Sailplane & Gliding



Local vintage

Young and old meet

1,200KM IN SCOTLAND

Flying the UK's first G109B turbo tug

EASA – what UK glider owners must know

Aug-Sep 2007
£3.99 Vol. 58 No. 4
ISSN 0036-7230
9 770036 723037 83

Favourite bathtime reading*



Read it where you want – subscribe today

To take out a new subscription, visit
www.sailplaneandgliding.co.uk/subsaug

To renew an existing subscription, visit
www.sailplaneandgliding.co.uk/renewaug

** just please don't blame us if you drop it in the water*

Sailplane & Gliding

The magazine of the
British Gliding Association

August ~ September 2007
Volume 58 Number 4

Editor: Helen Evans
c/o British Gliding Association,
Kimberley House, Vaughan Way,
LEICESTER LE1 4SE

Email: *editor@sailplaneandgliding.co.uk*
Editorial telephone: 07985 556150
For the BGA office, please call 0116 253 1051

Deadlines

October ~ November 2007

Articles, Letters, Club News	August 14
Display advertisements	August 24
Classifieds	September 5

December 2007 ~ January 2008

Articles, Letters, Club News	October 16
Display advertisements	October 26
Classifieds	November 2

Publisher
British Gliding Association,
Kimberley House, Vaughan Way,
LEICESTER LE1 4SE
tel: 0116 253 1051 fax: 0116 251 5939
www.gliding.co.uk
email: *office@gliding.co.uk*

To advertise in *S&G*: Debbie Carr
Contact: *debbie@gliding.co.uk*
To subscribe to *S&G*: Beverley Russell
Contact: *beverley@gliding.co.uk*

Or subscribe at *www.sailplaneandgliding.co.uk/subsaug*
or renew at *www.sailplaneandgliding.co.uk/renewaug*

UK – £22.75 Overseas airmail – £39.00

© British Gliding Association 2007
All rights reserved. Views expressed herein are not necessarily those of the Association or the Editor



For the VGC Rally, 30 vintage aircraft from 11 sites came to Parham, itself home to four vintage gliders: this T-21 (flown by Julian Hitchcock) and Capstan (piloted by Guy Westgate), plus a Huetter 17 and a Skylark. See p26 for more (Photo: Peter Atkinson)

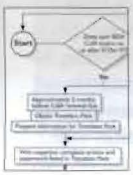
Sailplane & Gliding

18 **ASG29 – with engine**



The ASG 29 was doing well in the UK 18-Metre Nationals as we went to press. **Jochen Ewald** tries out the new turbo variant

22 **What you must know**



If you're a UK glider owner, you need to know now how this major change will affect you. **Pete Stratten** outlines how the BGA will help you ensure your glider stays legally airworthy

31 **1,200km in Scottish wave**



John Williams reports on the longest flight ever flown in the United Kingdom – all done in wave within the borders of Scotland

36 **Navigating the unknown**



The massive contribution to air sports made by the former BGA Chairman, **David Roberts**, has been recognised by two major awards. Helen Evans interviews the man behind the medals

38 **Turbo tries UK skies**



Tim Wilkinson of Sackville Farm explains why they bought the UK's first Grob turbo tug while **Roger Davies** of the RAFGSA Centre reports on first impressions of it

4-5 **BGA News**

6 **Your letters:**

Mark Hope, *(reply by the editor)*; Graham Evison; Charly Giesen; Ralph Jones, *(reply by the editor)*; Tony Gee; Pete Salisbury

10 **News**

10 **BGA Executive News**

12 **BGA Development News**

16 ***Tailfeathers* by Platypus**

20 **Beware dehydration**

26 ***Vintage:* Young and old mingle**

28 **On course for a rating**

34 ***Gliding Gallery:* In the Andes**

42 **Ten years of the Overseas**

44 **On being a CFI**

46 **AERO 2007**

48 **Beginners' corner**

52 **Hype, help and hope**

54 ***Club Gliding Gallery***

56 ***Club News***

60 ***Obituaries***

62 **Accident/incident summaries**

63 **BGA Badges**

65 **Classifieds**

66 **Index to advertisers**

FAI

Member of the
Royal Aero Club
and the
Fédération Aéronautique Internationale

AT a recent Sport England conference in London, *Together for Sport*, BGA delegates contributed to workshops and presentations that provided within the conference aims detailed insight into Sport England's future participation objectives and prerequisites for funding. A small BGA team led by Diana King is assessing among other issues how the BGA can best advise clubs to form or develop engagement with regional and community sports decision-making bodies. More information at *www.sportengland.org/index/news_and_media/together_for_sport.htm*

EASA has published a Notice of Proposed Amendment (NPA 2007-08) regarding the continuing airworthiness of aircraft not used in commercial air transport (Part M) and is inviting comments. There is a link to the NPA at *www.gliding.co.uk*. Consultation ends on 28 September and the BGA will post advice on the BGA website in late August for those who need further information. If responding, it is absolutely vital to do so in your own words. Copied responses – no matter how many of them there are – will be treated as a single one, effectively rendering them valueless.

HOLDERS of a non-BGA but BGA-recognised gliding instructor rating must be tested by a BGA-approved examiner prior to the issue of an equivalent BGA rating. The pilot must hold a BGA GPL and, after a test by a BGA examiner, must submit a completed BGA instructor form 1 to the BGA office along with a photocopy of the pilot's existing instructor rating.

LASHAM's next Advanced Met for Soaring Pilots courses are on October 13-14 and November 10-11. Details/cost at *www.lasham.org.uk/learning/met.asp*

THE BGA Development Committee is making good progress with the development of a 'Clubmark' accreditation process, expected to be discussed in detail with clubs later this year. Meanwhile, if there is anyone out there with experience of working with 'Clubmark' either within gliding or elsewhere, please contact Alison Randle at *Alison@gliding.co.uk*

THE CAA advise that Sibson's radio frequency has changed to 120.325MHz. If you cannot determine the status of the drop zone assume it's active to FL150 and avoid. The CAA has also added an internet-based news-feed facility to its website to simplify the job of updating CAA VFR charts. This provides news on all chart amendments by email or via RSS feeds. Subscribe for free at *www.caa.co.uk/subscriptions*

THE RAeC will hold a European regulatory briefing on August 11 at the Popular Flying Association, Turweston, covering the latest proposals for EASA Part M (maintenance), licensing, and future possible changes in the original airworthiness framework for light aviation, including gliders. Details are on the PFA website, where bookings can be made on a first come, first served basis as spaces are limited.

CLUB chairmen have been advised of a revised procedure for the required BGA endorsement of CFIs.

OUR thanks to Hugh Browning, Colin Broom and Graham Evison for identifying some transcription and arithmetical errors in the BGA annual statistics in the last issue – and our apologies to the clubs affected.



IN May the 15/18m LS10-st made its maiden flight. As it is equipped with the approved SOLO-2350 that's already used in the the LS8-st, it's available as a motorglider or glider. The LS10-st is the first type manufactured wholly by DG in Bruchsal. With integral bug wipers and solar panel, flaperons, NOAH and a two-chamber fin tank, it's pitched as a high-performance newcomer. Empty weight, including fuel tank and engine, is 324kg and as we went to press it had just come 4th and 5th in the German 18-metre nationals

Photo: www.dg-flugzeugbau.de

Focus on interoperability

THE BGA is asking British glider pilots to stay aware of the ongoing debate about "Mode S" – the interoperability of UK airspace – over the coming months, as its maintains a dialogue with the Civil Aviation Authority on the subject (see *BGA Executive News*, p10). The Association will keep pilots informed via *www.gliding.co.uk* and *S&G* as and when there is news to report.

It is continuing to raise with the CAA a number of concerns based on safety, technical, operational and economic issues, and it is developing its detailed response to proposals published by the CAA in June.

These were outlined in a smartly-designed "In Focus" newsletter that is available on the CAA website and was emailed to pilots who responded to last year's Partial RIA. Entitled "CAA Proposals for the Implementation of Mode S", this outlines a two-phase approach.

The first phase, implemented in 2008, would not affect gliding. But Phase 2 would mean that from March 31, 2009, Mode S ELS transponders would be required for: aircraft making VFR flights within controlled airspace below FL100; powered aircraft making international flights and for flights within any new Transponder Mandatory Zones (TMZs), which might be created in uncontrolled airspace.

Apart from TMZs, operations in Class G airspace below FL100 would be unaffected by Phase 2. A three-year transition period would provide time for operators to install the necessary Mode S equipment.

For gliders, the CAA cites the existence of Temporary Reserved Areas(Gliders) or TRA(G)s – in which gliders without transponders can operate up to FL245 – and the use of Letters of Agreement (LOA) as reasons for envisaging that the current general ANO exemption for gliders from the transponder carriage rules would be removed altogether in Phase 2.

The CAA is promising a 16-week public consultation at the end of 2007 about the Phase 2 plans, following informal stakeholder workshops this summer. It's worth taking a look for yourself at this latest briefing – which is considerably more user-friendly than last year's PRIA. You can download it at: *www.caa.co.uk/docs/810/Mode_S_June07_A4.pdf*

Diary dates – and congratulations

Western Regionals	Nympsfield	21/7-29/7
Bicester Regionals	Bicester	21/7-29/7
Standard Class Nationals	Pocklington	21/7-29/7
Inter University Task Week*	Aston Down	28/7-5/8
Junior Worlds	Rieti, Italy	28/7-11/8
Europeans (Club/Std)	Pociunai, Lithuania	28/7-12/8
Europeans (15/18m/Open)	Issoudun, France	2/8-19/8
Open Class Nationals	Lasham	4/8-12/8
Club Class Nationals	Lasham	4/8-12/8
Midland Regionals	Husbands Bosworth	4/8-12/8
Northern Regionals	Sutton Bank	4/8-12/8
Inter Services	RAF Honington	4/8-12/8
Cotswold Regionals	Aston Down	4/8-12/8
Booker Regionals	Booker	11/8-19/8
Junior Nationals	Tibenham	18/8-26/8
Lasham Regionals	Lasham	18/8-26/8
Dunstable Regionals	Dunstable	18/8-26/8
Gransden Regionals	Gransden Lodge	18/8-26/8
2-seater competition*	Pocklington	19/8-26/8
Mountain Soaring Comp*	Aboyne	2/9-8/9

** Not a BGA-rated Competition*

Congratulations to the following competition winners:

Bidford Regionals	Rod Witter
15-Metre Class Nationals	Chris Starkey
Eastern Regionals	Angus Watson

Please make a note that **Saturday, March 8, 2008** is the date for the BGA AGM and Sporting Conference and BGA Governance and Chairmen's Conference. Look forward to seeing you there!

Nominations are invited



THE Royal Aero Club (RAeC) is inviting nominations to be considered for the following 2007 awards:

The President's Rolex Trophy – *for a young person or group of people (aged 14-21), for outstanding work, performance or achievement in aerospace activity.*

The Old & Bold Trophy – *for someone aged 65 or more who flies or ceased flying during the previous year, who has been conspicuously involved in aviation in general and sporting aviation in particular, for their work, initiative, devotion or in other ways.*

The Ann Welch Memorial Award – *in recognition of those whose instructional activity assists members of the BGA, BHPA or BMAA to become competent pilots and reach higher standards of sport flying. The Award is made for significant contribution in the field of flying instruction, and exceptionally to include associated subjects such as navigation and meteorology. It is open to all BGA, BHPA and BMAA instructors. The 2006 Ann Welch award was won by John Henry, seen above at Portmoak's launchpoint. He was nominated by his club, the Scottish Gliding Union.*

Nomination forms from BGA clubs should be with the RAeC's BGA representative, Diana King, by the end of October. She can be reached on 01926 332713 or via email at secretary@royalaeroclub.org

Don't forget...

FOLLOWING changes to BGA contest rules prompted by a fatal accident in 2005, all pilots at BGA clubs are reminded to consider the following guidance (set out in the April-May *S&G*, p63, and available at www.gliding.co.uk/bgainfo/safety/taskfinishes.pdf):

i) Regardless of the position of any finish line, glider approaches towards the airfield should follow a descending flight profile (other than to go-around where necessary);

ii) during the approach the landing area should be in the pilot's sight;

iii) the approach should cross the airfield boundary at a height which cannot endanger persons (seen or unseen), vessels, vehicles or structures.

Notwithstanding this guidance, a pilot's primary consideration at all times should be the safety of the crew, the aircraft and third parties.

The CAA has made it clear to the BGA that they will continue to monitor activity at gliding sites and that the subject of task finishing will be reviewed in the light of experience during 2007.

In a spirit of co-operation

JUST before we went to press, news came in of a merger between two BGA clubs that have been operating recently from the same site. The new club's secretary, Mike Terry, told *S&G*: "On the 23 June at 12.32pm the proud parents – Dukeries and Newark & Notts Gliding Clubs – gave birth to a new gliding club. She was named over a glass of bubbly as the Darlton Gliding Club". Dukeries moved to Darlton last year from its previous base at nearby Gamston while Newark & Notts were formerly at Winthorpe. The new club will have more than 80 members.

Meanwhile, the other side of the country, the West Country's two biggest clubs, Bristol & Gloucestershire and Cotswold – having identified that they were each addressing similar problems – planned a joint open day this spring as the first event in a new spirit of co-operation. Unfortunately the weather did not co-operate but the planning for the day showed what was possible, including a website (*www.goglide.co.uk*) for trial lessons.

Appointments to important voluntary roles in gliding

BRIAN Penfold (top right) *has been appointed chairman of the BGA Safety Committee. Brian, an instructor at Wyvern GC and a competition pilot, contributes a background in professional engineering and operational flight safety management to this very important role. The 46-year-old serving Army Officer is a qualified Aircraft Engineering Officer and in his most recent posting was responsible for independent assessments of MoD and contractors' safety case and safety management systems. He began gliding in 1999 (ask him who sent him solo) and has a Gold Badge and Diamond goal and distance. Brian, also secretary of the Army Gliding Association, adds: "I'm looking forward to to taking the BGA's Safety Management System forward into the evolving EASA environment."*

The BGA's new Senior Regional Examiner (Motor Gliders) is Andy Miller (bottom right), *who says it's daunting taking over this role from Bruce "Tappo" Tapson: "Tappo steered the development of our instructing system for motorgliders. It is utterly practical and much envied. I'm looking forward to consolidating his work". Andy, the tug-master for Bannerdown GC, has some 3,000 gliding hours since starting with the Air Cadets in 1965 and has been instructing in Falkes since 1971. After flying nationals in the 1970s and 80s, he is now enthralled by Alpine flying and owns an ASW20L. Andy was an RAF A2 QFI, his Jet Provost instructing being part of a career that spanned types as varied as the F4 Phantom and C130 Hercules. He now earns his launch fees flying Embraer 145 airliners*





AS part of the BGA's efforts to ensure that no glider pilot enters areas of Temporary Restricted Airspace – RA(T)s – there is now an at-a-glance calendar on the BGA website, summarising all areas affected by RA(T)s on any given day. It links to the relevant Aeronautical Information Circulars, which provide definitive details of the RA(T). Please do use it: *www.gliding.co.uk/bgainfo/airspace/rats.php*. Hopefully this will prove a useful aid to the safety of all but it is not a substitute for checking NOTAMs before every flight – the AIS site is at *www.ais.org.uk*

IF you own or operate gliders in the UK, please read the important article on p22 about new airworthiness arrangements, involving a 12-month transition period from BGA to EASA Cs of A, that start this September. The BGA will also hold a series of Part M Inspector Seminars for BGA inspectors to introduce new and revised procedures and the Continued Airworthiness of BGA aircraft and help explain the transition from BGA EASA C of A. More details in the advert on p25.

IN May The Air League made awards to David Roberts *(see p36)* and World Standard Class Champion Leigh Wells. Meanwhile, the League's gliding bursary winners this year are: Hannah Best; Luke Cooper Berry; David Gethin; Alex Giddings; Laurie Gregoire; Joshua Hurley; Shaun McLaughlin; Annabel Marriott; William Mcleman; Fiona Smith. The Air League will again hold a Flying Day at Bicester for young people interested in gliding or flying generally, organiser Andy Perkins tells us. "The main aims are to fly, fly, fly and have loads of fun," he says. Gliding, aerobatics and light aircraft flights will be available, along with aviation careers advice and seminars. "If you want to join the Services, fly airliners or go into aircraft engineering, be there!" he adds. More details will be published at *www.airleague.co.uk*

AS reported last issue (p5) an EASA glider with a BGA Certificate of Airworthiness can be flown in any EU member state. Gliders subject to Annex II to Regulation (EC) No 1592/2002 remain under national regulations and are not governed by Part 21 and other EASA Implementing Rules. The DGAC (French CAA) has advised the BGA that owners of Annex II gliders who wish to fly in France should apply to the DGAC for a French national permit to fly based on the BGA C of A and subject to payment of the relevant fee (currently 20 Euros). Details at *www.gliding.co.uk*

ALTHOUGH any point can be used as a turnpoint when submitting a badge claim with logger evidence, it would greatly help the BGA Badge Secretary if you could try to only use official BGA turnpoints (see *www.spsys.demon.co.uk/turningpoints.htm*) as this makes checking claims much easier. If you do use a point that is not on the official BGA list, you must include its latitude and longitude in the declaration.

THERE'S a new section, *Get Involved*, on the BGA website, which lists current volunteer opportunities. In a bid to simplify navigation, the site's menu has also been modified and some headings have been changed to better reflect content. The tugging section (renamed *Power Flying*) has been expanded to include motorglider operations and now contains the BGA Motor Glider Handbook – *www.gliding.co.uk/bgainfo/documents/mghandbooked1.pdf*

Call 01452 741 463



Mountain High Oxygen
We are now authorised distributors for the full range of MH Oxygen EDS and XCR systems. Visit our website to view the full range.



Microair 760 Radio
This fantastic little 57 mm radio has recently be updated to version "N" and is better than ever.
£646.29 inc VAT



Winter Bordgerate Instruments
The very best German precision Instruments. Visit our website to view the full range.



Colibri
Smallest logger with high level IGC approval. All you need to claim badges, records or competition flights It is small in size, but big in functionality. Standalone it is useful for navigation, wind calculation and tracking of engine status. Full details on our website.
£595.00 inc VAT

Gadringer Seat Harness
Replacement seat harness for most gliders in a full range of colours.
prices start at: £275,71 inc VAT

Camelbac Unbottled 2 litres
Leak-proof fully insulated bottle offers up to 3 hours of cool, clean water.
£29.38 inc VAT



GPS, PDA Cable and Mount Specialists
Visit our website to view the range.



Tasman V1000
Digital audio variometer with average display and inbuilt speaker. We are the UK agents with the full range available.



Borgelt B400/B500 Vario
These all new versions replace the B40 and B50 with the addition of new technology and functions.

CALL NOW FOR A FAST AND FRIENDLY SERVICE!

To complement our existing workshop facilities you can now access a huge range of **Parts, Repair Materials** and **Accessories** from the comfort of your own home - simply give us a call or visit

WWW.SVSP.CO.UK

The Smartest Way to Purchase Materials!

SEVERN VALLEY SAILPLANES

...and Remember! We offer a complete instrumentation service - we can fit out your panel

and our Heritage is REPAIRING GLIDERS we have 15 years experience in all kinds of repair, simply call for advice.

TEL. 01452 741 463
M. 07860 542028
SALES@SVSP.CO.UK

PASSAGE ROAD, ARLINGHAM
GLOS, GL2 7JR

S&G and safety

I HAVE to say your attitude at *S&G* to safety in gliding baffles me!

1) Why do you relegate important safety articles such as *Task finishes and approaching landing* (April–May 2007, p63) to the back pages? It was three years after FLARM was introduced that you first mentioned it in your pages. Even today, you summarise the British debate on transponders more around money than lives. If safety is important, we must put all safety articles up front on the first pages of the magazine.

2.) Why is it that the BGA has a timid attitude to safety? In the same article as I mention above you outline the new guidance from the BGA Competitions Committee, which effectively amounts to a cop-out – passing the buck to the pilot, ie no change. Beat-ups serve no constructive purpose whatsoever and are by their nature carried out in areas of intense aircraft movements. If safety really mattered to the BGA, it would ban all beat-ups within a sensible distance of all airfields. Which reminds me, please stop publishing (close-up) photographs of gliders doing beat-ups and other aircraft in unjustifiably close formations such as the Lasham advertisement – you send the wrong message to the gliding fraternity.

Mark Hope, ALFORD, Aberdeenshire

Helen Evans, editor of *S&G*, replies: You raise a lot of points and it's interesting to observe how our personal assumptions give us different views of the same sets of facts. Just two examples: firstly, you say that *S&G* frames the "British debate on transponders" (CAA proposals for UK airspace interoperability) around money more than lives. In fact, the BGA has four main areas of concern about current CAA policy on interoperability, and cost is not the lead one. Secondly, you assume that the front pages of *S&G* are the most important ones and that one particular safety article was thus 'relegated' to the back. In fact, of course, I ran it next to the accident summaries – identified in our latest readership survey as our most popular regular feature – to ensure maximum exposure. *S&G* does take safety seriously – while recognising that the reason people go gliding is to enjoy themselves

BGA Club Annual Statistics

I SUPPOSE most club chairmen take a close look at the club statistics to make sure they are correct. I am afraid I note an error in this year's table of club fleets (June-July, p52). Yorkshire GC in fact has a club single-seat fleet of four, not one as stated. We operate a DG-303, a Discus, a Club Astir and a K-8. These complement our two-seat fleet of DG-1000, DG 500 and two K-21s. Although our launching facilities do not now run to a Rolls Royce, as seen in the photograph in the April-May *S&G* (p6), we do have two Pawnees and a Super Cub to augment our winch. We also operate a 80hp Rotax Falke. May I also take this opportunity to commend the BGA for its choice of National Coach. Mike is a pragmatic Yorkshire man and I am sure will bring a down-to-earth commonsense Northern attitude to this pivotal and vital role. Congratulations Mike.

Graham Evison, Chairman, YGC

Finishing circles

A LOT has been said in the last 20 years concerning task finishing: in minimum altitude; by direct landing; no overshoots; and so on. But nothing has really changed (see accident reports). In my 25 years experience in gliding comps there is only one finishing procedure which is really safe: the "finishing line" has to be defined as a x-mile circle (e.g. two or three miles, depending on the airfield surrounding) around the airfield reference point, that is, the task is done and over when this "virtual circle" is passed (documented by logger).

This rule has tremendous advantages:

1. a lot of stress is avoided for the pilots on the last mile (crossing the line, lowering the undercarriage, observing the other gliders, selecting the right runway...).
2. Pilots have a lot of time to make a nearly normal final approach (e.g. two miles).
3. No high speed landing since every pilot tries to optimise his task speed by flying fast before crossing the "finish line" – after crossing he can use the excess speed for either a direct landing (with nearly normal speed) or by selecting a runway in an appropriate direction (depending on the wind).
4. People on the airfield or nearby are not endangered by low-flying gliders at high speed (two or three miles out in most cases is farm land or woodland).
5. Danger of enforced landings on the airfield when the height is too low (or even trying to pass the finishing line on the airfield in the "right" direction) is totally avoided since in worse case the pilot who reaches the finishing circle low may make an outfield landing without losing the daily sore (so this stress is off!)

Up to now I really see no big disadvantages for the finishing procedure – nevertheless it´s nearly not used (with the exception in the Bailleau International Comp in France).

Charly Giesen, Germany, via email

Technical language

ALTHOUGH my English is very mediocre, one thing that infuriates me is the use of the term C of A's – especially by the BGA Technical Committee who should know better. C of A's are if stated in full, Certificate of Airworthinesses. What are Certificate of Airworthinesses? Can we be really radical and revert to the correct term, C's of A, ie: Certificates of Airworthiness! Or perhaps someone disagrees with my interpretation?

Ralph Jones, MEMBURY, Berkshire

Helen Evans, editor of *S&G*, replies: Thanks, Ralph. I'll pass your comments on to the committee, and advise them of the abbreviation *S&G* uses, which is Cs of A and not C's of A – because certificates, plural, doesn't take an apostrophe. In fairness, though, a colleague has pointed out other usages that would support the Technical Committee's approach – Prisoners of War, for example, are known as PoWs, not PsoW. I'm pleased that your letter also gives me a great opportunity to say a public thank you to the team of skilled volunteers – Bernard Smyth, Kayt Peters and Ann Parry – who do a superb job of proofreading much of each *S&G*. No one person can spot every error in a 68-page magazine so I don't know what I'd do without these unsung heroes. Any mistakes remaining are my responsibility, not theirs

Bloggs and numbers

"WHEN you can talk about something in terms of numbers..." In science, the above dictum (of the late Lord Kelvin, a century ago) is well-known; I leave readers to guess the rest. In Neil Kelly's letter (June-July 2007, p8), he asks if any correlation is ever made between winch-launch accidents and pilots' experience of real launch failures. As a Club Safety Member, I asked this very same question a couple of years back, based on observation/experience over some decades instructing, which included the winch technology revolution of the last 10-15 years; however, I was told 'There is no data'.

Taking Lord K's approach, if we have no data, let's make some guesstimates: Bloggs, with 100hrs in his log-book, does perhaps 30 launches a year in his syndicate FRP 1970s glider. His club does 100 winch launches per day and, on his gliding days, he's there for half of these launches. When a winch launch fails, let's define three heights: low, awkward or greater; assume 33 per cent likelihood of ticking the awkward box (on the accident report?). If this was in the 1980s or earlier, the winch failure rate might be 10 per cent or more. Nowadays, it's nearer one per cent (one new instructor colleague told me recently that he'd not experienced his first real winch failure until after 400-plus launches and that was during his Assistant Rating course!).

In the good/bad old days, each day Bloggs visited his club, he would see 50 launches of which five were failures and of these every third one (ie 1.67 launches per day average) were awkward (and some three in all on the day would occur there). During the 30 winch launches he himself did each year, three would be failures and one would be awkward. At the bar after flying, "Did you see that awkward launch failure today – and what about the two other guys who had them?" was a regular topic. Bloggs listened to hand-waving wisdom, knowing that his time would soon come to apply it, typically within six months. When his CFI went through awkward winch failures on his annual check, this had credibility with Bloggs who knew from experience that it could really happen.

Nowadays, with a factor of 10 reduction in launch failures, Bloggs would need to go to the airfield six times just to see an awkward launch failure in the 300 launches it now takes. More importantly, he'd have to glide 10 years to actually do 300 winch launches in order to experience just one which was awkward. Somewhere it's been stated that the average Brit glider pilot who gets to solo continues gliding thereafter for five years (I tried this out on a couple of clubs I know and it seems to work). Our average Mr Bloggs therefore has only an evens chance of ever experiencing a real awkward launch failure in his entire gliding career. Furthermore, witnessing just one on every sixth visit to his club nowadays, he and his pals are unlikely to see awkward winch failures as an important topic for conversation. Is it therefore really so surprising that nowadays Bloggs might not believe a winch launch failure will ever actually happen to him? We all welcome the modern winch with its high launches, efficiency and reliability. However, with this reliability comes a subtle Human Factors problem: pilot-credibility about the need for training in winch launch failures and annual checks to include handling them. It takes only a few such pilots to say (to themselves) "Yeah, yeah, yeah..." for accident rates to rise to unacceptable levels.

By the way, in my youth, on expeds to other clubs I drove every winch I could get my hands on and was trained by artisan winch-drivers to whom a request for an emulated winch launch failure was routine; is that a lost skill?

With apologies to any real pilot named Bloggs.

Tony Gee, MARLOW, Buckinghamshire

More on cable breaks

I could not help raising at least one eyebrow at Neil Kelly's description of a cable-break experience with a "relatively experienced visitor" to his club who failed to react. Even though it is true, as Neil mentions, that clubs are (gradually) investing in improved winches – there is even a growing acceptance that separating the said machines benefits from skill and practice – it is surprising that the resulting rarity of real cable breaks should inhibit the survival instinct in the way Neil describes when it "really" happens. Roughly three types of wire launch failures are regularly inflicted by Midland club instructors on pilots of all experience levels, usually at a height pre-arranged with the winch driver:

1) break of cable or component close to glider – simulated by sudden shut-down of power, or instructor pulls release.
2) Severance of remaining strands of frayed cable – power zeroed over about a second.
3) Gradual reduction of power due to engine problem or cable hook-up on ground – very slow back-off of throttle.

Observations solely from the winching aspect are that (1) almost always causes an emphatic nose-down reaction, (2) usually but not always does and (3) often shows how amazingly long it takes some folks to realise that they are being deprived of the energy essential to sustain their vertical vector!

If Neil would like to get in touch, I'm sure the BGA winch advisory team would like to know which category relate to his experience.

Pete Salisbury, Midland GC

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

Great Winter Gliding Holidays in South Africa



The Country

No jet lag - Same Time Zone as Central Europe

Convenient overnight flights to Cape Town & Johannesburg

The Site

Friendly Club Atmosphere
Good airfield facilities

World Class Guest Houses within 4km's of the airfield

The Gliding

Ideal cross country conditions
Strong thermals, high cloud bases and safe outlanding conditions

Excellent fleet of well equipped gliders

Daily Met Briefings
Task Planning and Guidance

Cross Country Training with world renown experts Brian and Gill Spreckley

Post flight analysis with Reb Rebbeck



– GLIDING WITH A DIFFERENCE –

Soaring Safaris



www.soaring-safaris.com

info@soaring-safaris.com

Dick Bradley : +27 83 280 1028

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

UK SERVICE STATION FOR
HOFFMANN PROPELLER

SKYCRAFT is the business name of Skycraft Services Limited

C P WEST Ltd

Professional Repairs & Maintenance

Sailplanes & Gliders
Self-Sustainers, Self-Launchers and PFA Permit types.

BGA M3 Authorised Maintenance
German Qualified Composite Structures Inspector / Repairer

All Construction Types
Wood – Metal – Composites

Controlled Environment Workshop and Refinishing Shop – the Key to Quality Composites and Finishes

01432 851886
rogerhurley@gliderpilot.net

Black Mountains Gliding Club

The UK's premier site for glider pilot development

- ✓ Over 100 kilometres of local ridges
- ✓ Longest average flight time of any UK gliding club
- ✓ Ample flight time to perfect ridge, thermal and wave soaring skills
- ✓ Full-time professional resident instructor
- ✓ **FREE** Courses for 2007:

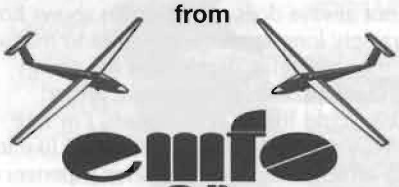
Ab-initio, Bronze C, Ridge and Wave Soaring, Cross Country, BI or Ass Cat course preparation, Aerobatics, Instrument appreciation, Confidence-building

- ✓ Specific courses arranged on request
- ✓ Open 7 days a week from the beginning of March to the end of October
- ✓ Expeditions welcome



www.blackmountainsgliding.co.uk **Tel: 01874 711463 (weekday mornings)**

Climate and Dusty Free Covers
from



emfo A.B
Sweden

www.emfo.se emfo@telia.com
For More Information Contact Lars-Erik Blom
EMFO AB Sweden
Fax 46 504 15161



Our task, your security

...the security you get with the best value gliding insurance.

Established by prominent figures in British gliding, Joint Aviation is the leading, independent sailplane insurance agency in Europe.

Joint Aviation has in-depth knowledge of gliding and gliding insurance as well as providing the personal contact that ensures every sailplane client receives the same high standards of services and competitive prices.

Joint Aviation Services Ltd
...Our task, your security

0044 (0)1420 88664 for enquiries

0044 (0)7802 708670 Terry Joint mobile
0044 (0)1420 542003 Facsimile

email: office@jointaviation.co.uk

Joint Aviation Services Limited
8 Old Aylesfield Buildings
Froyle Road, Shalden, Alton
Hants GU34 4BY

Authorised and regulated by the Financial Services Authority

www.joint.co.uk



● *Tarmac & grass runways* ● *No airspace restrictions* ● *2 Pawnee tugs* ● *Winch* ● *Expeditions welcome* ● *Fleet: 2 x K13, Acro 3 and DG505, 2 seaters, Astir, Junior and K8 single seaters* ● *Motor glider for faster glider training* ● *Approved site for glider pilot NPPLSLMG* ● *Plenty of caravan and trailer spaces* ● *Full time staff 7 day operation* ● *1-5 day courses available* ● *Fixed price to solo £1,300.00 (aerotow, motorglider and winch)*

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

York Gliding Centre

British Gliding Association Duo Discus Hire 2007

The Duo Discus G-DUOX is available during 2007 – see below. The pilot in command qualification requirement is – minimum – Silver Badge plus 200 hours and BGA National Coach approval.

August
13-17*, 28 Aug-1 Sep*

September
2-8, 9-15, 16-22, 23-29
*** = reduced hire rate for 5 days**

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

picture courtesy of Mike Evans



17,000km in one exped

Peter Kingwill reports upon the RAFGSA's visit to Chile, where in 170hrs the five-strong expedition flew 17,000km in the Andes

FOLLOWING an invitation from the Chilean Air Force, five members of the RAFGSA were given the opportunity, earlier this year, to experience the challenges of flying in the Andes. The team was led by David Fidler and included Chris Heames, Peter Kingwill, Ian Gallacher and Paul Moslin.

From February 6 to 17, we were fortunate enough to have nine good flying days. Altogether the team flew a total of 170 hours and more than 17,000km in five two-seat gliders (four Janus and a Nimbus 3D), with much time spent higher than 10,000ft.

Prior to travelling to Chile, those members of the team who had not experienced hypoxia were given the opportunity to undergo training at the Central Medical Establishment at RAF Henlow. Here we were taken to 20,000ft in the chamber and spent a maximum of three minutes without oxygen, so that we could experience at first hand the onset and effects of hypoxia.

As the Chilean Air Force does not allow glider pilots to fly solo in the Andes until they have at least two years of mountain flying experience, all flying was undertaken in two-seat aircraft with a Chilean instructor acting as the safety pilot. By flying under instruction, pilots were able to benefit from the vast experience of their Chilean hosts and make flights to specific destinations that would not otherwise have been possible. The RAFGSA pilots were still responsible for planning the flight and for taking appropriate decisions to account for changes in the weather en route.

By operating in challenging mountainous conditions, all pilots found that their own decision-making abilities, flying skills and understanding of the weather conditions – which could change quite rapidly when airborne – were stretched to their limits. Flights in the demanding weather conditions and at altitudes mostly above 10,000ft (with temperatures as low as –20°C) enabled all pilots to enhance their existing levels of confidence and skills.

As far as I am concerned, gliding in the Andes is the ultimate experience for a "flatland" glider pilot like me and I would like to take this opportunity to formally thank our hosts – and in particular Colonel Edwardo Pena and his team of officers and technicians – who supported us throughout our stay. It was a memorable experience and one I shall never forget.

Photograph, from left: Major Miguel Stange, Sgt Ian Gallacher, Sgt Paul Moslin, Sqn Ldr Peter Kingwill, Lt Alex Chanes, Gp Capt Dave Fitller, Sqn Ldr Chris Heames and Col Alejo Williamson

For pictures of the airfield they were operating from, which is nestled in a city suburb next to a dual carriageway and a river, and for other photos from the Andes, see Gliding Gallery *on p34 – Ed*

BGA Chairman Patrick Naegeli takes his hat off to a dedicated volunteer, a very determined gaggle of glider pilots and an impressive member club

IF I HAD two hats then I would like to take them both off now. Firstly, of course, for David Roberts, my predecessor and the Chair of the BGA's Regulatory Working Group. You will be aware from my last column that the BGA recently presented David with its highest honour – the BGA Gold Medal – in recognition of his tremendous efforts on behalf of UK and European gliding.

David's unswerving focus on regulatory matters is well known to all. What we sometimes forget is that, in his time on the BGA Executive, he also took the lead in addressing a variety of issues of prime importance and has thereby helped put the BGA into a very strong position to carry out its responsibilities on behalf of the entire movement.

Because David has become so immersed in the development and administration of the movement, it is also quite likely that few people realise he is a very accomplished pilot, too – representing his country in the British Team for the 1984 European Championships.

