All the comments I have had on the chairmen's conference have been very constructive. The addition of a forum for treasurers seems to have been particularly well received'

All this demonstrates the clear need for a very close working relationship between clubs and the Association, and the recent BGA Chairmen's Conference provided a very valuable opportunity for club chairmen to be briefed on, and explore in detail, a range of subjects, all of which are directly relevant to the maintenance and development of the movement. Alison Randle has written a report on the conference elsewhere in this issue (p18) and so I will not repeat anything that she is likely to say.

From my perspective, the conference is invaluable. Keeping it so will be a function of the feedback we receive from participants and the effort that clubs are willing to invest in the event in the future.

All the comments I have had on this year's meeting have been very positive and constructive. The addition of a forum for club treasurers appears to have been particularly well-received. Perhaps we should consider introducing more of these for other important management and development functions? You help us decide, please.

In the meantime, I would like to thank all those staff and volunteers who were involved in organising the conference.

Finally, I would like to close by wishing everyone a very happy Festive Season. However you choose to spend it – resting, flying whenever the opportunity permits, or sneaking off for Southern Hemisphere soaring – stay safe and have fun.

Patrick Naegeli
Chairman, British Gliding Association
November 5, 2006
chairman@gliding.co.uk

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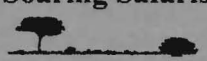
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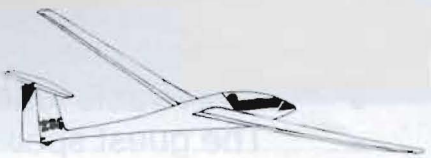
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New Venue

BGA Conference 2007

followed by the Annual

Awards Ceremony & Dinner

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Saturday 10 March 2007

Following the success of last year's conference, the 2007 event will be structured in much the same way, with parallel sessions starting the day and repeated after lunch, and a guest speaker to close the afternoon.

The parallel sessions will cover topics including:

- "Gliding Around Britain" (what gliding courses are on offer around the country),
- "Crisis Management" (how would you deal with the media should it become necessary).

There will also be walk-in clinics running throughout the day. Either walk in, or book a slot ahead of time to talk to the experts.

- "Glider Pilot Bursaries - What's on Offer?"
- "Airfield Development - talk to the Development Committee"
- "NPPL/ Instructing"
- "How to Market your Club".

There are two main presentations during the day:

- "Survivable loads on pilots" by Tony Segal
- The guest speaker to close the afternoon is Jaques Noel, French gliding champion.

As usual, there will be an exhibition running all day, with some of the newest gliders rigged and available for inspection.

And of course do not forget to stay on for the BGA Awards Ceremony and Dinner in the evening, with reduced rates for anyone aged 25 and under.

There is excellent accommodation available at reasonable rates, with full hotel facilities available, plus the hotel has its own golf course.

For more information and to book your tickets, call the BGA Office on 0116 253 1051 or email office@gliding.co.uk. You can also book online at www.gliding.co.uk

For accommodation bookings, please contact Hellidon Lakes Hotel directly.
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See also their web site: http://www.marstonhotels.com/hotels/hellidon-lakes-daventry-northamptonshire/



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Go north, young man!

(And young woman, too! Ed)

ONE OF my unrealised ambitions, until May this year, has been to fly a glider in Scotland. On my honeymoon with Mrs Platypus (which, by the way, was carefully timed to coincide with the unavailability of the Kestrel, my partner having bagged it for the 1974 Nationals) I drove quite close to Scottish Gliding Union's site at Portmoak *en route* to Inverness. I did this quite without knowing it – no, really honestly. "Ooh look, a windsock!" I exclaimed involuntarily and without any forethought or commonsense. The temperature in our new Ford Capri fell about ten degrees Celsius; it was the only chilly moment in an otherwise supremely romantic journey.

I did not mention w*nds*cks or gl*d*ng or th*rm*ls until after we got back to London.

For decades I have nourished day-dreams of a huge out-and-return from the deep south that would go round a turn-point just over the Scottish border. It was not to be. The best I did was a flight of some 700kms going round Bellingham, 15kms from the Scottish border, in the ASH 25 in 1993, with a female student from University College, London in the passenger seat, who had a very calm disposition and an iron bladder. Nine hours airborne, and not once did she complain of any discomfort, despite having to witness countless pee-bags being jettisoned by the geezer in the front seat. She never spoke to me again, however, and somehow I felt it was indelicate to ask why.

After my light-hearted address at the Scottish Gliding Union's annual dinner in January 2005 I was, as is the invariable custom when I give after-dinner speeches at clubs around the country, expected to take a launch in the morning. Mercifully, in the late and sunless dawn it became clear that the field was totally waterlogged and not fit for flying operations.

Since the fitness for flying operations of the host-pilot and guest-orator was much the same as the fitness of the field (though in our case excess water was not the cause) we agreed to postpone, with mutual gratitude, the opportunity to fly together.

Some 16 months later I was *en route* to the nuptials of two of my Scottish kith and kin in the Highlands, a feast that lasted four days. (You have never seen Platypus in the kilt that he is entitled to wear, and even more do I wish Peter Fuller were alive to give you an inkling. It would have been gross artist's licence, of course, since I chickened out and went in ordinary troos, depriving the world of a view of my very fine knees, but avoiding the risk of a nasty chill in my lowlands.) In the cavernous boot of the BMW 730 (that makes it sound as if I've come up in the world, but it's second-hand, 14 years old with 162,000 miles on the clock) in addition to my wedding-guest finery I had a cello and a bicycle and plenty of gliding clothes.

This time there was no mistake. The weather was glorious, the ground was firm, and the sky brimming with cumulus and wave clouds, though with nothing I would call a lenticular. Portmoak's chairman, John Williams, and I wheeled the club's DG-505

'Scotland is of course much taller north-south than it is wide, but the best wave cross-country opportunities are usually east-west'

out of what is probably the most user-friendly aircraft hangar in the UK and it seemed that within minutes we were 1,000ft up on the wire in dazzling sunshine.

As you know I have been lamenting recently in these pages that the countryside of England in the past 50 years has been ravaged by power stations, industrial developments and hideous erections flung up on the great number of former World War Two airfields. That lament hardly applies to Scotland at all, though you may have to leave aside the densely-populated central Glasgow-Edinburgh belt. At 12,000ft in the wave we roamed around some 250km of mountains and lakes and estuaries, venturing out over the North Sea, with a view of St Andrews golf course from the east. We were being very relaxed; it was just top-quality aerial sight-seeing. If you were the more driven sort you could do great things that day: a 750 km yo-yo was completed by Kevin Hook in his DG-400 by 3pm, *seven hours before* soaring finished for the day at Portmoak. (See additional notes from John Williams below.) This entails twice flying westwards to the Isles and back to eastern Scotland.

That of course can only be done in wave, since considerable amounts of salt water have to be crossed. Scotland is of course much taller north-south than it is wide, but the best wave cross-country opportunities are usually east-west.

I was justly rebuked in *Sailplane & Gliding* some while ago for referring to the soaring season as if it was just spring and summer, in the lazy southern-English way. You can fly cross-country from Portmoak any month of the year so long as the ground is firm – though rain-drenched fields are a besetting problem at any club in Britain if you don't have hard runways. Passionate young English gliding enthusiasts should think seriously about studying at one of the world's great universities – Glasgow, Edinburgh, St Andrews, Aberdeen – and even of working for a Scottish employer afterwards. Though don't try scrounging too many days off from the canny old boy when the wave is up. "Wouldn't that be the third grandmother ye've had to lay to rest at very short notice, Mr Jackson? Ay, and always in the same wind direction, too..."

John Williams adds: Kevin Hook is the SGU Treasurer. He flew his DG-400 on a declared task of 753.8km from a remote start and finish which gave a soaring flight total distance of 860km (which incidentally helped him win this year's UK Online contest). Kevin launched at 06.15hrs – self-launching sure helps. The start was Bridge of Cally (BOC), first turnpoint was at Bunessan (BSS, a stunning one at the south-west end of the island of Mull, overlooking Iona), the second was at Kirriemuir (KRM), the third was Luchbuie (LBU – needing another water crossing to Mull and back) and finishing at Finavon (FIN, nearly back at the east coast). The declared task finished at 15.00hrs local time on May 28 (a day when last landing at Portmoak was listed as 22:13 local).

Flights to the further north are very much in our minds. In December 2004 I declared and completed AHA (Altnaharra) out and return and it's since been used by Aboyne

on long wave flights. Since then I've had Tongue (TOG, even further north and actually on a coastal sea loch not too far from Cape Wrath) put in the book as a turnpoint for future attempts – it gives the theoretical opportunity to get a four-leg 1,000km flight in Scotland without tackling the Glasgow/Edinburgh airspace, and also gives the opportunity to have a crack at the UK 500km out-and-return record.

So the point is that there are existing records long overdue for moving north of the border. Shame that its been a poor October this year, with that blocking high to the north-east stopping all those lovely tropical storms going through to leave us with good westerlies or north-westerlies. However, the last time we had a poor October it turned out that November was great so we live in hope.

Naughty neurons

Without a doubt one's most private and personal experiences are (all ears are suddenly bending towards me in prurient hopes of hearing something raunchy or embarrassing) one's dreams. I was delighted to read in the last *Sailplane & Gliding* a lady saying she dreamt about gliding. I don't know any male pilot ever confessing the same; maybe they think it's sissy thing to admit. Well, I am with that lady.

What? Ed.

I mean, I too dream about gliding. My own soaring dreams take many forms; one especially vivid dream years ago involved flying in a monstrous black cu-nim to some 20,000ft.

But more often I am not flying a glider to vast heights; instead I am zipping along at appallingly low altitudes right in the middle of great towns: for instance flying along Piccadilly, miraculously missing buildings and lampposts and double-decker buses and trees.

The ground-effect in these dreams is colossal, since the landing is postponed almost indefinitely, until an absolutely tiny but immaculate patch of green with a nice upslope presents itself, despite the obstacles placed in my way, and a fine spot-landing is made with inches to spare.

Mrs Platypus, having read far too much Sigmund Freud, solemnly believed that gliding was a substitute for sex. So she would have had a field-day, of course, interpreting these harmless nocturnal mental processes in wildly erotic terms. (She got distinctly vexed when a female Dunstable-member told me that the previous night she'd had a dream in which she was flying with me in a two-seater. Mrs P was sure she knew what that meant, and no mistake.)

But I have always robustly stated that, on the contrary, sex is a substitute for gliding; so if I were ever to dream about the embraces of nubile and willing women – pretty seldom these days, for some reason – that would only mean I was really itching to get airborne very soon.

The naming of clouds

I was cruising the Mediterranean in a sailing boat with five friends in September and studying the weather keenly, as one does. Somehow we got to discussing lenticular clouds. (By the way, when Wordsworth wrote "I wandered lonely as a cloud..." he must have been thinking of what we would call a lenticular cloud. In the Lake District other types of cloud are far too gregarious and anything but lonely.)

Well, well, there's a thing: as I write this I find that the word-processor on my iMac has never heard of the word lenticular *and suggests instead* testicular. *(I am not making this up, I swear.)*

I will be interested to see if any readers can come up with a cloud formation corresponding to what my computer offers.

I have of course heard weather briefings in which the forecasts of cloud shapes, cloud amounts and cloudbases turned out to be a load of –

(Hey, I keep telling you this is a family magazine! Ed.)

Sorry. Anyway, I said to my fellow-sailors that I was not sure whether lentils were so-called because they looked like lenses, or the other way round, but I was certain the two words were related and that is how we get lenticular as applied to clouds, which look like lenses – though if you lived in the Dark Ages I guess you would have said they look like lentils.

And when I get home and do some research, so it turns out: the two words are directly related.

Merriam-Webster's online dictionary says: "lenticular from Latin lenticularis, lentil-shaped. Having the shape of a *double-convex* lens" (my italics). The Oxford English Dictionary also stresses double-convex.

I have one small objection: lentils (a pulse, excellent for the bowels, by the way) are usually split down the middle by the time you get around to eating them, so that each half has the shape of a single-convex lens, that is, flat on one side and convex on the other.

When glass lenses were first made for spectacles they were of this simpler shape a) because they were easier to make and b) they worked as well as, or better than, double-convex lenses for most customers, who typically were getting long-sighted with age and began to need glasses for reading or any close work.

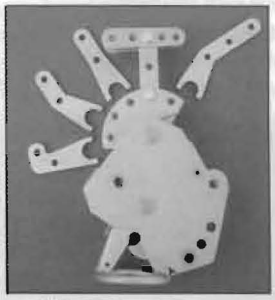
So I think the first lenses were named after half-lentils, not whole ones.

(You really are an absolute fund of useless knowledge, you know – Ed.)

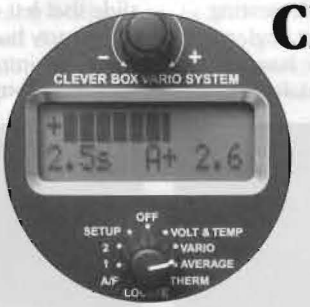
You are too kind. Just wait till I get around to *mammatus* clouds...

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It gets better every year

Attracting 75 officials from 40 clubs, the Chairmen's Conference took place in October. Alison Randle reports on what is a gliding clubs' event, for chairmen and treasurers, hosted by the BGA

Attenders: Aquila; **Black Mountains**; Bristol & Glos; **Booker**; Borders; **Buckminster**; Burn; **Cambridge**; Costwold; **Derby & Lancs**; Devon & Somerset; **Dorset**; East Sussex; **Essex**; Essex & Suffolk; **Herefordshire**; Kent; **Lasham**; London; **Mendip**; Midland; **Needwood Forest**; Newark & Notts; **North Wales**; Norfolk; **Peterborough & Spalding**; Scottish; **Shalbourne**; Southdown; **Staffordshire**; Stratford on Avon; **Suffolk**; Surrey Hills; **The Soaring Centre**; Trent Valley; **Upward Bound**; Vectis; **Vale of White Horse**; Wolds; **York**

AS I WRITE this article, sitting in a hotel room in Kegworth the morning after 2006's Chairmen's Conference, the impression that I am left with is buzz. All the hard work and preparation of the last few weeks was yesterday replaced by the buzz, hum and laughter of 89 hard-working club and BGA volunteers who had come together to listen to one another and to share information and experiences.

Feedback from last year had made us look for a venue that could accommodate the ever-increasing number of delegates. This, plus a mild suggestion from BGA Treasurer John Birch that he would "quite like to do a couple of things just for club treasurers" eventually found us all, on October 28, at the beginning of a packed agenda in two community buildings in the Leicestershire village of Kegworth (coincidentally, it's on the banks of the river Soar). John's unwary comment had resulted in our first Treasurers' Forum – which was very well-supported. So the day began and ended with joint sessions for chairmen and treasurers, but split into two specialised segments in the middle.

The event, chaired by Diana King, BGA Development Committee Chairman, opened with a welcome from the BGA Chairman, Patrick Naegeli, followed by a news update – another fresh idea. Presented by BGA Chief Executive Pete Stratten and Diana King, it comprised a round-up of facts from sub-committees, staff, and working groups and a briefing on forthcoming work. Then BGA Executive member Pete Harvey and Patrick Naegeli updated delegates about the ongoing BGA Strategy Review. Next was John Birch who, together with Safety Initiative member Hugh Browning, discussed issues surrounding insurance, with a focus on ageing pilots. They closed with a request for specific statistics from clubs about the nature and amount of flying that older pilots do (please contact *john.birch@virgin.net*).

Coffee saw the treasurers depart to the nearby Community Centre for their forum, led by John Birch and BGA Vice-Chairman Mike Jordy. As it was the first event of its kind, John was keen to develop discussion on a number of topics, including ways in which clubs and the BGA can work together to promote effective financial management. Time before lunch passed quickly with five short sharp presentations on insurance, self-insurance and VAT (John Birch and Kevin Hook from the **Scottish Gliding Union**), funding and Community Amateur Sports Club status (Alison Randle, BGA Development Officer and Noel Kerr from **Newark & Notts**). After lunch came two presentations on financial management and understanding club statistics (Craig Lowrie, **Southdown** and David Howse, **Cambridge**). The group then broke into syndicates to discuss professional staff, trial flights, the role of the BGA in developing new products, and insurance, before sharing their findings.

'Membership has grown from 60 to more than 100, with a good band of instructors'

In the meantime, the chairmen were equally busy. First there was an update on the BGA Club Accreditation Scheme and some ideas about volunteering from Alison Randle. The next hour was given over to five clubs who shared their successful projects:

Alastair Fish, Chairman of **Borders**, described their experiences implementing recommendations made by Sport England as a condition of funding for a new hangar. These focused on increasing female, youth, minority and disabled membership. Their volunteers' hard work has reaped rewards including the Caroline Trust Cadet of the Year award, second place in the prestigious National Sports Club of the Year awards and having to cap the membership. Not to mention the completion of the new hangar!

Andy Melville, a committee member at **Wolds**, described their new clubhouse project – entirely club funded – which has enjoyed the backing of and dedicated work from club members. To contain the cost, the members offered to do a lot of the 'finishing off' themselves, with open painting days and by groups adopting a room to fit out.

Les Merritt, CFI at **Buckminster**, focused on meeting members' needs; addressing finances; and improving relationships with the local community. Membership has grown from 60 with tired kit to more than 100, with a good band of instructors. Les credited the club's achievements to the membership's hard work.

Richard Grey, Chairman of **Bristol & Glos**, described the club's cadet scheme: how it runs, how it relates to the rest of the club, the scheme's benefits and the incentives in place to encourage cadet activity.

Finally, Robbie Robertson, Chairman of **Black Mountains**, talked about the the club's five-year strategy *(see overleaf)*, rounding off the morning with an unforgettably succinct slide that left everyone smiling!

A hearty buffet lunch was followed by break-out into six discussion groups in separate rooms, each discussing one of three







*Left: club delegates swap ideas during a coffee break; Above: Alastair Fish (**Borders**) speaks about funding; Right: Noel Kerr from **Newark & Notts** looks happy – perhaps it's the thousands CASC has saved his club?*
(Photos left and above courtesy of Alto)





Above: the first ever BGA Treasurers' Forum, led by John Birch and Mike Jordy (Photography courtesy of Alto)

questions devised by Roger Coote, BGA Development Officer: issues for clubs with a proportion of the membership who are cash-rich/time-poor; structuring of the instructor roster and falling instructor numbers; and the three most important actions for a club faced with closure. The syndicate chairmen shared their summaries and the conference moved on to a briefing on Child Protection by Phil Burton, BGA Executive Member. See p4 of this *S&G* for how your club can find out more about this important subject. The latest addition to the agenda was a short piece by **Cambridge's** chairman, Richard Brickwood, about how they as a club support their pilots in NOTAM briefings. Their basic finding (unlikely to be news to any of you) is that NOTAMs in their current form are extremely challenging to understand and it is difficult for each glider pilot to be confident that they are indeed in full possession of the facts. Cambridge's investigations and discussions with the CAA had posed many questions and Richard's presentation promoted a lively discussion. Initial analysis of the conference feedback forms shows that this is an area of serious concern. Work is already taking place but this is an area that you are likely to hear more about in the coming months.

Tea saw the return of the treasurers to the main hall. The final glide began with Patrick Naegeli and Hugh Browning presenting their annual update on the BGA Safety Initiative's progress. Patrick commended and thanked clubs for their work on winch launch related training and Hugh revealed how that may be reflected in 2006's statistics. The safety messages will be repeated in the near future and clubs will need to remain engaged if the downturn in winch launching accidents is to continue into the future. They then looked forward to 2007's areas of focus: trial flights and instructing accidents.

The day concluded with an Open Forum, covering NOTAMs, Mode S transponders, insurance, BGA and working relationships with farmers, and Flarm. Afterwards, I asked Pete Stratten if there was one point to make in this *S&G* article, what would it be? Pete replied without hesitation that it is important to pass on the message that all concerns raised during the day and in the Open Forum are being taken seriously by the BGA.

Patrick Naegeli closed the proceedings. Having already thanked the organising team in his opening remarks, he reiterated those thanks and extended them to the presenters and to delegates for their hard work and commitment to the running of their clubs and for making gliding in the UK what it is.

I would like to add my own thanks to Debbie Carr and Lauren Holwell at the BGA; to Diana King, Roger Coote, Pete Stratten and Patrick Naegeli for their input and support; to the BGA Executive Committee and chairmen of BGA sub-committees and working groups for their responses to requests for information; to the presenters – especially to those of the club slots; to John Birch for his work on the Treasurers' Forum; to volunteer photographer Alto and to the two volunteer conference assistants, Becky Seyburn and Devin Giddings, from **Nottingham University GC**. My greatest thanks have to go to the delegates, who contributed so much to the content and enjoyment of the day









Clockwise from top right: Patrick Naegeli reports on the Safety Initiative (Alto); *Alison on volunteering* (Alto); *helpers Devin and Becky* (S&G); *Carol Marshall, **Dorset**, & Maureen Weaver, **South Wales**, in syndicate* (S&G); *Trevor Stuart (**Bristol & Glos**) talks course fees* (S&G)

From this year's feedback forms

A must-attend event

The most useful event in the BGA calendar

Some parts of the day are more useful than others, but the real value is being able to talk to others

The club slots were quite inspiring – especially those clubs who had improved themselves.

Particularly interesting was the discussion on NOTAMs.

The safety information was sobering

The representation of the diversity of gliding in the UK, and from right across the UK, was striking

Gives a chance to talk to chairmen in similar situations

Very good for sharing information

It gets better every year

Developing club strategy

Robbie Robertson of Talgarth shares what he told the BGA Chairmen's Conference about how to make sure your club is on track for a successful future



A simple analysis of its strengths (many kilometres of ridges enabling the UK's best airtime-to-launch ratio) and its weaknesses (a small aerotow-only site in a rural area) helped Black Mountains to focus on a mission that ranks ab initio *training behind exploiting Talgarth's exceptional soaring potential for members and visitors (Carl Peters)*

THE vast majority of gliding clubs in the UK are run by unpaid volunteers, many of whom have commitments such as family, full-time work, and so on. As a result, most time spent at the club is devoted to flying or practical activities such as winch driving, maintenance or other day-to-day tasks. This is great and keeps our clubs vibrant. However, in order to survive and succeed, every business, no matter how large or small, must be clear as to its long-term aims. All too often, fire-fighting and attention to minutiae hinder the formation of a clear, long-term strategy. Inevitably, this will have a detrimental effect on the overall performance and ability of the company (your club) to prosper in the long term.

Strategies do not evolve on their own. You only have to sit in the clubroom on any wet non-flyable afternoon and it will become clear that there are more "What we need ideas" than thermals on a 750km day. This is great and healthy but to convert them from idle twitterings to a defined strategy to help the club develop (or in some cases, sadly, to survive) someone needs to take charge and that is the job of the elected committee. There are clubs where a single, strong individual has forced his own strategy on the club... a solution doomed to failure. There is a single golden rule for a successful strategy: **It must be seen to be owned by the membership as a whole and have the support of the majority of members.**

At Talgarth, there had been several attempts at formulating a strategy but these had generally been the view of a single person. Whilst a great starting point, they did not have input from members and so persuading them that it was "their" strategy would have been very difficult. To try and create a realistic strategy means looking at the big picture and avoiding at all costs getting bogged down in detail or day-to-day club matters. Over the winter of 2005-06, the Black Mountains committee booked a room at a local hotel and talked strategy and nothing else. At first, we all fell into the trap of looking at detail but, as we gained experience, we learned to think long term and address the bigger picture.

The first few meetings were dedicated to producing a "mission statement". Groans all round, but it is 100 per cent essential to be clear what the long-term aim is for a club. Having agreed on this, we then drew up a list of strengths and weaknesses – a great eye-opener. It was invaluable in ensuring that our mission statement was realistic. For example, it would be pointless for us to concentrate on becoming a major *ab initio* training club given that we have a small site, an all-aerotow operation and no large centre of population to supply new members.

Member consultations

Without doubt, this was the most difficult part of the strategy creation. The committee sat in isolation but of course fed in members' views as appropriate. There were demands from some members that the very early draft strategies were circulated for input. This would have created a hugely protracted process and so a members' forum was created on our website (with access strictly limited) to place their views and comments. As soon as the strategy was in a form that the committee felt was realistic, achievable and served the best long-term interest of the club, it was placed on the club website with access limited to full (that is, not country) members. All members were urged to read the strategy and comment. Copies were placed in the clubhouse for those who did not have email.

To say that this generated interest and comment was the understatement of the year! However, the committee did address every single comment and, where it was felt beneficial, note taken and the strategy updated. A comprehensive paper of all membership inputs (unabridged!) was drawn up and made available to all to prove that everyone's views had been considered. The final strategy was circulated to the membership well in advance of the AGM where it was tabled for adoption as it stood – there would not be a long debate on its detail as this had already been addressed through the website and members forum.

Three simple rules

1. Think long term and avoid getting bogged down in detail.
2. Be seen to be leading from the front... don't let the tail wag the dog.
3. Get all members involved to ensure they see it as their strategy.

Good luck!

An invaluable eye-opener

Strengths:

Best airtime/launch ratio in the UK
Visually attractive location
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From top: screenshots from two of the programmes reviewed: SFS showing detailing near the ground; the Condor programme, soaring low along a ridge and a closer view of the panel in Condor, which was Roddy's personal favourite among the gliding sims he tried out





Roddy Maddocks test flies some of the gliding flight sims that you might want for your PC

ALTHOUGH PC-based flight simulators have been around for two decades, they have tended to focus strongly on different sorts of powered aviation rather than soaring. More recently, there have been a number of dedicated soaring simulations. A comparative review of the simulators that are currently available seemed to me to be a worthwhile exercise, as well as an excuse to have a lot of fun "gliding" on my PC.

The ones that I chose to review were:

- Sailors of the Sky Gold 5.91 (Sots)
- Silent Wings v1.06
- Condor v1.0.9
- Soaring Flight Simulator 4.1 (SFS)
- Microsoft Flight Simulator 2004 (FS2004)

Including FS2004 may seem an odd choice as it not a dedicated soaring simulator but with suitable add-ons it has the potential to compare favourably against the other sims. Late in my review process the new Microsoft Flight Simulator X (FSX) was released; I have included my initial thoughts on it.

I believe that there are a number of key aspects that determine how good a soaring simulator is:

Glider realism: the simulation of the glider in terms of flight dynamics, instrumentation and virtual cockpit.

Scenery: the realism of the graphics in providing small objects and textures which give you good speed and height cues when manoeuvring near the ground and sufficient large ground features to allow visual navigation when at altitude.

Weather: the simulation of the weather, particularly the three forms of lift; thermal, ridge and wave.

Other features: the features that assist with training, and that allow one to compete in task flying against other gliders, flown either by real or artificial pilots.

Each section below has a list of the sims with their star rating, followed by detailed observations. At the end is a summary with an overall star rating. I have deliberately not attributed scores for FSX as I felt that in the brief time I was able to review it, I was not able to fully test all aspects of the simulator.

Glider realism

Condor – 5 stars
Silent Wings – 3 stars
FS2004 – 3 stars
SFS – 2 stars
Sots – 1 star

Condor is substantially better than the others in the simulation of glider flight dynamics. It has highly accurate modelling of lateral and longitudinal stability, excellent roll-yaw coupling at different speeds, realistic stall/spin behaviour and a good ground reaction model. This means that in all stages of flight from take-off through to landing ground roll the handling seems very realistic. For example, it is the only programme reviewed that has the ability to convincingly replicate a short period pitch oscillation. It is also very convincing when approaching a stall with yaw on.

There is little to chose in flight dynamic terms between Silent Wings, FS2004 and SFS. They are much more simplified models than Condor. This means that the handling close to the stall is not as realistic, and the change of adverse yaw effect with varying speed is not realistic.

But these flight dynamics models are good enough to give an enjoyable illusion of glider flying when not flying near the edges of the envelope or deliberately trying to explore handling qualities.

Sots has a rather unrealistic flight dynamics model, which demonstrates

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positive roll stability, unlike most real gliders (which diverge into spiral dives). The flight model also shows somewhat unrealistic pitch changes with the application of airbrakes, and excessive phugoid response. This lack of realistic response is quite noticeable and mars the whole experience of "flying".

When considering the quality of the glider virtual cockpits and instrumentation in FS2004 it depends on which glider you are flying. Unless you want to only fly the rather crudely modelled Schweizer SGS 2-32 you will need to obtain add-on gliders, which are available as freeware rather than being Microsoft official releases. The best ones are really amongst the very best of any simulator in terms of the virtual cockpits. There is a wide range of gliders available for FS2004 at *http://www.fsglider.de/*

Condor and Silent Wings both have good virtual cockpits with clear instruments.

SFS, which was designed for older and lower-spec PCs has noticeably simpler virtual cockpits, but the instrumentation is reasonably clear.

In Sots the virtual cockpits are of variable realism: many are quite poor with only a fairly basic representation of the instrument panel; some are better but still not quite as good as the best available.

Another aspect that I considered was the ability to simulate winch and aerotow launching. FS2004 is alone in not having a simulation of either aerotow or winch launching. An imaginative solution to the lack of winch launching is by the provision of VET (Virtual Engine Technology) on many of the add-on gliders for FS2004, which is effectively a jet engine take-off!

Between the others there is very little difference in terms of the realism of the winch launch simulations. For the aerotow, Silent Wings is slightly ahead of the others in having the ability for the rope to go slack and pull tight with a jerk.

FSX out of the box has one modern glider, the DG-808. The virtual cockpit is good, but not quite as good as the best add-ons for FS2004. The flight dynamics seem to be little improved compared to FS2004 and hence are still not as good as Condor. An aerotow simulation is provided now, which isn't quite as realistic as some of the other simulators.

Scenery

FS2004 – 5 stars
Sots – 4 stars
Condor – 3 stars
Silent Wings – 2 stars
SFS – 2 stars

To experience the best from FS2004 scenery you really need to obtain either commercial and/or free-ware scenery add-ons for the area that you are interested in. There is some excellent UK payware scenery such as the Just Flight VFR Photographic scenery, which combined with airport scenery such as the UK 2000 airports *www.uk2000scenery.com* give excellent realism in the UK.

There are also some freeware scenery add-ons. Of particular interest is the work of Ray Sheppard with some excellent models of Nympsfield and Aston Down gliding clubs (*http://shepsshed.com/bits.htm*) that is compatible with the VFR Photographic scenery; similar freeware, also compatible, is available from *www.vfraddons.co.uk*

With such add-ons, you can really "fly" cross-country, using visual navigation relying on the photorealistic scenery and then fly a circuit and landing at a gliding site, where you are relying more on the computer-generated objects and surface textures for visual speed and height cues. Excellent lighting effects means that you can simulate the full range of dusk, reduced visibility and even night flying! So you could practise trying to fly a circuit round your gliding club in misty conditions, or maybe just a few beat-ups before it gets dark one evening.

Compared to the excellent scenery in FS2004, FSX has taken another leap forward in realism. You need the very latest graphics card to obtain good frame rates at the highest level of detail but the results are outstanding. The UK VFR photographic scenery is now available for FSX with a higher resolution than the FS2004 version.

In Sots the airfields are generally well modelled with a good integration between the computer-generated and photorealistic scenery. The textures aren't up to the standard of FS2004: for example, the subtleties of skid marks on tarmac or changes in grass are not as good.
Away from the airfields there is a substantial amount of ground features which make VFR navigation easy, and in many areas ➢







From top: screenshots from three of the programmes reviewed: MS FS2004 Grob over Aston Down (glider and airfield both add-ons to the commercial software); Sailors of the Sky, over the launchpoint at Segovia; an external view of the aerotow in Silent Wings



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	Condor	Silent Wings	Sots	FS2004	FSX	SFS
Price:	39.99 Euro	69 Euro	19 Euro	£34.00	£49.99 Std, £59.99 Deluxe	£37.95
Minimum Specification:						
Operating System	Win 2000, Win XP	Win 2000, XP, Linux 2.1	Win 2000,XP	Win 98,Me,2000,XP	Win XP SP2, Vista	Win 95,98,Me,2000,XP
Processor	*1 Ghz non Celeron*	*800 Mhz*	*350 Mhz Pentium 2*	*450 Mhz*	*1.0 GHz*	*800MHz*
Memory	256 MB	256 MB	128 MB	64 MB (98,Me) or 128MB (2000,XP)	256 MB (XP) or 512 MB (Vista)	128MB
Graphics	*DirectX 7, 32MB 3D Graphics Card*	*32 MB 3D Graphics Card*	*DirectX 8, 3D Graphics Card*	*DirectX 7, 8MB Graphics Card*	*DirectX 9.0c, 32MB Graphics Card*	*32MB 3D Graphics Card with Open GL*
Features:						
Force Feedback	Y	N	Y	Y	Y	Y
Track I/R Headset	Y	Y	Y (mouse emulation mode only)	Y	Y	N
IGC Files	Y	Y	Y	N	N	N
NMEA Output	Y	Y	Y	N	N	N

➢ a number of 3D ground objects, such as trees, which help give you speed and height cues when close to the ground, when ridge flying or landing out, for example.

Condor doesn't use photorealistic scenery, which has the advantage of keeping the frame rate high. Airfields are well represented with adequate objects and textures to give good speed and height cues both in circuit and when landing. Away from the airfields when on task, the scenery has very good textures for mountainous terrain and dense trees. Particularly when ridge flying, most of the simulators lack enough computer-generated ground objects to give height and speed cues, but in this area Condor really scores as most ridges have substantial numbers of 3D trees giving excellent reference.

