Sailplane & Gliding

Let's go round again

When one 750 isn't enough



THREE MORE GOLD MEDALS

Off to university and keen to fly?

The racing year – nationals reports

Oct-Nov 2007
£3.99 Vol. 58 No. 5
ISSN 0036-7230

Mclean Aviation

www.mcleanaviation.co.uk
The Aerodrome, Rufforth, York YO23 3NA • Email: mcleanaviation@aol.com

Member of the Guild of Master craftsmen
Full repair and maintenance facility for composite structures, modifications and C of A renewals. Collection and delivery service. Repair Materials

Sole UK agent for DG Sailplanes and AMS Flight

Spares for all DG & AMS Products





NEW – Coming in Spring 2008

First UK delivery of the Carat Motor Glider

Please see our website for info or call 01904 738 653

The magazine of the
British Gliding Association

October ~ November 2007
Volume 58 Number 5

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

December 2007 ~ January 2008

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

February ~ March 2008

Articles, Letters, Club News	December 11
Display advertisements	December 21
Classifieds	January 4

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/subsoct* or renew at *www.sailplaneandgliding.co.uk/renewoct*
UK – £22.75 Overseas airmail – £39.00

© British Gliding Association 2007
All rights reserved. Views expressed herein are not necessarily those of the Association nor the Editor



Impressive two-in-a-row 750s by pilots such as David Masson and Ed Downham (seen launching the EB28 from Dunstable), *along with John Williams's two-lap 1,540km epic, mark the glory days of a wet summer. Our two-part series starts on p28* (Photo: Steve Lynn)

Sailplane & Gliding

18 **Off to uni, keen to fly?**



Shaun Murdoch of Imperial College GC and **Paul Bendrey** of the University of the West of England describe the gliding fun students have had this year – at home and abroad

22 **Gold fever again**



Four pages of internationals coverage by **Liz Sparrow**, **Pete Harvey** and **Gary Stingemore** reveal how the British Team retained its world-beating status with three more Gold medals

28 **What a couple of days**



David Masson not only forecast back-to-back 750 days in July – he flew 760km on both. *S&G*'s two-part series on the glory days of 2007 begins with David's analysis of the met on July 30-31

34 **Two 770km laps in a day**



Let's go round again... **John Williams** explains how and why he logged an "outrageous" 1,540km flight – two 770km laps – on a single day in Scottish wave

38 **VGC Rally in Slovakia**



Nearly a decade after its first trip, the VGC again went to Nitra. **Jochen Ewald** reports on an event that brought together 350 people and 86 gliders from 22 countries

4-5 **BGA News**

6 **Your letters:**
Richard Harraway;
Les Blows *(reply by the editor)*;
Mike Powell

7 **BGA Sub-Committees**

10 **BGA Executive News**

12 **BGA Development News**

14 **Smile – we're going soaring**

16 ***Tailfeathers* by Platypus**

26 ***Gliding Gallery:* Fire and water**

40 ***Nationals:* Standard Class**

41 ***Nationals:* Open Class**

44 ***Nationals:* Club Class**

48 ***Nationals:* 18-Metre Class**

49 ***Nationals:* 15-Metre Class**

49 **My first regionals**

53 ***Club News***

54 ***Club Gallery***

58 ***Club Focus***

60 **BGA Badges**

61 **Obituaries**

62 **Accident/incident summaries**

63 **AAIB Update**

64 **Classifieds**

66 **Index to advertisers**

FAI

Member of the
Royal Aero Club
and the
Fédération Aéronautique Internationale

News

A Tissandier Diploma has been awarded by the FAI to David Roberts, the immediate past Chairman of the BGA and current chairman of the Association's Regulatory Working Group. The award is made to those who have served the cause of aviation in general, and sporting aviation in particular, through exceptional work. It is the third major aviation award that David has collected this year – in May he was presented with the BGA Gold Medal and with the Air League Jeffrey Quill Medal *(www.fai.org)*

From January 2008, the Popular Flying Association will be called the Light Aircraft Association. The rebranding is intended to enable the PFA to take maximum advantage of the new EASA regime to benefit its existing members and attract new recruits, including many pilots who, it says, are currently almost unrepresented within the lighter end of General Aviation. "Rebranding gives the association a genuine opportunity to redefine itself and become a more effective organisation providing a higher-quality service," says the press release announcing the change *(www.pfa.org.uk)*

THE BGA has been actively working with the Civil Aviation Authority's General Aviation Safety Review Working Group by supplying well-received data analysis, information and expertise, thanks to Hugh Browning of the BGA Safety Initiative.

DAVID Shephard of the Department for Transport, who is its General Aviation focal point, met the BGA's Chief Executive, Pete Stratten, along with other staff and volunteers at Lasham this summer for informal discussions on a range of topical issues to enable him to discover more about the world of gliding.

THERE have been two recent incidents where gliders were alleged to have flown within active parachute Drop Zones. In one case the glider, a Discus, flew underneath descending parachutists, endangering a number of people. Previously stated guidance is repeated here – parachute DZs should be treated as active at all times and avoided unless positive contact and entry agreement has been made on the designated DZ frequency. The only exception is where the glider pilot has been locally briefed and is flying under local agreement between co-located parachute and gliding club operations.

WE are sorry to report the death, as we go to press, of Paul MacCready, a true Renaissance man. Best known in gliding for his invention of the speed-to-fly ring that bears his name, he is famous across the entire aviation community and beyond for his pioneering work. We hope to run a full tribute in a future issue of *S&G*.

IF you're researching UK aviation history you might like to note that many details of the Royal Aero Club's archives and memorabilia are now available at *www.royalaeroclubtrust.org* under the heading, "The RAeC Collection". A pdf file lists the contents of the boxes comprising Trust's archive collection. This provides leads into the location of documents, so that, although much of the archive is not fully catalogued, it may be possible for researchers to visit the RAF Museum, Hendon, where the archive is stored, to undertake further research.

Volunteers and staff singled out to meet Patron

LONG-serving BGA staff and volunteers, invited to one of the Queen's summer garden parties in recognition of their contribution, were singled out from the crowd to speak with the BGA's Patron, HRH The Prince Philip, Duke of Edinburgh. The photo was taken after the event, outside the front gates of Buckingham Palace. Pictured, from left, are Office Manager (and S&G's ad manager) Debbie Carr, Bruce "Tappo" Tapson and his wife, Angie, and Beverley Russell, whose role at the BGA includes managing S&G readers' subscriptions. Bruce, a member of the BGA Executive, is a former RAFGSA CFI and BGA SRE with more than 10,000hrs instructing, while Beverley and Debbie have nearly 50 years' BGA service between them



More Part M

THERE has been an extension to the consultation period for NPA 2007-08 (The EASA Notice of Proposed Amendment regarding revised Part M Continuing Airworthiness requirements for aircraft not used in commercial air transport and pilot owner maintenance). Responses are now due by October 13.

The BGA is currently working on its own response but would ask that those who responded during the previous round of consultation do so again, taking into account the changes within the NPA.

When doing so, please remember that these responses should be in your own words – replies copied from a template of any kind will, in effect, be disregarded.

You can access the consultation through EASA's comment response tool, which can be found at *http://hub.easa.europa.eu/crt/*

Meanwhile, EASA officials came to the UK on September 4 to present to the light aviation community, gathered at the Popular Flying Association's headquarters at Turweston airfield, the proposed changes to Part M – the EU Implementing Rules for maintenance and explained the rationale behind the changes prior to the closure of the formal consultation in October.

Make a date in 2008

BGA Nationals*

15-Metre Class Nationals	Husbands Bosworth	5/7-13/7/08
Open Class Nationals	Tibenham	5/7-13/7/08
Standard Class Nationals	Lasham	2/8-10/8/08
20-Metre 2-Seater Comp	Lasham	2/8-10/8/08
Junior Nationals	Nympsfield	7/8-15/8/08
18-Metre Nationals	Bicester	16/8-24/8/08
Club Class Nationals	Aston Down	16/8-24/8/08

**Other competition dates will be published in due course*

Please 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!

The programme of Civil Aviation Authority General Aviation Safety Evenings for this coming winter is now being prepared. Any organisation that wishes to host an evening then, or at any time in the future, should contact David Cockburn at the CAA – *david.cockburn@srg.caa.co.uk*. The programme so far can be viewed at *www.caa.co.uk/srg/general_aviation*

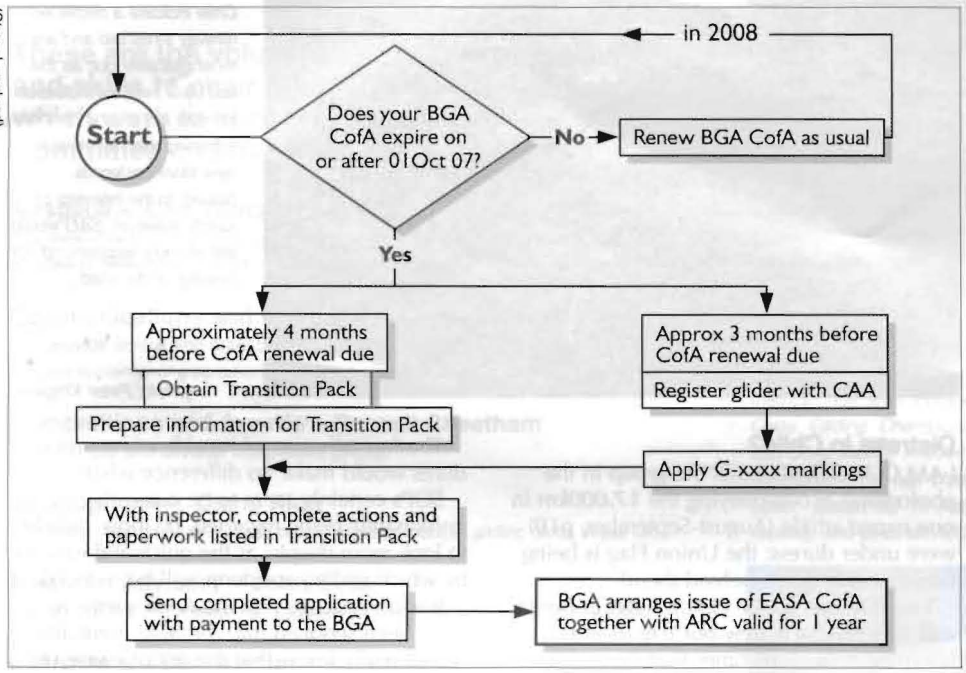
Editorial deadlines for the next few *S&G*s are as follows:
December 2007-January 2008 – October 16
February-March 2008 – December 11
April-May 2008 – February 12
June-July 2008 – April 15
August-September 2008 – June 17
October-November – August 12
All deadlines, including advertising, are at *www.gliding.co.uk*



These disabled glider pilots (Robert Mitchel, Steve Derwin and David Tuttle) took to the skies over Switzerland this July. The trio are members of Walking on Air, *a charity which offers wheelchair users the same flight opportunities as able-bodied pilots. Their trip to the Aeroclub Gruyere was supported by watch-makers Breitling and by the Handiflight Project*

Latest on C of A transition

(Steve Longland)



Unless your glider is an "Annex II glider", you will need to move it on to an EASA Certificate of Airworthiness. The flowchart above, which has been revised to incorporate the need to start the process roughly four months before your BGA C of A is due for renewal, cannot be a substitute for the advice given on p22-25 of the August-September S&G and more comprehensively on the BGA website, but we hope it will help you visualise what needs to be done

IF YOU have got queries on any aspect of the transition of your glider from a BGA Certificate of Airworthiness to an EASA one, your first port of call is the dedicated section of the Association's website, which includes a list of FAQs.

You can find this at ***www.gliding.co.uk/bgainfo/technical/easa/introduction.htm***

In the meantime, three important updates are outlined below.

Timing of transition

Details of the process for the issue of an EASA C of A and associated Airworthiness Renewal Certificate are now becoming clearer. The BGA will submit applications to the UK Civil Aviation Authority in fortnightly batches and believes that the subsequent processing time there will be approximately one month from the time that the CAA receives those applications. Therefore, in order to allow time for the BGA office to check and approve applications prior to batching and submitting them to the CAA, the Association is now recommending that completed transition packs are received at the BGA office no later than two months prior to the expiry of a BGA C of A.

In turn this means that, where possible, **owners and operators need to begin the transition process – that is, obtaining and starting to complete the transition pack – a full four months prior to the expiry of the BGA C of A** (not two months, as advised in the last *S&G*).Glider owners whose BGA C of A expires during October or November 2007 will, of course, not be able to meet these timescales. In these cases it will be possible to extend the BGA C of A to cover the gap between receipt of the transition pack at the BGA offices and the final issue of the EASA C of A by the CAA.

Glider markings

Whilst CAP523 makes provision for displaying the G- registration on an aircraft's fin, BGA rules do not allow this: Operational Regulation 1.9 states: 'all gliders must have BGA-approved identification markings displayed as large as practicable on both sides of the fin and rudder or on the fuselage in a substantially vertical plane.' Displaying the G- registration markings on the same surface as the BGA ones makes it impossible to comply with 'as large as practicable'. The BGA rule is retained for sound safety reasons, to aid situational awareness of other aircraft in congested conditions, such as in a thermal. Pilots are advised to display G-reg markings on the fuselage and BGA markings on the fin. The only exception would be where BGA markings are currently displayed on the fuselage, when it would be acceptable to display the G- registration markings on the fin. The BGA does not, however, recommend this. BGA Op Reg 1.9 is at *www.gliding.co.uk/forms/lawsandrules.pdf*

Inspector seminars

Further seminars for inspectors on Part M are being planned – dates and venues will be notified at the end of October.

WE regret to report the deaths of two glider pilots in unrelated accidents in early September. A British pilot visiting Jaca in Spain died in a glider crash on September 6 – no more details are available as we go to press. At the start of the month, former Deeside GC Chairman James Davidson was killed in an accident near Tomintoul in Scotland and his P2 was seriously injured. This accident is being investigated by the AAIB.

IF you fly tugs or motorgliders you might like to note that the CAA has been reviewing air traffic services outside controlled airspace and changes are in the pipeline – watch this space. Meanwhile, NATS has extended the London Lower Airspace Radar Service, a radar-based air traffic information/alerting service for pilots of GA aircraft in the busy airspace below or around the London TMA. London LARS now provides a Radar Advisory Service, Radar Information Service or Flight Information Service (depending on workload and weather conditions) initially covering most of Kent, Surrey and Sussex. It will be extended to cover Essex, Herts and Beds from early 2008. While this development does not affect gliding itself, SLMG and tug operators should be aware of it. More details at *www.gliding.co.uk/documents/larsflyer.pdf*

A British Gliding Association working group has been set up, led by Executive Committee member Chris Gibson, in anticipation of the forthcoming Notice of Proposed Amendment from EASA about flight crew licensing, which is expected in the next few months. This working group is starting work on reviewing potential glider pilot licensing transition options.

THE BGA is preparing for a further round of meetings with the Civil Aviation Authority about its proposals for UK airspace interoperability, or Mode S.

IF your role includes collating accident report forms or if you're unlucky enough to have to fill one in yourself, please do try to use the up-to-date one. On many occasions accident reports arrive at the BGA on out-of-date reporting forms and in handwriting that is virtually illegible. At worst this means that the BGA accident analysis team risks missing information that might need acting upon quickly, and at best it creates unnecessary workload for volunteers and staff. The form can be downloaded from *www.gliding.co.uk*

IF you know of anyone who would be willing to part with the following three issues of S&G to complete archive sets, please contact the editor on 07985 556150 or at editor@sailplaneandgliding.co.uk. The missing issues are: Volume 1, Number 4, Sep-26, 1930, Vol 5, No. 2, Feb 1934 and Vol 5, Number 3, Mar 1934. Thanks.

AS part of its Aviation Safety Initiative, the CAA has highlighted the problem of airspace infringements by General Aviation pilots. Advice given at a briefing day in July included, for pilots: plan properly; check the NOTAMs; use up to date charts; don't plan to fly close to restricted airspace; accept responsibility and don't make excuses. Flying clubs were urged to set an example; always update and display NOTAMs; keep an eye on members' attitudes; advertise correct procedures; appoint a safety member; offer planning refreshers and offer safety pilot facilities.

Great Winter Gliding Holidays in South Africa

The Country

Magnificent Scenery and Unique Wildlife

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

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

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



Michael Powell has asked us to make it clear that these arrows at Vitacura in Chile indicate a displaced runway threshold and are most definitely not, as the last S&G said, an indication to pilots not to land on the road by mistake (see Mark my words, *below). In the interests of safety, however, S&G would still strongly recommend not landing on the road...*

(photo: Peter Kingwell)

Distress in Chile?

I AM CONCERNED that the group in the photograph accompanying the *17,000km in one exped* article (August-September, p10) were under duress: the Union Flag is being flown upside down behind them!

I used to stay in the Hilton hotel in Berlin and they regularly flew our flag inverted. I pointed it so many times that the manager gave me the responsibility when I arrived of making sure it was the correct way up.

You can tell how bad the weather is outside – I have nothing better to do!

Richard Harraway, *via email*

PS: I trust they were allowed to leave Chile

Appropriate accident analysis

I REFER to the AAIB Update in the June-July edition of *S&G* (p63). The subject is the fatal accident at Sutton Bank last August, in which a Dart, low and slow, spun into the hill.

The full report (which I have read) makes only one point – that the gliding club concerned had no Standard Operating Procedures in place (at the time), and only one recommendation – that the BGA should take steps to ensure that visiting pilots are "adequately briefed on all aspects of site operations".

The AAIB thus appears to believe that the club was at least partly responsible for this accident, and that the BGA should use its authority to ensure that the briefing procedures of gliding clubs are tightened.

In practice this means that clubs will be required to generate SOPs and that they will expect pilots to confirm by signature that they have read them. (As a result of this action, of course, gliding will be much safer and pilots will no longer spin into the hill.)

Such a response to this accident looks unfair and illogical. It is certainly disappointing; the evolution of this accident appears to have included poor decision-making, poor situational awareness, inadequate appraisal of options and inadequate handling skills in a stressful situation.

When combined with an aircraft having somewhat unforgiving characteristics the result is an unhealthy cocktail of pilot errors, none of which was mentioned in the report.

The formalisation of local briefing procedures would make no difference whatsoever.

SOPs certainly seem to be currently fashionable, being regarded, by those unable to look more deeply, as the quick and easy fix by which gliding accidents will be reduced.

It is unfortunate that the AAIB seems to have been seduced into the SOP mentality; we all really know that the major cause of accidents is the human propensity for error, the solution to which (if it exists) is much less easy than the enhancement of briefing procedures.

Les Blows, WATERSFIELD, West Sussex

The BGA Executive Committee was due to consider the AAIB recommendation, with the benefit of advice from the relevant BGA experts, at its September meeting – Ed

Mark my words

YOU will I am sure have been inundated with corrections regarding the picture and comment shown on the centre-spread of the August-September issue entitled *Above and in the Andes.*

The picture (p35, bottom left) shows arrows on the runway indicating a displaced threshold (that is, do not land before the piano keys): these are nothing whatsoever to do with distinguishing the runway from the road as suggested in the accompanying text.

Perhaps someone was intending to be humorous but you may think it unwise to spread incorrect information about runway markings of any kind.

I also note, in the same issue (and this is my last, and rare, "nitpick") under ref 65 of the accident/incident summaries the use of the word "finals" instead of the correct "final".

There is only one final approach – the final one!

Having got that off my chest, let me end by saying how much I like the front cover of the August-September issue – Fred Slingsby would have been delighted.

Mike Powell, *via email*

Please send letters (marked "for publication") to the editor at editor@sailplaneandgliding.co.uk *or the address on p3, including your full contact details. Deadline for the next issue is* **October 16**

Working for you

These are the volunteers who give their time and skills to chair the BGA's sub-committees, which work to support its elected Executive Committee and for which the aims are:

Airspace – Carr Withall
– to maximise the amount of usable airspace available to glider pilots to fly in with the minimum of control from the airspace authorities.

Communications and Marketing – Marilyn Hood
– to provide advice and practical support to the Executive Committee in developing and implementing communication and marketing strategies for the BGA.

Competitions and Awards – Russell Cheetham
– to maintain and develop competitive gliding.

Development – Diana King
– to support and secure the successful development of gliding clubs in the UK.

Financial Advisory – John Birch
– to ensure the successful management and administration of BGA finances.

Instructors – Don Irving
– to maintain and develop a self-regulated and cost effective framework for instruction in gliding in the UK with safety as the prime objective.

Regulatory Group – David Roberts
– to achieve the optimum regulatory framework for the safe and economic operation of gliding in the UK.

Safety – Brian Penfold
– to maintain and develop polices for the achievement of safe gliding and soaring and to influence those in gliding to bring about a reduction in the accident rate.

Staff Administration – John Birch
– to achieve successful administration of the BGA staff in compliance with the law and within acceptable risks.

Technical – Howard Torode
– to maintain and develop, where possible under new EASA regulation, a self-regulated and cost effective UK airworthiness system for gliders (and motorgliders/ self-launching gliders under CAA delegation) with safety as the prime objective.



Russell Cheetham *flies from The Gliding Centre and is a British Team member. He won European Open Class Gliding Championship Gold and Silver medals in 2004 and 2005 respectively. He has changed from Open Class to 18-Metre Class recently, and owns an ASG29*



David Roberts *flies from Cotswold GC, and has shares in a Duo Discus and ASW 20B. BGA Chairman 2000-06, he is now Vice Chairman RAeC, on the Board of EAS and 1st Vice-President EGU. A Chartered Accountant/consultant, he is married to Gilly; they have three children and three grandchildren, including twins*



Diana King *flies at Stratford and Shobdon and shares an LS8 with her husband, Phil. She was brought up in a gliding family, has 2,500 hours and all three diamonds. She enjoys cross -country expeditions and wave flying as well as helping solo pilots to achieve their soaring potential*



Howard Torode *has been a member of the Technical Committee since 1973 and is on his second spell as chairman. An aeronautical engineer, he is active on EASA Maintenance and Airworthiness issues. He flies from Lasham in his Nimbus 3DT and Kestrel, has two Diamonds and over 2,000hrs gliding*



John Birch *is the BGA Treasurer and is chairman of two committees: Staff Administration and Financial Advisory. He flies from Cambridge GC, and is a full-rated instructor. John has a Duo Discus XT, soloed in 1988 and has all three Diamonds*



Marilyn Hood *is the wife of Leigh, who flies from Cranwell, and the mother of Rich and Jez, both British Team members. She has been involved in gliding for 34 years, once was a solo pilot but no longer flies, and has chaired C&MC since 2001*



Don Irving *flies from Portmoak. He has been chairman of the Instructors Committee for the past three years and is both a BGA and a CAA motor-gliding examiner. He has 3,000hrs, owns a Ventus 2 and is looking forwards, he says, to Scottish devolution*



Carr Withall, *a member of the London GC since 1958, is now its President. Tug pilot, Nationals pilot and contest Director since the 70s, he flies ASH 25 no 8 and has all Diamonds and 1,000km Diploma. A retired BA Captain, he has chaired the Airspace Committee for 13 years*

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

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)**

SouthernSoaring
OMARAMA NEW ZEALAND



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



LS 8s LS8st LS10 LS10t

Sole UK Agents for LS

Sales, Repairs, Service and Spares

Wells Design Ltd

0044 (0)7801 324019 wells.glide@virgin.net

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

"It's like going up on Rails"

SKYLAUNCH LIMITED
GLIDER WINCHES

Please contact for latest 75 page Winches, Information and Components Booklet. (Also includes many parts for non-Skylaunch Winches and Cables, Shackles etc.)





ANOTHER WINCH JUST DELIVERED TO SZT TERLET (NATIONAL GLIDING CENTRE, HOLLAND)

Tel.: 44(0) 1939·235845 Fax: 44(0) 1939·234059 www.skylaunchuk.com



● 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. The pilot in command qualification requirement is – minimum – Silver Badge plus 200 hours and BGA National Coach approval.