David is, quite deservedly, the subject of a fuller profile elsewhere in this issue *(see p36)* but I would like to preface that by expressing my gratitude to David, and to his long-suffering wife Gilly, for their services to gliding.

The second hat I take off is to acknowledge all glider pilots that have tried their utmost to fly over the last few weeks – including those intrepid types that paddled their way through the 15-Metre Nationals. According to the Met Office, June has been the wettest since 1914. I have often heard people talk about gliding and sailing in the same breath. Now I understand why.

Still, for me and rest of the BGA's volunteer and staff team, gliding is very much a game of two halves – the (increasingly) occasional flying bit, and then the stuff with which we occupy the rest of our time. Of the latter there is an increasing amount.

In June, the CAA issued a briefing note entitled "In Focus". It outlined the planned next steps in the implementation of Mode S. All credit to the CAA for the title. It is probably the first time since last summer, when the spectre of Mode S was first raised broadly, that they have explained their intentions in relatively clear terms *(see p4)*.

In contrast to the title, we are less impressed with the details of the proposals. The BGA agrees that developments that are intended to enhance interoperability in UK airspace are to be encouraged; indeed we believe they should be actively supported. We are, however, firmly of the view that any measures that are to be implemented



Shaun Murdoch

A hat-trick of recognition

must reflect the particular needs and circumstances of all airspace users in a properly balanced and risk-adjusted way.

It is still too early to judge whether or not the CAA's proposals will work for gliding. It is true that we have moved the debate on from one focused on the blanket introduction of Mode S transponders for all aircraft operating in all UK airspace. It is not clear whether or not the latest set of mixed measures can be made to work without unacceptable limitations on gliding activity – and, indeed, if the costs and complexities of technical and administrative compliance can be kept within sensible bounds. The CAA have indicated that they would like to hold further talks with the BGA over the summer and we look forward to those in the knowledge that we have the explicit support of other important air sport associations, such as the BMAA and the PFA, behind us.

In addition to the UK-specific issue of Mode S, EASA-related developments pertaining to airworthiness, maintenance and licensing and medicals are moving at a pace. Some specifics of what is happening are covered elsewhere *(see p5 and p22)*. As part of the preparations for its role in the new EASA-defined environment, the BGA has started to review each of its principal areas of operations – training, safety and technical – as a possible precursor to the creation of a new operations structure within the BGA. The work is at an early stage and is primarily concerned with making sure that the BGA's training, safety and technical systems will allow us to continue to enjoy as much delegated authority as possible in the new regulatory environment.

I would like to thank all the people who are participating in this work for their commitment – they have plenty to do already – and I will identify them individually, and explain what we are doing in detail, in later issues. Likewise, I will also provide you with an update of the Association's new Youth Gliding initiative that recently kicked off with a very productive meeting between the BGA and the Air Cadets.

Actually, I need a third hat to doff. During one of those rare events – a soarable weekend – BGA Chief Executive Pete Stratten and I paid a visit to the Devon & Somerset GC at North Hill. It was an extremely interesting day for both of us. Not only did we have ample opportunity to spend time looking around the site and the club facilities, we were also able to chat with club members and officials. As a bonus, we also enjoyed the tremendous privilege of spending a short time airborne in one of the club two-seaters over a really lovely part of the country.

Pete and I came away from North Hill decidedly motivated by what we saw. The results one can obtain when members pull together is really impressive and I congratulate Mike Fairclough, the chairman, John Burrow, the CFI, and the rest of the club for doing such an outstanding job.

Have fun, stay safe.

Patrick Naegeli
Chairman, British Gliding Association
July 1, 2007
chairman@gliding.co.uk





Main picture, above: *Imperial College GC instructor Aki Pakarinen with fellow-student Abeed Visram at Lasham. University gliding clubs will form one strand of the BGA youth strategy, which has started with a very productive meeting recently between the BGA and the Air Cadets.* Left: *Patrick Naegeli* (right) *with David Roberts at the presentation of the latter's BGA Gold Medal* (see p36). Right, from left: *Devon & Somerset's new launchpoint control vehicle was "opened" by Patrick Naegeli when he and BGA Chief Executive Pete Stratten visited the club*

Club funding opportunities



Alison Randle (above) and Roger Coote look at funding ideas and resources for clubs

YESTERDAY, I read on a web Met site that in the UK, we get a monsoon in June. I am writing this under a greying June sky, with the knowledge that there is an Atlantic full of lows queuing up and wonder if perhaps there may be something in it... It's certainly the kind of weather that makes club treasurers start examining the accounts, so here we focus on BGA activities that could help your club's finances.

Publication news and funding

The latest BGA Development Committee (re-) publication is the BGA Funding Guide, re-titled to emphasise the huge opportunities available for securing funding for good quality projects... and there's the rub. When I'm asked about funding, I generally start by talking about the accounts, having copies of the club's Governing Document and so on. Then I move on to what the aims of the project are, having asked people to review the aims and needs of their membership and asked what journey the club is currently on. By this stage fidgeting is generally apparent and the little phrase "Just show me the money!" will splutter out in one form or another. Well, I can't. I make no apology for that. Every case is unique, as are all the various types and sources of funding. In any case, if I suggested to all 91 clubs that they apply to the 'Great Golden Goose' fund, I still wouldn't be able to show you the money, because it would have run out by the 20th club's application. In any case, funders like to have a portfolio that includes a range of projects.

The new funding guide addresses the processes involved with project planning and applying for funding. This is partly based on my (and others') experiences in securing funding for a wide variety of projects. It is also based on my experience of sitting on funding panels faced with a day of tough decision making because the applications on the table are asking for 1,000 per cent of the money we have available. Inevitably, we know that good-quality projects will accompany the badly-written-in-a-hurry projects on to the floor. Please don't be disheartened because there are now (at least) five forms of support available to clubs on the path to successfully securing funding:

- The new **BGA Funding Guide** – this is available at *www.gliding.co.uk* or in paper form from the BGA's Leicester office
- A BGA **email discussion group**; for those involved with project planning at clubs. It enjoys a mix of experience with a variety of club sizes and projects
- BGA **Development Officers** – please do talk to us early on in your planning. It may save you time, effort, money and energy!
- Your local council **sports and grant officers** and your **County Sports Partnership**
- The BGA's **new subscription** to The Directory of Social Change's (DSC) *Trustfunding* website

You may not have heard of the last one. *Trustfunding* details all trusts included within DSC and Charities Aid Foundation publications. It is updated regularly throughout the year. It includes information on over 4,200 grant-making trusts with a total of over £3.1 billion worth of grants to make each a year. Of course not all of those will be appropriate, but once you have researched what you want to do and why, you can contact me and I'll set you up with a licence to use the database to find the funders that suit your project. The Funding Guide covers many other types of funding available too. Remember that some funding, such as "Awards for All" from the BIG lottery can be applied for on an annual basis (with regional variations). That could be £5,000 pa if you play your cards right and plan properly.

Potential financial alleviation

Below you will find two contributions from Roger Coote. The first, outlining the Philip Wills Memorial Fund, continues (and concludes) his two part series on the BGA financial support that is available to clubs. The second concerns money that clubs may be able to save by claiming the remaining 20 per cent rate relief and increasing it to 100 per cent. Yes, that did say 100 per cent rate relief! Some clubs have already done so, some clubs are now doing so, but one thing is for certain, there has been a lot of interest shown since Lasham's recent success and if your club hasn't already tried it, you are encouraged to follow in their footsteps.

Alison Randle
BGA Development Officer
alison@gliding.co.uk

The Philip Wills Memorial Fund

The Philip Wills Memorial Fund was formed in 1978, in memory of Philip Wills, a former BGA chairman and President.

Originally, the Fund was intended to help clubs with the purchase of land and buildings.

In recent years, however, the scope of the Fund has been extended to include gliders, tugs and winches.

In appropriate circumstances and subject to the availability of funds, the Trustees may also consider loans for the refurbishment of aircraft or other club property.

Funding is available to member clubs in the form of secured loans, usually for five years at three per cent interest, with capital repaid in equal annual instalments.

The Fund has built up over the years and is supported by the BGA's monthly lottery, together with bank interest and interest on loans.

Capital transfers (for example, part of the BGA's VAT refund) have been made to the Fund from time to time.

At September 30, 2006, the Fund stood at £173,067. Since that date, a further £65,000 has been offered to member clubs.

At current bank interest rates, this represents a very good deal to member clubs and further applications are awaited.

Please make your application to the BGA office *(the address can be found on the contents page of this issue)*, headed Philip Wills Memorial Fund.

It's worth saving 20 per cent of rates...

Lasham Gliding Society has recently made representations to its local authority, as a result of which it has been awarded a 100 per cent discretionary allowance against Uniform Business Rates.

The Society's success was based on a template constructed, over ten years ago, by Ian Bull, a chartered surveyor and member of East Sussex GC.

Many gliding clubs have now become Community Amateur Sports Clubs (CASCs) which entitles them to 80 per cent mandatory allowance against Uniform Business Rates.

However, the 20 per cent difference still amounts to a significant cost and clubs are advised, whether or not they enjoy CASC status, to apply for discretionary relief from Uniform Business Rates.

Please contact your BGA development officer if you need any assistance in making the application.

Roger Coote
BGA Development Officer
June 2007

LX avionics Ltd

www.lxavionics.co.uk

Distributor for:
LX Navigation www.lxnavigation.si • *Filser Electronic GmbH* www.filser.de
Flarm Technology www.flarm.com

www.lxavionics.co.uk or www.filser.de for more information

LX – the complete range of vario systems from club training to world championships

LX 16 Club

Audio vario and more
Audio Vario with averager
Flight time indicator
One 57 mm panel hole.
2 seater option available.
£314.85 excl VAT
£369.95 incl VAT



LX 7007 Pro IGC

SD card included



Three separate com ports. User configurable com. Port. Integral GPS. IGC approved integral flight recorder. NMEA output and power for PDA. Numerous options: remote control, two seater, secondary vario indicators, GSM modem, Flarm. Full AAT capability. All plug and play. One 57min and one 80mm panel hole

LX 7007 Pro IGC £2,465.00 excl VAT; £2,896.37 incl VAT

Option of LX 7007 with integral FLARM
£2,745.00 excl VAT; £3,225.37 incl VAT

LX 160Si version 3.04



The system for novice through to pundit
Highly configurable vario/speed to fly system
External GPS required (Colibri is ideal)
Plug and play with PDA (no adapter needed)
Two 57 mm panel holes
£748.09 excl VAT; £879.00 incl VAT

LX-Nav

Instant plug and play replacement for Cambridge L-Nav
Plugs into existing L-Nav wiring
Uses existing L-Nav vario (new meters available)
Huge increase in capability compared to L-Nav
600 TP database, Euro Airfield Database
Based on LX 5000 version 6
External GPS required
One 80 mm panel hole (in addition to CAI mechanical meter)
Part Exchange of L-Nav welcome
£1,187.24 excl VAT; £1,395.00 incl VAT



LX 1600

Competition capability in a single 57mm panel hole!
Full competition capability when connected to a PDA
Operating Fly with CE, SeeU Mobile or Win Pilot beta. External GPS required (Colibri is ideal)
Colibri or Red Box Flarm with logger ideal
Plug and play with PDA (no separate adapter)
One 57 mm panel hole only. PDA not included
£850.00 excl VAT; 998.75 incl VAT



LX 7000 Basic with GPS

A lower cost option
Most but not all the features of the LX 7000 but without an integral IGC approved flight recorder. One 57mm and one 80mm panel hole
LX 7000 Basic with GPS
£1,531.00 excl VAT; £1,798.92 incl VAT



LX7000 Pro IGC still available
Secondhand LX Varios sometimes available

FLARM

Swiss Flarm, the original, comes as an integrated system requiring only a 12-28 v DC supply and gives audio and visual warning of other Flarm equipped aircraft nearby that might be in conflict. Integral non IGC logger. SD card. More details on www.lxavionics.co.uk.
Price £390.64 excl VAT, £459.00 incl VAT
(quantity discounts available)



Winter Instruments

Airspeeds, Altimeters, Compasses, Variometers, Slip Indicators in stock

Colibri v4 – £506.38 excl VAT; £594.99 incl VAT

USB port
Size: 60 x 97 x 35mm. Weight: 230g
Flight Recorder plus basic navigation
Stores 100 tasks, approx 600 TPs; all cables, mains power adaptor, mounting bracket etc included. NMEA compatible with See U Mobile, Navigator and Win Pilot
Complete with all cables, etc.



LX Red Box Flarm
(stand alone system, no LX instrument required)
with SD card and logger
£412.13 excl VAT; £484.25 incl VAT



★★★ **NEW** ★★★

Metal Hydride Glider/Light Aircraft Batteries for High Power and Lighter Power/Weight and longer life than lead acid – Now available ***www.avionics.co.uk for details***

Colibri v5 – Flarm

Colibri F comes with integral Flarm and standard remote Flarm display. Introductory price
£697.02 excl VAT; £819.00 incl VAT
UPGRADE
Colibri Version 4 to Flarm
£439.00 incl VAT



Emergency Locator Transmitter

ELT 2

- Portable with mounting bracket
- Install on parcel shelf
- Remote control option
- 121.5 and 243 MHZ

ELT 2 from: £152.75 incl VAT



LX Avionics products

Wing Dollies

Wide range available
From £255 incl VAT



Towing Arm

- Lightweight aluminium
- Robust • Folds

from £215.00 incl VAT
Package price available for dolly purchased with a towing arm



Microphones

Filser Dynamic Heavy Duty
£74.02 incl VAT
LX Dynamic
£39.95 incl VAT
LX Electret
£46.00 incl VAT



FILSER ELECTRONIC GmBH – QUALITY AVIONICS



ATR833

A completely new radio with 8.343khz channel spacing and many new features. Dual frequency watch, external audio input, 4 separate mic outlets.
£995.00 excl VAT; £1169.12 incl VAT



ATR500

Lightweight Proven and Excellent Value
£591.48 excl VAT; £694.99 incl VAT

Transponders

Price reduction
TRT 800
- extended squitter, 1090 MHz
- integral alticoder
- simple 2 wire installation

£1,233.19 excl VAT; £1,449.00 incl VAT
TRT 800 A and H models available



Contact: **John Delafield 07850 950349 or 01865 374125** **E-mail: John@lxavionics.co.uk** • **www.lxavionics.co.uk**
or your regular supplier Prices at www.lxavionics.co.uk Add p&p to all prices E and OE

ZULU GLASSTEK LTD

Zulu Glasstek Sales and Repair Agents for Alexander Schliecher. We have heavily invested in spare parts and tools to repair your glider faster and better than anyone else.


All New open class 2 seater available with self launcher


Large comfortable safety cockpit on all AS glider


ASH 25 MI self launcher


ASK21 nose wheel repair


ASK21 MI self launcher dual controls steerable nose wheel

MAINTENANCE, REPAIRS, SPARES AND SALES FOR ALEXANDER SCHLEICHERS CONTACT:
Zulu Glasstek Ltd., Peter & Sally Wells, Baileys Farm, Westfield Road, Long Crendon, Bucks HP18 9EN
Tel: Pete/Workshop 01844 208157 • Office/Fax: 01844 201028 • email: zuluglasstek@clara.net
Parts Office Hours: 9.30-12.30

BGA AIRWORTHINESS QUALITY MANAGER – Hours and Salary Negotiable

As part of its ongoing service to the UK gliding community, the British Gliding Association continues to provide effective, affordable and high quality airworthiness management to owners and operators.

To meet existing regulatory requirements, the BGA will be recruiting a Quality Manager to work alongside its Chief Technical Officer within the BGA airworthiness management system on a part-time and flexible basis. This role will primarily involve monitoring BGA airworthiness activity and continuous compliance with the relevant regulation.

If you believe that you have the appropriate background, knowledge and experience to take on this salaried part-time opportunity, we would like to hear from you. For further details please contact Pete Stratten pete@gliding.co.uk

The closing date for applications is 7th September 2007. A short CV with a covering letter should be forwarded to pete@gliding.co.uk or mailed to;

Quality Manager Application
British Gliding Association, Kimberley House, Vaughan Way, Leicester LE1 4SE

Glider Training Evolution....





....and Revolution

- *Web bookable training*
- *2:1 Pupil to Glider and Instructor ratio*
- *7 days a week*

www.glide.co.uk
01767 677 077

Cambridge Gliding Centre
..... the sky's the limit!

A new solution for your glider insurance needs

HSBC Insurance Brokers Aviation Division have put in place a facility for all your gliding insurance needs. Backed by 100% Company Underwriters security and offering competitive terms, it is serviced by one of the most experienced aviation teams in the London market.

HSBC Insurance Brokers Limited is a major international risk management, insurance broking and employee benefits organisation. We offer companies, partnerships and individuals innovative and proactive solutions tailored to their needs.

For further information please contact:

Tony Mitchison
Telephone: +44 (0)20 7661 2835
Email: tonymitchison@hsbc.com
Facsimile: +44 (0)20 7661 2933

Malcolm French
Telephone: +44 (0)20 7661 2883
Email: malcolm.french@hsbc.com

Aviation Division, HSBC Insurance Brokers Limited, Bishops Court, 27-33 Artillery Lane, London E1 7LP, United Kingdom.

www.insurancebrokers.hsbc.com

HSBC

HSBC Insurance Brokers is a Lloyd's Broker and is authorised and regulated by the Financial Services Authority.

Mclean Aviation

www.mcleanaviation.co.uk

Sole UK and Eire agents for
DG Sailplanes
Spare parts for all
DG Sailplanes

Full repair and
maintenance facility for
composite structures,
modifications and C of A renewals

Repair Materials and
spare parts

Member of the
Guild of Master
Craftsmen

The Aerodrome
Rufforth
York YO23 3NA
Tel: 01904 738653
Fax: 01904 738146
E-mail: mcleanaviation@aol.com



www.dgflugzeugbau.de

www.ams-flight.si



Sources of lift

MY FATHER used to say, "If a job's worth doing you can always find someone else to do it." That is possibly where I became enamoured of the idea of minimum effort as Nature's way, with my innate idleness getting a helping hand from popular science books. You might have noticed that I am increasingly luring the more articulate people in our movement into writing great swathes of Tailfeathers for me, in the hopes that when I eventually sneak off for a well-earned rest this space will be filled by other people furiously arguing about a few topics I have scattered about. It's a bit like instigating a riot then quietly vanishing before the police arrive.

A short while ago I sent the following letter to Pete Harvey, who was a noted hang-gliding champion before becoming a noted gliding champion:

Dear Pete, I need to pick your brains! For my column I need to get a clue about how hang-glider pilots use ground sources in searching for thermals. Are the criteria any different from those we conventional glider pilots are usually told about: dark, dry surfaces, wind-shadow etc? How does the turning radius of a hang-glider compare with conventional gliders? I believe that turning-radius is proportionate to the square root of the airspeed. Despite their greater sinking speed I assume hang-gliders can work thermals much lower than ordinary gliders because of lower turning radius, and also because a hang-glider can work a thermal almost right down to the ground.

I got this speedy reply, which needs no comment or embellishment from me:

"Dear Platypus, Whilst HG (hang-gliding) and gliding are inherently the same sport, the pilot's actual flying position plays an important part. The HG pilot is invariably facing down, with a wonderful view of the ground and its sources – very useful whilst low. The glider pilot is seated with an excellent view of the clouds, but unable to see exactly beneath. I believe HGs therefore are more aware of the actual thermal sources and even the precise points that kick off the thermals. Added to this the performance 'difficulties' of 11:1 flexwings (the new generation rigids are better), then more time is invariably spent closer to the ground and if one can't determine the most likely thermal source, then it's game over very quickly.

"The HGs, being so light, can really feel the air. The wind noise and micro effects (turbulence through the airframe) around lift (and sink) can be felt far more readily. It's taken me some 10 years to 'feel' in gliders what I could in HGs, just to be able to glide into some turbulent air and simply 'know' where the centre is – and I still get it wrong.

"This skill is more clearly a 'practice skill', since I'm hopeless in spring, but pretty good by season's end when it's of no use in a comp!

"Following birds is incredibly beneficial, too (unless the wife's around). In my humble opinion they are pretty good at soaring, assuming we're not discussing parrots here, but they are also pretty good at avoiding sink. So when they glide off, they seem to map the sink and glide off in the optimal direction. It's just a theory of course, since

'The whole USA hang-gliding team were downed in this way in Brazil 1991, thinking they were about to join 100 birds in the mother of all thermals, only to find sink and a horrible smell'

no-one has asked them, but I will change direction to try and intercept their path on the off-chance there's less sink, or find the next thermal. Seems to work, or rather there's little downside to the strategy.

Also, it's obvious, but they generally circle in the best lift, so if you see one 100 metres away in your thermal, it's usually worth a knot or two extra to change the centre of circle to pass by them.

"The ying to the raptor's yang is that they need to eat, so low down, if there's a LOT of raptors circling, it's worth checking the ground to make sure there's no dead cow beneath. The whole USA HG team were downed in this way in Brazil 1991, thinking they were about to join a hundred Orubu in the mother of all thermals, only to find sink and a horrible smell!

"How low? Well, I've soared along the five-foot-high sand dunes on the north-east Yorkshire coast and had a couple of thermal saves from some 40ft but that's in 22 years hang-gliding. In Switzerland I turned to land past some trees and hit a bump in the air that caused an overshoot, so I simply made a turn to approach from the other end of the trees. After three 'beats' I realised the wind was strong and gently rising past the trees and up the hill behind them.

"I put my feet back in the harness and over the course of the next hour climbed more than 10,000ft (from a low of 10ft).

"Thermal sources are usually the obvious. But often useful, especially in the UK, is the edge of cloud shadow. When a sunny area is suddenly enshadowed by a cloud, then the 'leading edge' of the shadow line, moving downwind of course, often provides a source of lift if one is low. Usually small lumps, but sometimes enough to maintain until one finds a 'proper' source. Certainly worth detouring and running along if one is below 1000ft.

"And, if all that is relevant to hang-gliders, paragliders fly even slower, although with the pilot suspended some 25ft below, the lowest height they can climb away from is open to debate..."

Variety and excitement

Why did I decide to go in for a competition in Minnesota last May? Well, for one thing, John Earlywine's lovely DG-1000 two-seater was going to be there, and after Geezerglide 2006 in Florida I was keen to fly in this elegant ship again. Secondly I had never before visited Minnesota; it was one of the very few states I had not yet seen on foot, by car, or by bus, or by train or by glider. (Flying across Minnesota in a jet at 40,000ft at 600mph obviously does not count in my book as visiting.) Lastly, I felt I needed to get a bit of variety into this column, and to report on a contest taking place somewhere quite different would inject that variety and even a spot of excitement.

Or so I hoped.

Since going solo in the Air Cadets in 1949, I have allocated maybe 200 weeks of my life to what you might call purposeful and organised gliding: a basic training course, or a task week, or a competition, or a foreign safari, or a badge-hunting or record-breaking expedition. (Forget about the hundreds of weeks of utterly purposeless and completely disorganised gliding.) Never

in all these weeks, organised or not, have I experienced such a dearth of soaring days as in Minnesota in 2007. In the the Region 7 competition in which DG-1000 Romeo November was entered, we got one solitary contest day; that was one short of the number needed for a valid contest. The good news is that John and I came third with a heavily penalised time of one hour and 44 minutes. This waste of 16 minutes in a mandatory two-hour task was necessitated by rapidly deteriorating skies under which we just scraped back to Albert Lea. That's right: one hour 44 minutes was the total contest duration to enter into John's real, and my virtual, logbook.

Dour hours which take guts

Nevertheless I had a great time, and was never bored. Before departure from London I had taken the precaution of searching Google for a musical instrument shop in southern Minnesota, and on the first wet afternoon I headed to Tone Music and rented a cello for $5 a day. With an Associated Board of the Royal Colleges of Music examination (Violoncello Beginners Grade Three) coming up in July, I had an urgent incentive to apply horsehair to catgut for many hours of serious practice. (My fear of an ABRSM examiner is surpassed only by my dread of Madam Editor's Rottweilers, whom I shall playfully dub Headline, Deadline and Misprint.) The Americinn hotel's brochure boasted of its excellent sound-proofing, and indeed I got no complaints from guests in neighbouring rooms, though this could be because the howls and screeches coming from my room, as horse attacked cat, were easily outdone by the rain lashing the windows and wind screaming round the eaves.

The social programme was of a very high order. There seemed to be a party every night. The very best party, of which I vividly remember the first hour, hazily remember the middle two hours and recall nothing of the finale, was thrown by the larger-than-life Airport Manager, Jim Hanson. Mr Hanson loves planes and gliders of all kinds and of all vintages and in all countries. One of his favourite places is the Air Museum at Duxford. Better still, he actually likes pilots too. I have had a request from an American glider-pilot friend to lure Mr Hanson to another airport thousands of miles away, since such people are truly rare. However, I am sure Jim Hanson is very happy right where he is.

Transmogrified skies

I remember a chemistry demonstration at school, in which a supersaturated solution remains perfectly clear and liquid until you add one more droplet of the solution from a pipette, at which point the whole lot goes instantly crystalline. A bit like adding one more car to the M25 motorway and the entire traffic system jams solid. This is what happened one day at around 1500hrs when, as a retired Task-Setter, I was asked by a member of the US team, "Would you launch the grid now?" I said "Yes I would." But within 40 minutes the entire sky from horizon to horizon was a solid mass of black cloud, and Charlie Minner's decision to scrub ahead of that event was vindicated. I have been staring anxiously or optimistically at the skies since I flew my first rubber-powered model in 1945 and joined the Birmingham Model Aeroplane Society, and I have never seen such a rapid change over such a vast area. This was not a new airmass coming in and pushing the pretty cumulus out of the way. It was the same airmass, suddenly congealing into a lump many scores of miles wide. How Charlie or his advisers knew that this would happen I have no idea. Except it must have happened many times before, and I supposed they know what the moisture and heat levels are that create such a phenomenon.

In the good old days we would have had plenty of tasks of course – a few pilots, launched at the right moment through luck or judgment, would have staggered away in a patch of sunshine and might have gone vast distances downwind. Our standards of what constitutes a valid competition day are so much higher, as gliders and pilots have got better, and as the cost and risks of an outlanding become more expensive – and lastly because competition pilots cannot abide the possibility of unfairness. The old system allowed all sorts of weird people to win competitions. Indeed I won a contest myself under the old rules many years ago, which proves the old rules must have been in serious need of an overhaul.

Minnesota Monsoon Melody

To be sung (or croaked by any contestants and crew with pneumonia) to the tune of "Singin' in the Rain":

We're griddin' in the rain
Griddin' in the rain
But Charlie[1] insists
There's no gain without pain
The winds they do blow
And cloudbase is low
Don'cha love it?
Griddin' in the rain

We're scratchin' in the rain
Scratchin' in the rain
There's a leech on my tail
So my neck I must strain
I'm totally beat
But I've climbed fifty feet
It's so much fun
Scratchin' in the rain

Outlandin' in the rain
Outlandin' in the rain
To harvest an acre
Of biofuel grain[2]
The glider's unharmed
But the farmer is armed
We so enjoy it
Outlandin' in the rain

In fairness, I should add that two friends of mine have spent the last 20 summers on their island in one of Minnesota's Thousand Lakes; the weather is usually lovely. We'd better just attribute the rain during Region Seven 2007 to *The Curse of Platypus, who can make the most arid desert bloom...*

Canada Geese

In the last edition of *S&G* I pondered on how geese, when flying in V-formation, dealt with the asymmetrical drag-reduction they obtained, since only one wingtip benefits from the wing-vortices of the goose (or gander) in front. I have since had this reply from Ontario, Canada:
Dear Platypus, Surely you have not failed to notice all the geese except the leader banking slightly toward the inside of the vee? Nature has taught them what light-twin pilots need an instructor to teach them: that, when an engine has failed, banking toward the operating one helps the rudder offset the tendency to turn toward the failed one – Norman Jull. I answered: *"Dear Mr Jull, Thank you for the letter. With luck I could make this correspondence run for months. Geese regularly fly over my house, since I am on a peninsula in the Thames and they like to take a short-cut. I have failed to notice this banking – if indeed it really occurs. I must watch them more carefully, though standing directly under a skein of geese in the dogged pursuit of knowledge has its hazards – Platypus"* I'd still like to be able to answer the question whether individual geese ever switch sides so as to rest the overworked wing. Flying upside down in the same position for a spell would have a similar effect. Birds don't do that much, however, probably because of the high camber of their wings, which would make inverted flight not very efficient. It would require a massive angle of attack and the L/D would go all to Hell. In short it would be very tiring and most animals work like me, on the principle of least effort.

Later, once *S&G* readers have got tired of formating geese, I may launch an enquiry into whether birds do inverted aerobatics, apart from tumbler-pigeons. I believe crows do something like that, just for laughs...

Soaring costs

Overheard at a leading club recently: "If you want to fly one of our high-performance gliders we need to be sure of your currency." Absolutely right, just hand over your wallet and nobody'll get hurt.

platsandg@blueyonder.co.uk

1. Charlie (Minner), well-known to all pilots who have flown in Nationals or World Championships in the USA, was the Contest Director for three overlapping contests starting late May 2007: Region 7; 18-metre US Nationals; and Open Class US Nationals in Albert Lea, Minnesota. 2. Absolute poetic licence: no crops in Minnesota seemed to be more than 6in high. Indeed the whole state looked ideal for landing out, if that's your idea of a good time

ASG 29 – with engine





Left: big airbrakes and flaps allow slow steep approaches
Above: the Solo two-cylinder, two-stroke 2350 engine
Right: ASG 29E flown by Mario Link (Manfred Münch)

The ASG 29 was doing well in the UK 18-Metre Nationals as we went to press. Jochen Ewald tries out the new turbo variant

AS WE REPORTED last issue, at AERO 2007 Alexander Schleicher exhibited their latest development for the new 18-metre flapped ASG 29: a sustainer – or turbo – engine. Most buyers of today's modern high-performance gliders prefer ordering powered ones, minimising field landing risks and time-consuming retrieves.

Since my flight test *(June-July 2006, p34)* of the prototype 15/18-Metre Class flapped ASG 29, designed by Michael Greiner it has gained an excellent reputation as a top competition glider as well as a pleasant, easy-to-fly one. The sustainer unit Michael has now introduced for the 29 is based on the one he developed for the ASW 28 (this was one of his first tasks after joining the Schleicher design engineer crew).

The engine is once again the Solo two-cylinder, two-stroke 2350 delivering 18kw at 4,400rpm, which appears to have become a standard sustainer engine used by nearly all glider manufacturers.

The complete installation kit increases the ASG 29's empty weight by about 45kg (99lb), and the well-equipped prototype I flew had an empty mass of 332kg (732lb).

Compared to the unflapped ASG 28E, I found several changes and improvements in the engine's installation and handling. So the fuel tank, here containing 10.5 litres of two-stroke mixture, is now in the baggage space behind the pilot's head (because the space in the wings of the ASG 29 is fully occupied by water tanks and control tubes). After pulling two spring-loaded buttons, it can easily be removed and, with two integral hooks, hung on the cockpit wall for easy refuelling without the risk of spilling fuel into the cockpit. Or, after undoing the two fuel hose quick-snap-in connections, you can simply use it like a jerrycan to get fuel from the next available pump. Removing the tank also gives access to the main bolts for rigging, to the two battery compartments underneath, and stowage space next to the undercarriage box. When pushing the tank into place, electrical contacts for the fuel indication in the ILEC engine management computer display interconnect automatically.

To create room to insert this tank, the rear cockpit frame design had to be changed: instead of the earlier wide hollow frame, which usually acts as a Röger hook in modern Schleicher gliders by holding the canopy rear end down during emergency jettison, now a conventional, thin frame is used, equipped with a spring-system Röger hook. To prevent the propeller stream affecting the ASI indication, a pitot tube has been integrated into the fuselage tip besides the aerotow hook. This means a bit more force is needed to close or open the canopy.

Another new feature is installed in the engine bay: a spring-loaded 'bumper' pin, which supports the load of the retracted engine. This system makes it much easier for the electric spindle drive to extract the engine and prevents it from banging into its stop at the end of retraction. Not only does





The left side of the cockpit (far left) with, from top to bottom: flaps (black); cable release (yellow); airbrakes (blue); fuel cock (red); engine control lever; and trim indicator.

The new engine operation lever (left) works in the intuitive sense – and, says Jochen, is very easy to use

All photos on the ground: Jochen Ewald



it save electricity, but it also prevents the spindle drive from wearing out.

Further news can be found in the cockpit. The single lever engine operation system, introduced in the 28E, has been refined and is now perfect. To operate the engine, you first switch on the main switch in the instrument panel. Then you swing the engine lever a bit inwards and push it forwards to the first stop. This makes the drive swing out, and as soon full extraction is indicated by the light in the ILEC, another move inwards and forwards to the next stop removes the propeller stop and brings the engine into 'decompression' mode, where valves in the cylinder heads are opened to make it easy for the airflow to spin the propeller. This happens after increasing the flying speed to about 115km/h. As soon as the prop is rotating, the lever can be swung outwards and pushed to its front end stop. This closes the decompression valves again and switches the fuel pump and ignition on. The engine starts firing and running at full throttle.
To stop the engine starting to splutter, which is caused by automatic cutting of the ignition due to over-revving, flying speed should now be reduced: best climb rate is reached at about 90km/h (48kt).

The emergency fuel cock, easily visible behind the engine operation lever, shows quite a special feature. Although there is no need to close it for soaring or transport, some people, used to early retractable-engine motorgliders, do so and so there is a risk that they can forget to re-open it again when re-starting the engine – especially at low altitude. In the ASG 29E, the fuel cock is automatically opened when the engine lever is pushed fully forwards, avoiding this problem. This requires a special procedure in case there should be an engine fire, when the engine lever would have to be pulled back first, and then the fuel cock closed. Although this system is unusual, I think it is sensible, because several accidents with retractable-engine motorgliders have happened during attempts to start the engine too low and not getting it started due to operational errors.

Getting rid of the engine is as easy as starting it. Simply fly at about 85km/h (46kt), pull the lever back to the first stop, and with the ignition cut and the decompression valves open the rpm will soon drop. Now swing the lever inwards and pull it back one more stop. The decompression valves close again and the propeller will soon be seen, in the small mirror on the instrument panel, stopping. Now the lever is swung inwards again and pulled back to the next stop, which swings the propeller stop out. In most cases, the propeller is already vertical, if not, flying slightly faster makes it rotate slowly against the stop. The last step, swinging the lever outwards and pulling it to its back stop, retracts the engine. The final thing to do is to switch the engine electrics off to save battery power during gliding.

Other news, affecting all ASG 29s, is an increase in the permitted maximum take-off weight, which is now 600kg (1323lb) when flown with the 18-metre wingtips and 550kg (1212lb) for the optional 15-metre wing, and the maximum speeds for the different flap settings have also gone up. Now 160km/h (86kt) is allowed in landing flap, while for positions 4, 5 and 6 the ➢







The two black knobs (far left) release the fuel tank, giving access to rig the glider (left). The tank can be hung from the cockpit rim (above and right) to be filled





ASG 29E instrument panel. At the bottom is the ILEC engine control instrument, with engine main switch on the left

maximum has gone up to 200km/h (108kt).

The cockpit of this prototype was fitted with a NOAH emergency exit aid system (not yet activated), which, after canopy jettison, is actioned by pulling a handle. This results in automatic disconnection of the seatbelt lock and inflation of the seat cushion, which lifts the pilot up to canopy frame level, making egress easy and fast. This sensible system can now be ordered as an option for many gliders.

But now let's have a look at how the new turbo works in flight. There is no need to repeat my description of general handling in last year's report about the pure glider – it showed just the same safe, fun and easy flying characteristics I experienced and measured with the engineless ASG 29 prototype. The only difference was that the indicated minimum speeds were about 3km/h (1.6kt) higher due to the higher wingloading of the E, which weighed about 420kg (926lb) with me, batteries and fuel aboard, and had a roughly central C of G.