The main problem I found with the scenery was in low-lying flat areas where there are a distinct lack of features for VFR navigation. There are no line features such as rivers, roads, or railways. In flat areas there are so few ground objects that trying to judge a field landing becomes unrealistically difficult, due to the lack of visual references for height. The terrain model is good, giving excellent contours with interesting bowls and subtleties to the ridges. There are lighting effects changes as dusk falls, which adds nicely to the sense of realism as you final glide home from a long task. Condor scenery is available for a variety of regions including the Alps but unfortunately at the time of writing no UK scenery is available.

Like Sots and FS2004, Silent Wings uses both computer-generated and photorealistic scenery. The integration between the computer-generated and photorealistic scenery doesn't seem to be as good as the best available in FS2004, and some objects such as trees aren't as well rendered. The airfields mostly have adequate objects and textures for circuit planning and landing but a few are a bit sparse on ground features. Good photorealistic terrain means that when at altitude, VFR navigation is straightforward. But away from the airfields there is a lack ground features, which means that ridge flying and landing out are unrealistically difficult due to the lack of height cues.

SFS, like Condor, does not have photo-realistic scenery. It manages to be surprisingly realistic even on lower-spec PCs.

In particular, airfields are well modelled with dynamic objects moving on the site, and many small objects near the runway, such as runway edge markers and tufts of long grass, which help with the speed and height cues when rounding out for landing. The terrain models and textures aren't the best: in particular, the forests on many of the hills you might soar are quite unrealistic at low level. SFS does well in having more objects in flat areas than Condor has, for example, which helps when judging field landings: I even saw a herd of cows in one field! One substantial limitation is that the only scenery available is a relatively small area of Germany.

Weather

Condor – 5 stars
FS2004 – 3 stars
Silent Wings – 3 stars
Sots – 2 stars
SFS – 2 stars

Condor has an excellent simulation of thermal activity with realistic clouds that follow the thermal lifecycle from initial forming of the cu through a well-developed cloud to a decaying cloud. Combine this with an excellent ridge-lift model and a plausibly realistic wave lift simulation (admittedly without any lenticular clouds), and this gives a soaring pilot a good range of simulated soaring conditions.

There are a few omissions: for example, there is no ability to define poor weather conditions such as poor visibility or rain and no frontal effects nor cloud streets. Controlling the setup of the weather conditions is straightforward with the ability to set the cloudbase or even blue conditions, thermal strength and variability.

The FS2004 weather model is aimed at power flying simulation with the ability to precisely control wind, visibility, cloud layers and precipitation but it doesn't have any ability to define convective conditions. To get around this problem there are a number of add-on tools which can be used to define thermal lift conditions for a certain geographical area, or you can simply download thermal lift files that other users make available. One of the best tools for creating dynamic thermal soaring conditions is a freeware tool *Cumulus!* available from *http://luerkens.homepage.t-online.de/peter/* and another – *Cross Country Soaring* – is at *http://x-c.home.att.net/* Some UK thermal lift files are available from Ray Sheppard's website *http://shepsshed.com/bits.htm* Ridge lift and a limited wave lift model can also be configured in FS2004 using add-on files. This process of downloading and installing extra files to set up soaring conditions or using the tools to construct your own may put off the less computer-literate pilot.

My first impression of FSX weather was that creating thermal weather conditions was possible, but that it was still too difficult defining the conditions that you want.

Whilst without wave soaring, Silent Wings does have a reasonable simulation of ridge and thermal lift. The thermal model isn't quite as sophisticated as that of Condor; it exaggerates the effect of wind on thermals. It is also less realistic at modelling the lifecycle of a thermal. The ridge lift model is reasonably good, with the effects of wind direction and slope giving fairly realistic conditions, for example, strong sink on the lee side of ridges.

Sots is the odd one out in having a macro weather model, being able to define areas of high and low pressure and associated fronts on a simulated synoptic chart. The setup screen for the weather provides one with the tools for defining the synoptic chart with associated regions of high and low pressure, warm and cold fronts and the movement of these over a number of days. Whilst interesting in that it is the only simulator that so far considers these large-scale effects, it is difficult to configure these weather settings to get the soaring conditions you desire. In terms of actual soaring conditions, the thermal model is fairly good with reasonable rendering of clouds whilst the ridge lift model is adequate.

SFS's thermal model isn't as sophisticated

as the other simulators but it is still quite usable. The rendering of cumulus in SFS isn't as good as the more recent simulators like Condor, so it is harder to determine which cloud is developing and which is decaying. The ridge lift simulation isn't as good as the thermal simulation. I found that the strength of the ridge lift didn't vary according to the changes of slope in the way that I would expect. Overall the ridge lift simulation was rather optimistic, giving strong lift in places where I thought it quite unlikely.

Other features

Condor – 4 stars
Silent Wings – 3 stars
FS2004 – 2 stars
Sots – 2 stars
SFS – 1 star

The lessons in Condor are reasonably good, covering effects of controls through circuit planning and basic soaring techniques through to more advanced topics such as MacCready theory. For more advanced pilots wanting to analyse their flights, Condor has a nice flight analysis capability allowing the flight to be replayed on map and barograph view simultaneously. The in-flight replay capability is limited to what is effectively in-flight video. You can't, for example, change from internal to external view in replay mode, which is a great shame as you can learn about your approach and landing mistakes by seeing outside views as well as in-cockpit replays.

The task-setting facilities in Condor are good, with an easy to use interface. Online racing with Condor is very easy to use, on the condor website *www.condorsoaring.com* there is a list of the active races, you just click on the one that you want to join and it automatically starts Condor on your PC with the correct connection information. One weakness with Condor is not having any Artificial Intelligence (AI) pilots, in other words the only way that you can compete against other pilots is by going online. To make up for this Condor does allow you to fly against previously recorded flights, so you can try and improve on your personal best over a task.

Like Condor, Silent Wings has nice task-setting features and easy-to-use online racing. It has an advantage over Condor in having AI pilots, which means that you can have meaningful competitions without being online. Another feature I liked was the ability to load IGC files, which then defined the flight path of another glider. The problem of course, is that the IGC file doesn't relate to the simulated weather you are "flying" in with Silent Wings. The flight analysis in Silent Wings is rather basic, just having a static map and barograph trace. It does not have any in-flight replay or lessons so it is less well suited to basic training.

FS2004 is well suited to basic training, it has the ability to easily reposition the glider, to save a position at any point during a flight (which allows one to subsequently try the same exercise many times, for example a



Roddy, 44, started gliding in 1978 and has 700hrs on 35 different types of gliders, as well as 200hrs power. He has a Silver Badge and his 300km and is a former BGA Assistant Instructor. His first job after studying Aeronautical Engineering at university was working on airline flight simulator software; he now works in business software as a business analyst and flies gliders and tugs at Vale of White Horse GC and motorgliders at Oxfordshire Sportflying, Enstone

recovery from being out of position in the circuit or a difficult cable break situation on a narrow strip with a crosswind). It has a good replay facility, allowing one to view one's mistakes such as poor approach control on landing. Another add-on *FSNET Copilot* from *http://www.gates.to/index.php* allows two pilots to fly the same simulated aircraft over the internet. This allows a P1 and P2 to alternately have control – one limitation of course being that there is no interaction of stick movements hence no ability to "follow through" on the controls. Still, it shows the potential of online instruction for some of the decision-making aspects of flight training. Even the basic FS2004 package without add-ons allows online multiplayer but without any gliding-specific features such as online scoring of the task. FS2004 is fairly devoid of facilities to train at a more advanced level, lacking built-in features such as barograph traces. There is also no task-setting capability.

FSX introduces a new mission capability, a number of which are soaring specific. These cover a basic soaring lesson and a few cross-country tasks to fly. I expect that there will be further missions available as add-ons and it will be interesting to see if many of these will be aimed at the soaring rather than power pilot. FSX provides capability for two pilots to share one aircraft, as above.

Sots is quite well suited to racing with AI pilots and online multiplayer capabilities. It has a reasonable task-setting capability although the user interface isn't as polished as that of Condor or Silent Wings. Where Sots is weak is in the area of training with no lessons, flight analysis or replay capabilities.

SFS has reasonable racing features, with a good task planner, and flight analysis with barograph trace and map views. The only racing available is against AI pilots as there is no ability to connect online to other players. Like Sots and Silent Wings it is less well suited to basic training as there are no lessons or replay facilities.

My conclusions

Condor – 5 stars
At the moment I believe that this is the best soaring simulator. It has the most realistic handling, which coupled with the best weather model and excellent online racing, really makes an excellent soaring simulator. The lack of scenery areas should improve as the Condor user community develops their own scenery using the recently released scenery toolkit. Strongly recommended.
www.condorsoaring.com

FS2004 – 3 stars
The basic package as sold by MS is entirely unsuited to soaring simulation. However, add-ons make this an interesting proposition for the soaring simulator pilot, not reaching the levels of glider realism of Condor but offering global coverage of scenery and the ability to setup poor weather conditions. If you are interested in power flying as well as soaring then well worth considering.
www.microsoft.com/games/flightsimulator/

FSX – too early to rate
Glider handling is still not as sophisticated as Condor, but with stunning graphics and a usable default glider it would be worth considering. If you want the very best UK scenery and also have an interest in power flying, then FSX with the VFR-X add-on probably represents a good option as long as you have a high-spec PC.
www.microsoft.com/games/flightsimulatorx/

Silent Wings – 3 stars
With scenery not equal to the best available in FS2004 and flight dynamics not as good as Condor, it may still be of interest, as UK scenery will shortly be available. Configuring soaring weather is much easier than it is using the add-ons with FS2004, but it is not quite such a good weather model as Condor. Also interestingly runs on Linux and Windows. Worth considering.
www.silentwings.no

SFS – 2 stars
Not as modern as the others, but still an enjoyable soaring simulator with moderate levels of realism. Only available with a very limited scenery area. Probably your only choice if you run a low-spec older PC.
www.sfspc.de

Sots – 1 star
Excellent scenery and some good ideas in terms of weather model are let down by a very poor flight dynamics model. The handling is so unrealistic it mars the whole simulation experience.
www.sailorsofthesky.com



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A gem of a flight



Nympsfield's Trevor Stuart ignores the wave to introduce a friend to Welsh ridge running

Photos: Steve Lynn

IT HAD taken three years to get my friend Steve Lynn in the back of the Nimbus 3D. He had always been keen but work (his) and holidays (his) had prevented it. On New Year's Eve we vowed to make it happen in 2006. The only provisos were: it had to be a north-easterly and it had to be a Sunday. I had ranted on too much about the stunning ridge running to be had in Wales in this wind direction. Lo and behold, Sunday January 29 was forecast to be north-easterly – two weeks before his next holiday **and** my day for the Nimbus. Keen as mustard, he arrived at 8am, for breakfast, assuring me he had the regulation thermal underwear. "I've brought my camera – my big camera," he said. I smiled, thinking of the sailing maxim: "One sailing boat is a nice day out, two sailing boats is a race". It transfers well to gliding, although in Steve's case one glider is a nice day out, two gliders is a photo opportunity.

The plan was to take a high tow, float downwind some 30 miles and ridge-soar every nook and cranny of the Black Mountains and Brecon Beacons – bound to get some decent pictures. The plan failed immediately off tow. Straight into wave! I ignored it. Perhaps it would go away. But no, it was everywhere. With great determination I finally got the Nimbus down to 2,000ft on glide for the Black Mountains. Steve's patience expired. "Why don't we use the wave, Trev?" he enquired. "Because we're going ridge soaring," I said. We agreed a compromise. I would wave soar but only to 3,500ft – just above launch height. "That's good," he said, "we're in profit" (he's an accountant by trade). Although sub-zero outside, the warm sun and our quasi-SAS outfits made it not unpleasant. We had a task to do – and photos to take.

"Where are these hills?" Steve asked, looking down.

"Over there," I said, looking sideways.

A snow-covered Hay Bluff protruded above and behind a ribbon of cloud about five miles away. The nose went down, pointing at the ridge. A reassuring bump as we reached it. A fast run towards Hay Bluff, a showy turn for the walkers and steep dive down the windward face... into sink. That wasn't supposed to happen. Get in close, speed right back. Andy Davis had flown this area the day before and warned of wave knocking out hill lift. "It worked," he said "if you got in really close". I was as close as I dared; we had stopped sinking but we weren't climbing. We ran south around Black Hill, dropping back towards Offa's Dyke, directly into sun, below hilltop, unable to see it. Would we get into shadow before we hit it? Bottle went, I turned back:



Top: Steve enjoys the Welsh mountains in January and, above, crosses the Severn Valley in wave this autumn

I needed a field. There were several on the far side of the valley, sloping up, into wind, one distinctly bigger. That's it, field picked.

Purists had better look away now. Fuel on. Ignition on. Engine out. If Schempp-Hirth had been a UK manufacturer then this would have been the time to blast the *James Bond* theme out of the tiny loudspeaker.

Invariably after an engine firing I retrace my steps – carry on where I left off. Back to Black Hill, engine away and turn for Offa's Dyke 100ft higher. It made all the difference. Slowly we inched up the side until we were able to peek over the top – I always find this exciting, somehow forbidden, like discovering a new world. We ran south towards Abergavenny with yet another engine firing *en route* to get us on to the Blorenge. A dozen or more beats in the north-east bowl; it worked but not enough to steal a glimpse over the top. What wind we had was more north than east so I chose to creep slowly along the Usk valley, hugging the hills. Then, amazingly in January, we hit a thermal! Only a knot but it took us back into wave, up to launch height, enough for a slow glide into the Brecon Beacons. These work in the lightest of winds, and so we soared Pen y Fan, taking photographs of people taking photographs.

It was time to head for home. Scrappy bits of thermal and wave got us to Monmouth but it was now 4pm, twilight (perfect light, apparently). A 10-minute burn put us on final glide. A gem of a flight.

Since this flight Steve has upgraded his ASH25 to the EB28 – a better camera mount, Steve?

See overleaf for more great winter soaring pictures ➢







Exploring winter soaring

Left: Steve Lynn took this ultimate ridge-soaring shot during the flight described on p27
Above left: Wave to 9,000ft in Snoopy, the Talgarth-based T-21 (Robbie Robertson)
Above right: And wave to 11,000ft over Linton, taken by Mark Lench of York GC
Right: Craig Lowrie, chairman of Southdown GC, enjoys the local ridges in a northerly
Below left: Julian Sutton in Lak JS1, photographed from 10,000ft by Simon Ramsay
Below, bottom. Finally, from Derek Wilson, what he describes as a "Mountain Elfe"
To submit your photographs to S&G, *simply email* editor@sailplaneandgliding.co.uk







Opportunities in aviation

Andy Perkins updates us on how to get into gliding and further your flying – especially (but not exclusively) if you're under 25. And a lot of it's free...

LAST year I wrote an article outlining scholarship opportunities available to the gliding community. The majority of these are aimed at young people and those eligible to be a member of the junior gliding community. This is an update on that article with a few additions. Even those who don't know the exact route they wish to take should be able to find a starting point. This is by no means exhaustive as the opportunities out there are enormous.

Gliding Scholarships – pre-solo

Upward Bound Trust – Set up after WW2 by the Glider Pilot Regiment with the specific aim of sending 16 to 21 year olds solo. Having grown up with the Upward Bound Trust, I am still in awe of the dedication of volunteer members to enable extremely affordable gliding for young people. Costs to solo vary depending on your circumstances. Disadvantaged youths who can demonstrate a desire to learn have previously been trained for no cost, with maximum costs to all limited to very affordable levels. All the Upward Bound asks in return is dedication in terms of help running the airfield and keeping the launch rate moving! Contact: Dave Bramwell on 07887 623529.

Royal Navy Gliding Scholarships – These Awards cover the full cost of a gliding course (about eight days), food and accommodation in the Officers' Mess at the appropriate Naval Air Station, or Naval Establishment, and all travel costs. Held at Lee-on-Solent, Yeovilton and Culdrose. *www.faasquadron.org.uk*

Faulkes Flying Foundation – Currently the foundation is reviewing its operations for 2007. *www.fffoundation.co.uk*

Cadetships – Where to begin! Most clubs around the country now offer reduced rates to students learning to glide in exchange for help around the club and the operation. Availability is country wide. These range from free membership to free launches and/or soaring fees in return for a day of work. If the club near you does not offer such a scheme why not see if you can set it up yourself? The majority of glider pilots realise that for gliding to survive and grow, young members must be encouraged. Click on *Find a Club* at *www.gliding.co.uk*

Air Cadets – The Air Cadets offer several different levels of training for 13 to 20 year olds; training in Grob Tutors, Vikings or the Grob 109b motorglider. These can take you from a novice all the way to becoming an instructor. For example, courses of 40 launches in a Viking or 8hrs in a Vigilant are available. Cadets have the opportunity of gliding camps in the summer, which can include rides in operational aircraft with the RAF. Some are even lucky enough to have a trip in a fast jet! *www.aircadets.org*

Post-solo and skills development

Churchill Award – £100 paid direct to your club by the BGA to offset flying fees at your club on achieving your Bronze before the age of 18. Contact 0116 253 1051.

Caroline Trust – Founded in 1999, The Caroline Trust awards bursaries to young people, generally under the age of 18 years old, and to disabled people of any age who want to try gliding. In 2005, 23 bursaries were awarded – 10 to cadets to allow them to go solo. *carolinetrust@tideswell.net* or 01298 872496, or *www.carolinetrust.org.uk*

Royal Aeronautical Society Bursaries – The Royal Aeronautical Society Centennial Fund generously provided funding in 2006 and earlier years enabling the BGA to offer up to 40 flying scholarships this year alone. These were available to young glider pilots and to other young people wishing to take up the sport, aged between 15 and 17 years of age, in full-time education, who had not yet soloed. Keep an eye on *www.gliding.co.uk* in spring/summer 2007 to see if the scheme is continued into the future.

BGA Soaring Courses – The BGA usually runs these courses for UK pilots every year, involving personal tuition in the Duo Discus. Briefings give a good insight into techniques for soaring and cross-country training for all age groups and abilities. Junior pilots (under 26) have generally been eligible for a saving of 50 per cent on soaring fees and in previous years an entire "young person's soaring course" has been run at no charge to individuals. Course fees for Soaring and Instructor courses are 50 per cent of full fee for Junior pilots. For dates and booking: *www.gliding.co.uk*

Competition and advanced training

Ted Lysakowski Trust – This fund, open to all ages, offers some of the most advanced tuition around. After seven successful years of activity with three awards made each year, The Trust has decided it is time to seek other ways in which to benefit UK gliding. A broad range of potential activities for 2007 is under consideration but at this stage there is nothing specific to say about their activities. *george_metcalfe@uk.ibm.com*

Junior Nationals – An awesome, amazing, incredible institution that should not be missed for the world! To be a part of this team/party is a privilege. Old age in this case starts at 26. The flying skills attained, personal life training and the friends made here are second to none. Get the idea? Yep, it's a must. To become a part of the "Juniors" (as they are more commonly known) all you have to be is 16 to 25 years old with a Silver Badge or higher qualification. The Junior Nationals competition is held each year and owes its success to the dedication of many people. Through their relentless effort, generous sponsors and support from one donor in particular, last year each pilot received up to five launches and the entry fee, thus allowing young pilots of all backgrounds the opportunity to compete virtually for free! The success of junior pilots speaks for itself: In 2006 ex-junior pilots won Gold and Bronze medals at the world championships. So if your ambitions are partying solidly or winning the worlds, this is the place to start. Haven't got Silver yet? Don't worry; you can still take part with a free place in the BGA two-seater scheme. *www.gliding.co.uk*

Barron Hilton Cup – (by invitation only) For the pilots who achieve the greatest accolades possible such as world records or extraordinary flights there is an opportunity of competing in the Barron Hilton Cup. The prize offered is an invitation for the pilot to participate in the flying camp at the Flying M Ranch at the edge of the Sierra Nevada, with airfares provided from Honolulu to the ranch and return, and accommodation at the ranch for pilot and accompanying person. *http://barronhiltoncup.org*

Power flying

Many glider pilots are keen to become tow pilots or just to develop their skills by moving into power flying in addition to their gliding. The subject of sponsorships for power ratings has been covered extremely well in many publications from Flight International to Pilot and Flyer magazine. The organisations mentioned below just scratch the surface of what is available.

Disabled Flying Scholarships - Each student completes a six-week residential course of training, which includes ground school and up to 40 hours of dual and solo flying. This

is provided at no cost to the student and currently flight training takes place at flight schools in the USA and South Africa. For details see *www.worldwings.org* or *www.toreachforthesky.org*

Air Cadets Powered – Air Cadet members looking to move into the Armed Forces can apply for: 12hrs or solo in a light aircraft at a civilian club; 10hrs at an RAF club including some service flying; or 10hrs to solo in an RAF microlight. *www.aircadets.org*

Royal Air Force – There are several options: Flying Scholarships; RAF Pilot Scholarship; RAF University Bursary. All these are currently under review. *www.rafcareers.com*

RAF Association Flying Scholarships – Separate to the RAF awards, the association offers four Flying Scholarships, open to ATC Cadets, to be awarded in 2007:
– 1 x 35 hrs flying toward NPPL
– 3 x 15 hrs flying toward NPPL to achieve "First Solo Flight"
Closing date: January 31, 2007.
www.rafa.org.uk/scholarships.asp

University Air Squadron – There are 15 University Air Squadrons teaching undergraduates to fly whilst at university. All the flying is FREE! Squadron members also have the chance of flying operational RAF aircraft. Although this flying won't get you a Private Pilot's Licence (PPL) it can count if you take civilian exams. Google "University Air Squadron" for contacts.

Air League Educational Trust – This is an exceptional organisation that offers a variety of awards. Last year more than £100,000 of scholarships was awarded from full NPPLs to Gliding and Balloon Scholarships. The opportunities, career advice and aviation network available through The Air League are second to none. If you want a career in aviation then you need to be a part of this fantastic organisation. I am sure others agree this is an organisation that is held in the highest esteem.
– *Flying scholarships.* 12 or 15 hours flying training towards a National Private Pilot's Licence (NPPL). Offers up to 50 awards a year! Through the NPPL system a certain level of glider experience means this scholarship would enable a pilot to attain an NPPL at very low personal cost.
– *Flying Bursary.* Between 5 and 8 hours of advanced flying training to PPL holders, such as IMC ratings, and advanced manoeuvres.
– *Balloon PPL Scholarship.* Funded by Breitling, co-ordinated by Brian Jones, for 17-26 year olds to gain a full Balloon PPL.
– *Gliding Scholarships.* A variety of awards: cross-country flying, aerobatics, SLMG NPPL flying.
– *Prince Philip Flying Scholarship* – A full NPPL for an exceptional Air Cadet who has achieved their Duke of Edinburgh's Award.
Email *scholarships@airleague.co.uk* or visit *www.airleague.co.uk* for details.



Fun gliding in a DG at The Air League's first Summer Social, organised by Andy Perkins and designed as a flying day where younger members could meet and get airborne (The Air League)

GAPAN (Guild of Air Pilots & Air Navigators) – The Guild scholarships provide a unique opportunity for people who want to become pilots or to further their pilot qualifications:
– JN Somers – A full frozen ATPL course at a CAA-approved school is awarded each year. This is an incredible scholarship.
– Jet Orientation courses.
– Full PPL courses.
– Flying Instructor Ratings courses.
There are some excellent links on the web page of ways into a career in terms of what is required in industry. *www.gapan.org*

Royal Aeronautical Society Centennial Scholarship Fund. This Fund makes awards to those who will contribute to the future of aerospace and who need financial help to realise their aspirations. *www.raes.org.uk/*

Royal Aero Club – Bursary Scheme for young people who wish to upgrade their existing qualification in a wide range of air sports and aviation related activities. Provides scholarships of up to £500 per person towards achieving the next qualification in their aviation sport. Look under bursaries at *www.royalaeroclubtrust.org*

Diana Britten Aerobatics Award – The winner will be awarded a 10-hour course of dual competition aerobatic instruction with a top-ranking aerobatic pilot, plus one year's free membership of the British Aerobatic Association. Contact: *www.dianabritten.com*

BWPA (British Women Pilots Association) –
– Full PPL each year.
– Amy Johnson Memorial fund – Up to £2,000 towards the issue of your first professional licence (ATPL, CPL). Can include MMC courses etc. *www.bwpa.co.uk*

Girls Venture Corps Air Cadets – Scholarships for gliding via Ducat-Amos Gliding Scholarships. Last year six grants were awarded for 12-20 year olds. These comprised a weekend course at a local gliding club. *www.gvcac.org.uk*

Commercial aviation

Despite changes in the retirement age of pilots there are lots of opportunities out there. With air travel growing by approximately eight per cent a year in the UK alone there is a shortage of experienced pilots. There are several sponsored schemes, which require a large commitment of time and future funds, but the shortage of pilots is already showing up amongst many airlines. This area is changing rapidly and there will be a need for many airlines to start recruiting cadets again in the near future. The Air League, GAPAN and The Royal Aeronautical Society have many contacts; their publication *So you want to be a pilot* gives a superb insight into what's available. For contacts, see above.

Summary

The opportunities to join the UK aviation community are enormous and you don't require an endless source of money to get involved. The adage of "If you want it badly enough..." still applies. The assistance that's available is more accessible than ever before so if you want to join in the fun, make the most of it and find out more. Good luck!

KEY:
Black = for young people (16-25 years)
Blue = for all ages
Red = for women only

2006 General Aviation Safety Awards

Civil Aviation Authority








'a truly remarkable piece of airmanship'

comment from nominator of 2005 GA Safety Awards winner

The General Aviation Safety Awards are presented to individuals and organisations in the UK to recognise their good airmanship or practical skills and abilities when faced with potentially serious incidents directly related to flying. Anyone involved in UK general aviation may be nominated – pilots, instructors, engineers, aircraft operators and air traffic control staff. Nominees should be over 16 years of age and may be either individuals or organisations. Please note that only 'one-off' incidents will be considered. The selection committee regrets that it cannot consider awards for life-long service to aviation. **To nominate someone:** contact the CAA's Corporate Communications Dept, CAA House, 45-59 Kingsway, London WC2B 6TE, Tel 020 7453 6030 e-mail press.office@caa.co.uk. Alternatively go to the safety awards webpage at www.caa.co.uk/ga_award



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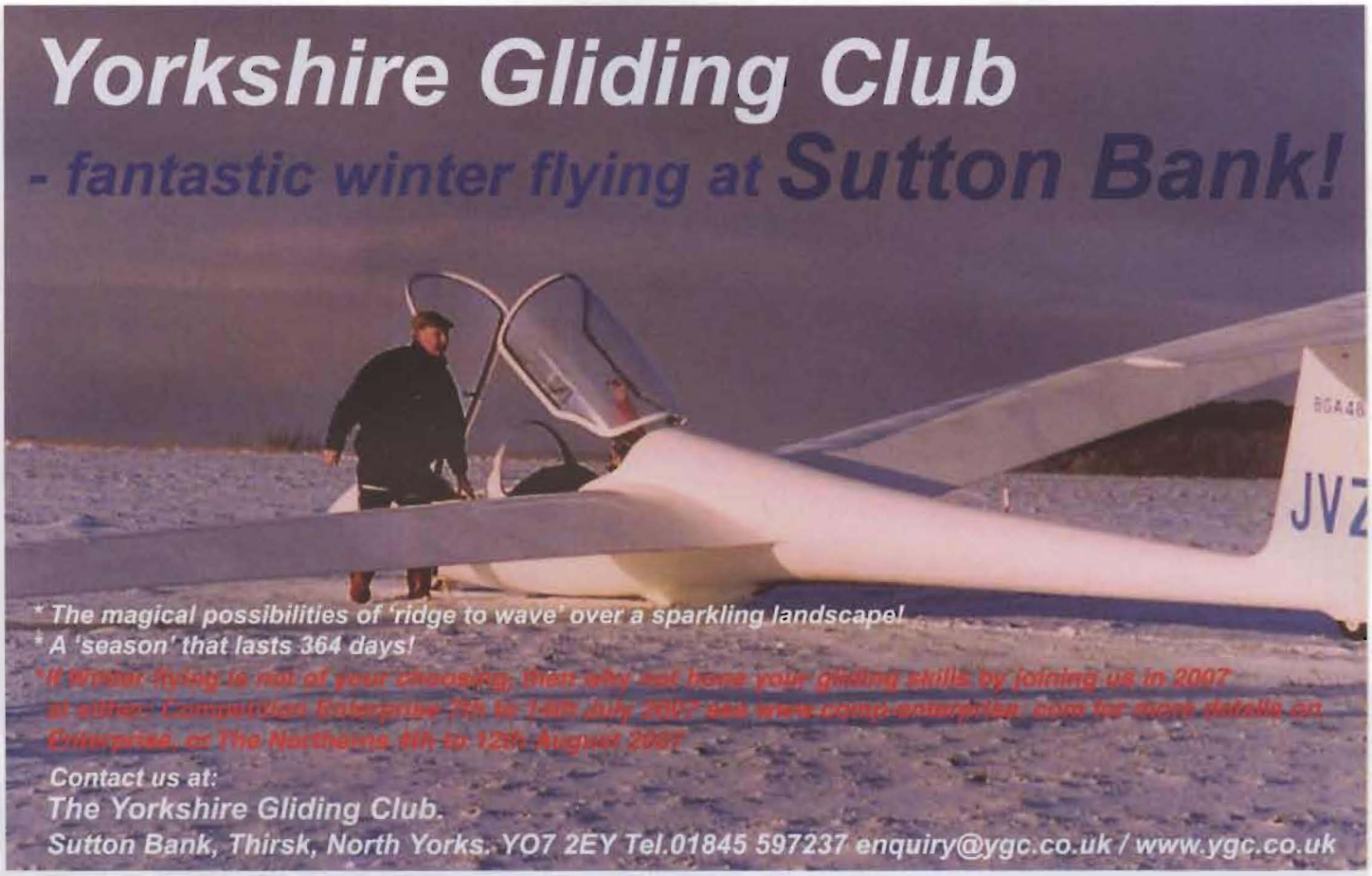





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Above: pictured with Prince Philip, BGA Chairman Patrick Naegeli and Vice Chairman Mike Jordy are, from left: club nominees and guests: Alan McKillen (Ulster), Frank Fear (Essex & Suffolk), Chris Berry (Aquila), Phil Lever, Gerry Cox (Dorset), Eric Boyle (Newark & Notts) and Shirley Barker (Kent). Below: His Royal Highness' first glider flight, in 1957



Fifty years as

Helen Evans reports on the BGA luncheon that was held to celebrate 50 years of Patronage by HRH The Prince Philip, Duke of Edinburgh – and to thank him for everything that he has done for British gliding

MORE THAN 40 pilots, representing a good cross-section of British gliding, enjoyed a lunch in the presence of HRH The Prince Philip, Duke of Edinburgh, at the RAF Club, London, on November 14.

Among the guests at the event, organised by BGA Executive member and British Team member Rose Johnson, were members of BGA clubs in England, Wales, Scotland and Northern Ireland. These had been nominated by their club chairman in recognition of their contribution to gliding. Since there were many more nominations than places, a ballot had then been held to decide who would be invited.

Also present were many current and former international gliding champions *(see p11)*, the BGA Vice Presidents, BGA Executive members, and staff. His Royal Highness succeeded, at a very pleasant, informal pre-lunch reception, in giving everyone who was present the opportunity of meeting or talking with him.