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

picture courtesy of Mike Evans



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

SKYCRAFT
Telephone: 01763 852150
Facsimile: 01763 852593
ALBANY HOUSE, LITLINGTON
CAMBRIDGESHIRE, SG8 0QE
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

Even the clouds of

BGA Chairman Patrick Naegeli celebrates three more Gold Medals for the British Gliding Team, discusses the implications for UK clubs of the wet summer, and alerts us to changes ahead for the BGA itself

AS THE last issue of *S&G* went to press, the British Team was preparing itself for the 2007 round of European and World Championships. Unfortunately, given the poor season we were (and still seem to be) having in the UK there was probably not much to distinguish between initial and final preparations. All this, however, makes the superb performance that the team turned in doubly impressive.

Despite the spread of the international competition venues – Lithuania, France and Italy – none had better than mediocre weather, some much worse. Under such conditions, chance and luck play more of a role than they otherwise might and it makes it difficult, but not impossible, for quality to show through.

But show through it did. Gill Spreckley and Sarah Kelman earned well-deserved Gold Medals in the Women's Worlds; and Pete Harvey and Leigh Wells brought back Gold and Bronze respectively from the European Championships in Issoudun (Sur Mer?). These podium positions sit alongside a brace of top-10 finishes and personal bests that ensure that the UK maintains its position amongst the very best of gliding nations.

Well done to all and for their commitment to the team motto: "One Team, One Aim".

Relatively few of us will have the privilege of being in the UK team and representing our country. I think, however, that we have all had a very similar experience to the team this year insofar as we have probably spent much of our time sitting around and expressing utter disbelief at just how bad the weather has been.

British glider pilots are renowned, and highly respected, for their philosophical attitude to the weather. Just how bad 2007 will prove to be won't be known for a little while yet as we wait to see if the thermal season's end will bring much of a hoped-for improvement.

Apart from lack of flying time, a poor season has many repercussions for clubs and individuals alike, including the lack of flying income, currency/recency, and experience required for instructor rating renewals. The BGA is mindful of just how difficult 2007 might prove to be in these and other areas and is open to considering a range of pragmatic measures, as appropriate and necessary, to alleviate its impact as much as possible.

If any clubs are already concerned about any aspects of their operational or financial viability then I suggest that they make the BGA aware of the specific issues as soon as possible.

As I write this article, the prospect of a very serious "double whammy" – the effects of very bad weather compounded by an outbreak of Foot-and-Mouth Disease – appears to be receding. The BGA learnt much from the last outbreak and has a range of contingency plans in place to action as and when appropriate. Fingers crossed, we can leave them in the drawer for a long while to come.

One thing that we can't file away with a deep sigh of relief, though, is the ongoing regulatory work that staff and volunteers are engaged in on your behalf. I mentioned in my last article that the BGA's regulatory work was developing more of a balance between negotiating the right outcomes with the CAA and EASA, on the one hand, and implementing the finally decided frameworks and mechanisms, on the other. Much has already been written about how future airworthiness and maintenance will be dealt with. Every UK glider owner should by now have received a comprehensive set of guidance notes and information on how to transition from the current BGA system to the new EASA one. The transition period is starting; if you have any outstanding questions please go to the relevant pages on the BGA website for help (*www.gliding.co.uk/bgainfo/technical/easa/introduction.htm*). If you cannot find what you are looking for there then contact the BGA office. The sooner you act, the better.

'A poor season has many repercussions for clubs and individual pilots alike. The BGA is mindful of how difficult 2007 might be'

The BGA has tried to keep the amount and cost of change for glider owners and operators down to the absolute minimum – both for the transition period as well as beyond. The BGA itself, however, will need to make a wide range of internal changes in order to meet its new, delegated responsibilities under EASA. The precise detail of these, how they will be made and then resourced in the future, will be addressed as part of a new series of day-long, off-site meetings of BGA staff and volunteers that will start this autumn.

At the first of these, we will also consider the potential implications of the new EASA frameworks for pilot licensing. To date, the UK has been unique in Europe in not having a formal licensing structure for students, qualified pilots, instructors and examiners.

2007 do have a golden lining

Whilst we can see how we can easily equate what we presently do with what might need to be done under EASA, the final European requirements are not yet clear. At the same time, we can already anticipate a number of areas where there are likely to be significant differences. A new BGA working group, led by Chris Gibson, has been established to concentrate on licensing matters.

As you can see, whatever the weather decides to inflict on us there is always other work to be done – at club and national level. I, and my colleagues on the BGA Executive Committee, remain concerned with making sure that we have sufficient, appropriately qualified people available to support the work of the Association. If you are interested in getting involved, please drop me a line – my email address is below – and let's have a chat.

Have fun, stay safe.



Patrick Naegeli
Chairman, British Gliding Association
August 26, 2007
chairman@gliding.co.uk



British Team Manager Brian Spreckley – awarded a Pirat Gehriger Diploma for 2006 by the FAI – waves the Women's Worlds Team Trophy aloft to celebrate two Gold Medals won by team members Sarah Kelman **(below left)** ***and Gill Spreckley*** **(below right).** ***Soon afterwards, in the Europeans, Pete Harvey scored a golden hat-trick for the British Team by retaining his title of Open Class Champion***

Encouraging young people

BGA Development Officer Alison Randle looks at how gliding, at club and national level, can help young people to take part in our great sport



A father and son and four Air Cadets visiting Midland GC for a late summer course with (far right) *a club member, Jade*

Photo: Alison Randle

HOW many of us have been flying or hanging around on airfields from a young age? If you started gliding later in life, do you wish you had discovered it before? There are clear benefits for clubs to having young people around. Not least, they fly as much as they can afford and, although breaks may occur for careers and families, many stay for years. Some have stayed for so long they are now battling with insurance companies in order to stay in the air!

In recent months, various volunteers have come forward with good ideas about how to encourage more young people into gliding, and there are now several strands of work under way. Building on these, the BGA is developing a Youth Strategy, led by members of its Executive Committee. The Scouting Association, The Air Cadets and university gliding clubs have all met recently with the BGA to explore and strengthen ways of nurturing and developing young pilots (that is, people under 25).

Of course, these are not new links: gliding has been a fundamental part of Scouting since 1953 and both the Oxford and Cambridge gliding clubs, two of the UK's oldest, owe their existence to universities. The second annual Air League Day, run by Andy Perkins, will also help more people into a career in aviation. Andy – an airline pilot, a glider pilot and a BGA and Air League volunteer – owes much to, among others, the Upward Bound Trust at Aylesbury.

Dick Poole, another glider pilot and BGA volunteer, is a trustee of The Royal Aero Club Trust. One of its aims is to make flying available to young people and, recognising the value of gliding for students and the value of university clubs for gliding and aviation, he is keen to encourage students to fly. Dick and I met the university clubs attending the Inter-Uni Task Week at Aston Down this year. There were some fresh ideas and it was interesting to hear the challenges facing students and their clubs. Not least is that, having successfully recruited good numbers of students in October, they are faced with trying to fly them just as our British winter looms. On the flip side, Uni GCs offer host clubs plenty of training flights at an otherwise slack time of year.

A safe environment

Sadly, I have heard the following (or words to the same effect) too often: "Having young people on an airfield is a clear risk and is asking for the club to be sued." Shocking? It should be. If our sport is to survive, we need young people. And yes, we need to create and maintain a safe environment both in the air and on the ground. These days, that includes protection from litigious people. From a youth perspective, a rigorous Child Protection Policy and supporting procedures, plus a good dose of common sense, are vital. Phil Burton has been training gliding club Child Protection Officers (CPOs) for four years now. The training focuses on protecting, not only children and vulnerable adults, but those adults who work with them, and he regularly amends the training to reflect changes in legislation.

There are changes afoot relating to the 'Safeguarding Vulnerable Groups Act 2006, due to be phased in from September 2008. This places a duty on clubs or organisations to share information with the Local Authority Designated Officers (LADO) when there is a problem. This is potentially significant for gliding clubs, as is the recently completed Bichard Report, which sets out the creation of a new register for workers. In order for people to work with children or vulnerable adults, as a paid worker or a volunteer, they will need to be on the register. That confirms there is no reason why an individual should not work with these groups; note the cautious double negative rather than a positive "yes". From a practical point of view the way that CRB (Criminal Record Bureau) checks are carried out will change from 2008. Rather than the previous system that required repeat form-filling for various roles, the forms will need to be completed only once. There will also be an independent board to create and maintain barred lists.

In addition to Phil's training for club CPOs, he will be running a session during the BGA's Governance Conference in March. More information about changes in Child Protection policies and guidelines will be available to you in the coming months.

Rewarding good practice

One of your rewards for creating a good environment at your club is Club Accreditation! At a recent meeting with Sport England, the BGA's "Playing Programme" was approved. Our scheme is based on Clubmark, which was designed specifically to encourage and promote safe sporting activity for under 18s. It is about being able to demonstrate and measure good management, good-quality instruction and good practice at sports clubs. The assessment is also relevant for members over the age of 18. The Playing Programme is a table of the measures that are used to assess a club's standards. We have tailored ours so that by implementing BGA requirements such as *Laws and Rules* and Child Protection good practice, clubs should be well placed to achieve accreditation.

The benefits of having club accreditation include maximising funding opportunities for your club and for gliding nationally. Increasingly, organisations such as local authorities, schools and County Sports Partnerships (CSPs) are looking at using schemes such as CASC (Community Amateur Sports Club) status and club accreditation when deciding who to work with, or how to prioritise resources. Having accreditation will also speak volumes to potential new members, as it sends a clear message that yours is a well-managed, modern-thinking sports club. All clubs that go through the accreditation process will receive support and training. To help clubs to plug any gaps (and minimise volunteer hours required), we are producing a resource pack of model and template policies and guidelines. The pack will be available later this year.

Exciting stuff? Well, no. Unlike some of the regulation that the BGA grapples with on your behalf, such activity seemingly has no direct impact on our ability to get airborne or, for example, to access airspace in which to fly. Yet getting it right will affect the way your club operates.

There is no doubt about it: encouraging young people to fly brings a certain vibrancy to a club. People really enjoy seeing young people making progress and going on to bigger and better things. There is always a great sense of pride when people talk of the young person they taught to fly who is now doing well in their chosen field (or piece of sky).

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

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

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)

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



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



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



Winter Instruments

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

★★★ 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***

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 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

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 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 altcoder
- 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





Left: Duo Discuses were made available for the day
Above: Jenny Tye's smile says it all *(Matt Robain)*

Smile – we're going soaring



Andy Perkins, Air League and BGA volunteer, reports on the League's Flying Day, held at Bicester in August

OH Happy Day, Oh Happy Day... For once Luke Robert's Gospel singing summed things up perfectly. A combination of gliding, power flying, two phenomenal displays and the now infamous *Bangers on the Barbie* completed an incredible Air League Flying Day on August 28.

Building on last year's success, our intention was to get young aviators flying. That was definitely achieved. Nearly 50 people went gliding, many for the first time. This, combined with some trips in the Marshalls Cessna and Rallye, made for plenty of airborne opportunities for anyone keen on aviation. In addition, several organisations offered their insights into everything from airlines to the air force and all points in between. These talks gave an insider perspective on a career in the aviation world from the perspective of CTC Aviation, Oxford Air Training, the armed services, and Marshalls Aerospace.

This diversity was the strength of the day. Young members enthusiastic about gliding and flying discovered what aviation has to offer, with flights in either a Duo Discus (kindly donated for the day by the BGA and Booker) or in the classic T-21 (thanks, Dad). All this whilst rubbing shoulders with the best in the sport and aviation generally – British Gliding Team members, airline pilots, members of the armed forces, and the usual suspects – made for a spectacular event.

There were many highlights: Dave Watt doing his first solo in a K-13 (not bad for a previous European champion); Luke Roberts arriving from Devon in his beautiful Jodel D9 via a field in Great Haseley, where on letting Andrew Betteley fly his pride and joy we ended up pulling the plane from a pile of mud with Betteley wading barefoot through the mud carrying his pride a few pints of beer behind him. The escapades continued when Luke noticed a fuel leak on arrival at our hosts Windrushers recounting it with the immortal line: "When I felt the fuel dripping on my leg I decided landing was a good idea!" Oh Happy Day – hey, Luke? The Air League flyers in the Cessna and Rallye were joined by Annie Laylee and Matt Cook in separate RV4s; Adrian Plant hung on till the end of the epic day of glider flying to put on an outstanding display in his Pitts special. The inverted spinning and tumbling around police helicopters was gobsmackingly good.

The day then concluded with a stunning smoke-on practice display from Pete Wells in his Twister. This had style, panache and co-ordination and was flown with all the finesse of a display pilot.

So, all in all, a brilliant day out. Thank you to everyone that made the day possible and especially to Windrushers, The BGA, The Air League Educational Trust and guest speakers. All provided inspiration and promoted airmindedness in the young people of Britain. To join or donate, check out what is on offer at *www.airleague.co.uk* or at the Air League group on Facebook.

If you missed out, you'd better make sure you're there next year...



Luke Roberts and Rachael – "Luke really is a singer in a Gospel choir," says Andy. "Amazing, I know"



Finding out more about gliding at the Air League event at Windrushers GC, Bicester *(Terry Holloway)*





HSBC Insurance Brokers Aviation Practice offer competitive polices for gliding.

Tony Mitchison
Call +44 (0) 1444 313 289
Email tonymitchison@hsbc.com
Facsimile +44 (0) 1444 313 280

Archie Lam
Call +44 (0) 1444 313 103
Email archielam@hsbc.com
Facsimile +44 (0) 1444 313 280

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

Web www.insurancebrokers.hsbc.com/aviation

HSBC Insurance



Be prepared for the worst – and the best, too

ONE hundred years ago the Boy Scout movement was founded by Sir Robert Baden-Powell, and millions of scouts have been joyously celebrating the occasion worldwide. I seem to remember that I joined aged 11 but that fairly early on they "let me go" – in the way American employers "let go" staff who have shown absolutely no wish to depart. In short I was expelled. Not, as you may cynically think, for breaching Sir Robert's injunction to be clean in thought, word and deed. In truth I was so innocent that when I asked the Scoutmaster to give me an example of an unclean thought, word or deed he went bright pink and suggested I might be happier in the Birmingham Model Aeroplane Club. The BMAC were also quite free of unclean thoughts, words or deeds (so far as I could tell, since I did not know what such things were) but at least they did not bang on endlessly about it. All they talked about was were questions of technique: in what direction the very pronounced grain of Jap tissue (if you could get any immediately after World War Two) should lie when covering tailplanes; how to tow a glider up into a thermal without it veering wildly off to one side or the other; and how many turns you could safely wind on a 20-inch, three-ounce, eight-strand Pirelli rubber motor without blowing the fuselage to bits. (The answer to the last question is – one less turn than you just did, poor sap.)

But one thing I adhered to pretty well was the Scouts' motto "Be Prepared" and I don't mean in the distinctly unclean sense suggested in Tom Lehrer's leering, lecherous lyrics*. If I pitched up on a lonely heath far from home with my newly-built free-flight model but without glue, razor blades and every single essential item in the repair kit, then a fine day's flying would almost certainly be ruined. I also remembered to put stickers on my models with my address promising a reward (three and sixpence, or 17.5 new pence, was accepted gratefully) and did bus rides round the Midlands collecting my gliders and ransoming them with my pocket money. This was before de-thermalizers had been invented, and boring but necessary five-minute limits on durations in contests were imposed. No, to lose a model after an hour, drifting slowly out of sight over the horizon or better still, directly overhead into the base of a cloud, could win a competition outright. Such a flight was regarded as a triumph, when of course it was plain daft since more often than not you didn't get your model back, but never mind.

Jump forward 60 years: few weeks ago I got a 09.30hrs task briefing from a very experienced and successful cross-country pilot. It was murky but he assured us it would improve around 14.00, when a 200km triangle should be just feasible. So my partner I wandered off on various minor chores to use up the next four or so hours, he to fettle something or other in his caravan and I to my next S&G column –

– *Whaddya mean, MINOR chore? This column should be at the very centre of your being! Ed.*

Er, yes, Madam Editor. Well, as I was saying, less than an hour after the briefing I was sitting in the clubhouse with my back to the window staring at a blank sheet of paper, wrestling with writer's block – *Funny – he never suffers from talker's block... Ed.* – and suddenly something dark fell across the page. A dark shadow. Now a phenomenon like a dense shadow, I slowly ratiocinated, is produced by a very bright light. (They give Nobel Prizes for this sort of stuff.) Or rather, to be pedantic, a dense shadow is produced by something like my gnarled fist, and the writing implement it gripped, getting in the way of a very bright light falling on a sheet of paper. I turned slowly. Would that be the Sun? Not just any old sun, but our own nuclear-fusion-powered home star? Great Scott, so it was! Frantic removing of covers – never remove wing covers frantically, especially if you have razor-sharp high-aspect-ratio winglets – and a trundle of what feels like a mile to the launchpoint to the very end of a suddenly lengthening queue. The front of the long queue was comprised of gliders which had been parked, covers having been carefully removed and neatly stowed away, right next to the launchpoint since around 10.00 by a bunch of wise virgins who had been out on the field monitoring the sky at one-minute intervals, not piddling around in the clubhouse like me.

A rapid task upgrade to a 430km triangle was declared and finally we got launched into conditions that had clearly been stonking for at least an hour. Then we realised that the quickly cobbled-together new task involved negotiating our way round some complicated airspace, which mean doing quite a bit more than 430kms and also losing focus on the job of climbing as fast as possible and cruising through the best air. The only merit of this airspace problem was that the back-seat pilot had for once something useful and interesting to do directly related to navigation. We breezed round under streets whose long and lovely dark shadows stained the waterlogged terrain of Middle England as far as the eye could track them. But being properly prepared would have meant a declared task of 600km could have been done, and we could have achieved the best flight of the day as analysed by See You on line that same evening. So I suppose, in terms of what was achievable, we blew it.

To whom does it matter, so long as you had a nice flight? Ed

It matters to me, that's who!

Worth their weight in poly-acrily-kryptonite

A recent advert in *S&G* for a renowned glider distributor carries the proud headline: "600 kilos of pure gold." This is a reference to the Gold Medal won by a Ventus 2cx in the 18-Metre World Champs. However, it could just have well referred to the soaring (sorry) cost of carbon fibre; this precious material now costs three times what it did two years ago. Basic UK inflation has only been about eight per cent over the same period. Builders of airliners – even the conservative Boeing, for a long time cautious about switching from metal – are increasingly using composites, and supply has not caught up with demand. The defence business uses carbon fibre (and is rather secretive about how the best stuff is

** If you're looking for adventure of a new and different kind/*
And you come across a Girl Scout who is similarly inclined/
Don't be nervous, don't be flustered, don't be scared.
Be prepared!

made) and windfarm turbine blades use it. Even makers of smaller items like racing bikes and tennis rackets are complaining about the costs. European car manufacturers would love to use it but it is many times more expensive than conventional metal.

In the rains of Minnesota last May I talked to a leading importer in the USA about the excruciating cost of German gliders, especially with the US dollar taking a pounding (sorry again!) in world currency markets. However the healthy US sales of the ASG 29 kept a smile on the gentleman's face. Successful new designs are essential if the smiles are to be maintained.

When I was a magazine publisher in the 1980s we would buy millions of pounds-worth of paper a long way forward in Italy, where we were printed, to guard against shocks from changes in world demand and exchange rates; glider manufacturers, similarly, arrange to get a guaranteed price for crucial materials a long way ahead. But eventually the real price will catch up with you. A smart accountant would say you should price today's products not on the basis of last year's costs but on the current (or even anticipated) market costs of every input, whether it is components, materials or skilled labour. It's not called profiteering, it's called survival.

Glider prices are therefore bound to outrun inflation significantly. However if you own a house with not too big a mortgage, don't be depressed; you can console yourself with the thought that your home's value is spiralling upwards at about the same rate as an ASG 29 chasing a Ventus 2cx round a Spanish thermal. So as a person of property you'll still be able to afford competitive gliding. Well, you will if you are willing to sell the house and live in the trailer...

Two wings good, four wheels bad

There are various useful things one can do in the back seat of a modern two-seater, but sadly that list rarely includes the once-prized skill of telling the pilot exactly where he is. One can fix lunch, pass the pee-bags and draw attention to fine architectural details of English country houses that one passes over. (The best-kept houses and immaculate grounds are mainly owned by Arab and Russian oil billionaires. They all have armed henchmen and, being justifiably paranoid, are very well-informed, so be careful where, or upon whom, you drop that peebag.)

On a 500km cross-country last August, after the dreadful June-July weather suddenly perked up, I thought I'd entertain myself in the back seat by seeing, or rather hearing, what the bossy young woman in my Garmin satellite navigation system for motorists would say when travelling in a fairly straight line at 4,000ft. This female sounds like a severe British schoolmarm, and her tone is very disapproving when you deviate from the route she specifies. "Ruh–calculating!" she sniffs, then comes up with another wheeze for getting you to your destination. Near Oxford I switched her on and asked her how to get the glider to Newark on Trent. I expected a continuous babble of instructions. Instead there was a sullen silence. We were not over any known road so I suppose she had nothing to say.

No doubt that means that if you take a satnav into the middle of a big field it will likewise remain silent. I must try that on an aerodrome some time.

Suddenly, presumably as the glider passed over some country road and provided a momentary fix for her to work with, she yelled, "Make a U-turn and then take the third exit at the roundabout!" When this excellent advice was ignored by the pilot in charge, another sullen silence followed until we were over another little road, whereupon she snapped, "Ruh–calculating! In point-two of a mile, turn left..." This puerile amusement began to pall after a few minutes, so I put her out of her confusion and torment by switching her off.

Later, when I was back on the ground, I tried to drive to the cathedral city of Wells by the fastest route. Madam Satnav made a point of taking me through picturesque country lanes, footpaths almost, where I frequently had to stop for oncoming traffic, either on four wheels or four legs. It took an absolute age. Afterwards I did what I should have done at the very beginning and looked at a map – *"Duh, Grandpa, what's that?" "Well, it's a scaled-down representation of the country, printed in coloured ink on paper, but don't ever be seen by males under 25 looking at one or they'll mock you mercilessly"* – and found that I had only needed to use one main highway to get there. If I'd used the map I would have had far fewer scratches from hawthorn bushes down the left side of my car, too.

'I thought I'd entertain myself in the back seat by seeing, or rather hearing, what the bossy young woman in my SatNav system for motorists would say when travelling in a fairly straight line at 4,000ft...'

The lesson is, don't ever make fun of a British schoolmarm. She'll get her revenge sooner than you expect.

Your most important organ – use it or lose it

The London taxi driver did not need to know the street I was going to this morning: the moment I mentioned the name of the company I was visiting he named the street immediately. "Norf Wharf?" he asked, and I said "Yes, North Wharf!" For a while, it sounded like a conversation between two amiable dogs. His expertise is called The Knowledge – a painstakingly acquired mental databank, which I guess is maybe threatened by satnav before long – unless the cabbies' union can bribe the manufacturers to make the bossy female voices even more irritating and their instructions even more misleading than they are already. As I settled in he said to me cheerfully, "It's lovely an' sunny, innit, guvnor? And them tee-vee weathermen said it was going to rain. What do they know abaht it?" I had not heard or seen any forecast but said, "Well, as a glider pilot I would say that this sky looks potentially very wet. I am glad I have my umbrella with me!" He looked sceptical. So it is with grim satisfaction that now, as I write, I hear a torrential downpour in progress. I can imagine the much-impressed cabbie saying to his later passengers: "I 'ad this fare this morning 'oo said it was going to rain, though it was sunny at the time, and nah look at it coming dahn! Said 'e was in the Glider Pilot Regiment. Went in on D-Day. 'E's probly the guy what told Eisenhower it was okay to invade. Bloomin' amazing."

I would have been a bit concerned for the reputation of the soaring fraternity, not to mention the veterans of the Glider Pilot Regiment, if it had become hot and sunny. When it bucketed down I breathed a sigh of relief, though doubtless not as deep as that breathed by Ike when the forecast came out – sorry, came *aht* – right on that fateful day.