Starting the engine as described above was really easy: I had the ASG trimmed to 85km/h (46kt), and as the engine travelled out the ASG accelerated to 90km/h (48kt). After pushing the lever forwards to decompression, I accelerated a bit until at 110km/h (59kt) the prop started rotating. Lever fully forwards, and the engine audibly started. Moving the nose up again, I found that the previously trimmed speed of 85km/h remained with the engine running. The new engine lever was clearly easier to operate than that of its predecessor, the ASW 28E. The whole procedure took me less than 20 seconds, and I lost no more than 50m (165ft). Measuring the climb rate was a bit difficult in the turbulent air with strong thermals, but I found an average climb rate between 1.1 and 1.2m/s flying at 90km/h (48kt) with the flaps set to 5, which appears quite realistic. Maximum cruising speed was about 115km/h (62kt), when the yellow lamp in the ILEC indicated max permanent rpm. Another 5km/h (2.7kt) faster, and the electronics start shortcutting the ignition to protect the engine from damage – even if you ignore the yellow lamp, the engine noise reminds you to move the nose up a bit. The 10.5 litres of useable fuel in the tank are sufficient to 'sawtooth' the ASG 29E about 250km – usually enough to get back home.

Stopping the engine at about 90km/h (48kt) proved as easy as can be. Lever one step back switches the ignition off and opens the decompression valves; rpm decreases rapidly and you can soon go another step back, closing the decompression valves. This quickly makes the propeller stop completely (it sounds astonishing, but the initial rpm decrease is really much faster with open decompression valves). As soon as the propeller stands still, the lever is pulled back one step again to swing the propeller stop in, and with slightly increased speed it soon travels into vertical position where it is held. Now the lever's fully back, and the engine disappears, leaving only the electric engine switch to be switched off. This takes only 20 to 25 seconds (depending on how close to the vertical position the propeller stops).

After trying the engine operation a few times and finding the system really fast, easy and foolproof, I enjoyed pure soaring the ASG 29E above the picturesque Wasserkuppe region, the birthplace of German gliding, for another hour, also admiring the new huge rectangular extension of the Wasserkuppe Museum, which has recently been added to the old round museum. If you are planning to visit Schleicher to test fly one of their gliders, or to fetch your new one, do not miss this unique museum, showing the whole development of German gliding from Lilienthal's days to the first 'plastic ships' at this historic place.

Landing the ASG 29E – with its effective landing flaps, the powerful, three-bladed Schempp-Hirth airbrakes and, if you want, even more steeply using sideslip – is as easy as landing a K-8. All this makes the ASG 29E, like its unpowered sister, not only a high performance ship for those who want to win competitions and championships, but also a reliable and safe glider which I can strongly recommend for club use. It also gives it excellent long-term potential in the secondhand market.

Only mad

Don't let a wet June lull you into into forgetting the fundamentals: whenever the weather gets hot, the glider pilot gets dehydrated. Geoffrey Miller explains why...

MAD DOGS and Englishmen go out in the midday sun, as Noel Coward famously observed. The heatwave in July last year – remember that? – made me think back to my days as a medical student, when one of our physiology tutors was taking our class on fluid balance. Although heatwaves are uncommon in England, it is estimated that some 27,000 deaths were caused throughout Europe by the heatwave of 2003 (NHS Direct). What can we glider pilots do to minimise the physiological effects of a heatwave?

Clothing

Covering sensitive areas of the body, by wearing for example long sleeves, trousers rather than shorts, turned-up collars and a hat, will keep the sun off areas that are prone to sunburn. However, they also reduce the exposed area of the body that can be cooled by perspiration, which uses the latent heat of evaporation of water to reduce the body's temperature. Conversely, clothing which has a high "wicking" action transfers the perspiration from the skin to the garment, from which it then evaporates more efficiently. This in turn improves body temperature control. A hat that protects the tips of the nose and ears, as well as the back of the neck is very important. But is absolutely essential that no brim or peak obscures upward vision or interferes with lookout when flying.

Skin protection

The importance of protecting your skin with high-factor sun creams is well known. These generally contain titanium dioxide and zinc oxide, which reflect the UV rays. The more of these compounds in the cream, the higher the protection factor. Factor 50-plus is now available.

Fluid balance and dehydration

Fluid loss can lead to dehydration, which in turn can cause difficulty with concentration. That could be fatal for a glider pilot. In fit young people, the body is comprised of 60 per cent water. About two-thirds of this is inside the cells (intracellular fluid/ICF) and the remaining third is outside the cells (extracellular fluid/ECF) in the spaces between them and in the blood plasma. The two fluids are of completely different composition.

Both ICF and ECF contain proteins. ICF contains a higher concentration of potassium than of sodium, whilst the reverse is true

dogs and English glider pilots



Just add a zero to the fin! When loading the cockpit, remember plenty of drinking water (Nick Smith)

of ECF. In addition to chloride ions, there are many other minor constituents, including magnesium and calcium.

All of these constituent substances give their respective fluids a level of osmolality which is equal, so that there is normally no transfer of water from one fluid compartment to the other.

Isotonic fluids (eg: sports rehydration drinks) have the same osmolality as ECF/ICF

Hypotonic fluids (eg: water, squash) have a lower osmolality than ECF/ICF

Hypertonic fluids (eg: strong salt or sugar solutions) have a higher osmolality than ECF/ICF

The body constantly loses water, from the lungs and airways, from the kidneys, through perspiration and from the bowel.

The bowel

The normal stool contains a significant quantity of water. This can be increased by eating a high fibre diet, which draws more water into the bowel. Water is removed from the intestine in the large bowel, which acts as a water reservoir. In times of reduced fluid intake the stool becomes firmer. In the event of even greater water deprivation, such as dehydration in hot weather, constipation can result.

Drinking hypertonic fluids (eg a strong solution of salt, or magnesium sulphate in the form of Epsom Salts) will cause water to be drawn into the stomach and small bowel, which increases the volume of the stool. This causes a purge and is an old-fashioned remedy for constipation. It is also potentially dangerous, as it can seriously upset the body's fluid and electrolyte balance.

Lungs and airways

We are unable to influence the rate of water loss from this source.

Kidneys

Blood flows through the kidneys under pressure and the process of ultrafiltration forces water and other small molecules (eg: sodium, chloride, potassium, urea, etc) out through the filter mechanism, whilst retaining large molecules (eg: proteins). The resulting filtrate passes through a further stage, during which some of its constituents can be reclaimed, according to the needs of the moment. So when we're dehydrated, the kidneys can recover water and electrolytes back into the bloodstream. This results in smaller quantities of more concentrated urine, with which we are all familiar.

Perspiration

The sweat glands in the skin also excrete fluid by ultrafiltration, so that the fluid contains water, sodium, chloride and potassium, etc, in the same ratios as in ECF. As the sweat passes up to the skin some or all of these components can be reabsorbed. At low sweat rates, nothing may reach the skin surface. At high sweat rates not all the components can be reabsorbed.

In other words, in hot weather when we perspire more freely, we not only lose more water, but we can also lose more electrolytes, in particular sodium and chloride (ie salt). It is estimated that at these extremes the sweat may contain as much as half the sodium and chloride concentration of ECF.

How much do we lose?

In extreme conditions, such as those we experienced during last July's heatwave, the body can lose more than a litre of perspiration an hour.

There is no clear evidence to show how much salt we lose by perspiration. The NHS Direct website states that the belief that we lose more salt by perspiring is outdated and incorrect. Studies of football players from the USA have shown that salt loss in perspiration varies between individuals, some of whom can lose more than 10g (two teaspoonfuls!) in a training session, whilst others lose less than 2g.

How much sodium do we eat?

Sodium chloride (salt) contains 40 per cent sodium and 60 per cent chloride. Thus a 5g teaspoonful of salt contains about 2g sodium. We probably need no more than half of this for our regular daily intake. Nevertheless, daily intakes of 6-12g sodium are not uncommon and this is thought to be a major contributory factor towards high blood pressure.

I think that it is reasonable to say that we should consider increasing our intake of salt during very hot weather. However, this may not be the correct advice for people with high blood pressure, heart problems, kidney disease, taking diuretics or with other illnesses, in which case they should consult their doctor.

What should we do?

Infants, small children and the elderly are much less tolerant of dehydration than fit young adults. We may need to consider whether it is wise for us to be out in the full sun in a heatwave, however tempting the soaring conditions may be.

Fluid loss from perspiration begins as soon as we get into the heat. At first we feel nothing, but as we lose fluid progressively, we begin to feel thirsty. By the time this happens, we have usually already lost a significant volume of fluid, so it makes sense to start drinking before you feel thirsty to avoid being in a state of "catch up".

Drinking large volumes of plain water can lead to "water nausea", which is not only very unpleasant, but also potentially very dangerous. This can be avoided by adding some flavouring to the water.

It makes sense to add some electrolytes to the water. This should be done with caution. You can also add some calories to the drink, by dissolving some sugar. We all know that it's sensible to take something to eat on a long flight anyway.

Sports drinks or rehydration fluids would address the issues of both flavour and composition. Consider the players at Wimbledon who often have two bottles, one of water and the other of a suitable rehydration fluid. We are sports people after all, so we should be treating ourselves in a similar fashion.

And, of course, you can even add some salt to your chips in the pub afterwards, but don't overdo it!

BGA Medical Advisor Dr Peter Saundby adds: An important factor in hot climates is acclimatisation, an adaptation of our physiological reaction to heat. Someone who has been on a gliding field all week will be different from a worker from an air-conditioned office. With acclimatisation, sweating becomes more profuse but salt is retained. While in good soaring conditions gliders can climb high enough to have cool cockpits, don't forget there is still a problem for those left on the ground. Salt control can be by taste: a salt-deficient person chooses to add more salt, even to beer! Notoriously, cooks in tropical overheated kitchens added too much salt for their air-conditioned customers

What glider owners must know

It's one of the biggest changes in the history of British gliding, it's upon us now and, if you're a UK glider owner, you need to know how it will affect you. Chief Executive Pete Stratten outlines how the BGA will help you to ensure your glider stays legally airworthy

THE SUDDEN creation in 2002 of the European Aviation Safety Agency meant, as one *S&G* article warned at the time, that gliding would never be the same again. With almost no notice, EASA brought UK gliders within a whole new set of regulations. Since then, BGA staff and volunteers have been deeply involved in detailed and time-consuming negotiations with EASA, the Civil Aviation Authority (CAA) and the UK Department for Transport to secure a realistic airworthiness regime for UK gliders. One of the BGA team's first achievements was an exemption from the new European rules to allow time for a viable system to be set up. That exemption is due to end on September 28 next year.

From that date onwards, the vast majority of gliders in the UK must have an EASA Certificate of Airworthiness (C of A) and the associated Airworthiness Review Certificate (ARC) in order to fly.

The former is issued when a glider is first brought into the EASA airworthiness system while the latter is revalidated each year to keep that glider legally airworthy.

What does this mean for me?

We have agreed with the CAA that the BGA will begin the formal process of transition to the new EASA regime from the current system of BGA Certificates of Airworthiness (BGA Cs of A) on October 1 this year.

All gliders in the UK – with the exception of those listed by EASA in "Annex II" *(see explanatory box, right)* – must comply with the new regulations. The gliders affected by the new rules are known as "EASA gliders" and BGA Cs of A will not be issued to EASA gliders after October 1, 2007 – just two months' time.

The timing of this year-long transition ensures that all affected gliders will be able to comply with the new regulations by the final deadline of September 28, 2008.

If you have an EASA glider and your BGA C of A expires on or after October 1, 2007, instead of renewing it you will need to apply for an EASA C of A, together with an EASA Airworthiness Review Certificate (ARC).

Although there are still a few points of detail to be ironed out, the transition process for EASA gliders is now sufficiently well defined to allow owners and operators to begin planning the transfer from a BGA C of A to an EASA C of A. The process is essentially as follows:

'Annex II gliders'

THE only gliders that don't have to comply with the new European rules – mainly historic and experimental types – are listed in what's known as "Annex II" of the European Aviation Safety Agency's regulations. These "Annex II gliders" will continue to operate under existing national arrangements. In other words, the airworthiness management of Annex II gliders continues as it always has done – annually renewed BGA C of A supported by the BGA airworthiness system. There is currently no requirement to register Annex II gliders with the CAA or to display a G-XXXX registration. A full list of Annex II gliders is at: *www.easa.eu.int/doc/Certification/ptf/New Annex II Published 010607.pdf* [please note spaces in the URL, and see p31-36 in the PDF].

If your glider is not in Annex II then it is an "EASA glider" and it must comply with the new rules

Step 1 – Registration

All aircraft must be state registered (ie issued with a G-XXXX registration by the CAA) before they can be issued with an EASA C of A. The CAA will charge you a £60 fee

Why are we having to go through all this?

A VERY good question. The following summary may help you put the changes described on these pages into context.

Some years ago, the UK, along with all other European Union (EU) member states, accepted that airworthiness would, in future, be regulated by a pan-European aviation authority, EASA. In the early days of EASA, consultation was virtually non-existent and, despite a certain amount of pleading by European gliding organisations after the event, nearly all gliders with a mass exceeding 80kg were pulled into EASA airworthiness regulation. "Nearly all" because a few historic types are exempted from EASA regulation under what is known as Annex II *(see box above)*. This explains the terms "EASA gliders" and "Annex II gliders".

EASA airworthiness certification regulation became EU law in September 2003. Realising that the UK was not yet in a position to implement the new rules, the Department for Transport (DfT) agreed with the BGA that the existing BGA airworthiness process provided a safe alternative and therefore supplied us with a temporary exemption from the new regulation. With one or two detail changes along the way, it was decided that the BGA fleet of EASA gliders would remain exempt until September 2008.

While all gliding in the EU has been burdened with a one-size-fits-all airworthiness system that applies to everything from a light aircraft to an A380, the UK faced a particular challenge because (unlike most other European countries) our glider airworthiness system was run by the BGA itself – without any state involvement. Moving an EASA glider from this system into an EASA-regulated one threatened to create big problems for UK glider owners. Ironically, our very success in running our own system meant there was a risk that all UK glider maintenance, repairs and modifications would not be recognised and would have to go through a potentially costly approvals process. Another possibility was that the CAA would have to directly manage all UK glider airworthiness.

Anticipating these issues, the BGA had much earlier developed contact with both the DfT and EASA to ensure that they understood the BGA's expert opinion. Following a meeting in 2006 between the BGA, DfT and EASA, the latter carried out a review of the BGA airworthiness system in early 2007, using a major EU member state regulated glider airworthiness process as a benchmark.

Following this, the BGA was delighted when EASA confirmed that the BGA airworthiness system was deemed equivalent to a nationally regulated system. This has enabled the CAA to accept that EASA gliders – managed until now under the BGA airworthiness system – can be transferred to an EASA-regulated environment, unaffected by any existing BGA-approved modifications or repairs. (There are a few gliders with BGA-approved modifications that have been identified by EASA as requiring follow-up action that may result in a restricted EASA C of A.) All that remained to do between spring and autumn 2007 was to develop and agree how the transfer process would work with the minimum of disruption and cost to glider pilots.

A small team of dedicated BGA volunteers and staff has worked tirelessly to achieve this result. It will continue to do so in the year ahead to make these changes as painless as possible for you.



David Ireland

Don't risk being grounded. You've probably already seen some gliders these days carrying CAA-issued G-registrations. That's because, since September 2003, all gliders new to the UK have had to be CAA registered – like Yorkshire GC's K-21 (above). Now the time's come when nearly everyone must apply for an EASA C of A as well as a G-registration

The main article (left) explains what you need to understand and to do if you're a glider owner and – while it can't be a substitute for for reading and absorbing the detail – there's a flowchart overleaf to help you visualise the process

Meanwhile, the panel opposite gives the background and the one below looks at the future under the new system

for registering each glider. *(See p25 for more advice on registering your glider with the CAA.)* Remember – once your glider is state registered, the law requires you to display the allocated markings before the glider's next flight. You can, though, continue to fly on your current BGA C of A after CAA registration, until it expires. The BGA recommends that you start the registration process about three months before the expiry of your BGA C of A.

Step 2 – Find an Inspector

The BGA inspector who knows your glider well will probably be the best inspector to guide you through the transition process. The BGA advises you to discuss the transition to an EASA C of A in the context of inspector availability, your glider, your BGA C of A expiry date and the transition timetable. With the timetable in mind, please note:

– To help prevent bottlenecks we have agreed with the CAA that we will try to carry out the transition just prior to the expiry of the existing BGA C of A.

– The transition process will apply to EASA gliders with a BGA C of A expiring on or after October 1, 2007.

– Irrespective of the date of expiry of a BGA C of A, a new BGA C of A will not be issued to any EASA glider if the Form 267 Certificate of Release to Service (recommending renewal of the BGA C of A) which accompanies the application is dated on or after October 1, 2007.

We will be providing specific guidance material for inspectors, to be backed up with training seminars later this year *(see advert on page 25).*

Keeping your EASA glider in the air

AS every British glider owner knows, the BGA C of A was valid for one year and had to be renewed annually. By contrast, an EASA C of A is issued for the life of the aircraft. However, it has to be revalidated annually, by the issue of an Airworthiness Review Certificate (ARC). The issue of an EASA C of A confirms the aircraft's "initial airworthiness" under what's known officially as "Part 21" of the European rules. What's called "continuing airworthiness", which includes maintenance, is subject to detailed EASA regulation of its own – the so-called "Part M".

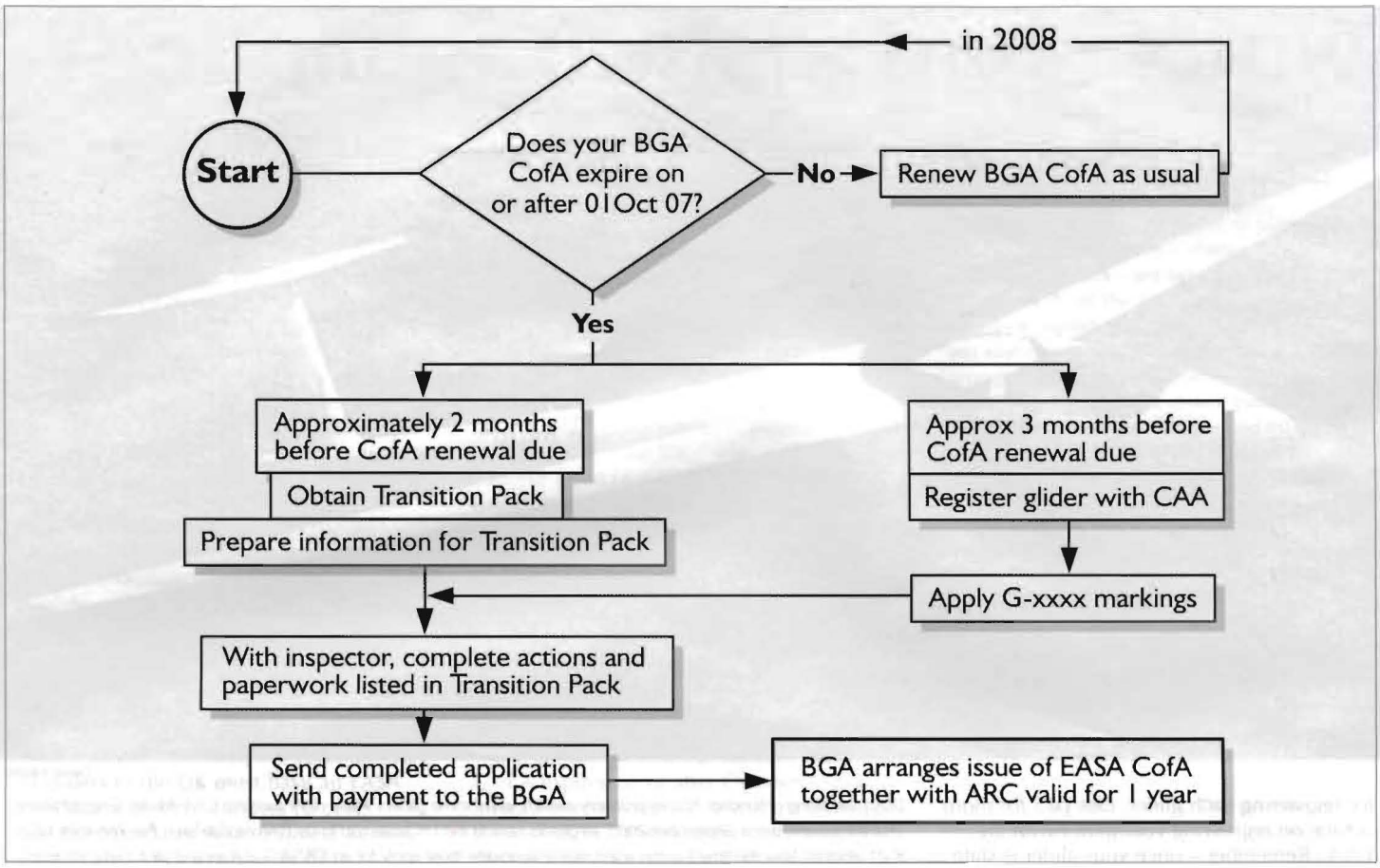
The CAA and BGA are currently working together to approve the BGA 'Continuing Airworthiness Management Organisation' (the BGA CAMO). The CAMO will provide the legal and practical framework that will enable the BGA to recommend the issue of an EASA non-expiring C of A and, importantly, to continue the validity of that certificate by issuing or extending the ARC on an annual basis.

The BGA CAMO will continue to provide a high-quality, efficient and cost effective airworthiness management environment for glider owners and operators, based largely on many years' experience and skills developed as a self-regulating and fundamentally volunteer body. The role and experience of BGA inspectors will continue to play as large and important a part as it ever has.

It will probably come as no surprise to learn that each year the owner will need to take his glider to a BGA inspector who will carry out a number of tasks not dissimilar to the current BGA C of A renewal process. All being well, the volunteer or professional inspector will then recommend to the BGA an extension of the ARC for another 12 months. The detailed process, including the need to meet additional requirements every three years, has yet to be finalised. As soon as the BGA has agreed an appropriately efficient and compliant process we will ensure that both owners and inspectors are fully briefed.

A key point to note at this stage is that glider owners will need to liaise very closely with the BGA CAMO via the BGA website and their BGA inspector. If you do not yet subscribe to the BGA's free email notification system, now is as good a time as any to sign up. To do so, visit *https://www.gliding.co.uk/subscriptions*

Diagram: Steve Longland



Unless your glider is an "Annex II glider" (see box, p22), *you will need to follow the steps illustrated above and described below. The flowchart cannot be a substitute for reading, absorbing and understanding the detailed advice that is given in the accompanying article and on the BGA website, but we hope it will help you visualise the new process*

Step 3 – Obtain a Transition Pack

To complete the transfer, the owner must provide the BGA inspector with important information, which the inspector must subsequently verify. To make this task manageable and efficient, the BGA has produced a transition pack. This transition pack will be available on the BGA website or can be obtained from the BGA office on request from the end of July 2007.

It is suggested that you obtain a transition pack about two months before you intend to apply for an EASA C of A. The transition pack will include:

1. A covering letter from the BGA to owners.

2. Information and guidance material.

3. The transition documents and checklist – this includes documents declaring modification and repairs, equipment, airworthiness directives, weighing, etc.

4. An EASA-compliant BGA 267 (glider maintenance schedule report).

5. An owner/BGA letter of agreement and covering letter.

The BGA strongly recommends that you and your inspector take time to read the detailed guidance material before completing the paperwork and transition process, as mistakes and queries will delay and complicate the process.

Step 4 – Complete the paperwork

Collating the information required by the pack may take time. Starting two months prior to making your final application for an EASA C of A would be a wise contingency.

Step 5 – Application

The completed pack of information must then be forwarded to the BGA for further verification against data held by the BGA and for quality checking. Once satisfied that everything is in place, the BGA will arrange the issue of an EASA C of A complete with the first-year ARC (thus validating the non-expiring EASA C of A for one year).

The application should be accompanied by a payment of £120, which includes the fee that the CAA charges for issuing an EASA C of A with first-year ARC.

Please note that in any event, affected gliders must be issued with an EASA C of A by September 28, 2008. After that date, no gliders (apart from the Annex II gliders) may fly anywhere in the EU, including in the UK, without an EASA C of A and valid ARC.

The BGA will continue to publish additional information and advice as it becomes available over the coming months. Please stay up to date with the latest advice by visiting the new EASA C of A Transition pages, which you can find on the BGA website at *www.gliding.co.uk* – if you've got questions which this article doesn't answer, try the FAQ section on these web pages.

Finally, the devil is always in the detail. Many of you – both inspectors and owners – will be aware that the processes described above involve a significant level of underpinning regulatory detail that may dictate process change as experience is gained over the coming year.

The BGA will be relying on the goodwill and understanding of everyone associated with glider airworthiness to help minimise any difficulties associated with one of the most fundamental changes in the history of the BGA.

Please be assured that the BGA remains firmly committed to continuing to provide appropriate, efficient and affordable airworthiness management for the whole gliding community.

This article is believed to be accurate as S&G goes to press, but some details remain to be finalised with the CAA, including the process for issuing EASA Cs of A and ARCs to gliders being built in or imported into in the UK for the first time after October 1, 2007. Please stay up to date by signing up for free email alerts from *www.gliding.co.uk*

How to register your glider with the CAA

You must register your glider with the Civil Aviation Authority before applying for an EASA Certificate of Airworthiness. Here are some tips to help you

FIRST of all, make sure you consider the timescale you'll need to meet, and ensure you apply to register your aircraft roughly three months before you apply for an EASA C of A. Don't forget to factor in the time you'll need to have the glider marked with its UK registration (G-XXXX) once the glider is registered and before it is next flown.

Distribution of forms

Application forms and reply-paid envelopes will be posted to all glider owners affected by the transition to EASA C of A. The various forms associated with registration are also available on the CAA website.

Availability of registration marks

By default, applicants will be allocated a registration mark in the form "G-CTTT", where TTT is the currently allocated BGA trigraph (the three letters allocated with the BGA number). If this mark has already been allocated, the C will be replaced by another letter, usually D, to give a unique registration.

Please note that if the trigraph contains the letter Q then the CAA is unable to issue a trigraph-related registration as the letter Q cannot be issued as part of a G-XXXX registration.

In these circumstances the CAA will provide a standard sequential registration mark. If this applies to you, you will be allowed to choose from approximately 75 marks that are "in sequence" at the time of application. To do this, you should enter "please telephone" in the "Proposed Mark" section of question 4 on the CAA registration application form CA1.

The CAA will contact you upon receipt of the application form to allow you to make your choice.

Alternatively, applicants can specify an "out-of-sequence" registration mark, akin to a personalised car number plate. Note that this option carries an additional CAA charge.

Completing the CA1

The CA1 form is designed to cover all eventualities in registering any aircraft from a microlight to a 747. However, the CAA experience of glider registration applications has been very positive to date as the applications made have, on the whole, been completed correctly. The following additional CAA advice relating to the CA1 form is supplied following previous experience of confusion or omission by applicants:

1c – This should be completed if the glider is self-sustaining.

6 – If the glider is owned by a co-ownership syndicate then the owners' details should be entered in 6a with the group name in 6b. In cases where there are three or more individual owners of an aircraft it is recommended that one of the owners, or at the most two, are nominated as trustees of the syndicate. The details of the other shareholders need to be given on a CAA registration-supplied "trustee grid" form. In this way any member may leave or join the group without the need to re-register the glider on every occasion and thus incurring a fee. Unfortunately, the glider must be re-registered if the trustee leaves the group.

9a – This must be completed. The month and year is sufficient.

Detailed BGA advice on all aspects of completing form CA1 is in BGA AMP Part 3, leaflet 3-7 (see *www.gliding.co.uk/bgainfo/technical/ampmanual/3-7.pdf*)

If you have more than one glider

For owners with large numbers of gliders (some clubs have significant fleets) the CAA advise that they should be able to accept a single CA1 application containing all the constant information and a separate schedule of the variable elements, such as the glider type, date of ownership, etc. In these circumstances, you should contact the CAA registration department directly and they will devise a schedule format that is appropriate for your needs. The usual CAA fee of £60 per glider will still apply.

BGA Markings

BGA Laws and Rules states that a glider with an EASA C of A does not need to display a BGA number. However, owners who have registered their glider are reminded of the continuing requirement (BGA Operational Regulation 1.9) for BGA-approved identification markings (that is, the trigraph or competition number) to be displayed as large as practicable on each side of the fin and/or rudder of the glider in a substantially vertical plane.

There is no need to display the 'BGA approved identification marking' under the wing.

Applying CAA Registration Marks

Advice regarding the interpretation of the CAA publication CAP 523 *Display of Registration Marks* as it applies to gliders is contained on the BGA website in BGA AMP Part 3, Leaflet 3-7 *(see link above).*

Any owner can apply registration marks in accordance with the supplied guidance but if care is not taken the end result can easily present an unbalanced appearance on what is otherwise a beautiful glider fuselage. The BGA strongly advises that owners seek expert advice on the size and layout of registration marks.

Assistance

Any BGA club member who has a query regarding registration should in the first instance refer to the CAA registrations department pages on the CAA website. If these don't provide the answer, either the CAA registrations department or the BGA office can be contacted by email or phone.

These notes have been supplied to assist registration applicants, but please be aware that the definitive advice is contained on the aircraft registration pages of the CAA website at www.caa.co.uk

Part M Inspector Seminars 2007

A series of seminars to introduce new and revised procedures for BGA inspectors and the Continued Airworthiness of BGA aircraft.

All BGA inspectors must attend a seminar before Sept 2008 to qualify for renewal

21 September 07	The Gliding Centre, Husbands Bosworth
20 October 07	Lasham Gliding Society, Alton
27 October 07	York GC, Rufforth
3 November 07	Midland GC, Long Mynd
10 November 07	Kent GC, Challock
17 November 07	Devon & Somerset GC, Honiton

Please book using the booking form attached to Engineering News (July 07) or download from the BGA website and email to debbie@gliding.co.uk or post to the BGA office.

The seminars are free of charge, delegates pay for own lunch.

Places are limited, so please book early to avoid disappointment.

Joining instructions will be sent about two weeks prior to the event.

To assist with catering, please indicate on the booking form if you wish to book lunch.

Some clubs offer accommodation, if required, please book directly with them.

Further seminars are planned for early 2008 in Scotland, East Anglia, N Ireland, plus repeat venues in the Midlands and Southern England and if there is an over subscription in a particular area.



Julian Hitchcock

Young and old mingle

THE Vintage GC's UK Rally was held in May at historic Southdown GC. Although the club, based at Parham, can trace its origins to the earliest days of British gliding, it's moving ahead with a new cadet flying scheme that's attracted 25 members this year. Seen (above left) *are two of them – Shaun Hitchcock and Chris Simpson – admiring a Kite. The rally attracted some fantastic TV coverage – you can see a sample at* www.gliding.co.uk *– which was orchestrated by Julian Hitchcock,* above right *with daughter Alice. She enjoyed flying in the T-21 for the first time between the showers. Another Parham family team* (right) *is Duncan Stewart and son Alex, just about to take a launch in the tiny Huetter 17A that used to be VGC Chairman David Shrimpton's and is now owned by Southdown's Andrew Jarvis* (below). *There was more than one way to launch the vintage gliders, with Parham's resident T-21 on aerotow* (far right, top) *and Daisy, the T-21 from Weston, winching* (below). *You can even "add a little engine"* (above left) *to a T-31 to create a Motor Tutor. But you still can't beat the beauty* (below left) *of sun shining through the graceful structure of a pure sailplane – this one is Graham Saw's Petrel.*



Craig Lowrie



Craig Lowrie



Craig Lowrie





Julian Hitchcock



Peter Atkinson





Craig Lowrie

Residential Courses March - October
MIDLAND GLIDING CLUB
LONG MYND, SHROPSHIRE



The highest gliding club in the UK at 1450' asl, fantastic countryside, lots of fields, hills and ridges, modern en-suite accommodation, newly refurbished clubhouse and bar, on-site catering, powerful retrieve winch system, bungee launching, Pawnee, modern fleet including DG505, Discus and motor glider, professional instructors and winch drivers, courses tailored to meet your specific needs and a very friendly welcome.
For details visit our web site or call the office.

MGC, Longmynd, Church Stretton, Shropshire, SY6 6TA 01588 650206
www.longmynd.com

Europe's premier gliding site...



Courses include
Solo to Bronze, Bronze to Silver
X-Country, Aerobatics, Competition
Task weeks and social events

For further information
Web: www.lasham.org.uk
Email: office@lasham.org.uk
Tel:01256 384900 Fax:01256 384901

Lasham GLIDING

Assistant Rating syllabus

- Introductions and site discussion
- Type conversion briefings and practice
- Teaching effects of controls revision
- Basic stalling, including isolating symptoms
- Basic spinning, including symptoms and recovery
- Further stalling
- Further spinning
- Approach control
- Circuits
- Winch launching/failures
- Aerotowing
- Practice for real training and check flights with the coaches
- A written exam

Full details at *www.gliding.co.uk/bgainfo/instructors/forms.htm*



BGA National Coach Mike Fox offers tips on taking your Assistant Rating course

ASSISTANT Rating Instructor courses are a very important part of our pilot training process. They provide a basis of knowledge for safe and enjoyable flying operations. The aim of the course is to give suitably qualified Basic Instructors the extra skills required to safely teach the whole of the *ab initio* syllabus.

The BGA has been training instructors in one form or another for many years and the course has developed over that time both because of changing glider technologies and in reaction to accident trends. Today, the course is run over nine days, and costs an appreciable amount to participate. Hopefully at the end of it the candidate leaves with a recommendation for a rating, but not always. I hope the advice here will help you come away with that recommendation.

Our job as Assistant Rating course coaches is to get you – as the candidate – through the course as painlessly as possible. We do not (contrary to popular belief) play mind games on the course, or deliberately put candidates down, or show you up. There are NO stupid questions on the course. We never try to catch you out. We always try to tailor our training to our candidates' needs, and we hope you will learn a lot about yourself and your flying during the week.

There are lots of exercises and briefings to get through on an instructors course. Nine days sounds like plenty of time, but we often find that there is just one day to sort out any difficulties after completion of the course syllabus. For that reason, you must be well prepared to run through the exercises with us. So what happens on a course?

The week is based around the major exercises that you will be teaching your pupils. It is also structured in a way that is conducive to learning. We always brief the flight first, fly, and then de-brief. Often the



On course for a rating

Land with mainwheel and tailwheel together, or tail just before main, if you want to avoid one common mistake exhibited by candidates *(Photo: Mike Fox)*

timetable is dictated by weather. A full inventory of exercises and your record card is available to download from the BGA at: *www.gliding.co.uk/bgainfo/instructors/forms.htm* but I include a précis here *(see box, above)*.

The briefings include discussion of how to fly the exercise well and how to teach the exercise effectively. All the exercises are as described in the *BGA Instructors Manual*, so have a read before coming along to the course. Additionally there are some theory briefings that complement the course, such as thermal soaring and the flight envelope. You may be asked to do the odd simple weather briefing as part of the preparation for the day's flying, but nothing too onerous.

How can I prepare for the course?

Practise with your CFI, or an instructor he/she has nominated. You can also practise the exercises and general handling on your own in your or your club's single-seater. There are very few higher-performance gliders that are unsuitable for all of the demonstrations (familiarise yourself with limitations in the flight manual before embarking on some of the demos). (One of the few gliders that will not perform all the exercises without modification is the K-21.) Get into the habit of structuring the exercise properly with a briefing beforehand, and a "punchline" to hammer the point home at the end.

Spinning is a stumbling block for many. Unfortunately, although I agree we must look carefully at spin prevention, your pupils must be able to recognise and identify the sensations as the glider departs into a spin. Confidence is the name of the game here. We will not be spinning below a height that you are comfortable with. You must aim to come on the course with a confident attitude to spinning. Have YOU spun your or your club's single-seater lately? If not – why not? Do you want to find out what it feels like at an inopportune moment? Practise! Get used to it! You will be doing plenty of spinning on the course.

It goes without saying that if you want to become an instructor of any kind, you must be able to fly the glider accurately. We hear many excuses for bad practice. You must be able to adapt to fly different gliders in different conditions, and have mental capacity to spare. So what are the common mistakes?

Failing to fully hold off landings: You should aim to touch down main and tailwheel together or tail just before main. Why? Because it stops the glider taking off again, reducing the possibility of PIO accidents, and is good airmanship. Remember to keep the stick back after landing to reduce the possibility of scraping single-seater noses on the ground!