After the Loyal Toast, BGA chairman Patrick Naegeli began a brief speech by citing the late Philip Wills ("How can anyone resist the sheer fascination of being able to fly like a bird..."), comparing gliding in the 1950s with today, and underlining the continuing importance of young pilots. He concluded by paying tribute to Prince Philip and what his patronage means to the Association, echoing Philip Wills (as a former BGA chairman) to say: "In our Patron we have a man of extraordinary ability and distinction, who is prepared to act immediately, and without red tape, in supporting a cause in which he believes. British gliding would not be where it is today but for the help he has willingly given us". Patrick ended by presenting to His Royal Highness a photograph of a Duo



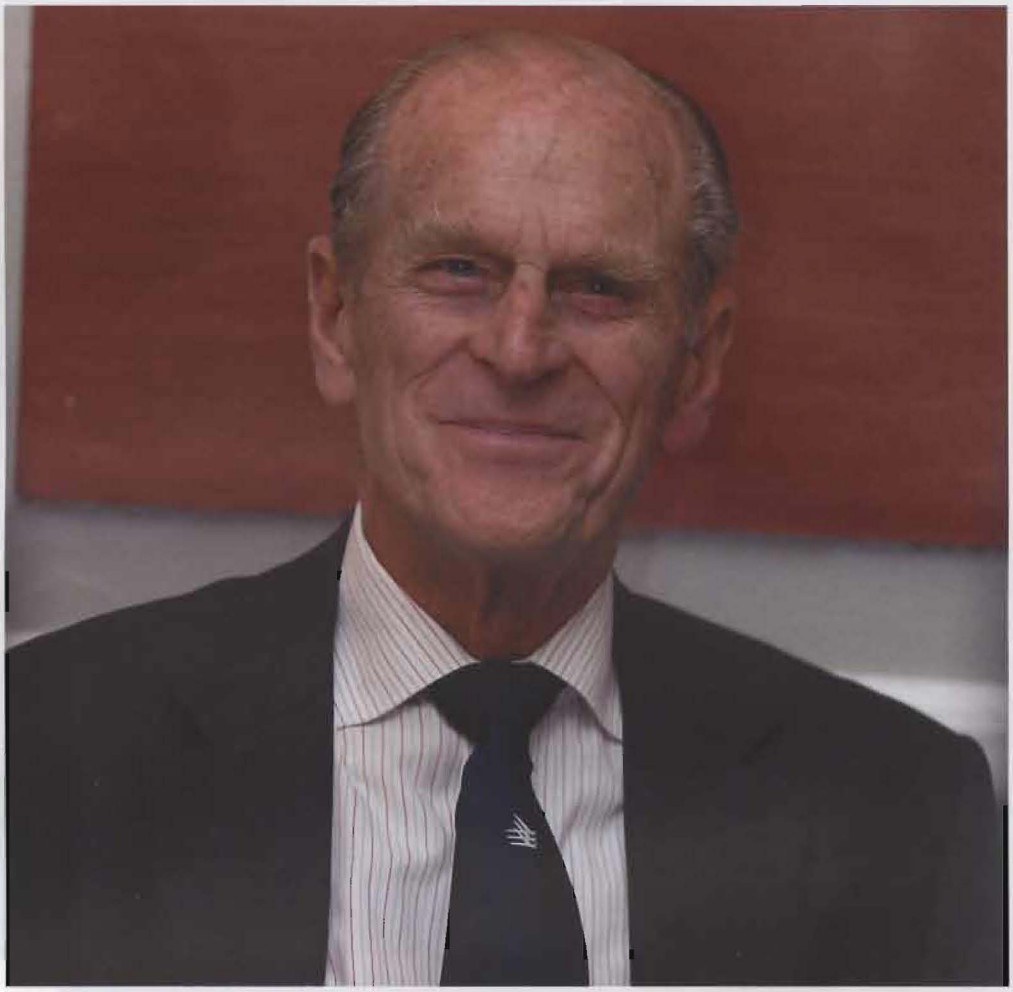
Above: Prince Philip in conversation with Kent Gliding Club's nominee Shirley Barker (right) and (from left) the BGA's Keith Mansell, Debbie Carr and Paul Hepworth



Above: His Royal Highness discusses flying with BGA Executive Committee member Diana King (left) and one of the Association's eight Vice Presidents, Dick Dixon



Patron



Above: While the assembled company toasts him as the BGA's Patron, His Royal Highness – wearing his BGA tie – listens

Centre: On behalf of the BGA, Patrick Naegeli (right) presents a photograph of a Duo Discus and cumulus – capturing, in his words, gliding's "grace, beauty, elegance and simplicity" – as a token of appreciation for Prince Philip's Patronage

(All images by Fergus Burnett Photography)

Discus in flight as a token of our appreciation.

In response, Prince Philip thanked Patrick, and recalled when Philip Wills and Ann Welch asked him to become Patron – "which," he added, "I was delighted to do. What I didn't know then was what a success the BGA was going to be in terms of the number of people taking part and the huge number of successful competitors in international competitions". Having entertained the guests with his account of a recent glider landout incident at Balmoral while he was having tea there, he concluded by saying he hopes that the BGA and all its members continue to do extremely well.



Above, from left: twice world champion Andy Davis, Prince Philip, Vice President Ben Watson and former junior world champions Jay Rebbeck and Jez Hood sharing a joke



Above: At the RAF Club, Piccadilly, Prince Philip is flanked by the British Gliding Association Chairman, Patrick Naegeli (to the right in the photo), the Vice Chairman, Mike Jordy, and the full complement of BGA Vice Presidents (from left): Roger Barrett, David Roberts, Chris Simpson, Don Spottiswood, Dick Dixon, Ben Watson, Bill Walker, and Peter Hearne

Leading the way



Jochen Ewald tries the new Antares 18S – and concludes that it sets a new standard for 18-metre ships

AT THE end of June 2006, Axel Lange of Lange Flugzeugbau revealed his latest product, the Antares 18S flapped 18-metre glider. It's a development of his Antares 20E electric self-launching motorglider into a top 18-Metre Class glider, which can be fitted with a conventional sustainer engine. Two prototypes are flying.

The 18S wing, with its characteristic, continuously rounded leading edge, is being manufactured from the 20E moulds, shortened by a rectangular one-metre section at the inner end. With nine spanwise distributed aerofoils and a straight trailing edge that points backwards towards the tip *(see photo at the top of page 39)*, it delivers a so-called superelliptic lift distribution. This produces only 0.1% more lift-induced drag than the theoretically optimal elliptic shape, without any washout.

A further reduction of up to 5% of lift-induced drag is achieved by the winglets (including their downwards-pointing fairing, which contains the small wingtip wheels). Laminar airflow under the wing covers up to 95% of the airfoil depth; laminar separation bubbles are prevented by zig-zag tape underneath the flaperons. This is easy to install and more reliable in operation than 'blowing holes', which often stop working when blocked by pollution. On the top surface, laminar airflow can be found for up to 75% of the wing's depth, which is the highest value yet reached for a glider wing.

The Antares wings have single-piece flaperons, with six flap positions from +2 to -3 (18°, 15°, 10°, 5°, 0° and -3°) and three-bladed Schempp-Hirth airbrakes. They contain three waterballast tanks (from tip to root: 20, 30 and 54 litre), of which the outer two have interconnected outlet valves. They are filled through lids on the upper surface, which include automatic valves to prevent water loss when one wing is on the ground. So the wing-loading range of the 18S is between 32 and 54.7kg/m^2.

The fuselage comes with a monocoque safety cockpit structure as used in F1 racing cars, including a nosecone designed as a crumple zone. The cockpit ergonomics set a new standard in gliding with a wide range of seating positions. As well as a backrest that is adjustable bottom and top, the lower seatpan can also be moved diagonally forwards and upwards, and the distance between the rudder pedals increases when they are moved towards the pilot.

'The adjustment of the seat, including the seatpan, and of the pedals, is almost what you'd expect from a modern car'

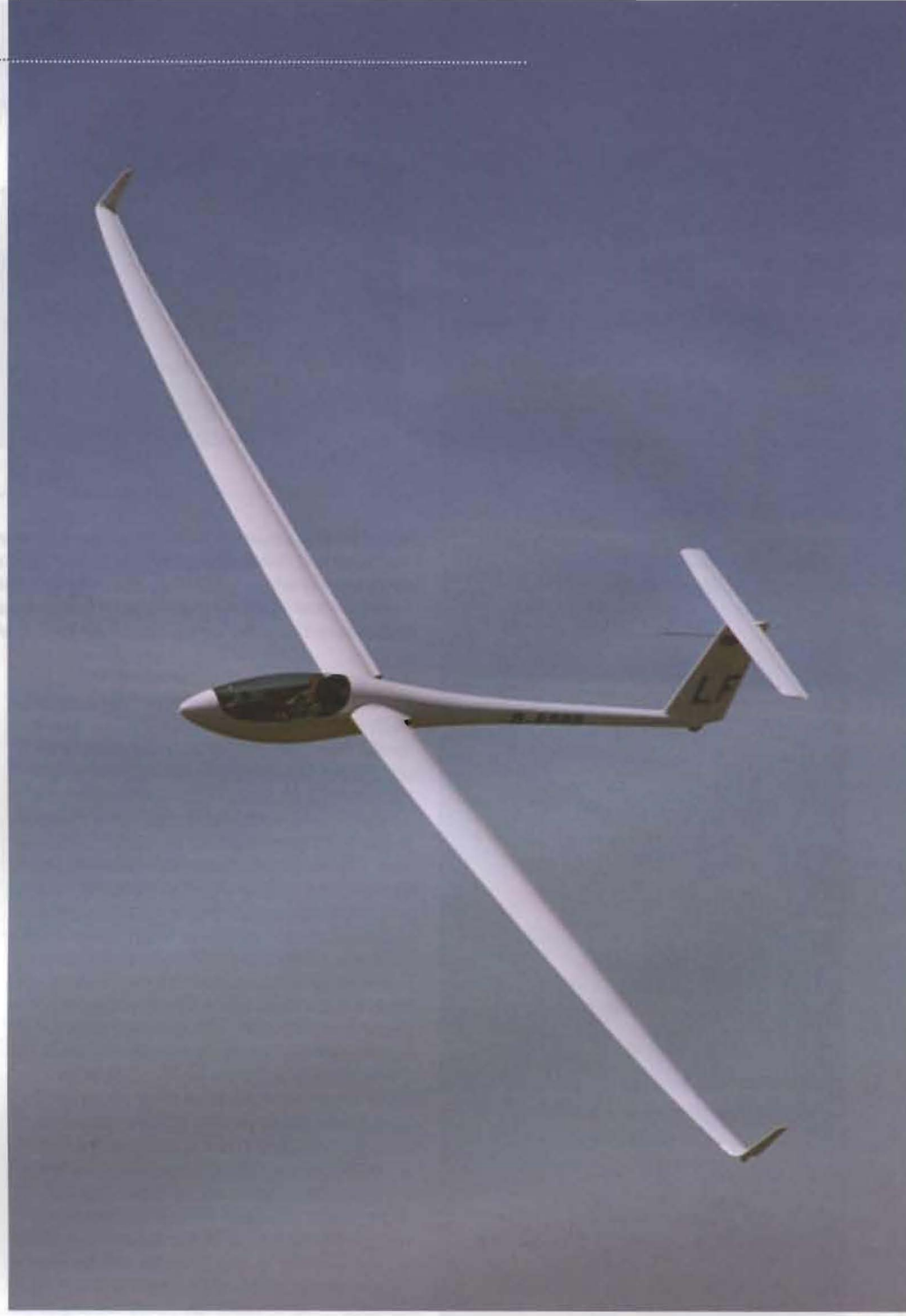
The undercarriage with its large five-inch Beringer wheel and hydraulic disc brake is retracted electro-hydraulically and lowered spring-loaded mechanically by unlocking. It is suspended by special gas struts, which "lock" under sudden heavy loads, activating another crumple zone that is integral to the undercarriage structure – to absorb energy and protect the pilot in the event of a crash landing. The canopy has a Röger hook so that it will fly clear of the pilot if jettisoned. A belly hook serves for aerotow as well as for winching. The tail has a high aspect ratio, and the fin contains a six-litre waterballast tank to compensate for the nose-heavy moment of the wing tanks. This fin tank has two outlet valves, connected to those of the wings, to achieve 'proportional' ballast dumping without changing the sailplane's centre of gravity.

The tailwheel is steerable, integral to the rudder, and all serial-built Antares 18S come with an engine box for the optional sustainer engine, which is under development.

With its detachable wingtips, the Antares 18S fits into a standard-sized 15-metre trailer. The wings with their tongue-fork spar connection are fixed by two main bolts secured behind spring-loaded locks. Using Lange's rigging aid, one-person rigging is fast and easy. Flaperons and airbrakes connect automatically via Hänle-links, and the waterballast valves do via torsional links. The 1.35m wingtips, with winglets, are inserted by their spar tongues and fixed by one snap-in locking vertical pin (one of very loose parts associated with this aircraft).

The tailplane is inserted from above, front to rear, and secures automatically when





Left and right: the second Antares 18S prototype being flown by Lange's Ola Roer Thorsen above Pirmasens airfield in Germany. The production line at the factory at Zweibrücken is going well, with 30 of the 20E (electric self-launchers) and two 18S gliders built

Above: The view from the cockpit is excellent, the tug always visible well above the instrument panel

Below right: The Lange rigging aid allows an easy one-person rig. See p38 for a closer view of it

All photographs: Jochen Ewald

pushed completely back. A red button stands above its surface, clearly visible, if the spring-loaded securing bolt has not snapped in; to derig, the universal tool is screwed in and this button is pulled out. The elevator connects automatically, too.

After filling the Antares' tanks, to try the maximum weight of 600kg (1,323lb), I make myself comfortable – and that is not a figure of speech in this glider. The adjustment of the seat, including the bottom seatpan, and of the pedals is so good it's almost what you'd expect in a modern car. What's more, the cockpit frame does not hurt hands or elbows on entry, unlike many other gliders. The only thing in this most ergonomic cockpit I did not like was the cable release: it was too low, directly beneath the undercarriage lever. But this will be changed in serial production.

The 18S has the steerable tailwheel of its big, self-launching sister. Many people ask whether this is sensible in the pure glider. I found it very practical on the ground and during the launch itself. On concrete or short grass runways, you can take-off with a wing on the ground – the high tailwheel load guarantees perfect directional control even in a strong crosswind.

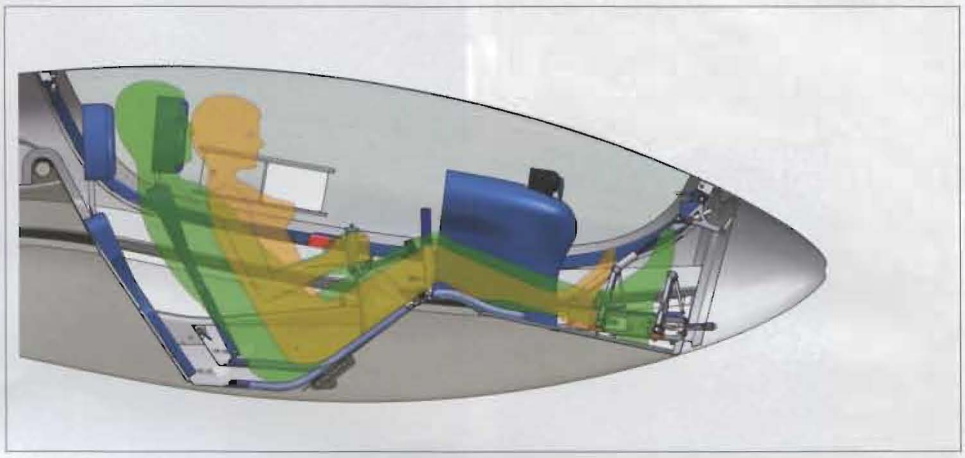
With the elevator neutral and the flaps set to the standard take-off-position of 1, I got the wings level almost immediately. After a relatively short ground run, the Antares 18S lifts off and handles perfectly. Cockpit visibility is excellent, and the effective ➢



TECHNICAL DATA

	Antares 18S	Antares 18T
span	18m	
wing area	10.97sqm	
aspect ratio	29.54	
fuselage length	7.40m	
fuselage height	1.64m	
empty mass	285kg	330kg
max. takeoff mass	600kg	
max. waterballast	214l	
min. wingloading	31.9kg/qm	36kg/qm
best glide	53	
min. sink	0.46m/s (350kg)	0.49m/s (395kg)
engine	Solo 2350, 13.2kW	

Manufacturer: Lange Flugzeugbau GmbH, Brüsseler Straße 30, 66482 Zweibrücken, Germany
phone: +49-6332-96270 fax: +49-6332-962719
www.Lange-Flugzeugbau.com







Above: Pilots of almost any height can get comfortable thanks to adjustable seatpan, seat back and rudder pedals, and the distance between the pedals increases as they are pulled back, to the benefit of shorter glider pilots; Below left: The red line in the Antares 20E wing mould marks the end point of the 18-metre sailplane's wing; Bottom left: The rigging aid first created for the heavy battery-loaded 20m wing makes one-person rigging easy; Below: Three-view of the Antares 18S, a development of the Antares 20E (diagram courtesy of Steve Longland)

fresh air inlet under the canopy front keeps the cockpit temperature well under control even on this hot summer day (33°C). The spring trim does not set automatically after unlocking, light pressure is required to take the load off the stick.

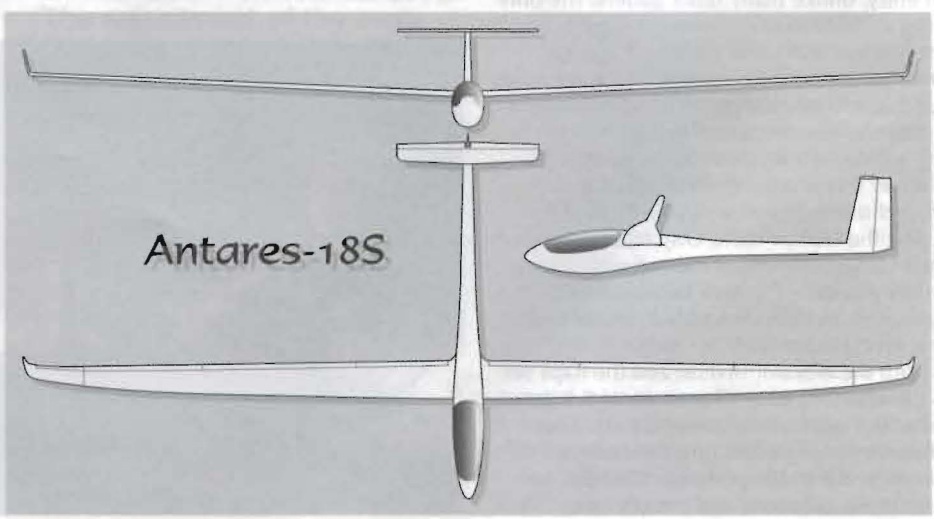
To raise the undercarriage, I open the red protective cap and press the switch underneath upwards for about three seconds until the red light disappears – an operation that will not lead to inadvertent stick movements!

In flight, I do not feel as if I'm flying a fully ballasted glider. Only the stall speed shows that I am at nearly 55kg/m² wingloading. With the flaps set to +2 (thermalling), the controls start feeling soft at an indicated 85km/h (46kt), below that, buffeting starts together with a significant increase in the angle of attack. I reach a minimum speed indication of 82km/h (44kt), when the Antares 18S goes into a stable stall with the speed increasing slightly again. Pulling the stick further back results in further increase of the angle of attack, finally dropping a wing with the stick fully back. With the flaps set to 1/0/-1/-2/-3, behaviour is similar with indicated minima of 85/88/90/93/95km/h, with the subsequent stall being docile at the flap settings 0 and below, even with the stick fully back. In later stall tests, at a all-up weight of 380kg (836lb) after dropping 214 litres of waterballast, it behaved much the same at 20km/h (11kt) slower speeds.

The Antares is a very responsive glider with well-harmonised, light, control forces, and it took only 3 seconds at 115km/h (62kt) indicated to roll from 45° to 45° with the flaps in +2. Thermalling at this kind of speed, it flies nicely and climbs well – other gliders with lower wingloadings had to work hard to outclimb it. And when accelerating towards the next thermal, these will see only the Antares' tail from below. Fully ballasted, the Antares' (calculated) speed polar shows a sink-rate of only 1.5m/s (2.9kt) at 150km/h (81kt), and at 240km/h (130kt) it is only 2.5m/s (4.9kt)! The accuracy of these calculations is what the 18S will have to demonstrate.

In high-speed flight, the aileron forces increase in proportion to the speed, a little more than those of elevator and rudder, and gusts are comfortably absorbed by the wing.

Opening the very effective airbrakes







Above, and below right: the stiff monocoque cell structure (green), similar to that of F1 racing cars, protects the pilot in a crash, while the nose and the undercarriage structure are crumple zones (red) to absorb impact energy; Top right: the backwards-pointing part of the outer section's trailing edge gives the 18S a superelliptic wing shape; Bottom right: the panel, showing a Flarm indicator fitted, and the red cover that guards the undercarriage switch; Below: Calculated speed polars showing 18S/18T performance over a range of wing-loadings (Steve Longland)



results in a trim speed increase of 15km/h (8kt); no need to change the trim setting for the approach with the stall speed increasing by 6km/h (3kt) with airbrakes open. This allows steep approaches, but the sideslip is easy to control, too. Opening the airbrakes during sideslip causes the nose to pitch down, which can be compensated for by the elevator.

To lower the undercarriage, the handle has to be pulled for two seconds, until the red light changes to the green "out and locked" one. While electric power is needed to retract it, lowering is fully mechanical and possible even given total battery failure.

In calm weather, an approach speed of 90km/h (48kt) is adequate, under the strong, gusty crosswind conditions that day I chose 105km/h (56kt) with the flaps set to +2 (there is no "landing" setting). Fully held off, the Antares 18S touched down in a perfect two-point attitude, with the landing feeling initially a little hard, before softening. This is deliberate – it's meant to help the pilot by absorbing energy in the event of a crash.

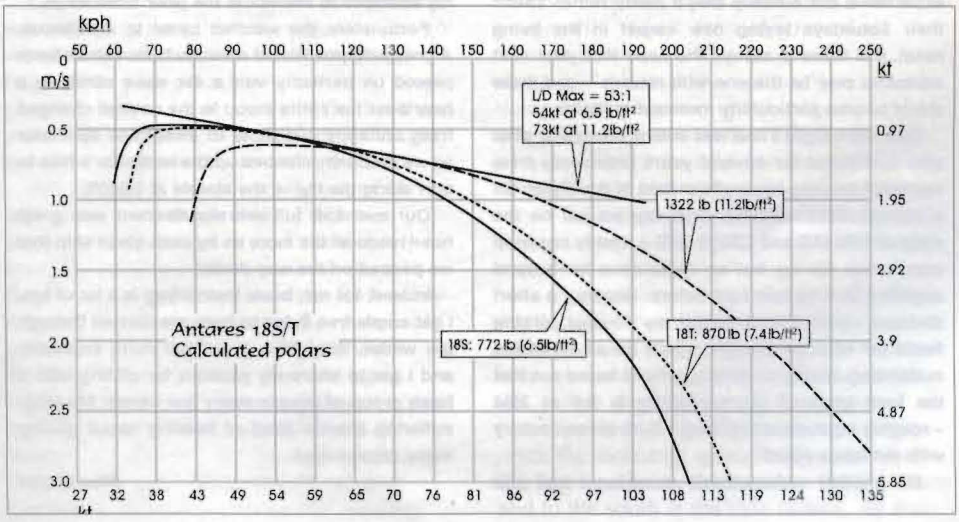
The hydraulic disc brake of the Beringer wheel is very effective. With the Antares' high tailwheel load, you can even brake firmly without risking scratching the belly. And the steerable tailwheel lets me taxi towards my parking position, with ailerons remaining effective till the last moment.

All serial-produced Antares 18S are being delivered with the engine bay ready to take the new Solo 2350 sustainer engine, which is currently under development, and this makes it easy to convert the Antares 18S to a 18T later if you want to.

The Antares 18S, manufactured with perfect craftsmanship, now appears to be the most advanced design of all the gliders offered in the FAI 18-Metre Class. This class is becoming increasingly attractive not only for those pilots who enjoy competition flying, but also for other private and club pilots.

Both the Antares 18S's aerodynamics and its safety technology set new standards. At the same time it is an easy-to-fly glider, which not only enables competition pilots to attain maximum performance, but also serves to introduce the average club pilot to flying with flaps or with waterballast – and it offers top performance and a lot of fun as well!







Sharing a passion for flight

John Marsh and Mike Witton both achieved Basic Instructor ratings this year. They explain how they went about it – and what they get out of it

SO you think you can drive? After many years behind the wheel, so did I. With years of competition rally driving under my belt, including the 1996 Monte Carlo Rally, of course I could drive. Or could I? Determined to prove a point to myself rather than anyone else, I spent a couple of hours each week taking advanced driving tuition with the aim of passing my Advanced Driving Test. It soon became apparent that, despite my experience, satisfying the whims of an ex-police driving instructor was not going to be a walk in the park – or perhaps that should read a drive to the shops.

But hang on a minute, where is all this going? Cars? Driving? This is a *gliding* magazine. Okay – so you think you can glide? Got your Silver? Done some cross-country? Hundreds of hours solo? You're a glider pilot! Well, that is exactly what I thought. Until, that is, our CFI suggested that I might like to become a Basic Instructor (BI). Now that's no big deal to all you instructors, but to a mere mortal like me, it's one Hell of a step forward!

Undaunted, I decided to go for it, despite my age (I've not reached three score and ten yet, but it's on the horizon). I felt that if I could help put something back into the magnificent sport of gliding, and introduce at least just one more person to the art of soaring, then the whole experience would all be worth it. My training started months ago and the first flights with my nominated instructors soon began to show just how little I knew. Yes, I can fly, and I can talk, but try doing both... Try telling someone what the glider is going to do, and then doing it. Yes, the dreaded patter!

There can be few wives, or girlfriends for that matter, who can recite the patter notes word for word. Mine can, and the most frustrating thing is, she doesn't even fly. How demoralising is that? I've spent many a night sitting in the bath, trying to recall the patter, being prompted as required, only to call it a day when the water has gone cold.

The strange thing is, during my pre-solo days, much time and effort was spent learning how not to stall, how not to provoke a spin. Now, I've got to learn how to stall and spin. Just how many types of stall are there? (Letters to the editor please). I must have done more spins than Dame Margot Fonteyn, but it's certainly been fun, and that's what it is all about.

To get a demonstration right to the satisfaction of your instructor really gives you a great sense of achievement, but there have been times when I could have just given up and taken up train-spotting. I've got nothing against train-spotters, but there's no pressure. If you miss the number of the 10.36 from Paddington today, you can get it tomorrow.

Comments from my instructors have ranged from: "If your final approach is with full airbrake, you're out of control," to "Now you can learn to land properly". The real deflator is, having done reasonably well during the flight, hearing your instructor erupt in rage by saying: "what about a ******* circuit?" "But, but," I replied, "I was doing the same as everyone else". "Yes, I know," he replied, "but I expect you to be better than everyone else. I want a proper

From unhappy trial lesson customer to awestruck spectator

I MANAGED to avoid becoming an instructor for some time by opting to be on our launch director duty rota. I simply didn't have enough confidence in my flying ability to take sole responsibility for someone else's personal safety during a trial lesson. Perversely, it hadn't really crossed my mind that a launch director assumes a level of responsibility for keeping everyone safe across the entire airfield operation throughout the whole day! But after spending a great many weekends over the last few years getting soaked, frozen, stressed, and generally fed up, I concluded that my duty day might as well be spent in a flying role. Modest improvements in my soaring ability had meant a reduction in the sheer number of circuits and landings I had been carrying out. Surely this would be an ideal way to get some practice? Not the best of motives, I admit, but when my CFI approached me about becoming a Basic Instructor it sounded like a pretty good idea.

Contrary to my initial expectations, the flying was not the difficult part. Not being pressured into flying when conditions are marginal can be quite tough. Getting people to relax is also quite a challenge, especially as your co-pilot has only known you for a few minutes. First impressions are everything as most people begin their first trial lesson in the same mindset – a little beyond extremely nervous with not much provocation required to veer rapidly towards abject terror. That first flight is a great leveller. Often, a little careful observation is all that is required to spot the delicately veneered mask of confidence momentarily slipping from the face of even the most gung-ho first-time co-pilot.

Once airborne, the nervousness generally subsides and reactions vary from ambivalence right through to religious evangelism! To date there have been no premature descents and thus far the sick bag has stayed firmly stowed.

Unfortunately, it is true that trial lessons are one-time only events for the overwhelming majority of people and this realisation can sometimes be a little disheartening. Even the most inspired of your co-pilots will probably arrive home and come to the conclusion that a glider flight was a very nice experience but actually they'd really rather spend their Saturdays laying new carpet in the living room. But there is always the hope that your next customer may be the one who returns – and there are of course particularly memorable flights.

One such flight I had was with a paraglider pilot who had flown for several years previously from our neighbouring hang-glider field at the Mynd. On a smooth 35kt westerly wind day we sat on the ridge at 60kt IAS and 1,500ft QFE – a fairly common occurrence for me but an experience far beyond anything that he had had before. Heading a short distance upwind soon found my co-pilot picking fields for what he thought would be an inevitable outlanding. Hardly surprising when I found out that the best glide of his paraglider is 8:1 at 20kt – roughly equivalent to taking a K-13 cross-country with airbrakes open!

On another unforgettable occasion I had just flown my first trial lesson of the day in our DG-505 – a gleaming white blur of streamlined fibreglass, polished Perspex, scalloped wings and hi-tech winglets. My second customer was disappointed to learn we would not be in the DG; it was to be used for club flying. On seeing the club's K-13 his demeanour changed to one of disbelief, contempt and utter disgust. The trust, anticipation and excitement so carefully built up during the ground briefings all crumbled away with his first vision of our world-weary dayglo orange veteran.

Rather disgruntled, he eventually decided to carry on – more because of the prospect of driving the two hours home empty-handed than my attempts to champion the poor Schleicher.

Fortunately, the weather came to my rescue. A precisely positioned aerotow from Jon Roberts placed us perfectly into a 4kt wave climb. In a heartbeat the entire mood in the cockpit changed from unhappy customer to awestruck spectator as we gradually climbed up the lenticular's face to surf along the top of the clouds at 5,500ft.

Our eventual full-airbrake descent was great fun – made all the more so by each glass ship that we passed on the way down!

Indeed, for me, basic instructing *is* a lot of fun. I get ample free flying to keep me current through the winter, duty days are much more enjoyable and I get to share my passion for gliding with a fresh group of people every few weeks. My long-suffering friends tired of hearing about gliding many moons ago!

Mike Witton





Left and above: John Marsh with trial lesson at Sutton Bank. As a BI, he says, their safety is in your hands and you are an ambassador for gliding (Mike Smith)

circuit every time, and, more to the point, I want a safe one!"

With the pre-course instruction completed to the satisfaction of my designated instructors it was time for the real thing. My course instructor was to be the much-respected Richard (Dick) Cole. At the time, I thought that I had drawn the short straw. For those of you who don't know Dick, he is an ex-RAF Fast Jet Instructor, ex RAFGSA Formation Demonstration Pilot, Fast Jet Display Pilot and saw active service in the Gulf War, flying Tornados, dodging Saddam's SAM missiles. So flying with me after all that would be an absolute doddle. However, from my point of view, it just increased the pressure of trying to get things right.

I needn't have worried. Dick is so cool both in the air and on the ground that flying with him is fun with a capital F. Eventually, all boxes were ticked, despite my seeming to have one leg longer than the other (I'll work on that one, Dick) and I was signed off.

What is the next hurdle? Flying to the satisfaction of the CFI. Was I confident? Yes! Having gone through the mill, so to speak, this really couldn't be too difficult...

Oh, how wrong I was. From the moment we walked to the glider, the pressure just got worse; self-inflicted, maybe, but that didn't help. What with parachutes, cameras, strapping in... any confidence that I did have was soon reduced to nil. No problem, I thought, it will be alright once we get in the air.

Wrong again! Never *ever* fly your CFI into cloud on a check flight. I did. Not intentionally, I hasten to add. Although the ground was only partly obscured, quite frankly my patter notes were the least of my worries. Somehow, I managed a reasonably good circuit and landing. "Right", says the CFI, "I think we'll try that one again. Without the cloud." There and then, I could have just walked away and taken up fishing instead. Trouble is, I am hooked on gliding. Two more flights followed with positive comments about my circuits and landings. Had I made the grade? Yes! My CFI was satisfied that I could handle the aircraft in a competent manner, despite my making the first flight more difficult than it needed to be.

Now this is where the comparison between BI flying and the Institute of Advanced Motorists comes in, because both disciplines revolve around safety. Having life and death at your fingertips, or more importantly, having the trust of someone else's life in your hands, is not to be taken lightly. And there is no doubt that all my training has been, as it should be, with safety in mind. Since my acceptance checks some six months ago, I have now logged several dozen flights and been very privileged to have flown with all manner of people. But, just like passing your driving test, passing it is one thing, but the learning curve after that is steep, to say the least.

It has never really been apparent to me, but I am now aware that my early flights, just like when I first went solo, were being – and, I guess, still are – carefully monitored by my CFI and senior instructors. During a typical weekend (wet, windy and unflyable) my CFI enquired how I was getting on. "Okay," I replied, "I've only made two people ill!" "Two?" He looked startled. "Out of how many?" he enquired. "Oh, about 30," I boastfully replied. "You must be doing something wrong!" (I looked puzzled, and a little embarrassed). "Talk me through a typical flight," he said. He listened intently. "Oh," he said wisely, "you're just trying too hard." Sure enough, since David's help and advice, my sick-bag-to-flight ratio has been reduced by 98 per cent!

I am very fortunate to be able to fly above the fantastic North York Moors. This can make giving people their first glider flight a very spectacular and memorable occasion. On a clear day, to the east, I can point out ships at sea, 40 miles away, and to the north the industrial spread of Teesside and Darlington. Out to the west are the Pennines and to the south is the Vale of York. All this makes giving trial lessons a real pleasure.

Despite always giving my trial lessons the opportunity to try the controls, not everybody wants to. Certainly the mature lady, whose feet had never left the ground before that, was, in her words, absolutely gobsmacked at the views. On the other hand, when flying with the gentleman whose last logbook entry was 50 years ago, he concluded that the gliders might have changed, but the thermals certainly hadn't!

Then there was the lady, who, when asked by her husband how much she had enjoyed the flight, replied: "It was simply unbelievable", and then – looking towards me – added: "He's so lovely, I want to take him home!" "But, but, you can't", I replied, "I am on duty".

Being a BI clearly does have some perks.

However, it's not all been plain sailing. There have been moments when flying has been paramount, the scenery has been of little importance to me, only aware of the fact that it's suddenly getting too close for comfort in 8kt down (!) or looking back at the ridge thinking I hope it's still working (fortunately it was). To say I enjoy flying as a BI is an understatement. Maybe it is because I am a people person. I just love meeting people and I take great pride in explaining my sport.

So am I a better driver? More importantly, am I now a better glider pilot? I'll leave that answer to my CFI, but from a personal point of view, it has all made me think about my flying and I have become much more aware of the "what if" situations. Certainly, being a BI is not a free flight; the responsibilities are enormous, both in safety terms and because it is YOU who are an ambassador for the sport. First impressions count, and they last.