Incidentally, it is a medically established fact that London cabbies have one part of the brain very much enlarged by the constant acquisition and updating of The Knowledge. So you could say that the Victorian pseudo-science of Phrenology – reading people's character and capabilities through their cranial excrescences was, at least in very broad principle, not total codswallop. I now wonder whether people who have been scanning the skies for 60 years should have some special lump or bump in their grey matter, though not necessarily in the same location as the cabbies'. Likewise instructors who have been bashing the circuit with *ab initios* for over half a century should have some lump or bump to show for it, but it's most likely to be on their behinds, poor things. (Sorry, that was an unkind dig at the unsung heroes of our clubs, for which I apologise immediately.)

I would be quite happy to bequeath what's left of my worn-out brain to science to see if neurologists can discover anything at all, after all my years devoted to our noble sport, relevant to gliding. However, there are people still alive and aviating after many tens of thousands of hours of single-minded and wholly focussed flying, whose brains would be a lot more interesting than mine to poke around in. I was thinking of naming them in this column (and they each ought to be much flattered if I were to do this) but I don't want them to have to scuttle around with a hunted look after all their dedicated service to the movement. After all, there are some people in the world whose scientific curiosity outweighs human feeling, and they would make our prospective donors feel distinctly nervous.

platsandg@blueyonder.co.uk





Left: *on tow with Rayskala in sight – low launch failure options are distinctly interesting*
Above: *icGC discus 297 in the Finnish skies and* (bottom) *over one of the many lakes*
Below: would that be sunrise, or sunset? In fact, it's 02.00hrs *(photos: Holly Davis)*



Soaring 'Mä Haluun!'

Phenomenal flying, great fun – Shaun Murdoch recalls icGC's Finnish exped



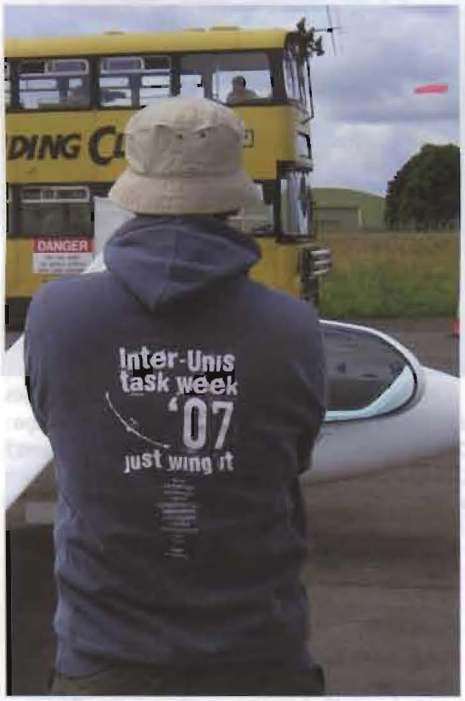
THAT means "I want!". And at Rayskala in southern Finland it's exactly what Imperial College pilots received this July. Armed with a Grob 103C, a Discus, an ASW-24, and plenty of Red Bull, icGC left the UK in the hope of getting a little slice of what was at the recent Rayskala Europeans – the one where they set and completed a 1,000km task. We avoided the flooding at home and were rewarded with amazing conditions by UK standards. In total, 16 icGC members came, plus four assistant instructors, two of whom had nothing better to do than stay the whole month!

Having arrived in Finland after an epic

(continued on page 20)



Students just wing it





Above: Branding meets gliding – IUTW clothing by Its A Wing Thing modelled at the launchpoint (Paul Bendrey)
Right: The author landed out at a racing stable in the UWE K-7m with Chris Gough – and used it as a marketing ploy

Paul Bendrey reports on the 2007 Inter-University Task Week, where students clocked up more than 75 achievements, from four first solos to a 500km

FOR THOSE of you who haven't had any dealings with the IUTW, I'll explain a bit about it. It is an annual competition between university gliding clubs in the UK and it has two main aims: flying as much as possible and having fun.

It is not like your typical comp: it has two parts and an overall winner. One part is "progression" where points are awarded for such things as Bronze qualifying flights, cross-country legs, Silver flights – basically anything where the pilot progresses, and of course the highest progression points are awarded if you actually manage to go solo during the week. The other part is "cross-country" which is scored using the BGA National Ladder's scoring system.

Before attending last years' Task Week, I had a conversation with Mike Weston the chairman of my own club's host club. I fly from the University of the West of England (UWE) GC, based at Cotswold GC near Stroud in Gloucestershire. I asked him if it would be possible for us to bid to host the 2007 IUTW and we duly made our pitch at the end of the 2006 IUTW; everyone agreed.

We reported back to our host club that we had been successful in our bid and that we would be hosting it the following year then planning commenced in earnest.

The universities attending this year were: Bath, Cambridge, Edinburgh, Leeds, Loughborough, Manchester, Nottingham,

(continued on page 21)

Off to university this autumn and keen to fly?

THERE are several Student Union university gliding clubs in the UK, *writes Alison Randle*. Their existence depends on factors such as having a host club (and being able to get to it!) and finding enough people to run it. Unfortunately, not all universities have one. Some clubs simply fade in and out of existence, depending on critical mass, so be sure to make enquiries through the SU and consider advertising to students (and staff). There is a list of known clubs at *www.gliding.co.uk/findaclub/university.htm* – please let me know if yours is missing! One issue discussed at the BGA workshop at the Inter-Uni Task Week was how to support people keen to fly, who find themselves without a uni club to join. If your uni is lacking and you want to fly as a student or to set up a new SU club, please contact me or Dick Poole, *AeroRJP@aol.com*. I can't promise miracles, but I will put you in touch with like-minded people to see what can be done to get you flying. If you're lucky enough to have selected the right uni, you'll probably find yourself flying from a new site with a new club. Every club has its own way of getting things done. One thing that doesn't change is the appreciation of people who muck in. So enjoy learning to work in a different system with a new bunch of people this winter and all the flying challenges and opportunities a new site brings.

Alison Randle (right), is a former Uni GC member and now BGA Development Officer. She can be reached at alison@gliding.co.uk



Mike Randle





Left: ready for launch. Above: Relaxing at Rayskala. Exped members were Shaun Murdoch, Aki Pakarinen, Sage Shah, Abeed Visram, Christian Morsbach, Emma Worley, Claire Malpas, Tom Sibley, Arthur Leung, Dhru Laheru, Rory Condon, James Palmer, Jamie Denton, John Gaskell, Holly Davis and Radek Nespor. Four are instructors, four were pre-solo, four were early solo, three were Bronze and one Silver (photos: Shaun Murdoch)

two-day drive, convinced that sunset was in fact dawn, we found the local club very friendly, welcoming, and well kitted out. What first strikes you on take-off, after the slightly alarming aerotow failure options, is the awesome beauty of the location. Lakes shimmer like mirrors – you can even spot the glider's reflection – and pretty much all you can see is countryside with nothing in the way to spoil the view. In the first few days we had already started to explore the local area, some pilots doing cross-countries up to 400km, pottering at 90km/h, whilst others gained their Silver durations and flew dual cross-countries in the Grob. Well done to Rory and Tom for their Silver durations, and commiserations to Claire – who needed relief – and Emma, who ran out of day. Later on, Rory managed to complete the set with a 160km Silver distance! Other achievements early on included a first single-seater flight by Christian.

Away from the airfield, we did as the Finns do: drank plenty of beer, and enjoyed some sauna and larking about in the lake. We had very little sleep initially, because in early July it never gets dark, and we had no idea what time it was! Night-time is just one big sunset that turns into sunrise again, and no photograph can quite do the experience justice: it is truly breathtaking. Of course, being the reserved Brits that we are, all this late-night sauna and lake merriment was appreciated clothed. That changed on meeting some of the locals, who stole our reserve in exchange for copious amounts of alcohol. This delighted Aki, our own Finnish member, no end.

Occasionally we lost a few days to rainy weather. It never got as bad as the UK – no new lakes were formed – but this allowed us to enjoy Finnish culture, by visiting Helsinki, and of course Moomin World! In true Finnish style, the local theme park rides are pretty extreme, and very bizarre: possibly the strangest is a 100ft-long motorised skateboard, complete with half pipe. Another thing worthy of note is the 'Harmageddon', an extremely spicy pork dish served by a pub local to the airfield: it has its own health warning, and I can personally confirm that it deserves it...

Getting back to gliding, almost every flyable day we found was soarable to some degree. The forests were an excellent store of energy, while the lakes worked as the trigger. On good days, it was soarable from about 8am to 8pm, and Rayskala will give you an aerotow at 10pm if you like! Cloudbases were anything from 6,000-9,000ft, with good 4-9kt thermals, which isn't too bad really.

'All in all this very adventurous expedition – the furthest we've been in some years, with the most gliders – was very well worth it. The sheer level of soaring that can be achieved is truly phenomenal'

Only in Finland would you consider going off cross-country at 6pm! This gives a very long day, which is great when you have six people to fly and three gliders: everyone can have as much soaring and training as they can take. With multiple instructors, at least two at all times, there was ample opportunity for everyone to get what they wanted out of the expedition.

On planning the expedition, I had declared one little extra goal: for our Grob 103 to fly further than it ever had done previously. This would mean a 527km triangle task stretching nearly 200km to the east, back past Rayskala and another 75km to the west before heading home. In the last week, the day to do it finally arrived so Sage and myself got to it. Before leaving, we were all interviewed by the Helsingin Sannomat, the most widely circulated newspaper in Scandinavia, who were very interested in why we had travelled north for the summer. Their photographer went up in the tug to take photos from the air of us setting off on task, and later commented that she didn't realise Finland had so many lakes.

On task, things went well for most of the run. Staying high to remain in gliding range of landable sites, we were enjoying an awesome view, and equally good thermals. We had to cross a few duff areas, which slowed us down, but we motored along, completing the first 300km uneventfully. Then top cover started coming in, and we tiptoed along, trying to edge closer to where we could see sun on the ground.

Arriving at our second turn point, Oripaa Airfield, at about 6:30pm we scratched for ages in the blue, and eventually picked up a 3kt thermal to start us on our way home.

Unfortunately, that second thermal that would have actually got us most of the way back to Rayskala never came; we landed in a field at around 7.30pm after well over eight hours of flying time. Still, 422km wasn't a bad effort. Jamie, who had set off on the same task as us but in an ASW 24, completed the task: well done him!

All in all, this very adventurous expedition – the furthest we've been in some years, with the most gliders – was very well worth it. The view from the air is nothing any of us had seen before – the photographs can't do it justice – and the sheer level of soaring and cross-country that can be achieved in such a short space of time is truly phenomenal. If you go there when it's a "good Finnish summer" you certainly won't regret it. The people are friendly, and the lifestyle is fun: great for any holiday, even better for a gliding holiday.

Inter-Unis task week '07

(continued from page 19) Southampton, University College London and UWE as well of course as the traditional "Hangars On"!

In the week leading up to the competition the county that the airfield is situated in experienced a record amount of rainfall and massive flooding occurred. There was some concern that the water supply at the airfield might be affected and that the poor weather would continue. Fortunately the water supply was not affected and the good weather we'd booked arrived and lasted the whole nine days, apart from one morning.

Each day tasks were set. However this was the IUTW so you could choose to fly the task in any order, add extra turn points or even create your own. Each task included a 50km leg to cater for those wishing to obtain Silver distance. This allowed them the option of landing at (or beyond) the turning point or continuing and attempt the whole task.

As a first-night ice-breaker a barbecue was held and a good time was had by all. This provided the opportunity for the members from the different universities to interact.

We hired the BGA Duo X for five days of the comp to enable us to fly the task, twice on some days. This provided an invaluable introduction to cross-country flying, and I can thoroughly recommend anyone thinking of hiring it to do so as it is a lovely aircraft.

On the second day of the comp I landed our K-7 two-seater in a field owned by a racing stable, near Winchcombe. While waiting for the retrieve the stable girls came to have a look at the glider and brought me some food. Ever the marketing person, I showed them around the glider and talked about the comp. I invited them to have a trial lesson the next day. The next day they turned up and had a trial lesson which they enjoyed so much they are planning to join!

The weather just got better and better as the week went on, so much so that on Day 4 Michael Schlotter (representing Bath University) planned and flew a 500km flight in a Libelle in just over seven hours – pretty fantastic for a Libelle.

On the one day where it was not flyable in the morning we were lucky enough to be joined by Alison Randle *(see p19)* and Dick Poole from the BGA to discuss university gliding within the framework of youth gliding. The discussion was very productive and a lot of good ideas were shared between universities.

By chance some Manchester University students had gone out shopping and were listening to BBC Radio Bristol when the topic of 'gliding' was mentioned; never one to miss an opportunity to publicise gliding we got on the phone and had a short surreal interview with some very random questions relating gliding to objects such as wigwams and eggs.

The next morning before briefing Alison Randle gave a very informative presentation on funding opportunities for clubs and about resources available for university clubs.

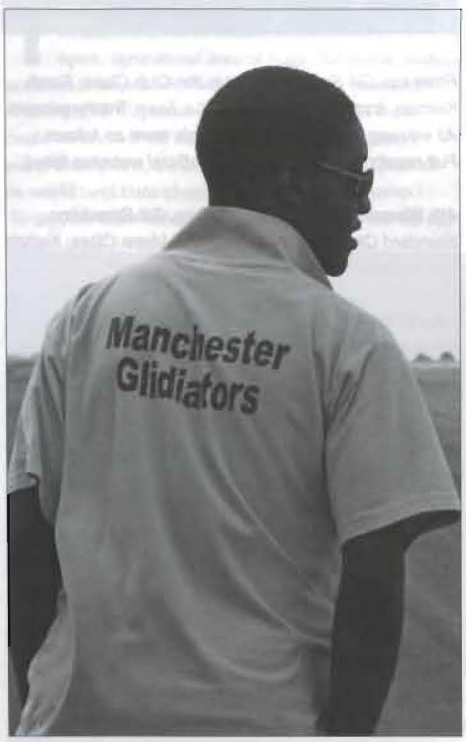
The final night party provided everyone with an opportunity to let their hair down and celebrate a fantastic week of flying and fun. The prizegiving was held on Sunday afternoon and Red Bull Air Race pilot Steve Jones was invited to present the prizes. Before the prizegiving he was given a flight in the club DG-500 with the CFI.

The prizes were then given out and Steve Jones concluded the prizegiving with two poignant words: "Fly Safely!"

Thanks to everyone at the Cotswold GC who helped make this year's IUTW one of the best, especially Mike Randle for met and task setting, Mike Weston for letting us host it, Simon Buckley for organising instructor and site briefings, David Howell for running the bar, Richard Kill for organising the catering, and Pat Gilmore for processing the log sheets. Thanks also to It's a Wing Thing (*www.itsawingthing.com*) for providing prizes and producing excellent clothing, and most of all those that attended and made the week so enjoyable. See you next year, wherever we may be!

Achievements

43 Aircraft type conversions
9 Bronze soaring legs
8 Cross-country soaring legs
4 First solos
4 Silver height gains
3 Cross-country navigation exercises
2 Silver 50km flights
2 Silver five hours
1 500km flight





Above: Red Bull Air Race pilot Steve Jones went for a flight in a DG-500 before presenting the prizes. Results were: ***(a) Progression:*** *1, Manchester; 2, UWE; 3, Leeds; 4, Edinburgh; 5, Southampton; 6, UCL; 7, Cambridge; 8, Nottingham; 9, Loughborough; 10, Hangars On.* ***(b) Cross-country;*** *1, Bath; 2, Edinburgh; 3, UWE; 4, Manchester; 5, Hangars On; 6, UCL.* ***(c) overall:*** *1, Bath; 2, Edinburgh; 3, Manchester; 4, UWE; 5, Leeds; 6, UCL; 7, Southampton; 8, Cambridge; 9, Nottingham; 10, Hangars On; 11, Loughborough*
Left: more branding for gliding: the Manchester Glidiators t-shirt at the IUTW *(photos: Alison Randle)*

Gold fever again

The British Team scooped three Golds in 2007. We start with Liz Sparrow's story of how the women won their worlds



ROMORANTIN is the capital of the Sologne, an area of swamp and forest in the Loire Valley, just south west of the main Paris airspace. There were mutinous mutterings from my crew about visiting a comp where the club's logo was a heron... Especially given the previous meteorological history of the women's worlds: plagues of locusts, hail, tempest, etc – oh well, at least the herons could snap up any plagues of frogs. We packed wellies. Vanguard Lucy surveyed the land to avoid the worst of the swamps and put out towels to prevent other nations stealing the best spots; Camp GB was duly established in a shady spot on high ground.

On arrival in France, it became clear that Romo marks a divide – to the north east is swamp country, a magnificent wetland reserve scattered liberally with scenic chateaux, crammed full of historic locations but with minimal landing opportunity; to the north west is Tours airspace, mostly unavailable; to the south is magnificent rolling arable country, all harvested or with combines revved up and ready to go. Those of you with a good memory – remember Klix? – have already worked out which way we went for most of the comp...

Practice week was cold and showery, the exception being a splendid wave day where everyone abandoned the practice task and climbed to 7,000ft-plus. Now, my geography knowledge suggests the next mountains to the west of Romo are the Appalachians, so explain that if you can! Stormy weather continued into opening day, a worry as we were processing for a mile from the Hotel de Ville to the main event; but it was okay, they were going to check at 15.00hrs and abandon the procession if it was raining. The bright sparks among you will have worked out that generally on thundery days it starts going around 17.00... coincidentally the time of the opening ceremony. We walked increasing quickly across town, massing ranks outside for the ceremony, which commenced just as the downpour did. After damp discussion they decided to continue indoors (that this had not been previously considered says something about the met for the comp to come!) and we scurried within to salute and hear the local dignitaries. Obligatory speeches, then Kir and nibbles, followed by 'entertainment': a 'rappeur' (happily I missed this) and the local Hunting Horn band, best experienced from the right side of several stirrup cups. Watch the video on YouTube!

So to the comp. Day 1 weather looked appalling, but the Clubbies were at the front of the grid and the organisation hadn't had any practice days so they were bound to send us unless the rain was too heavy to signal to the tug. We were duly launched. The Big Girls scrubbed. After a couple of hours we managed to get to the start point, 10km upwind. Most people sensibly came home after that, but self and Banzai Spreckley crossed the start line and glid out to fields. Huzzah for friendly farmers who can spot when the only vehicle that will do the job is a tractor. 16km in 2hrs 30 mins – just about set the week's mark for achievable speeds. But – and here history is made – after that, the weather improved and we flew every day bar one for the rest of the comp. It was never racing weather, but we did get flying weather most days. Sometimes (but not usually) we even got tasks to fit the weather!

We moan about restricted airspace in the UK, but much respect to those who have fought long and hard for what we have now. France is very restricted, and the airspace warnings list each day was long. And what the comp organisation wanted us to avoid very helpfully didn't match the map. So it was strange that they had to be told we needed a briefing; in fact on the first day there wasn't one and on the second day the briefing consisted of two blokes holding an airmap up at the front of the hangar. I have the picture to prove it. From time to time there was a slight air of surprise and bemusement that a comp was happening around them.

Airspace, weather and possibly the task-setter conspired to prevent us tasking over the arable lands to the south; and a late return low in the blue over 60km of unlandable stuff is not pleasant – some days proving an impassable barrier. This resulted in many late retrieves as there are no fast roads through the swamp country; you may agree that the task was overset the day we flew for over six hours to land out 125km from home. And I was the closest! – seriously.

The Baba Jaga night where new pilots are inducted to the witches' hall of fame excelled due to the simple expedient of electing Sarah compere. Look at the pictures on the website and you'll see what I mean. The middle European countries take Baba Jaga very seriously: there were some splendid witches, however none could compare to Team GB in their Brit Witch t-shirts, courtesy of It's a Wing Thing. While I'm name checking our kind sponsors, Rocket Software have again funded us this year, and as ever we receive much help from the BGA. We thank you all, we can't do it without you.

But back to the flying. In the Standard Class, Sarah set the pace from day 1 and Kay followed hot on her tail. Lucy did not have such a good time in the 15-Metre Class, having to abandon some days due to illness – swamp fever had swept through the camp, afflicting pilots and crew from several nations. The Club Class, much to the surprise of our coaches, developed effectively as a team to leave most of the rest standing, and Gill flew extremely well throughout.

I'm not going to bore you with a day-by-day account of the comp, but suffice it to say that on the last day – after nine comp days – Sarah's lead was relatively unassailable, whereas Gill was hotly pursued by the German clubbies. In that position, the last thing you want is a difficult day – so that's what we got. Ticklish conditions, mostly under overcast, virtually unsoarable in places. And worse, an assigned area task – so we didn't have any idea of the scores when we did get back. For a while, we entertained faint hopes of a 1-2-3, but it was not to be: when the scores finally came through, the German pair had managed to keep Rose and me off the podium. In the Standards, Sarah stormed round to reinforce the point, with Kay 4th.

So, swamp fever replaced by Gold fever: two World Champions, two fourths, a fifth and an eighth – and the Team Trophy. Not bad for a bunch of girlies!







From top: Gill Spreckley, first in the Club Class; Sarah Kelman, first in the Standards; the Team Trophy winners. All winners of 2007's internationals were as follows. Full results can be found at the official websites listed:

4th Women's Worlds: *Club Class, Gill Spreckley; Standard Class, Sarah Kelman; 15-Metre Class, Kathrin Senne (www.wwgc2007.org/)*

14th Europeans: *15-Metre Class, Janusz Centka; 18-Metre Class, Ronald Termaat; Open Class, Pete Harvey; Standard Class, Frederic Hoyeau; Club Class, Sebastian Kawa; World class, Krzysztof Herczynski; 20-Metre Class, Gintautas Butnoris and Vytautas Rasimavicius (www.egc2007-issoudun.fr/home.php and www.pociunai.lt/en)*

Junior Worlds: *(report due in next S&G): Club Class, Killian Walbrou; Standard Class, Patrick Gai (www.wgcrieti.it/jwgc2007/index.asp)*

"A big thank you " says the team, "to all the sponsors, especially Rocket Software, who have helped us to achieve our successes. Yet again we are the world's top-ranked team"

Rocket

Teaming up for a win



Braving the French rain, Pete Harvey successfully defended his title of European Champion

THIS year's European Championships were held at Issoudun, about 300km south of Paris – an open, agricultural area of huge, flat fields, with occasional forests, chateau and obligatory vineyards.

The British Flaptastic (flapped classes only) team could be considered reasonably strong: two current world champions, a current European champ, plus an ex-world (and Euro champ) and an ex-Euro champ. To say 'the team' doesn't really do justice to the set-up, since we were really three teams... The 15-Metre Class chaps were Tim Scott and Leigh Wells. Tim won the French nationals here in Issoudun last year, so knows the area well and is loved to bits by the French pilots for pinching their prized gong. Leigh won Bronze in the last Euro 15-Metre so needed a relatively minor improvement to decorate the mantelpiece. The 18-Metre chaps were current 18-Metre Class World Champion Phil Jones and former European champion Russell Cheetham – both experienced campaigners.

Finally, there's us Open Class gentlemen. Kim Tipple flew his first Euros in 2005 and was looking to cash in on his prodigious talent and caveman looks. Steve Jones, ex-World and European champion is a new flying 'partner' for me, but we'd worked well together in an epic pre-season romp around the Alps, will be flying together in the forthcoming New Zealand Grand Prix final and were looking to capitalise on our matching Nimbus 4s. I mention the 'matching gliders' because Open Class rules now allow 850kg, rather than the previous 750kg.

Prior to the event, there had been furious drilling of wings and shuffling of paperwork across Europe as us collective Nimbus 4 drivers modified our wings to take advantage of the increased limit – to fantastic effect!