Low final turns: If you practise low final turns as the norm, your student will think that it's a safe practice – no matter how much you tell them to do as you say, not as you do: 300ft is the MINIMUM! Use the opportunity if you get low in the circuit to show good practice by turning in early.

Shallowing your approach and bad energy management: You will be teaching people who will ultimately need the skills to land in a field. Your landings must be accurate, and stop within a few metres of where you intended. There are plenty of accidents caused by bad approach control – into airfields and fields. The safest approach is conducted with plenty of energy in hand so that you have flexibility. In other words – nice and steep with plenty of airbrake. Do not get too close to objects on the ground.

Over-ruddering final turns: Uncoordinated flight contributes to spin accidents. For some reason, many candidates over-rudder their final turns. Unfortunately, this makes a spin entry insidious with almost no warning buffet and a seemingly safe low nose attitude.

Opening airbrakes around the final turn: Sometimes you need to open the airbrakes around the final turn to correct for a botched circuit – it's better that than overshooting. If it becomes a habit, though, it can certainly rob you of much needed-energy in a critical phase of flight.

Failing to generally coordinate turns – inaccurate airbrake/elevator coordination. At this stage in your flying career, accurate general flying should be pretty automatic. This gives you the mental capacity to deal with another person in the cockpit, and handle lesson planning, etc. Accurate general flying is partial insurance against various accident categories.

No one is infallible, and you must remain self critical to stay on top of your flying. I'm certain you can remember the instructors that taught you effectively, and the ones that did not. Good-quality instruction results in the satisfaction of seeing a student progress.

Embarking on your Assistant Rating is not a choice to be made lightly. With the rating comes responsibility. Get advice from your CFI, but ultimately the decision is yours as to whether you are ready or not.

Finally – if you follow this advice and give yourself plenty of time to prepare before your course, you should have a great week. Indulge in a week of pure gliding, ideally get to know how another club operates, become a better pilot and learn a lot about yourself and your flying.

hill aviation insurance services ltd

www.hillaviation.com

Keep a good look out

☎ 01765 690777

Authorised and regulated by the Financial Services Authority





John Dransfield

1,200km in Scottish wave

John Williams reports on the longest flight ever flown in the United Kingdom – all in wave within the borders of Scotland

FOR A few years now we've been exploring the potential of Scottish wave to go further and faster than before. After Richard and Neville Allcoat extended the last leg of a "Portmoak milk-run" 500k flight to finish at Rufforth for 750km in their DG-500 in 1997 there have been more recent wave 750s (Jack Steven, Roy Wilson, Kevin Hook and myself). A little bit of competitive spirit, great gliders, better weather information (especially satpics) and airspace that's getting more difficult but still usable have given us a priceless opportunity to do things that have never been done before. Is there any other sport where old f***s in their fifties can open up new records?

Trying to fit big tasks into Scotland has driven us to explore new territory. The far west of Mull at Bunessan did that for 750km tasks in northerly wave, but the country just isn't wide enough to fit in the legs of more than 250km that are needed for a four-leg 1,000km. The only option was to use the full length of the country and go all the way to the north coast. Studying westerly wave patterns suggested that Cape Wrath was usually too cloudy to be a good turnpoint and John O'Groats too far from upwind hills – so the village of Tongue with its prominent causeway part way between the two fitted the bill well.

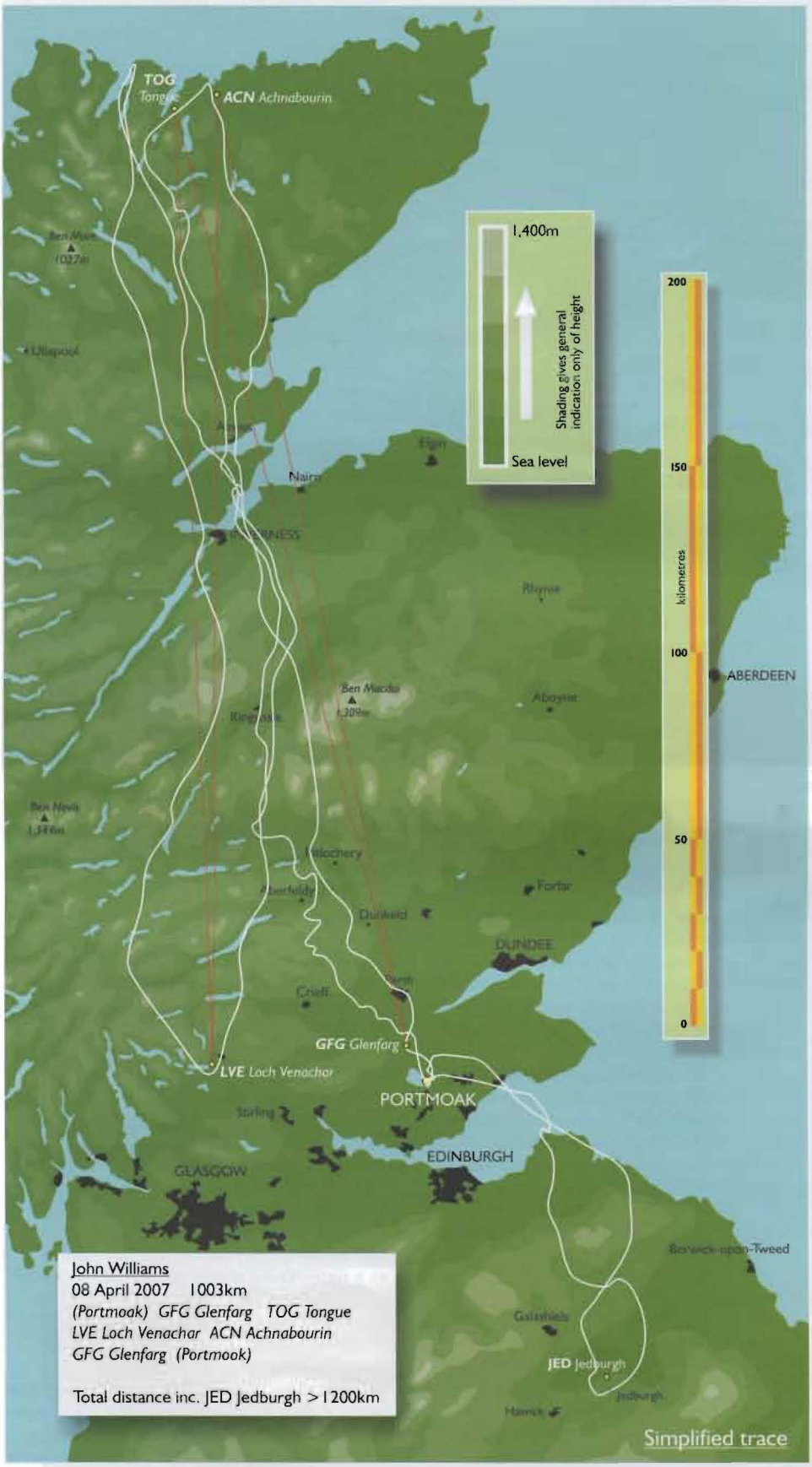
When it turned out to be possible to reach it last November (*We are all still pioneers*, February-March 2007, p26) we sensed the possibility of a double out-and-return on the right day when daylight hours were longer. Colin Hamilton proposed new waypoints at Achnabourin (ACN – east and a fraction north of Tongue, now the most northerly on the UK list) and Glenfarg (GFG – just north of Portmoak) deliberately designed so that GFG – TOG – Loch Venachar (LVE) – ANB – GFG came out at 1,003km.

During the first few days of April this year we watched as a big lozenge-shaped anticyclone built over central England, leaving a freshening westerly over Scotland on Easter Sunday. With the newly-created waypoints and that task so recently thought out there could only be one declaration to make.

A self-launch at 07.15hrs led straight into weak wave near GFG. Not a classic sky, but enough wisps and gaps to encourage a start at 07.29 and to tiptoe towards the mountains. I'd mentally adjusted to it being a long day – maybe I'd need to stop and climb high to cross difficult clouded-over areas – although the forecast had also hinted at a weak front approaching later in the day, so maybe speed would matter too.

At Pitlochry it was evident that just to the west of track it was almost eight octas while to the east it was blue. The workable energy line was right up the edge of the Class F advisory route between Glasgow and Inverness, so I did what the AIP recommends and informed Scottish of my presence in the area. Having a transponder helped. What didn't help was my asking if I should stay on ATC frequency and getting an "affirm" as a reply. There ended almost all the useful sharing of soaring info between gliders for nearly the whole day – a mistake I don't intend to repeat.

As I approached Feshiebridge I could begin to see stacked upper system lenticulars in the distance – a long way off but enough to create hope that conditions near Tongue might be good if I could get across the Great Glen. A well-defined gap just south of Inverness provided 10,000ft; and by Lairg there was a smile on my face from being gently sucked up into the first layers of that upper system. The lenticulars arched themselves along the contours of Loch Shin ➢



That wave gave rise to a good many other notable flights: Bruce Cooper (649km declared from Aboyne): Kevin Hook (visiting west and north coasts in a 934km OLC flight); Roy Wilson (678km after abandoning a declared 1,000km prevented only by his 1st TP being unreachably far to the clag-covered south-west), Charlie Jordan's first 300 at 98km/h in a Discus; Mike Carruthers' 436km in the SGA ASH; Robert Tait's 345km in a Twin Acro (now dubbed ASHcro!); Stuart Naylor's 305km in a Duo, and Gordon Hunter's and John Dunnington's Gold heights.

Main picture on previous page: John Dransfield, who is a member of Deeside GC, says: "I was able to climb from my release height of 2,600ft to 19,000ft over Aboyne before transiting to the north-west to where I took the photo: there were links between the low and high wave. It was a nice way to spend Easter Sunday!"

Clockwise from right: the day as seen by Stuart Naylor on his 305km flight in a Duo Discus: Eight octas to the west with an upper system visible in the distance; thin veil of an upper system; wave stretching out over the Moray Firth; and set up for a fast run home

and led steadily beyond Tongue – justifying an overshoot of the TP by some 15km to get in sector without leaving the lift.

A panorama of the wild coastline and wonderfully turbulent seascape off an aptly named Cape Wrath from 12,000ft was the bonus. Not the quickest first leg at 97km/h – but it was still only five past ten.

Thoughts now turned to the problem of getting to Loch Venachar, some 250km to the south. That would demand pushing to the south-west, but in that direction lay ever-increasing cloud cover. Thin veils of upper system moisture helped the decision-making by revealing a line that took me up to 15,000ft over the Cromarty Firth, high enough to cross an amorphous bank of medium cloud which was obscuring Loch Ness and eventually (after losing 5,000ft) reach the next visible gaps near Dalwhinnie, where the lost height was restored.

With very few visible gaps it was time to throttle back, preserve height and make ground upwind. A ramped area of cloud north of Crianlarich helped me stay in the clear long enough to dive downwind, clip the Loch Venachar sector and get back to a promising energy line at Loch Tay at 7,800ft. That was the first 500km done in a little over four hours. No shortage of daylight then, but where was that forecast frontal feature?

I had a steady run north to Inverness with ATC apparently now getting used to my meanderings up the advisory route and I became almost immune to the regular R/T activity. I did take heed, though, when a power pilot called to inform ATC that the turbulence and mountain wave influence seemed stronger than forecast. I couldn't resist replying that I was at that moment climbing above the Black Isle at more than 1,100 feet per minute. That climb was really well-placed and worth reaching 16,000ft in, as the view ahead looked most uncertain.

For the next 100km or so it seemed like progress really slowed. Energy lines became much less distinct, headwind increased and cloud seemed to be forming in front of me faster than I could penetrate even with 95kts on the ASI. Yet again, I yielded to the curse of "upwinditis" and almost turned Tongue again before turning downwind through heavy sink to cut the Achnabourin sector, where mercifully there was still a gap to show an exit route to the south. I'd just made it ahead of that little insignificant line on the forecast chart – in reality a nasty mass of building cloud cover – I think that even half





an hour later the task might have been impossible: 750kms done in just over six hours and a good-looking sky on track. Maybe my luck really was in. Beyond (and out over) the Moray Firth there were beautifully developed upper-system lenticulars – Easterton and Aboyne pilots should be revelling in those. Heading for the same Black Isle hotspot I'd used going north I found 5kts to 17,500ft. Then Bruce Cooper came on frequency to tell ATC that he was crossing the advisory and I was bemused to hear them warn him of another glider at FL170 near Inverness – it is really weird to be talked about in the third person and not feel at liberty to pass on useful gliding info direct – oh, to be back on a real gliding frequency. With a tailwind component and plenty of height it took me only 32 minutes to get from Inverness to Perth, a distance of some 130km. At least the speed cameras on the A9 don't point upwards...

After 7hrs 36m the declared task was done, and that last blast had brought the overall average speed up to 132km/h. It was still just after 3pm local time and Bishop Hill was working – should I land?

I tried to remember how much further south I'd have to go to extend Russell Cheetham's UK three-turnpoint distance record – was it about 20km? If so, Edinburgh airspace was in the way. Still I would regret it forever if I didn't give it a go – there aren't many times in life when an opportunity like this one presents itself. So I climbed on the ridge – found a bit of weak wave and turned downwind towards the Firth of Forth – the wide part – but clear of the TMA. Even if

'Not the very best wave day, I think, but outstanding for me because I got lucky when I needed it'

I had to land out near the south coast of the estuary that ought to be enough to claim the distance record. Then a pleasant surprise: there was usable wave out over the sea from 4,500ft – no excuses for turning back then. Berwickshire had faint lines of lift and much cloud – so how far should I continue? Conflicting voices swapped places every minute in a tired and adrenaline-doped brain. Keep going – you could maybe reach Sutton Bank for 1,250km. Stop right now – you only need to nick one tiny piece of airspace and you'll blow the whole flight – haven't you done enough – and isn't your North of England half-mill map still in the car?

In the end I compromised, calculating that Jedburgh should be just through the 1,100km mark. I still had a chance of soaring home and that would leave the whole flight within Scotland. Somehow that seemed like the right thing to do.

The return home needed work to find energy lines – all seemed to be weakening and wanting to cut straight through the TMA – but with some relief I re-crossed the Forth and punched through strong turbulence to land back at Portmoak after some ten and a half hours in the air and more than 1,200km of soaring flight.

It was a Hell of a day. Not the very best wave day, I think, but outstanding for me because I got lucky when I needed it and never had to wait for lift until I desperately needed it. I've never been able to say that about a long flight before – maybe someday it can happen again when I have more maps, a toothbrush and a cross-border visa with me.



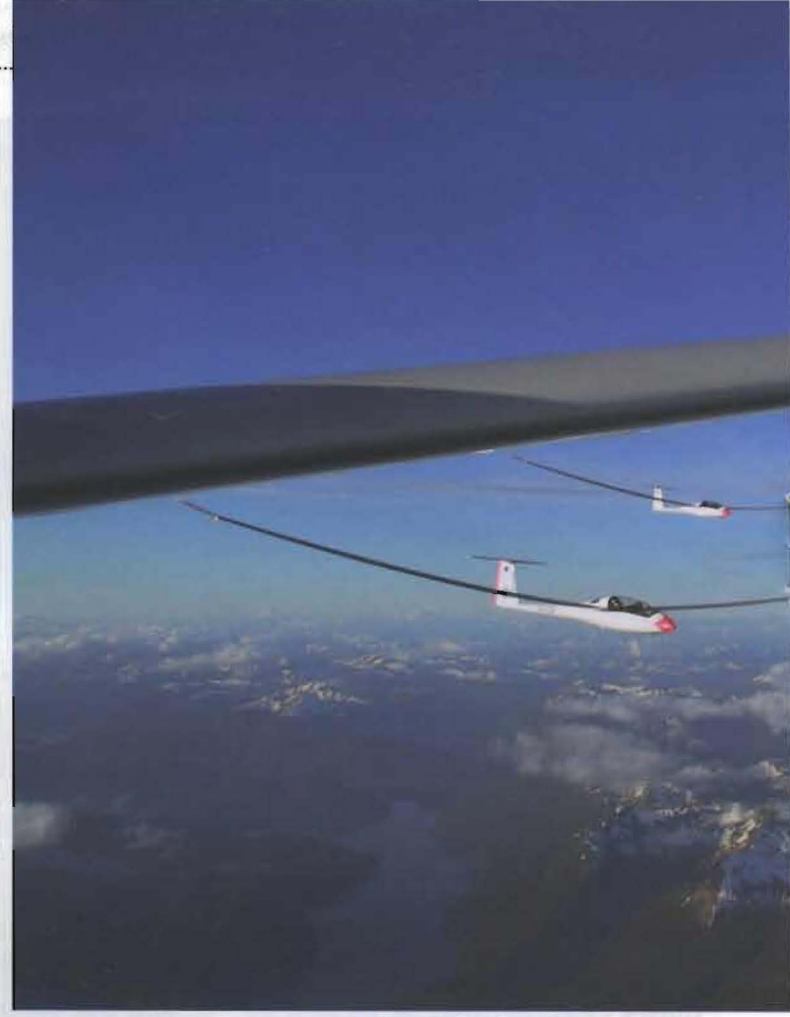












Above and in t

OUR THANKS for the use of these photographs go to pilots who spent part of the last European w

- *Three Nimbus 4DMs – Klaus Ohlmann and Reiko Morinaka meet Jean-Marie Clément above Na 150km away. Jean-Marie Clément (at Bariloche, Patagonia) and Klaus Ohlmann (at Zapala) run*
- *Paul Mazars, flying from Bariloche, took this shot of glider with dramatic backdrop of the cap clou*
- *Another impressive photo from Jean-Yves Clément – sunrise on rotors at Bariloche. Getting reac*
- *Yes, Peter Kingwell's instrument panel really is showing 150km/h at 4,000m (that's 81kt at more*
- *How's this for a final approach? The arrows on the runway are intended to ensure you don't land the airfield at Vitacura this year on the RAFGSA expedition to Chile (p10). As you can see from h*
- *Another Paul Mazars photo of Lanin, which is 3,776m (12,389ft) high. It must be one of the world*
- *Andrej Kolar took this shot on turning finals for runway 30 at Nahuel Huapi Aero Club, Bariloche. H*
- *At 6,962m (22,842ft), Mt Aconcagua in Argentina is the highest place in the world outside Asia, n*
- *We end with a classic lenticular, courtesy of Fabrice Pérocheau: the best climb was above the ai*







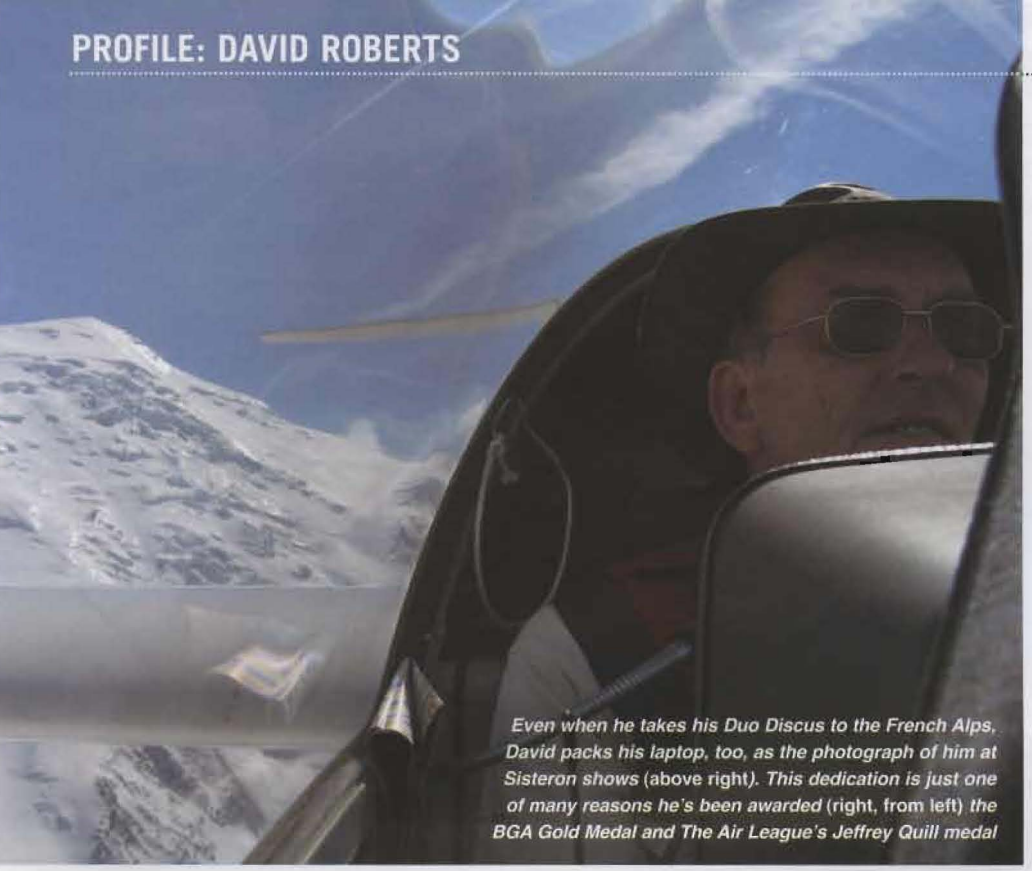


the Andes

nter exploring South America's mountains. Clockwise from above: huel Huapi lake. The distinctive cone of Lanin volcano is visible expeditions to introduce pilots to the Andes (Jean-Yves Clément) d over Argentina's sunlit Lanin. That's an active volcano, by the way y before dawn for record attempts is par for the course in the Andes nan 13,000ft AMSL) and, no, he isn't above the summits yet, either on the road by mistake, says Peter Kingwell, who took this picture of is next photograph, the options are strictly limited if you get it wrong 's most photogenic mountains: a perfect cone. Look at that shadow! nestly, it seems as if it's not roads, rivers and cities, then it's lakes... erly twice as high as Lanin. Peter Kingwell took this from Chile ield, below in the background on the shore of Nahuel Huapi lake









Ian Gallacher



Even when he takes his Duo Discus to the French Alps, David packs his laptop, too, as the photograph of him at Sisteron shows (above right). *This dedication is just one of many reasons he's been awarded* (right, from left) *the BGA Gold Medal and The Air League's Jeffrey Quill medal*

Navigating the unknown

The massive contribution to air sports made by the former BGA Chairman, David Roberts, has been recognised by two major awards. Helen Evans interviews the man behind the medals

EXPLORING new terrain. That's what David Roberts loves to do on the rare occasions that he can escape into the cockpit of his glider. Whether he's soaring the Welsh mountains from his Cotswold base, taking a gliding holiday in Scandinavia, Australia or Africa, or ridge-running his Duo in the French Alps, relishing the challenge has always been, for him, central to the sport.

"I just like," he says with unmistakable sincerity, "the adventure of new terrain... having another environment to explore.".

This pioneering spirit has been of incalculable value to British gliding. For David chose to take on the leadership of the BGA when it faced financial danger swiftly followed by regulatory instability – uncharted territory, indeed.

It is for his talented, dedicated service in such tough times that the Association this May awarded him its highest honour, a BGA Gold medal. His sterling work in the wider aviation field hasn't gone unrecognised either. Just four days later, The Air League presented him with its Jeffrey Quill Medal for encouraging airmindedness in the young. It seems a fitting award for a pilot whose interest in aviation was first kindled as a 10-year-old, soaring balsa model gliders off the sand dunes near his Southport home.

When David stepped into the volunteer role of BGA Chairman in 2000, two unrelated problems were outstanding: a libel action against the Association, and a large unfunded pension liability. These major practical concerns were challenge number one and, as a Chartered Accountant and Finance Director with wide-ranging business experience, David had the background and skills to resolve them effectively.

Beyond that, the incoming chairman had already targeted another tangle of issues: the increasing competition for glider pilots' time that had eroded club membership numbers, and the parallel requirement for the BGA itself, alongside its clubs, to become even more responsive to its own members' needs.

David brought his strategic vision to the task of change management, introducing a whole range of initiatives that included the launch of the popular and successful annual conference for BGA club chairmen; the redefining of the staff leadership role and the appointment in 2004 of the BGA's first Chief Executive; and the establishment of two new sub-committees, with revised Terms of Reference for the rest.

This imperative for UK gliding as a whole to adapt to the new leisure environment was challenge number two and in the early days David was spending 20-25 hours a week of his own time on it... on top of his day job.

But what nobody had predicted was challenge number three: the arrival, two years into his six-year term as chairman, of a new aviation safety agency – EASA – covering the whole of the EU and, as an unintended by-product, threatening freedoms that most of us had assumed would be ours for ever, and that perhaps some of us, even now, still do.

As the scale of this huge third challenge became clearer, I suspect that in David's shoes I might have looked back at the first two with nostalgic affection. EASA altered the regulatory landscape irrevocably and overnight. A speedy in-flight reassessment of priorities was a must and David tackled the re-task with the "touch of bloody-minded determination" that he identifies as one of his strengths. Although he gave up the BGA chairmanship in 2006 after serving a full term, he's stayed on as the volunteer chairman of another new BGA working group – the Regulatory one – alongside other high-profile aviation commitments in the UK and Europe. He's still spending four to five working days a month on it.

So why, I ask when I interview him – an hour before he spends yet another evening in yet another BGA meeting – did he get involved in all this regulatory activity?

"I *have* asked myself that question," he acknowledges, a touch ruefully. "The answer is because someone had to do it." He pauses to consider, then repeats: "Because someone had to do it. Because here was a major







Above: *David and his very supportive wife, Gilly, after the presentation* (below) *of The Air League's prestigious Jeffrey Quill Medal by His Royal Highness The Prince Philip, Duke of Edinburgh, at a ceremony in May 2007*

David's record of service

- Treasurer, Cotswold GC, from 1971 for many years
- Chairman, Cotswold GC, 1980-82
- Acquisition of Aston Down airfield, 1981–82
- Board member, Aston Down Farms Ltd,1981–1999
- Member of BGA Competitions committee, 1985-1990
- Secured £10,000 British Team sponsorship, 1987
- Invited to join BGA Executive Committee, July 1998
- Elected BGA Vice-Chairman March, 1999
- Chaired Project 2000 Group (marketing & membership)
- Elected BGA Chairman, March 2000
- Director of four Nationals at Aston Down, 2000-2006
- Elected First Vice-President, European Gliding Union, 2002
- Chaired NPLG Ltd (NPPL licensing) from inception in 2002
- Elected Board member/Treasurer, Europe Air Sports, 2003
- Elected Vice-Chairman, Royal Aero Club, 2006
- Stood down as BGA Chairman after serving full term, 2006
- Appointed Chairman, BGA Regulatory Group, 2006
- Awarded BGA Gold Medal and Jeffrey Quill Medal, 2007

Above: *David and Gilly with the BGA Chairman, Patrick Naegeli, and Executive members after the Gold Medal presentation engineered to be a surprise for David* (top) Below: *with Europe Air Sports allies during AERO 2005*



David's first taste of mountain flying was in 1984 when he flew the European Open Class at Vinon. "Daunting," he comments – but he's since done 325hrs in the Alps, out of 2,500hrs total. He soloed at Bickmarsh (Bidford) in 1970, held an instructor rating for 15 years, and has done 107,171km cross-country with 99 landouts and 107 flights of more than 300km. His longest is 601km (Aston Down-Leicester North-Sutton Bank and return) flown in May 2004. He did his Gold in a K-6E, has all three Diamonds and has flown gliders in ten countries. He has shares in an ASW 20BL, Duo Discus and Falke



The Air League

challenge appearing on the horizon that was completely sprung upon us. It didn't take long to realise the risks if we didn't get involved. We just had to. It wasn't a choice. And I'm quite a hands-on kind of person. I like taking a problem and getting to the bottom of analysing the issues and building a team to deal with it. It wasn't something I felt could be easily delegated in the first round... You're also talking about resources – not only money, but finding people with the knowledge and the time to commit to it.

"I have been brought up with a work ethic, too," he says, "not to the point of total distraction, but if you are going to do something, try to do it well, try always to have the ability to be self-critical, stand back and change direction if you need to – find a way it's going to work.

"After that," he adds, "it became a bit of an intellectual challenge, working out what's going on. I love winning the arguments."

Lucky for us that he does. He quotes the example of a 114-page piece of draft European regulation he'd been researching last November that, if passed into law and interpreted logically, would have meant nobody new could have become a pilot – because you would have had to be a pilot before you could undergo training! "Had that gone through as drafted, we would have been stuffed," he comments. As it was, a word in a contact's ear and the insertion of the phrase "unless under training" got round the problem.

The story illustrates a defining characteristic – perhaps the single most important one – of David's contribution: he brings together strategic vision (what his former colleagues at Shell would call a "helicopter view") with a voracious appetite for detail. I suggest to him that finding a person with one or other quality is not that unusual but that someone who combines the two is a rarity. He agrees. "As an accountant," he says, "I'm quite happy to work with the minutiae and detail but I also have the ability most of the time to see the big picture – and that's crucial."

Indeed it is. Ask people who know him well, and they cite this – plus his credibility with key players in the UK and Europe – as being at the heart of what he does for us.

Determination, hard work, pragmatism, contacts, credibility, strategic vision, a grasp of detail, a sense of obligation to serve: David certainly needs all these attributes in what he's doing. By its very nature it's a thankless task: if it all works out, the people who benefit won't know much about it; if it fails, they'll be only too aware of it... And success, as we all know, is not guaranteed. So how, I ask, are we doing at the moment?

"We actually have put the BGA – there's no doubt about it – in a position where we are well respected as an organisation," David replies. "That's been built up over many years and is probably one of the most critical things – the value of the brand of the BGA in the regulatory field. It's all about personal relationships and building up trust, doing what you say you're going to do.

"As for the groundwork in shaping the debate by explaining the BGA point of view – I would say we have done three-quarters of that. We're also trying to influence how some existing regulation is implemented so that we have a more favourable situation with airworthiness or maintenance. For the future, the big unknown is pilot licensing.

"However, the ability to control the final outcome in any of this is never certain given the various parties involved – politicians, the Council of Ministers, EASA themselves, National Aviation Authorities. To try to keep all these influences and relationships going in tandem is virtually impossible. You are always going to get surprises."

That might deter a lesser man. But as we talk what also becomes apparent is the other great driving force behind his extraordinary capacity for the work: David's genuine love of gliding. "The freedom, exhilaration, challenge, view of the world, camaraderie..." he says, "gliding's simply the best sport there is." How, then, does he feel about receiving the BGA's top award for his services to it?

"I'm very pleased," he says. "It's nice to be recognised for the work you have put in. I just hope all the work that I'm still doing produces the right result. If not, I shall be getting eggs and tomatoes instead of medals!"

Whatever the outcome of the latest EASA negotiations, that doesn't seem likely. Forget the future for a moment – the work David did when he was BGA Chairman in itself justifies the epitaph he'd like: "He ensured the continuity of a wonderful sport, from which he got great enjoyment."

Turbo tries UK skies



The turbo Grob has been touring the UK with visits to, among others, Southdown GC at Parham, Sackville Farm, the RAFGSA Centre at RAF Halton and Bannerdown GC at RAF Keevil. Sackville have now bought one, while the demonstrator, above, is being put through its paces at various GSA sites. The RAFGSA runs a fleet of standard G109Bs and in the main picture on this page their re-engined cousin – the product of Korff & Co at Dietzenbach, Germany – is seen parked on the runway at Keevil on a showery June Saturday; the inset picture (left) shows the 109 airborne in an altogether more pleasant, if less dramatic, sky. S&G*'s thanks to Cloudrider Photography for the Bannerdown pictures*

With thanks to the photographers, the pictures on the opposite page, clockwise from top left, show:
The G109B with a less-familiar Limbach L2400 DT1 under the cowling (Cloudrider Photography)
Slow aerotowing of wooden toys, as here at Sackville, is no problem for the turbo tug (Derek Wales)
Tim Wilkinson, whose club has bought the UK's first turbo Grob, examines the engine (Derek Wales)





Tim Wilkinson of Sackville Farm explains why the club bought the UK's first Grob turbo tug – and why he thinks it's the way forward for other clubs, too

LOOKING at gliding memberships in other clubs and in ours, we all have the same problems, and at Sackville Farm we recently came to a decision point after we managed to sell our expensive-to-maintain-and-run Super Cub tug.

Membership was stagnant on the gliding side of our operation; however, the number of microlight people on the airfield is dramatically increasing. It is not down to the cost, because people are buying microlights for more than £20,000 and paying £1,000 a year for hangarage and another £1,000 for insurance. It seems they don't have a lot of time and need instant access to fly.

I needed to make better use of our airfield. With the new NPPL syllabus it is getting easier for this new recreational licence to allow people to gain skills in all the different flying disciplines: SEP (single-engine piston); microlights; SLMG (self-launching motor-gliders); balloons; gyrocopters...

So the requirements I listed for our new replacement aircraft were: low maintenance, modern economical engine, and versatility. We wanted to be able to use it for training, NPPL, SLMG, cross-country and field landings, as well as for touring, tugging and gliding. Quite a tall order. Looking at all the available SLMG tugs, we decided that the Grob 109 turbo tug was by far the best qualified and ticked all the boxes.

Rainer Korff, from Germany, developed this new tug from the well-known Grob 109 and has managed to fit a large powerful engine into this very rugged airframe. He has converted 27 so far.

Engine conversion

This engine is the Limbach DT 2400DTI. It has four 2.4-litre turbo-charged, water-cooled heads, electronic ignition and dual ECU. The two spark plugs are on the top of the cylinder head close together for easy access. And there's a constant-speed prop (MTV-1-A/L 170-05) adjustable on a round dial in the cockpit. The engine is downrated from 170 horsepower so it is not anywhere near exploiting its full potential.

I found out from Tim Dews, the Grob specialist, that the demonstrator was coming to the UK from Germany in May 2007. Dieter Steffen, their demonstrator/pilot, first called at Parham then arranged to call at Sackville. When he arrived, we immediately put our two-seater with two heavy pilots on line and asked if he could tow our glider. To all of our surprise, with a heavy glider, soft ground and a nose skid to overcome it just made no fuss at all and aerotowed it. Acceleration was good. The combination was airborne very quickly and a lot more quietly than with our normal tug.

I immediately realised we had a serious machine. Soon after we got it, a Duo Discus and a K-21 landed out here, giving us another opportunity to test the new tug. The Duo with two pilots on board hesitated slightly at all out because of the soft ground, then after that made a remarkable climb back to Dunstable. When the tug came back we hooked on the K-21 – it just laughed at it. Simple. At the other end of the scale, here at Sackville we have a number of wood-and-fabric gliders, and the Grob is ideally suited to slow tows with no hint of overheating.

Towing

On lining up to take up slack, we found that the rear-view mirror was slightly restricted: ➤









This page: the Turbo super-schlepped all the way to Keevil on a showery day, where (left and below) *it towed a Duo Discus XT (Cloudrider Photography)*

Opposite: at Halton. For the RAFGSA's impressions see Roger Davies' account (photo: Derek Wales)

BGA Senior Regional Examiner (motorgliding) Andy Miller adds: "This is certainly an exciting development at Sackville Farm. The steadily increasing use of motorglider tugs in the past couple of years has obvious economic attractions but has not thrown up any fresh problems – yet.

- *Airfields themselves are an issue. Trees at the end of the runway, or soggy ground demands bit fat tyres, can require tugs with plenty of "grunt".*
- *Motorglider tugs are certainly light and effective, but not necessarily simple aircraft. My biggest worry of all is the period just off tow. Complications such as cowl flaps and airbrakes add to specific engine management requirements at a time when lookout is at its most important: if the tug pilot has done her job properly and taken the glider to lift, that is where other gliders will be.*
- *The BGA has advice available in the power section of the website – www.gliding.co.uk – with both towing and motorglider handbooks available*

however, we have moved the mirror back to give us a larger field of view. At "all out" you open up the throttle fully. This delivers slightly more than 130 horsepower and with the propeller set at 3,000rpm all of this power is delivered to the propeller.