Maybe you're not sure if you can make the grade and take the first step of becoming an instructor. Well, you won't know if you don't try. Give it a go, you might even enjoy it – I did!

John Marsh

1st Gliding Grand Prix

Pete Harvey reports from the top of the podium on the UK's first Gliding Grand Prix, at Gransden in September



FOR years, gliding has stayed a well-kept secret. The thrill of close racing your fellow competitors across miles of air, using one's judgement and occasional luck to negotiate the task is something even regular gliding participants rarely see. Interesting a wider public has long been a goal and the "Gliding Grand Prix" format was developed to make it all more accessible and understandable.

After the inaugural St Auban World Gliding Grand Prix back in late 2005 and this year's New Zealand Grand Prix at Omarama, you'll be conversant with the format. The GP is designed to make gliding more public-friendly. All the competitors start together, usually over the airfield, and there's a simple first-past-the-post scoring system, with a format guaranteed to make marketeering types happy, complete with multiple photo opportunities, easy video access, even the dreaded branding. In New Zealand, with several thousand visitors at the site itself and trillions more online, we were encouraged to wear the same headgear and consider our image. Yep, top of my list as I negotiated the wave rotor behind the 13,000ft jagged peaks. It's not a question of how scared you are, but how relaxed you look (even if one's grubby beany hat keeps floating off one's head).

No problems with floating beanies in Cambridge this September for the UK's first qualifying GP spectacle. The sun shines on the righteous, so with Brian Spreckley as meet director, we were blessed with fair, sunny weather throughout (and not a wave rotor in sight). Arguably a tadge stable for us cross-country addicts, but perfect for the GP format, with multiple, low gaggles, never too far from home. Tasks were generally kept small, with triangles, or even double triangles. The double triangles became particularly intriguing when Brian introduced a bonus point for first pilot back on the primary circuit. One still had the remainder of the course to run, so the decision was whether to race for the bonus point, possibly getting too low, or remain high for the big points. Points were simple. First back gets 10, next 8, 7, 6, 5 and so on. Doesn't matter whether you finish a second or hour before the next pilot, it's just your position that counts. Clearly this system would reward the brave, the lucky and maybe even the stupid.

Another intriguing by-product of the scoring is that there are only 46 points total available per day (plus the odd bonus). If you're in the points, it's guaranteed the others aren't! Consequently we witnessed huge changes in the standings as the comp progressed.

This all meant immense pressure for the whole flight. Miss a climb, drift through some sink, drop off the lead gaggle and half your points disappeared in an instant. With such a classy field, it was all too easy to do. Amongst the 15 eager competitors were the Jones brotherhood, with Phil and Steve just back from 18-metre world domination, Russell Cheetham our national 18-metre champion, Rich Hood recently narrowly missing Club Class world medal, Gary Stingemore Standard Class champ and Phil Jeffery with a splendid beard. Fearsome indeed. We were flying 15-metres for this GP (other GP events across the globe have been Standard, or even Club Class) and

'One minute 26 seconds separated the first six finishers. That's 40 of the day's 46 points gone in 100 seconds!'

my personal fairy godmother, Bob King, had lent me his ASW 27 for the occasion. Thanks, Bob! On offer to the winner was a shiny new EW logger and an all-expenses-paid trip for the top two to New Zealand for the World Grand Prix during Christmas 2007. Other support came from North Yorkshire Sailplanes, *www.itsawingthing.com*, Soaring Safaris (who donated a week's glider hire in South Africa for the highest NZ non-qualifier) and *www.launchpoint.co.uk*

So to the flying. Russell got off to a mega start, winning day one's 138km race in 1hr 19:20. I wouldn't normally get too bothered about reporting times in *S&G*, it's generally too boring, but 1min 26sec separated the first six finishers. That's 40 of the day's 46 points gone in 100 seconds! Under normal scoring, there'd be little difference. Under the GP system, it was savage if you were just 100ft lower on the last thermal.

Starting was frantic – it was essential to get into optimum position. But what exactly was optimum position? The usual countdown was given on the radio, but with seconds too. We usually had a 1km line, with maximum height and maximum speed. We remained on the 'away' side of the line one minute before line opening. Then as the seconds counted away we'd all converge on the start gate: similar height and energy, but flying parallel. It provided plenty of time to adjust and settle into relative position, with minimum jostling. We'd had several safety briefings and discussed the starting at length. Brian had sagely sought views from all pilots, so we knew what was expected. It felt safe, but arriving at the right height, energy, position and time required skill.

As for tactics, I found in the blue conditions it was better to hold slightly back and give the pack a 30-second head start. When the first thermals were encountered, there was a little time to work out who was climbing better, or spot those who had circled and gone on (very wasteful). I could pick the best climbers, avoid the wasted turns and conserve height. Very quickly, the pack seemed to break into three or four groups. Every proper thermal would drop one or two stragglers off the lead gaggle. By being a few seconds behind, I could pick the best climb and generally ensure ending up in the lead gaggle. Of course, in the blue it was ESSENTIAL not to lead off by oneself. Steve Jones had even suggested opening the brakes to avoid topping out first and feeling duty bound to bead off (or maybe he just wanted to see me dropping earthwards again). There's an unofficial code out there. No following, no cutting folks out of lift, first to the top leads off, no deliberate circling in sink to lure folks and so on. We all break the rules (well, I do), but in such esteemed company, one had to be subtle. I resorted to appalling

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SEASONS GREETINGS

From everyone at DGC, we look forward to seeing you in the New Year.

It's that time of year where we go back to weekend operations mostly. But as the wave will be working throughout the winter, if it's a good day we'll probably fly. Call us if you want to join in.

A thought for a cold winter's day:

We ran 2 competitions in 2006, every day was soarable. Make a trip to Aboyne one of your New Year's resolutions.





Left: Kiwi steward Bob Henderson with the GP pilots; Above: Steve Jones (third), Pete Harvey (first) and Phil Jones (second) Photos: Richard Kellerman
Right: Phil Jones at Gransden (John Bridge)

thermalling technique. Uncoordinated turns, dropping out of the lift, speed all over the place. Folks just assumed it was normal. (Okay, okay – I know what you're thinking.) Chris Curtis missed the trick entirely and outclimbed everyone, invariably leading the early gaggles. That's my excuse, anyway.

Another tactic I fell foul of was erroneous radio calls. On day one, some 20km from home, Rich Hood called five minutes – way ahead. Several others had called five minutes (depressing, with each call representing another point lost), so I didn't register too much amidst my in-cockpit angst. Approaching the finish, I foolishly eased up, sure there was no one behind. Rich finished two seconds after me, having been quietly chasing me down the last 5km! Close call, that, and a reminder that tactics were everywhere. In fact, pipping someone to the line became excellent sport, appealing to our collective malicious streak. Everyone suffered line-nailing on one day or another.

Day two was Gary's turn for glory. With only six finishers, the points total was reduced, so Gary scored a mere 7. Olly Ward was a close second and consolidated his position with a superb win on day three – with perhaps the competition's single best flying decision. Having initially tip-toed north to Upwood, we found fantastic lift and shot off towards Olney. With plenty of cloud around, I pushed hard, overtaking everyone, but sadly not finding a jot of lift. With the Olney TP into wind, theory dictates arriving low, but not this low. This didn't look good. As I rounded the turn my spirits soared as I noticed the pack hard on my heels – all equally low. A GP collective madness. About four of us scrabbled away in weak lift. Olly chose a completely different track back after the turn and was rewarded with a great climb to base and final glide home. Simple. Top points for the day and the competition.

The points system was hard if you didn't get home. Zero. Howard Jones seemed to specialise in point avoidance, finishing just outside the airfield. The cream does rise and he scored well in the next few tasks. It was the same for everyone and a duff day certainly didn't mean game over. Most days saw huge changes to the overall standings.

Day four got really interesting. A double triangle, with bonus point, total task 275km. Conditions were excellent and the gaggles didn't materialise as per the previous blue days. Later we heard that the two Phils – Jones and Beard – had fought it out nose-to-nose for the bonus point for first back on the first triangle. At the front and high, they pushed faster and faster, lower and lower, back towards the airfield and the single bonus point. Apparently the red mist took the twerps down to a VNE sweep across the airfield. Instead of landing, they

'The atmosphere was great. Relaxed and helpful on the ground, competitive but friendly in the air'

blundered into a 9kt climb! Their high-speed antics couldn't be separated by the scoring system, so they both scored a bonus point. No justice. Phil-the-beard went on to second for the day and nine points total, whilst yours truly scored a more conventional 10 points without the sphincter-twisting antics.

Day five was a very competitive race with everyone getting home and Alan Garrity grabbing some more points in his Lak.

It seems fewer themes get the emotions going so much as final glides and finishing. Rightly so. The organisers positioned the finish line with plenty of undershoot, overshoot and even side-shoot. Spectators were kept well to one side, so pretty much everything was left to the pilot's judgment. As a result, finishing was often fast, but always safe. In fact, too much energy simply meant one had left the final glide too late. Many finishers landed straight ahead, which necessitated careful energy management over the 20-30km final glides and plenty of in-cockpit stress.

Airmanship at the start and finish was excellent and this continued around the task. In fact the atmosphere was great. Relaxed and helpful on the ground, competitive but friendly in the air. Frank Davies and Mike Jordy claimed to be there merely for the fun, but everyone remarked how enjoyable the whole event was. There was certainly much waving between the gliders and the single radio channel buzzed with comments and wind-ups.

With one task to go, the paparazzi arrived with their outside broadcast wagon, claiming a TV slot for 11.00am. They liked it so much they stayed to the day's end and the six o'clock news, interviewing the more photogenic of us. My wife Christine suggested I should try Saga for sponsorship.

After a bit of luck the day before, I needed just one point, with Phil needing a first for any chance of a win. Again, Brian introduced a bonus point half-way around a double triangle. It was a tough task with Phil Jones, Rich, Gary and Keith Nicholson well up into the points. Russell nabbed the bonus without the previous drama, but fell into a hole alone on the penultimate leg.

Overall, everything fell into place. The organisation was superb, Cambridge's facilities and welcome were excellent and the weather behaved. It was all we could have hoped for in September. Steve Jones' third place should also qualify him for New Zealand, so we'll have GB representation to fly the flag. Let's hope Lemmy Tanner is out there too and can give us some tips!

Overall results on p52.

For further information see www.glidegrandprix.co.uk

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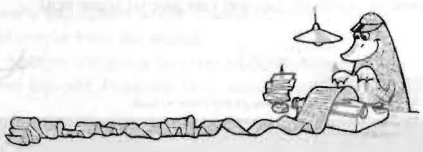
Overseas Championships

Ocana, Spain: May 22 – Jane 6

	Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8	Day 9	Day 10	Day 11
1	Mike Young	Discus 2	8586	3=/472	17/762	6/890	22/757	9/519	8/925	8/646	1/1000	1/1000	4/936	22/679
2	Kim Tipple	ASW20	8356	1/493	13/811	8=/873	8/825	36/234	10=/884	3/695	13a/793	3/966	3/944	1/838
3	Eric Soubrier	LS8 (15m)	8335	3=/472	1/906	32/732	18/779	29/333	3/959	2/703	2/996	15/888	6/913	25/654
4	Gary Stingemore	LS8 (15m)	8311	15/399	14/805	11/850	3/847	31=/309	6/939	5/675	5/952	12=/894	10/888	5/753
5=	Richard Browne	LS8 (15m)	8090	9/448	5/849	2/958	5/837	28/336	1/1000	31/500	16/666	5/951	23=/787	4/758
5=	Luc Isnard	LS6c (18m)	8090	2/484	15=/791	25/759	21/758	24/356	7/936	9/633	12/807	8/916	1/1000	26/650
7	Andy Hall	LS6 (15m)	8018	12/414	3/856	8=/873	1/892	2/585	36/621	1/750	14=/715	6/932	13/869	35/511
8	Kurt Sautter	Discus 2	7969	17=/393	7/842	7/887	10/819	8/528	20/836	16=/616	25/536	4/959	18/824	10/729
9	Marc Seretti	LS8-18 (18m)	7961	6/470	4/850	13=/838	20/761	23/359	5/944	23/594	24/541	10/898	2/959	7/747
10	Joachim Krais	Discus 2	7798	17=/393	6/847	1/1000	12/795	1/600	14a/858	29=/531	20/607	35=/494	8a/893	2/780
11	Sylvan Gerbaud	Ventus 2c (18m)	7729	7/460	2/891	16/816	27/712	26/349	12/864	20/608	19/632	7/924	23=/787	17=/686
12	Gill Spreckley	LS8 (15m)	7698	26/361	19=/755	10/856	6/829	31=/309	21/819	15/617	9/858	21/858	26/750	17=/686
13	Graham Smith	LS8 (15m)	7671	11/417	11=/819	5/916	19/778	19/478	9/892	36/292	6/921	28/541	9/890	11/727
14	Eric Heinonen	Ventus 2c (18m)	7574	3=/472	8/838	44/128	16/787	4/555	16=/852	4/694	14=/715	2/981	12/871	20/681
15	Steve Crabb / Bruno Ramseyer	Duo Discus	7559	30/353	9/828	34/681	2/875	17/483	4/954	35/300	7/913	26/544	14/867	3/761
16	Phil Jeffery	LS8 (15m)	7548	24=/368	11=/819	17/814	33/651	22/390	2/981	12/623	3/969	32/512	15/865	32/556
17	John Whiting	Duo Discus	7460	27/356	27a/704	31/733	39/540	15/490	34/634	21/600	4/953	9/906	17/839	13/705
18	Terry Moyes/ OJ Garrity	Duo Discus	7278	42/265	39/597	41/614	7a/828	10/518	29/729	28/557	8/863	19/867	30/689	6/751
19	Marcel Soler	Discus 2	7232	24=/368	23/730	30/736	11/796	27/348	13/861	16=/616	28/509	20/862	27/726	21/680
20	Gav Goudie/friends	Duo Discus	7197	33/347	40/592	18/806	24/743	18/481	31/707	27/562	37a/419	18/869	5/933	8/738
21	Jorge Madrigal	ASW24	7192	31/352	26/714	33/729	30/693	20a/453	16=/852	34/301	11/829	12=/894	31/683	16/692
22	Steve Olender	Ventus 2c (18m)	7058	20/386	30/681	24/774	34/633	34/294	23/776	26/574	18/640	14/891	25/751	24/658
23	Simon Waterfall/ Iain Evans	Nimbus 3d	7042	22/378	43/548	19/801	23/755	33/298	10=/884	6/663	10/836	42/482	22/797	30/600
24	Martin Durham	LS7	7032	10/426	21/753	4/918	42/325	13/502	15a/855	10/626	42/202	17/879	21/813	9/733
25	Rose Johnson	LS8 (15m)	6816	32/350	38/629	3/920	9/823	30/321	26/748	33/305	38=/406	22/833	19/821	23/660
26	Phillipe De Pechy	DG-800 (18m)	6657	13=/409	15=/791	27/755	28/703	25/350	19/844	42/212	30=/503	37/493	7/899	14/698
27	Jon Wand	Ash26	6626	34/338	35/640	29/745	14/791	6=/541	41/515	7/653	34/458	33=/495	20/816	28/634
28	Richard Johnson	ASW28	6492	8/452	24/726	13=/838	13/792	DNF/0	25/762	38/276	38=/406	11/897	34/636	12/707
29	Daz Smith	Discus (w)	6452	23/377	22/747	22/778	36/604	16/484	39/584	25/576	32/500	29/537	16/863	37/402
30	Chris Luton	ASW28	6338	37/320	41/583	40/622	26/726	11/516	37/617	22/599	27a/516	27/542	35/613	19/684
31	Shaun Lapworth	Discus 2	6191	16/397	32/668	12/839	15/789	38/168	32/653	32/307	21/584	35=/494	32/644	27/648
32	Dennis Heslop	Ventus 2c (18m)	6058	39/304	27=/704	39/623	32/675	6=/541	40/581	29=/531	41a/281	40/488	29/705	29/625
33	Ian Cook	Ventus 2c (18m)	6043	40/279	36/637	28/750	25/727	14/494	33/642	18/614	36a/431	39/490	11/879	38/100
34	Reb Rebbeck	LS8 (15m)	6024	38/311	33/656	38/626	38/558	5/547	18/848	24/582	33/497	33=/495	40/360	33/544
35	Philip Sturley	Ash26	5968	43/242	42/552	35/666	29/696	3/564	27/736	14/620	40/328	44/457	33/638	36/469
36	Tony World	ASW27a,b	5560	13=/409	44a/547	36/648	35/630	40/154	30/720	39/268	35a/456	38/492	39/542	15/694
37	Inigo Ulibari/ R. Nabarro	Duo Discus	5371	21/384	19=/755	15/821	31/677	37a/216	22/816	19/609	22/575	31/518	DNF/0	DNF/0
38	Kevin Houlihan	ASW27a,b	5321	28=/354	31a/672	21/798	4/844	12/506	35/624	40/263	43/186	30/519	37/555	DNF/0
39	Tony Moulang/ Tim Gardiner	Duo Discus	5042	44/239	45/465	37/633	41/338	35/279	38/613	37/290	30=/503	23/587	36/577	34/518
40	Keith Nicolson	LS8 (15m)	4980	19/388	18a/760	42/184	DNF/0	41/121	42/483	11/624	17/657	43/467	28/723	31/573
41	Chris Lyttleton	ASW27a,b	4790	35/333	10/824	20/800	40/368	45a/-11	24/768	13/622	26/526	24/560	DNF/0	DNF/0
42	Franz Klappe	DG-300	4412	36/332	25/716	23/775	43/157	39/163	28/734	41/257	23/553	25/557	41a/168	DNF/0
43	Francisco De Almeida	LS7	3467	28=/354	34/652	26a/756	17/786	DNF/0	45a/-69	DNF/0	29/504	41/484	DNF/0	DNF/0
44	Mike Pope	Ventus 2c (18m)	3451	45/225	37/636	43/170	37a/592	21/398	DNF/0	STA/0	STA/0	16/883	38/547	DNF/0
45	John Glossop	Discus	955	41/271	29/684	DNF/0	DNF/0	DNF/0	DNF/0	DNF/0	DNF/0	DNF/0	DNF/0	DNF/0

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15-Metre Class Nationals

Aston Down, July 22-30

	Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
1	Tim Scott	ASW 27	5882	7/639	3/992	4/806	2/857	2/862	3/975	3/751
2	Leigh Wells	Ventus 2ax	5880	1/704	1/1000	4/806	6/799	1/865	4/943	2/763
3	Andrew Hall	LS6c	5642	4/658	9/909	2/832	1/905	22/686	5/932	6/720
4	Chris Starkey	ASW 27	5596	31/340	6/966	1/1000	3/844	7/780	8/902	1/764
5	Paul Brice	ASG 29	5588	2/691	2/995	3/808	11/764	4/846	7/906	16/578
6	Dave Watt	Ventus 2a	5514	10/608	5/974	6/804	10/776	23/685	1/1000	8/667
7	Matt Cook	Ventus 2	5494	3/683	4/987	9/789	13/758	5/840	9/886	20/551
7	Steve Jones	Ventus 2a	5494	12/600	7/965	17/700	9/781	6/812	6/908	5/728
9	Bruce Cooper	ASW 27b	5452	15/575	8/949	8/790	12/759	14/748	2/986	10/645
10	Wayne Aspland	LS8	5008	27/487	16/816	15/716	8/791	20/699	11/824	7/675
11	Jim White	ASW 27	4980	5/657	18/794	12/746	28/472	8/777	13/799	4/735
12	Brian Birlison	Ventus 2c	4970	19/570	20/791	10/762	17/682	10/768	12/805	14/592
13	Nick Tillett	ASW 27b	4957	23/553	10/898	11/761	18/651	21/687	16/765	11/642
14	Kay Draper	LS8	4931	18/572	11/876	21/636	4/821	24/679	22/724	12/623
15	John Wilton	ASW 20c	4811	9/631	17/795	16/709	21/593	12/755	15/777	20/551
16	Nick Wall	LS8	4768	22/554	19/793	28/604	16/706	18/716	10/844	20/551
17	Graham Morris	ASW 27b	4670	17/573	13/856	23/632	27/489	9/776	26/677	8/667
18	Roy Pentecost	LS6a	4615	6/651	26/714	24/627	19/629	19/710	21/730	19/554
19	Peter Hurd	LS6	4407	16/574	22/758	29/578	22/591	17/726	29/610	17/570
20	Howard Jones	Discus 2a	4376	26/504	27/692	13/733	7/796	2/862	33/224	18/565
21	John Gatfield	ASW 27b	4321	29/444	12/868	7/802	15/717	13/753	34/207	24/530
22	Frank Davies	LS6	4305	11/601	24/724	31/481	14/741	27/664	30/606	25/488
23	Anna Wells	LS8	4245	28/482	23/757	22/633	26/495	26/673	28/655	23/550
24	Guy Sutherland	Discus BWL	3907	21/559	21/771	26/614	32/244	28/651	19/747	29/321
25	Dave Byass	LS8	3868	20/562	34/272	20/640	24/522	16/730	27/662	27/480
26	Andy Smith	ASW 28	3848	24/542	25/722	27/605	33/67	25/677	17/751	26/484
27	Jon Meyer	ASW 27	3816	8/636	15/820	18/693	5/814	33/0	14/798	32/55
28	Mike Mee	ASW 27b	3764	33/303	29/637	30/490	30/377	29/635	20/732	15/590
29	Tom Brenton	LS6	3712	13/586	31/595	34/81	31/375	11/756	24/698	13/621
30	Jack Luxton	ASW 27b	3605	25/536	28/682	32/443	25/521	15/744	25/679	33/0
31	Chris Lyttelton	ASW 27	3414	14/582	14/843	19/670	23/569	33/0	18/750	33/0
32	Wendy Head	ASW 27b	3331	35/165	30/603	14/729	34/35	30/634	23/710	28/455
33	Tony Parker	Ventus 2c	3226	32/328	32/577	33/370	20/619	31/539	32/480	30/313
34	Mark Jerman	ASW 28	2853	30/386	33/343	25/622	29/408	32/461	31/504	31/129
35	Bill Inglis	Ventus 2c	254	34/254	35/0	35/0	35/0	33/0	35/0	33/0

BGA PROVISIONAL RATINGS LIST


Phil Jones

Photos: www.whiteplanes.com


Leigh Wells


Jez Hood

S&G

1	PR	Jones	55	RB	Witter	109	JWL	Clarke	163	FJ	Davies	217	AF	Watson	259	KW	Payne
2	LM	Wells	56	WT	Craig	110	JP	Gilbert	164	MJ	Webb	218	TJ	Davies	260	A	Wells
3	JM	Hood	57	DC	Chappell	111	DS	Pitman	165	A	Liran	219	SJ	Waterfall	261	APC	Sampson
4	JN	Rebbeck	58	AP	Hatton	112	WD	Inglis	166	CJ	McInnes	220	PJ	Stratten	262	DH	Gardner
5	PJ	Harvey	59	IM	Evans	113	DJ	Miller	167	SR	Lynn	221	CJ	Peters	263	BR	Forrest
6	SG	Jones	60	PE	Baker	114	AR	Hughes	168	GD	Morris	222	JP	Simmonds	264	SW	Bradford
7	AJ	Davis	61	JE	Roberts	115	PH	Rackham	169	AH	Freeborn	223	J	Williams	265	RA	Hine
8	RS	Hood	62	BA	Birlison	116	GR	Green	170	D	LeRoux	224	JR	Luxton	266	AJ	Limb
9	RA	Cheetham	63	TM	Mitchell	117	TJ	Milner	171	GS	Goudie	225	I	Reekie	267	R	Maskell
10	PF	Brice	64	AA	Darlington	118	SR	Jarvis	172	M	Schlotter	226	JE	Gatfield	268	WDG	Chappel
11	TJ	Scott	65	GE	McAndrew	119	KM	Draper	173	RJ	Smith	227	SR	Wilkinson	269	PJ	Machacek
12	KB	Tipple	66	MB	Jefferyes	120	OJ	Walters	174	AD	Holmes	228	GJ	Lyons	270	GK	Payne
13	D	Draper	67	JW	White	121	CP	Jeffery	175	M	Tomlinson	229	A	Pozerskis	271	TJ	Parker
14	DS	Watt	68	M	Jenkins	122	JP	Galloway	176	JR	Warren	230	PJ	Kite	272	NL	Clowes
15	MJ	Young	69	GM	Spreckley	123	AD	Betteley	177	AR	MacGregor	231	CM	Davey	273	G	McKnight
16	GP	Stingemore	70	JA	Stephen	124	PR	Pentecost	178	RJ	Large	232	MC	Costin	274	AJ	Wilson
17	KD	Barker	71	MR	Fox	125	R	O'Conor	179	NP	Wedi	233	JB	Giddins	275	RC	Bromwich
18	AG	Hall	71	MR	Parker	126	JG	Arnold	180	GG	Dale	234	MS	Howey	276	MT	Davenport
19	DP	Francis	73	DF	Bromley	127	RL	Smith	181	S	Carmichael	235	I	Craigie	277	KJ	Woods
20	PJ	Masson	74	LM	Rebbeck	128	RA	Johnson	182	MJ	Aldridge	236	CR	Smithers	278	GC	Beardsley
21	RJ	Nunn	75	TJ	Wills	129	LS	Hood	183	DW	Allison	237	J	Westwood	279	CE	Collingham
22	CG	Starkey	76	RC	May	130	CDR	Tagg	184	A	Clark	238	JP	Gorringe	280	MH	Hardwick
23	AF	Perkins	77	SR	Ell	131	DJ	Langrick	185	DA	Smith	239	W	Ellis	281	CE	Garner
24	I	MacArthur	78	AD	Tribe	132	HA	Rebbeck	186	RJ	Brimfield	240	GJ	Deane	282	MG	Thick
25	PC	Fritche	79	ND	Tillett	133	MH	Pope	187	AP	Moulang	241	A	Cluskey	283	AS	Ramsay
26	JC	Meyer	80	MJ	Jordy	134	R	Andrewartha	188	TS	Marwaha	242	IP	Hicks	284	NJ	Gough
27	RA	Browne	81	PE	Rice	135	JL	Whiting	189	JM	Denton	243	NV	Parry	285	AI	Perley
28	KJ	Hartley	82	GN	Smith	136	A	Kangurs	190	SG	Olender	244	GN	Thomas	286	MW	Durham
29	Z	Marczynski	83	A	Eckton	137	G	Paul	191	PR	Stafford-Allen	245	PL	Hurd	287	C	Luton
30	JKG	Pack	84	CC	Watt	138	RJ	Griffin	192	JA	Tanner	246	RC	Hodge	288	EW	Johnston
31	AD	May	85	DJ	Westwood	139	PC	Naegeli	193	AD	Cook	247	I	Ashdown	289	WM	Kay
32	MJ	Cook	86	MT	Davis	140	PM	Sheahan	194	RD	Grieve	248	A	Presland	290	DM	Byass
33	BL	Cooper	87	RJ	Hart	141	JA	McCoshim	195	DM	Brown	249	LB	Roberts	291	DP	Masson
34	RE	Francis	88	DA	Booth	142	PJ	Coward	196	CG	Corbett	250	JR	Taylor	292	SS	Shah
35	JD	Ewence	89	RA	Johnson	143	TJ	Webb	197	SP	Woolcock	251	JF	Goudie	293	M	Rayner
36	H	Jones	90	PM	Greer	144	AJ	Clarke	198	FG	Bradney	252	DT	Bray	294	AR	Hill
37	RJ	Welford	91	SCJ	Barker	145	ND	Smith	199	D	Williams	253	MW	Dickson	295	TJ	Brenton
38	RF	Thirkell	92	C	Curtis	146	T	Stuart	200	J	Ellis	254	RC	Sharman	296	A	Parish
39	M	Collett	93	JS	Wand	147	AJ	Garrity	201	RA	King	255	TM	World	297	JD	Spencer
40	S	Crabb	94	L	Hornsey	148	S	Lapworth	202	MA	Pettican	256	J	Sage	298	J	Saakwa-Mante
41	R	Jones	95	PG	Sheard	149	PW	Armstrong	203	MJ	Wells	257	EJ	Smallbone	299	J	Craig
42	CJ	Lowrie	96	MS	Armstrong	150	SJ	Kelman	204	PA	Stanley	258	JD	Williams	300	PR	Desmond
43	M	Holden	97	R	Kalin	151	SL	Withall	205	GC	Metcalfe						
44	JN	Wilton	98	R	deAbaffy	152	PD	Wright	206	CR	Sutton						
45	PM	Shelton	99	ME	Newland-Smith	153	CC	Lyttelton	207	JM	Staley						
46	MD	Wells	100	N	Smith	154	NH	Wall	208	ML	Brown						
47	E	Sparrow	101	IR	Cook	155	RP	Brisbourne	209	WH	Parker						
48	AV	Nunn	102	AJ	Barnes	156	S	McLaughlin	210	G	Macdonald						
49	P	Crabb	103	GD	Sutherland	157	MJ	Rubin	211	CJ	Alldis						
50	TAJ	Smith	104	MJ	Smith	158	DK	McCarthy	212	EJD	Foxon						
51	DE	Findon	105	MS	Szymkowicz	159	SD	Codd	213	O	Peters						
52	GK	Drury	106	DR	Campbell	160	MJ	Birch	214	CR	Thomas						
53	W	Aspland	107	DR	Smith	161	K	Nicolson	215	P	Whipp						
54	MI	Pike	108	R	Tietema	162	JP	Dean	216	PJ	Dolling						

PROVISIONAL ratings list compiled by John Wilton. Pilots are advised to check their own ratings (preferably by January 1) and can do so by following the instructions on the BGA website (**Info for clubs – Cross-Country & Competitions – Ratings**, *www.gliding.co.uk/competitions/ratings.htm*)
If you shared a glider, did not renew your FAI licence or used an incorrect FAI number to enter a comp you are particularly advised to read the instructions. From sometime in December, applications forms for nationals places and FAI licences will be available at *www.gliding.co.uk/competitions*

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The juniors race for a place at the Rieti worlds

Mark Holden gives the view from the winner's spot on the podium at this year's Juniors

ONCE again, it's time for the Junior Nationals, slightly earlier in the year than has been the norm. 2006 saw us on our way to Dunstable, the home of the London GC.

The Juniors is a great comp and I always look forward to flying it. It's a good opportunity to race against the best under 25 pilots in the country and to catch up with friends that you have made at the Juniors and other competitions in previous years. The 2006 Juniors was a very important year for many participating, as the results and following voting would decide on which six pilots would be selected to go and fly in the 2007 World Junior Championships, which is to be in the mountains of Rieti, in Italy.

During the winter I decided to apply for the British Gliding Association's development training in Ontur as I felt this would get my season off to a good start and brush up my flying before starting the comps. I was lucky enough to fly with Phil Jones and Brian Spreckley. I have flown in Spain before on the development training and this year was no different. I always learn something new and enjoy the diverse conditions you fly in. Brian, as always, was able to provide us all with helpful tips from his vast experience of national and international competitions.

With the training week over in Spain I was able to look forward to a Mountain soaring course in Rieti kindly awarded by the Ted Lysakowski Trust. This provided me with an amazing insight into the whole new world of flying gliders in mountains. I had a fantastic week and cannot wait to go and explore the mountains again.

These two weeks of flying left me feeling ready and focused for the Juniors.

Setting off a day early for the comp I met Olly Peters for a few beers at Bicester and then went to Dunstable. The weather looked okay for the Friday so we decided to go flying in the Duo that Olly was using for the comp. It gave us both a chance to check out the airspace that surrounds Dunstable and fly a quick 200km out to the west. I'm sure all of you will have heard about the Luton airspace that sits to the south of Dunstable. There was lots of talk about this airspace amongst the juniors before the comp. Many people were apprehensive about "juniors" and the possible infringements that could occur, but I am pleased to say there were hardly any airspace penalties all week. This just goes to show the standard of flying the Juniors has now reached. The airspace is not that bad really and it was made even easier by the excellent briefings given by Andy Roch (CFI of London GC), who was the director of the competition.

Days 1 and 2 were reasonably straightforward racing days that saw some excellent weather and amazing speeds. Although the conditions were good on both days, each day required considerable gear changing as we passed from either blue conditions to very high cu or vice versa. Day 2 proved to be difficult for me: I had a great run down to Didcot but then found myself down at 1,000ft looking up at really good cu, but struggling



Left: Mark Holden, the 2006 Junior Champion, on approach at the Club Class nationals (Alison Randle)

to find a good climb. Eventually I found 4kts and was back up and running.

I thought back to one of Brian Spreckley's tips of remaining positive whatever situation you are in. I managed this and was able to catch up with the majority of the field and have a good run home.

Assigned Area Tasks – you either love them or you hate them. One thing I have learnt from flying AATs over the years in competitions and at training weeks is that there are generally two golden rules. Number One, always finish the task and Number Two, always go as far as you can in the first sector. If you follow these two rules I have found that you generally do well. But during this comp we had 2 AATs and both of these rules were thrown out of the window, mainly due to the weather.

The first AAT on day 3 saw a relatively short task out to Bicester and then back towards Bletchley. It was very difficult to actually stay airborne in the start sector and some people managed to land out before the start line opened. A few of us were able to just stay airborne in very weak climbs (0.1kt – as many people were pleased to announce on the radio). Everyone was playing the tactical start game as no one could see any sign of sun on the ground on the first leg. The banter on the radio then started: "I'll give you 20p to go first" – "Well I'll give you 40p to go first...". This went on for some time and before someone made a mint, most of us decided to start and glide out to Bicester. We all arrived low, but somehow managed to climb away and press on into the first sector. The picture ahead was not looking good and I decided to turn early and head for home, breaking one of the AAT rules. It felt like a big risk, but worked out well because most people had landed out. Charlie Tagg had a good run and managed to go a reasonable distance into the first sector and get home just over time.