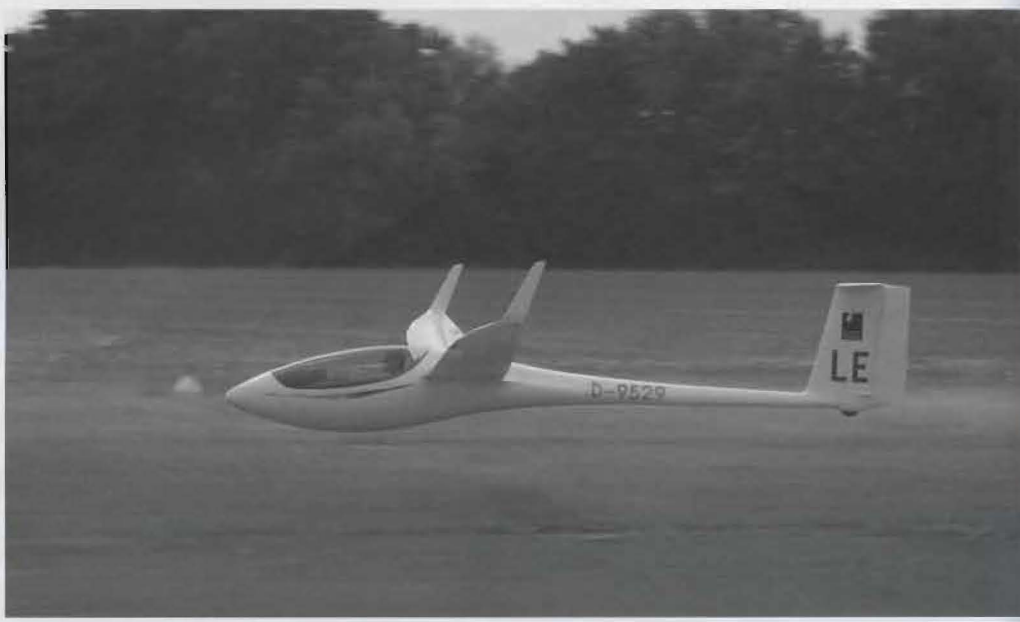
All we wanted was fabulous weather – which, of course, wasn't going to happen this year. Conditions were generally very UK-esque with 4,000ft cloudbases,





Pete Harvey finishing at the comp and, right, his shot of team-mate Steve Jones The main picture, top, shows one of the squall lines they flew (Photo: Pete Harvey)





Above: Russell Cheetham collecting a day winner's prize in the 18-Metre Class – a new Class for him at international level. He came 5th overall in it.
Right: Leigh Wells, Bronze Medallist, 15-Metre Class
(Photos by permission of the competition organisers)

plentiful cloud and continual changes. A huge forest area, the Solonier, to the north was obviously going to influence things, but for better or worse? I'm a strong believer in following the better airmass whenever possible, so during practice we had been on the lookout for areas that were particularly soft or that worked well. On one day, I chose to route further north and over the forest, whilst Steve and Kim routed south over the fields. I finished some 70km behind the others and vowed to avoid the area whenever possible. It was a strategy that worked very well for us later.

We had several memorable tasks, including the opening day's 1.5-hour assigned area amongst the showers. Conditions varied immensely, so route selection was vital. Eventually, we found and ran a 70km squall line/convergence gently moving south into the sunshine and therefore constantly replenishing. We soared it like a ridge at 80kt, well above cloudbase, following its twists and turns, wondering how far it would go and it would last.

As I returned along the convergence, Steve's calm warning saved me from plunging straight into a forbidden zone. A simple VNE dive through the rain under the cloud sorted the problem and I cleared by 150m... but what next? Change gear quick. The convergence fizzled into a band of rain, leaving the three of us with a mincing glide a looooong way to a low save. I love 60:1. A couple more squeaks and we'd negotiated the final sector for home in a little over two hours total. The three of us flew the whole flight together, each helping to map and find the best lift, thus optimising our overall speed. Teamwork indeed. Phil and Russ put in solid performances, too; the 15-metres scrubbed. Overall, Team Brit felt we'd safely put day one nerves behind us.

A couple of days later, all three classes flew another AAT, with two huge, identical areas. The task amounted to: "Here's France – see what you can do for three hours!" The key factor was the wind, which was highly likely to induce thermal streeting. With the first leg north up to the Solonier forest, finding the best into-wind leg would be essential. We started together, but Kim soon slipped a turn and decided to meet up on the next leg rather than play catch-up. We never reconnected. Meanwhile, Steve and myself minced into the first sector, trying to judge how far to go. Turn too soon and if conditions were good, we'd run out of task area; go too far and we'd be in the soft forest air. Just right and there might be a line between the two...

Every time we stopped to thermal we carefully scanned the upwind second leg. More and more folks from all classes headed north, into a good-looking sky, but we pushed east, gently downwind, but still we hoped in a better airmass. Eventually, a definite street began to form on track. We turned and as we started to run it, it improved. And improved. And improved. Mega! Steve really had the bit between the teeth and we pushed and pulled, weaving our way westwards, rarely stopping. I wanted to slow and get closer to the cloud, he was confident and pushed harder to stay lower and read the clouds better. It was the superior strategy.

Amazingly, we wanted to take mostly identical lines, often having to skip sideways to give each other room. A few gaps made life interesting, but I just held on tight while Steve stormed ahead. Almost home, we flew into a dead area and frustratingly had to wait for a cycle, but overall still made excellent time. A good day's work, leaving Leigh leading the 15-metres and Phil third in the 18-metres. In the Opens,, I was second, however, Uli Schwenk, that seasoned German campaigner, was leading and clearly in fine, relaxed form. His laughter is the highlight of any competition and it's worth visiting just to sample it!

'Steve's calm warning saved me from plunging straight into a forbidden zone. A simple VNE dive through the rain under the cloud solved the problem – but what next?

The next few days were poor, but somehow director Regis Kuntz managed to coax a day out of almost nothing, including a 110km task for the Opens with a start in rain, a strong wind and almost no thermals. Great entertainment. Just to cap it all we enjoyed a mass landout in the field short of goal! Baldrick couldn't believe I'd flunked the turbo start, but it was one of those will we/won't we situations. It was just that this one also involved lots of gliders, rain, multiple power cables, a flat battery and a stiff breeze. Sometimes, even French fields have their merits.

With everything to sort on the last day, the sky was the summer's best. The forecast was good and a 300km racing task set. A little short, but likely to separate the points, thus good news if I wanted to win, bad news if I wanted to consolidate second. For the first time I felt relaxed. We decided on a late start, but would make a dummy start to coax the others off (we knew many folks listened to our team frequency). It worked a treat and Steve and myself stormed around the task, playing catch-up. On the final leg home over the Solonier, Steve nonchalantly pointed out Uli close by. Match him home and I'd beat him, but where was third-placed Laurent Aboulin? Playing safe was not really an option, so we pushed forward again, getting low, but away from the forest's clutches (sounds like Hansel and Gretel). A couple of weak thermals, then one last push for a marginal final glide, and home at last. Quite a relief, but mission accomplished and time to crack the bubbly.

In the 15-Metre Class, 20 more points would have seen Leigh with Silver, but he collected another Bronze and a jar of Fois Gras, with team-mate Tim 18th. Russ and Phil finished 5th and 7th respectively in the 18-Metre Class, but points were close. Dutchman Ronald Termaat was a deserved winner. In the Opens, Steve and Kim finished 6th and 10th respectively.

The kids played, the pilots partied. Director Regis said before the meet he'd be happy if there were no injuries and no protests. I regret to inform him that at 4.00am, one of our team was thrown out of the golf cart he was racing – it swerved, he didn't – and skinned his mitt. Time for bed.

Supporting the pilots was a very strong backup team, with many of us bringing families and friends to assist and share the experience. We even borrowed Bob Bickers from Kim Tipple to be our team captain (he was voted best moustache of the comp – Bob, not Kim). Thanks, chaps.

Another year, another FAI. Sure, we had some fun and the atmosphere was superb, but that confounded weather again... Still we had eight tasks, which is more than many, met friends new and old and lived to tell the tales. My son Edward removed his bike's stabilisers, as did Steve's daughter Gwenni. My daughter Charley started speaking French and my wife Christine still speaks to me in spite of looking after us all for three weeks in a caravan. Baldrick looked after my glider, N1, yet again and therefore got the paté. Ta mate. Overall, things could be worse.

Poor weather in Lithuania

Gary Stingemore reports on a wet and chilly time at the Club and Standard Class Europeans

WHEN the teams were selected last year for the 14th European championships at Pocunai, Lithuania, we were all looking forward to it. Team members who had been before gave us mini-briefs on Lithuanian conditions and what we might expect. Most of it wasn't too positive, to say the least. We thought then it couldn't be that bad. We now bow to their superior experience and wisdom – it was worse! Poor conditions with low operating heights over forests, lakes and unlandable areas concentrated the mind.

We planned to give ourselves three days' practice. The 1,400-mile journey was, apparently, very tedious – especially driving through Poland. I was extremely lucky in that I was working up to and after the contest. So I had the delights of Ryanair to Kaunus about 40 minutes drive from Pocunai. I was, however, constantly reminded of the fact I'd shirked my driving responsibilities! Dave Draper and Derren Francis were first to arrive and set up camp. We had decided to slum it and camp for a few reasons: being on site was the main one, but the price being charged for local accommodation was also extremely high. Wi-Fi and power were available on site, which was excellent. Ken Barker, being a world-renowned artiste, decided camping would not be for him, so he hired a house in town. We were all grateful for this as it had a washing machine with which Ken duly obliged with our festering dhobi.

The practice days only offered one day's flying, and a fairly average day at that. It did, however, enable us to get the lie of the land, look at final glide directions and generally have a quick shake down. The opening ceremony on the Saturday was well planned and we all sauntered down to the main area waving at the bemused crowds gathering with rain imminent. We all noticed a rather large-chested lady leaning over a balcony; little did we know that that would be the most excitement we would have for some days to come. The first four days of were scrubbed and the weather was decidedly chilly; at worst it was 12°C during the day and 4° at night – yes, in August!

Day 1 (August 2): *297km Std Class/276km Club Class*
The Standard Class team – Derren and I – had decided on the first day we would be careful not to blow it. The big decision was the northern TP, which was in overcast conditions; we got in and out but by the time we re-connected with something decent were low and lost a lot of time, which cost us dear. The Club Class boys had a great day out with Dave 2nd and Ken 4th. Luckily the Club Class didn't have to come too far north and missed the spread out.

Day 2 (August 3)
Blue, scrappy and windy. We all started together and glid down to about 1,200ft – or much lower in some cases. We then parked about 20km upwind, going nowhere, with gliders landing out around us or at a local airfield. It was obvious that the required numbers were not going to get to scoring distance. Olivier Darroze came on to our frequency and told us the French, Italians and Hungarians were going home. We all ballooned downwind on to glide and landed back. Furthest distance achieved for the day was 26km!

Day 2, again (August 5): *294km Std/261km Club*
Some good conditions to start with but later on large areas of nothing as we returned into a healthy wind. The first few legs went well for me, After a low spot, Derren eventually got going but at one stage was 30km behind me. I managed to get ahead of the gaggle and set off left of track. They went right and had a much better run to the last turn. But we were all slowing down due to deteriorating conditions. This is where team flying works, by passing back info about climbs, best routes and so on, Derren managed to catch up the pack, including me, about 30km out. We then struggled to get on to glide and came home with little to spare. With trees on the way in it looked very interesting from the ground! The Club Class boys had similar stories, but Ken managed to keep up the good start and came in without much problem in 5th place, which gave him the overall lead. Dave encountered the same problems as us but managed to get home.

Day 3 (August 6): *224km Std/201km Club*
Another windy day, blueing out towards the end. A good racing first half, which then dramatically changed when we came back north for home. As we turned the southernmost TP at 4,000ft we thought it was a normal race home, but 20km later things got tricky: no decent climbs, gaggles forming and struggling generally. Derren had got a little behind running north and joined the masses low. He didn't get a climb and landed out. Unfortunately, on landing in a rough field, he caught a wing and groundlooped – cracking his fuselage and ending his competition. Unhurt he returned to camp and drowned his sorrows that evening. I rounded the last turn 25km out with about eight others; we were just on glide into a stiff wind. However, after a short while we all needed to climb; eventually we all pressed on and at about 1,000ft started turning, only needing about 100ft for a nail-biting glide home. But we were going down! I set off with Olivier and needless to say we both fell short. Others stayed with it and when we left, it picked up to give a few hundred feet. A few then made it back with nothing to spare. Very frustrating. The Club boys with their shorter tasks in a slightly different area and earlier starts got back. Still both Dave and Ken were well placed.

Day 4 (August 7): *Std 3hr AAT /Club 3hr AAT*
Showers were forecast. As we all started, towering cu had developed. These would cause us significant problems later. Out to the west after the start good conditions were encountered by both classes. But on turning north, the weather dropped off and the club boys struggled. Dave was pinned against the Russian boarder for some time and Ken's landing out early didn't bode well. I was having a good run, but the showers had turned into a line squall ahead of us and the best route home was blocked by airspace. These conditions reminded me of South Africa. I climbed in the rain next to one of these monster storms and set off through a curtain of rain. Once clear it looked completely dead apart from a storm line, which appeared to be just inside the airspace and a long way away. I set off at best glide and eventually reached this line at 400ft, where it gave a steady 2kt that built. Cloudbase had come down to 2,200ft and as I set off down the line of clouds a bolt of lightning flashed extremely close with instantaneous thunder – what a time to have mislaid my rubber gloves! Once clear the air was calm and as I sat back at best glide I was yet again 100ft under glide. With my final 6km being basically unlandable I did a GNSS landout – very frustrating. Dave's progress was halted by the rain, too, and he landed about 50km out. The day was surrounded by controversy, we were all towed into airspace, and some competitors were actually dropped in it. We talked on the radio about this and made sure we didn't go back into it. Anyone who turned in it was deemed to have landed out. The whole thing was not right, and the Brits supported the notion that on this occasion the organisation was at fault and that no penalties should be awarded. The jury threw out protests and the "Pocunai 5" scored zero for the day. There were then two days of airborne scrubs due incoming high cover.

Day 5 (August 10): *Std 2hr AAT/Club 2hr AAT*
Blue to start, with cloud into the first sector and most importantly a 21kt flying wind. This was a real struggle and not enjoyable in the slightest. The start was a struggle with wave screwing the thermals. Ken couldn't get a real climb and eventually landed out early. I went through the line on an into-wind leg a 2,200ft and Dave had a reasonable start. The first 19km I did at 20km/h watching numerous people pressing, getting low and landing. Eventually, getting to the cu life, became a little easier. Clipping the first sector and ballooning off downwind into the next two sectors, where Dave and I both in our own ways made mistakes. Mine was to think after a 3kt climb to 3,500ft in the last sector that I could get home on a dying day. What I should have done was go downwind in the sector to the edge and then back into wind and land out – no windicapping in internationals. Dave's was to go downwind and not go over the forest, where we all had that 3kt climb – that's gliding. Everyone in all four classes landed out. The next day they launched three classes, thankfully not us! Then the weather came in: "They think it's all over… it is now".

My overall impression of Lithuania is a good one: our tenpin bowling improved, we started fishing, the girls are gorgeous – watching from afar when one walked by the guys looked like a bunch of Meerkats – being met by a grandmother and three kids on a horse and cart when I landed out – priceless; the people are extremely friendly, the countryside is very picturesque; the big towns are modern; eating out was cheap and the airfield was excellent, with the organisation trying their hardest in difficult circumstances. We had mixed feelings about the comp, but I think the general view, from competitors I spoke to, is there are too many influences on the weather to justify holding internationals there. This may be unfair, but that was the consensus as I understood it. Dave was the highest placed Brit at 7th and for two days we held on to the overall leading team. Our thanks to the crews, Eddie, Ben, Brian and Brian (Ken's Brian we renamed 'Bob' from Blackadder to save confusion) and finally to Reb as Team Captain. A special thanks to Eddie and Reb, who drove my rig back whilst I swanned across the Atlantic!





Fire and water

OUR thanks and appreciation go to these contributors for the use of their excellent photographs, clockwise from above: Top: *A memorable image of Guy Westgate in the Swift being towed behind the Extra, taken by Peter Atkinson, who also supplied the cover shot for the last* S&G. *Clearly no-one's told them about England's new ban on smoking in public;* Top right: *Laura Cameron, crewing for Charlie Jordan, photographed the Junior Nationals grid at Tibenham as the skies opened. Charlie's account of the Juniors will appear in the December issue – as will results for all BGA-rated comps;* Opposite: *Derek Morrison, whose son Paul Morrison takes photos for* S&G, *captured sunrise over Oxford GC's fleet;* Below and below left: *reflections on an ASW 20 approaching over water, and fire-scorched terrain near its launchpoint at Underberg in the Southern Drakensberg, South Africa, one of three clubs where Bruce Greef, who took the photos, flies;* Left: *Robbie Robertson's photograph is of a K-6 soaring the Welsh mountains near Talgarth. The pilot is Gerry Martin. If you'd like to see your – previously unpublished – photos here, please email them to* editor@sailplaneandgliding.co.uk









What a couple of days

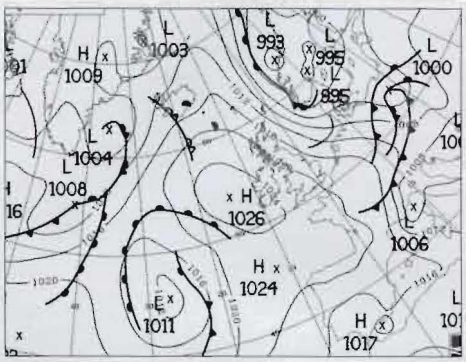


Fig 1 – Met Office Analysis 00Z Sunday, July 29

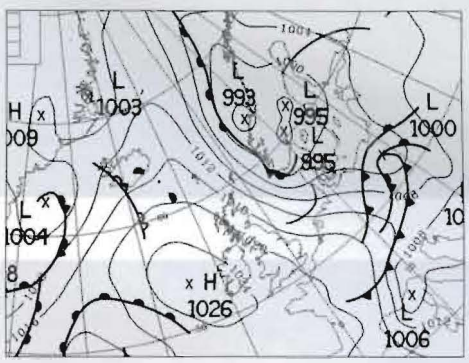


Fig 2 – Met Office Analysis 00Z Monday, July 30

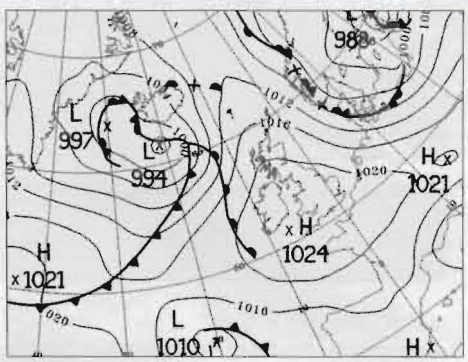


Fig 3 – Met Office Analysis 00Z Tuesday, July 31

David Masson not only forecast back-to-back 750 days in July – he flew 760km on each. *S&G*'s two-part series about 2007's glory days begins with David's analysis of the met on July 30-31

WE HAD had weeks of watching the jet stream drive system after system of unseasonable weather to our shores, with only brief, hard-to-forecast soaring windows sufficient for big flights. Then, towards the end of July, there were some signs of high pressure being able to establish itself and with it some hope of decent conditions over a bigger area. The pressure was already higher than it had been for some weeks. On Sunday, July 29 a little low pressure and complex sequence of fronts was due to leave the South Coast *(Figs 1 to 3, left)* and behind it the pressure was to rise from the Atlantic. It began to look like the coming patch of weather might yield one, two or more big days in a row...

As is usual in the run up to these possible big days, there was some uncertainty as to whether they'd actually happen and how good they'd actually be. A summary of my thoughts in the run up is below *(see table)*.

Monday, July 30

My interpretation for the day was: *"An early start with cumulus base 2,500ft by 10.00hrs, rising to around 4,000ft by 13.00 and to 5,000ft, possibly 5500ft-plus, in places during the afternoon. Winds starting 15kt north-north-westerly, reducing to 10kt north-westerly during the day; with a good depth of convection (cumulus tops to 8,000ft) good thermals (4-6kt-plus). Good conditions over a big area, but risk of too much cloud (spreadout and fill-in) to the north west. Up north there are lower temperatures, but also lower dewpoints, so it evens out nicely. North of about 54°N I suspect the wind is too strong and cloudbases are lower; best chance of 750s from Lasham are double out-and-returns to the north."*

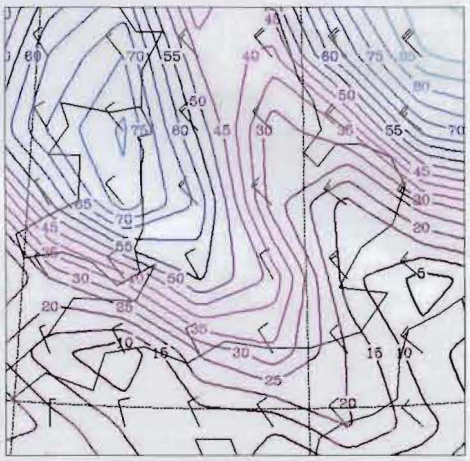


Fig 4: 12Z forecast cloud amounts and 900mB winds

As task direction turned out to be the most significant choice for the success of big flights, I have included *(above)* one of the NOAA ARL plots I regularly use – fig 4 shows an "acceptable" level of cloud over much of the country, but "probably too much" over North Wales and down towards the West Midlands. It also shows a trend for stronger winds to the north and to the east. On the morning, the 06Z MSG visible *(Fig 5, below)* helped confirm my suspicions of the north west with cloud over Wales and streaming through the Cheshire Gap. It also shows almost no cirrus, so my worries of a couple of days previously disappeared.

The thermals, cloudbases and cloud amounts were much as I had anticipated. In practice, my P2 Simon Armitage and I found that the inversion built at around 6,000ft, so cloud tops did not go as high as I expected and there in some areas where it was moister at the inversion there was a fair amount of spreadout and lingering cloud. In most areas (the north west was the exception) this was not too much of a problem (my

Forecast as seen on:	For:
Thursday 26	Mon – Is a possible 750 day
Saturday 28 (am)	*Sun – Very nice after front clears the south coast*
	Mon – Still a possible 750, but might be spoiled by top cover
	Tue – Now looks like a possible 750 as well
Saturday 28 (pm)	Sun – The air doesn't get good early enough (at Lasham) for a big task
	Mon – Too much top cover. I don't think this is a 750 day now
	Tue – A very, very good day (almost a certain 750!)
Sunday 29 (pm)	*Mon – Risk of top cover is less. I think it's a 750 day again.*
	Tue – (no comment)
Monday 30 (am)	Mon – I think it's on. Avoid the North West. Do double O/Rs to the north from Lasham
	Tue – (no comment)
Monday 30 (pm)	*Mon – It was a 750 day. At least five from Lasham*
	Tue – I think it's another possibility. Lighter winds and less depth of convection
Tuesday 31 (am)	Tue – I do think it's another 750 possibility. Same task again?

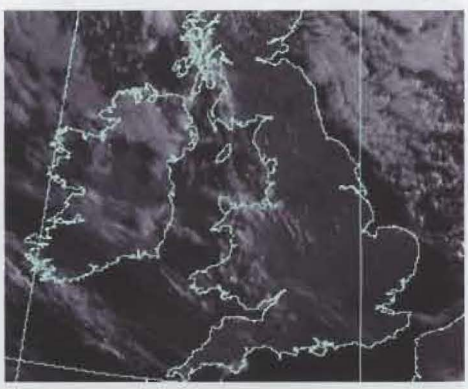
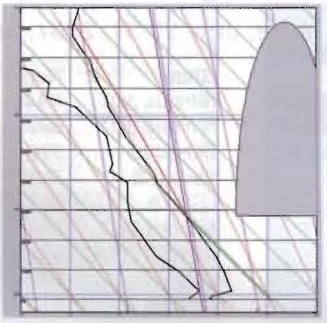
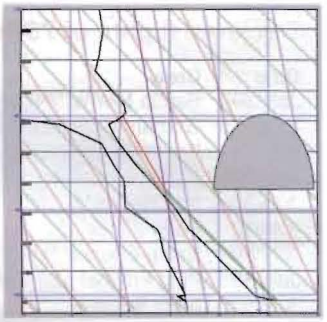


Fig 5, below: 06Z visible satellite image – note cloud over Wales and streaming through the Cheshire gap



Fig.8 Satellite picture at 13:15 on July 30 – showing the worst of the spreadout over Wales and the Midlands. Only one of the 750s routed under the spreadout (see p31)





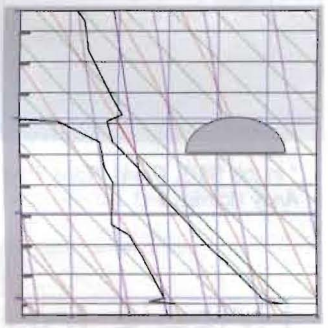


Fig 6a, above: July 30, Larkhill 06Z – showing a trigger of just over 15°C and a weak inversion at 9,000ft. This is about what David would have expected by 10.00hrs – and it actually happened. Fig 6b, above right: July 30, Larkhill 09Z – a little inversion has formed at 6,000ft, and convection is already going well with cumulus base higher than 3,500ft; Fig 7, right: July 30, Nottingham 12Z – showing it going very nicely at 13.00hrs with cloudbase around 5,000ft

flight crossed an area of mild spreadout from around Oxford to Hus Bos three times).