Acceleration is quite brisk, and with the clean airframe lift-off is in the same attitude as on the ground. Once clear of any obstacles you throttle back to 36 inches of boost and 2,700rpm; this gives a very quiet tow on very slightly reduced power (130hp) with a good rate of climb. (We understand that in Sweden they climb with full power all the way.) The EGT, water and oil temperatures all stay within the normal range. After release, because of the water-cooled cylinder heads and the reduced-power climb, the descent to the airfield can be very rapid, especially if you use the airbrakes.

The approach to landing with the towrope on is similar to gliding: engine ticks over, revs at 3,000 and use the airbrakes for the descent. You make a good descent over the threshold with enough room for the rope. Handling the tug on the ground, you are very aware of the long wings and the energy it takes to stop the turn.

Other flying

Because of the Grob's very good rate of climb, it is very quick and cheap to gain the height for upper air work exercises. Once at altitude, to close down the engine you throttle back, switch off the ignitions and select feather on the propeller. The propeller takes nearly a minute to feather. At this point you turn off all the electrics. You now have a glider with a 1 in 28 glide at 57kt. The handling is docile and responsive. And without the taco on the engine, it's cheap. You have a sensible glider to train with. To restart, turn on the electrics, select fine pitch and turn on the ignitions with the throttle closed. After about 30 seconds the engine begins to turn and starts. With the throttle still closed it takes a further 30 seconds for the green light to show you are in the correct range to open up. The normal height loss is roughly 600ft.

For cross-country flying, with this modern economical engine you select 2,600rpm and 26in of boost, which gives you 95kt at approx 15l per hour.

You can set 24 24 or 22 22 or 20 20 and the lowest setting gives you 55kt and approximately 7l per hour.

Conclusion

I believe we have everything we want at Sackville with this tug. A good powerful tug that can handle strong winds days easily and a robust reliable trainer – the RAF have many of them with the smaller engine – that's economical, cheap on maintenance and a delight to fly.





Coping with challenging conditions

Roger Davies, manager of the RAFGSA Centre at RAF Halton, reports on the turbulent day his team tried flying and aerotowing the turbo Grob, to compare it with their usual tug – the Pawnee

TWO UPRATED Grob 109B motorglider tug aircraft – one from Sackville Farm, and the German demonstrator – came to us at RAF Halton on Tuesday, June 19. The purpose for their visit was so that the RAFGSA Chilterns Gliding Centre could compare these motorgliders against the Centre's Pawnee tug aircraft during our weekday military tasking of Joint Service Adventurous Training (JSAT).

The standard format for the JSAT is three K-21 gliders being serviced by just one Pawnee tug aircraft, rated at 250 horse power, so our initial concern was whether we would need two Grobs to perform this task – as we used to have to do at RAF Bicester with two Supermunks – or whether just one uprated Grob could do the job.

On tow

The first flight of the day was a site check and demonstration climb out and return around our airfield with the CFI and the German representative in D-BA without a glider in tow. Halton is surrounded by concerned locals and lots of local airspace for London Luton and Heathrow airports. This was followed by his flying the Grob while towing the CFI solo in an K-21, then by a second tow flown by two RAFGSA staff instructors in an K-21 at max all-up weight, and then by two further tows with an instructor and student each – a normal JSAT-type tow profile.

The conditions on the day itself were as challenging as RAF Halton gets, with our beautiful Chilterns ridge to our east producing all the turbulence it could muster on runway 08 and a wind estimated at 110/10 gusting 15 knots on the ground. Only a short time after towing with the Grob the winds picked up a little more and the Pawnee and towing had to be stopped on safety grounds because of the turbulence in the lee of the ridge.

Although the ground roll began with a slower acceleration, because the Grob was airborne at about the same speed as the glider, the combination was airborne at the same point on the airfield as the Pawnee achieved with its faster acceleration but higher take-off speed. The climb rate was a little lower with the Grob compared to our Pawnees; the Grob was about 100-150ft short of height at the same location over a 1,500ft tow. After towing we were told that, although the Grob did its ground roll at full power, 170 horsepower, it was throttled back to its nominal max of 130 horsepower for the remainder of the tow. Our Pawnees are left at full power (250 horsepower) until the release from tow.

Comparisons

We would like to do a little more flying to be sure of our initial thinking but on first examination of four tows and three non-towing sorties we believe the turnaround rate for the Grob would be very similar for a 1,500ft tow as it is for our Pawnees. The Pawnee usually consumes between 50-55 litres of avgas per hour. We have been told that a figure of around 25 litres an hour for the Grob towing would be used – this of course would have to be investigated during prolonged towing. Our Pawnees do around 250 hours a year each, so at £1 per litre this is £27,500 in fuel alone. If the hours flown with the Grobs are the same and the quoted fuel usage stands up, this would become £12,500 – or a saving of £15,000 in fuel alone. This saving could be further increased if tax on avgas is increased (Government announcement due in the autumn) as the uprated Grob engine is already cleared for mogas and mogas with ethanol. Mogas is currently 95p per litre (inc VAT) and should VAT be reclaimed then this could reduce the cost to as little as £10,625.

Touring mode

We have three CAA SLMG FI at Halton and another two in the pipeline so as well as aerotowing with it we operated the Grob in its SLMG/TMG mode. The aircraft handled just as our conventional Grobs do but with a great deal more power available and we believe more safety with the twin ignition systems and stand-alone back-up system. A small drawback was the very long time for the electrical feathering system on the propeller to work in both directions. This therefore required a higher abandoning of soaring flight; this is in common with the Rotax Falke with the same or similar electrical variable-pitch propeller.

Noise

The issue of aircraft noise was not assessed on this occasion, but would of course be a factor as RAF Halton is in a noise-sensitive area.

Conclusions

When can we have one? Running costs appear lower and we would require fewer aircraft to do the same tasking yet retain the ability for conventional SLMG/TMG with the addition of cheaper airfield retrieves for gliders.



Ten years of the Overseas

Steve Olender *(right)* looks back at a decade of the Overseas Nationals and reports on this year's contest


Robin Sinton

JUST BEFORE Christmas last year, we were spending a very pleasant evening with Paul and Polly Whitehead in North Yorkshire when the telephone went and Polly, after talking on the phone for some time, handed it to me saying "it's for you". A little puzzled, I took the handset and was (pleasantly) surprised to hear that the person on the other end of the line was in fact, *S&G*'s editor (or "Madam Editor" as Platypus would say). After a long chat about old times I handed back the phone to Polly and – somewhat perplexed – I said to her: "I think I have just offered to do a write-up for the Overseas next year".

Apart from a day-by day-account of the flights, which I cover later, what could I say about the Overseas that had not already been said?

Well, there were a few things that came to mind in the time before the competition and also a few during. I have flown the Overseas many times, not all of them like I think Phil Jeffery has, but I've missed very few.

My first Overseas was in Issoudun in France in 1992 but we were unfortunate with the weather (more about that later) only having three days flying. The practice days were flown at Brian Spreckley's European Soaring Club site at Le Blanc and to perpetuate the myth, the weather before the competition was really good and the day before the comp started I seem to remember that someone did a 500km. (I'm happy to be corrected on any of my comments based on "memory" – now where was I?). One of the lasting memories of that competition was the sight of two ASW 24s pair-flying beautifully in the hands of Alister Kay and Dave Watt.

The weather did not put "us" off too much and for the following couple of years we went to the Central Gliding School at Leszno in Poland whose facilities were superb. The airfield control tower could have come straight out of a Flash Gordon film set. The weather was good the first year, someone being reported to have done 1,000km the week before the comp. However, the second year it was not as good but we still got a competition. The problems of crewing in a foreign country were helped considerably by volunteer local English-speaking pilots and enthusiasts offering their help to go out on retrieves. Thermals regularly up to 8,000ft gave many of us our first taste of how good the gliding was in mainland Europe and left us wanting more. The long final glides were a pleasure, especially when you have been used to having to top up in power stations, stubble fires or any little bubble to get home.

In 1997 the Overseas Nationals was at Le Blanc in France run by Brian Spreckley and I could only make a social visit on the last weekend as by coincidence, I was working in South-Western France at the time. I still had time though to retrieve a glider from a distant field. This was the comp of "drop a day" fame, where you could drop your worst day's results from the final scoring!

The first Overseas Nationals in Spain was in 1998, organised by Brian Spreckley and the European Soaring Club at what has become the Overseas' "home", the Senasa Airfield at Ocaña, just south of Madrid. The facilities are excellent and the task area at that time of year offers generally good soaring conditions, varying from good blue days through to cumulus days with convergences and even wave. There have been many speed tasks and area tasks set of over 400km and 300km flights have been very common.

Of course the trick is to hit the weather right during the competition. The dates were moved forward after a couple of years to avoid the risk of coinciding with the end of the spring thunderstorm period. Conditions later in the summer tend to go blue although this becomes more of a tactical issue in a competition with the inevitable gaggling.

A typical blue day can go to 5-8,000ft agl and a day with cumulus to 5-10,000ft agl. Traditionally the Overseas has had one class which meant that gaggles form on blue days but they do help the majority get round the task. The cumulus days enable pilots to take the initiative and exploit convergences in both the hills and on the plain. The first experience of 10,000ft cloudbases and the associated long, long final glides will have I'm sure, left a mark on most pilots who are used to UK conditions, giving them that knowing smile when explaining how good the conditions can be to those considering flying there for the first time. The record of the Overseas in Spain speaks for itself with an average of more than eight competition days and other flyable but not taskable days thrown in for good measure. If you take the best eight out of ten years, the average rises to nine days. Oh! Statistics! Still, it must be the best in Europe at this time of year. Last year was the best of all with 11 full racing days and the 12th day was soarable later on but got going just too late to set a task.

This year was the 10th Overseas Nationals run by Brian and his team and in many ways one of the best. Many of the regular helpers returned this year (including tug pilots) but this year the comp went hi-tech thanks to





Fantastic visibility on Day 11 in 2006 (Steve Olender)



Right: Only five finishers on Day 1 of the Overseas in 2007. The contest managed six days in total (out of 12 possible) – fine by British standards but unusual for this particular competition (photo: Steve Olender)

Shaun Lapworth (also flying his Discus 2T) and Nick who brought in many innovations for the organisation including task-setting, weather forecasting and scoring at briefing on a big flat screen TV, on line briefing, task and scoring on the revamped web page (www.soaringclub.com/competitions.html), glider "tracking" in real time, high speed internet connection for all those in the comp, SMS messaging of information from the organisation and high-quality prizes including a lap-top computer for the winner.

Brian and his team had to put in a lot of work this year to get a NOTAM for the competition due to the new TMA at Madrid but the precedent has now been set for future years. Also, last-minute problems with on-site accommodation created even more work. All these go towards making a successful competition and sometimes we pilots take them for granted and just "whinge" about being on the front of the grid or something without considering the hard work that has gone into getting us there.

And this year's competition?

In true gliding tradition, in the practice period just before the competition at least one flight of 500km was reported by one of the competition pilots but just at the start of the competition period the area was affected by low pressure over central Spain which gave some of the worst rain and flooding for years. "Should have been here last week"! With the Overseas being a 12-day competition to make the most of the long drive down, when the storms eventually died away there were still enough days left to make it a true competition.

One change that was brought in this year was to have two classes (Standard and Open) instead of the usual one class to give more flexibility with launching and tasking. This was as a result of the number of factors. Firstly, due to last-minute problems, there was a possibility of not having all the tugs available, secondly the weather forecast showed that the remaining days might not have typical Spanish conditions and so a later start would make it more difficult to get off one large class and thirdly the entry list of 54 gliders exacerbating the problem of getting all the gliders off in time. Having two classes enabled setting one class off whilst the other was still launching. In practice, it worked very well, although tactical decisions of the pilots meant that on one day, the first class to be launched set off after some of the gliders from the second class, leaving on a 3hr task later than 15.30hrs.

The first day of gridding after the storms did not produce a competition launch as it was raining in the task area but many pilots flew anyway and were rewarded by a convergence line moving north that could be flown without turning, back and forth as it passed over Ocaña.

The conditions on the competition days varied greatly from mainly blue days with variable thermal tops to lots of cu over a large part of the task area, many days having stronger winds than would be expected in Spain but more familiar to UK pilots.

Sunday, May 27, Day 1

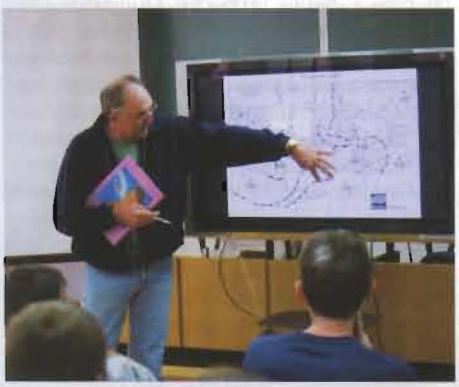
3hr AAT of up to 390km, Open Class
2.5hr AAT of up to 319km. Standard Class

Today gave cloudbases before the start of 4,500ft agl, which held until reaching the hills but then dropped by 1,000ft in moister air and with this, the strong winds and the radio reports of some pilots having to get their turbos out encouraged other pilots to leave the hills for the plain to make the most of the higher cloudbases and ground clearance. There was a premium for getting back especially into the strong wind and although some clocked up more kilometres downwind, those who did make it back gained a sizeable advantage on Day 1. There were four finishers in the Open Class, including three of the French "team" led by Christopher Ruch. Only Mike Young made it back in the Standard Class.

Monday, May 28, Day 2

Speed task of 314km, Open Class
Speed task of 304km, Standard Class

Both classes were given butterfly speed tasks firstly down to the south then across to the east, with a control point on the way home from the west. The day started sunny but with a cold north-west wind. The thermals soon started with cloudbase of about 5,000ft agl with the local Spanish pilots reporting 4-5m/s lift. Launching commenced at about 13.00hrs and the line was opened for both



Robin Sinton

Brian Spreckley in high-tech briefing mode in 2007

SOARING (OXFORD) LTD

- UK agents for all Grob aircraft including full support for single seat Astir gliders
- Suppliers of all general gliding and winching parts and accessories including everything from tyres and instruments to weak links and winch cable
- All at very competitive prices

We will save you money!

SOARING (OXFORD) LTD
Main Hangar, RAF Syerston
Newark, Nottinghamshire, NG23 5NG
Tel: 01636 525318 Fax: 01636 525287
Email: soaring.oxford@virgin.net

GROB



classes by 14.30. Early cumulus thinned out around the start but there were wisps of cloud on track. However, there were still good thermals in the blue and wispy clouds led to better cumulus over the hills towards the turn. Some found climbs of a steady 6kt to cloudbase, just in time to round the turn and set off into the blue towards the second turn. Here the inevitable gaggles formed and progress round the turn and on to the third leg was mainly determined by the ability of the gaggles. Arriving back at the hills before the third turn gave cumulus and some climbs to nearly 6,000ft agl to round the turn. Those who stayed high or topped up just before the last turn were able to glide in despite the strong wind, although there were buoyant thermals in the plain to fall back on. Russell Cheetham won the day and split the French to lie in second place to Christopher Ruch in the Open Class and Mike Young won the day, retaining overall lead in the Standard class

Tuesday, May 29, Day 3
Speed task of 440km, Open Class
Speed task of 306km, Standard Class
Initially it was blue, with barely 3,200ft, and many waited for the thermals to rise to start then had to leave anyway. Even so, most had a good start and crossed to the clouds in the first hills. A big gaggle formed in the first valley and those who pressed on made good progress. There was a strong west wind with wave effect up to 10,000ft but there was cumulus in the plain to the south and the gaggle carried on its way. To the east the plain was blue and those who did glide out high and back to the hills were not delayed too much. Later in the day the cloud street towards the third turn started to spread out and care was needed to cross the hills to take the remaining thermals at the last clouds before final glide. Russell Cheetham again won day in the Open Class but Christopher Ruch held the lead and Steve Crabb won the day in the Standard Class, putting him in second place overall after Olivier Darroze.

Wednesday, May 30, Day 4
3hr AAT of up to 461km in both classes
The day started blue with thermals to about 4,500ft agl and those who pushed on got to the small cumulus over the hills. Many pilots did not venture too far south but returned to the next sector, the gaggle carrying many along and sweeping up many of those who had pushed on ahead with a huge bunch of gliders on the hills at Mora for a mass finish of 18 gliders in two minutes. Russell Cheetham again won the Open Class day but Christopher Ruch kept the overall lead, whilst in the Standard Class Mike Young won the day but Olivier Darroze was still ahead.

Thursday, May 31, Day 5
Speed task of 243km in the Open Class
Speed task of 209km in the Standard Class
Cumulus formed early on and made for a good run to the south. Conditions turned blue south of the hills and the Open Class had to push on into the blue to reach the turn whilst the Standard Class turnpoint allowed them a short glide out and back to the clouds. Slightly overdeveloped cloud streets gave a good run into wind to the westernmost turn and a top-up under the cloudstreet near Los Yebenes got most pilots to the last turn and home on a good final glide. Russell Cheetham's day win put him in the lead overall in the Open Class as did that of Mike Young in the Standard Class.

Friday June 1, Day 6
3hr AAT of up to 416km for both classes
Nobody wanted to start first and in the end a large part of the field set off at around 15.30 on a 3hr task. Conditions were mainly blue and gaggles again formed with good thermals to be found in the plain. Christopher Ruch took the day and the overall title for the Open Class and Mike Young did likewise in the Standard Class, having had a good battle with second place Olivier Darroze throughout. This year's comp had its fair share of accomplished pilots competing not only from the UK but also from France, Ireland and Spain, the entry list including World, European and National Champions.

So, despite the setback at the beginning due to the weather, six competition days were achieved. This was due largely to Brian's determination to make the most of the conditions, his knowledge of the local weather and his ability to set tasks that could be achieved. It also was a reflection of the ability of the competitors to persevere using variable gliding conditions and not to have drunk too much on the non flying days! We flew one task of 438km and up around 300kms on other days. Still a very respectable record.

I couldn't end without giving thanks to Brian Spreckley and his team for another great competition and also to Senasa, its tug pilots, the mechanics for keeping the Senasa tugs flying, the office staff and the management for their support over the years. This year's competition was threatened by the new TMA at Madrid Airport but thanks to the efforts and perseverance of Brian and the Senasa management and, as a reflection of the importance of the Overseas Nationals as a gliding event in Spain, the NOTAM let us to use, at least to the west, almost all the same airspace as in previous years.

What of the future?

During the competition, a questionnaire was distributed asking pilots their preferences for future Overseas Nationals. Being a typical glider pilot (I must be typical by now, I have been doing it since I was 14) and not liking change, and also recalling the words of wisdom that Derek "Grinner" Smith's (952) crew Baldrick uses with such great feeling – "if it ain't broke, don't fix it" – I put down my preference, which was that it should be exactly the same as it has been for the last ten years.

Thanks again, Brian.

Laying

In the latest article in our series on instructing, Rod Ward of Cambridge GC explains how he came to be a Chief Flying Instructor and what it involves

I STARTED gliding in 1987 – a bit late at age 40 – at North Hill in Devon, went solo after 111 launches, became an Air Experience Instructor (Basic Instructor, these days) in 1990, and an Assistant Instructor in 1991 at Dunstable. Rather unusually, my first instructional flight was day one of working as a professional instructor, which I did for five years, becoming a Full-rated Instructor in 1993. As a consequence, I soon gained experience, and amassed a large number of hours and launches: to date, around 3,500-plus hours and 12,000-plus launches. I have a Gold Badge and two Diamonds, a PPL, tug rating, BGA motor glider instructor rating, and have recently become a Regional Examiner. I still don't think I know that much about it all. My contemporaries are requested not to comment.

I had always wanted to fly, and finally was able to in 1987. First flight was in a Grob 109 at Eaglescott in North Devon. I was absolutely captivated. Walking into their hangar and seeing all the various aircraft in there was like entering an Aladdin's cave.

I then found North Hill, in Devon, and started gliding. It is an interesting place to fly, what with two ridges, trees in strategic places, and some very rough approaches on windy days. You learn a lot at such sites. I really like going back there when I am down south, and realise just how much I learnt there.

I flew a lot and often. Sitting in the back seat of a K-13 seemed very nice; I liked it. So I eventually asked if I could become an Air Experience Instructor and, despite this being considered rather forward, was accepted. In the meantime, I had decided to become a gliding instructor. Dunstable gave me an interview, put me on a course, and following the standard acceptance checks, gave me a job. I stayed five years, amassing some 1,500 hours instructing, in (mostly) K-21s. I passed my full rating in 1993, but not first go. That experience of failing was very useful, especially in helping in assessing my own and other Instructors' abilities. Hence this first piece of advice to new instructors, potential full cats and all: failing, while embarrassing at the time, is extremely useful, and can be used very much to your advantage in further progress.

But once is probably enough!

The two great moments in gliding for me have been going solo, and getting my full

out a path to progress

rating. Why go for a full rating? Well, it's a lot of hard work, but it is very rewarding. One of the questions CFIs are asked is what is the difference between Assistant and Full Ratings. Apart from the obvious things, such as you can do Bronze checks, and argue with the CFI, the answer is that you understand the game at a much deeper level. And hopefully, you also realise (again) how much more there is to know, and understand, and how much better things could be done.

I remember watching a video of Chris Rollings teaching spinning. It was filmed in the glider. While he calmly talked, as though he was a having a very laid-back conversation over tea, the glider did precisely what he said it would at every moment. It looked and sounded so easy. Then I tried it. I realised how superb his demonstration really was, and what a deceptively stratospheric level of skill he showed. That demonstration was a benchmark of instructional technique. A stunning example of the standard we all should aim for.

One of the most interesting things about spending five years as professional instructor was the opportunity to think about how to instruct. How can you say exactly what you mean without another (often unexpected) interpretation? It takes years to work that out. How do you work out exactly, usually in one flight, or part thereof, what this student needs from you to progress, what is the best way to demonstrate something, what path can you lay out for someone to follow to make better progress, and so on. When you become CFI, all this has to be passed on to your instructors.

So why become a CFI? Various standard answers are given: you didn't run fast enough when the committee representative approached, you are mad, power-crazed, or possibly just plain innocent. You may even feel you have something to offer – something considered a bit suspect in most quarters. It is after all a job (unpaid, in most cases), that has been described by a well-respected ex-CFI, as " trying to lead a herd of bull elephants with a feather duster, saying 'would you mind coming this way please?'". Most people seem, however, to take the responsibility seriously and do their best.

It is though, at first, a bit like being thrown in the deep end with no instructions on how to swim. In the first year, my mental picture was of being up the front of a very large juggernaut, occasionally having at least one hand on the steering wheel, and no brakes. It does, however, improve, and most people slot into the role by simply doing it for a while. Being DCFI for while may help, but more than likely, not that much.

What is involved? Basically you are responsible for the standards of flying and flying safety at your club; you also choose who becomes an instructor, who goes for a Full Rating, who becomes a BI, and take responsibility for their training.

You also have to deal with any accidents or incidents, and the people involved – some of whom could be your friends – and consider what retraining may be required. And you will have to attend committee meetings.



"One of the most interesting things about spending five years as professional instructor," says Rod Ward (above), *now volunteer CFI of Cambridge GC, "was the opportunity to think about how to instruct. How can you say exactly what you mean without another (often unexpected) interpretation? It takes years to work that out. How do you work out exactly, usually in one flight, or part thereof, what this student needs from you to progress, what is the best way to demonstrate something, what path can you lay out for someone to follow to make better progress, and so on. When you become CFI, all this has to be passed on to your instructors..."* *(James Kellerman)*

'So why become a CFI? Various answers are given: you didn't run fast enough, you are mad, power-crazed, or possibly just plain innocent. You may even feel you have something to offer '

It does give you the opportunity to move things forward at your club if that is what you want to do; and you should do: no successful organisation stays still, and survives. What you do depends upon your motivation, upon where your club is in its organisation and training, and upon your particular vision and expertise.

How you go about it depends on how you handle all the other personalities involved (and you can't please all the people all the time), prevailing circumstances, and the timescale you may set.

What you actually achieve depends on a combination of all the above, and your determination, and what was possible in the first place.

A typical day as CFI? Apologies to the editor, whose question that is, but there isn't one. They're all different. And the issues are often unexpected. Most of them, in fact, are dealt with off field, by phone calls, emails, and meetings. There are loads of all three of those!

Other advice to new/forthcoming CFIs? Above all, try to be absolutely impartial in dealing with everybody: experienced instructors and beginners alike, friends, and hated enemies, should you have some, alike; and try to be open and straightforward with people.

Make as few rules as possible: your job really is to make gliding a safe and enjoyable experience for all club members.

And like all top jobs, be prepared to leave at the appropriate time. Some CFIs want to hang on indefinitely, some can't wait to get out, and some people can't wait to be rid of you. Find a suitable successor early on.

Learn to delegate and have a good team around you. It really helps to offset some of the load, and also some of the criticism. I have been very well supported by my DCFI, who never spares my blushes in telling me if he thinks I get it wrong – he was the one who always asked the awkward questions at instructors' meetings, so demonstrating a disconcerting and welcome independence of mind – and by a flying committee consisting of the Safety Officer, the DCFI and an ex-CFI.

That sort of support, together with that of the Chairman, is invaluable to any CFI. It would be impossible to do the job effectively without it. In most clubs there is a vast amount of gliding experience and wisdom to be had for the asking – if you simply ask.

AERO 2007

AERO, Europe's biggest General Aviation fair, takes place every other year in Germany – the next is on April 2-5, 2009. This year, more than 500 exhibitors came from 30 countries. Here is the second of our AERO 2007 reports

While the aircraft on these pages may look and fly like sailplanes, by an odd twist of regulation they are not officially recognised as such in the UK. Clearly, though, these newer types of gliders and motorgliders are still members of the wider gliding family, and would fit very comfortably into the system that already exists for overseeing our sport in the UK





Above: *from AMS came the Bee 15MB, a 15-metre microlight motorglider – reviewed in* S&G, *August-September 2006 – as well as* (below) *the Apis* www.ams-flight.si





Off-topic for fun: the obligatory flying car (an 'aeromobil'), without which no aviation show would be complete...



What presence was hovering bat-like in the background (above) *in the tranquillity of the glider exhibition at AERO...*





Not to be confused with AMS's Apis, the Apis® 2 (right) *from Martin Wezel is to be certified as an ultralight in Germany, where you need a glider type rating to fly it. It's a self-launching flapped 15m motorglider with a Hirth F33B engine and stated L/D of 39:1*
www.apis2.com









... Pipistrel from Slovenia was among the ultralight motor-glider makers on show in the gliding hall, with its 15-metre Taurus (pictured) and Sinus motorgliders. The company is advertising for dealers (inset below) to spread its wings further www.pipistrel.si





Alisport's Silent 2 Targa is a high-performance ultralight single-seater with 13.3m span, flaperons and a variable-position tailplane governed by the flaperon setting. Stated best L/D is 40:1. The self-launch version is powered by the Alisport A302efi. The factory estimate it'll take a first-time builder about 500hrs to make the kit www.alisport.com





The sales brochure for Composit's new Viva, designed by Martin Wezel and built by Composit in the Czech Republic, says it all. This ultralight "could be best described as a motor-driven glider," it remarks, if the term weren't already used for a specific certification category of aircraft. This 17-metre side-by-side low-wing two-seater is aerodynamically similar to the Apis® 2 (opposite page). It has a 1.2m wide cockpit, a two-stroke Rotax engine (a HKS 700E is planned), a MTOM of 472.5kg and a useful load of 180.5kg. Not yet certified, it is meant for soaring or motor touring and has a stated best L/D of 39.8:1; the makers say that conversion would be easy for glider and ultralight pilots www.compositairplanes.cz







All photographs: Helen Evans

Fly often and enjoy yourself

From first flight to first field in the space of a single year. Tom Gooch shares the highs and lows of his start in gliding

I JOINED Cotswold Gliding Club on April 1st last year but I was not joking. I had just got through a seriously bad period in my life (read divorce) but was determined to take advantage of the positive aspects of my new situation rather than suffer the less positive ones. Taking up gliding was the very obvious choice as it is something that I have wanted to do for about 40 years.

Why Cotswold Gliding Club? Nympsfield was marginally closer and I did do a one-week holiday course there ten years ago. It seemed to me that Aston Down would be easier to fly from and flyable more of the time and so was possibly a better place to learn. The fixed-price-to-solo package seemed a good idea at the time – and it was. I liked the idea of thinking about the cost only once and then just getting on with it.

Initially my goal was rather modest, simply to go solo by the end of the season, but people immediately encouraged me to believe that I could be well on my way to Bronze by the end of the season. During April and May I turned up at least one day each weekend and often both days – this really is the best way to do it. I remember trying to work out how well or otherwise I was doing and how many more flights it was likely to take before being allowed to go solo but it really was quite difficult to assess and I was painfully aware of all the things I was doing wrong. In the event I was stunned when on the evening of June 7, after a couple of circuits and a cable break, Simon Buckley (our CFI) announced that he wanted me to do the next one on my own. Of course the first solo flight was every bit as good an experience as everyone had told me it would be.

The following weekend there are eight solo flights in my logbook in one day. Quite an expensive day (several people saw the need to remind me that the fixed-price-to-solo deal had just expired) but at the time it was great fun and looking back it was a very good investment. I think that the very early solo period might otherwise have lasted quite a long time and generated a lot of nerves. There was some good weather in the following weeks and I was lucky enough to get some easy thermals and reasonably long soaring flights. One particularly good day in early July I spoke to Steve Cook (duty instructor that day) to ask for permission to fly and was told that today I was going to get my Silver height. I would never have presumed to be able to do such a thing but he was confident and very encouraging and produced a logger for the purpose. I did, indeed, get to the requisite height rather easily in one big fat "house" thermal over the DEFRA hangars.

I took a week's holiday in July and got extremely lucky with the weather. I was also fortunate in that the course members that week did not turn up at all early on the Monday morning and I asked Bo (the course instructor) for some instruction to prepare for the Bronze flying checks. His interpretation of this was "let's go and do the Bronze flying checks right now". We did and he was happy to sign me off. "So it is your five hours now," he added. I could not quite imagine succeeding in this but Bo would not have any of it. On the Tuesday I took a day off, as it were, and accepted Ken Lloyd's invitation to fly cross-country in the back of the ASH-25. It made the K-8s look pretty silly and the next day I flew the Pilatus for the first time, hardly in the same league as the ASH but definitely a step in the right direction.

The next day there is an entry in my logbook which reads 4 hours 50 minutes. Walking into the clubhouse after that was an interesting experience: nobody quite knew what to say to me but, actually, I was quite pleased with this flight and in particular my decision to land when I did rather than be tempted to push my luck for the last 10 minutes. Our club chairman, Mike Weston, made an oddly encouraging comment about a little failure doing me good as it was all coming a bit too easily to me.

I eventually managed to reach the five-hour mark a month later and began to believe that perhaps, just perhaps if I got my act together to pass the Bronze exam and get the cross-country checks done asap I might be able to do the 50km thing and get my Silver badge before the season ran out.



One of the best days of my life

Andrew Turner *(seen left)* describes what it felt like to go solo on his 16th birthday at Cambridge GC and then to convert to a new type on the same day

I did get the Bronze exam and the checks out of the way but by this time the weather had pretty much given out. One halfway possible-looking day did present itself in September with a 20kt wind blowing directly towards Enstone so I took the day off to give it a go. I did not get to Enstone but it was certainly a day to remember, two rather exciting cable breaks followed by my first field landing (thanks to Mike Randle for the retrieve even though I did not give him very far to drive). I was high on adrenaline for a couple of days after that and perhaps the field landing was better experience than getting to Enstone would have been.

Then I discovered the first thing that I did not really like about gliding; the way that the season fizzles out, engendering a general feeling of depression. In a way it must be much better in the many sports where the season ends on the day that everyone agrees that it will end. So there was nothing to do but plan things that I could do during the winter to maximise my chances of doing the 50km as early as possible when the good weather returned. There were a number of things on my list:

- buy a share in a nice glider
- get cleared for aerotowing (it would be embarrassing to land at someone else's airfield and have to admit that you had never done an aerotow)
- stay current
- winter refresher training
- move house to somewhere within very easy reach of the airfield

I did all of those things before the start of March but still knew that I had never soared in the DG-300 and so was going to need some time to get used to it before I could reasonably expect to go anywhere. But then the forecast for Wednesday, March 21 appeared on Weatherjack. It looked like more than could possibly be hoped for, especially as it was only a single day, which coincided with the airfield being open. Weatherjack remained optimistic as the day approached so work was just not an option. The 50km did seem a possibility, people encouraged me to go for it and Mike Weston offered to come and get me.

So there it is, within a year of joining I was served up a day that was good enough to give me time to get used to the glider and then to get to Enstone, despite some obvious poor choices of which bit of the sky to fly in. Thanks to the Wednesday crew for launching me and all the others who appeared, as if by magic, in the middle of the week to fly that day.

So did I make a good decision taking up gliding? Definitely yes, it is pretty much the best thing I have ever done. Was Cotswold a good choice? Definitely it was. Just take a look at the picture taken a month or so later. All this lot turned up to rescue me from the field without a gate that I'd just landed in.

I've tried to make the point above that a lot of people have been very friendly and encouraging and I will also make the point here that in my view the standard of the instruction that I've benefited from in the last year can only be described as excellent.

My advice to other newcomers. Fly as often as you can. Listen to what the instructors have to say and do it. Read a book or two and absorb the important bits. Be the strongest critic of your own flying. Enjoy yourself.



Mike Weston

"All this lot turned up to rescue me from the field without a gate that I'd just landed in," says Tom (second from left)

ACCORDING to my Dad, the April 6, 1991, was a good day for flying – it was a pity to spend it in Addenbrookes' Hospital maternity ward. It also happened to be my birthday. Sixteen years later, it was also a good day for flying, but this time I was going to be flying solo.

I turned up at the club bright and early in the morning, confident from yesterday's last-minute practice, but also extremely nervous, as you can imagine! The plan was to have some final check flights with Andy Walford before they could trust me to fly one of these aircraft by myself. The flights consisted of one normal launch, circuit and landing, and two launch failures. All of these went fine, and as I landed on my third flight and Andy said to me that he was going to send me solo, the reality suddenly hit me. I was finally going to do it.

After I had been briefed, I sat solo in the K-21 for the first time, checks completed and cable hooked on, the nervousness kicked in. I was just hoping for a smooth launch. The cable tightened, "All out" was called, and I was off. If anything went wrong now, I would be the only one who could sort it out. The glider rotated, and climbed just as I had hoped for, no problems at all. As I reached the top of the launch and the cable was released, suddenly all the nervousness that had overcome me just seconds before on the ground was gone. I was up there all alone with no-one to advise me on anything, but it felt great. A few turns and successful landing later, and I was on the ground, but anxious to get hooked on and do it all over again!

Three solo flights in the morning, followed by lunch and two more flights in the afternoon then faced me with the next challenge, converting to the Junior. This seemed even more daunting than going solo in the morning as I was going to fly a glider which I'd only ever sat in that lunchtime! At least with the K-21 I'd been flying it pretty much by myself for the last nine months without instructor intervention. The Junior, on the other hand, was going to be completely new. I took the opportunity at lunch to read up on the conversion notes and get some friendly advice from some helpful members. Sitting in the second glider in the hangar was also useful as it gave me a quick chance to test the unique seating position compared to the K-21 before I tried the real thing.

Firstly, though, two check flights in the Puchacz were required to ensure that I was going to be able to fly this new aircraft. Rob Welford was my instructor this time, and put me through the usual simulated launch failures. I once again got the all clear and before I knew it, I was sitting at the front of the queue in this completely new glider with little idea what it was going to be like once I started moving. Thankfully everything went as smoothly as it had done that morning. The first thing I noticed of course as the cable released was the absolute finesse the glider had compared to hauling about a big two-seater. The controls were so smooth and turning so simple. I thoroughly enjoyed flying it and couldn't wait to get another go.

But then that was it, the day was gone, and I had finally done it. A drink in the clubhouse with everyone who had helped me out during the whole experience finished off what was one of the best days of my life. I would like to take this opportunity to thank everyone who turned up to help out on the day, I could never have done it without you and I felt so happy and grateful at the end of it all.