The second AAT on day 5 was a large task out to East Anglia, but with a very active front approaching from the west. It would be very difficult to decide how far to go before trying to get home into the 17kt headwind and the approaching front. Starting was easier this time, even though the top cover from the front was already in the start sector. Most people managed to get away into the very good conditions out to the east and start racing downwind. With the conditions being so good on the first leg and the fact that the front was going to stop us from getting home I decided that I would have to go for max distance then try to get as far back as I could. Turning just short of The Wash I headed back with a large gaggle into the deteriorating conditions. I arrived at Upwood first very low, but managed to climb away whilst watching the gaggle fly overhead. They marked climbs along track until we reached Sackville Farm, where it proved almost impossible to stay airborne. With ten of us all low chatting on the radio over Sackville it was a race to see who could get down first to get the aerotows back for party night. Meanwhile, Mark Szymkowicz in his DG-600 had managed to reach Bedford and get a good climb that almost got him home. He flew 50km further than anyone else. Needless to say he won the day.

Going into the last day the weather looked very good and about six pilots were in contention to win: John Roberts, Tom Smith, Andy May and Simon Barker, to name but a few. With the weather looking good, albeit with a small risk of spreadout and showers, a 300km was set down to the south.

Before take-off there were signs of spreadout to the north-west so most of us thought it would be a good idea not to start too late. Most of us began about 25 minutes after the line opened and had a good run to the first turn. We tried to arrive high, as the next leg was into wind. This proved very difficult and I soon found myself at 1,000ft again just east of Buckingham. I thought I had blown it but then Andy May joined me at the same height so all was not lost.

We both managed to get back up to a sensible height and carry on. The second and third turns proved difficult because of the spreadout and rain, but most of us managed to get round and race back to Dunstable in improving conditions.

On arriving back at Dunstable I saw Tom Smith – with a beer, glider packed away and ready to set off home. At first I thought he had landed out and got back early. In fact he had started pretty much as soon as the line opened and pulled an absolute blinder, scorching round and beating all the other contenders by about 30 minutes. The following three hours waiting for the results were absolutely nail biting as it was so close at the top. Fortunately, I had just done enough to maintain my first place and Tom's day win had brought him up into second overall. John 'hit it with a spade' Roberts finished third.

All I can say now is thank you to the sponsors and Dunstable for providing such fantastic prizes – the best I have ever seen at a competition. I am sure all the other Juniors will join me in thanking the organisation for hosting and running such an awesome comp. Long may the Junior Nationals continue: it's a fantastic opportunity to improve your flying as well as for the less experienced to fly in two-seaters with top cross-country pilots to gain an insight into competitions.

Bring on Rieti!

Junior Nationals
Dunstable, July 22-30

	Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 67
1	Mark Holden	Std. Cirrus	4848	2/994	1/1000	7/340	1/1000	2/792	3/722
2	Tom Smith	LS8 (15m)	4739	4/925	3/974	2/367	2/976	8/712	1/785
3	John Roberts	ASW19b	4695	3/982	2/980	10/320	5/947	3/764	6/702
4	Andy May	LS8 (15m)	4694	1/1000	4/973	2/367	3/967	10/667	4/720
5	Simon Barker	LS4a	4475	6/880	5/909	8/325	6/911	5/731	5/719
6	Mark Szymkowicz	DG600 (18m)	4348	8/824	14/775	4/363	7/902	1/830	11/654
7	George Green	Discus b	4291	16/758	6/900	9/321	11/831	7/723	2/758
8	Charlie Tagg	LS8 (15m)	4140	10/822	11/876	1/375	10/837	17/537	8/693
9	Tim Webb	Discus (w)	4110	15/770	13/834	10/320	15/795	4/737	11/654
10	Nick Smith	Std. Cirrus(w)	3770	9/823	23/710	20/100	18/762	9/673	6/702
11	Henry Freeborn	ASW 27	3750	12/804	27/627	12/294	19/748	11/640	14/637
12	Stuart Carmichael	LS3 (15m)	3693	17/754	12/858	5/355	12/825	12/638	22/263
13	Jamie Denton	Discus (w)	3381	32/578	28/625	14/253	17/771	20/496	10/658
14	Michael Pettican	Std. Cirrus(w)	3371	19/717	21/726	23/75	4/952	12/638	22/263
15	Olly Peters	Duo Discus	3286	7/848	10/885	16/206	42/122	16/557	9/668
16	Mike Collett	Std. Libelle	3281	11/810	8/890	27/58	8/858	15/572	31/93
17	Will Ellis	K-6e	3224	13/794	24/701	15/237	27/672	21/478	19/342
18	Dave Bray	LS6 (15m)	3173	5/883	9/889	29/49	14/809	31/99	15/444
19	Will Chappel	LS4b	3144	18/745	42/0	13/280	20/742	6/724	13/653
20	Kate Woods	LS4	3030	22/636	22/719	16/206	31/603	14/574	21/292
21	Shaun McLaughlin	Std. Cirrus(w)	2963	14/789	7/893	22/76	13/821	26/294	32/90
22	Claire Alston	LS7(w)	2781	20/660	25/696	38/2	28/651	19/509	22/263
23	Matt Robain	ASW 24 (w)	2630	29/589	17/744	6/346	16/793	30/105	38/53
24	Daniel Welch	LS4	2623	21/652	15/748	18/176	26/673	34/11	18/363
25	Robert Hines	Astir CS	2572	24/613	33/584	26/60	32/600	18/512	27/203
26=	Alex OKeefe	Astir Jeans	2477	33/571	35/551	25/64	22/683	27/292	20/316
26=	Robert Starling	SF 27a	2477	36/520	34/557	21/82	33/537	24/372	17/409
28	Francesca Aitken	Sport Vega	2261	25/610	29/613	27/58	21/736	35/6	26/238
29	David Bennett	ASW 28	2181	27/593	16/745	19/167	41/178	23/422	36/76
30	Peter Hibbard	SHK-1	2171	30/587	30/612	39/0	35/526	35/6	16/440
31	David Morgan	Astir CS	2095	35/523	20/731	39/0	24/682	32/16	28/143
32	Amelia Nash	ASK23	2090	23/616	37/415	34/11	36/444	25/353	25/251
33	Ed Garner	ASW19b	2084	39/335	18/739	24/71	9/845	35/6	33/88
34	Laurie Gregoire	Astir CS	2010	26/603	32/595	39/0	24/682	33/14	29/116
35	Roy Broadbridge	Astir CS	1969	28/591	31/603	35/10	22/683	41/0	35/82
36	Rachel Hine	LS4	1904	37/506	26/631	30/47	29/632	39/4	34/84
37	Steve Pozerskis	Std. Cirrus	1844	31/581	38/368	39/0	30/620	28/275	39/0
38	Shaun Murdoch	ASW 24(w)	1284	41/199	36/475	36/4	34/532	35/6	37/68
39	Anthony Buck	Astir CS	1262	34/527	19/735	39/0	43/0	41/0	39/0
40	Nicholas Beckett/ Richard Brown	SZD Junior	1233	40/316	39/228	33/12	37/331	29/237	30/109
41	Tone Claiden	DG100	829	42/0	41/159	32/22	40/202	22/446	39/0
42	Andrew Payne	Discus	754	38/439	42/0	36/4	38/311	41/0	39/0
43	Dominic Polhill	Astir CS	506	42/0	40/191	31/30	39/284	40/1	39/0
44	Philipp Schartau	Discus (w)	0	42/0	42/0	39/0	43/0	41/0	39/0

Club Class Nationals

Nympsfield, August 5-13

	Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5
1	Dave Draper	Std Cirrus	3630	4/909	3/580	21/790	6/748	1/603
2	Ken Barker	Std Cirrus wl	3558	2/961	4/560	3/888	13/653	7/496
3	Rob Nunn	Std Cirrus	3539	7/846	7/552	27/763	1/794	2/584
4	Ian Macarthur	LS4	3530	15/793	9/545	10/830	2/781	3/581
5	Jon Meyer	Pik20B	3393	1/967	12/527	13/828	8/698	28/373
6	Jerry Pack	Std Cirrus	3384	13/799	15/509	28/761	3/778	5/537
7	James Ewence	Std Cirrus	3371	20/769	1/598	31/743	5/760	6/501
8	Mike Collett	Std Libelle	3274	12/808	24/445	18/799	4/772	12/450
9	Mark Holden	Std Cirrus	3208	5/891	2/583	16/814	6/748	34/172
10	Liz Sparrow	Pegasus	3198	14/796	32/410	6/866	9/693	18/433
11	Iain Evans	ASW 19WL	3174	21/752	20/479	28/761	16/640	4/542
12	Gavin Wrigley	Std Libelle	3144	10/817	31/413	1/1000	27/495	21/419
13	Rose Johnson	DG101	3100	29/572	8/547	2/890	18/621	10/470
14	Martin Smith	LS4	3049	18/774	26/431	9/836	20/589	21/419
15	Tim Milner	Std Cirrus	3041	3/923	5/555	5/870	26/501	33/192
16	Rob Andrewartha	Std Cirrus	2945	27/580	23/462	23/788	11/675	16/440
17	Shaun Lapworth	Std Cirrus	2942	6/872	10/538	25/779	22/581	34/172
18	Ayala Liran	Std Cirrus	2933	30/521	15/509	4/871	19/615	23/417
19	Mike Tomlinson	LS4	2871	19/773	37/356	35/724	15/647	29/371
20	Andy Smith	LS4	2846	24/666	28/424	8/840	25/508	25/408
21	Steve Woolcock	LS7	2786	17/776	34/390	19/793	29/384	15/443
22	Gordon Macdonald	Std Cirrus	2713	9/820	13/525	22/789	36/150	19/429
23	John Williams	Std Libelle	2654	36/387	22/466	17/810	24/539	11/452
24	Joe Westwood	Astir CS	2644	26/646	18/501	37/707	13/653	40/137
25	Luke Roberts	H301 Libelle	2633	16/791	40/300	10/830	34/217	8/495
26	Rachel Hine	LS4	2620	25/661	25/442	15/816	31/314	26/387
27	Bill Inglis	DG200	2529	28/579	36/364	14/822	29/384	27/380
28	Matthew Sheahan	Std Cirrus	2513	31/479	27/427	7/861	23/574	34/172
29	Derek Copeland	Std Cirrus	2509	32/468	17/504	33/739	21/582	32/216
30	Hannah Hay	LS4	2506	10/817	6/554	26/764	38/-116	9/487
31	Paul Gentil	SHK	2492	23/734	39/322	19/793	33/219	20/424
32	Alastair Harrison	Std Cirrus	2473	8/828	14/518	31/743	35/212	34/172
33	Sarah Platt	LS4	2451	34/443	19/481	36/710	12/658	38/159
34	Pete Healy	ASW 19	2406	33/459	35/377	38/646	17/622	31/302
35	Mike Truelove	Std Libelle RF	2260	22/740	38/325	30/750	37/0	14/445
36	Melissa Jenkins	LS4	2191	40/2	11/529	10/830	10/683	39/147
37	Thomas Rose	Std Libelle	1798	39/168	41/141	33/739	32/303	13/447
38	Mike Witton	Std Jantar	1745	35/440	29/418	40/7	28/470	24/410
39	Ralph Johnson	Dart 17R	689	38/228	32/410	39/604	39/-553	41/0
40	Leigh Hood	Std Cirrus	-1067	41/0	30/416	24/782	41/-2624	30/359
41	Al Eddie	ASW 19B	-1079	37/274	21/474	41/-269	40/-1992	17/434

Standard Class Nationals

Bicester, July 8-16

	Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
1	Louis Bouderlique	LS8	5413	13/792	2/995	2/929	8/361	10/877	4/906	14/553
2	Gary Stingemore	LS8	5332	17/775	4/983	17/806	2/386	7/905	2/949	17/528
3	Derren Francis	LS8	5169	14/787	22/847	10/871	3/372	2/992	31/642	1/658
4	Andy Perkins	LS8	5057	30/605	26/821	18/803	9/351	6/906	1/1000	11/571
5	Paul Fritche	LS8	5052	3/848	14/927	23/783	41/258	16/801	13/847	7/588
6	Al Clarke	LS8	5031	8/818	38/769	16/807	44/231	8/902	6/895	5/609
7	Andy May	LS8	4982	4/845	3/988	3/926	11/345	15/818	33/476	9/584
8	Russ Francis	LS8	4909	16/776	28/810	4/919	7/366	40/523	5/897	4/618
9	Robert Welford	LS8	4828	28/642	31/791	31/704	5/370	11/872	7/877	10/572
10	Martin Durham	LS7	4799	7/822	29/797	18/803	29/301	9/889	20/826	36/361
11	Paul Shelton	LS8	4791	21/674	19/859	21/798	12/340	20/788	26/776	13/556
12	Dave Draper	LS8	4780	29/617	13/936	14/840	17/332	14/824	19/833	32/398
13	Mike Jefferyes	LS8	4775	8/818	9/952	22/790	16/333	36/565	20/826	20/491
14	Bob Thirkell	ASW 28	4761	19/740	4/983	18/803	15/334	30/642	12/849	29/410
15	Stephen Ell	LS8	4667	5/844	16/923	8/885	19/327	13/828	42/234	2/626
16	Guy Sutherland	Discus b	4599	15/778	37/772	29/751	33/298	24/723	28/750	18/527
17	David Booth	LS8	4560	22/673	18/865	30/734	29/301	23/725	9/876	34/386
18	Richard Johnson	ASW 28	4541	20/726	31/791	27/757	38/265	19/790	22/816	33/396
19	Peter Baker	LS8	4518	6/827	44/648	13/858	4/371	38/556	18/835	26/423
20	Shaun McLaughlin	LS8	4487	41/203	11/945	7/899	10/347	5/936	16/840	38/317
21	Mark Davis	Discus bwl	4434	23/652	43/699	26/761	39/262	22/757	27/763	15/540
22	Paul Crabb	LS8	4413	23/652	27/812	41/327	29/301	4/960	29/740	3/621
23	Henry Rebbeck	LS8	4360	37/298	8/963	9/872	5/370	3/980	7/877	DNF/0
24	Rose Johnson	LS8	4302	18/757	24/843	12/866	36/284	33/630	34/430	19/492
25	George Metcalfe	ASW 28	4259	27/643	46/520	27/757	25/312	34/589	14/845	6/593
26	Jerry Langrick	LS8	4107	23/652	36/777	38/360	14/337	29/661	10/853	21/467
27	Chris Alldis	LS8	4096	33/575	31/791	33/574	18/331	28/664	25/788	35/373
28	Derek Westwood	LS8	4074	10/811	21/854	42/323	22/320	21/763	30/690	39/313
29	Jan McCoshim	LS8	4070	23/652	47/511	10/871	23/319	18/791	36/341	8/585
30	Jon Arnold	LS8	4024	31/587	40/732	37/447	37/271	25/706	17/839	24/442
31	Steve Woolcock	LS7	3907	34/573	34/787	31/704	26/310	26/691	39/306	16/536
32	Ed Johnston	ASW 28	3666	1/957	1/1000	24/774	32/299	32/636	DNF/0	DNF/0
33	Mike Young	Discus 2a	3646	36/469	12/942	46/180	46/137	17/800	3/946	40/172
34	Shaun Lapworth	Discus 2t	3571	46/56	35/786	6/902	34/296	45/231	11/852	23/448
35	Ian MacArthur	LS8	3555	2/872	15/925	45/189	12/340	42/424	23/805	DNF/0
36	Sarah Kelman	ASW 28	3502	11/808	20/857	5/906	35/294	31/637	DNF/0	DNF/0
37	Howard Jones	Discus 2a	3469	35/480	39/739	40/340	28/306	1/1000	43/177	25/427
38	Dan Pitman	LS8	3444	11/808	4/983	15/830	1/395	41/428	DNF/0	DNF/0
39	Chris Luton	ASW 28	3402	42/201	30/796	39/359	27/309	39/525	24/789	26/423
40	Ollie Ward	Discus 2b	3362	DNF/0	42/710	25/770	43/250	27/677	32/495	22/460
41	Brian Penfold	LS8	3215	32/585	41/720	35/518	39/262	44/312	35/418	31/400
42	Simon Barker	ASW 28	3097	43/200	7/974	1/1000	45/209	47/33	40/279	30/402
43	Phil Jeffery	LS8	3085	44/136	17/910	34/559	42/255	35/582	37/315	37/328
44	Owain Walters	Discus 2a	2742	38/246	25/822	36/493	24/317	12/864	DNF/0	DNF/0
45	John Whiting	Discus bwl	2649	45/58	23/844	43/192	21/324	37/559	41/249	26/423
46	Mark Jerman	ASW 28	2602	40/220	45/597	44/191	DNF/0	46/187	15/842	12/565
47	Tom Smith	LS8	2424	39/236	10/950	46/180	20/325	42/424	38/309	DNF/0

Great fun at Gransden

Rich Smith reports from the front cockpit of Nimbus 970 on the vagaries of this year's Open Class Nationals

SATURDAY August 19: Day 1. The car park rapidly fills up with rain and a moorhen decides it is an excellent alternative to some local pond. We are greeted by the imposing figure of Competition Director Phil Jeffery, in shorts.

The usual suspects are here: Pete Harvey is flying with P2s and has lent his Nimbus 4 to Kim Tipple; Russ Cheetham is fresh from his 18-metre Nationals win; Steve Jones is in 176. The older generation is represented as usual by Ken Hartley and a very relaxed Ralph Jones. Glossop shows up later in the week, not flying this year after his stroke in Spain. It is good to see him again.

Team 970 has warmed up for the comp by hardly flying, not flying at all together, and changing our make of PDA flight software the week before. The forecast for the week looks dire.

Sunday, Day 1, turns out to be taskable. I help sling the major bits together. Then off to briefing to find we have a three-hour AAT, between 149km and 385km, and a forecast that includes thunderstorms and downpours. Back to the glider to find Julian Rees glum: a broken tip aileron. We put the small tips on, reasoning that no-one will notice and since it's only 970, no-one will care. And anyhow the rules will change to allow it next year, so we're only jumping the gun by a maximum of eight comp days. And we do want to fly.

Off ASAP with the usual absurd instability you get on days like this – giant cloud streets that have evolved from half-hour-old flea farts; then huge drops of rain; then cloudbursts. We are with Ken H all the way along leg 1. He sets off towards another wall of water; Julian and I decide we are on leg 2 and head in a drier direction. 10km down track there are anxious noises from the back seat, confused about where the last sector was. I can't make head or tail of the PDA and I've been leaving all that stuff to P2. Should we backtrack? I just don't want to. We park over Rushden and puzzle for a bit but it's just falling apart locally so on we go. Suicidal silence from the back. I try to cheer up P2 with a £5 bet that we got into the sector. That's accepted. After another preoccupied 30km we start an argument about whether the wingspan is now 24m or 23m. Feels like 23m to me – quite a nice roll rate. Another £5 bet accepted. It goes on like that until somewhere in North Norfolk where we turn round again and squeeze between a wall of water and the Wash. The other side is completely dead so it's a sledge ride down to turbo height, and a long, long, loud ride home.

Well, we got into the sector okay, just, but chucked about 40km away; we should have headed straight into the wall of water, despite the lightning strikes, apparently. Then we might have done as well as Kim Tipple (1), Pete Harvey (2), and Ken Hartley (3), who all made nearly twice the distance we achieved. A look in the manual confirms that we did it all with 23m wings so I am £10 to the good and we are down 400 points (alongside a stricken Russ). Ah well, first day.

Sunday – scrubbed; not before a few of us launched. One gem on the radio: "Y7, wheel!". "Wheel, go".

Monday, Day 2. Another AAT, PAP-TOW-THP-GRL 163/413km. I hope the task-setter gets this AAT stuff out of his system soon. Muted conditions but not that bad in the Cotswolds. Dead around Thrapston and we cut the corner a bit too much in our anxiety to scrape back: we have got back too early and lose some points. The top three, Steve, Russ and Kim, don't make that mistake,

and nor do several others. "Beaten by a girl!" taunts 970 P2, who evidently judges the complete loss of his feminist credentials to be worth it.

Tuesday, Day 3. PAP-BIC-MEN-EAR-PAP 340km. Almost a triangle, how nostalgic. Bases up to about 4,000ft. Good progress round BIC, increasing spreadout on the second leg with a big tailwind, then impatience on the last few kilometres to Mendlesham, which we astutely turn rather low with nothing promising upwind. Then 90° to track to a low scrape – always fun in a 750kg glider. We follow up that coup with a massive detour via Feltwell and finally run out of sunlight, daytime and ideas at Earith. Turbo time again.

The non-twerps make reasonably light work of it. This time it's Kipple, Jones S and Hartley, in that order.

Wednesday is scrubbed. We are a captive audience in a rain-lashed clubhouse and John Ellis seizes the opportunity to tell us a long, horrible story about testicles, grease, nurses and long pieces of plastic tubing.

Thursday, Day 4. PAP-HIC-NOS-MET-GRL 284km. We must kick butt today, and duly do so in rather nice convergent conditions. Post-match analysis reveals that by the time we reach a huge blue gap with more convergence the other side of it, and Melton Mowbray in the middle, we are about 15 minutes ahead of the field. Time to hose that away, then, and after a spot of bungling we are joined at Melton in a weak thermal by Kim, Ken and then others, all much, much lighter, and more competent. After a while they vanish and after another while we grovel off straight downwind in the blue. The final glide presents us with an interesting conundrum – we can either light the turbo a few km short of the line, or cross the line and land out. We don't fancy the mud and choose the wimps' option. Middle age is here. Meanwhile the hotshots hook another convergence at Wyton and cruise home. On the

'Pete Harvey is bleating for P2s over the radio and I am tempted. I really could do with a spot of coaching.'

podium are Kim, Steve and Garret Willat, our overseas visitor, who likes the UK weather.

Friday, Day 5. PAP-BDY-PET-SCL-RAT-EAR-GRL 385km. Funny: despite the general rainy autumnalness of the week, we are getting some reasonable flying. Pete Harvey is bleating for P2s over the radio and I am tempted to leave Julian to fly 970 by himself. I really could do with a spot of coaching.

This is the day of the comp with 6kts-plus and 5,000ft bases. Warm front out west somewhere, hence the tour of Lincolnshire and Norfolk. Never been to Bardney before. We leave 10 minutes behind the hotties and are still in touch at the next-to-last thermal. With just 400ft needed to get a glide we are totally baffled by the approaching warm front and after travelling forlornly (and moronically fast) northward up along its edge we panic, backtrack, and get ourselves into a monster scrape at Ely. By the time we drag ourselves up off the floor we've turned a promising position into a miserable 20th. Ken H has boobed and lost his podium spot. At the next howidunnit Steve gives a searing analysis: "There were three ways to get home: south of track via Cambridge was sensible, north of track via Ely was sensible. Only idiots would have tried to go down the middle". Awful thought: he hasn't even seen our trace.

Saturday: scrubbed. Chance for pilots to bollock the Comps Committee, or "Comps Forum" as it's known.

Sunday, Day 6: PAP-ATH-LVN-ELY-GRL 355km. That looks a bit macho on the final day, but the task setter has it right. *This* is the day of the comp, with a brisk wind but fantastic streets pretty much up and down track. Everyone romps round. Steve is 10 minutes quicker than everyone else. Kim's been up there every day but one, though, and holds off Steve's challenge, to become British Champion, Open Class, 2006.

Great comp, well organised, good fun. Thank you, Cambridge GC.



John Giddins of Aquila GC finishing in his Ventus 2, 584, at the 18-Metre Nationals at Lasham

(Steve Kirby)

18-Metre Class Nationals

Lasham, August 5-13

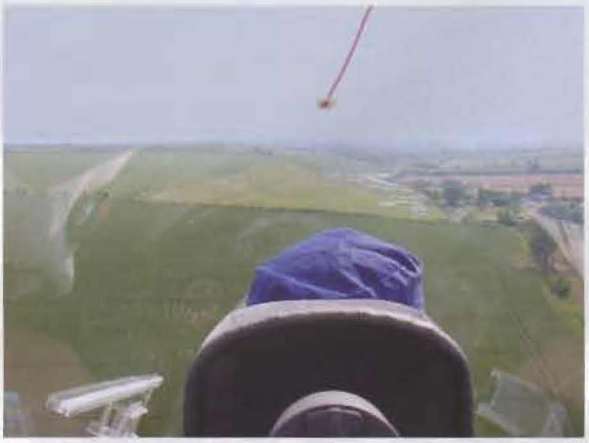
	Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1	Russell Cheetham	ASG 29	5253	14/865	1/1000	1/1000	3/783	1/674	4/931
2	Paul Brice	ASG 29	4859	1/1000	13/853	14/866	4/712	14/542	7/886
3	Phil Jones	Ventus 2cxT	4811	5/929	2/978	12/885	1/808	15/536	27/675
4	Dave Watt	Ventus 2a	4615	8/914	25/775	10/887	10/648	27/400	1/991
5	Steve Jones	Ventus 2cxT	4607	12/887	3/939	2/998	2/791	16/535	39/457
6	Pete Masson	Ventus 2cT	4546	2/991	6/878	4/963	34/440	2/643	31/631
7	Richard Hood	LS8	4509	38/682	20/822	3/964	7/666	9/592	14/783
8	Derren Francis	LS8	4508	4/933	9/875	9/890	17/586	40/295	5/929
9	Zenon Marczynski	Ventus 2cxT	4369	24/824	16/837	37/673	32/479	8/593	2/963
10	Paul Fritche	LS8	4353	10/903	9/875	20/828	22/570	28/395	16/782
11	Howard Jones	Ventus 2c	4331	30/800	8/877	13/883	5/700	13/544	34/527
12	Bob Thirkell	ASW 28	4301	24/824	24/787	29/744	12/624	10/588	23/734
13	Craig Lowrie	DG 800b	4227	17/849	34/697	40/665	14/618	5/600	12/798
14	Gary Stingemore	LS8	4204	23/832	6/878	16/853	27/513	38/322	9/806
15	Martyn Pike	Ventus 2cT	4195	21/836	22/805	11/886	24/528	17/533	32/607
16	Brian Birlison	Ventus 2c	4165	20/837	28/740	31/735	31/483	6/599	19/771
17	Stephen Ell	LS8	4156	11/888	15/838	23/798	30/484	36/332	8/816
18	David Booth	LS8	4131	13/866	19/829	24/792	41/395	20/473	17/776
19	Graham Smith	LS8	4049	16/852	32/703	15/856	21/572	28/395	28/671
20	Dan Pitman	LS8	4043	31/769	14/841	5/941	28/506	7/597	40/389
21	Roy Pentecost	LS8	4041	28/815	23/797	17/846	26/516	32/379	25/688
22	Patrick Naegeli	Ventus 2cT	4025	15/863	44/605	32/721	20/574	19/477	13/785
23	Richard Browne	LS8	3990	29/810	41/640	6/932	9/655	33/364	33/589
24	Frank Davies	LS 6c	3953	32/759	33/701	20/828	19/578	34/359	24/728
25	Chris Starkey	ASW 27	3869	47/344	11/861	35/680	8/659	23/415	6/910
26	Henry Rebbeck	LS8	3852	3/977	29/739	26/767	6/671	3/612	46/86
27	Jon Wand	ASH 26E	3782	26/817	17/836	25/781	15/617	26/403	41/328
28	Andrew Hall	LS6c/17.5m	3734	34/709	5/889	19/834	33/443	46/123	22/736
29	Chris Alldis	LS8	3730	45/525	31/719	36/674	37/421	10/588	10/803
30	Ian Cook	Ventus 2cT	3718	41/664	38/670	18/844	39/411	42/167	3/962
31	John Giddins	Ventus 2	3707	22/835	37/673	34/684	36/425	24/411	26/679
32	Wayne Aspland	LS8	3705	39/669	30/722	22/818	23/565	22/458	36/473
33	Kay Draper	LS8	3671	18/847	27/754	27/749	42/391	44/147	14/783
34	Mike Jefferyes	LS8	3653	37/683	11/861	33/694	11/642	39/310	38/463
35	Russ Francis	LS8	3594	18/847	26/765	30/740	29/502	4/601	45/139
36	David Masson	LS6c	3587	6/918	4/911	47/319	17/586	37/326	34/527
37	Matt Cook	Ventus 2b	3585	9/913	49/184	7/915	46/312	21/459	11/802
38	Jan McCoshim	LS8	3511	42/578	17/836	8/892	40/397	35/338	37/470
39	Alan Tribe	LS8	3510	43/541	40/653	28/746	38/418	28/395	20/757
40	Pete Paterson	LS8	3474	33/727	47/531	44/615	35/435	18/525	29/641
41	Allan Garrity	LAK 17	3470	26/817	45/578	42/650	24/528	43/156	21/741
42	John Taylor	LS6c	3358	39/669	39/665	43/630	43/375	31/384	30/635
43	Phil Jeffery	LS8	3347	6/918	36/685	38/667	16/605	24/411	47/61
44	Chris Cobham	ASW 27	3337	35/706	42/627	41/663	13/622	12/575	44/144
45	Tom Brenton	LS6	3045	48/318	21/814	38/667	47/185	41/289	18/772
46	Mike Brooks	LS6c	2157	44/532	46/576	45/584	44/315	47/0	42/150
47	Mike Mee	ASW 27	1494	46/497	43/623	46/374	48/0	47/0	48/0
48	Jack Luxton	ASW 27	1375	36/686	35/689	49/0	48/0	47/0	48/0
49	Julian Hitchcock	DG-1000T	1137	49/0	48/361	48/176	44/315	45/138	43/147

Open Nationals

Gransden Lodge, August 19-27

	Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1	Kim Tipple	Nimbus 4	5149	1/888	3/798	1/1000	1/677	7/860	2/926
2	Steve Jones	Nimbus 4	5071	8/600	1=/800	2/996	2=/675	1/1000	1/1000
3	Peter Harvey	Nimbus 3dt	5036	2/863	4/797	7/916	4/661	6/887	3/912
4	Ken Hartley	Nimbus 3 24m	4563	3/739	7/750	3/984	5=/653	19/652	10/785
5	Bruce Cooper	ASW 22bl	4421	21/301	10/692	5/939	5=/653	4/958	6/878
6	Ralph Jones	Nimbus 4	4325	6/685	11/687	9/817	13/338	5/923	7/875
7	Dave Findon	Nimbus 4d	4139	4/715	16/585	17/583	9/422	2/978	9/856
8	Russell Cheetham	ASW 22bl	4096	16=/431	1=/800	4/954	20/59	3/969	5/883
9	Garret Willat	ASH25	4083	19=/388	13/664	14/616	2=/675	10/829	4/911
10	Richard Kalin	Nimbus 4	3954	5/711	6/755	12/638	12/347	12/788	15/715
11	Lucy Withall	ASH25	3911	24/237	5/769	6/922	10/406	11/813	11/764
12	Richard Smith	Nimbus 3d	3894	16=/431	9/735	11/682	7/554	20/632	8/860
13	Terry Mitchell	ASH25	3744	7/683	8/745	19/520	15/221	8/854	14/721
14	Ed Foxon	ASH25	3316	12/495	14/656	13/626	19/78	13/766	16/695
15	Colin Smithers	ASH25	3209	13/493	17/401	16/593	14/263	15/707	12/752
16	Martin Aldridge	Nimbus 3d	3190	23/243	12/682	22/481	11/351	9/853	17/580
17	Mike Thick	ASH25	2718	18/410	21a/139	20=/519	16/190	14/726	13/734
18	Alan Kangurs	ASH25	2701	9/565	19/310	20=/519	18/114	16/684	19/509
19	John Williams	Antares 20e	2660	11/501	18/389	18/546	17/157	17/673	20/394
20	John Ellis	Nimbus 3 24m	2584	10/559	20/268	10/717	22=/0	18/654	21=/386
21	Angus Watson	ASH25	2284	19=/388	15/611	8/836	8/449	DNC/0	DNF/0
22	Andy Walford	ASW 27a,b	1791	14/489	24a/-249	15/606	22=/0	21/415	18/530
23	Mike Roberts	Duo Discus	1449	15/444	23a/-190	23/399	21/50	22/360	21=/386
24	David Gardiner	Nimbus 3 24m	1014	22/293	22/0	24/381	22=/0	23/340	DNF/0

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Hopes and dreams at Enterprise

Winner Justin Wills reports on the 33rd Competition Enterprise, exploiting wave and thermal from Deeside GC

THIS year Competition Enterprise was held from July 8-15 at Aboyne, whither we took our hopes and dreams for another memorable week. They were amply fulfilled.

Enterprise occupies a different niche compared to rated contests, but it has proved an enduring attraction: 2006 marked its 33rd anniversary and two dozen pilots attended, with gliders ranging from an ASH-25 to a Capstan, all sharing their belief that they would have the maximum opportunity to fly within simple rules designed to serve them rather than vice-versa, whilst still providing a reasonable basis for comparing their relative achievements.