Tuesday, July 31

My interpretation was (I was tired and didn't look that hard!): *"Another 750 day. Lighter winds. Much less chance of spreadout and lingering cloud than Monday. Best area something like South Wales > Lincolnshire (and up the East Coast to about 54°N) > East Anglia > Kent > Dorset, but away from the sea a bit. If anything, this is a better day (as most would see it) than Monday, though maybe missing the most powerful climbs. Potential start before 10.00hrs again."*

The day started early, but then failed to get better for some time. I'll describe it in terms of what Dave Tanner and I saw on our flight:

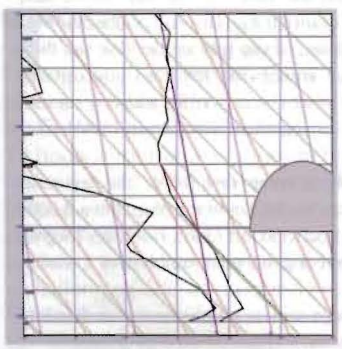
As we went north in 3kt, hard-to-centre thermals, hardly getting above 3,500ft QNH, it was not getting any better. I remember noting that the cloud tops were quite high and said that was a good sign: the inversion had not built too much since yesterday. Half an hour later I was saying that the cloud tops were lower and that was not a good sign – it looked like it might go blue. Past Leicester, and the sky was nearly completely blue to our west. We stayed on the edge of the cu getting about 3kt climbs to 3,500ft QNH. I thought about the forecast soundings I had seen and said: "I really don't believe it can go completely blue, despite what we're seeing. I don't believe there is a strong inversion or that dewpoints can drop low enough. I think there may be the chance that cu will appear again later as the temperatures rise".

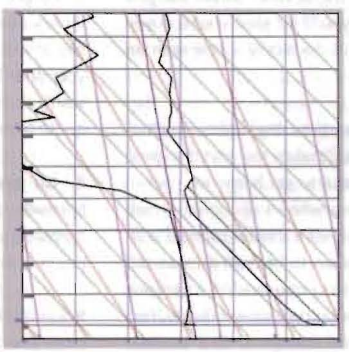
And that is as close as I'll ever come to being a prophet. It happened! We got to Gainsborough from a nearly-blue sky getting 3kts to near a cloudbase of around 4,000ft QNH. Our next climb at the power station took us to a solid cloudbase at nearly 5,500ft QNH. And we looked out on a completely different sky. There was fresh cu erupting where the blue had been and its base was at our level. As we went south again, our height band suddenly switched from 2,500-4,000ft to 3,500-5,500ft QNH. And for a short time, within a relatively short distance, the two different cloudbases seemed to coexist. As the day went on it tried to blue out again, but never completely succeeded – we were always within a few kilometres of shallow cu or haze caps, and even the bluest bits in the south worked well, giving climbs of 4-5kt to 4,500ft QNH.

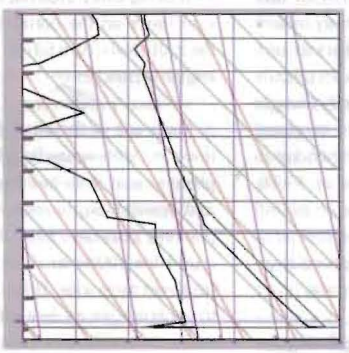
What can I conclude from these two days? Once you're confident that "the weather is good enough for a 750", the choice can be as simple as "which direction, then?". On Monday one option was "into the north-westerly wind to exploit any streeting" – countered, by "but if there's too much cloud anywhere, it'll be there". The final decision is a balancing act between the pros and cons of the various choices and is not always easy. In this case I think it was easy – "avoid the north west". Pete Jones proved it was possible to do a 750 through the worst spreadout, but everyone else showed it was much easier to run the line up and down the country.

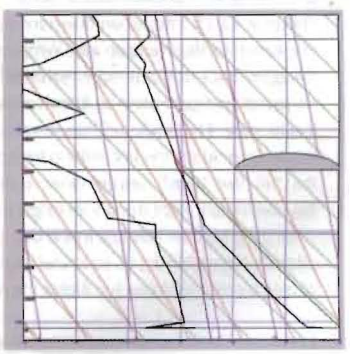
I suppose my second conclusion is: "not only is it possible to have two 750 days in a row in the UK, it is also possible to forecast them" ➢











Above, from left. Fig 9: July 31, Larkhill 06Z – (a) showing a trigger of 15°C. Unless dewpoints drop to 5°C or less, this does not look like a sounding that can go blue... but (Fig 9b, Larkhill 12Z) a weak inversion formed at 4,500ft QNH. Strictly speaking this shows blue convection to that level but in fact most thermals had a little cu or hazecap. Fig 10: Nottingham 12Z – (a) showing why it had gone blue to 4,000ft and (b) a slight increase in temperature and dewpoint shows how it can yield higher-base cu again

Declared flights of 750km or more, July 30-31, 2007, as notified to *S&G* and illustrated on the map opposite

Date	Crew	Glider	Reg	Distance	From	Task (BGA trigraphs)
July 30	Bernie Morris**/Nigel Stevenson	Nimbus 3DT	Y44	761 O/R	Lasham	LAS - SNP - LAS
July 30	Graham Garnett/Bruce Nicholson*	Nimbus 3DT	880	768	Lasham	LAS - GAI - POP - HUS – LAS
July 30	David Masson*/Simon Armitage	DG-1000	776	760	Lasham	LAS - GAI - POP - NAE - LAS
July 30	Roger Barber	Ventus B	FVW	760	Lasham	LAS - GAI - POP - NAE - LAS
July 30	Kay Draper**	LS8-18	301	760	Lasham	LAS - GAI - POP - NAE - LAS
July 30	Peter Jones	Nimbus 3DT	954	757	Lasham	LAS - LUD - GWD - LEO - LAS
July 30	Bruce Cooper**	ASW28 (15m)	V8	768	Lasham	LAS - BOT - BUL - SBY - LAS
July 30	Paul Fritche*	LS8	L4	750 & more	Hus Bos	HUS - BUT - GAI - RIV - PAR
July 30	Andy Wright**	Nimbus 3	617	765	Sutton Bank	SUT - NPT - BRN - COR - SUT
July 30	Andy Holmes**	LS8(18)	418	758	Bicester	SIL - BUT - GAI - PTW - BIC
July 30	Jed Edyvean**	Nimbus 3	JED	758	Bicester	SIL - BUT - GAI - PTW - BIC
July 30	Edward Downham**	EB28	13	826	Dunstable	LEZ - BEN - CFB - LEZ
July 31	Rose Johnson*	LS8-8	EZ	758	Long Mynd	MYN - POT-WES- CAM - SHO
July 31	Dave Tanner/David Masson*	Nimbus 3DT	954	760	Lasham	LAS - GAI - POP - NAE - LAS
July 31	Bruce Nicholson/Graham Garnett*	Nimbus 3DT	880	760	Lasham	LAS - BOT - BUL - MTM - LAS

** In this S&G, David, Rose, Paul and Bruce/Graham tell the story of their July 750s. ** In December's S&G, Bernie, Bruce Cooper, Kay, Andy Wright, Andy Holmes and Jed describe their flights, while Phil King, Martyn Davies and Ed Downham outline what they did on the next glory days – August 7-8*

Rose's top tips for doing 'the big one' the easy way

WHEN I first started gliding, the Astir was the club hot ship and the pundits used to sit in the bar talking about tomorrow being the big 300km day. (Yes, I am that old, but if you want to earn a quick brownie point, you can tell me that I don't look it.) Before long, all the talk was of 500km days. Now it seems you're nobody unless you've cracked the 750. So when I joined this rapidly expanding band of brothers (I've been declared an honorary chap by the Mynd – as if I ever wanted to be a chap), *S&G*'s editor suggested I write up the story.

A few of you may know that I'm a doctor in real life. My first boss, in the middle of a tough operation, used to mutter: "say not the battle naught availeth". I subsequently found out that the actual quote is: "say not the *struggle* naught availeth", but perhaps to him life seemed more of a battle than a struggle. So I still find myself using the same misquote when things aren't going smoothly. It was an eminently suitable adage for my first 750km flight. (Did I really just say *first*, as though I'd even think of doing it again?)

Personally, I don't find blow-by-blow accounts that fascinating, so I doubt that you want to hear that I winch launched from the Mynd at 09.59, and then grovelled in 0.5-1kt climbs in order to do the grand total of 40km in the first hour, until the weather finally got into gear. I pootled along quite merrily to turn Potton at 12.35, carried on down to Westbury (where the audio vario, averager and Winpilot packed up), struggled back to Cambridge North by 16.35 (luckily my watch had gone slow by then, so I happily thought it was only 4 o'clock)... Then it was into to grovel mode again to do the last 200km back to Shobdon in the "all but blue," before landing there at 19.36. No-one in their right mind tries to get back on the hill – the Long Mynd – that late in the day... So instead of all that, I thought I'd give you nine (slightly tongue-in-cheek) top tips to doing big flights the easy way:

1. First, get a job where you can **go flying during the week**. In theory, rudimentary statistics state that you're 2.5 times more likely to get a weekday suitable for a big flight than a weekend day. But I'm sure I have read



a scientific paper that argued that it is actually true that there's better weather during the week – something to do with power station activity I believe, but no doubt someone will write in and give us the real explanation.

2. Start believing Platypus's view that TINSFoS (look up an old *S&G* if you're a new reader): beg, borrow, steal or buy, if need be, something with big wings. Girls – don't be afraid to use your feminine charms if that's what it takes – I sleep with the owner and I'm not even married to him! You may not go as fast on handicap but when you're scrambling up in that last weak knot of the day, then eking every inch out of the dead air as the sun gets ever lower on the horizon, you'll be glad you're not in the club Astir. An LS8-18 will do nicely – one with an engine's even better.

3. Make use of the wind direction. Big flights are often done in north-westerlies. That makes the Mynd a great place to start from but dreadful to get home to – uphill and upwind. So, in midwinter when I occupied myself planning possible 750s, I'd set up a 550km triangle with a possible 200km final leg down to Lasham if I was still on target time-wise. This means either having an engine to get home, or an ever-suffering partner (syndicate, bed fellow or both!) who loves you enough to do a six-hour retrieve. Alternatively, pack toothbrush and clean knickers and hope the weather's good enough to glide home again the next day. In fact, there was almost no wind on the day, so I was able to finish at Shobdon, complete with celebratory tea and cake in the clubhouse.

4. Adopt the five-P motto – prior preparation prevents poor performance (or the military six-P version if you must). There is a lot you can get out of the way beforehand – suitable tasks can be planned for different weather scenarios weeks before. Notams can largely be checked days before, and all the kit can be sorted and preferably in full working order the night before.

5. Make sure you're going to be able to get a launch when you want one – if you're at a big club this may mean an even earlier start if there are ten other pundits all waiting to have a go at their 750 – at our club it's simply a case of offering the winch driver a beer or two to have the winch out half an hour earlier than usual.

6. Be an optimist. Okay, I know, you're a glider pilot and therefore an optimist by definition, but it's easy to miss the good days by believing pessimistic forecasts or the doom-mongers that seem to frequent clubs bar. Lots of us didn't do our 300km or 500km at the first attempt but if you're ready on the possible days you won't be sat in the bar listening to someone else's "howidunnit" and wishing you'd done it, too.

7. Forget about the time – if the day started early there's a good chance it'll go late – unless the next front has already arrived. If you give up because you think you don't have enough day left, then you certainly won't do it. I won't charge you for adopting my misquote (above) for your own personal use – it works!

8. Go and fly a comp first where the task-setter believes you can do 380km in the blue with a 3,000ft inversion in a 12kt wind in a Club Class ship – it's great practice for believing in the impossible (and it was!).

9. Finally, if you're female, all you have to do then is to cross your legs for 9hrs and 37 mins (**or fly faster**).

Hope I've said something encouraging that might get you on the way to the launchpoint – good luck!



Steve Longland



880's Bruce Nicholson (above) *and Graham Garnett*



Photos: S&G

No great expectations

Bruce Nicholson and Graham Garnett went one better than David by flying their two 750s together. How did that work?

TUESDAY, July 31, 20.00hrs, Lasham. We fell out of the glider and both groaned with relief. Thank God it was all over and we didn't have to do that ever again. We'd been chained together for 18 hours in our little composite box and had covered 1,528km; munched, slurped, burped, screamed and sworn at each other comprehensively over two consecutive days. A perfect syndicate marriage. It had been a challenging and unexpected couple of flights. A syndicate barbecue a few days earlier had given us the opportunity to secure the glider for the only good soarable days in weeks with the aid of vino collapso. We didn't know what we were doing but as someone great once said, and this seems to have become our ten-person syndicate's motto – "indecision is the key to flexibility".

We arrived early at the airfield bleary eyed on Monday – it was well before 09.00hrs, after all. At least we'd checked the Notams and assembled glider and jam sandwiches the night before. We were horrified to hear that we were expected to get airborne before elevenses and there was talk of 750km flights in the air. The racing even started on the tow out with the cheeky ex-Booker boys jostling to get to the launchpoint before us. These Booker boys never change their spots.

On the grid, as cu began popping around us, soaring guru Dave Masson assembled his flock and pronounced the chosen task as Lasham-Gainsborough-Popham-Naseby East-Lasham. We were pretty clueless and thought why not – what else were we going to do today? But we couldn't find Naseby in the computer so Hus Bos looked liked it would do. Before we knew it we were airborne and on our way by 10.00hrs. We waffled gently north along some low streets under a gradually improving sky.

Now we started getting organised. The second map had yet to be folded, the rear seat was mostly composed of a vast picnic to last for up to ten hours and space had to be made for the pilot for the rest of the journey. It now dawned on us that Gainsborough was nearly off of our world, being right at the top of the half-mil map. Graham said: "there be dragons out there" (he'd not been that far north before from Lasham). We passed the A43/M1 junction near Northampton for the first time. It was the start of our groundhog day.

Gainsborough for lunch, Popham for tea. The soaring just kept going and going. All we had to do was keep at it. And keep at it. And then after that, just keep at it again! They say cross-country flying is just local soaring in lots of different places. We told ourselves: "Well, this must be just fifteen 50km flights strung together. We've done long flights before in the old girl and stayed up all day. It shouldn't be a big hurdle if the weather is all

Taking the long road home

YOU need a bit of luck to fly a 750. I had a lot, but it all came before I even launched. This is really a story of how I came to be in the right place at the right time, flying the right task. After several 700km plus flights and a 775km that didn't qualify for the Diploma (four TPs), I was keen to get the job done this season. With August approaching I felt the elusive 750 was again passing me by until..

I never have Mondays off work but it was work commitments that forced me to switch to the Standard Class Nationals with only four weeks to go. Because Yorkshire is so far north from my home site of Parham, I arranged to take the Monday off afterwards to travel back. Little did I know what a scenic journey it would be! In another stroke of luck, Tim Milner kindly offered the use of his lovely caravan. Hooray, only one car: no towing for my wife, Caroline!

Or so we thought.

It was ironic that after a poor week of weather at Pocklington, the Monday afterwards was forecast by met man Hugh Brookes to be stonking, with a 15kt north-westerly. I then had the crazy idea of flying a 750 with a long first leg south on the way home. All I needed to do was persuade Caroline to drive back with an empty trailer. The benefits weren't immediately obvious to her, but after some negotiating Hus Bos was chosen as a compromise. What a girl!

After a great last day at POC, I was really "up for" the 750. As we drove south, Caroline phoned David Masson, who agreed that the 750 was on. With no access to a computer or task planning equipment, it was down to Caroline to plug TPs into the Ipaq, as we continued our drive. By 21.00hrs Sunday the glider was rigged at Bosworth and the girls went in search of accommodation. Steve Crabb found John Popika, who sorted a twin bunkroom: two beds... three people! Caroline and my daughter Charlotte shared. I had a great sleep, though.

More good fortune... At 07.20 David Masson phoned and, realising my lack of planning, persuaded me to change the task. With spreadout to the north west, he felt Husbands Bosworth-Butser-Gainsborough-Rivar Hill-Parham for 753km was a much better bet. What a player! This route kept clear of airspace and used the optimum task area. This was the crucial advice that made the flight possible; I can't thank him enough.

All I needed now was an early launch. The guys at Bosworth were brilliant. We met manager Roy Spreckley, who we know. The paperwork was done in seconds and a tug duly dispatched to the launchpoint. Noticing the tuggie had wandered off, Gav Goudie went and extracted him from his breakfast for a 10.00hrs launch. Thanks, guys. Strapped in and ready to go there was a feeling of destiny that at last the day had come. What a day it was!

The flight itself was straightforward: early start, good climbs, no encroaching fronts. The first climb off tow is always a relief with an early launch. The first average was 3kts then 4 then 6! A fantastic first leg at 114km/h was a great beginning.

The second leg was reasonable, just a long slog into wind to the very top of the half-mil map. There was a 50km stretch of spreadout around HUS so I thought it wise to ask Caroline to hold rolling with the trailer until I could see good conditions to Gainsborough. I eventually gave her a call to get going south, a little concerned I was heading in the opposite direction. Roy relayed my radio calls by phone to the girls. So far from home I couldn't possibly land out, so I became a bit more cautious. You do have to have lots of confidence to do big flights without an engine!



Geoff Davies

The third leg was fantastic. The band of spreadout was despatched with ease, as were some big gaps. In 18-metre mode the LS8 has very long legs. Just add a drop (well, 150kgs) of water, climb to 5,500ft and enjoy! I'm still in awe of it.

By Didcot I realised the job was all but done and any slip up now would have squandered this opportunity I'd been gifted. But I had a good go at throwing it all away at the third turn! A 90° detour to a new cell forming in the sunshine as I turned Rivar Hill rescued me with a 6kt climb from 2,500ft. At 3,500ft with 85km to go I knew the streets would do the rest.

So how much height would you take above final glide on a 750? Does 1,000ft sound a lot? Try 4,000ft! Well, it's not a race. It's fair to say it looked "comfortable". I crossed the finish line with a feeling of relief more than elation. For good measure I continued to Brighton and back to make 800km, but still had 4,000ft, having climbed in 6kts. The task time had been just under eight hours. I heard subsequently that Dave Masson did a 750 and landed an hour after me. What a waste of a 1,000km day! Someone once said: "750 is the new 500". Now I'd say "1,000 is the new 500". With lots of tasty pilots getting ASGs I think we'll find more 1,000kms are done in the next few years.

Caroline and Charlotte arrived at Parham 10 mins before I landed. We were all delighted to see each other. They were both amazing to do what they did.

Want a tip from me? If a really good day is forecast, stretch yourself. Try to fly faster or further than you have before or go to unfamiliar territory. Don't do the same old trips you've done countless times before. The biggest barrier is your mind. Be confident but realistic. Listen to good advice, but distance yourself from the pessimists who will try to sway you. You need lots of self-belief... and maybe some help from your friends and family.

right." Okay, it was 15.00hrs as we left Popham and home behind us and still we had 300km to do in the last part of the day. What did we have left in the toolbox now? Two jam sandwiches each and a hazy memory of a late-afternoon dash from Lasham to Hus Bos in a little glider leaving at about the same time a few years ago... sorted. We started to realise that on a great day the biggest problem of a 750km attempt wasn't really the soaring but the psychology. It looks like a blooming long way on the map. And it is – even in a Nimbus 3dt. The day could go on to 20.00hrs, so we had a ten-hour soaring window and only had to do 75km/h all day. Not hard on a good day. We broke it into manageable chunks. Both of us had done long flights over 500km: we could share the flying, nag each other to death, and munch our way through the picnic. And so we plodded on northbound once again.

We turned Hus Bos, headed south and passed Graham's beloved A43/M1 junction for the fourth time. (Graham spends a lot of time sitting in traffic trying to get on to the M1 at this junction.) We got back to Lasham around 18.00: it hadn't seemed too difficult a day, and annoyingly the sky still looked good. We'd been very lucky to have seen only small areas of spreadout. What on earth were we doing back so early?

768km completed in around eight hours and we thought it was all over. But then they said in the bar tomorrow was another 750km day. Aaargh! Here we go again...

We towed the glider out and had to come to terms with the fact that weather dictated a very similar route for the day. Deep joy. On the face of it we really didn't want to fly over the same country, but there wasn't a lot of choice and we both knew that the sky was highly unlikely to be the same. North west of Lasham was still soggy from the floods; north and east still looked best. But we couldn't face the long flog to Gainsborough again, so a more even double out-and-return was planned: Lasham – Bottesford – Bullington Cross – Melton Mast – Lasham for 760km. As it turned out, we found it harder to accept a longer out-and-return in the second part of the day. It seems easier to accept long legs to distant parts in the morning and early afternoon than in the late afternoon, when the enthusiasm starts to wane a bit. We launched a bit later than the day before and once again settled down into our usual roles. One bloke flies, other bloke moans about quality of thermals, sandwiches, and lack of tea thermos. After around an hour the other bloke has his go. We could have ground each other right down over the two days and very nearly did, but instead we just about managed to take it constructively and use our reactions to charge us on to keep going.

Monday had seemed relatively straightforward – thermals were good and reliably strong. Tuesday seemed more of a slog with weaker and less well-formed thermals generally. But we just kept going and kept ourselves motivated. There was another fine picnic to enjoy all day, and the pleasure of



www.flightbox.net

viewing the A43/M1 junction another four times to look forward to. It's amazing how much new stuff you notice on any cross-country even thought you've been over the same old ground loads of times before. Funny old thing cloud shadows and light at different angles.

Clouds are comforting and they keep you motivated. We like clouds and have the Cloud Appreciation Society T-shirt to prove it. But we ran out of them as we approached our northern TP in the late afternoon. The air adopted a worryingly smooth feel. A change of gear was required. Eventually conservation mode kicked in after a long quiet glide of denial. We found some weak climbs around Rutland Water so we saw that it was still soarable even though the air felt completely different. As we glid out towards the turning point we were very heartened to see a Saltby Skylark 4 well above us; this gave us a lot of much-needed confidence to stagger round the turn and back to the clouds around Corby in what there was left of the energy in this dying air. We had to have an hour of bottom clenching somewhere along the way.

Once back under the wonderful but thinning shadow of early evening cumulus we only had to tiptoe along manageable chunks. Corby to Northampton, to Silverstone (not forgetting the blooming A43/M1 junction...), thence to Bicester, and finally to Didcot via Oxford. Didcot was wound up nicely for the dinnertime power surge and a good climb got us to a height for a comfortable final glide home. It seems somewhat ironic to have to finish off a day's solar energy usage with a leg up from man's contribution to global warming.

'There wasn't anything to get emotional about – just a clock to keep moving with'

No great pearls of wisdom for 750km hopefuls, except to say that you can sometimes be surprised at what you can achieve if you don't actually set out to achieve it, if that makes sense. We hadn't been planning great flights particularly, no great build up, and I think that probably helped us a lot. There wasn't anything to get emotional about – just a clock to keep moving with, and move with it we had to, without question. We were dispassionate in the main and clinical in the extreme. We only wanted to do the best we could on the days and luckily the days were good enough.