NORTH YORKSHIRE SAILPLANES
www.nysailplanes.co.uk

nys

FULL REPAIR SERVICES IN:

GLASS / CARBON / KEVLAR / WOOD / METAL

C of A renewals, modifications, tailwheels, maintenance, instrument panels, winglets, etc., etc.

TEL: 01845 577341 MOBILE: 07711 889 245 FAX: 01845 577646
Unit M, Alanbrooke Industrial Park, Topcliffe, Thirsk, North Yorkshire YO7 3SE

Tug Pilot Training Available



Tel: 01789 772606
Email:office@bidfordgliding.co.uk
Web: www.bidfordgliding.co.uk

BIDFORD Gliding

- ✔ Tailwheel Conversion courses
- ✔ 180hp Super Cub
- ✔ Pawnee
- ✔ Friendly social atmosphere
- ✔ Caravan & camping
- ✔ Bar & café
- ✔ FAA training also available
- ✔ One to one tuition

Design No. 2062846
Pat.-No. 9300546

JAXIDA condensation free all-weather covers

Protects your aircraft
- against sun, rain and snow
- New 2-ply fabric with UV-coating
- Self-polishing action in the wind
- Easy for one person to fit/remove

JAXIDA COVER
DEFUSION-ACTIVE-CONDENSE-FREE

www.jaxida.com





JAXIDA COVER, Strandmoellevej 144 · DK-4300 Holbaek, Denmark
Tel. +45 5944 0725 · Fax + 45 5944 0609 · E-mail info@jaxida.dk

AIRBORNE COMPOSITES

GROB

SPECIALISING IN GROB GLIDERS AND MOTORGLIDERS. SPARES, SUPPORT AND SERVICE FOR ALL THE GROB SINGLE SEAT GLIDERS

★ *NOW* 145 APPROVED GLASS REPAIR SHOP ★

Please fly in, call or write to:
Tim Dews, Airborne Composites, The Hangar, Wing Farm, Longbridge Deverill, Warminster, Wiltshire BA12 7DD
Tel: 01985 840981 (Workshop) or 01985 841125 (Home)
Fax: 01985 841126 Mobile: 07778 963277
E-mail: Tim@Airbornecomposites.co.uk Web: www.airbornecomposites.co.uk



POINT ZERO

PARACHUTE REPACKING SERVICE

Point Zero is a fully equipped rigging facility based at Hinton Airfield. We can repack your glider parachute for £25 ex VAT, and also perform any harness/container maintenance requirements to the highest possible standard.

Point Zero Ltd, Hinton Airfield, Steane, Brackley, Northants NN13 5NS, United Kingdom
Tel: 01295 810600 • Fax: 01295 812800
Email: sales@pointzero.co.uk
Website: www.pointzero.co.uk

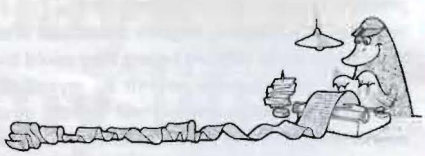
The Premier Motor Gliding School
- Courses or by the hour for NPPL SLMG & TMG PPL.
- Bronze C Cross Country & Field Landing Checks.
- Convert your BGA Licence to an NPPL SLMG.
- RT Examination Centre.



www.enstoneaerodrome.co.uk
telephone 01608 677208

The ideal present for any occasion!

The Platypus Papers: Fifty Years of Powerless Pilotage



"All soaring pilots should have this book on their shelves" – George Moffat
"Like Schweppes, it fizzes the whole way through" – Derek Piggott
"Don't read it in public unless you are willing to make a spectacle of yourself laughing out loud" – Dave Allison
"The funniest book ever written" – Platypus

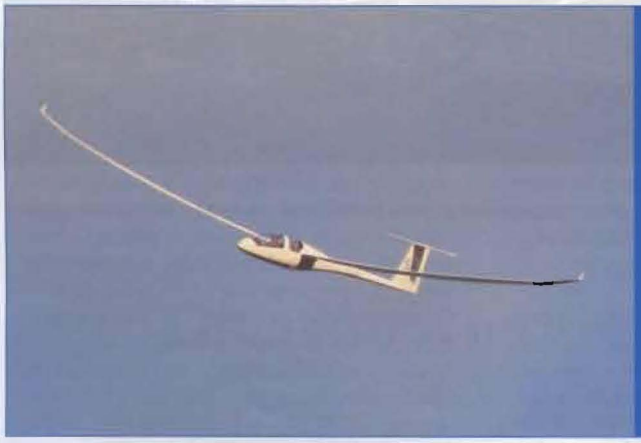
BUY IT online at *www.gliding.co.uk*

ROGER TARGETT
Sailplane Services

Bristol & Gloucestershire Gliding Club
Nympsfield, Nr. Stonehouse, Gloucestershire GL10 3TX
Tel: Workshop (01453) 860861 · Home (01453) 823319
Mobile 07850 769060
– email sailplane@btconnect.com

Offering outstanding workmanship, efficiency and service in:
- ★ All glass, carbon, kevlar, wood and metal repairs and modifications
- ★ Motor glider engine approval
- ★ C of A renewals and general maintenance
- ★ Weighings, including accurate in flight C of G positioning
- ★ Re-finishing in all types of gel coat and paint
- ★ Hard wax polishing
- ★ Competition sealing
- ★ BGA and PFA approved
- ★ Canopy perspex replacement
- ★ Aircraft recovery

www.sailplaneservices.co.uk



BALTIC SAILPLANES

SOLE UK AGENTS FOR SPORTINE AVIACIJA

LAK 20T 23m/26m Open Class Sailplane
Turbo version with Solo 2350 engine

LAK 20M Self Launching version with Solo 2625 engine
Best L/D 55:1 (23m) 63:1 (26m)

For details contact:
Ron Bridges or Tony Pozerskis
Tel: 01327 811833 or 01858 468820 • Fax: 01327 811833
e-mail balticsailplanes@btconnect.com

EW microRecorder™
The new generation of flight data recorders



- SD Flash card version available
- Engine noise available
- USB file transfer
- NMEA and 5 volts output for PDAs etc
- Rechargeable battery life up to 100 hours

EW Avionics

From only **£425**+VAT
incl. antenna and USB data/charging cable

Contact Graham on +44 (0)7968 066710, graham@ewavionics.com or www.ewavionics.com

Experience something a little bit special this summer...
...join us at Bicester Airfield

From our courses...to comps...to cross country flying...
Windrushers Gliding Club offers excellent facilities
Come and see for yourself why we are the fastest growing club in the country!

www.windrushers.org.uk
Call 01869 252493

Hype, help and hope

The Important-Looking Man With The Radio – that's Chris Davison – describes life from the Competition Director's front-of-grid perspective



Part of the grid at the Saltby Wood & Glass Competition that Chris Davison has directed for the last four years

IT'S THE OLDEST trick in the book. Ask someone to do something really hideous and then after browbeating them into near submission, propose a compromise that is slightly less hideous, which of course is what you were after all the time! Thus it was about four years ago when our club's email group was clogged up with some hair-brained scheme for the coming season that involved "rotating the runway by 30°", "rocket-powered glider launching" or "building a rotating ridge" – I forget the specific detail, but when the idea of "running a fun competition" was proposed, it seemed at the time like a major victory for commonsense and workload.

I don't actually remember saying yes, but the internet never lies, and so I became the Competition Director. Oh well, just how difficult can standing at the front and waffling be?

It took me a little while to realise that something was wrong. The email group had long gone quiet with the arrival of spring, and the warm glow that had initially arrived alongside my appointment was fading. There was a nagging doubt at the back of my mind but I was not sure what it was. Then it dawned on me. I had to actually organise the thing.

Competing in a regionals is a doddle: you pay some money, turn up on the day and then stuff happens. Running the competition meant that I was in charge of the stuff itself! A life-long love of plagiarism meant that I knew where to start. Copy someone else's. Our club has long standing 'friendly' rivalry with another, Trent Valley, who are a small club, based in the sticks *(you said 'friendly' – Ed)* ...sorry, who are a bunch of friendly, if not very good pilots *(pack it in – Ed)* ...anyway they are a nice bunch of people who rather helpfully had been running a similar competition among themselves for a few years. A few phone calls and I had copy of their rule book and an idea of the format. A few childish comments along the lines that "ours would be better than yours" and "we'll thrash your pants" and we soon had an email group full of banter and enthusiasm for a fun competition between the two clubs. The hype was in place and I had nicked a set of local rules. Job done.

I think it was the CFI who asked for a word: "Thanks for clogging his inbox with 500 emails but had I actually organised anything yet?" He had a point. There were the other details that were already preying on my mind: who was going to do the task-setting, the met, download the loggers, update the scoring and all that other "stuff" which somehow just happens at a regionals? Cathy caught up with me in the car park and asked who was going to do the catering. A would-be competitor was rude enough to ask about the promised trophy, medals and how the scoring would work. The treasurer wanted to know how the club would make money out of it without impacting club flying and the tugmaster wanted to know if I thought having some planes available might be a good idea?

Arrggghhhhh! As the Comp Director all I wanted to do was stroll around the airfield with a radio, look important and scowl – just like they do at a regionals. Everyone thought the competition was a great idea and fully supported it, only with a bit more planning and detail to go along with the hype. Honestly, some people – have they never worked in the IT industry?

Like one of those project diagrams with a bubble that says "Then a miracle occurs", the competition somehow came together and we had 25 paying pilots signed up well before the agreed date of the second May Bank Holiday. Club members had mucked in to help with the catering, setting up the briefing room, making sure we had enough tugs and stocking up the beer cellar. I had grovelled for help with the met and task setting and had minimised the need for immediate logger downloading when I realised the answer was going to be "me". All we needed now was the weather. For some time this particular variable had been playing on my mind, not because it might rain (I am used to that) but because it might be flyable and I, as the Important-Looking Man With The Radio would have to decide when to launch the gliders. Anyone who has been to a regionals will have witnessed the ritual of "grid squatting" – or "waiting for the Director to pull his finger out", to give it its full title. But it was beginning to worry me. Launch the grid too early and everyone falls out the sky; launch too late and everyone moans that YOU are personally responsible for them landing in a field. Even if you get it right, you still get moaned at by the treasurer for "not enough relight opportunities". It's the curse of the Comp Director and the time-honoured antidote is a ritual that involves the left and right index fingers, both ears and the phrase "La la la, I can't hear you" but as a man of science I wanted something worthy of the 21st Century, so set about creating a hardcopy set of guidelines. These would have the dual benefits of helping me to decide when to launch the grid as well as giving me something to roll up and hit people with if they moaned too much. So "Davison's Index of Climate Evaluation" (DICE) was born. A simple A4 grid based on sound meteorological and aeronautical principles, DICE ratings refer to the progress of weather throughout the day (rather than the 'best of day' Weatherjack view) – which helps the would-be Director decide when to launch the grid. Plus, if I laminated a copy, I could inflict real pain with it. Thus armed, I was ready for my debut.

I had thought the morning briefing would be a short affair along the lines of: "Hello, rig, grid, launch, land then come and find me in the bar and give me the details of your flight. Key word is bar". Wrong! "Yes", I did have a spare copy of the entry form, "no" I didn't know what the frequency for Leicester airfield was, nor what time the barbecue would finish or how to programme a Garmin 3. Foolishly I asked if anyone had actually read the set of local rules I had sent out? Not a murmur, which as it happened was good as it meant I could "incorporate

dynamic just-in-time improvements" as I went along. The format we were using for the competition was very simple. Using a combination of Notams and Seaweed, we set three tasks, small, medium and large, with the first turn points laid out so that you could switch between them easily. The beauty of having three pilot-selectable tasks is you have to really try very hard to get the task-setting wrong, but it can be done if you know how. Scoring would be done based on a spreadsheet version of the BGA ladder (the simplest formula I could find that would not get me lynched by the "1000 point" mob) and I would only ask for your trace if you looked like finishing in the top few places or your name was Ray. Any more questions? Good, then let's go and fly.

And it worked! The weather gods smiled and the first two days saw enough flying to keep both the pilots and the treasurer happy. The Bank Holiday Monday was, however, looking less promising. Now one of the phrases I have picked up over the last few years of gliding is "we're here to fly", which loosely translates into "the weather forecast is awful but the treasurer is listening". The forecast was for a front to go through with possibly some better weather following (ish). Outside the briefing room you could hear the front banging on the hangar roof and optimism was not high. My DICE sheet was planted firmly on level zero. I adopted the plan of waffling for now, but agreeing that if by 2:00 the front had not gone through, then I would stop waffling and close the competition. It seemed to keep everyone happy. But miracles do happen and by 1:30 the rain had stopped and the sky had cleared. The result was possibly the best gliding weather I have ever seen: 7,000ft cloudbases and 7kt climbs nicely marked all down the route... all in the direction of the task! Epic. The sun shines on the lucky.

That was three years ago and I am pleased to say the Saltby Wood & Glass Competition has gone from strength to strength thanks to the hard work of members and enthusiasm of the pilots from both clubs. Running a competition like this is a team game and the Important-Looking Man With The Radio is neither all that important nor gets to use the radio that much. So long as people have a vague idea what you are trying to do and you lay on some food, beer and (ideally) weather, it all seems to happen. The benefits to the club are a great deal of fun, some useful cash flow and a profit from the never-ending flow of tea and sandwiches.

The best thing I tripped over? Another club who were up for a fun competition as well and thought that the trophy made out of an old K-8 release bung and a plank of wood was worth fighting for. The biggest mistake I made? Underestimating the amount of work that it takes to lay on breakfasts, lunch and a "feeding of the 5,000" barbecue... a mistake I will only make once! Could your club run a fun competition? Absolutely! Which club won that first competition? I forget, but we won the next one! And if you want to enter the 2008 competition at Saltby or borrow a set of rules and checklist to run your own, you know where to find me. I'm the rapidly-greying person at the front of the grid!

If you'd like a set of Chris' rules and his checklist to run your own comp, you can email him at *Chris@sifow.com* The BGA's guidance for all task-setters is available at *www.gliding.co.uk/forms/BGATaskSettingCodeofConduct.pdf*

Davison's Index for Climate Evaluation

DICE Rating	As evidenced by...	Comp Director should be...	Pilot will be focused on...	Treasurer is thinking...
0 **Not flyable**	Rain, wind, low cloud, mist, fog, snow, etc. No gliders flying. Likely to coincide with Inter-Club weekend.	*Praying, looking busy, checking met and likely improvement (or not). Tasks set for expected met.*	Sitting in clubhouse drinking tea, looking out of window.	*Good, income from food and tea all day – happy.*
1 **Flyable**	Gliders flying but not soaring... ideal circuit-bashing weather.	*Ensuring the gliders are being rigged and checking progress of met against tasks that have been set. Possibly grid gliders if space allows.*	Rigging, pointing randomly at wisps of cloud and keeping fingers crossed the thermals start to pop.	*Come on, launch that grid, plenty of relights!*
2 **Early soaring**	One or two gliders able to stay airborne, lift only patchy, may be low cloudbase. May be some spread-out or high cloud.	*Sending up a 'sniffer' and getting the gliders gridded. Checking weather down area of task, possible retasking if weather looks poorer than expected. Not giving into pressure of bystanders!*	Grid squatting, waiting, polishing, speculating. Airborne pilots may report difficulty in staying up. Sniffer's progress and radio reports discussed with great interest.	*No really, get that grid launched, it's clearly soarable, come on you're holding up club flying.*
3 **Soarable**	Most gliders that wish to stay in the air can. Reliable lift across the majority of the local area. Multiple gliders can remain airborne without oversized gaggles.	*Thanking lucky stars/underpants. Starting to launch grid before it gets worse. Ignoring doom-merchants who said launching should have started an hour ago.*	Launching, sampling multiple thermals and staying airborne. Keeping clear of the glider that has yet to look out their 'big window thing'. Minimal relights required.	*About time, if we'd launched sooner then we would have had more relights. Why is no-one drinking tea?*
4 **Cross-Countryable**	Multiple gliders soaring; expectation of soarable (3) or better weather across the task area. Cloudbase high enough to ensure majority of gliders can easily start task	*Opening start line and go and get well earned cup of tea/whisky. Be prepared to have to leave tea due to likely relight or start-line query/argument.*	Finding climbs down the task. Multiple climbs available so only minimal attention to staying airborne. Best climbs will be over there – in airspace.	*Damn, no relights, still plenty of aerotow retrieves hopefully. Must pray for rain.*
5 **Racing-able**	Small puffy white clouds, plenty of sun. Consistent climbs available. Pigs flying. Woo Hoo!	*Thanking God and basking in glory. Getting ready for airspace infringement debate. Ensuring this is the last comp directed (it's only downhill from here).*	Finding only the best climbs. Staying up is easy, just need to maximise cross-country speed. Ensuring anyone listening to 130.1 never feels lonely.	*Even worse, no aerotow retrieves – unhappy. Never mind, there's always tomorrow.*





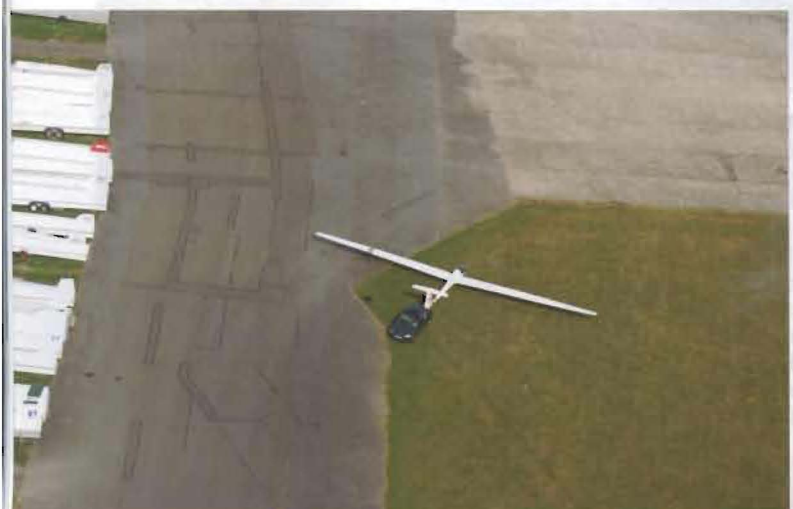
An unusual 'tornado' at Marham adds an odd twist to the tale

WE kick off this issue's club section with a *Club Gallery* that features two perspectives on the unusual photographs *(above)* sent in from the Fens – for *Club News* itself, see p56: *The view from the ground:* "As a pilot at **Fenland GC**," says Bob Boughen, "and living under the circuit for RAF Marham's main runway, a Tornado doesn't normally warrant much more than a glance from me. After all, Marham is home to four squadrons of the jets, as well as to my club. But I thought that since this one is a bit different to the usual I would share the photos I took on June 23. Three of us at the launchpoint were entertaining ourselves by watching instructors having fun in our Grob Acro R71 – Graham French was practising patter and manoeuvres for an instructor course. They took a climb under a promising-looking cloud – which we noticed ,after they left it, was building and sucking in smaller ones around it. Then it began looking violent with a small cone underneath, which rapidly developed into a classic twister. From first forming to dispersal probably took less than three minutes; the photos were taken within a minute of each other, at 15.20. I *have* seen twisters before: one on the outskirts of Downham Market, which made the local papers some years ago, and one I actually drove through on my tractor last year. It was blowing quite a bit of dust about on the A47, carried on building and later damaged some boats at Hunstanton Marina. And of course, we have all seen the dust devils, which are numerous at harvest-time. These two pictures don't do this twister justice – they were taken just before it dissipated because we were so in awe of it I was slow to get the camera out. The second photo *(above right)* is as it began to disperse, with the Grob in circuit."

The view from the air: "Saturday, June 23 started with a very low cloudbase as some crud moved through," says Graham French, "but it brightened up by 10-ish. There were five of us on the field with Bic Smith the duty instructor. It was a little thermic, but not much, and the longest flight that morning was 24 minutes. We could see the cu building and at about 2pm we had to stop flying as a storm skirted the airfield, depositing a lot of rain. Once it had gone we recommenced flying in the Acro with Bic in the front and me in the back, practising some stalling exercises for my forthcoming Assistant Instructor course. The wind was anywhere between southerly and westerly, 5-10kt, and it was on our fifth and final launch that we saw this particular cloud approaching the airfield, tracking south-west to north-east. At the top of our 1,200ft winch launch it was a simple case of a left turn to go underneath it and straight into 2-6kt lift. This was very smooth, not like a thermal at all, and it was noticed from the ground that other cu were being sucked in towards it; it seemed that we were climbing in air being sucked up as opposed to the standard turbulent rising air of a thermal. The climb topped out as cloudbase was reached at about 2,500ft and then it was on to some simulated winch launch failure exercises. At this point I remarked on a little funnel coming out of the bottom of the cloud – at that stage that was the only point of note. The exercises went to plan and, on heading downwind to the field, we both noticed that the funnel had extended to ground level and was approximately a mile away from the low key point. It was a meandering lanky long thing that rose from the ground at an angle of about 10° then diverted to the horizontal half-way up before returning to the vertical. We could see that it was rotating anti-clockwise. As we were at only 500ft it was a bit too far to go and investigate, although tempting!"



Above: *Start-up for first tow with* ***Parham****'s latest tug – a visiting Rapide (Les Blows)*
Below: *the view for Shaun Murdoch of* ***Imperial College****, looking down on approach*







"ON May 23," says Colin Weyman (above), *the forecast did not warrant rigging our own gliders so we DI-ed* ***Dorset GC****'s Capstan and K-13 ready for a school group due to fly at 13.00hrs. By midday a few little scruffy cus were forming so I asked our chairman, Doug Every, if he was interested in a flight. I was keen to take some photos from the Capstan. We decided that should we be able to stay up, we would look out for the school bus arriving, then go down and land. At 12.45 we launched. Luckily, digital pictures cost nothing! By the time Doug had released I'd already taken 20, and continued snapping away while he searched for lift. A likely-looking cloud gave a broken 2kt thermal to 2,500ft and we turned west towards Bovington Camp, playing in some weak lift. Visibility was fantastic, sharp to the horizon. From 2,500ft we could see the Golden Cap at Lyme Regis (40 miles west) and the whole of Chesil Beach. Looking east we could see as far as the eastern end of the Isle Of Wight, and all of Poole Bay and Christchurch Bay. After checking the bus hadn't arrived, we set off north. Down to 1,800ft we tried the only local cloud, with thin, wispy stuff hanging down. To our surprise we found 2kts to cloudbase, now 3,000ft. The view was amazing! We could see beyond the ridges that run east-west from Shaftesbury towards Bristol, and the difference between our side and the dark-looking Somerset Levels to the north was very pronounced. With the school group in mind, we then headed back to Eyres field. In conditions that didn't look at all soarable, Doug and I enjoyed a 75-minute flight, and I took 80 pictures on one of the clearest days I can remember."*







Top: *Emma Cuthill of* ***Oxford GC*** *after her impressive 50km to Husbands Bosworth on a day that most experts left their toys in their boxes (Andrew Butterfield)*
Above: *Oli Llewellyn of* ***Bristol & Glos*** *is one of seven pilots to go solo at Nympsfield this April and May*
Right: *An alternative to* ***Dunstable*** *and Nympsfield's Isle of Wight rally. Another memorable flight on May 23, with Steve Lynn and Pete Stammel on a 380km over the north Norfolk coast in 13, with gliders flown by Mark Burton, Paul Rackham and Mark Newland-Smith*
Right (inset): *Back at those pilots'* ***London GC*** *base, a big grin from Wendy Clark following her first solo*
Below right: *Sorry about the aquatic theme – UK pilots need no reminding that 2007's was the wettest June since 1914. But we still liked Malcolm Huddart's photo of thermalling with Les Merrit's Duo from* ***Saltby*** *above the meandering River Trent, just north of Newark*
Below: *Philip Gibbs of the local Parkinson's Disease Society with Alan Wyse at* ***Nene Valley****. His flight was a birthday surprise after he set up a PDS gliding day*





Club news



Graham White

***Borders'** Chris Francis, who soloed a couple of days after his 16th birthday, with Alastair Fish – instructor and club chairman*



***Bowland Forest** went to Myerscough Open Day to promote gliding and raise money for the North West Air Ambulance*

Angus (Drumshade)

MORE THAN 100 people attended our open day in April, with the chance to see gliders up close and meet members. There was also a flying display from the local model aircraft club. The weekend also saw our youngest member, Gary Allan, taking his first solo on his 16th birthday. Next day, he had a soaring flight of 53 minutes. In May four members had a week's expedition to Nene Valley, where Gary achieved a further 15 solos, putting him well en route to his Bronze. NVGC were great hosts. The club continues to fly Saturday and Sunday and also midweek if numbers permit. Visitors are always made welcome so if you are in the area, please drop in as one of our own instructors did a couple of weeks ago when he was flying a competition and couldn't quite make it to the finish.

Graham Taylor

Bannerdown (RAF Keevil)

THE longest day weekend was great with 140 launches on Saturday between dawn and 6pm, and a fantastic pig roast in the evening with visitors from The RAFGSA Centre at Halton and Nottingham University GC. Congrats go to Neil Geraghty on finishing his Bronze, his Cross-country Endorsement and Silver duration. In late May we had 5-8kt thermals up to 5000ft and Paul McTurk managed five hours including some time scratching in 0.5kts – well done. Arran Armstrong has passed field landings and CCU is back in the sky after a protracted refurb. Progress continues on our new showers and toilets thanks to Simon Foster.

Alison Arnold/Tim Roberts

Bath, Wilts & North Dorset (The Park)

CONGRATULATIONS Ron Lam and Sandy Xio on going solo in the last few months. Both did a small soaring flight on their first solo. It is good to see Ron Lynch back at the club and flying again after illness and major operation. We had a good attendance for the meal and AGM at the end of April. The small contingent of members visiting the Mynd had a mixed week, with little flying but good food and outings. Unfortunately the open day we held at the end of May was rained off, but we had a number of visitors and a good turn out of members to help run the day. Sue and a number of helpers kept the army well fed with bacon and egg sandwiches. The flying week produced one good day – there were also a number of landouts, some of which will be remembered by the pilots for a while.

Jan Smith

Bidford (Bidford)

AN interesting start to the season, with fantastic weather in April after an appalling winter. Our CFI has been busy getting better qualified, and we are now able to offer more on the power side of things. We have changed our club single-seat glass ship to an Astir, giving a great range of useable gliders: Puchaczs, Capstan, Motor Falke, K8s and Astir. We have had some successful social events, such as the quiz to start the season, the Country & Western Evening and the Balloon Race (organised by Simon Waterfall), and look forward to the next ones. As I write this, we are being descended on by our Regional Competition entrants, alongside the thunderstorms! We keep fingers and toes crossed.

Lynne Burkert

Black Mountains (Talgarth)

LIKE all of us, we are suffering a poor soaring season but we are trying to remain positive! Our K-21 is due back from a complete refurb in Poland and our enthusiastic CFI, Martin Langford, is already planning a series of cross-country courses. A steady stream of visitors from other clubs continue to enjoy our ridges, thermals and summer wave as usual and keep our resident instructor Bo Nilsson busy. Thanks to strenuous efforts by several members, we have now procured a hoist for disabled pilots and flew Jonathon Harrington in our modified K-13 – it was a fantastic day for him and us!

Robbie Robertson

Booker (Wycombe Air Park)

WE'VE two results already in National Championships, Emily Todd won the Sport Class and Graham Saw was runner up in the Intermediate of the Nationals at Saltby – congratulations to both. At Booker there are also congratulations to be offered: Frank Norall (BBC Group) on completing his Silver, Michael Gardner, Michael Gill, John Hubberstey and Suresh Nahar (Cadet) on their first solos, Christian Brunschen (BBC) on resoloing, Jeremy Gilbey Rob Kehr and Michael Gill on Bronze progress, Neil Passmore and Steve Williams on becoming Assistant instructors and Doug Hilton a Full-rated instructor; Andy Betteley has gained his MGIR. While Booker was closed for a few days for Aero Expo 2007, several private owners and club gliders decamped to Haddenham, thanks to Upward Bound. Their members experienced aerotows, and ours winch launching.

Roger Neal

Borders (Milfield)

WE had two members go solo in April: Chris Frances and Bronze pilot Dan Headley solo in power flying. Both were beneficiaries of the Caroline Trust, partly set up to encourage young people, especially women to participate in gliding. Well done to both. Keith Latty organised a Young People's course with a local youth group. It was a mixture of two flights per student per day and briefings in-between. Everyone enjoyed the week and a big thanks to all that helped. Some of our members took our K-21 to Carlisle for a week and the soaring over the Pennines and Lake District was fantastic. Thanks to Eddie Stephenson for organising the Milfield attendance with the K-21, and one of our tugs. We do still have spaces on our autumn wave weeks, if anyone fancies sampling the Milfield wave.

Rich Abercrombie

Bowland Forest (Chipping)

THE weather has been changeable at Bowland Forest but one of the better spells of weather saw Mike Unsworth taking his first solo after being put through his paces by CFI Pete Desmond. Brian Lomas, who took part in the Inter-Club League event at Pocklington, took first place for the intermediate class, congratulations to you both. Following the success of promoting our sport at the Myerscough Open Day last year, this year saw our return and although the forecast was bleak, the weather held and there was a huge amount of interest, helping us to raise money for the North West Air Ambulance. Thanks go to all those members who gave their time to lend a hand with the proceedings on what was potentially a good flying day.

Phil Punt/Tracy Joseph

Bristol & Glos (Nympsfield)

WE had a great time with "team orange" at the end of Easter week for the easyJet-sponsored Women's development weekend. Graham Morris, CFI for nine years and DCFI ever since, has handed over to Russ Francis, who joins Gavin Wrigley as the other DCFI. James Metcalfe, tugmaster for eight years, has been replaced by Lemmy Tanner. Well done to soloists Matthew Bennett, Greg O'Hagan, Andy Reed, Oli Llewellyn, Ian Price, Mel Taylor and Josh Baum (on his 16th birthday). Congratulations Simon Bawden (Silver distance) and Pat Greer (300km goal). Maurice Freeman DFC, an ex-Spitfire pilot, had his first flight in about 60 years – and handled the controls beautifully! John Newton, who is deaf and lip reads, intends to stay until he goes solo with mirrors trialled as a communication system.

Bernard Smyth

Buckminster (Saltby)

THE third Wood and Glass competition (see p52) at Saltby had 25 entries, with John Williams making it a treble in the Glass and Steve Knock a first timer in the Wood. Thanks to everyone for their help, especially Adriana, Pete, Cathy, Jane and Martin. We have 20 new members, including a Fox syndicate that seems to enjoy flying the wrong way up! Stuart Black has completed his Bronze, Parky has actually flown his new DG-800 and Sarah is busy setting a new field landing record. Dave P currently leads the cross-country ladder, but there are at least 10 pilots hot on his tail! Saltby is open seven days a week and all are welcome.

Chris Davison

Burn (Burn)

FRANK Thompson has been made an Honorary Life Member – he joined in 1961 and was chairman for many years, an instructor into his 70s and a Tug Pilot until well into his 80s. Jack Sharples, who also joined the club over 40 years ago, has retired from flying after distinguished service as CFI and instructor. Edna Sharples has also retired from organising our social activities and catering after 40 years. We thank them all for the service they have given. Congratulations to Paul Bassett on his first solo and Bronze leg on his sixteenth birthday. Paul has already made a significant contribution with his willingness to help at all times.

George Goodenough

Cairngorm (Feshiebridge)

THANKS to those overworked inspectors who have been C of A-ing the fleet. We enjoyed Edinburgh University GC who liked the Feshie wave this spring. We at Feshie extend our congratulations to John Williams on his historic 1,100km flight within the boundaries of Scotland. WELL DONE! Congratulations also to Bill Anderson, who has completed his Silver, with his past attempts the stuff of clubhouse banter. During our Mayfest Jean Ketelaar and Nick Norman flew 300km in the ASH25, with Nick flying a total of 1,000km. We also played host to many pilots we hope to see during Octoberfest from September 29 to October 14. Please book with the secretary *chris@capercaillie.flyer.co.uk* Check out all details on our website at *www.gliding.org*

Chris Fiorentini

Carlton Moor (Carlton Moor)

MICK Wall is now a permanent ab initio member. We took the opportunity to C of A the K-13 while the CFI was away helping on an instructors' course. The fact that he came back to find it done illustrates the new life in the club. Brian Kylo and his gang continue with replacing hangar door sections. This is an awesome project but is being tackled in small sections, with a jig and



*Paul Bassett of **Burn** after going solo on his 16th birthday, seen with Jack Sharples, now just retired from flying (Terry Bassett)*





*Chris Aldridge, above left, and Tim Johns of **Devon & Somerset GC** are two recent soloists at the club's North Hill site*



*Ken Ellis, 70, of **Channel** has earned Bronze. He began gliding after a one-day course that was a retirement present in 2002*

production line. We now have a notice on the gate at the bottom of the hill as the airfield cannot be seen from the road. The CFI has been given a new chair complete with parasol in case the roof leaks. Among all this industry, we have managed some flying, with most members soaring between the wind and rain.
Nigel Ling

Channel (Waldershare Park)

CONGRATULATIONS to Ken Ellis who has earned his Bronze badge at 70. Ken started gliding with a one-day course given as a retirement present. Since then he has been a valued club and committee member together with his wife, Heather. Ken has flown in aircraft from Avro Ansons and Airspeed Oxfords in his National service days to Cessna and microlights. His next goal is to go cross country. At the other end of the age spectrum congratulations to Matt Waters, 17, who flew to Ringmer from Waldershare for his Silver distance. Other members aged between these two soldier on waiting for the perfect soaring day.
Nigel Shepherd

Chilterns (RAF Halton)

THE annual expedition to Sisteron started off well with some superb conditions (David Roberts and Pete Stratten can corroborate), but weather deteriorated in the second week. This has been mirrored by the weather in UK, where it started off well before the season's early decline into the rather more than wet May and June – so we are all looking forward to a better July and August, with the Inter Services in the first full week of the latter at Honnington. We are benefiting from the Duo Discus Xt and the Discus 2ct – we just need the weather to fly and pay for them.
Andrew Hyslop

Clevelands (RAF Dishforth)

WE have had a mixed bag of weather with some potentially good days blighted by poor visibility. However, May 26 was outstanding and brought Silver duration flights for Phil Kellman and Fred Brown. Andy Watson and Dan Mottram also achieved Bronze flights on the same day. Andy's second flight was in excess of two hours, so counts towards his Cross-Country Endorsement as well, but he was unable to claim his Silver height owing to a barograph faff. Grinner Smith flew the overseas Nationals at Ocana, Spain *(see also p42)*. Although the weather wasn't brilliant, it ended up a six-day contest and he took the opportunity to reacquaint himself with ex-club members Steve Olender, who now lives in Spain, and Martin Durham, who has moved to Italy.
Polly Whitehead

Cotswold (Aston Down)

CONGRATULATIONS to David Roberts, on his BGA Gold medal and The Air League's Jeffrey Quill Medal for distinguished and dedicated service over many years *(see p36)*. The club chartered a DC3 from Air Atlantique and 35 members arrived in style at Duxford Air Day. Thanks to Eugene Lambert and Richard Kill for organising the trip. Richard has also qualified as an Assistant instructor besides being social secretary and tug pilot. We have formalised launches with teams to improve safety and efficiency and this is working very well with an extra £2,500 revenue during the spring. Expeditions have made to Portmoak and St Auban. The club decided to reinforce the training fleet and has purchased two PW6s for delivery in early 2008.
Frank Birlison

Cranwell & Nottingham Uni (RAF Cranwell)

FIRSTLY congratulations to Neil Atkins, who completed his Silver distance during the Inter-Club League, also to Joe Bull (NUGC) who went solo – well done to you both. Peter Kingwill continues making good progress towards his NPPL and is looking forward to a new perspective on flying. I am also given to understand that during the recent Inter-Club competition during a 170km task the ASH 25 (two up) was given a dusting off by an LS8 in 15-metre mode! Well what can one say? Finally a thank you to Mick Wood, without whose attention to our powered aircraft our enjoyment of this great sport would be less and not forgetting Mick Lee, whose firm but gentle reminders in carrying out our pre-season field landing checks in the motorglider have refreshed everyone on landing out.
Zeb Zamo

Dartmoor Gliding Society (Brentor)

AT our AGM we endorsed the committee's modest increases in subscriptions and launch fees, and noted the great benefit of achieving CASC status. Our flight of Bronze Badge men are beginning to slug it out: Mike Jardine has successfully completed the Cross-Country Endorsement, Dave Jesty and Gus Pearce have both soared for over two hours, Dave obtaining a Silver height, too. In April, we managed to get six gliders simultaneously airborne in wave that took Steve Lewis to more than 10,000ft. Our thanks to Dave Bourchier, John Hanton and Alan Holland for providing the 'new' winch, and congratulations to Alan Holland on being awarded a BGA Diploma for the very great contribution he has made to the club and his long service as an instructor.
Martin Cropper

Deeside (Aboyne)

REACHING 22,000ft on January 3 was a hint of things to come: Roy Wilson has completed his fifth 500km flight of 2007, Charlie Jordan did his first 300km to complete Gold and Bruce Cooper did a super flight of 850km. There have been a number of new solos – congratulations to Sooty, Laura, Steph, Gill and Jill (Gill re-soloing after a good break!). We have had bowling nights and an eventful barbecue night, thanks to Laura Cameron our new social secretary. The Capstan repair is almost complete, which is a good excuse for another party. CFI Mike Law was awarded the Chairmans' Trophy at the AGM to show members' appreciation for the hard work he has put in. See *www.ukmsc.co.uk* for information on the UK Mountain Soaring Championships.
Charlie Jordan

Denbigh (Denbigh)

IN April at a packed AGM, the committee announced that we had finished the year in a much stronger financial position. Like at other smaller clubs, it is a challenge to make ends meet. The focus for the coming year is club development. Further ground works have taken place, improving the launch area – a big benefit operating with tugs, as it clears the operating area. Publicising the benefits of flying in North Wales is also a priority.