A successful contest needs four vital elements:

Good weather: following the excellent conditions we enjoyed at the Long Mynd in 2005 we hardly dared hope for anything better, but Aboyne proved it could happen, and without the rest day on 11th July we would have suffered serious battle fatigue. As it was, in nine days (including the practice period) I flew 53 hours;

Good task-setting: Roy Wilson set a series of brilliant tasks, of which John Fielden would have been proud. He combined his intimate knowledge of the whole area with an intuitive understanding of Enterprise culture. He included two AATs (with bonus points for turning out to sea), three cats' cradles comprising Monster Hunting (nine lochs to be visited in any order but only once), Clubbing (all the gliding sites in Scotland plus Milfield, with a bonus for crossing the Border), Ski-lifts (including the one on Ben Nevis), and finally Castle Bagging (a limited-time race around remote Scottish ruins);

A nice site: the area around Aboyne is both spectacular and consistently produced the strongest soaring conditions. Further west the country becomes even more dramatic and remote. On the ski-lift task Jon Hart, who rounded Ben Nevis, said it was the loveliest flight he had ever done. The day was won by Rory O'Connor, who flew 533kms. All of us gloried in the exquisite landscapes over which we flew;

Nice people: the Deeside members did a tremendous job running the contest with just the right mixture of friendly informality and efficiency. Their competence was fully tested and proved on July 11.

The first two days were characterised by an unstable airmass and accompanying showers, which limited distances but produced interesting sea breeze convergences along the north coast between Fraserburgh and Banff, enabling Nick Gaunt to climb away from 600ft over a wind farm.

On July 10 the weather forecast presented by Fran Knowles and Jon Hart showed an occluded front approaching from the south west, with upper winds of 210/45kts at 10,000ft and moderate wave conditions. The Monster Hunting task was set and, despite increas-







Main picture: Ventus and wave – "Thank you, Aboyne!" (Aurelie Irving)
Top right: a turning point out to sea (Rory O'Connor)
Right: Daddy's trophy, examined by Alexander Naylor (Terry Cawthorne)

ing lower cloud with tops around 7,500ft, competitors continued to find lines of weak lift (2-3kts) up to 12,000ft during the passage of the front. Most returned to Aboyne where there were a few small holes through which they could let down with advice from Aboyne ground confirming that the lower hills in the immediate vicinity of the site were still clear of cloud. Some pilots elected to go further north where there were good gaps in the lee of the Cairngorms. The day was won by Rod Witter/Mike Pope covering 287kms in their Duo Discus. Such flights would have been completely impossible prior to the advent of GPS and PDA displays.

However, by 8pm Mike Law, our contest director, had become increasingly concerned that John Russell in his Ventus 2CT was unaccounted for. The weather and fading light precluded any search that night, but by early next morning a full Search and Rescue programme was in place. The potential area was very large, and it was not until 5pm that John was located by a Tornado from Lossiemouth. He was on the high Cairngorm plateau and had suffered a badly crushed leg. John is the first person to be injured in Enterprise, and hopefully will be the last for at least the next 33 years.

On July 12 the south-westerly persisted, but the airmass was fairly dry and unstable up to 4,500ft, with wave above. Much of the lift was fairly weak, but there were occasional good areas which enabled climbs to 18,000ft. These were difficult to detect: some were at the upwind end of cloud streets below, others were marked by crosswind gaps but there did not seem to be a consistent formula that worked. In the evening. Nick Gaunt found an 80km stretch of gentle lift at 18,000ft that was aligned up and down wind. The Witter/Pope combination made the best distance again with 555km followed by Rory O'Connor with 531km.

Other experiences at Aboyne confirmed my belief that Scotland will provide the base for most UK gliding records in the future. The combination of long daylight and increasing knowledge of the wave system by the likes of Roy Wilson, Fran Knowles and John Williams will enable higher speeds and greater distances than are possible elsewhere in the UK. During Enterprise we had three wave days, one of which was a potential 750km day, four thermal days, and one interesting mixture when the Clubbing task was set.

This was my favourite. I started by heading south in wave towards Portmoak. The system steadily weakened and I reached Loch Leven under total overcast. However, there was sunshine to the north east and I duly found thermals back into the Highlands and thereafter rounded several other gliding clubs until, at 7pm, I arrived over Feshiebridge at 2,000ft. Pressure had been rising all day, and the few remaining cumulus now had a ragged look whilst the wind had become a light north-westerly. But the sun was shining directly onto the slopes east of the airstrip and its heating combined with the wind provided enough gentle lift to enable my LS-6 to climb back onto the western slopes of the Cairngorms. Here rising air was concentrated in two small corries, and took me just above the surrounding ridges. From there I was able to pick my way very delicately along the highest slopes, never more than 200ft agl. Inevitably I was eventually forced to head south-east into the Dee valley, and despite shadowing a long spur leading towards Braemar could not avoid the lee sink. Soon I was getting a very good view of Balmoral Castle whilst heading for a cut hay field ahead. Just beyond was a low hill, perhaps a small outcrop of Lochnagar to the south, and as a final effort I pinned myself to its side. Very slowly, aided by the wind funnelling down the valley, I began to climb. Above was a herd of red deer looking down on me, and when I finally drew level the hinds trotted away whilst the stag stood staring at me imperiously. Back at 1,500ft I explored the valley and found a line of reduced sink running down the river to Ballater. There more sun-facing slopes sustained me until I reached Aboyne at 8.20pm, where I landed in the golden evening light having flown 665kms.

Pilot	Glider	Points	
1	Justin WILLS	LS6	30
2	Rory O'CONOR	DG-800 B 18m	12
3	Andrew REID	Ventus BT 16.6	27
4	Phil and Diana KING	LS8-18	36
5	Alan IRVING	Ventus 2CXT	36
6	Lindsay McLANE	Ventus BT 16.6	48
7	Rod WITTER/ Mike POPE	Duo Discus T	53
8	Jon HART	Vega 15m flapped	56
9	Nick GAUNT	LS7	60
10	Duncan MACKAY/ Pete GILL	Duo Discus	55
11	Andrew WARBRICK	LS6C 17.5/b	72
12	Phil PENROSE	ASH 25 25.6	62
13	Sam ST. PIERRE	DG--200	63
14	Bill LONGSTAFF	DG600 M 18	82
15	Chris NICHOLAS	LAK17a 15m-w	78
16	Bill PAYTON	Ventus 2CXT	40
17	Stuart NAYLOR	Twin 2 Acro	74
18	John RUSSELL	Ventus 2CT	13
19	Joseph WESTWOOD	Kestrel 19	31
20	Ian JOHNSTON	DG-300 Elan	95
21	Martin HANDS	LS1 c	89
22	Team CAPSTAN	Capstan	18

The final ceilidh was a great event, with Scottish reels (certainly plenty of reeling) performed by everyone under a warm, starlit night. Thank you, Aboyne!

Next year Competition Enterprise will be held at Sutton Bank. In memory of John the Fielden family has donated a scholarship fund to enable two Junior pilots to fly at Enterprise at practically no cost for each of the next five years. Details are on the Enterprise website.

At the end of Enterprise 2006 we received the ultimate compliment from one of our new entrants:

"I have really enjoyed the week. I have flown a lot, learnt a lot, and am far more aware of what can be done. I am looking forward to returning to my club and spreading my enthusiasm".

Join us from July 7-14 at Sutton Bank.

1st UK Gliding Grand Prix (see also p42)
Gransden Lodge, Sep 3-9

	Pilot	Glider	Points
1	Peter Harvey	ASW 27	35
2	Phil Jones	Ventus 2	31
3	Steve Jones	Ventus 2	22
4	Richard Hood	LS8	21
5	Russell Cheetham	ASG 29	19
6	Gary Stingemore	LS8	17
7	Oliver Ward	Discus 2	15
8	Phil Jeffery	LS8	14
9	Howard Jones	Discus 2	12
10	Christopher Curtis	ASW 27	11
11	Keith Nicolson	LS8	9
11	Allan Garrity	LAK 17/15m	9
13	Mike Jordy	ASW 28	5
14	Frank Davis	LS6	1
15	Lemmy Tanner	LS8	0

UK Mountain Soaring Competition
Aboyne, Sep 3-9

	Pilot	Glider	Points
1	John Williams	Antares 20m	2879
2	Richie Toon	Kestrel 19m	2790
3	Robert Tait	Duo Discus	1629
4	Roy Wilson	Ventus 2cxT/18m	1595
5	John Ellis	Nimbus 3T/25.5m	1580
6	Mark Jerman	ASW 28/18m	1422
7	Charlie Jordan	ASW 19	1143
8	Dickie Feakes	ASH 25	1103
9	Pete Gray	DG 600/17m	1017
10	Pete Ryland	DG 400/17	856
11	James Davidson	ASH 25	586
12	Dave Latimer	Discus	567
13	Duncan McKay	Duo Discus	232
14	Mike McSorley	PIK 20	183
15	Andrew Warbrick	LS6c/17.5m	31

Aerobatic Nationals, Saltby, Jun 8-11

Sports	Pilot	Glider	Overall %
1	Brendan O'Brien	FOX	74.655
2	Charles Baker	Puchacz	70.046
3	Brian Griffin	LUNAK	63.939
4	Ron Jubb	DG-303	61.849
Intermediate			
1	Mike Newbound	Fox	72.501
2	Graham Saw	Lunak	71.660
3	Paul Watson	Fox	68.092
4	Patrick Greer	Pilatus B4	64.463
Unlimited			
1	Guy Westgate	Fox	9379.4
2	Steve Jarvis	Fox	9299.0
3	Andy Cunningham	Fox	7479.0
4	Paul Conran	Swift S1	6066.7
5	Chris Cain	Swift S1	3939.6

Lasham Regionals, August 19-27

Class A	Pilot	Glider	Points
1	Alistair Nunn	LS 6c	4569
2	Graham McAndrew/ Hugh Kindell	Duo Discus T	4543
3	Colin Watt	LS8-18	4452
4	Ian Cook	Ventus 2cT	3969
5	John Galloway	Discus 2cT	3967
6	Zenon Marczynski	Ventus 2cxT	3854
7	Adrian Hatton	LS6c (17.5m)	3825
8	Jeff Warren	ASW 28E	3800
9	Tony Moulang	Duo Discus	3730
10	Mick Wells	ASH 25	3549
11	Steve Jobar	Nimbus 2B	3544
12	John Gorringe	LS6c	3504
13	Ed Smallbone	ASW 20	3436
14	Paul Kite/ Malcolm Hodgson	Nimbus 3	3309
15	Chris Cobham	ASW 27	3276
16	John Simmonds	Ventus c	3208
17	Andy Holmes	LS8	3170
18	Pete Paterson/ Ian McArthur	LS8-18	2968
19	Derek Piggott	Nimbus 3DT	2928
20	John Bell	LS8-18	2860
21	Richard Chapman	Ventus bT	2771
22	Brian Scougall	LS8	2662
23	John White	Ventus	2643
24	Mark Hawkins	ASW 20 cl	2423
25	Robert Johnson	DG 1000 T	2410
26	Colin Hunt/Chris Gibson	ASW 20 cl	2299
27	Roger Barber	Ventus bT	2244
28	John Ferguson	Ventus cT	2117
29	Shaun Lapworth	Discus 2T	2109
30	Nicki Marchant	LS6c	2095
31	John Hoolahan	Ventus 2cT	1946
32	Robert Bottomley	Duo Discus	1325
Class B			
1	Afandi Darlington	ASW 24 wl	4400
2	Alan Eckton	Discus b T	3837
3	Nicholas Smith	Std. Cirrus wl	3814
4	Rob Jarvis	ASW 20	3699
5	Matthew Sheahan	Std. Cirrus	3634
6	Michael Rubin	Discus b	3556
7	Michael Schlotter	Libelle 201b	3372
8	Jane Nash/Steve Nash	Mosquito wl	3021
9	Glyn Bradney / Edmund Mason	LS4	2988
10	Clive Thomas	Pegasus	2958
11	David Williams	Libelle 201b	2919
12	Angela Presland	Libelle 201b	2893
13	Paul Machacek	DG 300	2796
14	Mark Davenport/ Stephen Baker	Discus b T wl	2666
15	Julian Saakwa-Mante	Discus b wl	2588
16	Mike Vickery	Mosquito	2493
17	Luke Dale	Std. Astir	2465
18	Paul Barnett	Discus b	2309
19	Derek Coker	PIK 20 D	2282
20	Eamonn Healy	ASW 19b	2101
21	Tom Newham	Pegasus	2048
22	Ken Summers	ASW 19b	2020
23	Elizabeth Eddie	DG 101 (FIXED)	1983
24	Darren Judd	Discus b	1796
25	Peter Webber	PW5	1762
26	Alison Booker	Std. Cirrus	1626
27	Alex Phillips	Std. Cirrus	1617
28	Gordon Burkert	ASW 20	1520
29	Carol Marshall	ASW 19 Club	1510
30	Paul Harvey	LS7 wl	1480
31	Alan Boyle	Discus CS	1385
32	Andrew Henderson	Discus b	1278
33	Martin Roome	ASW 19	692

HERE are 2006 results for all BGA-rated regional gliding competitions, plus the first UK Grand Prix, the UK Mountain Soaring Contest and the British Aerobatic Association's Aerobatic Nationals. For BGA-rated nationals results see pages 44, 48 and 49 and for the Junior Nationals see page 47. Results for the non BGA-rated Two-Seater Comp are at www.wolds-gliding.org while those for this year's Competition Enterprise are on page 51

Dunstable Regionals, August 19-27

Blue	Pilot	Glider	Points
1	Melissa Jenkins	LS4	2327
2	Pat Greer	LS4	2275
3	David Miller	ASW 20	2188
4	Graham Paul	Cirrus std	2181
5	Malcolm Birch	Std. Libelle	2165
6	Graham Pursey	ASW 24(w)	2125
7	David Brown	ASW 19	2090
8	Paul Whipp	ASW 24(w)	1926
9	Trevor Mills	Std. Libelle(w)	1892
10	Andrew Sampson	LS4	1832
11	Chris Collingham	Discus b	1821
12	Justin Craig	Std. Cirrus(w)	1806
13	Tom Beckwith	Discus b	1803
14	Martin Smith	LS4a	1798
15	Peter Sharpe	ASW 19b	1721
16	Peter Denman	DG200	1683
17	Kieran Commins	ASW 20	1576
18	Daire McMahon	Std. Libelle	1456
19	David White	Discus b	1401
20	Gordon Craig	LS4a	1001
21	Alan McKillen	ASW 20	968
22	Tom Rose	ASW 19b	909
23	Dave Cornelius/ Alan Garfield	ASK21	728
24	Jim Slater	Discus	376
25	John Jeffries	ASK21	320
26	Adam Roberts	DG101	28
Red	**Pilot**	**Glider**	**Points**
1	Bill Craig	ASW 27b	3619
2	Nick Tillett	ASW 27b	3547
3	Mark Newland-Smith	ASW 28	3428
4	Mark Davis	Discus(w)	3331
5	Trevor Stuart	ASW 27b	3311
6	Steve Lynn	ASW 27	3293
7	Rob Brimfield	ASW 24(w)	3085
8	Paul Rackham	LS6(15m)	3008
9	Ian Reekie	LS8-18(18m)	2943
10	Robin Hodge	ASW 22(24m)	2889
11	Geoff Payne	ASW 27b	2639
12	Warren Kay/Ted Coles	DG500 (20m)	2562
13	Bob King	ASW 27B	2465
14	Robert John	Duo Discus	2397
15	Andy French	LS8(15m)	2386
16	Francis Russell	LS6c(18m)	2349
17	Rupert Puritz/ Mike Stringer	Duo Discus	2276
18	Stuart Carmichael	LS3(15m)	2101
19	Aidan Paul/ Mike Pettican	LS8(15m)	1969
20	Simon Edwards	Ventus 2c(18m)	1606
21	Stephen Haley	DG800(18m)	1534
22	Trevor Nash	Glasflugel 604	1283
23	Errol Drew	Antares(20m)	1176
24	Paul Candler	LS7(w)	1062
25	Geoff Glazebrook	LS6c(17.5m)	861
26	Mike Makin	Duo Discus X	726

Bicester Regionals, August 5-13

Open	Pilot	Glider	Points
1	John Wilton	ASW 20c	4604
2	Graham Drury	LS8-15	4275
3	Terry Mitchell	Nimbus 3/25.5m	4224
4	Mike Jordy	Duo Discus	4221
5	Chris Curtis	ASW 27b	4181
6	Daz Smith	Discus (w)	4108
7	Owain Walters	Discus 2a	3973
8	Kangurs	ASH25	3768
9	Paul Armstrong	Duo Discus	3759
10	Tim Webb/Mick Webb	Discus CS	3704
11	Andy Holmes	LS8 (15m)	3626
12	Ken Hartley	ASH25	3549
13	Alistair Cook	Ventus ct (17.6m)	3531
14	Paul Stanley	Duo Discus	3393
15	Charlie Tagg	LS8 - 15	3378
16	Colin Davey	ASW 20	3326
17	Geoff Lyons	LS6 (18m)	3295
18	Ken Payne	ASW 20c	3283
19	Ralph Jones	Nimbus 4t	3269
20	Max Kirschner	Ventus 2cT	3267
21	Mark Szymkowicz	DG600 (18m)	3203
22	Pip Barley/ Derek Jones	ASW 27	3201
23	Derek Westwood	LS8-15	3132
24	Simon Barker	ASW 28	3128
25	John Ferguson	Ventus ct (15m)	3122
26	John Norman	ASW 24	2993
27	Ollie Peters	Duo Discus t	2713
28	Howard Stone	LS6 (15m)	2670
29	Al McNamara	Discus 2a	2620
30	Ian Gallacher	Duo Discus	2508
31	David Smith	Nimbus 3 25.5m	2507
32	Dave Bell/Dave Peters	Lak17at (18m)	2467
33	Jon Baldock	ASW 20	2437
34	Basil Fairston	ASW 27b	2366
35	Darren Lodge	LS7 wl	2303
36	Steve Archer-Jones	ASW 20a	2270
37	Martin White	LS7	2267
38	Luke Hornsea	ASW 20	2264
39	Julian Bayford/ Steve Foster	ASW 20f	2025
40	John Clark	Nimbus 2c	1797
41	Minoo Patel	LS8/18m	1608
42	Alan Jenkins	Discus	1553
43	Andy Preston/ Dave Keith	Discus CS	909

Sport	Pilot	Glider	Points
1	Mike Fox	LS4	4128
2	Rangi de Abaffy	LS4	3607
3	Robert Smith/ Alun Jenkins	LS4	3193
4	Steve Codd	Twin Astir	3132
5	Henry Freeborn/ Mike Wood	ASK21	3012
6	Red Staley	LS4wl	2979
7	Michael Howey	DG200	2934
8	Stephen Bradford	Astir CS77	2901
9	Graham Paul	Std Cirrus	2772
10	Edward Wright	Std Cirrus	2533
11	Neil Kelly/Tim Parker	Pegasus	2469
12	Tim Wheeler	Std. Cirrus	2464
13	Micky Boik/Miff Smith	Janus a	2440
14	Geoffrey King	Std Jantar	2335
15	Paul Copland	ASW 19b	2296
16	Martin Langford	Std Cirrus wl	2274
17	Ian Gutsell	PIK20d	1941
18	Paul Machacek	DG300	1880
19	Francesca/Paula Aitken	ASK21	1435
20	Damien Dyer/ Laurie Clark	ASK21	1298

Bidford ("Turbo") Regionals, June 17-25

	Pilot	Glider	Points
1	Rod Witter	Ventus 2cT/18	5114
2	Justin Wills/ Barry Walker	Duo Discus t	4991
3	Jon Wand	ASH 26E	4845
4	Bill Inglis	Ventus 2cT/18m	4700
5	Mike Pope	Ventus 2cT/18m	4449
6	Craig Lowrie	DG800b 18m	4446
7	Damian Le Roux	Std Cirrus	4439
8	Liz Sparrow	Pegasus	4248
9	Rob Jarvis	ASW 20	4148
10	David Findon	Nimbus 4DT	4140
11	Daz Smith/ Andrew Farr	Discus bTw	4086
12	John Williams	Antares	4051
13	Ralph Jones/ Hugh Kindell	Duo Discus	3968
14	Z Goudie	Discus bT	3966
15	Brian Birlison	Duo Discus	3881
16	Ian Cook	Ventus 2cT/18m	3760
17	Alistair Cook	Ventus cT 17.6m	3678
18	Andrew Reid	Ventus bT 16.6m	3424
19	Derek Piggott/ Bob Starmer	Duo Discus T	3340
20	Richard Large/ Chris Simpson	DG1000T	3261
21	Frank Jeynes	Ventus 2cT/18m	3223
22	Mike Costin/ Steve Pozerskis	ASH25Mi	3050
23	Simon Waterfall/ Chris Morris	Ventus 2cxT/18m	2981
24	Simon Ramsay	Discus	2686
25	Alan Broadbridge	Nimbus 3DT	2398
26	Rangi de Abaffy	LS4	2088
27	Kevin Hook	DG400-17	1731
28	Ted Coles	LS8	1200
29	Andrew Turk	ASW 20f	1035
30	Malcolm Lasson	LS8T/18m	943

Inter-Services

Middle Wallop, August 26 – September 3

Open	Pilot	Glider	Points
1	Dave Chappel	Ventus 2cT/18m	2095
2	Alan Tribe	DG 1000/20m	2051
3	Luke Hornsey	ASW 20	2003
4	Daz Smith	Discus	2002
5	Jon Arnold	Discus CSWL	1977
6	Nick Smith	Ventus 2cT/18m	1958
7	Colin McInnes	Duo Discus	1954
8	A R Macgregor	Ventus 2 CXT	1924
9	Tochi Marwaha	LS8 18m	1909
10	Smith/Marren	Ventus 2cT/18m	1868
11	Carl Peters	Discus B	1767
12	Angus Watson	ASH 25 25.6	1725
13	Tony World	ASW 27	1722
14	Ged McKnight	LS6c	1711
15	Webb/Pettican	Duo Discus X	1675
16	Andy Farr	Discus BTWL	1622
17	Robbo Roberts	ASW 20(W)	1615
18	Richie Arnall	LS8 18m	1606
19	Brian Penfold	Nimbus 2a	1580
20	Del Ley	Discus	1562
21	Kevin Atkinson	Duo Discus	1517
22	Terry Moyes	Duo Discus T	1507
23	Andy Hyslop	Discus W	1487
24	Philip Sturley	ASH 26E	1447
25	Oscar Constable	Janus CE	1181
26	Dave Fidler	LS8 18m	1144
27	Gaz Baker	Discus W	998
28	Mark Critchlow	Janus CM	890
29	Serena Brunning	Discus	879
30	Mountain/Campbell	LS8 18m	874
31	Jones/Barley	ASW 27B	869
32	D J Graham	ASW 20F	625
33	Peter Kingwill	Discus	565
34	Pete Yeo	Discus	224
Sport			
1	Bromley/Langton	Std. Cirrus	1684
2	Jim Clarke	Std. Cirrus	1511
3	Paul Wright	Ls4	1463
4	Alan Clark	Ls4	1457
5	Tim Davies	ASW 15	1385
6	Jamie Sage	Ask21	1302
7	Andy Hill	Ask21	1125
8	Pete Desmond	DG200	1037
9	Chris Bryning	Astir Cs 77	1030
10	Olly Peters	Ls4	799
11	Paul Jessop	Pegasus	796
12	Roy Gaunt	Ask21	622
13	Clark / Bradbury	Ask21	603
14	E & P Armstrong	ASW 15	567
15	Matt Beasley	SZD Junior	521

Northern Regionals, July 29 – August 6

	Pilot	Glider	Points
1	Jack Stephen	DG 400/17	2205
2	Richard Kalin	Nimbus 4T	2102
3	Rory O'Conor	DG 800/18m	2050
4	Richard Brisbourne	Kestrel 19m	1847
5	Michael Pope	Ventus 2cT/18m	1818
6	John Ellis	Nimbus 3T	1754
7	Steve Wilkinson	PIK 20 D	1722
8	Mark Dickson	Vega 17L	1712
9	Geoff Beardsley	Duo Discus	1603
10	Sam St.Pierre	DG200	1520
11	Julian Fack	Duo Discus T	1276
12	Bill Payton	Ventus 2cT/18m	1259
13	Brian Stott	LS4	1216
14	Bob Bromwich	DG 505M 20m	1052
15	David Bradley	LS8T/18m	959
16	Oliver Bosanko	Astir CS	871
17	Mark Stevens	DG1000S	828
18	Brian Griffin	DG100	821
19	Claudia Buengen	DG100	800
20	Mike Fairman	ASW 19B	757
21	James Davidson	Duo Discus	643

Gransden Regionals, August 19-27

Pilot	Glider	Points
1	Howard Jones	Discus 2	3275
2	Paul Rice	Duo Discus	3113
3	Chris Curtis	Asw27a,b	3052
4	Leigh Hood	Ls8-18 (18m)	2805
5	Alan Head	Duo Discus	2519
6	Rod Witter	Duo Discus	2511
7	Bob Grieve	Ls8 (15m)	2414
8	Phil Dolling	Nimbus 2,b,c	2368
9	Gavin Deane	Asw28	2358
10	Tony Limb	Discus	2240
11	Nigel Gough	Lak17a (18m)	2192
12	Peter Belcher	Asw19a,b	2167
13	Andy Preston	Discus	2159
14	Peter O'donald	Ls7	2092
15	Simon Armitage	Discus (w)	2070
16	John Mcnamee	Duo Discus	2012
17	Andy Bray	Ls6c (18m)	1952
18	Gerry Bass	Pegasus	1928
19	Damien Dyer	Ventus C(17.6)	1878
20	Steve Codd	Nimbus 2,b,c	1685
21	Julian Bayford/ Steve Foster	Asw20f	1256
22	James Kellerman	Asw27a,b	917
23	Richard Starey	Asw27a,b	453
24	Tim Wilkinson	Kestrel 22	440

Booker Regionals, Jun 10-18

Pilot	Glider	Points
1	David Watt	Ventus 2a	3340
2	Jim White	ASW 27B	3333
3	Mark Davis	Discus Bwl	3287
4	Denis Campbell	Ventus 2cxt	3153
5	Andy Betteley/ Rachel Hine	LS4	2986
6	Jan McCoshim	LS8	2841
7	Andrew Perley	LS8/18m	2722
8	Nils Wedi	LS4	2552
9	Peter Stafford-Allen	Ventus B	2524
10	William Parker	ASW 20CL	2498
11	Geoff Lyons/Bob Sinden	LS6	2421
11	Guy Sutherland/ Karina Hodgson	Discus Bwl	2421
13	Brian Forrest	LS7	2374
14	Marjorie Hardwicke	Discus Bwl	2345
15	Bill Inglis	Ventus 2CT	2316
16	Jon Gatfield/Paul Brice	ASW 27B	2207
17	Mark Lavender	ASW 19B	2044
18	Glen Alison	Ventus 2B	1838
19	Peter O'Donald	Duo Discus T	1806
20	Minoo Patel	LS8	1714
21	Paul Copland	ASW 19B	1596
22	Bob Smith/Alun Jenkins	LS4	1462
23	Gary Nuttall	Discus	1457
24	Richard/Tanya Starey	ASW 27B	1412
25	Bruce Cooper	ASW 27	1147
26	Derek Staff	LS4	1131
27	Steve Williams	DG300	884
28	Jack Luxton	ASW 27B	850
29	Peter Yeo	LS4B	782
30	Thomas Rose	Std Libelle wl	682
31	Paul Harvey	LS7 wl	397

Eastern Regionals, Tibenham, August 5-13

	Pilot	Glider	Points
1	Peter Baker	LS8 (15m)	3995
2	Ray Hart	Nimbus 2BC	3650
3	John Gilbert	LS3	3348
4	Rowan Griffin	Cirrus	3229
5	James Dean	SHK-1	3017
6	Martin Aldridge	Nimbus 3DT	3004
7	David Williams	Std. Libelle	2912
8	Peter Stafford Allen	Ventus B (15w)	2857
9	Gwyn Thomas	Nimbus 3 (25.5)	2848
10	Norman Clowes	ASW 20	2711
11	Andy Hill	Janus C	2699
12	Tess/John Whiting	Discus w	2657
13	Tom Smith/Andy Smith	LS8 (18m)	2619
14	Edd Weaver	Astir cs	2562
15	Peter Ryland	DG400	2451
16	David Graham	Discus CS (W)	2347
17	Simon Armitage	Discus CS	2305
18	Gareth Bird/Tracy Ward	K6e	2175
19	Mark Wright	Mosquito B	2119
20	Phil Hayward	DG202/17	2111
21	Paul McLean	Ventus 2CT	2014
22	Jane/Steve Nash	Mosquito B (w)	1860
23	Peter Hibbard	SHK-1	951
24	Jenny Novak	ASW 19	759

Midland Regionals, July 22-30

Green	Pilot	Glider	Points
1	Paul Crabb	Ls8 (15m)	5363
2	Adrian Hatton	Ls6c (17.5m)	5325
3	Paul Shelton	Ls8 (15m)	5189
4	Derek Westwood	Ls8 (15m)	4964
5	Mike Armstrong	Ventus2c (18m)	4931
6	Rolf Tietema	Std.Libelle	4725
7	Jerry Pack	Std.Cirrus	4681
8	Jerry Langrick	Ls8 (15m)	4538
9	Peter Coward	Ls6 (15m)	4506
10	McCarthy/Hawkyard	Duo Discus	4493
11	Paul Armstrong	Ls4	4422
12	Large / Inglis	Dg1000	4379
13	Gavin Goudie	Ls4	4328
14	Guy Corbett	Ventus2c (18m)	4195
15	Colin Sutton	Ventus2c (18m)	4113
16	Simon Waterfall	Nimbus3d	4096
17	Tony Pozerskis	Lak19 (18)	4019
18	Andrew Cluskey	Ls3 (17m)	4010
19	Z Goudie	Discus	3989
20	Colin Davey	DuoDiscus	3978
21	Alan Kangurs	Ash25	3969
22	Simon Ramsay	Discus	3904
23	Andy Parish	Dg303	3886
24	Gwyn Thomas	Nimbus3 (25.5m)	3876
25	Basil Fairston	Asw27a,b	3853
26	Mike Tomlinson	Ls4Wl	3733
27	Malcolm Allan	Ls8 (15m)	3724
28	Ellis/Popika	Ls7 (w)	3659
29	David D'arcy	Ls4	3532
30	Norman/Roddie	Asw24	3526
31	Martin White	Ls7	3472
32	Mike Witton	StdJantar	3451
33	Paul Machacek	Dg300	3399
34	Julian Hitchcock	Dg1000	3305
35	Ayala Liran	StdLibelle	3267
36	Peter Ryland	Dg400 (17m)	3227
37	Graham Hibberd	Ls7	3206
38	Andrew Farr	Discus (w)	2929
39	M Costin/F Pozerskis	Ash25m	2881
40	Sarah Platt	Ls4	2877
41	Stephen Bradford	AstirCs	2781
42	Harrison/Gammage	Std.Cirrus	2741
43	Andrew Thornhill	Asw19a,b	2646
44	Mike Truelove	Std.Cirrus	2610
45	Chris Davison	Ls7 (w)	2603
46	George Rizk	Ls8-18 (18m)	2339
47	Brian Mcdonnell	Discus	2193
48	Darren Lodge	Ls7 (w)	1955
49	John Strzebrakowski	Vega (15m)	1210

For next year's Competitions Calendar see page 4. The top 300 places on the provisional BGA ratings list for entry into 2007 contests are on page 45. S&G's thanks go to John Wilton and Russell Cheetham of the BGA Competitions & Awards Committee, for their help with results and ratings



Above: Puchacz over Salty (www.buckminstergc.co.uk)

Below: the club's new K-21 means it has an all-glass training fleet



Buckminster Gliding Club (BGC) was founded back in the early 1970s at its current home, Saltby Airfield. This historic airfield can trace its roots back to WW2, when it served as a base for the United States Army Air Force with their C47s. The airfield would have been the location of a pithead if the Vale of Belvoir coalfield had been fully developed; its cancellation saved the inactive base.

Today Saltby serves BGC with its four concrete runways and two grass strips; the club and airfield are open to members and visitors seven days a week. The club delivers this by employing a full-time staff, headed up by CFI Les Merritt. The airfield sits between Grantham and Melton Mowbray near the villages of Saltby, Sproxton and Skillington, just off the north-west corner of the RAF Cottesmore MATZ. Visitors are always welcome, but if you are flying in, then make sure you're PPR please.

Since its humble beginnings the club continues to add to its infrastructure. In addition to the existing main hangar, this year saw the completion of the members' hangar, which was named after the man who led its construction, Mike Cook, and was recently officially opened by BGC's vice president, The Duke of Rutland (himself an active member of the club). Other recent improvements have seen upgrading of the camping facilities (open to anybody, whether you are a glider pilot or just someone wishing to stay in the Vale of Belvoir), refurbishment of the administration offices and erection of an additional hangar. The club offers a CAA M3 facility.

In 2006 we realised our ambition of having an all-glass training fleet, when the club took delivery of a factory-fresh K-21. This supplements our two SZD Puchaczs and with these three aircraft we can now offer a full range of aerobatic courses; indeed, BGC has ambitions of becoming a centre of excellence for aerobatic training. Each year the club hosts two aerobatic competitions.

Our single-seaters are a K-8 and Astir. Launching is either by the superb winch, or aerotow, the club owns a Rallye and has access to a Robin based on the airfield. BGC is also home to two ex-RAF Venture T2 motorgliders. These are used for the increasingly popular NPPL training that we deliver, again as a seven-day-a-week operation. The Ventures are also available for hire.