For a change, we had no great hopes to dash – no great expectations at all really.

Two 750s in two days? See overleaf for two in one day

ZULU GLASSTEK LTD

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

Schleicher gliders rule OK!

Congratulations to

Ed Johnston ASG29 1st Open Nationals • Mike Young ASG29 1st 18m Nationals

Ed Johnston ASG29 2nd 18m Nationals • Russell Cheetham ASG29 3rd 18m Nationals

Leigh Wells ASG29 3rd European Championships • Chris Starkey ASW27 1st 15m Nationals

"G" Dale ASW24 1st Club Class Nationals

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







Top: *Glory days – wing and brockenspectre on a 656km lap;*
Above: *"A dreadful flying decision, aesthetically impressive – a multi-layered archway of cloud" on the second 656km lap*

One 750 isn't enough



In a spirit of friendly rivalry, John Williams was piling up the ladder points: two 656km laps in one flight then, less than a week later, a 770km lap. "Mmmm, that was nice!" John thought, "Shall I do it again?" So he did. Here's how he flew 1,540 declared km in a single day

PERSONALLY I blame the BGA National Ladder – and maybe just a touch of an age-old cross-border rivalry? A few years ago we thought it would be fun to put a bunch of "off-season" cross-country flights on the national ladder just to show that even after thermals had stopped in the flatlands there was great flying to be had further north. Our club treasurers might even see the benefit in terms of visitor numbers. Of course, it would never come to anything in terms of competing against those big thermal flights over landable terrain down south – more a bit of a lark and to make the point that club expeditions to Scotland might aim for more than just Diamond heights.

We surprised ourselves. We discovered that on a good day you could achieve remarkably rapid cross-country progress in wave – and that the ladder scoring system really did reward speed. In fact, the Open Ladder trophy came north very shortly afterwards as a result.

Not unreasonably the scoring rules were soon changed and distance became the key factor in generating good scores. We tried to adapt and with the help of good satpics found that remote areas we'd never imagined seeing were indeed reachable – on the right day. Places like Bunessan at the south-west tip of the island of Mull and Tongue near Cape Wrath found their way on to the UK turning point list. Then last November Kevin Hook exploited a recent feature of the ladder rules by doing two laps of a 300km task – pretty remarkable in its own right in November but it really made a point – some day I might capitalise on that, too.

So far 2007 has, with the notable exception of Easter Sunday, been a poor wave year. The national ladder was showing just what could be done with Southdown ridges, and with Bruce Cooper's seemingly inexhaustible stamina on the motorway and in the air. Then in "that week" in late July/early August, when the English summer finally woke up and delivered, Ed Downham flew some stunning flights to lift the ladder apparently out of reach of the rest of us.

The only hope was to really get the most out any of any precious wave that did arrive. (Hint to those who would apply heavy rollers to uneven playing fields – ban retirees – they can fly on all the good days – and those all seem to happen during the working week, don't they?). So when August 24 showed signs of wave later in the day, I launched at 15.00hrs and in some lovely warm wave in evening sunshine shared the sky with Roy Wilson of Aboyne to complete a declared 528km run at 134km/h and, after a nervous calculation or two, got myself back to Portmoak 26 minutes before last landing. Roy and I put the traces on the ladder as usual.

No momentous event in itself, but like the proverbial butterfly flapping its wings and subsequent earthquake, things happened as a result. A phone call from Bruce (he's got an ear infection so can't fly). Deep in Bidford Kevin fears he's at the wrong end of the country for the





Left: *Happiness is... a fantastic run home on the second lap; Above: Booming run to the last TP on John's first 770km lap;* Right: *Earlier the same flight – eight oktas north-east of the Cairngorms. John climbed to 18,500ft to go to the TP, Rhynie. "I don't normally go anywhere near as high as that," he says "but with 58km into the TP and 58 out I was awfully glad of it". The term 'ladder slave' was coined by Bruce Cooper, John thinks, for pilots chasing big scores on* www.bgaladder.co.uk



for this 'ladder slave'

forecast – glider goes in trailer, motor home gets hitched up and the combination hits the M6 in anticipation of more wave.

I start to get nervous about the following day, Saturday. I'd accepted an invitation to the rugby at Murrayfield from my son – kick off 17.00hrs. A rare and important father-and-son thing that I didn't want to miss – but Ed might still be catchable and was this the decisive big day to close the gap? Could I maybe get a big task in early enough to do both gliding and rugby? Got up at 05.00, stared at dark satpics and an unorganised dawn, dithered, went back to bed, repeated the whole process, then found myself hoping that the wave wouldn't amount to much (just how uncharitable can you get?).

Went to the rugby, where a bruising defeat by South Africa was tempered by the view over Murrayfield's west stand – signs of high level lenticulars in the sunset. Maybe tomorrow would be the real day.

Sunday, August 26. Up at dawn again. Check the met – good pressure, wind direction, still that warm airmass and the jetstream close by. Early launch so I set 656km (Loch Venachar-Huntly-Dalmally-Rhynie-Loch Venachar), stretching the task to the very edge of expected lift – that might make things slow at the corners but it's distance not speed this year and no shortage of daylight hours. Launched at 07.04, closely followed by a motorway-weary Kevin. Things were working well and despite anxious times with cloud cover the task was finished at 13.20 local time.

So far so good, perhaps I could just add another couple of legs to increase on-line contest score – might as well do that in the same direction as the declared and completed task. I could attempt a reasonable portion of it again and this would produce a reasonable ladder score, too. 100km later the notion slowly dawned – there is just a glimmer of a chance of completing the declared task twice – that really would be outrageous. I would need real speed to get home in daylight but, pushing on too hard, I fell under cloud, got rained on, and had an unwelcome view of the heather at Linn of Dee. A blessed thermal off the hillside went straight back into wave; maybe the gods were with me. Turning Huntly for the second time I refused to retrace tracks into that raining sky and diverted north of the Cairngorms – from a soaring perspective a dreadful decision, but aesthetically beautiful as I slid out through a multi-layered archway of cloud *(see photo on p34)* – but without another scrambling save north of Feshie, it would have been game over.

There were still weak curves and valleys above cloud and just enough holes in the lee of the very biggest hills to allow a tentative glide in and out of Dalmally. More calculations – speed, sunset time, distance remaining, distance home from the finish, drinking water, stamina, remaining unexhausted neurons; should I press on away from home on the third leg? Perversity, pride, stupidity (or whatever it is that makes us just press on, bit firmly between teeth) was again rewarded with a good run. This time the thermals had died down and the Cairngorms had workable gaps – what a difference that makes. In and out of Rhynie worked well as I called that I had final glide to the finish, resulting in a ribald comment or two on 130.1. At the finish I couldn't resist rolling 180° and calling "Z7 restarting at 15". I don't quite recall Kevin's reply and if I did it might not be printable here. After 20km (which actually just helped to keep clear of the TMA) I turned for home and landed at 19.39 after 12h 35m in the air. The two laps scored well and closed some of the gap on Ed. The seed was also well and truly



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

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

THINKING ABOUT A GLIDING HOLIDAY?



Soar Minden is proud to offer 5, 7 and 10 Day holiday packages

They include: • Reno-Tahoe Airport Pick-Up and Drop-Off • Hotel • Transport to and from motel • A Two Hour Site & Aircraft Check • Unlimited Flying Each Day • Daily 3,000 QFE Tow • Oxygen • Parachute • Barograph • Badge Processing

5 Day Package $1,249, 7 Days $1,699, 10 Days $2,499

Your choice of aircraft – G103's, 102's, LS3A or DISCUS B, MINI NIMBUS B, LS4

E-mail: soarminden@powernet.net. Web: http//www.soarminden.com
Tel: 775 782 7627. Fax: 775 782 6505

WE CAN MAKE YOUR SOARING DREAMS COME TRUE

EW microRecorder™
The new generation of flight data recorders

EW Avionics

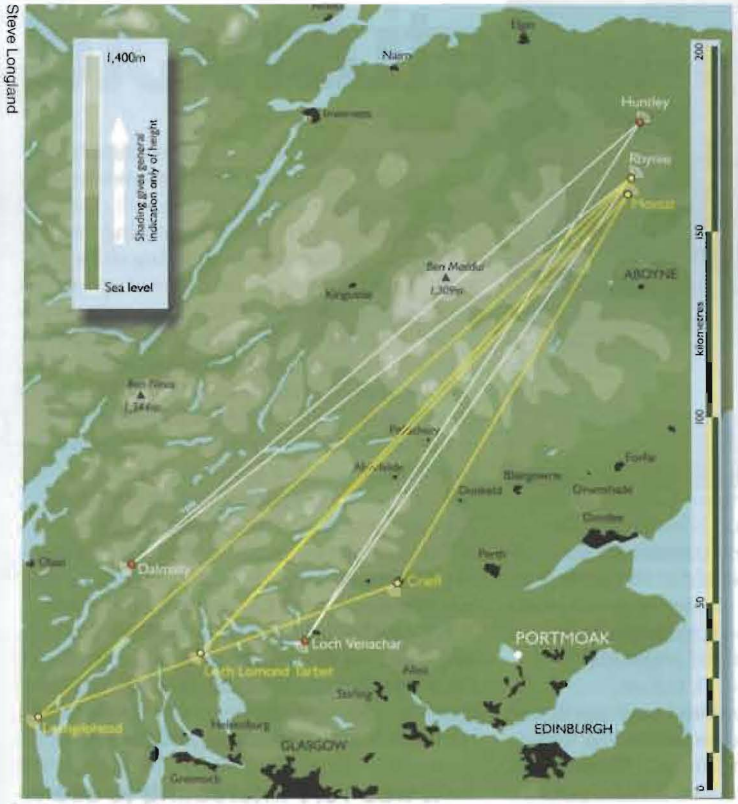


- SD Flash card version available
- Engine noise available
- USB file transfer
- NMEA and 5 volts output for PDAs etc
- Rechargeable battery life up to 100 hours

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

Steve Longland



Wendy MacPhedran





Left: *two laps of 656km on August 26 then, on the 30th, two 770km laps*
Above: *John Williams in Antares at Portmoak – evening wave in the sky*
Right: *evening sunshine lights the Antares wing*
Below: *flat caps and gaps – conditions on part of the double 656km flight*
Below left: *the Antares self-launching at Lasham*

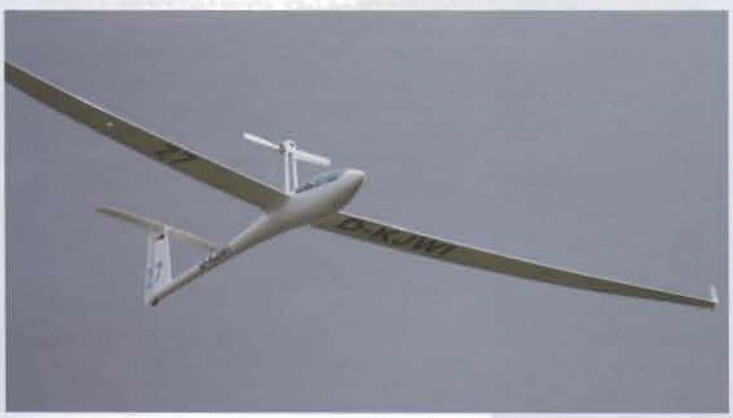
sown – on a better day could it be done again with a bigger task?

Thursday, August 30 augured well. Now almost a routine – up by dawn, ballast the Antares, giving thanks for its fantastic performance and long-flight comfort with the all-important "feet in the sunshine" cockpit. Used the option of starting and finishing on a leg to declare 770km (Crieff-Lochgilphead-Rhynie-Loch Lomond-Mossat-Crieff). Despite launching at 07.11, messing about in difficult wave meant a start at Crieff at 09.08 – a lot later than ideal. Slow, weak and delicate conditions to Lochgilphead improved only once solidly back in the mountains. Kevin had launched ahead of me on a different task and was now calling about eight oktas north-east of the Cairngorms again. I soon found exactly that but was lucky to get a good climb at Linn of Dee to 18,500ft. I don't normally go anywhere near as high as that but with 58km in and 58km out from Rhynie I was awfully glad of it *(see photo, p35)*. We called down to Aboyne, where Roy replied that the cloud was down on the hills: they couldn't launch. Meanwhile conditions west had really opened up and a booming run *(see photo top right of p35)* ensued to Loch Lomond and back to Mossat. On my calling Aboyne again, Roy asked: "where is the best task area?" Rashly I told him there was a great energy line from Loch Lomond to Rhynie. That the ladder scores revealed that Roy had used the tip well – he'd done a declared 560km at 151km/h to relieve me of the fastest 500 of the year – thanks Roy (and well done).

Finishing my own task at 14.28hrs I knew I had try at least start a second lap. Conditions had improved from lap one – but as I flew out toward Lochgilphead again it seemed that the lights went out. Top cover had been sliding in unnoticed until the sunshine went. As though a Harry Potter dementor had appeared, the whole sense of fun and life seemed to have been sucked from the day. The depression only lifted when Roy called to say he could see a break in the offending top cover to the north and that the curse might be temporary. With a growing sense of disbelief I pushed on – it seemed the speeds we were achieving might indeed allow the completion of lap two – and the sheer outrageousness of that thought kept a tired brain concentrating hard. The last run in and out of Mossat *(see main photo, p34-5)* was fantastic – the wave bars curved just where it needed and the turnpoint was in wave lift not sink! And so the second lap of the 770km task was completed in 5hrs 10 minutes. I still don't quite believe it. However, the ladder points were rather good – a target for Ed and others to shoot back at. By coincidence (?) I had an email from Ed at 04.00 the next day asking if he could bring the EB28 up to Portmoak…

A bit of healthy, friendly competition is good, but the best bit of all is occasionally getting to soar over Scotland in stunning conditions. Do come and try it for yourself.

Next issue; what Ed's been achieving, plus lots more 750 stories from "that week"





Vintage GC Rally returns to





Top: *The 1950s Czechoslovakian Sohaj series started with the Zlin 25, an improved variant of the Olympia Meise. The one shown is the last version produced, an LG-425 Sohaj 3, equipped with Fowler flaps. It has been restored beautifully by Igor Ott, the son of this year's rally organiser, Jozef Ott*

Above: *This very special Scheibe L-Spatz 55 was built in 1959 by the German Berlin Akaflieg and it has a performance-optimised front section. Recently, it was sold to Lithuania, where it is now the oldest airworthy glider, and and this year it was the first participant at the VGC Rally from this new European Union country*

Nearly a decade after it first went to Nitra, the VGC visited there again. Jochen Ewald reports on an event that brought together around 350 people and 86 gliders from 22 countries

THIS YEAR'S International Rally, the Vintage Glider Club's 35th, meant a long journey for all those participants living in Western or Northern Europe: for the second time, the Aeroklub Nitra invited the worldwide vintage gliding community to meet at their beautiful airfield in the centre of Slovakia. For those who wanted to spend a bit more time in the East, the Czech Aeroklub Rana offered a well-attended additional Rendez-Vous Rally the week before.

The cost of the long journey was more than adequately compensated for by the low fuel prices and living costs in Slovakia. Those participants who had attended the last VGC rally at Nitra nine years ago were quite astonished by how fast this new member of the European Union has developed.

While participants at the 1998 rally could still feel the old "smell of communism and socialism", today's Slovakia presented itself as a modern European nation. Smart shopping centres, friendly, open-minded people and wonderful restoration work on the many historic buildings in the region clearly showed that this country is advancing fast towards being a serious business partner as well as an interesting tourist destination.

For the rally, 86 gliders arrived along with 165 pilots plus their families and guests a total of 342 visitors from 22 countries. They found a perfect, well-maintained airfield with a big campsite, including excellent sanitary arrangements, a swimming pool and huge hangars. The weather was also very good: warm, but not too hot, with strong thermals, nearly always reaching up to the height limit of the otherwise free airspace. It all meant long flights and even some cross-countries by rare vintage gliders.

Among the 750 flights made during the meeting, there were several lasting more than seven hours, and cross-countries of up to 340km were reported.

Organisation by the Nitra Aeroklub was also perfect. Four tugs, well suited to the vintage fleet – which included very different gliders ranging from lightweight, slow primaries like the Hol's der Teufel to heavy two-seaters like the Kranich II and III – reduced launchpoint queues to a minimum. The tugs were a Zlin 37 Cmelak (a former agricultural aircraft, very strong, but also able to tow the slowest gliders), a Zlin 226MS, and two microlights: the Eurofox (which is made at Nitra airfield) and a Dynamic (built at a neighbouring airfield). Both, equipped with the 100hp Rotax engine, demonstrated excellent towing abilities. In addition, a Hercules 3 winch, vintage itself, but very reliable, gave cheap winch launches for those who preferred those, and the small hydraulic hang-glider winch brought by the Czech-German Hol's der Teufel team provided the slow launches with lightweight cables that the primary pilots preferred.

'It was very interesting to see the "local" vintage gliders from Czechoslovakian times; more and more of them are being brought back into the air after long years in storage'

Among the gliders, there were many well known historic ones, some of them recently perfectly restored – such as the French Breguet 905S Fauvette of Jürgen Doppelbauer from Germany, the new Carmam M-200S of the Belgian Veteran Glider Club, Les Faucheurs des Marguerites and a Grunau Baby 3, also from Belgium.

It was very interesting to see the "local"



Left and right: *The UK's Graham Saw, who is better known for his bright yellow aerobatic Lunak, restored this Slingsby T-8 Tutor, whose fuselage came from its predecessor, a 1936 T-7 Kirby Cadet, in this cheerful "Pink Panther" design. All we need is Barbara Cartland to stand next to it... Nowadays it is operated by Jim van Aalst in The Netherlands. Animal lovers and safety-minded pilots alike will be pleased to hear that the little pink panther* (left) *managed to hang on firmly to its strut above Nitra airfield*

All photographs: Jochen Ewald

Slovakia

vintage gliders from Czechoslovakian times: more and more of them are being brought back into the air after long years in storage. They included the Orlik, Sohaj 3, Lunak (three of these beautiful aerobatic gliders were present!) and the Honza primary replica of organiser Jozef Ott: all reminders of the local gliding history.

One highlight of the rally was the aerobatic displays of Graham Saw in his 1949 Lunak and Christoph Zahn in his 1936 Habicht replica, the most famous aerobatic gliders of their time.

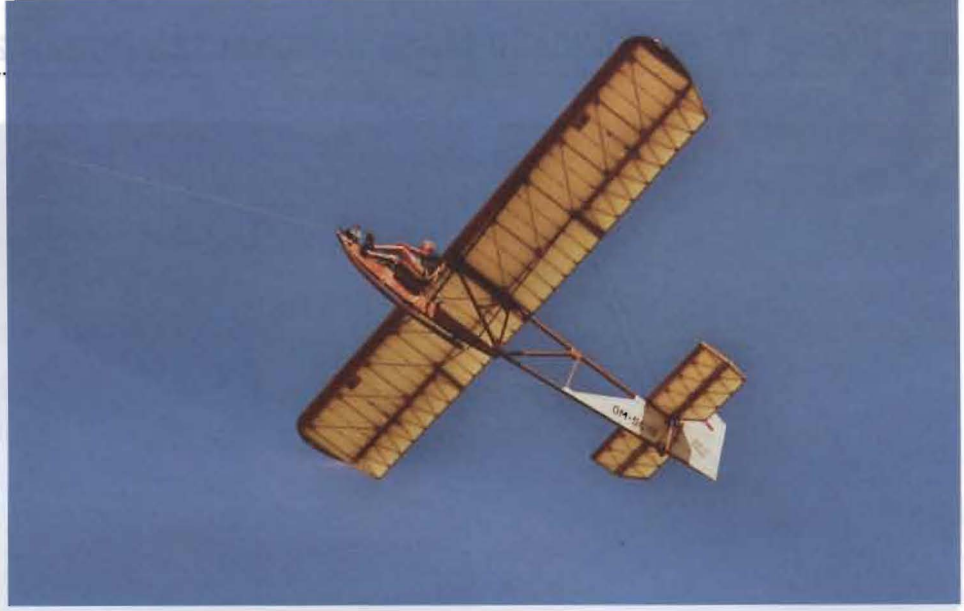
They even developed an impressive common performance during the meeting – perhaps the first time ever that these two glider types have flown together in a display!

During World War Two, there was glider production at Nitra: here the Mraz factory produced lots of Kranich IIs. The Nitra Aeroklub found and invited to the rally the former glider production leader of this factory, Jiri Havelka, who gave a very interesting evening speech (ending in long discussions, especially with today's Kranich owners) about his work at the factory and displayed rare documents about this wartime manufacture.

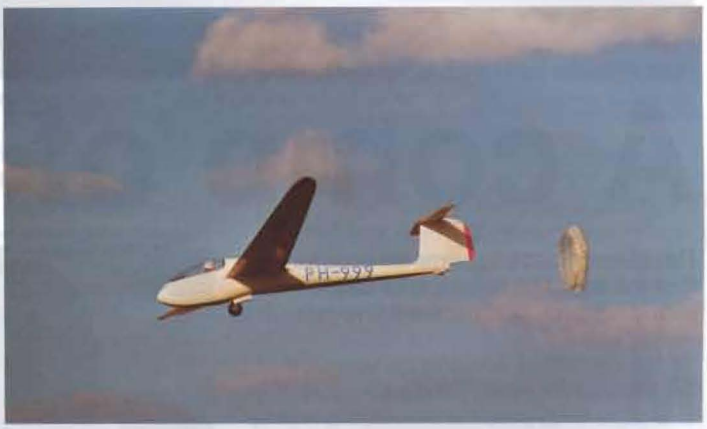
As well as the flying, the social events were a real high point of the meeting. The big Polish catering tent on the airfield hosted not only the opening and closing ceremonies, but also the International Evening (where each country presents its food and drinks) and the national (Slovak) evening, which created the opportunity to meet old friends and make new ones. The vintage community knows no borders!

Many thanks go the the organisers of this perfect rally in Slowakia, the busy team of the Aeroklub Nitra led by Jozef Ott.

Although the participants were sorry this wonderful time passed much too fast, they are now looking forward towards their next big annual rally, from July 30-August 10 at Wels. This is the first time the VGC Rally will be held in Austria. See *www.wels2008.at* for more information.



This column, from top: *Rally organiser Jozef Ott winch launches his Zlin 23 Honza primary replica – a reminder of local history*



Hans Disma deploys the chute on his Phoenix T, serial number 8. The underwing airbrakes allow very slow approaches

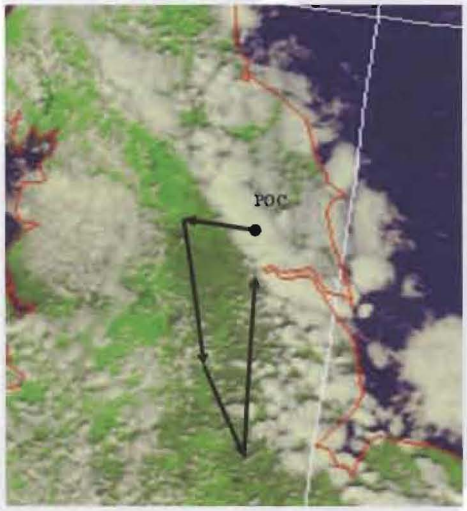


The Göppingen Gö-1 Wolf was a pre-war competitor for the Grunau Baby. This replica was built by Otto Grau in Germany, and is the only one airworthy

Rudolf Kaiser, known for his Schleicher designs, also worked for Scheibe. Here, he designed this Specht, a two-seater like his Ka 4 but with a big side door to make it easy for the instructor to climb in. It can be flown without the door, and is certified for dropping parachutists!









All photos: Geoff Davies

Above: how the clag defeated competitors on Day 1
Right: a rainy first half to the comp, replaced by racing

A comp of two halves

Tim Milner *(right)* reports on a nationals that managed to secure four days, including two 300kms, from the rain



MY WIFE'S hair works a bit like the proverb: "red sky at night..." – "Long and straight, the flying's great; short and curly they're going to scrub early". We awoke on Tuesday, July 24 to find that three days of frizz had vanished. Game on!