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

Several clubs have visited over the spring with many hours of enjoyable flying and several height claims resulting. A favourable country membership and glider storage package is being planned for next winter – spend it enjoying ridge and wave rather than circuit bashing! The website is at *www.denbighglidingclub.co.uk*
Paul Jewell

Derby & Lancs (Camphill)

APART from the temperature, winter seems to have continued into spring and summer. However, we have a new Elfe on site, welcome a number of new members and our summer staff are in full swing, enabling seven days a week flying. The simulator based on a Janus front end is looking good. This is remarkable as it seemed to arrive in several dustbins, but Dieter Pollack has put the jigsaw together. Hopefully, next issue, we shall be able to report that it has flown. June is a busy month with members' courses for pre-solo and Bronze, and the next major event is the Vintage Rally, when we expect many old friends. Congratulations to Mike Piggin for going solo and Chas Martin for re-soloing.
Dave Salmon

Devon & Somerset (North Hill)

CONGRATULATIONS to Chris Aldridge, who has gone solo and had five good solo flights that day, and Tim Johns had three good first solo flights, two of them being longer than an hour. The club welcomed Pete Stratten and Patrick Naegeli in May making an official visit on behalf of the BGA. They said that they liked our site, our weather, and the attractive Devon countryside. In the evening Pete gave an informative talk about the workings of the BGA and the progress with European harmonisation. We have our excellent new launchpoint vehicle, designed and built by Mike Robinson with a lot of innovative detail and officially "opened" by Patrick Naegeli. Congratulations to our club team who are in first position with narrow lead of one point after the first round of our Inter-Club League, which was held at Upavon.
Kaye Alston

Dorset (Eyres Field)

SPRING task weekend was a washout, but we hope for better for our July week. Rob and Tim Linee did fast out and returns to Longleat in May. We are busy with mid-week flying, and our recently acquired Capstan is proving to be popular. We are in need of more ab initios to train. We have the instructors and the aircraft, and our address is on the BGA website. Thanks to a lot of hard work, our clubhouse and container are now waterproof, and our refurbished kitchen is in use. We are getting more interest in members learning to drive our refurbished winch, which now has a comfortable weather-proof cab, and settings for wind speed and glider type, and an engine that runs on LPG, giving us launches at roughly half the cost. A big thank you to Skylaunch.
Colin Weyman

Dukeries (Darlton)

OUR friends from Newark and Notts have passed a resolution to amalgamate with Dukeries and it is highly likely that by the time *S&G* goes to press we will have formalised our decision to join the two clubs *(see p5)*. We have formed a new committee to ensure that we grasp every opportunity available at Darlton, which is proving to be an excellent soaring site. We have appointed John Maddison as CFI from July 1, so John Swannack can spend more time flying his Nimbus 2C with syndicate

SOARMinden BLOCKS AVAILABLE AGAIN!



Our blocks were so popular last time we're offering them again. An initial investment of $3,000 can be increased by $1,000, $1,800 or $3,000 – depending on how long it will remain valid (the shorter the validity, the greater the value).

The new blocks will be worth $6,000 with a three year validity, $4,800 with a 4 year validity, or $4,000 with a 5 year validity. Plan your own savings!

And for added flexibility, the $4,000 block may be transferred to another owner at any time during its life. Come fly at greatly reduced prices at the world's greatest soaring site! See them in our web site @www.soarminden.com.

Call Tony or Fred at 1-800-345-7627 or 775-782-7627 • **SOARMinden**, P.O. Box 1764, Minden, NV 98423

DEESIDE GLIDING CLUB

Contacts

Web:
www.deesideglidingclub.co.uk

E-mail:
office@deesideglidingclub.co.uk

Phone: 013398 85339

DATES FOR THE DIARY

UK Mountain Soaring Championships • 2nd-8th September 2007

Fantastic task area "... Better than 7x round Swindon."

Contact: Mary-Rose Smith Phone 01569 730687 – E-mail maryrose.smith@virgin.net

We are also taking bookings for September and October – contact Mary Rose

WORTH NOTING

With the lowering of upper airspace to FL195 Aboyne will have the only 7 day a week access to FL245 in the UK – Diamonds any day of the week!

www.REFINISH.biz

Glider repairing & refinishing in Poland

Great prices - Superb quality and service – BGA approved and insured workshop

Refinishing

The workshop in Poland has already completed nearly 150 UK gliders. Our aim is to provide a high quality finish and service with minimum hassle for our customers

Open Class, Standard & 15/18m

Complete Refinish in T35, Schwabellack or "2 Pack", All Mylar seals replaced, cockpit repainted, Numbers and logos replaced, full weight and mass balance of control surfaces, minor surface damage filled, BGA CofA provided. The glider Gel coat is effectively returned to "as new" condition.

We look after all the arrangements and can provide collection and delivery as required.

Please contact us to discuss any of our services

Repairs

*** £400 cashback offer ***

We provide a £400 cashback incentive for any major repair work carried out in 2007.

We offer a full, no hassle glider repair service, including door to door collection and delivery from anywhere in the UK. We give fixed price quotes and realistic completion dates. We have done major repairs for several large UK clubs.

*** Repair and Refinish service ***

For gliders being repaired we can offer a very, very, very good deal on a complete refinish at the same time.

CRABB

Crabb Computing
3 Salford Close
Welford, Northants, NN6 6JJ
Tel +44 (0)1858 575665 - **paul@crabb.biz**

Club news



*Luke Smith of **Peterborough & Spalding** is presented with his wings by CFI Martin Ewer, upon his going solo*



*Ryan Berry, seen being congratulated by Robin May, is one of a clutch of recent soloists at **London GC***



*Shaun Mitchinson of **Fenland** is congratulated by Christine Boughen after doing his first solo flight*

partner Dave Urpeth, our outgoing Chairman. John Talbot moves from secretary to take up the Chair and I take the secretary's job. We thank those retiring. If you want to spend some time on a great site you will be made most welcome.
Mike Terry

Essex (Ridgewell)

IT has been a quiet beginning to our soaring season, but well done to Steve Rhenius on converting to the club K-8. We are to be represented at a local fete where we hope to take a glider and attract new members. Our AGM held in our clubhouse at North Weald was well attended with discussions on how the club should move forward. This year the Chairmans' Cup for Merit was awarded to Peter Perry, much to my surprise! With all the rain and sun we have been having the grass at Ridgewell has been growing apace and our thanks go to all who have helped in keeping it short, and maintaining the cutting equipment.
Peter Perry

Essex & Suffolk (Wormingford)

WITH the soaring season now in full swing the achievements book is seeing more entries. Congratulations to Jim Whyte and Colin Downes on their Bronzes, and to Doug Johnson on doing his 50km, five hours duration and Silver height all in one flight, and then returning home for a 100km out-and-back. "Brad" Bradford also deserves a mention for getting his five hours with an extra two hours to spare – just to make sure of it! Trial flights and day courses continue apace with positive responses from many "customers", hopefully leading to more members joining.
Dick Skinner

Fenland (RAF Marham)

DOUBLE congratulations to Shaun Mitchinson, for soloing and soaring long enough for his first Bronze Leg. He is pictured *(see above right)* being congratulated on his solo by Christine Boughen, the Director of his Fan Club. We welcome back Rick Bartlett, who has undergone extensive maintenance on his back and proves that he's been fixed by touching his toes and smiling at the same time, and Mark Beckham has returned to the fold after various tours away. Well done to Colin Logue and Al Fordham for regaining their BI status and to Timmy Edmunds for having his Assistant Rating confirmed.
Graham French

Herefordshire (Shobdon)

WE had disappointing weather for our club week in May, but there were a couple of excellent days soaring during the week. Members made the most of them to get some cross-country flying in, and Les Kaye found wave with a climb to 9,600ft. We share the airfield with a wide range of other air sports. Later this summer we will have the opportunity to watch an aerobatic competition and also the annual Air Race. We welcome back Roy Palmer, who has returned to active flying after a long lay-off to look after his wife. We are also pleased that we currently have three pre-solo pilots – for a small club, that's very encouraging!
Diana King

Highland (Easterton)

ONE Sunday in April was forecast to be windy and just three flights were made – in one Robert Tait took Peter Goodfellow up in the Acro and did 321km, and in another Stuart Naylor and Calum Reid clocked up 420km in the Duo Discus. Thank you goes to Phil Penrose who ran a successful training course in April. The first leg of the Scottish Inter-Club League was held at Portmoak in May. The HGC team (Phil Penrose, Stuart Naylor and John Thomson) made second place. Our CFI Robert Tait and his young son Ian, although not flying in the competition, went round most of the pundits' task on the Saturday in the Acro and did so well compared to the competitors that the aircraft is now being referred to as the ASHcro!
John Thomson

Imperial College (Lasham)

SCHOOL'S out for summer so out come the gliders In July, icGC visit Rayskala in Finland with 16 tax-dodgers for a whole month of cross-country soaring and sauna! In August, Jamie and Shaun (and hopefully Andy!) will fly the Junior Nationals, plus many student pilots in our trusty Grob, with our similarly trusty Aki. At home, the cross-country coaching initiative has kicked off – thanks to all the mentors! From August, the new committee take over with Emma at the helm – the best of luck to them! For me, school's actually out forever, as my time at IC draws to a close. Big thanks go out to everyone who's helped me in my five years' flying and four years on the committee: I feel truly privileged.
Shaun Murdoch

Kent (Challock)

Congratulations go to David Pye for achieving his Silver; to Colin Fretwell and Chris Grebby for achieving Basic Instructor ratings and to Steve Godleman for his PPL. I look forward to being able to report more successes next edition. With accommodation and caravan site, café and meal provision, briefing facilities, expanding fleet and a ridge, why don't you and a few friends hook up your trailers and visit? *www.kent-gliding-club.co.uk*
Darren N Palmer

Kestrel (Odiham)

THE season has been progressing well with a number of our newer pilots working their way through Bronze and Silver legs. Congratulations go to Chris Hyde, Keith Powell and Robin Colbourne for going solo and to Barry Sealey on his re-solo, while a recent open day has increased interest in the club with a number of new members being recruited.
Neil Armstrong

Lasham Gliding Society (Lasham)

WE had a very successful Barn Dance in May. Despite the foul weather about 80 people had a great evening dancing to the Woodsiders and their excellent caller Rob Haskell. If you didn't make it this time, do try and join us next time. No social events during July (we will be recovering from the Hangar Party!) – just relying on some good weather for great flying. August will see a hive of activity with the Open Class National Championship from August 4-12 then our own Regional Competition from August 18-26. Our restaurant and bar are open every day.
Marjorie Hobby

Lincolnshire (Strubby)

TREVOR Sharples has taken over from Keith Brown as secretary. Trevor and Dave King have both gone solo – well done chaps. The club made it on to BBC2 for all the right reasons with our inclusion in "Escape to the Country" which was a fairly positive portrayal of gliding. CFI Dick Skerry still awaits the contract which he thought would surely follow. Our flying programme is still full with flying underprivileged youngsters on a grant from the Lincolnshire community front. We are also doing several evenings for the local Women's Institute.
Dick Skerry

London (Dunstable)

THANKS go to Adrian Hobbs, who stepped down from the committee at the recent AGM: as well as taking on marketing, new members and social roles over the years, he produced the excellent photographs of club personalities used in our series of *S&G* advertisements. Congratulations to first solos David Hayden (on his 16th birthday), Ryan Berry, and Wendy Clark, and to re-solo Peter Hill. Ewan Crosbie and Adam Roberts have achieved their BI ratings. Our evening flying groups are off to a great start. Pierce Cooper enjoyed his birthday flight last year so much that he returned – on his 98th – for another and has promised to come back next year! Despite the inconsistent weather cross-country got off to a good start; on June 2, eight pilots achieved 500km flights and there were several 300kms.
Andrew Sampson

Loughborough Students (RAF Wittering)

OUR ASK-13 successfully returned from its overhaul, bearing the club's training colours (maroon, white and grey)! You either like the scheme or not, but more importantly it makes the aircraft extremely conspicuous when airborne. Our activities have reduced somewhat in the latter part of our term due to exams. However, the Club's new Exec has now taken over, with Robert Lockwood chairing. We have an end-of-term barbecue/party planned at Wittering. Preparations are also being made to send a team to the Inter-University Task Week at Aston Down and the Wood Ship Competition at Shenington.
Timothy E Pennock

Midland (Long Mynd)

ADAM Harris has gone solo, just after his 16th birthday. Mark Williams has joined our professional winching team. The Rockpolishers team is in the lead after the first two events. Cross-country coaching is active at weekends. Mark Sanders as ladder steward encourages us to record flights on the national ladder. The new two-day weekend training course and the Thursday evening courses are popular. Recent visitors came from Mendip and Belgium, and various members are on gliding trips abroad. Probably the closest land-out to home was by the T-21, which landed in the same field twice on the same day – all part of the retrieve story. Our cross-country Task Week runs as usual (August 18-26). Visitors are welcome to this competition, run along Enterprise lines.
Ann Parry

Nene Valley (Upwood)

WE now have both two-seaters on line. Our mini Task Week enjoyed fine but not cross-country weather. We were joined by four members of Angus GC; three of them converted to new types. Whitsun, nuff said. We had our first group flying day when we flew 20 members of the local Parkinson's Disease Society.

Obituaries

Tony Dickinson – Denbigh, Derby & Lancs

IT IS with great sadness that we report the death of Tony Dickinson (1936–2007) on February 20, 2007 following a short illness. Tony commenced gliding as a teenager and continued to be an accomplished and enthusiastic glider pilot throughout his life. He had been a member of Derbyshire & Lancashire GC at Camphill, where he was an instructor for many years and flew his Libelle until 2002, when he was invited to be CFI at Denbigh GC. Tony was well respected, an excellent instructor and very popular. He was keen to pass on his experience to other pilots and always made safety his priority. Many of our pilots learned a huge amount from flying with him and talking to him about his experiences. He made a great contribution to our club and will be greatly missed at Denbigh and by many other pilots who knew him throughout the gliding community.

Dave Catherwood

Allen Farmer – RAFGSA, Windrushers

ON April 27, more than 100 people gathered at the Oxford Crematorium to commemorate Allen Farmer (1939-2007). AlFar was born in 1939 within the sound of Bow bells and during the war was evacuated to Wales. It was here that he first met Val and his interest in women started, an interest second only to gliding! After the war Al's love of flying began as a boy with model gliders then prompted him to join the Air Force in the mid-1950s. His gliding started 50 years ago in Cornwall (he did his five hours on the cliffs at Perranporth) and continued in Ballykelly in the early 60s and at Four Counties from 1966. He soon became more involved in the club and the RAFGSA as treasurer and insurance member, the latter bringing him in contact with Charlie Bridges of Sedgwick's and later HSBC, who became a life-long friend. In the early 1970s Al joined John Delafield and Dickie Feakes in 66, then Al Fox, Stu Mulholland, Max Bishop and Dickie in 227, and later Max Kirschner and Chris Gildea in the ASH, FWW. With a syndicate that included Max and Dickie they had to go for something big. Al's one big goal was to be one of the first 100 people in the UK to attain all three Diamonds, and after his 500km in 1978 this looked achievable. All he wanted was his height, which after numerous trips to Aboyne and Dishforth still eluded him. What made matters worse was a barograph trace in Dishforth bar of 227 going to Diamond height three times in one day and no one calling him. He finally achieved all three diamonds as the 128th pilot in the UK to do so. AlFar was the type of member every club needs in order to survive and prosper, who gives up his time to undertake the unglamorous tasks that need doing and benefit the club as a whole. He was a man of self-esteem and integrity, who set very high standards for himself and expected them from others. He was a loving partner to Clare and Val, a wonderful father to Louise and David and a doting grandfather to Amber and Megan. His positive attitude during his illness gave everyone hope that he would beat it; never once did he think he wouldn't regain full fitness. Towards the end of the commemoration of his father, David Farmer shared with us why he felt AlFar had asked to be cremated rather than buried. As David said: "...Why would anyone who had spent so much of his life flying want to spend the future lying on his back looking up at a booming sky, when he could be part of it?".

Claire Emson

John Reece – Bowland Forest

WE sadly report the untimely death of John Reece from a brain tumour diagnosed only seven weeks before he left us and his wife and daughter. John (alias Catflap) was an eccentric in the world of gliding, starting his career by flying a hang glider made of papier mache and bamboo in a 30kt wind from the sand dunes on Formby beach. As he said "all went well until the dew formed, making the paper soggy". He had a manic look in his eyes whenever he flew and if a glider was standing idle for more than a few seconds the next pilot due to fly found it inhabited by John. He read avidly about flying and demonstrated a number of non-standard flying techniques, much to the consternation of the instructors; however, he eventually became a very good pilot and an enthusiastic club member. No matter how he irritated you, you could only like him. He will be missed but will be fondly remembered as part of the folklore of the club.

Bowland Forest GC

Eric Edward Rogers – York

ERIC Rogers (1918-2007) was brought up in the West Midlands and Welsh Borders and continued to love Shropshire and Wales throughout his life. His first flight was in an old Avro Tutor with the Cobham Flying Circus, which stimulated a lifelong love of flying. When war broke out Eric wanted to join the RAF as a pilot but lack of education and his pre-war experience as a lorry driver meant that he was signed up into the army as a gun fitter with a Liverpool regiment. He served in many major campaigns in Burma. He married Eileen in 1946, and they had three children and seven grandchildren. He found an outlet for his love of flying when in the early 1960s with other enthusiasts he co-founded the Ouse Gliding Club at Rufforth. He loved working there as part of a friendly team – hole digging and grass cutting were his specialities. The death of his beloved Eileen affected Eric very deeply. After this, companionship at the gliding club became the mainstay of his life, especially since his children lived so far away. If his heart lies anywhere it's in Rufforth. Thanks to George, Dick and Bob he never lost the opportunity to fly. He also shared an amazing flying experience with John just a couple of years ago when they went to France and flew with the eagles above the Pyrenees.

York Gliding Centre



Allen Farmer – "AlFar" of Windrushers *(Jamie Allen)*

Michael Russell – Gliding Centre, Vintage GC

MIKE Russell, who has died aged 76, was a man whose life revolved around aviation from the day he was born. His father, Charles Russell, had founded a small aviation publishing company, Russavia, a name Mike carried on to his own comprehensive Russavia Collection of classic aeroplanes and gliders. Mike's father was also an expert modeller and some of his solid scale models of Rolls-Royce aero engines can be seen in Derby's Industrial Museum. Mike's own flying career started in the RAF, where he flew in the Royal Flight, after which he went into the civil airlines, finishing as a training captain with Brittania Airways and having amassed a total of 23,000 hours along the way. Mike went down in aeromedical history as the first pilot to retain his ATPL following major heart surgery, when he persuaded the authorities that he was now in better shape physically than he had been prior to the procedure. I first met Mike more than 30 years ago, when he wanted to buy back the White Petrel I had recently acquired, which he had previously owned some years earlier. When I declined, he went off to Ireland and located the only other remaining one: the Red Petrel, now owned by Graham Saw, borrowing my trailer to fetch it back. Our friendship grew and we would often meet when he was operating out of East Midlands Airport, close to my home. One of my earliest pupils when I started instructing was a Brian Charles whose father, Frank Charles, had commissioned and was killed in the first Petrel that Slingsbys built. On learning this, Mike, ever the enthusiast, organised what he called a Petrelmania weekend where old photos and records were pored over to the exclusion of anything else! Following Mike's funeral, a formation flypast of some of the aircraft from his former collection was a fitting tribute to a man whose entire life had been devoted to flying and to the restoration of vintage flying machines.

Ron Davidson

Club news

The day was mainly blue, with thermals strengthening in the afternoon heat. As it was the organiser's (Philip Gibbs) birthday, we arranged a surprise birthday treat, the last flight of the day. We look forward to our task week in August.

Dave Mansfield

Newark & Notts (Darlton)

LOOKING back it is nine months since I last wrote an article for S&G. We are continuing to fly at the Dukeries site at Darlton since losing access to our flying field at Winthorpe last year. However, the good news is that the two clubs are now working towards a formal merger, which we hope will be all but complete by this Christmas. In the meantime both clubs are fielding teams for the two-seater competition at Pocklington in August. We fly on Wednesday, Saturday and Sunday – please feel free to visit.

Noel Kerr

North Wales (Llantysilio)

WE have had to face up to the fact that our "beloved" Blanik is running out of flying hours. Though not yet out of time our committee has agreed to buy a K-13 from Bellarena, which is proving to be a welcome addition. A new automatic gear box has been fitted to our winch mainly thanks to Ken Fixter's expertise with very little loss in launching time. As a small club we are lucky to have such skilled and dedicated members. The turn of the month gave us some sublime wave conditions, allowing members to push out away from our local height restrictions and achieve personal bests. It does wonders to escape the "glass ceiling".

Brian Williams

Oxford (RAF Weston on the Green)

WE welcome Damien and Louise; Louise recently completed her five hours. Congratulations to Paul Smith and Emma Cuthill on 50kms and to Martin Brown and Martin Laxaback on Bronzes. Our instructor team has grown, with new BIs Rob Jackson and Dave Bray, and two new Assistant instructors, Claudia Büngen and Barry Taylor. Well done, all. However, combine them all and they hardly replace the experience of Graham Barrett, who handed in his Full rating recently. Thanks for all the help over the years, Graham. We attended the local Abingdon airshow, and an event at Blenheim Palace. Both produced new members. Finally – commiserations to Paul Freer for falling down 10 minutes short of five hours. Better luck next time, Paul. Fly in the going-up bits.

Neil Swinton

Peterborough & Spalding (Crowland)

OUR annual dinner dance was a great success with the following awards made: Ross Morris (CFI's cup), Adam Laws (most memorable flight), Adam also received the Wooden Spoon for the same flight, where he decided to join forces with the Red Arrows as Red 10. Matt Bell (the Glenn Williamson trophy for flying progress) Mick Burridge (Lois's tipple for services to the club) and Reg Glenn and Bob Darby were awarded life membership for their years of service. Congratulations to Luke Smith, who went solo on June 3. We had our first flying week during the end of May. The highlight was a fast 50km out and return along a sea breeze, which ran west of the Wash into East Anglia. We are planning trips to Aboyne and Portmoak.

Merv Bull

Portsmouth Naval (Lee-On-Solent)

TONY World and Geoff Clark disappeared off to the Overseas Nationals but found the weather no better than back here. Our sense of tranquillity is reinforced by the absence of General Aviation from our operation as the Hampshire Police Air Support Unit, which manages the airfield, decided to ban GA while we are gliding. We profoundly sympathise with our GA friends and hope that normal operations will be restored. We had a highly enjoyable expedition to Keevil over the late Spring Bank Holiday. As always Bannerdown made us very welcome and we thank them for their generous hospitality. We look forward to being able to return the compliment when we regain the use of our clubhouse. Congratulations to Neil Shaw who has qualified for his Bronze and to Fran Aitken who becomes Assistant Instructor.

Steve Morgan

Rattlesden (Rattlesden)

INTER-CLUB at Tibenham was uneventful: the pilots and crew

went, ate breakfast and lunch and came home. Flying week's weather was no better. Hopefully August's flying week will be better. After a very wet Bank Holiday at the end of May the following Saturday promised to be 'the best day of the year'; lots of private gliders made it to the launchpoint, but it didn't get going until after 1pm. Even so at least two 100kms were flown, Graham Drewey converted to the Puchacz and Lorna Willcox re-soloed after being unable to fly solo for nearly two years. Belated congratulations to Paul Roche, who completed his Bronze in April. Our American 447th veterans are due for a visit in July; with Inter-Club League two weeks later – we hope for good weather!
Helen Page

Sackville Vintage (Sackville Farm)

CONGRATULATIONS to Steve Everson and Chris Lawrence on going solo. The beginning of the year saw four more wood and fabric gliders added to our collection; the challenge is to get the Cumulus into the air. We are taking anyone's unwanted gliders and storing them until we can C of A them and get them flying. Let us know if you have one, don't let it rot. The latest newcomer is the Yorkshire sailplane YS53 two-seater. Our donated two-seater K-2 from Rob Ellis via Dunstable is doing a great job training. After trying to sell the tug for many years at last it went to Germany. We now have a Grob 109b turbo tug *(see p38)*. Those of you who want to enjoy gliding come and see for yourself.
Tim Wilkinson

Scottish Gliding Union (Portmoak)

AS I write, we are preparing for a dawn-to-dusk flying day on June 23 to celebrate the 50th anniversary of the first glider launch from our Portmoak site. Our Pegase has been replaced by a Discus B, and a number of pilots have converted to it. Our club Ladder is eagerly fought over with the top three places going to Kevin Hook, John Williams and Z Goudie. Recent achievements include: Alan Gillanders and Peter Cunningham (solo), Jock Hamilton (re-solo), Craig Chatburn (Silver Badge), Adrian Milne (Bronze and cross-country) and Gordon Hunter (Gold height).
Ian Easson

Southdown (Parham)

APRIL traditionally provides us with plenty of rain, but we never had a drop at Parham. Northerly winds and endless sunshine gave us a perfect start to summer. Among those taking advantage were: Julian Hitchcock and Angus Buchanan who flew our first 500km this year. Paul Fritche managed 600km plus a flight of around eight hours, and congratulations to Howard Joseph and Norman Lavender, who completed their Bronze Badges. We added a new DG-505 to complete our all glass fleet. On a beautiful May morning, John Gowdy, fresh from his success at winning the Dan Smith Memorial Trophy, flew in with a 1930s Rapide. This is a rare and exciting sight on any airfield, and aroused considerable interest among members and public alike. We were please to play host to the Vintage Glider Club rally *(see p26)* at the end of May, and it was held here in memory of our own John Lee of 'Colditz Glider' fame. Around 25 crews arrived with their gliders, from all parts of the country. Despite some challenging weather, a Capstan flew cross-country to Lasham, and Andrew Jarvis reached 5,000ft in a Huetter 17A. The BBC and ITV were present to give us plenty of TV coverage, and the local press sent along their representatives. The ensuing publicity was excellent for the club and the gliding movement in general.
Peter J Holloway

South Wales (Usk)

CONGRATULATIONS to Ian Helme on completing his Silver by flying his first 50km, to Bidford. His syndicate partner in glider (and life) Clair, is hot on his heels. With Simon France starting on the third and final K-8 refurbishment, Ken Morgan is working hard to bring the club's K-8 trailers up to roadworthy spec. We successfully hosted the second weekend of our local Inter-Club League, Rockpolishers. We will be entering our high-performance two seater 609 in the Western Regionals in July at Nympsfield. Improvements have been made in our cross-country programme with Maureen Weaver setting tasks every soarable weekend day.
George Robertson

Staffordshire (Seighford)

CONGRATULATIONS to Warren Johnson for logging two Bronze leg flights and his Cross-Country Endorsement, Ben Jolly for his first solo aerotow and first Bronze leg and Paul Thompson for his Silver duration. The first of our publicity events this year was a static display in Stafford town centre, which created a lot of interest. The open days at the Bank Holiday weekend were plagued by poor weather, but we managed 45 trial lessons. Both events received wide press coverage. Best adventure of late was Paul Cooper's trip in his RF4 motorglider to the 20th anniversary meeting of the Club Fournier International held at Gap. The trip involved ten hours flying in each direction in formation with eight Fournier motorgliders from the UK, and some exciting flying in the mountains over the weekend of the meeting.
Colin Ratcliffe

Stratford on Avon (Snitterfield)

STRATFORD members enjoyed a most successful expedition to Sutton Bank in May flying more than 229 hours, and contacting wave over six days to a maximum height of 15,500ft: 11 pilots between 10-16,000ft and nine pilots experiencing wave between 5 and10,000ft. Congratulations to Jeff Gale on Gold height in the OLY 2B – a most satisfying achievement after many years visiting Yorkshire GC! Thank you Yorkshire for your welcome hospitality. Back home the site improvement continues with more topsoil and planings delivered for in-filling peritracks and main drive, regular mowing with the new tractor-driven mower has improved the airfield to a remarkable degree and we are using gas-powered golf buggies. Courses are filling up. A club expedition to Camphill is scheduled for June with our regular club task week in July.
Henry Williams

Surrey Hills (Kenley)

"ALWAYS expect the unexpected" – so said my first instructor. What could be more unexpected than the Metropolitan Police asking for help to find a stolen car? It was fitted with a Tracker but the Met's new chopper didn't yet have the required gismo. Despite a flight of nearly 30 mins over Croydon, with a mobile receiver, no trace was found. On more normal gliding matters, congratulations are due to Ingram Gavan on becoming a much-needed BI, and to Chris North on his first solo. We also had a visit from Hugh Browning, our Regional Safety Officer, who spent an afternoon watching our flying prior to giving us his updated safety lecture, concentrating on safer winching, with the added spice of film of pilots showing how not to do it!
Adrian Hewlett

The Gliding Centre (Husbands Bosworth)

CONGRATULATIONS to John Poland and Raj Azarfan, who have gone solo, Prakash Modi and Gary Carr ,who gained their Silver height, and Neil Harrison who completed his Silver and 100km diploma. Pete Davies and Pete Chapman are now Assistant instructors. Well done to all our competition pilots again this season. Russell Cheetham came 2nd in the Open Class of the Overseas Nationals at Ocana (no other comps finished at the time of going to press). We will have held the 18-Metre Nationals and Midland Regionals by the time you read this, and our Task Week will be during the last week of August. Fingers crossed –our new K-21 should have arrived by the time this is printed.
Siobhan Crabb

Trent Valley (Kirton in Lindsay)

CONGRATUALTIONS to Steve Nock on completing his Silver Badge and picking up his 100km diploma with a trip to Saltby and back. Saltby was also the venue for the first leg of our annual Wood and Glass Cup competition against Buckminster GC. Despite poor conditions we managed to top both divisions with John Williams the leading Glass pilot in his Libelle and Steve Nock and Gordon Bowes first and second in the Wood class *(see also p52)*. Team Kirton also leads the inter-club "Yellow Bung Trophy". Despite the weather our friends at Saltby were as hospitable as ever, laying on a superb barbecue. We look forward to reciprocating. Plans are being finalised to add a Falke motor-glider to our fleet – a first for Trent Valley.
Alan Spencer

Vintage Glider Club

THE Mayday Spring Rally was held at Haddenham, with 14 gliders present, six of them originating before 1940. We thank Upward Bound Trust for having us. At London GC, Laurie Woodage and others have saved the EoN Olympia once owned by the Polish Gliding Club at Lasham, and a Slingsby Prefect has been saved from a waterlogged trailer. Both are now airworthy. The Minimoa is also airworthy thanks to the efforts mainly of Peter Underwood, and is awaiting better weather to be flown. At Booker, the KITE 2 has been finished and flown. North Devon GC is now the home of Moswey 3 (ex-Cambridge) and Huetter H28. In Germany, the new Minimoa at Landsberg is having its second wing covered with ceconite. The new Horten IVa is progressing. Other projects in Germany are a Spanish Weihe, Mu 13D-3, two Rhoenbussards, a second Minimoa, a Kranich 2B-1 at Eggersdorf, and the Lippisch rocket-propelled 1926 Canard glider on the Wasserkuppe. In The Netherlands, the 1952 Worlds-winning Slingsby Sky is being worked on near Terlet. It was very badly damaged in an undershoot at Haverfordwest, Wales, many years ago. The Swedish Gliding Museum, Alleberg, has been restored complete with bungy-launching ramp and the Kranich 2B-1, which was built in Sweden in 1944, is being flown. Once BGA 964, it looks very smart in its former Swedish civil registration. On the ground, it is one of the museum's prize exhibits.
Chris Wills

*On June 23 the **Scottish** club celebrated the 50th anniversary of the first glider launch from its Portmoak site. The inset picture below shows Tom Davidson taking that first launch while the main picture, right, shows the same view today with Donald Carmichael (front) and John Williams in the Scottish Gliding Association's ASH25. Portmoak's club magazine half a century ago – "Uplift" – reported the event as follows: "In an atmosphere of no drama whatsoever, the first launch from Portmoak took place on Sunday, 23rd June 1957. The event was unheralded by any great rejoicing. Work on the ditch ceased for a moment until the cable was pulled in, then members swarmed back to work once more, and the long grind continued. It has, in fact been continuing ever since with remarkable results. The BIG DITCH, the major obstacle, has now been completely filled in. For weeks, ashes, earth, old trees, and occasionally even jeeps have been cast into the yawning chasm with little apparent result, until suddenly the thing is filled in, and we can start on another hole."*

And we talk about the good old days...





Club news

Windrushers (Bicester)

AT the AGM, Chris Emson succeeded Alan Jenkins as chairman. Trophies were awarded to Gary Binnie (Chairman's Trophy), Terry Mitchell (CFI's Trophy), Derren Francis (Meritorious flight) and Dickie Feakes (Member of the Year). Bob King completed 500kms in April; Terry Crowe has earned his Silver duration and distance. Oxford University GC held its Annual Dinner at Trinity College in April – awards were presented to Sebastian Cassell (best ab initio) and to Clive Dalzell (best flight). The early May Bank Holiday saw a certain DG-600 getting to Enstone (but not back). The BBC has filmed an episode of "Cash in the Attic", featuring Steven Butt, who last flew ten years ago. Windrushers pilots participated in the Inter-Club League hosted by Aquila, with the honours being shared. Over the Easter period we hosted the British Junior Team after they abandoned the poor weather in Spain and on June 1, Tim Harrington re-soloed following his recent illness.

Dave Smith

Wolds (Pocklington)

CONGRATULATIONS to Martin Boulton and Simon Melton on recently going solo. Martin has gained his cross-country endurance flights already. Karen Binney makes it into the headlines yet again, after gaining her Bronze badge with 100 per cent on the paper. Our round of the Yorkshire Inter-Club League was ruined by the weather on the Sunday and Monday, with only the novices and intermediates having a competition on the Saturday, as a result of no pundit passing Y. The first of our instructor courses was a big success and enjoyed by all. Pocklington has recently welcomed students from Manchester University to the club, bringing with them a burst of youthful enthusiasm which has been reflected in the increased launch rate.

Sam Roddie

Wyvern (Upavon)

TWO members took the DG-1000 to Sisteron, experiencing superb mountain soaring. Two other members are also on long overseas expeditions but do not expect to get much gliding done in Iraq and Afghanistan. In the first round of the South West Area Inter-Club League at Upavon, only the two pundits from The Park and North Hill completed the Saturday task. On Sunday, however, our own Will Chappel stormed round the Intermediate task to be the only finisher, putting Wyvern in third. The second round, at North Hill, was dominated by the weather and only The Park and North Hill scored. The second and third weeks of June were nominated as "Wyvern Wings" cross-country weeks but only a few days were flyable. The "Longest Day" weekend has just passed and, although flying was limited, we enjoyed the barbecue and barn dance.