BGC is friendly, with a healthy cross-country ladder, a growing appetite for aerobatics and a growing number of NPPLs building their hours on the resident Ventures. With a licensed bar and summer barbecues, fly in and enjoy the hospitality.

Chris Hayball

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Club news

Bannerdown (Keevil)

THE Janus has gone for re-gelling and a motorglider training week arranged. Glen Turpin is congratulated on completing his Assistant Instructor rating, Don Kilpatrick on going solo and Neil Geraghty for his Silver duration, while our latest club recruit, Robina Brownlie, made her baptismal flight at just a few weeks old. Mike Knell's autumn pilgrimage to Aboyne was disappointing, with only moderate height gains. It is with great sadness we report the death of Keith McPhee, an instructor who gladly gave of his time and talents *(see obituaries, p60)*.

Derek Findlay

Bath, Wilts & North Dorset (The Park)

DURING the last of the summer months we saw Nick Mitchell and Geoff Pook solo. October saw a change of CFI with Stuart North standing down after seven years and Alan Milne taking over. Stuart has kept the instructors well co-ordinated, well informed and has been the encouraging voice ensuring excellent standards from our instructing team. Laurie Smith, who has been instructing for nearly 37 years, is also standing down. Work on the Venture is progressing well. Thanks have gone to Mike Jenks, who acted as club representative in negotiations regarding the Bath Gap airspace – he has worked tirelessly and has set up all the arrangements for club members to continue to fly north.

Jan Smith

Bidford (Bidford)

IT'S been an interesting season, having taken on the club in March this year. We have made a few changes over the season, but the hard work starts here. Our first move has been to buy a club Capstan, which has already proved very popular. Also, one of our Puchaczs has run away to Poland, but it promises to come home feeling much healthier early next year. We also say goodbye to Giuseppe (the Italian chef): we hope his pastures new are greener. We continue to operate seven days (subject to weather and availability) throughout the winter. And finally – a big thank you to all our members, instructors and tug pilots for helping this transitional season to run smoothly.

Lynne and Gordon Burkert

Black Mountains (Talgarth)

AFTER three seasons, our CFI /manager Don Puttock is moving to pastures new. His enthusiasm and efforts have been invaluable and we shall miss him. The committee is determined to continue to grow the club and build on Don's work and, with the help of members, we are confident that we will succeed. As I write there are 24 gliders airborne, mostly in wave up to 14,000ft. Even Snoopy, our vintage T-21, was last seen climbing through 9,200ft with a shivering pilot at the controls! We hope to have had a PW6 demonstrator from October and shall be evaluating it along with other types as a potential upgrade to our two-seater fleet.

Robbie Robertson

Booker (Wycombe Air Park)

CONGRATULATIONS to recent solo pilots: Simon Phelps; Andy Weir and Mathew Ekroth, John Brimacombe (resolo) and to

Please send news to *editor@sailplaneandgliding.co.uk* (delete the old address, *helen@sandg.dircon.co.uk*) or to Helen Evans, BGA, Kimberley House, Vaughan Way, Leicester LE1 4SE to arrive by **December 5** for the next issue (later deadlines at *www.gliding.co.uk*)

Emily Todd (Silver distance). Highlights of members' competition successes were Tim Scott winning the 15-metres, and Paul Brice coming second in the 18-metre championships. Bob Smith is taking over the cadet co-ordination from Hannah Hay, to whom we send our thanks for the work she has done for the club. Our thanks also go to Nick Storer, who is standing down as secretary, for his contribution. Plans for winter include aerobatic courses run by our own home-grown experts. CFI Andy Henderson is now back fit again after his unfortunate derigging incident whilst helping a fellow member competing in a summer competition; this resulted in a fractured collar-bone.

Roger Neal

Borders (Milfield)

SEPTEMBER supplied great Milfield wave. August and September saw two first solo flights: from Kevin Mitcheson, and power pilot Ken Sangster, who left the engine behind! Well done to both. Our tugmaster George Brown clocked up his 6,500th tow on Friday, September 13. An absolutely fantastic achievement, for which all of us at BGC offer our thanks. Our wave weeks have just started with the first suffering a little from the weather. However the Milfield wave did see our visitors up to heights in excess of 16,000ft. Hopefully a good time had by all.

Rich Abercrombie

Bristol & Gloucestershire (Nympsfield)

TREVOR Stuart led three other gliders on an out and return to St Catherine's Point (IoW) in September, with all getting home despite poor conditions. The weather didn't co-operate for our celebration of the 50th anniversary of the start of flying at Nympsfield, but 120 past and present members had a good party. A local paper ran a competition for a free trial lesson, generating front-page publicity. Congratulations to cadet Callum Laithwaite on going solo. Well done, Francesco Genovino on going solo. Members are trying to get their heads round the new Bath gap arrangements after a letter of agreement was signed over airspace to the south of us.

Bernard Smyth

Buckminster (Saltby)

THE members' "Captain Cook" hangar was officially opened by the Duke of Rutland (who is also a keen glider pilot) and the go-ahead has been given to expand it to fit even more gliders in. Huge thanks for her work go to Mary Webster, standing down as treasurer, with the unsuspecting Chris Morton-Fincham taking over. We also have a new chairman, Roger Keay, taking over from Paul Rodwell – thanks to both plus the ever hardworking Les Merritt, who never seems to stop! Thanks to him and Danny, we have a backlog of new motorglider pilots making use of our seven day facilities and hard runway. Visitors always welcome!

Chris Davison

Burn (Burn)

CONGRATULATIONS to our ex-chairman and CFI, John Stirk on reaching the milestone of ten thousand glider flights and also to John Firth on completing his Silver badge. Many members experienced the thrills of unlimited aerobatics in the Fox thanks to Andy Cunningham, Steve Jarvis and Paul Watson of the LGC. Our own Ron Jubb flew the Fox in the Tiger Trophy at the neighbouring Sherburn Aero club against 27 powered aircraft, achieving the third highest overall number of points. Members are looking forward to the pleasures of wave flying on our regular autumn outings to Milfield and Aboyne.

George Goodenough

Cambridge (Gransden Lodge)

CAMBRIDGE hosted the first UK gliding grand prix in September (see Pete Harvey's account on p42) and attracted considerable media coverage for our sport. New solos include Kerry Mertz, Darren McVee and Chris Ward Richard Kahle and Markus Brosch. Sarah Kelman has had two new feminine records ratified. Don Lees ran a RT course over the autumn which proved very popular. Sadly we say goodbye to the Faulkes Flying Foundation, who have done so much to bring new blood into the sport, and to Terry Slipper one of our senior instructors. The club is now open Wednesdays, Fridays and weekends until March when we revert to seven-day operations. Andrew Watson has been running Bronze courses over the winter.

Paul Harvey







*Above: Sarah Kelman, who has taken two new women's records this year, and Jane Roberts about to tly "five up" in **Cambridge GC's** Puchacz during Gransden regionals. Sarah was 36 weeks pregnant and Jane 15 weeks – with twins – at the time*
Top right: Local weather forecaster Trai Antfield with instructor Don Welsh at Currock Hill, on location for BBC Look North;
Right: September's dedication service for a memorial at Lasham to the wartime service personnel based there. Donations are still welcome – payable to LWMF c/o Lasham (www.flightbox.net)



*Above: **Oxford University GC** visit the Red Arrows (Jamie Allen)*
*Right: **Four Counties** CFI Colin Davey introduces a student from **Loughborough University** to gliding at their Wittering site;*
*Below: John Stuart's 60th birthday at **Midland GC** (Alison Randle)*





Club news





Above: Kevin Mitcheson (left) was sent solo at Borders by instructor Keith Latty

Left: new solo pilot Matthew Ekroth being congratulated by instructor Julian Saakwa-Mante (on the left) at Booker



Alexander Roberts, 16, and his father Brian trained together – for mutual support – at DLGC and both went solo on September 7







*Above left: **Dartmoor's** Alan Holland after secretary Bob Jones gave him a telescope as a 70th birthday thank-you from members for all his hard work; Above right: Chris Rowney having soloed at **Chilterns**; Left: **Deeside's** Charlie Jordan won the Novice Cup in the UK Mountain Soaring Comp*

Channel (Waldershare Park)

UNSEASONABLE soaring conditions and the arrival of a new mower have kept us all busy. More work on the track has made it usable for vehicles other than tanks and extensive mowing has meant that the strip is now so smooth it is used for bowling rather than gliding. Rumours that "Keep off the Grass" signs have been ordered are unfounded. Congratulations to Eddie Streeter, who completed his Bronze Badge, Nigel Shepherd for a bronze leg and the five successful Bronze Badge written examination candidates. Our thanks to Cyril and Caroline Whitbread of Kent for organising the training programme. The club is looking for a new, suitable (=cheap) single-seater so if you have one available please ring our chairman.

Nigel Shepherd

Chilterns Centre (RAF Halton)

WELL the Indian summer certainly happened, before which Chris Rowney went solo, Peter Mann got his Assistant rating, Paul Moslin his Full rating and CAA engineering rating on Pawnees. Well done to Dave Chappell on winning the 'Opens' at the Inter Services at Middle Wallop (which again suffered poor weather), while Luke made up for his disappointing Bicester Regionals performance by flying well to come third in the same class. The club was again well represented at the comp, and Ken Sparkes received Life Membership of the Army Gliding Association (AGA) – presumably to go with his Life Membership of the RAFGSA.

Andrew Hyslop

Clevelands (RAF Dishforth)

THE wave season has started gently with climbs of up to 10,000ft in 'interesting' conditions. However, the autumnal weather has kicked in and we have been dogged with poor visibility and easterly winds. Even so, Phil Kellman has successfully completed his motor glider conversion and the enthusiastic university members are keeping the winch line busy. We are planning a major recruitment drive around the local service units in the New Year, with open days specifically for 9 Regiment at Dishforth. Merry Christmas to all!

Polly Whitehead

Cotswold (Aston Down)

A warm welcome back to Tim Barnes, our chairman, who went "bikeabout" heading for Tibet with his wife, Rowena. Tim reached Kyrgyzstan before having to return. Thanks to Mike Weston for taking over the reins in his absence. This summer we dispatched the Duo discus and DG 500 to the two-seater comp in Pocklington. A good time was had by all. Congratulations to Paul Gray who is now a basic instructor, Ollie Ward for his performance in the UK Gliding GP and to Tom Gooch and Paul Notley, who have their Bronze Badges. As the winter approaches, we have revived the club quiz team, and will be commencing our refresher training to keep members current on safety issues.

Frank Birlison

Cranwell (RAF Cranwell)

IT has been an interesting autumn with the local saddle club sampling the delights of gliding and us trying horse riding. We were also pleased to host a flying evening for the Station Commander RAF Cranwell and the station executive – we look forward to seeing them again. A thank you to Mick Baker, who negotiated for a new launchpoint bus, hopefully operational by 2007, and also to those who put in many hours of work on various projects to enable us to operate safely and keep costs down. A warm welcome to all those Freshers from Nottingham University, and thanks to those who encouraged them.

Zeb Zamo

Dartmoor (Brentor)

WE have a run of relatively good reliability on the equipment front, thanks to John Hanton, who is rebuilding the quad bike out of anything metal that comes to hand, and to Dave Bourchier, John Bolt and Bob Jones for the other jobs necessary to keep the club going. In the air, in October we experienced one of those rare, easterly days when everyone was able to enjoy weak wave, with Trevor Taylor making 9,000ft plus (but not held visual, so we await the evidence). Congratulations to John Blaskett for passing the field landing part of his Cross-Country Endorsement, albeit he had to go back to his old hunting ground of North Hill to do it.

Martin Cropper

Deeside (Aboyne)

THE 9th UK Mountain Soaring Championship was won by John Williams from the Scottish GC. Richie Toon from Sutton Bank came second and Robert Tait from Highland GC third. Charlie Jordan won the Novice Cup, and overall the competition was judged to be a great success both flying-wise with lots of cross-country flying and also socially. The 10th UKMSC will be held between September 2-8 2007; we are taking bookings for this now, so please contact Mary Rose Smith to reserve your place. During Competition Enterprise a total of 26,000km was flown! We welcome back the University of Aberdeen GC, which will give an injection of youth and enthusiasm to the club.

Sue Heard

Denbigh (Denbigh)

OCTOBER brought groups from Cosford and Devon & Somerset to sample our excellent ridge and wave flying. Together with Visitors from East Sussex, Talgarth, Bidford, Cotswolds and Shropshire we had a most excellent adventure. We flew every day with average flight times of two hours achieved over the whole week. Congratulations to new solo pilots James Gibney, Roy Farragher and Martin Woodcock, to Gary Jones for Silver Height, Graham Kirkham for Silver duration, John Sconce and Paul Jewell for Silver Height and distance, and Dave Catherwood for BI rating. The club is under new management, now being run by the Members Committee. Things have never been better! Don't sit idle over winter, keep current at Denbigh.

John Watkinson

Derby & Lancs (Camphill)

WINTER is here and we normally fly every day but Mondays – there is an on-line booking system for mid-week, and a rota of club instructors and winch drivers. Visitors are always welcome to sample our hills and regular wave. We welcome a number of new members from Manchester University. Congratulations to Peter Willerton, and to father and son Brian and Alex Roberts on going solo, Brian after a 36-year lay-off. Also to Chris Knapp for his Silver height and to John Klunder and Dave Bailey on completing their Assistant Category courses, making a welcome

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*Above: WW2 glider pilot and Arnhem veteran Charlie Moore celebrated his 90th birthday with a flight at **South Wales...** Above right: ... while **North Wales GC** flew centenarian & army veteran Charles Eyles Right: Steve Langford resoloed at **Kestrel**. He is pictured with instructor Neil Armstrong*



*Top: young achievers from **Northumbria** did well at **Portmoak** Below: Doug Jones, Ken Brown and Gordon Fisher at **BGGC**, all "Lulsgate Lads", 50 years after the club moved from there*





*Above: the **Lincolnshire GC** contingent ("Team Strubby") competed with distinction, says club news contributor Dick Skerry, at the national Two-Seat Comp in August at **Wolds, Pocklington**; Right: John Morriss, pictured with his instructor at **Essex GC**, after achieving solo status*



addition to our instructor ranks. The Leaning Wall of the Camphill dining room has been rebuilt at great expense, and we welcome our new housekeeper, Dorothy.

Dave Salmon

Devon & Somerset (North Hill)

CONGRATULATIONS to John Pursey on gaining his Diamond distance at the beginning of August in conditions that were far from ideal. Two of our university members; Nick Bennet and Richard Brown, competed in the Junior Nationals for the first time and enjoyed themselves. We held another successful open weekend in August, organised by Trevor Russell and Simon Leeson, with a lot of flights and the addition of several new members. The start of the new university year brings another cohort of students keen to try out this sport as well as the "old hands" including their captain, Celia Butler. We are now in the final stages of testing Supacat's computerised control unit for one of our winches and look forward to perfect launches.

Kaye Alston

Dorset (Eyres Field)

OUR August Bank Holiday task weekend was a no-go, as was our summer task week. It's been a good summer for holiday makers, but not for gliding. Congratulations to Dave Piercy on gaining his Full Rating, and to Carol Marshall for her efforts in her very first comp, the Lasham Regionals. She enjoyed the experience, saying that it was a very steep learning curve, but well worth the effort. Our committee has agreed to have our winch professionally refurbished, and we are equipping our tug with a strobe light system and a radio. We are looking at buying a third K-13 as a spare for use whilst our others are being worked on. Thanks to Gerry, Carol et al for organising and running BI flying.

Colin Weyman

Dukeries (Darlton)

WE had successful expeditions to Portmoak in October and managed a fleet of five from both clubs at the two seat comp at Pocklington in August. The beginning of October saw the first aircraft move into our new hangar which has been completed by a small band of club members to whom we are all most thankful. We have room for at least six club aircraft. We were a little concerned that the field which is clay might become unusable in wet weather but so far this has proved not to be the case. We still have with us our friends from Newark & Notts and the two clubs work together magnificently, we shall miss them if and when they manage to find a new site.

Mike Terry

East Sussex (Ringmer)

THE first phase of our field levelling is almost complete. The weather of September has produced a lovely bright green, billiard-table smooth surface, which will need protecting for a while. Chris Stobart (aged 16 and three-quarters) has an aerobatic badge, Graham Bartle and Graham Northcott have gone solo, Olli Barter has Silver distance. Phil Williams is a Half Cat, Val Phillips a BI, Amanda Millar and Simon Kahn are the first home grown and trained pilots to achieve their NPPL SLMG ratings. Our plasma rope has arrived and we are furthering our experience of this; we also have a Silene to play with, which is very interesting indeed. Thanks again to Wrekin for their tug and assorted humour.

Adrian Lyth

Essex (Essex)

CONGRATULATIONS to Hugh Maddams on gaining his Assistant Instructor rating, Eoin Cassels on gaining his BGA Cross-country Endorsement. Next stop Silver! Also well done to John Morriss on going solo. Although the weather during our gliding week in August wasn't great, some good flights were made. Our presence at gliding's London Expo in September 2006 was worthwhile and our thanks go to everyone who helped. It is with great sadness that we report the death of Ivan Sterling after a long battle with cancer. He was always ready and willing to lend a hand and we will miss his hard work, enthusiasm and humour. Ivan was one of life's true gentlemen. Our sincere condolences go to his wife Jackie and all his family.

Peter Perry

Fenland (RAF Marham)

CONGRATULATIONS to Officer in Charge, Sqn Ldr Mike Middlewood, on going solo – we wish him a long and enjoyable soaring career at Marham Airfield. A warm welcome is extended to Flying Officer Phil Sturley, who is joining our team of instructors. His first day on the airfield, in September, was celebrated with a low level flypast by Lancaster Bomber. Bernard Hicks has achieved Silver height and two-hour Bronze Endorsement flight and converted to our single-seat Astir, R77. Bob Boughen has gained Silver height at least twice and has also has converted to the Astir. Other recent Astir conversions are Adrian Bramwell, Al Fordham and Natalie Day. We look forward to the return of Graham French to continue his instructing.

John Doubleday

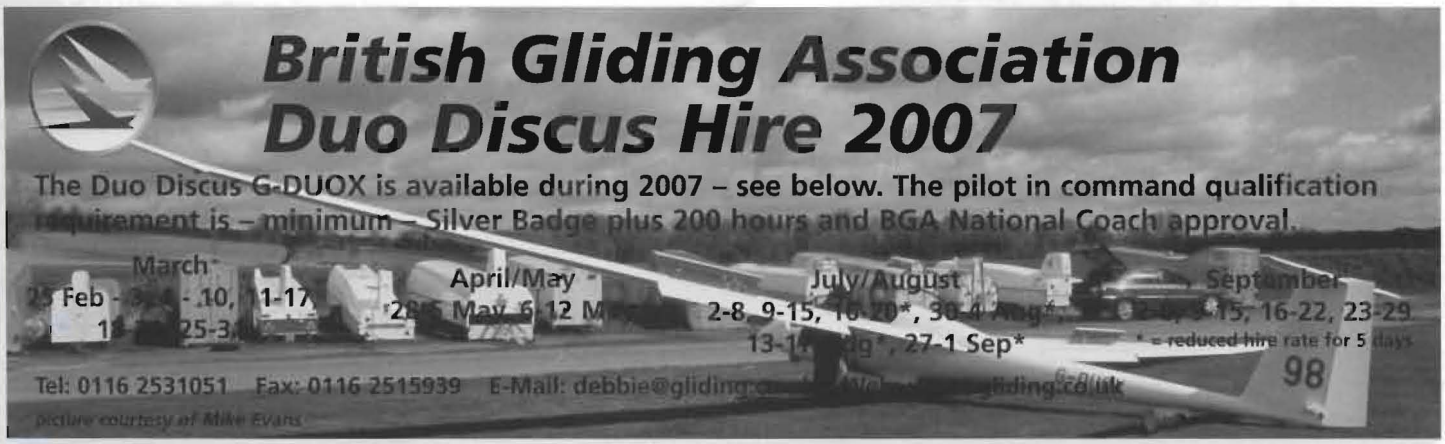
Four Counties (RAF Wittering)

WITH the return of R35 from its refurbishment we bid farewell to our Acro R15 as it goes to a new home, giving us an entirely K-21 training fleet. Also soon to move on are the Supermunk tug G-ATVF and Motorfalke G-BTWE. In the next few weeks these will be replaced by the newer (and yellower) Rotax Falke, formally of the Faulkes Flying Foundation, to take up its role as both tug and motorglider. Work is progressing installing electrics in the hangar and the workshop, in time hopefully for the maintenance season as we move into winter. The station has allocated us a building for the storage of our MT, so it no longer has to reside in the hangar. This month has seen the first of Loughborough University's Freshers taking their first flights, with all enjoying themselves. With record membership for the University, it's hoped many will stick and continue to progress.

Pete Davey

Kent (Challock)

LOOKING back on an action-packed fiftieth year, activity levels at Kent both on and off the Airfield have been unsurpassed. A number of club anniversary activities throughout the year have meant for a very active social schedule; including our Anniversary Gala, a full weekend of flying activities, our Bonfire Night celebrations, plus much more. The Club was invited to



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provide a static display at the prestigious Leeds Castle Balloon Festival; where we also had the BGA CyberGlide Simulator. We exhibited at the BGA Expo at Canary Wharf. Congratulations to Graham Taft and Mike King; our latest soloists. We look forward to a new Community Flying Programme and course structure for 2007. Keep up to date at *www.kent-gliding-club.co.uk*
Darren N Palmer

Kestrel (RAF Odiham)

EXPEDITIONS have seen club members at Sutton Bank for both the Slingsby rally and the Clubs own week, with a number of bronze legs having been completed, thanks to Brian Garston for his enthusiastic organisation. The transfer to GSA was completed in September with the last of the aircraft swaps taking place. Our newly refurbished K13, arrived and all paid a sad farewell to A11, our old K-13, which had been with the club for many years. Work has been completed on the new control lighting rig thanks to Shane Naish, and the club is now busying itself for the start of the new season – or should I say workshop season!
Neil Armstrong

Lasham Gliding Society (Lasham)

LASHAM Gliding Society and the Surrey & Hants GC have agreed in principle that, with effect from 1st January 2007, LGS will take over the management of S&H's fleet of eight single seat gliders. The gliders will be made available to all LGS members. The agreement is initially for a trial period of twelve months and will be extended if LGS and S&H consider it has been successful. The fleet available to LGS members will therefore extend to 22 gliders, including our new DG-1000 Turbo which is expected at the beginning of November. I'm the new boy round here, having joined as the new manager at the beginning of September. Thanks to everyone for making me so welcome.
Alastair Mackinnon

Lincolnshire (Strubby)

CONGRATULATIONS go to Ali Hall and David Ryder on their completion of Bronze C. Once again Team Strubby competed with distinction in the National two seater comp at Pocklington. The team enjoyed good flying and good drinking along with all the others. A sport Vega and Carman JP15 have joined the private fleet and we plan occasional aerotowing over the winter.
Dick Skerry

London (Dunstable)

WE wish to thank and give praise to Mike Woollard for the tremendous benefits he has given to the Club over a number of years through his work from the Faulkes Flying Foundation by introducing young people to flying and in particular to gliding which has been most creditable. We have purchased motor Falke G-FLKS so will continue to offer young persons the opportunity to fly integrated into our normal training programmes. Viewers to our web cam camera have been looking at a new skyline not seen since the 1930s after demolished old wooden buildings cleared enabling work about to start on the clubhouse extension and hangar during the next few weeks – watch that screen.
Geoff Moore

Loughborough University (RAF Wittering)

LOUGHBOROUGH have now settled into their new home at RAF Wittering. With help from Four Counties GC, our Freshers Fair was immensely successful, gaining the largest membership we have had for many years. Included are some experienced pilots to help kickstart the year. Our K-13 is shortly to return fully refurbished and our K-8 awaits its C of A. In the previous year we saw several achievements: Cat Machin did her first solo. Tim Pennock his Silver duration and Tony Fardoe his Bronze soaring flights. Most recently Rob Lockwood, a new member who joins us from Welland, started off the academic year by re-soloing.
Timothy Pennock

Mendip (Halesland)

THE most significant event since we started flying at Halesland occured on September 1 with the introduction of new airspace boundaries relating to Bristol and Cardiff airports. The lengthy negotiations were marked by a spirit of co-operation and have resulted in a letter of agreement minimising the restrictions on our activities. Visiting pilots should be fully aware of the new boundaries, which bottom out at 3000ft QNH over the airfield. BBC Television paid us a visit recently during the making of "Inside Out West". The subject was the Ebor Gorge and its wildlife. Our K-13s and Motor Falke provided unusual views of the gorge as well as some impressive air-to-air shots. Yet another film crew had us on our best behaviour when they arrived to film a day in the life of a Bishop. The Rt Revd Peter Price, Lord Bishop of Bath & Wells, was treated to an aerotow and a winch launch.
Keith Simmons

Midland (Long Mynd)

CONGRATULATIONS to Mike Rogers on his Silver distance. Mike was also the recipient of a Royal Aero Club Trust bursary this summer, and since then has completed his Bronze Badge. Cross-country Endorsement and Silver Badge claims. The ICL final was held at the Mynd. However, there was little sign of thermal activity on the Saturday and with flying winds of 20kts the day was scrubbed. On Sunday a number of sniffers reported barely 1kt climbs and it was very disappointing to scrub again. September saw the club hold its first 'Wood Week' with support from the T-21, Orch Skylark 4 as well as two visiting gliders. Don't forget our Bungy launch season is here. Don't miss it.
David D'Arcy

Nene Valley (Nene Valley)

WE have seen the CFI in plaster (pulled his Achilles tendon), the chairman out of hospital and the treasurer recovering in hospital (not gliding-related), we wish them all a speedy recovery. Jonathan Rolfe finally got his Oly 2b up to great heights and with logger in place, has Silver height. With the AGM on the horizon we are seeking to fill vacant committee posts from our members including a few new ones recruited in the last few months.
Dave Mansfield

Newark & Notts (Darlton)

WE are continuing to fly at the Dukeries site at Darlton. Their new hangar is complete and it is relief not to have to rig all the club gliders everyday. Even allowing for the state of flux we have still managed a lot of flying and had a lot of fun at the Wood and Glass competition at Kirton and the two-seater comp at Wolds. As I write we are half way through our annual week at Milfield.
Noel Kerr

North Wales (Llantysilio)

MEMBERSHIP has gone up by 15 per cent since our last report. Our club welcomes Paul Atkinson. David Chapman and family. David is a "Silver C" returning to gliding after a break. Also joining us is Keith Lewis, who had been instructing at Denbigh. We congratulate Tony Cummins on his five hour duration to go with his cross country endorsement. Another "high" for our club was the privilege of flying a 100 year old veteran who survived the whole of WW2. Charles Eyles took three launches, loved every minute and would not leave until he had inspected the winch.
Brian Williams

Northumbria (Currock Hill)

OUR club expedition to Portmoak gave several of our younger members some great flying. Steph Burn achieved silver duration in a club Puchacz, while Chris Storey, Jamie McGregor and Stewart Campbell (who also completed his Bronze) all did the same in the club Astir. Congratulations also to Adam England and Dave Smith, who have gone solo in the Puchacz. Among visitors to Currock Hill has been BBC weather forecaster Trai Anfield, who came to us to film a slot for the *Look North* local TV news.
Richard Harris

Nottingham University (RAF Cranwell)

THE academic year is off to a fine start, with over 80 members signing up. The LS8 we borrowed (thanks to our host club, RAF Cranwell) definitely helped pique the interest of many Freshers, and we look forward to many new faces at the airfield. Many congratulations to the Inter-University Team, who came first in the progression and second overall in this year's competition at Pocklington. A special mention for Rosie Homer who soloed that week, and thanks to Edinburgh Uni for organising the event!
Andrew Langton

Oxford (Weston on the Green)

CONGRATULATIONS go to Paul Smith and John Christiansen who have both earned their cross country endorsements. John Christiansen and John Fletcher then went on to fly their 50kms shortly after. Well done to both of you. We were delighted to see the return of 'Gatling Gob' Mike O'Neill albeit only briefly. He would like to extend his thanks to all OGC members for a lovely weekend and hopes to see you all again soon.
Simon Walker

Peterborough & Spalding (Crowland)

OUR clubhouse has improved this summer with new flooring in the bar and kitchen, replacement seats for the bar and a big comfy sofa for the lounge. Many thanks to Garry, Glenice and Joan for their hard work. Congrats to Robert Theil, who's progressed to a Full Cat Instructor and to Matt Bell on his Silver. Congrats also to Arthur Ricketts on going solo. Our second flying week during late August was well attended, with many flights and exciting conditions. A surprise party was thrown for Jeff Howlett, who stood down as our CFI in April after four years at the helm. Jeff is moving to Spain and we wish him well. In his shoes now stands Martin Ewer, whom we welcome.
Merv Bull

Portsmouth Naval (Lee-On-Solent)

WE had to decamp to Lasham (again) as Lee on Solent was closed while the Army cleared some mines that were laid under the runways in 1940! The past months have seen some changes among instructors. Nick Lambert is our new Basic Instructor, Zoe Harris becomes an Assistant Instructor and Paula Aitken a Full Instructor. After serving three years, Tony World hands the role of CFI to John Hale. Well done to Sam Hepburn, who celebrated his 16th birthday in style by claiming a Bronze leg on his first solo. We regret to report the death of Ian Hammond *(see p60)*.
Steve Morgan

Rattlesden (Rattlesden)

THE club end of the runway has been resurfaced, plus a strip down the middle, and all the scrapings are going to be rolled to form a new car park near the clubhouse. David Salvage got his silver height and five hour flight in June and Paul Roche passed



Obituaries





Above: Ian Hammond, PNGC

Right: Keith McPhee in JAG

Ian Hammond – Portsmouth Naval

IAN Hammond (1928-2006), who was CFI of the Portsmouth Naval GC for many years, was a man of diverse talents. These included professional market gardener, engineer, Lt Commander RNR, justice of the peace, fine shot at targets and game birds, a man of influence in the community, helping friend to many and, above all, a family man. Ian joined PNGC in 1960 when training was conducted on a T-21 and your first solo was in a Cadet Mk1. The rules have not changed in that 12 solos are required before one is off checks, so Ian, not wishing to spend more than he had to, did them all on one day. Ian very soon gained his PPL and, in 1964, was instrumental in providing aerotowing at Lee by organising several members with PPLs into the renting of Tiger Moth G-ANFM for £12 per month. Under Ian's management aerotowing soon became viable and the aircraft was bought for £300. He replaced this with Auster J1N G-AGYT, which he continued to maintain for the next 27 years. Later, with Les Groves, Ian purchased another Auster with a registration that included his initials G-AZIH – this very much upset Les. The T-21 Ian learned on is now owned by a syndicate, of which Ian was a share holder and the Technical Officer to the very end. During his later years time spent as an instructor diminished, but his role in glider inspection and as a light aircraft licensed engineer and a PFA inspector continued, not just for club aircraft, but for all-comers. freely and willingly given. If he could find them, he always "happened to have" a spare dynamo, tail wheel, set of plugs or spare part, otherwise unobtainable at short notice, to keep things flying. He owned a succession of aircraft, including a pair of ex-Dutch army 180hp Super Cubs. In more recent years his health declined, but not his enthusiasm or active responsibility in club and engineering roles. He had an abiding interest in encouraging young people to make the most of their opportunities and, as an instructor he rejoiced in the achievement of his pupils... and wrought wonders with some of them! Sadly, Ian died on October 3 after a short illness, leaving his wife, his family and a host of friends without a really loveable, generous, and truly splendid character. The end of an era – one seldom meets such a person nowadays.

Tony World

Keith McPhee – Bicester, Bannerdown

KEITH James McPhee (1939-2006) was really bitten by the gliding bug at Bicester in 1984, but overseas postings took too much of his time and he put it aside. After retiring in the mid-1990s, he picked the sport up again at Bannerdown and had been flying there ever since. Joining the RAF in the late 1950s, Keith had a varied and successful career as an engineer, including stints in Bomber Command, RAF Changi, Boscombe Down, and time in Brussels working with NATO. Upon promotion to Group Captain he was posted to Germany and finished his service at RAF Rudloe Manor, retiring in 1994. Keith was Bannerdown's membership and statistics member for several years, also producing the club's business plan. An Assistant-rated instructor, he regularly supervised mid-week gliding at the club, with exceptional devotion. His presence will be sorely missed. Keith was known as a man of the highest integrity and a gentleman in every way. He has been described as the grand-dad of the club – a mellow, wise and knowledgeable man who showed enthusiasm for passing on his passion for gliding. When running mid-week flying, he would make sure everyone had a good day, even if it meant he never left the ground. As an instructor, he was calm and fun to fly with, able to teach without making a struggling student feel inadequate, to fill people with confidence or to bring the cocky down to earth. He loved to inspire progress, offering students whatever help they needed. Once you had flown with Keith, he would often check to make sure you were staying on track. One member recalls making their first landing with Keith clapping in the rear to signal both a nice landing and that he was "hands off". He was generous with his time – giving up evenings and inviting students into his home and preparing them to take the Bronze exam with a great success rate. Keith was a peacemaker, not easily giving in to anger or frustration, an absolute professional in everything he did. Many of us will look in our logbooks and smile at seeing Keith's name there, and be better pilots for the way he taught us – he may be gone but will not be forgotten. We send our condolences to Jean, Robert and Karen.