Day 1 – Tuesday. *Pocklington-Wetherby-Blidworth-Colsterworth-Pocklington, 302km.* As the start opened, the thermals vanished under a large band of medium-level cloud. West, on track, was overcast. However, 20km south west and just within gliding range (or just outside it, depending on your frame of mind) was a clearance with defined cu. With a 2,500ft start height it was a big gamble to glide out to the clouds. Henry Rebbeck climbed through the start and after a long glide connected with the better weather. Peter Baker was less lucky; with identical tactics he failed to connect with the first good climb and landed 20km south. It really was a make-or-break decision. Most of us fell back to the airfield for endless relights as the clearance inched painfully towards us. At 16.00hrs the pack was on its way 100km behind Henry! Thermals were broken by a stiff westerly and one by one gliders dropped into fields. Top marks to David Booth for making it to just one thermal short of home. Jay Rebbeck made up for his late start by flying until 20.05, landing at Syerston. Brother Henry, the only finisher, aced the day.



Henry Rebbeck, 323, having aced the first day, became trapped on a low ridge (on the right) as did brother Jay

Day 2 – Friday. *Pocklington-Pontefract-Blidworth-Newark-Pocklington, 217km.* Some reasonable clouds had us racing south down the second leg until a large shower drifting eastwards halted our progress. Henry again had a small lead and was able to skirt the eastern edge. Oliver Ward, slightly behind, had to divert even further east and into poor conditions, where he landed out. The majority went west towards Sheffield. The ground came up and the clouds went down, mix in some rain and only three emerged the other side. Steve Ell and I were helped by a 1,000ft cloud climb; Richard Hood was helped by the competitive edge which saw him win Condor racing the night before. From there, Henry and I took 8,000ft cloud climbs, which saw me home and Henry just down the road. Steve avoided a Humber Bridge toll and scraped on to the north bank of the river. Rich was just one good climb short, landing west of Scunthorpe. With the prospect of two good racing days ahead and a comfortable points buffer, Henry was well positioned to take the title.

Day 3 – Saturday. *Pocklington-Sutton Bank-Worksop-Belvoir-Pocklington, 313km.* In good racing conditions, I was cheered to see two of our fellows grinding away at low level on a small ridge south of Sutton Bank. Our buoyant mood changed on the last leg with rather large gaps to cross and nothing much to greet you at the other side. Cirrus was creeping in, smothering the lift. It was tempting to turn 90° off track and look for something better, but you just had to grit your teeth and keep pressing on and sure enough you were rewarded with a thermal. Approaching final glide, I switched on the finish frequency. Silence! That normally means I'm either first or last. I call 10km. Rich instantly calls 5km. Ah well, if I'm within 5km of Rich I'm happy. The ridge gliders turned out to be Henry and Jay, who waited an age there for a thermal. They tried a restart but were thwarted by the encroaching cirrus. Henry dropped to 13th overall – harsh, after flying so well.

Day 4 – Sunday. *Pocklington-Tontine-Wetherby-Newton-Pocklington 331km.* Another classic racing day with large cu, bases around 5,500ft. Richard Hood leads with me second and Bob Thirkell third. A cloud street on track tempts most of us into an early start, some hold their nerve and start 30 minutes later, the best time? Crossing the North Yorkshire Moors in these conditions was a pleasure, followed by a race up and down the country. Although first home, I knew the improving conditions meant late starters should do well. A great way to finish the comp, and everyone completed.

A competition of two halves, starting with the worst weather on record and finishing with the best. The smaller entry produced manageable gaggles and the opportunity for some individuality. Of course, the Monday after the comp was a 750km day. Thanks to the team at Pocklington, led by Alan McWhirter who along with Andy Melville and Hugh Brookes extracted the most from a difficult week. Richard Hood *(below)* took a deserved victory to be the Standard Class Champion.

Comp website: www.glidingcomp.com
Full results in the December-January S&G



The week of the year

Richard Smith recounts eight days of racing, when the big wings of the Open Class were beaten to the prize by a newcomer in an 18-metre sailplane



S&G

Nympsfield's Richard Smith in the front seat with P2 Julian Rees on the grid at the Open Class Nationals at Lasham

LASHAM in August. No wasps this year. They must all have drowned. After last year's debacle, team 970 had resolved to fly more together, learn how the PDA software works, not break the glider while rigging it, and not fly under warm front cloud at 90kts. In fact Julian Rees and I have managed three hours together in two flights since April and spent 15 minutes fiddling with PDAs so – with major players away at Euro comps and immaculately prepared – we rather fancy our chances. The opposition: a mix of older generation (probably Hartley, Sheard, Findon) and younger (Withall, Tanner). There is a faintly alarming newbie to the Open Class, Ed Johnston, with a cute little ASG 29. Not sure whether to patronise him or hide his main pins. Not sure he'll mind all that much, either way. Saturday is a most enjoyable grid squat. Hot. Nice to see everyone again. Scrubbed at 14.30.

Day 1 – Sunday, August 5. Hot again but this time we are promised thermals, blueing out later. Southerly wind. Candover Church-Membury-Thrapston-Brackley NE-Lasham Start West-Lasham Finish West (326.1km). Team 970 is not attracted by the idea of thrashing round late in the day at 400ft on the outskirts of Basingstoke in blue sea breeze thermals at 28°C with a load of out-of-practice old folk in great big clumsy gliders. We sneak off 20 minutes ahead of the pack and have a nice flight all by ourselves. Curious mushy clouds – plenty of water on the ground, I suppose. The strategy pays off handsomely and we net a day win, just pipping Ken Hartley, who had a similar cunning plan. The late starters pay in the most splendid manner – various form horses limp round; Tanner Junior immolates his win chances with an outlanding. Evil glee. The first declared completed cross-country of 2007 has gone well.

Day 2 – Monday. Well, eight days of rain would suit me just fine now, and this is the right season for that, but it looks as if the weather is taking a turn for the better – cold front nicely through overnight, ridge behind it. "I'll 'ave three minutes off yer today" announces Mr Hartley menacingly on the grid. Candover Church-Wantage-Grafham Water-Bicester Control Tower-Lasham Start West-Lasham Finish West (318.8km). Usually an 8-knotter is cause for celebration but we only get our first one at Wantage and have a slightly lame run up the second leg. Feels as if our goose may be cooked and the results bear that out – it's a Johnston day win at 130.7km/h. He cruelly mocks the big-wing leviathans in his speech. Ken H has taken his three minutes off me but we are 15th and 20th (at 112km/h, for Pete's sake) on the day, toppling into the abyss, locked in a death grip like a pair of plasticine dinosaurs in the Sunday afternoon TV movie. Ah well, nice while it lasted.

Day 3 – Tuesday. Area task with a circle on East Oxford, a cone stretching westward from Enstone, another cone eastward from Bicester, and a final cone from Lasham towards Andover for people to tweak their arrival times. A great opportunity for us to build on Monday's disaster with some new PDA-related blunder. Strange day – a trough to the north west, a sea-breeze front at Enstone, near-complete spreadout in East Anglia with 4kt thermals under it. We stumble round (perhaps we could have gone a tidge further into the final sector given that we had 1,000ft in hand over final glide and soarable weather to dolphin through) and come 4th, which is not too bad. Tanner Junior turns in a thumping day win; Ed very nearly overcooks it with a 15-minute scrabble away from a low point on the final leg but hangs on to second place and the overall lead.

Day 4 – Wednesday. High established. A big day. In former years, this is the sort of weather that would cause the task-setter to set something monstrous, but Andy Hall is determined that it should be a race, so it's Candover Church-Walford-Edgehill-Sackville-Wantage-Lasham Start West-Lasham Finish West (504.8km). Fantastic vis, fantastically luminous air; the English countryside, a dismayingly parched yellow in recent Augusts, is showing all manner of green hues this year. It's like spring, with great big strong thermals. A little damp in the Wye Valley perhaps, but we absolutely blast round it – almost everyone in less than five hours, the winner (Ed) in just over four, at 124km/h. These little ASG 29s are annoyingly fast, especially when flown by an expert. His lead is looking rather solid now and he's made his mistake for the week so it's going to be tough.

Day 5 – Thursday. Candover Church-Walford-Deddington-Lasham Start West-Lasham Finish West (388.3km). Lovely streets, lovely vis, more big strong thermals, moist in the Marches again. Another thumping day win for Tanner Junior.

Day 6 – Friday. Candover-Membury-Peterborough-Brackley NE -Lasham Start West-Lasham Finish West (381.0km). We get trapped in a cloud of madmen in vintage stubbies. They dart everywhere at 90kts and stop in everything. Yet another tanning from Tanner, who has now caught me despite his 500-point Day 1 deficit. Ian Cook gets second on the day in a tiddler, just to annoy the big ships some more.

Day 7. Saturday. Candover Church-Eastwell-Bedford Airfield-Didcot-Lasham Start West-Lasham Finish West (402.3km). Should be another romp. What a lovely run of weather. This looks like our last shot at a podium place. I've not been making any impression at all on the leaders and after being run over again and again by Ed Johnston in his Dinky toy, with repeated tramplings by an apparent teenager in an ASH 25 for light relief, my fuses are ready to blow. We get a blistering run to Eastwell, somewhat slower to Bedford; by Milton Keynes the average is 120km/h, which we should be able to sustain to the finish, with the final glide making up for the headwind. It all starts to go wrong when we spurn Dave Findon's 5kt top-up. We glide and glide and glide. Suddenly we are scraping ourselves painfully off the ground at Brill, which has a handy south-facing ridgette (once you are low enough to see it). We retain the high ring setting and get low again at Wheatley, dig ourselves out, fly off at speed and sink to 500ft short of Basingstoke. What a fiasco. Ed J and John T take the day off. Richard Kalin, bursting with pride and quite right too, registers his first-ever 1000-pointer.

Day 8 Sunday. Frontal passage, rather low pressure behind. But it will be soarable again in the afternoon so we hang on. We get Candover Church-Pewsey-Wantage Northwest-Andover SE-Lasham Finish West (158.8km) and by 15.30 we are setting off. All feels slightly damp and fragile. Best to stay as high as we can (base is about 3,300ft above Lasham). We get a street to Pewsey and join up a few clouds to get to Swindon at 1,800ft. It looks as if it's just fallen apart here but we get an unexpected four-knotter and we are back in the game. Around Wantage, a long glide to Andover and home along clouds of a friendly alignment. We are 3rd for the day, Ed is 2nd; Chris Cobham wins the day.

So Ed wins the comp in his tiddler, by a fair margin. Dave Findon and Lucy Withall have played it all very steadily for 2nd and 3rd. Team 970 mulls an ASG 29. And some sort of altitude-controlled restrictor on the MacCready setting. Perhaps a brain would do it. Still, what a gorgeous comp. Thanks and congratulations to the organisers, task-setter, met man (Hugh Brookes) and the vast array of unselfish helpers that Lasham musters time after time. It must have been the week of the year.

Comp website: http://nationals.lasham.org.uk/current-day.xml
Full results in the December-January S&G
Overleaf: Ed Johnston's account of the competition ➢

hill aviation insurance services ltd

www.hillaviation.com

Keep a good look out

☎ 01765 690777

Authorised and regulated by the Financial Services Authority



A substitute for span? In the red shirt

Open Class Champion Ed Johnston explains why he bought the ASG 29 that he flew to victory – and what he now thinks of his new acquisition





Unfazed by those long wings stretching far beyond his own on the grid, Ed Johnston (right and above) *focuses on polishing performance into the tips of his 18-metre ASG 29. His consistent flying teamed up with strong racing conditions to earn him the title of Open Class Champion against pilots such as* (right) *David Findon, who was 2nd in a Nimbus 4D, and Lucy Withall* (far right) *in an ASH 25, who placed 3rd*





All photos: S&G

NOVEMBER 1991: Having sold my Kestrel 19, I couldn't afford a stretched 15-metre glider that carries lots of water. I bought my magnificent LS6a instead and, though I never regretted the decision, I still hankered after what I believe to be an ideal compromise for UK conditions.

October 22, 2004: Pete Wells sent out a circular announcing the ASG 29. Just 47 minutes later I replied saying I would have one. He might not have thought I was serious, but I was. On paper this was it: flying performance, high wing loading, good ground handling and a turbo (a desire that had been added with the arrival of twins!).

May 19, 2007: After a long wait and short delay and the gathering of many pennies, I pick up the glider from Poppenhausen in my excellent new Shirenewton trailer and the fun begins.

July 7, 2007: and just five flights later – only two of them with long wings – I am into the 18-Metre Nationals, expecting a long, rainy and difficult week.

July 15, 2007: The end of the competition leaves me second to Mike Young by a minute or so after more than13 hours of excellent racing. Starting to get the hang of it but not quite as quickly as Mike, who had even less time than me on type!

July 17, 2007: I decide one comp is not enough for this machine and enter the Opens, hoping for some long tasks and to turbo back if the big wings leave me behind.

August 4: The Opens. Our first contest day confirms exactly what I was expecting to achieve during the week. A really good start with the wind pushing us north, and I can stay with some of the big wings in 3-4kt climbs. But coming back to Lasham in a southerly, the big wings go when I dare not and pull 10 minutes on me.

The next day is different! We have a similar but shorter task with a westerly breeze and more streeting. I spend 83 per cent of the time in a straight line at an average 87kts; I get to use bits of the polar that bigger gliders cannot reach! On one run from Grafham Water to Calvert Junction there is a fantastic street and pushing up to 100kts I go sailing past the bigger ships that have to haul all that wing through the air.

An area task turns out to be more challenging, but despite lower climb rates, we are still spending around 80 per cent of the time running straight under lines of energy and eight-eighths stratus. I nearly blow it at the end, but climb away after getting rained on to get back a bit late.

Then came one of the most satisfying flights I have had in a long time. Half-way round a 500km flight, it was looking like a four-hour task. Unfortunately a change towards climb-and-dive rather than long runs slowed me up a little to 4hrs 6mins. I think back to when my ambition to achieve 500km in five hours seemed almost impossible…

So by this time I was some 200pts in the lead, and the idea of a fun time not worrying too much about the competition gave way to a sneaking hope that I could stay ahead. But this got increasingly difficult. Over the next few days I had to push hard and avoid any mistakes to keep with the big wings. Testing tasks with bigger thermals gave them the advantage in climb and glide, so I had to fly my own routes to stay in touch. They kept nibbling away, especially on the penultimate day, when I just couldn't make things work for me on the first long leg north. It's very tough to remain patient and keep focused when you know things are going against you.

August 12: A testing last day flying around showers, windy, with weaker thermals. Despite my lead, it would be so easy to put it on the ground in these conditions. A late start gave a good run towards the first turn, then an increasingly nervous crosswind leg in pretty poor conditions. Finally a couple of decent thermals and a safety top-up got me on to final glide and, much to my surprise, second on the day.

No need to guess what I think of the glider. It is truly magnificent to fly, with excellent low speed handling full of water, exceptional straight-line performance and well suited to my style of flying. The secret to the week for me was having the weather for long high-energy runs in a straight line, more than 80 per cent of total task time on all but one day. This year, it has either been in the air and racing or on the ground in the rain so I don't know what it will be like in weaker conditions. However, I did climb away from around 500ft on the assigned area day, so it seems to scratch.

Weaknesses: just one. The turbo controls are good, it starts promptly and reliably, but climb performance is dreadful. I got the turbo to either try again at the start of a good day gone wrong, or to get home from an over-cooked long flight. It doesn't have the performance when heavy for the first, and could easily run out of fuel before getting home. However, the good news is Schleicher is working on the problem and the designer, Michael Greiner, hopes to make improvements for next season but can't yet say what they might be…

Two views from the top



S&G has been lucky enough to get two perspectives on this year's Club Class Nationals, one from *(right)* winner G Dale, who first took the title even before it *was* a nationals, and from *(left)* the first Club Class World Champion, Pete Masson, who came third in the 2007 nationals. Thanks, guys. G's account of the comp – that's his own choice of headline – begins on the opposite page, but we start *(below)* with Pete Masson's frustrating first day



Photos: S&G

EVERY competition has its story. Well, really this one has 48 individual stories. But that would fill a whole magazine, so it looks like you're stuck with mine and G's! Mine is one of dramatic build-ups, heartbreak, a struggle against all odds, a fight back and – wait for it – a reasonably satisfactory outcome.

The Club Class has evolved a lot over the decade or so it has been running. The competition gets stiffer, and of course, the rules occasionally incorporate new gliders, including the ASW 24, which G Dale would be flying. There were plenty of other contenders, too – Rich Hood, Jay and Luke Rebbeck, Mark Parker, Jon Meyer, Ian MacArthur, James Ewence... the list goes on. It can't be seen as an "easy nationals" any more.

I have the privilege of being a British Gliding Team coach. This is a fantastic role in which to consolidate all the things you have learned in the past, as well as to discover new ideas. Rule number 1 is that preparation is everything and, having missed this year's 18-Metre Nationals, I was in need of practice. Fortunately, there were a few rays of sunshine the week before the Club Class. I'm a great believer in practising whatever it is you want to succeed at, so my flights weren't too long – typical racing tasks – 200km, 500km, 300km and then a couple of 100km triangles. One of the latter was at 107km/h (119km/h handicapped). Now we're racing.

Saturday dawns... a quick check of the weather before going to the airfield points to a very strong inversion. A chat with Hugh Brookes (surely the finest met man of recent times?) reveals not much positive to cling to, and sure enough, with the inversion holding strong at far less than a desirable 3000ft, the day is scrubbed.

Sunday morning's check of the weather suggests more of the same but at briefing Hugh clearly knows something I don't. Not long after, he is proved right when cumulus starts popping. Hmm... now it looks interesting. 200km to the north. The southerly means that getting back is going to be important, so don't leave it too late. Right, get a good start. Excellent – a good time to Membury. Slight divert over Oxford. Where have the climbs gone? Time to consolidate – make sure you get a good climb. Finally one comes just before Calvert. Let's get high before the downwind turn. Now we're back in the game. Two good climbs and we're going past Didcot... 5kt to 4,500ft – excellent! Despite the good climb, things are turning a little blue, and with a 15kt southerly, it's time to take it easy – let's slow down to extend the glide. Approaching Thatcham, and we're below 3,000ft. Haze caps to the right of track with gliders turning high – seems like a good bet. Couple of turns... nothing. Better carry on – no point drifting downwind in 15kt, not going up. Keep going. Now we're getting really low – below 1,500ft near Kingsclere. Air's bubbling – take an exploratory turn. Nothing. Glider turning ahead high – I have no choice; I have to go for it, although it's my last chance – the last landable fields are behind me and I'm running out of options. Nothing. Buzzard turning – okay, definitely the last chance. Nothing. Soon enough, one by one, I'm joined by the Tanner family, flying in the Open Class – which is being held alongside our comp – and the sky is filled with other low Open Class gliders. They somehow find enough to climb away and move on.

Dufus. Not the best way to start a competition. But it could have been worse. Landouts normally cost more than 300 points. G Dale won the day with quite a bit to spare, with some likely faces behind him in the shape

'Looking down is eerie as we see a wide swathe of brown following the river Severn through the countryside'

of Luke Rebbeck, Rich Hood and Ian MacArthur. Mark Parker landed a little behind me, so at least I wasn't the only contender falling behind.

Day 2 proved something of a conundrum. After launching, the day looked very reasonable. In fact, the start line opened at 13.00hrs. The 200km was looking like 2hr 30 task at the most, and there was no sign of spreadout or showers. Still by 13.30, most had started, including me. My first good cloud didn't really work. I carried on a little more. Not looking good. Well... it's time to ponder the risk/reward dice. I can risk having a flight with not a great start. Or I can risk going back 30km, starting at 14.00. Well, 300 points behind, and looking at the weather, 14.00 seems like a negligible risk worth taking. Sometimes things don't quite play ball – most of the flight goes well, apart from the run into and out of Bletchley. Turns out there was a fantastic street there when everyone else was there, which died in time for yours truly! G has another cracker, ahead of Rich and Rose. Okay... 450 points off the lead. Now we'd really better start trying. On the plus side, I've gone from 36th to 25th overall.

It's been a while since I've done an assigned area task, but I relished the idea, despite forecast showers. It was interesting to see the usual faces in the briefing room 15 minutes after most people had left: preparation is always the key to a good AAT. It was clear that an early start would be sensible – almost everyone started within a 10-minute period. Conditions to the first area near Oxford were great, but things were becoming much more spread out than forecast, especially in the north of the second area towards Northampton. Interestingly, some sort of convergence had set up, with a line of energy running past Bicester and into the south of the second sector. Although the climbs weren't so good, it made for easy running in a straight line. Once at the end of the street, I ran a little further, deciding that I wanted to run back along it before it fell apart or moved too close to airspace. I could see Rich gliding ahead to the sunshine at Bedford. Surely a risky move? After running the line back to the south west, I climbed up alongside some curtain cloud before cutting across it. A long glide took me from Calvert to Abingdon, where finally some sunshine showed through. A quick look back was pleasing – the sky looked dead. Surely there would be almost no finishers? Flying back into the Aldermaston area, I saw gliders everywhere – how did they all do it? Rich's bold move pays off, with an impressive 86.7km/h in what was far from an easy sky.

Next morning, Hugh Brookes forecasts a great day. Club pilots start launching at 09.30. The task perhaps seems slightly underset at 387km, although Andy Hall, the task-setter, seems a little worried by the big blue area to the north west while we launch. Something to think about before starting. A meander in that direction seems to show the area is gradually filling in. I'm just thinking of starting, and Rich appears in the start zone with me. Having flown with Rich as a team mate before, I know this is the sort of day that we'll work well together, even if we aren't talking to each other. He starts, and I follow a turn later. We get some good climbs and soon we are at Swindon and joined by James Ewence. As we pass Cheltenham we're running some good lines of energy, although it's hard work as the Open Class swamp us. Looking down is eerie as we see – because of the recent floods – a wide swathe of brown following the Severn through the countryside.

As we reach Leominster, it just gets better and better. Rich and James have maybe just got an edge on me. Just short of Leominster, I hit 8kt – fantastic! That gets me back level pegging. I'm joined below by a couple of Open Class gliders that I'd passed back at Cheltenham. Half way down the second leg we split up as I take a moment to ponder a left/right choice and take the opposite to Rich. Turning Calvert, I see G above me, and James and Rich come in well below – it's been a good day. Pushing on to Wantage and beyond, I turn in 3kt – not great, but a couple of turns of centring and it's 6kt. Enough to get me just on glide with nothing to spare. However, the line of energy back home means I complete the rest of the task at 90kt. 103km/h actual

speed, unballasted – fantastic! A day win at last, and top 10 overall. Rich comes in second, 7 minutes slower, with James a close 3rd and G 4th – enough to hold on to his lead. My average climb was a whopping 5.1kt!

Day 5 looks similar. The task is slightly shorter – 295km. The clouds are maybe slightly heavier and the base is slightly lower. Looking for a good line out to start on, I fly from one end of the 12km line, to the other, and then back to the middle. Once again, Rich is there just as I want to start. He obliges in starting first again, and we get a good run out, turning occasionally in the best lift as a little top up. We follow the lines of energy and go over the Brize zone. Once again, the run into the Ledbury area is fantastic. Half way on the next leg, there are hints of spreadout – and another choice. I watch Rich hang a right on to a line of clouds – there's a gap straight ahead, but it doesn't seem too far, so across I go. On the other side, 6.5kts was waiting – perfect! Another hard and fast run into the Oxford area, but things turn a little tricky around Didcot with a big dying cloud, and there's quite a gap to Newbury. Hmmm... time to slow down, and we get to Thatcham. Only a couple of knots at best. Not ideal, but we've had a good day – no point in blowing it. Just on to glide, and follow the energy to make up some height. Some confusion over logger files temporarily gives Iain Evans first for the day. However, turns out I made it two in a row. Top 5 overall – that's more like it. 295 points behind G now, with just three days left.

Hugh's forecast suggests cumulus, but with a definite tendency to blue. The task is 305km, to Grafham. The start time is a tough one to call, but for the third day in a row, there's Rich just at the moment of truth. Halfway to Grafham, the thermals seem funny – are they really difficult, or is it just the gaggle? Only 3kt. Any hint of 5kt is killed once the gaggle arrives – very frustrating.