Andy Gibson

York (Rufforth)

TOM Stoker made his first out-landing in 10 years and we hope Richard Brisbourne is not still somewhere on the North York Moors – I certainly haven't seen him for a while! Richard Kalin has managed a 500km flight in his Nimbus 4 and we had some good heights in the spring wave. May 23rd saw some beautiful lenticulars and many pilots made good use of them. Mark Lench is continuing his rampage through the badges, having completed his Silver in only his second season. We hope to see him as a BI soon, along with Craig Olley and Tony Hollings, who are already in training. The instructor cadre is building progressively and the club is very grateful to all those taking part.

Andrew Batty

Yorkshire (Sutton Bank)

SPRING and early summer flying at YGC has seen some notable achievements. John Ellis did a 500km in early May. The Stratford pilots enjoyed their visit with Jeff Gale gaining his Gold height. YGC members have not been idle either: Jesper Mjels – Silver duration and height, Mark Lench completed his Silver. John Marsh has been successfully recalibrated to an Assistant Rating and our youngest ever tug pilot – Liam Watts – has converted to the Pawnee. Congratulations to you all!

John Marsh

S&G's thanks to Debb Evans for editing this issue's Club News

Accident/incident summaries by Douglas Every

Ref	AIRCRAFT Type	REGISTRATION	Damage	Time	DATE Place	Age	PILOT(S) Injury	P1 Hours
42	Discus B	4034	Minor	11-Apr-07 13:35	Cerdanya, Spain	67	None	1000

During an aerotow with a moderate crosswind the pilot dropped the right wing, corrected and then dropped the left. After a series of oscillations and now well down the runway the glider became airborne behind the tug, the pilot released and landed ahead. The glider suffered some damage to its wing tips and a bent undercarriage.

43	12-Apr-07	Incident Rpt						

The cable retrieve vehicle crossed in front of a landing glider causing the pilot to take action to avoid a collision.

45	LAK17A	Minor	24-Apr-07	Incident Rpt	None			

The glider had landed and was towed clear to a disused runway. A retrieve vehicle went to another glider and in the process ran over and crushed the wing tip of the glider on the ground.

46	Falke	M/G	28-Apr-07	Incident Rpt	None			

The Falke's engine failed just after take off at approximately 250ft. The pilot returned the glider safely to the airfield.

47	T21B	3290	Substantial	18-Apr-07	Adjacent to Hus Bos	52		None
	15:55	airfield	60	Minor				

The pilot had underestimated the wind strength on approach and found himself too far back to make it to the airfield. He elected to outland in an adjacent field but encountered significant wind shear, which resulted in a heavy nose down landing. The cockpit floor was severely damaged.

48	DART 17R	1266	Write off	05-May-07 17:00	Nr Chedworth. Glos	46	None	144

Whilst flying on a cross-country competition, and down to approximately 1,500ft, the pilot chose to leave the current selected field to fly towards another in the hope of finding lift on the way. Arriving at the field at approximately 1,000ft it became apparent that the field had crop in it. Options were now severely reduced, and another field was selected from a very limited choice. In the event the chosen field was too small and on landing the pilot ground looped the glider to avoid going through the hedge forwards. The port wing went through the hedge, twisted on the fuselage writing off the glider.

49	ASW19B	3846	Substantial	06-May-07 14:28	Tibenham A/F	54	None	196

The pilot, although very current in flying the club gliders, had only flown this type twice in the previous seven months. It was the second flight on type of the day and, following a normal winch launch, the pilot became uncomfortable thermalling in the turbulent conditions, so decided to cut the flight short. The circuit was very turbulent on diagonal and base leg, with possibly some over-correction on sensitive controls on type. On turning finals, the speed exceeded 65 kts and the airbrakes were fully opened. The airbrakes were then reduced to less than half as the ground was approaching fast. On landing, the first bounce was not too severe, but the three PIOs which then ensued resulted in the glider landing very hard each time, moving from the grass to the concrete runway. The canopy was unable to be opened by conventional means as the pins were bent and on further investigation, several cracks were visible under the nose, plus the rear wheel tyre had become displaced.

50	Janus CE	5126	Minor	04-May-07 16:00	Pocklington	67	Minor	

The pilot failed to round out the glider after a normal full landing flap and half airbrake approach. The glider impacted the ground front wheel first then the main wheel and then bounced up around 25ft. No further recovery action was taken and the glider subsequently stalled and dropped a wing from about 10ft. The glider groundlooped and came to rest facing downwind.

51	DG-300 Elan	4238	Substantial	17-Apr-07 17:25	Arncotte	61	None	120

The pilot requested an aerotow retrieve from Bicester after successfully completing his Silver distance from Lasham. The first attempt at take off resulted in a wing drop with the pilot pulling off. The second attempt was successful but during the climb out both pilots reported that the other was moving up and down a lot. At 300ft the tug levelled off and maintained 75kt and it was at this point that the glider pilot had great difficulty keeping position behind the tug and stopping large bows developing in the tow rope. After a large bow developed the glider pilot pulled the release and reported that he heard the rings hit the glider. At this point he was unsure of his position so carried out a few turns to try and find his location. Still lost he went through the process of field selection. The pilot rejected a suitable field with power wires for a grass field that was ridge and furrow. He tried to align the glider with the ridges at the last moment but this did not prevent a firm impact and a ground loop.

52	ASK13		None	01-May-07	Incident Rpt	None		

The aircraft was being flown on spin training detail by an instructor with an experienced pupil who is a past professional pilot. After recovery from a spin it was noticed that the rudder control circuit had failed. The aircraft was then landed uneventfully. On examination the rudder control cable had pulled through a ferrule. Some months before, the aircraft had been modified for a hand rudder control, that involved fitting a mechanism on the port cockpit wall and the ferrule that had failed was at the rear of the mechanism.

53	DG505	4432	Write off	22-Apr-07 16:30	North Hill	48	Serious	87

Following three type conversion training flights the pilot was sent solo. After apparently normal downwind and base legs, and in the latter stages of the approach, the glider assumed a significantly nose down attitude, which continued until it hit the ground. The glider bounced to approximately 50ft and then landed very heavily causing serious injuries to the pilot and writing off the glider. This accident is subject to investigation by the AAIB.

AIRCRAFT Ref	Type	REGISTRATION	Damage	Time	DATE Place	Age	PILOT(S) Injury	P1 Hours
54	ASK13	1429	Minor	19-May-07 14:15	Weston on the Green airfield	62	None	34

The pilot had flown a normal circuit and was intending to land back at the launch point. His intended approach would have taken him between the windsock and a small row of trees. However, due to the wind gradient and too much airbrake he misjudged his height and the tip of the glider struck the top of the trees. The pilot felt a jolt and the glider pitched up and yawed. He then recovered and landed ahead.

55	ASW20L	5125	Substantial	19-May-07 15:00	Nr St Neots	20	None	187

The pilot set off on a cross-country flight in good conditions but which deteriorated as he went further down track and a field landing became necessary. The field selection was left too late and the field chosen was landable and large but had power lines under the intended approach. Under pressure and due to misreading electronic instruments, the pilot chose a downwind landing direction. The approach was over trees, towards the power lines, and also downhill. By the time the mistake was realised, the aircraft was too low to resolve the problem. The undercarriage was raised in an attempt to slow the glider, however the glider was still airborne. The glider slid at high speed under the power lines and into a hedgerow at the end of the field. The canopy was shattered, the port wing suffered serious damage following impact with trees and the tail broken. The canopy was wedged under a tree and the pilot exited through the broken perspex.

56	ASW24		None	16-May-07	Incident Rpt	None		

During a winch launch, and at all out, the left wing dropped into 9-inch grass, despite full aileron. The glider was dragged leftwards and released either because the pilot had his hand on the release or it back released.

57	DG500M	G-BRRG		19-May-07 16:15	Hinton in the Hedges	59 57	None None	1370 788

The plane was being flown by the P2 who set up an approach for landing on to 240 grass at Hinton. The wind was judged to be strong and a high approach was made to deal with this. The line of approach was made to give a clearance from the adjacent grass on the runway boundary. At hold-off and round out the plane encountered a strong gust which moved the glider some two to three metres nearer to the tall grass. At the point of touch down the left wing tip struck a road cone hidden in the grass causing it to ground loop 180° and resulting in substantial damage to the glider.

58	Discus CS	4590	Minor	20-May-07 14:30	Braunston, Rutland	44	None	354

The pilot made a field landing during a cross-country flight. The glider's undercarriage collapsed at the end of the ground run due to a failed welded joint on the actuator tube.

59	Standard Cirrus 75	4414	Minor	18-Apr-07 13:39	Nr Glenfarg Reservoir	61	Minor	163

The pilot made a heavy landing into a field with a steep upslope whilst in conditions of sink and curlover. Some minor damage was done to the glider's undercarriage.

61	DG-300 Elan	3866	Minor	26-May-07 12:45	Talgarth A/F	65	None	

The pilot had been ridge soaring and the glider's wings were wet having flown through rain. The glider was seen to make a normal approach (at 50kts according to the pilot). The glider undershot and made first contact with the ground 26 yards short of the runway, at which point there is a marked upslope towards the runway threshold. The undercarriage collapsed and the aircraft slid straight for some 30 yards and then ground looped to the port, causing damage to the undercarriage door and the suspicion of stressing to the wing root and tailplane.

62	Astir CS	3196		23-May-07 17:00	Nr Hougton Conquest	19	None	28

At 1,800ft the pilot decided to make a field landing. At 1,100ft his first selection appeared too rough to land in so an alternative, small, grass field was selected. The approach entailed flying over houses on the boundary of the field. This coupled with an excessive approach speed resulted in there being insufficient space to complete the ground run in before hitting the boundary fence. As a result the pilot initiated a groundloop during which the glider's tailskid was detached and the starboard wing collided with the fence before the glider came to a halt.

63	PIK20D	2550	Substantial	07-May-07 15:30	Burn Airfield	60	None	590

The pilot of the PIK found himself in the opposite circuit to a Janus, that was slightly higher and further out. The pilot of the Janus chose to take the initiative and land first making modification of the PIK's circuit necessary. The PIK initiated a 360° turn just before final turn apparently to avoid and hold off for the Janus. However the PIK entered wind gradient rendering it unable to complete the 360 safely and achieve a normal landing. Now committed to a field landing, the PIK ended up in a field of standing barley and groundlooped causing substantial damage to the glider.

65	Discus 2a	4843	Substantial	29-May-07 17:00	Ocana, Spain	41	None	1182

On a cross country competition flight in Spain, the pilot got low and made the decision to land out. The general area was dominated by vineyards with the majority of fields being unlandable. However, the chosen field appeared to be set-aside with patches of vegetation at low level. On turning finals, it became apparent that the vegetation was a crop arranged in rows, which turned out to be young vines with thin stalks standing about 3ft high supported by stakes and wires. With the overshoot field being similar there was little option but to continue to land between the vines. On touch down between the rows, the wings were held level above the obstructions for as long as possible, before falling into the vines and stakes. When the wings struck, the aircraft slewed to the left and came to a halt quickly. The glider sustained substantial damage.

BGA Badges

No.	Pilot	Club (place of flight)	Date
DIAMOND BADGE			
718	Bill Bullimore	Cambridge (Jaca)	24.4.07
719	Marc Morley	ex pat (Omarama)	22.2.07
Diamond goal			
2-3152	Glen Turpin	Crusaders (New Tempe)	18.1.07
2-3153	Dennis Westgarth	Borders (Fuentemilanos)	24.7.06
2-3154	Louise O'Grady	ex pat (Benalla)	2.2.07
2-3155	Nicholas Woods	Gliding Centre (Benalla)	4.1.07
2-3156	Frank Roles	Gliding Centre (Benalla)	18.4.07
2-3157	Peter Yeo	Wyvern	18.4.07
2-3158	Patrick Greer	Bristol & Glos	18.4.07
Diamond distance			
1-1070	Louise O'Grady	ex pat (Benalla)	18.2.07
1-1071	Nicholas Woods	Gliding Centre (Benalla)	4.1.07
1-1072	Bill Bullimore	Cambridge (Jaca)	24.4.07
Diamond height			
3-1672	Michael Schlotter	BWND (Denbigh)	11.3.07
3-1673	Andrew Thornhill	Wolds (Milfield)	8.4.07
3-1674	Alistair Gillson	Sleap (Omarama)	28.12.2006
3-1675	Marc Morley	ex pat (Omarama)	22.2.07
GOLD BADGE			
2431	Louise O'Grady	ex pat (Benalla)	18.2.07
2432	Geoffrey King	Black Mountains	11.3.07
2433	Michael Schlotter	BWND (Denbigh)	11.3.07
2434	Alastair Harison	Cotswold (Denbigh)	17.3.07
2435	Paul Tickner	Southdown	20.3.07
Gold distance			
Denis Westgarth		Borders (Fuentemilanos)	24.7.06
Louise O'Grady		ex pat (Benalla)	2.2.07
Daren Kershaw		Lasham	7.4.07
Frank Roles		Gliding Centre	18.4.07
Peter Yeo		Wyvern	18.4.07
Patrick Greer		Bristol & Glos	18.4.07
Paul Tickner		Southdown	20.3.07
Gold height			
Chris Cole		South Wales (Sutton Bank)	8.4.07
Louise O'Grady		ex pat (Benalla)	18.2.07
Geoffrey King		Black Mountains	11.3.07
Clive Dalzell		Oxford University	17.3.07
Michael Schlotter		Bath Wilts & N. Dorset	11.3.07
Alastair Harison		Cotswold	17.3.07
Gordon Hunter		SGU	8.4.07
Paul Jewel		Denbigh	11.3.07
SILVER BADGE			
11739	Oliver Barter	East Sussex	7.4.07
11740	David Chisholm	Four Counties	1.7.2006
11741	Tom Gooch	Cotswold	21.3.07
11742	Keith Morgan	SGU	11.4.07
11743	Peter Bellham	Trent Valley	7.4.07
11744	Chris Armstrong	Four Counties	7.4.07
11745	Vernon Bettle	Essex & Suffolk	11.4.07
11746	Mark Lench	York	7.5.07
11747	Miloslav Supalek	Wissel Dunen	6.4.07
11748	David Pye	Kent	15.4.07
11749	Alexander Green	Derby & Lancs	8.4.07
11750	Geoffrey Miller	Lasham	18.4.07
11751	Craig Chatburn	SGU	16.4.07
11752	Daniel Thorogood	Four Counties	7.4.07
11753	Carl Hutson	Trent Valley	7.4.07

UK CROSS-COUNTRY DIPLOMA			
1034	7.4.07	Peter Belham	Trent Valley
1035	11.4.07	Vernon Bettle	Essex & Suffolk
1036	7.4.07	Mark Lench	York
1037	11.4.07	Richard Banks	Gliding Centre
1038	7.4.07	Alan Spencer	Trent Valley
1039	7.4.07	Carl Hutson	Trent Valley

AEROBATIC BADGES			
Spt Kwn	Patrick Greer	London	6.6.2004
Spt Kwn	Ron Jubb	Burn	31.3.07



Classic New Zealand Mountain Soaring & Learn To Fly courses
All details on our website:
www.soaring.co.nz

See You

See You Mobile v2.75 £149
See You Update v3.72 £92
Probably the best PDA Navigation, Task Planning and Analysis software
- Try it today -

Supplied on 3 CDs with world wide topo and satellite mapping. Now with downloading for EW flight recorders. See You was used to score the 2006 Standard, 15m and 18m Nationals, and most regional competitions

UK Service Centre for the repair and upgrade of all Cambridge Instruments

BGA and IGC Approved Calibration Centre for all types of GPS Flight Recorders
£15 + £6 return post

Dickie Feakes
Bicester Aviation Services
11 The Poplars, Launton, Bicester OX26 5DW
01869 245948 or 07710 221131
dickie@bas.uk.net

PFT – HINTON

The Motor Glider Club

- **NPPL Courses – SLMG & SSEP**
- Courses for Glider Pilot's – from £940
- **RT Courses & Test Centre**
- Ground Study W/E Courses
- Motor Glider Hire – £55ph
- C150 Hire – from £95ph

Hinton Airfield, Nr Banbury
Less than 1 hour from London or Birmingham – via M40
01295 812775
www.motorgliderclub.co.uk
E-mail: clivestainer@tiscali.co.uk

THE SCOTTISH GLIDING CENTRE
Portmoak

For more than 70 years our members have been enjoying one of the best Ridge Soaring and Wave Sites in Scotland

Why not join us and see for yourself

Scotland's Premier Training Site
Training Courses for 2007

To ensure that we can meet your requirements, advance booking for aircraft, clubhouse accommodation, caravans and camping is essential

Call us on 01592 840543
The Scottish Gliding Centre
Portmoak Airfield, Scotlandwell KY13 9JJ
Web http://www.scottishglidingcentre.co.uk
email: office@scottishglidingcentre.co.uk



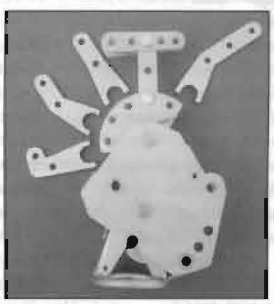
GLIDER INSTRUMENTS

(M. G. Hutchinson)

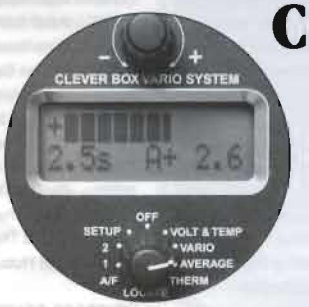
PZL, Winter and Smiths Instruments repaired and overhauled.
Contact us with your requirements.

Write or phone:
'Tanfield'
Shobdon
Nr. Leominster
Herefordshire HR6 9LX
Tel: 01568 708 368

CLEVER BOX VARIO SYSTEM



OTTFUR CW300 LONG LIFE RELEASE
£239



CLEVER BOX VARIO
£299

★ ***See our website www.cairaviation.co.uk for details of this new exciting variometer system from the same stable as the ubiquitous XK10 Vario System***

Prices shown exclude VAT and carriage

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

✦ **New Instruments:** Expanded Scale ASI's, Boom Mikes Electret £34.00, Winter 0-160kts £184, Winter 0-200kts £184, PZL Zero Reset Varios, Ring & Flask 57mm or 80mm £230, Winter Variometers with Flask 57mm or 80mm £240, GDI Mini T/S £269, Sensitive Altimeter 80mm £137-£139, PZL Altimeter £109, Miniature 57mm Winter Altimeter £389, Mini Accelerometer £159, Airpath Panel Compass £89.
✦ **Surplus Tested Instruments:** Ferranti Horizons with new Solid State Inverter Mk 6 £329, Mk 14 (Coloured Display) £389, Mk 32 (Coloured display) £449, 80mm T/S £114, Smiths Mk 20 High Quality Altimeter 0-35,000' (6 o'clock knob and test report) £110-£119, Mini Accelerameters £99. ✦ **Radios:** Delcom 960 Panel Mount £249, Delcom Hand Held £216.90, ICOM A3E £259, Glider Battery Charger £19.90, **New** Horizon Inverters 12v-115v/400hz, or 12v-24v DC, £119 ✦ **BGA Approved "Ottfur" Releases: New** Original OM Series £199, CW Series Long Life Alternative for Modern Gliders – Aero Tow CW400 Series £179, C of G. CW300 Series £239, Exchange OM Series £119, CW Series £99, Spring kits available all series. "Ottfur" launch safety weak link carrier. £9.50.

CAIR Aviation Ltd, Steephill House, Felcot Road, Furnace Wood, Felbridge, West Sussex RH19 2PX Tel: 01342 712684 Fax: 01342 717082
e-mail: colin@cairaviation.co.uk www.cairaviation.co.uk

Classifieds

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

Please remember that, if you are emailing text, your advert may not appear unless we have received payment by post or credit card by the deadline. The deadline for classifieds to be included in the **October-November 2007** issue of *Sailplane & Gliding* is **September 5, 2007** after which any adverts received will be published in the following issue.

Text: 80p/word, minimum twenty words (£16).
Black and white photographs: £6 extra
Box number: £3 extra. All prices include VAT.

Soar the New Zealand Alps

Gavin Wills
Mountain Soaring School

Season: October to March

Personalised soaring adventures and courses

Enjoy the most spectacular soaring on earth!

All information and contacts:
www.glideomarama.com

Bronze & Beyond

1,000 copies sold

The book that tells you what every British cross-country pilot should know.

Available from BGA, larger gliding clubs, and direct from:

http://tinyurl.com/5n34z

FOR SALE

DG505 ORION for sale. 6 year old, circa 600 hours. Cobra Trailer, well instrumented including Cambridge Logger and GPS. 3 wing span configurations. Excellent condition. £50,000 Contact Mike Woollard on 01462-711934/07974-106190

Super Blanik for Sale with 6 year old Schofield Aluminium double axle trailer. Circa 1500 hours TT. Excellent condition. Factory paint scheme. 760 radio plus electric and steam varios. Set of Jaxida Covers. Price £8,000 without trailer or £11,000 complete outfit. Offers considered. Contact Mike Woollard on 01462-711934/07974-106190

ASW19b .1980 build, 3020 hrs, 2070 launches. Complete kit, Schofield trailer inc. tow out kit, L-Nav, Garmin Pilot III GPS, EW 'D' logger, Dittel Radio, Airpol parachute, 2 batteries + RD charger, CofA till end Nov. Based Wolds GC (Pocklington). £14,000 Sensible offers or shares at Pocklington. Richard Halliburton e-mail: richard.halliburton@virgin.net. Tel: 01430 421708

Skywings

is the official monthly magazine of the British Hang Gliding and Paragliding Association. £27 per annum subscriptions from BHPA, The Old Schoolroom, Loughborough Road, Leicester, England LE4 5PJ. Tel: 0116 2611322 http://test.ebrd.com/skywings/home.html

VinylGlide.co.uk

A final glide finish for the registration marks you will soon have to display on your glider.

No flight computer needed - simply order **VinylGlide** computer cut gloss self-adhesive vinyl lettering - we have worked it all out for you to comply with EASA/CAA regulations and it comes with illustrated application instructions, ready for you to apply, from £76.50 + VAT. Choose your colour, order and pay securely online.

VinylGlide from **WESSEX PRINT CENTRE**, suppliers of high quality cut and printed vinyl for vehicles, signs and banners, sponsors of the British Gliding Team and suppliers to UK World Championship teams.

Go to **www.VinylGlide.co.uk** for full details, links to regulations and to order or phone **07976 247505**

Pilatusb4 good condition electric vario, turn and slip, 1657 hours, trailer c of a Feb 2008. £5900. Phone 07941967246. Email fludetim@aol.com

S4 1983; 770hrs; 307 Launches. Good Condition. Based Lasham. One man rig and tow-out. Full panel inc.Cambridge vario,A-H, Bohli compass, AvCom radio, etc LX5000 (GPS/ flight director), LX20 (FAI Logger/GPS) Oxygen,Parachute, Glider tail wheel. Aluminum trailer in Excellent condition. Jaxida & Hanger covers. CofA March 2008. £22,000 ono. Contact: Tom Meaker, Lasham member. Tel. 07930309675. Email: tom.meaker@ntlworld.com

Lo100 Project seeks a good home. Famous vintage aerobatic glider winner of numerous World Championships in 60's.Fuselage restoration complete but wind needs extensive work, reskinning and covering. All parts supplied except glue, some plywood and fabric. Project comes complete with two trailers. Contact MIke Woollard on 07974-106190 or 01462-711934

SLINGSBY Sport Vega BGA 2763. Excellent condition, same owner for 17 years, full panel, parachute. CofA until January 2008. Very easy to rig, rigging aids, tow out gear, GRP and Aluminium trailer. Ready to tow away and fly. Based at Kent. £6500 ono. Tel: D. Clark 01634 366500

K6E – Near immaculate condition. New canopy, nose and belly hooks. Original instruments plus T&S. Garmin GPS45 and EW recorder, parachute, oxygen. CofA until December 2007. Mandatory inspection 2004. Located South Wales. Excellent dry trailer. £4450. Tel: 07841 193767

ASW 28. 2001, low hours, one owner. Full panel incl. R.C. Allen Horizon, Cambridge 302, 303. Cobra trailer. Tel: 07940 484919

Lake Keepit Soaring Club

Visiting Australia?

X/C site – friendly club
Good glider availability

Web info: www.keepitsoaring.com
E-mail: enquiries@keepitsoaring.com

FOR SALE

1/4 share Duo Discus XT 2006, based at Dunstable. Superbly instrumented including LX7007. £30,000. For more details contact Simon on 07710 810000 or email: slmri@attglobal.net

KESTREL 19 (D). Aluminium trailer in good condition. Full set all-weather covers, rigging aids, tow-out gear, parachute, extended rudder, cockpit load 234lbs, oxygen, 720 ch.radio, barograph, Garmin GPS with mount, AH, Winter varios, Bohli compass, 2 batteries, recently re-wired. New C of A. £8,000 or sensible offers. Located Hus. Bos. Tel: Martin, 07704 572359. Shane, 07790 491360

S&G's They are in good condition for their age and are: 1947 – Jan, Feb, May, Jun, Sep, Nov, Dec. 1948 – all but Jul. 1949 – Feb. 1950 – Jan thru Aug, Oct Dec, 1951 – Jan thru Sep, Dec. 1952 – Feb thru May, Jul thru Nov, 1955 – Jan/Feb, May/June. Interested parties contact Tony Burton at t-burton@telus.net

Kestrel 19 (D). Aluminium trailer in good condition. Full set all-weather covers, rigging aids, tow-out gear, parachute, extended rudder, cockpit load 234lbs, oxygen, 720 ch.radio, barograph, Garmin GPS with mount, AH, Winter varios, Bohli compass, 2 batteries, recently re-wired. New C of A. £8,000 or sensible offers. Located Hus. Bos. Tel: Martin, 07704 572359. Shane, 07790 491360

ASK21 Just completed total refinish inside and out in Twopack. Phone for details 01744 24868

PART M INSPECTOR SEMINARS 2007

A series of seminars to introduce new and revised procedures for BGA inspectors and the Continued Airworthiness of BGA aircraft.

All BGA inspectors must attend a seminar before Sept 2008 to qualify for renewal.

21 September 07	The Gliding Centre, Husbands Bosworth
20 October 07	Lasham Gliding Society, Alton
27 October 07	York Gliding Centre, Rufforth
3 November 07	Midland Gliding Club, Long Mynd
10 November 07	Kent Gliding Club, Challock
17 November 07	Devon & Somerset Gliding Club, Honiton

Please book using the booking form attached *Engineering News* – July 07 or download from the BGA web site and email to debbie@gliding.co.uk or post to the BGA office. The seminars are free of charge, delegates pay for own lunch. Places are limited, so please book early to avoid disappointment. Joining instructions will be sent about 2 weeks prior to the event.

To assist with catering, please indicate on the booking form if you wish to book lunch.

Some clubs offer accommodation, if required, please book directly with them.

Further seminars are planned for early 2008 in Scotland, East Anglia, N Ireland, plus repeat venues in the Midlands and Southern England and if there is an over subscription in a particular area.

GIZMO INSTRUMENTS

Digital Altimeter **Vario/averager**



£199 inc. VAT **£249 inc. VAT**

Latest, state of the art, quality instruments at affordable prices.

For further details or to buy online visit www.gizmo-instruments.co.uk or call (01550) 779107

Gizmo Instruments are designed and manufactured by Premier Electronics (UK) Ltd

GLIDER/AIRCRAFT INSURANCE?

Contact:
Tony Fidler

Glider pilot for 35+ years
40+ years insurance experience

ANTHONY FIDLER & CO
INSURANCE CONSULTANTS
27 High Street, Long Sutton
Spalding, Lincs PE12 9DB
Tel: 01406 362462
Fax: 01406 362124
E-mail: robin_fidler@yahoo.co.uk

Authorised and regulated by the Financial Services Authority

Sailplane & Gliding's cover and entire contents are the copyright of The British Gliding Association. Nothing herein may be republished in any medium or format, in whole or in part, without explicit prior written permission from the publisher. Views expressed herein are not necessarily those of the BGA, nor of the editor. The publisher reserves the right to accept, reject, discontinue or edit any advertising offered for publication. Publication and/or inclusion of advertising is not an endorsement, qualification, approval or guarantee of the advertiser or of the service or product advertised. Readers are advised to make their own enquiries in respect of advertisers they may use.

LS6c 15m/17.6m. original gel coat in good condition. Full competition panel, good Cobra type trailer, many extras, including two-out gear. CofA end of year OIRO £34,500 Tel: 01494 865647 Email: peter.hurd218@hotmail.co.uk

MISCELLANEOUS

VISITING TALGARTH? Soaring, Ridges, Wave. New booklet with diagrams. See current S&G. Only £5 incl p&p. To order – I. Shattock, Whitegates, Bedwas, Caerphilly, CF83 8ES

OMARAMA PACKAGE. Spectacular ASW17 + Towcar + Hangar space. Owner: Justin Wills last 20 years. Full kit inc trailer and 2001 3.5L towcar ! Ideal package for ambitious syndicate or individual wishing to fly 1000K+ in N.Z. £19k ono. www.variometer.pwp.blueyonder.co.uk Luke Roberts: 07817 676886

ACCOMMODATION

LOVELY 4 BED/4 BATH VILLA FOR RENT in Fayence (10 mins from aerodrome). All services and linen included. Off season availability on request. Contact Margaret on +966564549650 or email margaret_sa@yahoo.co.uk or visit our website www.holidays-in-provence.com

IF THERE IS NO ANSWER RING NEXT WEEK – we are flying in Florida. Holiday home convenient for Seminole Lake Gliderport and other flying and Florida attractions. Fully air-conditioned, 4 bedrooms, 3 bathrooms and pool. Shane.guy@btinternet.com or 01223 236618

Rare chance to buy
Sailplane & Glider
from the late 1940s and early 1950s



Contact:
The BGA on 0116 2531051

INDEX TO DISPLAY ADVERTISERS

Advertiser	Page
Airborne Composites	50
Anthony Fidler	66
Baltic Sailplanes	51
BGA Glider Hire	9
BGA Quality Manager	14
Bicester Aviation Services	64
Bidford	50
Black Mountains GC	8
Cair Aviation	64
Cambridge GC	14
Confurn Design (emfo)	8
CP West	8
Deeside Gliding	58
EW Avionics	51
Flightmap Software	42
Gavin Wills	65
Glider Instruments	64
Hill Aviation	30
HSBC Insurance Brokers	15
Jaxida Cover	50
John Delafield, LX Avionics	13
John *McCullagh,Bronze & Beyond*	66
Joint Air Services	9
Lake Keepit	65
Lasham Gliding Society	28
Mason Restoration	66
McLean Aviation	15
Midland GC	28
North Yorkshire Sailplanes	50
Oxfordshire Sportflying	50
Pilot Flight Training	64
Point Zero	50
Premier Electronics	66
AFE/RD Aviation	*inside back cover*
Roger Targett	51
Sailplane & Gliding	*inside front cover*
Scottish Gliding Union	64, 66
Severn Valley Sailplanes	6
Skycraft Services	8
Skywings	65
Soar Minden	58
Soaring Oxford	43
Soaring Safaris	8
Southern Sailplanes	*outside back cover*
Southern Soaring	64
Stemme Motor Gliders	64
The Platypus Papers	50
Vinylglide	65
www.refinish.biz	58
Windrushers	51
York GC	9
Yorkshire GC	30
Zulu Glasstek	14

THE SCOTTISH GLIDING CENTRE
Portmoak

WANTED – INSTRUCTOR

The Scottish Gliding Centre has a vacancy for a Full Time Professional Instructor, starting Autumn 2007.

A dynamic, highly motivated, full rated instructor (BGA MGIR preferred) is required to run the airfield five days a week. Main duties will be training club members from ab-initio to instructor level on a booked training basis. In addition, the successful candidate will be required to assist with basic glider maintenance during quiet periods.

Apply with CV to the Chief Flying Instructor at:

THE SCOTTISH GLIDING CENTRE
Portmoak Airfield, Scotlandwell, Kinross, KY13 9JJ • Phone 01592 840543 • Fax 08707 626543
Web http: www.scottishglidingcentre.co.uk • email: office@scottishglidingcentre.co.uk

MASON RESTORATION



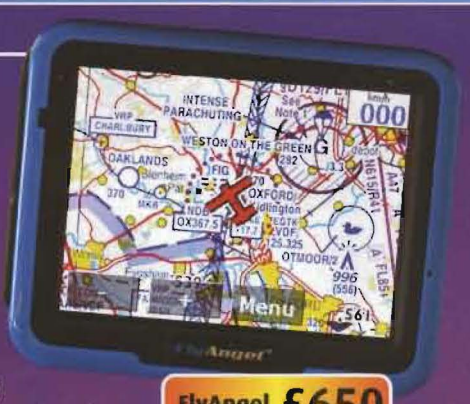
Glider and Motorglider
CofA Inspections
Weight and Balance
Repairs and Refinishing on
Wood and Glassfibre

27 Kellett Gate, Low Fulney,
Spalding, Lincs PE12 6EH
Phone: Dave Mason 01775 723737
Email: silent.flight@virgin.net



FlyAngel

FlyAngel is a revolutionary new GPS navigation system and is a welcome addition to the FlyMap stable. Based on the well-known RoadAngel unit, this device allows accurate navigation by both road and air. The aviation display shows position on the current CAA 1:500,000 chart and gives clear warning of conflicting airspace. With FlyAngel Pro it is even possible to plot routes in the comfort of your own home due to the inclusion of the FlyMap Win flight planning software.





FLYMAP Moving Map System

FlyAngel £650

FlyAngel Pro £800



Dynon D10A Electronic Flight Information System

£1675

Dynon's EFIS D10A fits in to a standard 80mm panel cut-out, making it a strong candidate for replacing mechanical attitude indicators which draw more power and offer a smaller degree of accuracy.

The innovative design of the D10A consolidates 10 flight instruments and the 4" diagonal, colour LCD display is sunlight readable. Pilots can perform flight related functions, configure the instrument and perform initial calibrations using the 6-button interface below the screen.

Primary functions include:

- Attitude indicator
- Airspeed indicator
- Altimeter
- Vertical speed indicator
- Gyro-stabilised magnetic compass
- Slip ball
- Turn rate
- Clock/timer
- G-meter
- Voltmeter

An optional Li-ion backup battery will ensure that the instruments continue to operate for two hours in the event of a primary-source power failure.



Mountain High Oxygen

Constant-flow systems:
Comprising cylinder, regulator, flow meter needle valve, face mask and cannula.

With 180ltr, 248ltr or 415ltr aluminium cylinder: **£325**

With 311ltr Kevlar cylinder: **£450**



Demand systems:
Comprising cylinder, regulator, electronic demand delivery system (EDS), face mask and cannula.

With 180ltr, 248ltr or 415ltr aluminium cylinder: **£535**

With 311ltr Kevlar cylinder: **£759**

AFE Summer/Winter Catalogue

CALL FOR YOUR FREE COPY



AFE/RD Aviation
Pilot Shop, Oxford Airport,
Oxford OX5 1QX
Tel: 01865 841441 Fax: 01865 842495
Email: tech@afeonline.com

Find our latest news, product and online shop at
www.afeonline.com

AFE
airplan flight equipment
General mail order sales enquiries
call our Manchester Office: 0161 499 0023



- Supply
- Maintain
- Repair
- Certify

Membury Airfield,
Lambourn Woodlands,
Hungerford,
Berkshire RG17 7TJ

tel_ 01488 71774 **fax**_ 01488 72482
evenings_ 01488 682058 & 01488 668484
mobiles_ 07808 328747 & 07774 429404
email_ office@southernsailplanes.freeserve.co.uk

Either this is really clever, or the designer has gone gliding...

By the way, we maintain and repair all types of sailplane and are the UK's sole dealer for Schempp Hirth - give us a call, we will be glad to help.

Created by Designbox, telephone_07999 514478