The Members – Bannerdown GC

Eric Shore MBE – Devon & Somerset

IT was a long goodbye to Eric Hudson Lithgow Shore, who died at the age of 90 on January 12, 2006, after a protracted illness. He had given great service to the club for 25 years as treasurer when, with the utmost integrity, he steered us through lean and difficult times following the purchase of our site at North Hill, through the course of the club's development and subsequent achievement of the considerable assets enjoyed by members today. In later years Eric became the club's President; an office he embraced with his characteristic dignity and modesty. Eric enjoyed a varied and sometimes challenging flying career: he was a fine press-on cross-country pilot and loved alpine soaring in France and Austria. On one occasion he found himself low in a Tyrolean valley, with nowhere to land. He confided in God that if he climbed safely away he would never fly again. He did – and was up and away again the next day! He was a competent and enthusiastic tug pilot, serving the club well in this capacity for many years also. Eric's wartime flying career was abruptly curtailed when, unluckily, on his return from an intruder task the engine of his Spitfire blew over the French coast. He force landed on the beach and was subsequently incarcerated for the duration. However, his time and evident talent for forgery were not wasted, as he usefully engaged in the task of preparing passports and papers to assist the escape of many fellow PoWs from Stalag Luft III; later to be known as the Trojan Horse Escape as depicted in the film "The Great Escape". For this work he was later awarded the MBE. Fortunately these skills ceased to be utilised when, in post-war civilian life, he became a bank manager! Eric will be remembered fondly by many members and is sorely missed by those privileged to have known him well, not only for his sense of humour and amusing wit but also for his kindness. He was admired and respected by all. Our condolences go to his family.

Barbara Fairclough and Tim Gardner

Club news

his Bronze paper in August. In September a large skip arrived, thanks to all the club members who helped tidy the club – you would have thought it was November with the large bonfire!

Helen Page

Scottish Gliding Centre (Portmoak)

OUR summer visitors have flown south for the winter, the dark nights have set in and we are already well into our winter flying. From January 7, we are making bookable flying and instruction available seven days a week. The Scottish ASH25 was with us for most of October so we hoped to take advantage of autumn wave. We will be fitting plasma rope to our winch during some planned maintenance time during November and will report in due course. Achievements since the last issue include: Alistair Duff, Sally Woolrich, Ralf McNeil and David Reitter (all solo), Alastair Mutch (silver height) and Dave Porter (silver height and duration).

Ian Easson

Shenington (Shenington)

SHENINGTON Soup Kitchen really swings into action in autumn with our top chefs vying to win favour with flavour; we hope to have a revival of Eric Lown's Beef Wellington, and perhaps Derek Sandford's paella will benefit from his sojourn in Spain. Well done, to Andy Linfield for passing the Bronze exam, to Brian Hucker for his cross-country endorsement, and to Bob Winter, who aced the Bronze paper before going solo! Visitors welcome all winter, weather permitting; paved runways make it possible.

Mary Meagher

Shropshire (Sleap)

AFTER a few months of seeing little wave, we have recently had several good wave days with the Twin Astir reaching 12,000ft. We regularly see, and use, wave lift around three miles west of Sleap. Two weeks ago the wave sat just north east of the airfield and produced a very vigorous rotor on the approach to runway 23 which caught some powered aircraft unaware and surprised others with three times their normal rate of climb as they left the circuit. Shropshire Aero Club leave club aircraft tethered outside in the summer and the Soaring Group were able to use the empty hangar space to leave the Twin Astir rigged for much of the time. This avoided a lot of heavy rigging and has increased utilisation.

Keith Field

Southdown (Parham)

A club record was broken this season, with over 63,000km flown by the cross-country squad. There is no doubt regular northerly winds played a part in our success, and the club is happy to offer winter membership to all those who would like to fly the ridge. If you fancy doing a winter 300km along the South Downs, give us a call. Paul Fritche came fifth in the Standard Class Nationals, not tenth as I reported in the last issue, and Jackie Williams has her bronze. Tom Shepard, Stephen Glasspool, David Gear, Alastair Gill and Ben O'Neill Ellis all went solo, the latter on his 16th birthday – congratulations to all. We are delighted to see the return of David Clews, Paul Tichener and John Mathews.

Peter J Holloway

South Wales (Usk)

IN late September a group of pilots re-discovered the joys of the Cwmbran ridge, one that hasn't been flown for many years. It worked very well up to 2,300ft. They believe that with a good easterly it would be possible to go from Cwmbran to Hay. That's around 50kms; something to look forward to this winter? We were honoured to be involved in the 90th birthday celebrations of Charlie Moore, a former WW2 glider pilot, by giving him a trial



flight with Greg Scott. Greg has stood down as CFI – we thank him for all his hard work, and say hello to Dave Jeffries.
George Robertson

Staffordshire (Seighford)

THE late summer saw first solos for Phil Shuff, Peter Jackson, Ben Jolly and Nick Brady, while Tessa Brady flew a solo aerotow, bronze legs for Warren Johnson and Tony Moore, the Cross Country Diploma for Nick Rolfe. Well done to everyone. Rangi de Abaffy was second in the Club Class at the Bicester Regionals, winning two days. Unfortunately for us, Rangi will soon be returning home to New Zealand. As the soaring season draws to a close, our committee is looking for ways to improve the surface of our site and to continue updating our fleet.
Colin Ratcliffe

Stratford on Avon (Snitterfield)

AT the AGM in October the following awards were presented: Andy Coffee (flying achievement), Phil King, (most progressive in year), Martin Palmer, (best flight club glider), Mike Corfield, (Tom Smith memorial cross-country achievement), Phil King, (first 300 km of the year), Phil Pickett (the Seaside Trophy), Phil King and badge Ladder Trophy – Martin Palmer. Chairman John Dickinson and the committee presented the following awards: Fred Haines Shield – Barry Kerby; John Simonite Trophy – Bob Horsnell; The Winch Trophy – David Searle. Work is ongoing to grade and level the flying areas with the remaining soil before the winter sets in with the necessary equipment on hire plus the muscle power of those well-known volunteers coordinated by Martin Greenwood. Finally congratulations to Matt King on solos in the K-13.
Harry Williams

The Soaring Centre (Husbands Bosworth)

WELL done to Graham Leatherland, John Berry, Prakash Modi, Claire Blackburn and Connor Hickey, who have soloed. Also, our visiting French and Italian pilots who soloed with us – Geoff Marguier, Guilio Maistrelli and Avelino Pons. Well done to Chris Curtis who came 3rd at the Gransden Regionals. Two of our Junior pilots, Steven Pozerskis and Eleanor Armstrong, both competed in the first competitions this year. We held our annual dinner and awards ceremony in November. Congratulations to all the prize winners. Thanks also to everyone who helped out with the bonfire and fireworks. The children's Christmas party and Santa fly-in will be in December. Contact the office for details.
Siobban Crabb

Trent Valley (Kirton in Lindsey)

CONGRATULATIONS to Steve Wilkinson who scored the most individual points in our yellow bung trophy although we had to narrowly concede defeat to Saltby overall. Despite indifferent weather, there have been some good soaring flights. Two members have bought new gliders and five new syndicates have also been formed. Our clubhouse continues to improve and thanks to Liam Colleran we shall soon have a bar. We had a welcome visit from Joint Aviation Services and their underwriter who were able to meet some of our members; a very useful discussion ensued.
Ian Johnson

Ulster (Bellarena)

WE have ordered our new K21 with factory fitted hand controls for persons with disabilities; we hope to take delivery in March 2007. The Ulster gliding club will host the 2007 Irish National Gliding Championships from 5th-13th May with two classes, one for wooden and fabric gliders and one for plastic gliders. The refurbishment of our Super Cub is well under way and fingers crossed will be back on site by Christmas. Sales of our new club clothing have been going extremely well – a nice Christmas gift!
Finbarr Cochrane

Vale of White Horse (Sandhill Farm)

WE had a very successful summer. Our move to an all-aerotow operation a few years ago has been thoroughly vindicated by the much better soaring and cross-country opportunities. This year we acquired some much more serious grass-cutting equipment than we had previously, and we are pleased at the improvements this has made to our site. Finally, I would like to offer an apology to John LeCoyte, whose name I omitted from the list of successful pilots flying the longest task of our task week earlier this year. Not only did John get around: he won the day!
Graham Turner

Vintage Glider Club

SADLY the National Rally at Aston Down was rained off but the International Rally in France was well attended. Of the 38 gliders the oldest was the 1935 designed Rhonsperber BGA 260; good weather allowed two 300km flights in Ka-6 s. The 34th International Rally had 88 entries, including a Cimbora, Hutter 17b, Milan and a Spanish Bergfalke 2/55. Two Minimoas are airworthy in Germany with progress being made building the new Horten 4a. Next year a Salamandra will fly in Poland and a Minimoa at Dunstable. A replica 1856 Barque Ailee, alongside AVIA 11 and AVIA 152 replicas of the Avia Histori Club were displayed in the hangar. A replica of an Avia 152 nacelled primary is expected to fly from Angers Marcein 2007, as part as Christian Ravel's Musee de l' Air Regional's fleet, and should be aero towed by their Morane 505 Storch.
Chris Wills

Wolds (Pocklington)

CONGRATULATIONS go to Gordon Basey who, after a motorbike accident which left him in a wheelchair, has re-soloed after a long lay-off. Well done also to Bill Dick on going solo. The Wolds continues to maintain its title as one of the best clubs in the UK as two of our members are selected for the 2007 Junior World Championships in Rieti so congratulations to Simon Barker and Charlie Tagg. The Two-Seater Comp was once again loved by all, and we raised £2,700 for the air ambulance. Well done to Sam Roddie on completing his Silver shortly after his Bronze. Wave has been enjoyed by several members recently over the airfield with heights of 13,000ft being reached from Pocklington.
Sam Roddie

York (Rufforth)

WE'VE had two first solo flights, from Mark Perrier and Simon Hawkin – Simon being the youngest pilot in the country on the day of his flight. Simon raises money for his flying from his paper round and car-washing business. In March it will be 20 years since Hambletons Club joined Rufforth. We are planning a get together in the clubhouse on Saturday the 10th and members of either clubs who would like to attend should contact Chris McDermott Roe at the club. Congratulations to Murdoch Currie for re-soloing after 22 years, CFI Richard Kalin finishing 2nd in the Northern Regionals and 10th in the Open Class Nationals, Mark Lench and Terry Moran for completing Bronze Badges, Geoff Daniel on his cross-country endorsement, and Matthew Moxon and Barry Douglas for earning 100km diplomas.
Andrew and Keith Batty

S&G's thanks go to Debb Evans for editing Club News *from the 10,500 words submitted to the 6,800 we had space for this issue*





Far left: Ben O'Neill-Ellis is the son of ***Southdown*** *club secretary's Roisin, who also soloed in 2006. Ben was sent solo by Angus Buchanan and Ben's brother is in the picture; Left: Mark Perrier is one of two recent soloists at* ***York*** *(see also p5 of this issue); Right: Bill Dick (left) with his instructor Tony Frazier after going solo at* ***Pocklington***

In the latest of our regular series gleaned from UK Air Accident Investigation Branch bulletins, here are recent summaries from the Department for Transport:

Glaser Dirks DG-600 Glider, BGA 3445 (Tail No 656)
Year of Manufacture: 1988
Date & Time (UTC): 18 September 2005 at 1230hrs
Location: Ridgewell Airfield
Persons on Board: Crew – 1
Injuries: 1 (Fatal)
Nature of Damage: Glider destroyed
P1 Licence: FAI Gold (August 1981) and 3 Diamonds (July 1985)
Age: 74 years
Experience: 4,186hrs (estimated 2,000 on type)
Information Source: AAIB field investigation with BGA assistance.
Synopsis: At a height of approximately 350ft during a winch launch, the glider was observed to be climbing at a slightly steeper than normal angle. Its airspeed was perceived to be abnormally slow and the winch engine lost rpm. The winch operator adjusted the winch throttle setting to allow the engine to accelerate but this had little effect. The glider stalled, yawed to the right and entered a right-hand spin; during this manoeuvre the cable separated from the glider. Height was insufficient for recovery and the glider struck the ground whilst spinning, fatally injuring the pilot.
Safety Recommendation: Evidence that the pilot's shoulder harness may not have been secured during the winch launch has given rise to the possibility that he may have slid rearwards and upwards relative to the seat pan and inadvertently moved the control column aft increasing the pitch angle of the glider. He may also have been restricted in his ability to move it forward again for recovery action. Because of these potential causal factors it was recommended by the BGA investigator that (BGA 01/06): The BGA remind all glider pilots of the importance of ensuring that glider harnesses correctly fit the user of the glider and that that harness is fully secured before flight.
Safety action taken: The procedures and problems of winch launches have been adequately covered by the recent work conducted by a BGA Safety Initiative. Their conclusions and recommendations have been circulated to all BGA-affiliated clubs and thence will be circulated to all BGA-associated glider pilots within the United Kingdom. Therefore, it is not considered necessary for the AAIB to make any additional recommendations.

Fournier RF4D, G-AVKD
Location: Lasham Airfield, Hampshire
Date: 31 January 2006
Summary: The pilot had recently returned to the syndicate which owned the aircraft after an absence of several years. During a local flight, he noticed that his map had been trapped underneath the landing gear Raise/Lower lever so he released the landing gear lock, which allowed the single wheel to swing freely down under gravity and the lever to move forwards, releasing the map. He then recalls locking the landing gear but does not remember moving the Raise/Lower lever to retract it first. During the downwind checks, he believed he had lowered the landing gear, but, upon touchdown on the grass strip, it was evident that it was retracted. The aircraft came to rest with minimal damage. In a prompt and frank statement, he concedes that he had probably flown with the gear locked down and, when it came to extend it before landing, he simply operated the Raise/Lower lever to reverse its previous position, even though this retracted the gear. He pointed out that the positions were not labelled, but doubts whether this would have prevented the error.

Grob G109B motorglider, G-KNEK
Location: Currock Hill Gliding Club, Northumbria
Date: 29 April 2006
Summary: The handling pilot was flying from the right seat, which was unusual for him, and meant that the control column and airbrake lever were in the opposite hands compared to when flying from the left seat. During a glide approach for a straight-in landing on Runway 06, with the airbrakes in, an undershoot began to develop. His unfamiliarity with flying from the right seat resulted in the pilot initially applying inappropriate control inputs, which increased the rate of descent. The aircraft touched down heavily on rising ground in the Runway 06 undershoot.

For more details visit *www.aaib.dft.gov.uk* and select *publications*

BGA Badges

No	Pilot	Club (place of flight)	Date
FAI 750KM (SINGLE-SEATER)			
59	Alistair Nunn	from Lasham	11.7.2006
DIAMOND BADGE			
714	John Pursey	Devon & Somerset	9.8.2006
716	Graham Lambert	Lasham (Le Blanc)	18.7.2006
Diamond distance			
1-1065	John Pursey	Devon & Somerset	9.8.2006
1-1066	Graham Lambert	Lasham (Le Blanc)	18.7.2006
Diamond goal			
2-3137	Peter Bagnall	Bristol & Glos	19.7.2006
2-3138	Steven Haley	London	29.6.2006
2-3139	Paul Barnett	Surrey & Hants	10.4.2006
2-3140	Robert Nichols	Wolds (Tours)	8.7.2006
2-3141	David Bradley	Yorkshire	30.7.2006
2-3142	Michael Vickery	Lasham	24.7.2006
2-3143	Luke Dale	Lasham	8.8.2006
2-3144	David Smith	Bidford (Bicester)	8.8.2006
2-3145	Brian Lomas	Bowland (Hus Bos)	6.8.2006
2-3146	Jonathan Thorpe	DLGC (Gransden)	8.8.2006
2-3147	Guy Jarvis	Dorset	28.7.2006
2-3148	Geoffrey King	BMGC (Bicester)	8.8.2006
2-3149	Robin Birch	Cotswold	29.6.06
GOLD BADGE			
2412	Andrew McKee	Windrushers	19.7.2006
2413	Paul Barnett	Surrey & Hants	10.4.2006
2414	Simon Buckley	Cotswold	19.7.2006
2415	Martyn Johnson	Yorkshire	28.7.2006
2416	David Bradley	Yorkshire	30.7.2006
2417	David Smith	Bidford	8.8.2006
2418	Elwood Mancini	Southdown	8.8.2006
2419	Jonathan Thorpe	Derby & Lancs	8.8.2006
2420	Ian Bullous	Yorkshire	1.9.2006
2421	Michael Jenks	Bath Wilts N. Dorset	2.8.2006
2422	Julian Bane	Cambridge	4.9.2006
Gold distance			
Andrew McKee		Windrushers	19.7.2006
Peter Bagnall		Bristol & Glos	19.7.2006
Richard Logan		Ulster	15.7.2006
Stephen Haley		London	29.6.2006
Paul Barnett		Surrey & Hants	10.4.2006
David Bray		Oxford (Dunstable)	24.7.2006
Martyn Johnson		Yorkshire	28.7.2006
Robert Nichols		Wolds (Tours)	8.7.2006
David Bradley		Yorkshire	30.7.2006
David Morgan		WGC (Dunstable)	24.7.2006
Robert Starling		NNGC (Dunstable)	24.7.2006
Michael Vickery		Lasham	24.7.2006
Luke Dale		Lasham	8.8.2006
David Smith		Bidford (Bidford)	8.8.2006
Elwood Mancini		Southdown	8.8.2006
Brian Lomas		Bowland (Hus Bos)	6.8.2006
Jonathan Thorpe		DLGC (Gransden)	8.8.2006
Guy Jarvis		Dorset	28.7.2006
Geoffrey King		BMGC (Bicester)	8.8.2006
Gold height			
Simon Buckley		Cotswold	19.7.2006
Garry Simpson		SGU	9.8.2006
Ian Bullous		Yorkshire	1.9.2006
Michael Jenks		Bath Wilts N. Dorset	2.8.2006
Julian Bane		Cambridge	4.9.2006
SILVER BADGE			
11680	Annabel Marriott	Lasham	17.6.2006
11681	Les Fletcher	Bidford	25.7.2006
11682	Charles Stearman	Stratford on Avon	25.7.2006
11683	Andrew Richards	Black Mountains	23.7.2006
11684	Ellie Armstrong	Soaring Centre	28.7.2006
11685	Michael Blocksidge	Bowland Forest	14.7.2006

Accident/incident summaries by Douglas Every

AIRCRAFT Ref	Type	REGISTRATION	Damage	Time	DATE Place	Age	PILOT(S) Injury	P1 Hours
093	ASW20L	E1-167	Substantial	05-Jun-06 13:00	Bellarena	47	None	133

The aerotow ground run was normal in the crosswind conditions until the pilot increased the flap setting. The glider ballooned, then descended sharply, bouncing off the ground. The consequent higher balloon triggered a release by the glider pilot. The glider turned, acquiring an increasing tailwind component. The left wing tip impacted, causing a rapid ground loop and substantial damage to the aircraft.

094	GROB TWIN ACRO		None	01-Jul-06	Incident Rpt	None		

The pilot had been briefed to watch for strong upper winds but got too far back. The aircraft was seen to be low on the downwind leg and so the pilot elected to land into wind in a set-aside field.

095	DG300	4349	Substantial	15-Jul-06 12:30	Mossat Aberdeenshire	68	None	480

The pilot landed out during a cross-country competition on a sloping field with two levels. He adopted too fast an approach for the light wind conditions and landed up hill, bounced on the first hummock, floated on to land before the second hummock, ground looped to avoid a head on collision with a stone wall. The glider fuselage was broken and the left wing damaged.

096	AUSTRIA Std	1991	Write off	16-Jul-06 17:00	Edgehill ridge base	55		Serious

The glider was observed spinning in after attempting to make a turn away from the airfield to land out. Witnesses reported the glider on a shallowing approach to the airfield with a clear observation that there was no way he was going to make it under the conditions. Possible contributing factors were turning whilst at a high angle of attack, lack of awareness of the wind conditions and curlover while setting up the approach. Also possible dehydration, as the pilot had been on the field all day, and a lack of experience on the aircraft type.

097	DUO DISCUS		Write off	19-Jul-06	Incident Rpt			

A fire occurred in the aircraft during tow out, probably triggered by the wheel brake binding, causing a heat build up in the wheel box. A fire extinguisher was used but the fire was too strong by the time it was noticed.

098	ASW20	2620	Minor	19-Jul-06 18:05	Nympsfield A/F west end	54	None	4880

The pilot had completed a long cross-country flight on a very hot day. He kept the water on board to help penetration into a 12-15kts wind and made a hurried but satisfactory turn at 200ft. The pilot used both hands to engage the flap to the full landing position as it is very heavy at more than 50kts. At about 30ft as he started the round out the pilot unlocked the brakes and the flap lever shot forward to full negative. In this situation the stall speed of the glider is about 50kts and the glider arrived very heavily on the ground.

099	LIBELLE Std	4524	Minor	23-Jul-06 16:15	Parham	47	None	

Following a normal landing, the pilot taxied off to the left and due to unfamiliarity on the type, failed to locate the brake lever in time. The glider, at slow speed, made contact with a parked glider, causing minor damage to the rudder.

100	CIRRUS OPEN	3730	Substantial	17-May-06 14:00	1/2 mile E of Milnathort	52	None	

The glider was launched with the aim of completing a 5-hour badge flight. The pilot selected a set-aside field and the initial gentle touch down was followed by a rapid deceleration as the main wheel of the glider sank into the soft ground. There were no immediate signs of damage to the glider when it was derigged in the field. However, when the glider was subsequently rigged two days later, damage was found to both forward mounting spigots.

101	LS8	4288	Substantial	14-Jul-06 17:30	1km west of Bicester A/F	None		1100

During the final glide at the end of a competition flight, the pilot found himself in lots of sinking air and assessed that it would be too risky to continue the glide. He elected to land out and selected as his best option a field with standing crop. He landed into wind, straight and level, having dumped the water ballast. However, he was unable to prevent a ground loop, causing damage to the fuselage immediately behind the wings.

102	LS8	4681	Write off	14-Jul-06 17:30	1km west of Bicester A/F	Minor		2500

A final glide with lots of margin progressively deteriorated through continuous sink. At 3km from the site it still looked marginal but achievable and the pilot started to select fields. The glide deteriorated further and whilst being distracted assessing the route and risks involved, the pilot took a late decision to turn downwind to the last selected field, losing a lot of energy through the wind gradient. The only possibility from this position was a down wind landing into a small field and the high speed led to a misjudged final approach , which ended with the glider hitting the undershoot hedge, destroying the left wing and breaking the fuselage in two in the resulting ground loop.

114	FALKE motorglider		None	04-Aug-06 None	Incident Rpt	None		

After an approach to Runway 24 during a pre-solo check flight in a motor glider, the instructor set up an awkward low circuit from the normal high key position. He anticipated that the student would fly a low circuit pattern on to Runway 24, but the student was unhappy with the height that he had available and decided to join a comfortable left base leg for an approach to Runway 02. No R/T calls were heard and no gliders or tugs were seen in the circuit to Runway 24. During the round out phase of the landing the M/G crossed 50-60 m in front of a DG500 also rounding out on Runway 24.

115	Astir CS	4960	Minor	05-Aug-06 14:13	Tibenham	57	None	

Shortly before touchdown the pilot encountered heavy sink. He pulled back the control column to lessen the rate of descent. The glider bounced and the subsequent heavy landing caused the undercarriage to give way.

118	DG202-17C	2788	Minor	03-Aug-06 15:00	Knighton	47	None	546

The accident occurred while landing out on a cross-country flight. The field chosen was on the lee of a small ridge and with an uphill slope. The landing was into wind but the combination of wind turbulence and slope resulted in the pilot rounding out too late. The glider made a heavy landing onto bumpy ground and the glider's undercarriage collapsed.

119	Bölkow Phoebus C	1570	None	20-Jul-06 16:00	Intersection of runways at Burn	58	None	373

The pilot made a normal final approach and hold off with the glider lined up on the runway centreline. The glider touched down smoothly but the undercarriage collapsed and it came down onto its belly. The separate lock that should be put in place when lowering the undercarriage may not have been properly located when the locking action was done.

120	Astir CS		Substantial	16-Jul-06	Incident Rpt		None	

On bringing the glider out of the hanger the left hand side of the rudder was seen to have been damaged. Nobody has since owned up to causing the damage.

121	T.59H Kestrel 22	2481	Minor	05-Aug-06 17:00	Crowland A/F		None	

After a cross-country flight the pilot joined the circuit to land. When he attempted to move the undercarriage lever to the 'lower' position it would only move about 1in then went slack with an accompanying 'clinking' noise. The pilot checked the flying controls, which were all operating normally. He again tried the undercarriage lever but without success. He then carried out a normal circuit, approach and landing onto a grass runway with the undercarriage raised, sustaining some light scratching to the underside of the glider. It was subsequently found that the connecting rod between the upper axle and the raise/lower lever had broken off where the welded joint had completely failed.

124	CIRRUS Std	4609	Substantial	28-Aug-06 16:10	Talybont		None	

During a cross-country task the pilot landed out. The glider hit a bush on the approach, stalled then ground looped, causing substantial damage.

125	VENTUS CT	3279	Substantial	24-Aug-06 16:30	Nr Bromyard, Herefordshire	39	None	599

During a land out on a cross country flight the pilot did not use sufficient speed to round out properly landing uphill on the selected field. The glider suffered some damage to undercarriage components.

126	ASW19B	4728	Substantial	25-Aug-06 14:00	Lasham	40	None	

The pilot landed the glider across a hard runway with the undercarriage raised causing substantial damage to the glider.

127	DG101G Elan	5198	Substantial	22-Aug-06 13:10	Dunton	43	None	130

During a cross-country competition the pilot got low, selected a suitable field for land out then stalled due to wind shear on approach. The glider suffered damage to the undercarriage and to the port leading edge.

128	OLYMPIA 463	1253	Minor	07-Sep-06 16:30	Liza Beck Lake District	44	None	368

During a cross-country flight the pilot landed out. After abandoning his first field selection due to a telephone pole he caught the port wing on Marram grass and ground looped the glider.

129	PAWNEE TUG	G-BLDG	Minor	22-Aug-06 14:00	Pocklington	None	720

Whilst taxiing for position to take off, the propeller of the aircraft struck debris (rigging aid), which had been left on the taxiway, slightly deforming the propeller tip.

130	DART 15	1166	Write off	30-Aug-06 18:50	Sutton Bank	54	Fatal	287

Whilst ridge soaring at Sutton Bank the visiting pilot was observed low and slow over the ridge. The glider spun into trees 50ft below the top of the ridge seriously injuring the pilot and writing off the glider. The accident is subject to a full AAIB investigation assisted by the BGA.

131	ASTIR CS JEANS		None	27-Aug-06	Incident Rpt		None	

The pilot halted his pre-flight checks due to a rain shower. After the shower he continued the checks but from the wrong place and failed to check that the glider's canopy was properly closed and locked. The canopy then opened during the subsequent winch launch. The pilot held on to it and continued with the launch then landed safely on the airfield with no damage to the glider.

132	VENTUS 2CT	4977	Substantial	10-Jul-06 14:45	Beinn A bhuird, Nr Braemar	64	Serious	1170

The pilot took off from Aboyne with the intent of flying a task set as part of Competition Enterprise. Later that day the glider crashed onto a hillside while returning to Aboyne. Having heard nothing from the pilot some time after all other aircraft were accounted for the CFI initiated calls to the emergency services, which culminated in a major SAR operation. The glider and pilot were found the following day and following on-scene medical treatment the pilot was flown to Aberdeen Royal infirmary.

➢

No	Pilot	Club (place of flight)	Date
SILVER BADGE ***(continued from previous page)***			
11686	Dave Maddicks	Bristol & Glos	8.6.2006
11687	Peter Bagnall	Bristol & Glos	19.7.2006
11688	Tim Treadaway	Soaring Centre	13.7.2006
11689	Pete Winsor	Lasham	3.7.2006
11690	Gerald Davies	London	29.6.2006
11691	Antony Davies	Lasham	2.7.2006
11692	Robert Brown	Cotswold	29.6.2006
11693	Keith Steele	Cambridge	3.7.2006
11694	Graham Macmillan	Stratford on Avon	11.7.2006
11695	Arne Jorgensen	Booker	10.4.2006
11696	Stephen Edwards	Cambridge	2.7.2006
11697	Craig Olley	York	23.7.2006
11698	Sarah Curtis	Soaring Centre	21.7.2006
11699	Pam Shuttleworth	York	23.7.2006
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Accident/incident summaries (continued)

AIRCRAFT Ref	Type	REGISTRATION	Damage	DATE Time	Place	Age	PILOT(S) Injury	P1 Hours
133	DG500 ELAN		Substantial	04-Sep-06	Incident Rpt		None	

The glider was being towed in its trailer when it was involved in a road traffic accident. The fuselage broke loose from its trailer fittings when the car and trailer combination jack-knifed, resulting in the wing undersides being punctured by the fuselage root fittings.

134	KA8B	2931	Minor	07-Sep-06 16:00	Aston Down A/F	70	None	63

The pilot flew a normal launch, set up a circuit to deliver him onto an approach parallel to Aston Down's main runway, with the intention of landing in front of the clubhouse so that the glider could be recovered to the hangar. His approach and landing were in line with his general plan, however, during the ground run the westerly wind component turned the glider, causing it to run too close to the trailer park. The glider was virtually stopped when the left wing tip caught the edge of a parked trailer. The glider sustained shock damage to the trailing edge of the wing.

135	NIMBUS 2	1726	Minor	30-Jul-06 12:30	Nr Kinross	57	None	114

After following a cloud street, heavy sink was encountered and, after descending rapidly to 1,300ft, the pilot selected a set-aside field for landing. The approach appeared to be normal but the glider sank very heavily during roundout and the left wing touched down. The resulting ground loop cracked the rear fuselage.

136				30-Aug-06	Incident Rpt		None	

During de-rigging the port wing was left on trestles. The outboard trestle was not sited correctly and the wing slipped off the trestle, falling onto the outboard trailing edge of the flaperon, splitting the hinge mounting.

137	SF27A	3436	Minor	09-Sep-06 13:00	Darlton gliding site	71	Minor	822

During his pre-flight checks, the pilot was distracted by the GPS falling out of its mount when the canopy was placed on the fuselage. He failed to lock it in place and also did not carry out positive checks on the canopy lock when the cable was being offered. During the subsequent launch the canopy blew off at about 500ft cutting the pilot on the head. The pilot aborted the launch and flew a shortened circuit and a normal landing.

138	ASW15	3363	Minor	09-Sep-06 14:16	Sutton Bank A/F		Minor	160

Following a normal take off run, the tug seemed to gain height rapidly whereas the glider lost height. The pilot decided to abort the launch at approximately 100ft and turned left to make an into wind landing towards the south-east. Having completed a heavy landing on very rough ground the pilot ground looped to avoid running out of airfield.

139	LS4		Substantial	27-Aug-06	Incident Rpt		None	

After a competition flight the pilot made a heavy landing and damaged the undercarriage.

140	Nimbus 4T		Minor	21-Aug-06	Incident Rpt			

Whilst towing the glider and trying to manoeuvre it into grid position, the vehicle's rear-mounted spare wheel caught the glider's rudder, causing some damage.

141	SZD-50-3 Puchacz	3589	Minor	23-Sep-06 13:40	Hus Bos	60 43	None Minor	12

During a winch launch check flight P1 released the cable at between 50ft and 100ft. P2 recovered OK but was not going to round out in time so P1 took control and a heavy landing ensued.

142	Pégase 101A	3559	Minor	18-Sep-06	Hus Bos A/F 13:00	31	None	18

During the take off run the glider hit a bump, which pitched the nose into the air. The pilot overcompensated and the glider hit the ground then pitched up again. The pilot released at this point, the glider pitched nose down again, hit the ground and ground looped through 180°, damaging the nose of the glider.

143	SZD-50-3 Puchacz	4714	Substantial	10-Sep-06 14:47	Pocklington	44	None None	1400 10

The glider landed on a rough runway and as it bumped along the nose wheel hit the ground and in consequence deranged the rudder assembly. On subsequent checking the rudder assembly hinge bolt was seen to have sheared where the split pin hole was and the nut had disappeared leaving a seriously damaged thread. The rudder assembly has been submitted to BAE systems for metallurgical examination.

Classifieds

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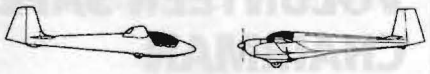
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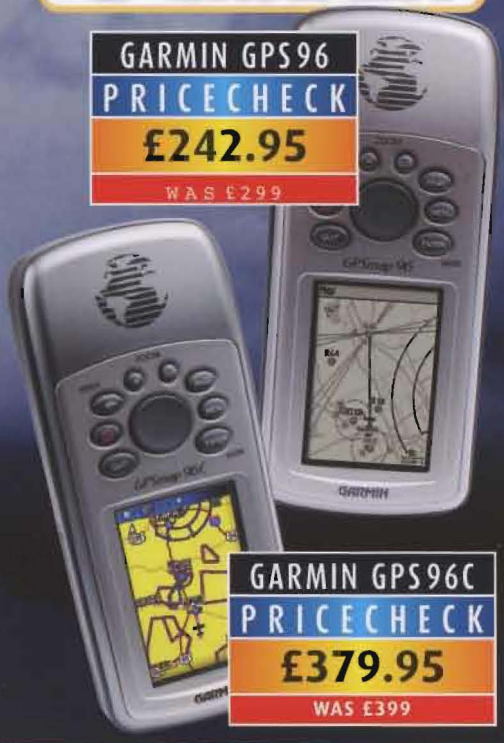
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