'The webcams show surprisingly clear skies, despite forecast showers. Well, at 123km, there will only be 500 points.'

It's like a blue day – don't they know there's cumulus everywhere? Rounding the turn, there is a trail of gliders following then... 5kt. The next climb doesn't centre easily, and after a couple of search turns, Rich pushes on. I try once more, and bang! 6kt Worth persevering! One more 5kt climb and we're at Bicester. The run back is a little tricky – having to take weaker climbs, but once again, we've had a good day, so this is no time to risk pushing for a big climb. G's late start wins the day, but I get a close second, only 5 points behind. 300 points behind but up another place overall. Two days left, and it looks like a mountain to climb. Still, we have some self-respect to fight for!

Day 7... Another 300. "Are you sure this is 2007?" I hear you cry. This time, to Hus Bos with a little dog leg to the east on the way back. This looks like another cracker with cloudbase soon above the local airspace limit. There's plenty of time to chill out, so I go to Popham where the airspace is FL65 and I am joined at cloudbase by Ian Mac who clearly has the same idea. This time, I think I can start a little later. I start just ahead of G, who joins me in the first climb in a good run to Didcot. Suddenly, everything is going wrong – the good climbs seem to vanish. I spend most of the leg between 2,500-3,500ft, taking just the occasional 3kt to top up before pushing on. Uncomfortable with a cloudbase of 5,500ft or more. I finally hit a solid 4-5kt just as the airspace turns to FL45, and have to break it off short. Pushing on, just short of the turn, bam... 6kt to a cloudbase of 6,000ft or so! Even better, G is just above me – things clearly aren't as bad for me as they seemed. Heading to Bozeat, I see Rich too. I was finally realising that many of the climbs were tight and difficult. Once again, as Rich pushes on, I slow down and turn left to fly under the edge of a cloud and find the 5kt climb. Another good climb near Oxford gets me close to glide, and just a top up is required on the way home. Whilst I came first, just pipping Rose Johnson, neither Rich nor G had such a good day, so 135 points gained on the lead. Up to 3rd overall. Only one day left: 165 points to first and 82 points to second. Suddenly it seems my consistent streak is paying off. Only five points lost in four days.

The last day dawns slightly damp. Hugh isn't too sure – wavering between "some hope" and "unlikely". Briefing delayed until 11.00, then noon. There is a hope, and then there is a task. A look around the webcams to the west shows surprisingly clear skies, despite forecast showers. Well, at 123km, there are only going to be 500 points at best, so the chances of making up points for further place gains are limited. G and Rich really just have to be careful not to slip up. Even so, with a big possible range in start times and improving weather, there's perhaps potential to do something different? The start line opens at about 14.40. A few minutes later, I slip through the line, wanting to explore the weather to the west – in the start line cloudbase has come down 500ft to 3,000ft. Hmm.

I call a start as I fly through the line. Just in case. Flying into wind to Popham reveals a bizarrely lovely looking sky in the distance with no sign of spreadout. There's clearly only one option – a fairly late start. A struggle to get a decent climb in the start zone means a slightly later start than desired, but quite comfortable still – the only worry is that it actually looks like it's going blue to the west. Where did the showers go? A great run out is verified as I arrive at the end of the street above a Nimbus 4 that started above me. Getting a bit tricky around Burbage and Membury – the wind is increasing and cutting the thermals up. Round Andover, just over glide and a couple of turns with a 20kt tail-wind and I'm easily home. Flash MacDonald wins the day, with me just a minute behind. Excellent – only 17 points lost in the last five days! Not enough to make up the top two spots though – 59 points off second and 118 off first.

Well, what a cracking competition in a summer of dubious meteorological conditions. If only I hadn't landed out on Day 1. Rich Hood, as usual, was fantastically consistent throughout, but G Dale stole the show – leading all the way through, he won three days and avoided any slip ups. G has always been a great advocate of the Club Class, and first won it back in the late 90s. In those days, he was a great mentor to me, too – despite my never having flown with him, he has probably taught me more about racing cross-country than anyone else. Like me, he's possibly not the most natural pilot, but he more than makes up for it in hard work and a carefully thought-out approach to every aspect of his flying. A well-deserved victory!

So, why do I do competitions? This was a good one – sure the landout on day one was frustrating, but if it was all easy, I wouldn't learn anything, would I? It was great to be able to walk away at the end knowing I had flown above par the rest of the time – winning isn't everything. It was a great week of pitting myself against the weather, as well as the other competitors. I can take away from it a pile of experiences (good and bad) to ponder upon and hopefully do better next time. This game is never the same – we are so fortunate to have this wonderfully varied, interesting and beautiful sport!

Biased report

The run up: machinery

Interesting, this year. The LS7, ASW 24, DG-200, LS3 and 15-metre Vega all drop into the top permitted handicap. Will this change the accepted wisdom about what to fly in the Club Class? The Standard Cirrus, Libelle and DG-100 have pretty much dominated the class here for years. I'm flying at top handicap in the ASW 24 – how are the tactics going to work out? Other pilots have taken a different approach – for instance Richard Hood has stripped the winglets and trip tape from his Std Cirrus in search of a lower handicap...

The run up: pilots

The Club Class field reads like a fantasy Junior Nationals entry list: I've flown against these guys before and they are very, very good indeed. Pete Masson and Richard Hood are particularly tough nuts but there are several more up-and-coming stars. Then there's the older competitors – again some tough competition with international experience behind them, such as Rose Johnson. It's going to be fun, no mistakes allowed!

Day 1 – not

Classic Lasham southerly blue day: do the blue thermals go high enough to get us away before the sea breeze knocks it flat? The sniffer reports reasonable climbs to about 2,500ft and I think we're on – but then the top of the inversion drops again in the sea air and it's all over until tomorrow. A damp squib. We sit around and get nervous. Oh – and foot and mouth is reported – will we get a comp or will we get shut down?

Day 1 again: *LA6-MEM-CAL-DID-LA5-LA6, 200km*

Looks the same to the uneducated eye (mine). But Hugh Brookes promises a better day and delivers – top of blueish convection to over 5,000ft and sea breezes later. Good for the ASW 24 – I'll have an advantage over the lower-performance gliders on the final glide back into Lasham. Sure enough it works that way and Pete Masson (my favourite for the comp) lands out where he should have got the last climb – as do a number of other pilots. A win for me, narrowly trailed by the usual suspects. And boy, do I feel sorry for Pete – I did it myself on the first day the last nationals I flew. He's going to go like a demon now for the rest of the week but with 300 points to make up.

Day 2: *LA6-BRL-BLY-DID-LA5-LA7, 210km*

Another good forecast – top of convection 4,500ft, cumulus, light north-west winds. A reasonably straightforward racing day with no dramas that I'm aware of and again a good day for the faster gliders – I pip Richard Hood by a few minutes and Rose comes in just behind us. Solid performances from the usual suspects again – a similar top ten to day one. Plus someone who I don't know at all – Laurie Gregoire – is making his Astir go like a bullet. I see him several times over the week climbing fast and flying at 90kts – in an old Astir? Seems to be working, one to watch.

MIDLAND GLIDING CLUB
www.longmynd.com

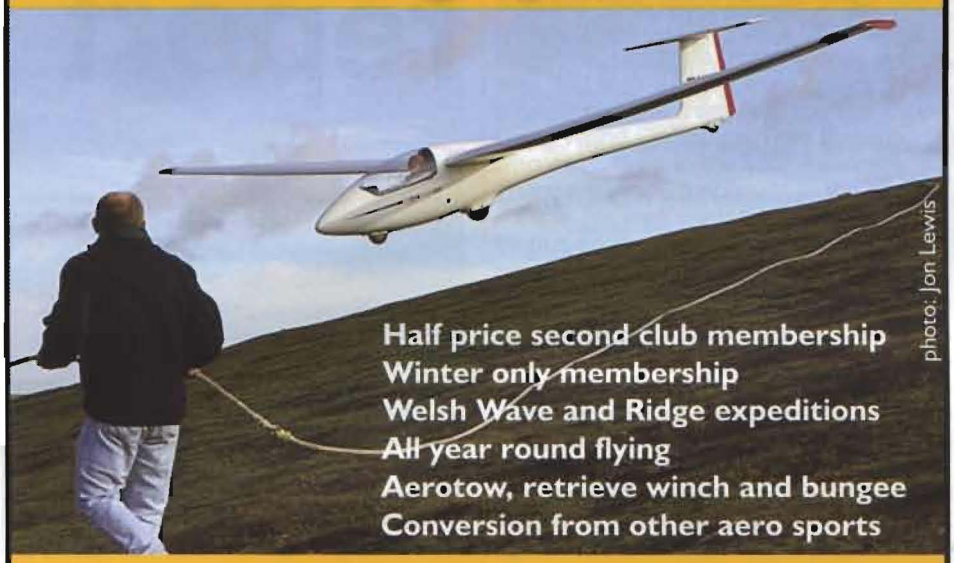


photo: Jon Lewis

Half price second club membership
Winter only membership
Welsh Wave and Ridge expeditions
All year round flying
Aerotow, retrieve winch and bungee
Conversion from other aero sports

You don't have to stop flying in the winter. We fly all year round from our hill top site and welcome visitors and winter members to our comfortable heated club house and accommodation, even in the snow! This winter why not join us on the Long Mynd.

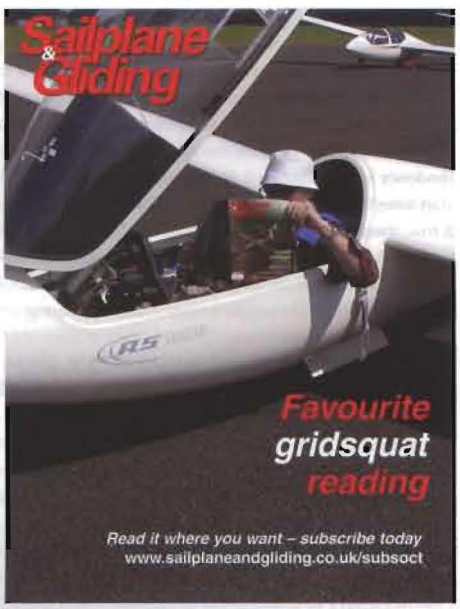
MGC, Longmynd, Church Stretton, Shropshire, SY6 6TA 01588 650206

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



Europe's premier gliding site...



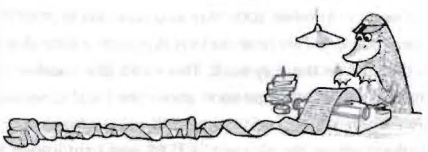
Courses include
Solo to Bronze, Bronze to Silver
X-Country, Aerobatics, Competition
Tasks weeks and social events
Advanced Meterology courses

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

Lasham GLIDING

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*

Day 3: *LA6-OXF area-BIC area-LA5 area- LA7 – an AAT so anything you like in terms of distance... in 3hrs*
Oh oh – dodgy weather and so we get an AAT. That will turn over the results. We've a trough forecast coming from the north west with lots of cloud and rubbish. Better in the east. In the event we find a convergence line on the join between the airmass we're in and the airmass that has been affected by the trough. I run north in the BIC sector up to the end of the weather and am forced to turn around. Get horribly stuck in the last area going around at 1,000ft in zero knots. At least it stops me getting home early... Many others have an equally horrid day and we're happy to get it behind us. Richard Hood wins the day, Luke Rebbeck, James Ewence are 2nd and 3rd – Rose still up there in 4th. Pete Masson is creeping back up the field. The comp is hotting up...

Day 4: *LA6-LEO-CAL-WAN-LA5-LA7, 387km*
Cracking forecast, high cloudbases and strong thermals. I'm surprised not to get a 500km but its good task-setting, giving us a choice of start times. That works especially given the wide handicap spread. In the start zone we wait and wait – it's blue out beyond Newbury and is it working or not? Eventually a few weak cu pop up in the gap and the late starters stream out on track. Better and better into Wales, looking down at where floods have been. What a mess. I have a particularly bad patch on the third leg, due to dehydration I think – I can't fly and I can't think to the point of getting scared. Serious stuff (pay attention now – dehydration is a major killer of glider pilots, probably accounting for more fatal accidents than all other causes put together. Discuss...) Anyway I finally drink a litre of water, get my brain back and go home completely stressed out. Pete Masson has blitzed us, followed by Richard Hood and James Ewence. I'm hanging on to first overall (4th for the day); I can feel Richard breathing hard on the back of my neck and I resolve to drink more water tomorrow.

Day 5: *LA6-LED-ISL-LA5-LA7, 295km*
Hugh Brookes has been spot on with the met all week so we believe him when he says we'll have another really good day. Similar task and another grand day out. I don't remember the flight at all except that this time I remember to drink and so don't screw up. And of course the mixed Open and Club Class gaggles, which are just a hoot – not. Pete Masson 1st again, Richard



S&G

Champion G Dale with his mother, Mavis. He credited her in his winner's speech with helping him buy his first glider – and wanted her photo in S&G *to say thank you. "Besides," he added, "it'll help me score with the girls!"*

Hood and Jon Meyer 2nd and 3rd, Luke Rebbeck drops back a bit today, which is a relief for me – still hanging on to first and starting to get worried by Richard, in particular, slowly closing the gap and looking to me like the ultimate winner.

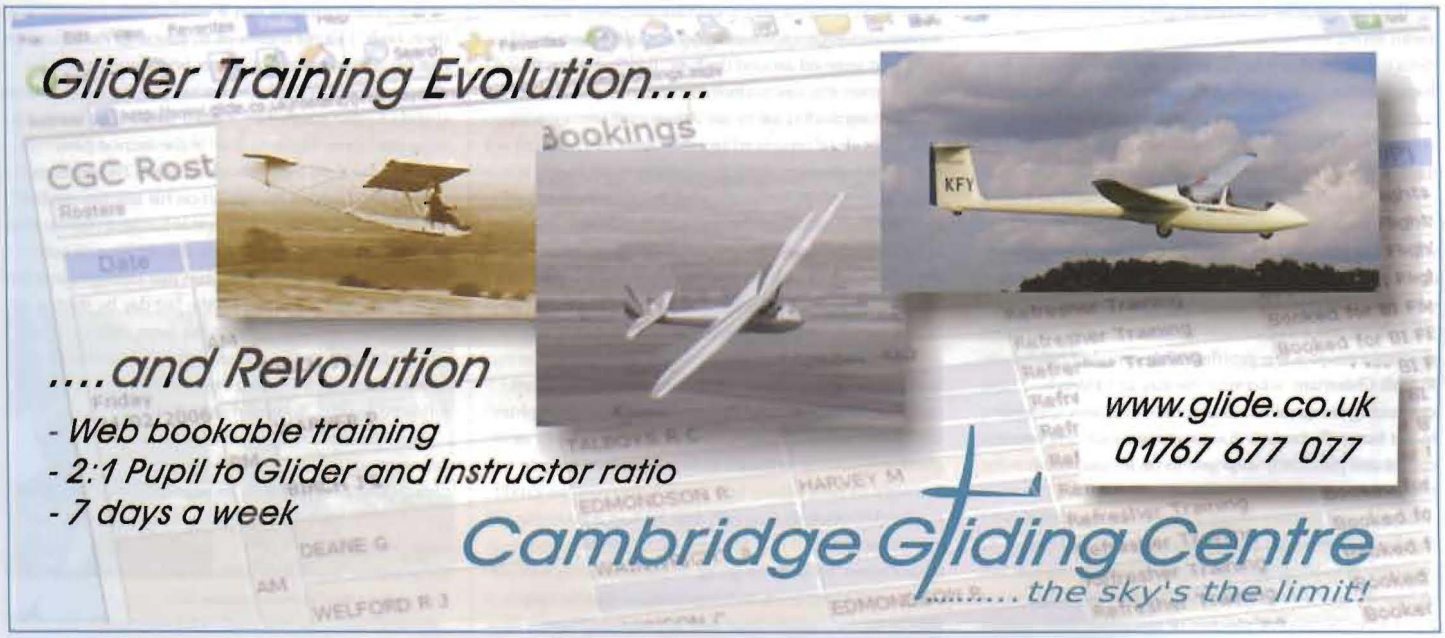
Day 6: *LA6-DID-GRW-BIC-LA5-LA7, 305km*
Yet another great forecast and decent-sized task. Something odd happens with the weather, though – it starts off really fast and easy but the second half of the flight becomes tricky with difficult and broken thermals. I know I have a lot to do today so make a late start hoping for a very fast run out – and I get it, until we meet up with the gaggles. Tricky stuff then for all of us and I don't think anyone made much of the last half of the task. I get the day win by a very narrow margin with Pete second and Richard in third.

Day 7: *LA6-HUS-BOZ-OXF- LA5-LA7, 303km*
Another good forecast, another good task. Aren't we lucky! Again the weather starts off very promising and, although it looks good, the second half of the flight is again tricky with broken thermals. A bit of a ding-dong for the leaders today – I get together with Richard near the top turn and he promptly outclimbs me and runs away from me. This is obviously a worry and it's hard to concentrate and fly right. However, the third leg is tricky and Richard pushes on hard, getting stuck somewhere between SIL and BIC at low level – a crucial piece of very bad luck. The time lost here is critical to the final results. I have a similar flight profile but get luckier on this leg and don't lose so much time. Many of the other competitors also have a struggle and the first ten places look a bit different today. Pete Masson has a great day and wins.

Day 8: *LA6-BUB-MEM-ANE-LA7, 123km*
The good weather has gone and we might not fly today. I'd be happy – I'm sitting in first place a bit in front of Richard but definitely within his sights. We wait for a late briefing and the tension is high. Eventually we get a good clearance and a straightforward but very small task, which is almost certainly going to be devalued. The correct strategy for me here is to get round without doing anything silly, knowing that Richard can't go fast enough to get enough points on the devalued day to get past me. It all works out as planned, which makes a change in gliding comps.

What a good competition. Eight days of tight racing mostly in good or excellent conditions, with a very competent competition organisation and a strong field. What more do you want? And for me the question has been answered – flying an ASW 24 in the Club Class works just fine, at least in reasonable to strong conditions. Time to put it away and go back to work...

Comp website: http://nationals.lasham.org.uk/current-day.xml
Full results in the December-January S&G



Five good racing tasks

Mike Young reports on a change of class which gave him a competition that offered good beer, reasonable weather and an agreeable place to fly. Oh, and a nationals win...

I HAD been planning a change for a while but as I sat next to the road waiting for the trailer to arrive on the last day of the Standard Class Nationals at Bicester last year – I was the only landout – it just reconfirmed my decision to switch classes. Time for a change after flying the Standards for nearly 20 years. The 18-Metre Class seemed like the natural place to go, with an extra three metres to carry my ageing kilos.

During a day's ski-ing with the Wells' Kamikaze Ski Club, Pete had said: "If you order a 29, Youngy, you can borrow my ASG 29E for the 18-Metre Nationals and if you don't like it after the comp – cancel your order". I'm not sure if it was momentary lapse of sanity on Pete's part but the deal was struck.

Unfortunately, I was unable to get any time in the glider prior to the competition and arrived at Husbands Bosworth on the Thursday before the competition with a very shiny ASG 29e with only a few miles on the clock. My intention was to fly the next two days to get some practice in the glider; however, all I managed was one hour of local soaring from a winch launch. Although I felt immediately at home in the 29, the combination of a new glider, trying to understand the complexities of the LX 7000 (great vario, but requires slightly longer than five minutes to comprehend its functionality) and a very competitive entry list mean I would have been content just to be placed in the top 10.

Husbands Bosworth has a reputation for good beer and for hosting friendly, well-organised competitions and this year was no exception. The outstanding feature for me in 2007 was the meteorological forecasting by Hugh Brookes. His detailed analysis and interpretation of the data, combined with good task-setting, enabled us to achieve five very good racing tasks.

The first Saturday dawned bright and sunny. At 05.30 Ewan Young was convinced that I had overslept and decided that it was time for me to wake up. As it happens, the early start was beneficial. I'd parked my trailer next to two other ASG 29s and we spent what seemed like forever trying to put the wings on! Having the UK agent for another well-known manufacturer chuckling in the background did not help this.

From an airspace point of view the first weekend was a task-setter's nightmare. On the Saturday we were carefully threaded between the temporary airspace, which included for the Formula 1 Grand Prix at Silverstone, for a 300km task to the south. The isolated showers caused a few problems for some but not for Russell Cheetham, who won the day at 115km/h, continuing his streak of good form. I was very pleased to get home (Turbo U/S due to a broken decompressor cable) and pleasantly surprised to be in touch with the lead.

Day 2 was another bright sunny morning, which for this season – after the wettest June and July on record – seemed to be a minor miracle. Ewan chose to let me have a lie-in this morning until 06.00hrs. Apart from occasional patches of spreadout there were



www.whiteplanes.com

Mike Young, 18-Metre National Champion for 2007

no problems with the weather and we were sent on a 366km racing task into East Anglia. The day looked better than it was (probably an indication that I was out of phase with it). Paul Brice didn't agree and took the honours for the day at 114km/h. I reckon it is the days that you don't lose, rather than the days that you win, that make the difference between winning and losing a competition. Although this was my worst day by the score sheet, it was certainly the best day of the comp, personally speaking. It felt like I was wading through a swamp for most of the flight and I was happy not to grind myself into the ground through lack of patience.

Many years ago I flew a competition from Husbands Bosworth where we were tasked to a place called Atherstone. It was a very short task and there was a superb convergence. I was lucky enough to get it just right and stormed around the task, hardly having to circle, when the vast majority landed out.

'As the lead gaggle took a weak climb, Chris Starkey made a more intelligent choice (he normally does): he diverted to the east and, despite having only 15-metre wings, gained several minutes on the short leg home'

Day 3 reminded me of the Atherstone convergence, with large dead areas and fantastic lines of energy in front of the showers. Initially we were tasked with a three-hour AAT to the south west, back to the east and then to the Didcot area before returning home. Prior to launching, the sky appeared to be overdeveloping and we fell back to a task time of two and a half hours. I crossed the start line as it opened, keen to get going before the storms killed the day. Nearly a quarter of century ago I won my first day in a nationals by latching on to the Master of Soaring (alias Dave Watt), so it was with amusement I found myself following him for the first few kilometres. Unfortunately I am not as good at following as I used to be and before long I'd lost sight of him. I think Ed Johnston deserves the credit for the day. After starting very late he had a blistering run but was forced into taking a weak climb on the return home. I'd seen Ed going in the other direction as I was on my way back and was amazed that he was able to fly for another hour and still make it home.

Yet another early morning for me on Day 4 – thank you, Ewan! It was a difficult day for the task-setter weather-wise so we were given both a fallback and a fall-forward task. The day was slow to get going and with large amounts of spreadout and a darkening sky to the west we were fired off on the fallback, a 200km race to the east. It looked a lot brighter to the east and I was happy to let most of the field leave before starting. Conditions were much better than anticipated and most of us returned in around two hours. As the lead gaggle climbed in a weak climb 20km from the finish, Chris Starkey made a more intelligent choice (he normally does) and diverted slightly to the east over Northampton and despite having only 15-metre wings, gained several minutes on the short leg home from Towcester.

After a long wait on Wednesday we finally scrubbed at 15.00; the clearance had arrived but it was too late to launch the field. Several people had a pleasant late afternoon's soaring. Thursday dawned wet: no need to get up early today, dad! It was scrubbed early and we were all dispatched to find something better to do.

Friday again didn't look promising but we were kept waiting for a possible slot in the weather until late afternoon. I didn't even bother opening the trailer but a few dutifully gridded their gliders in the rain.

The penultimate day, Saturday, looked hopeful: another bright morning with a brisk wind. As Sunday's forecast looked dire it was very likely that this would be the last competition day. With the points very close at the top of the leader board, it was all to play for: Russell Cheetham followed by Ed Johnston and yours truly. Andy Davis was now starting to find form and was in 4th place, also within reach of the lead. We were set a 270km zigzag aligned with the wind to enable us to make progress against the 20-25kt wind. There was plenty of jockeying for position before the start. Andy crept away early, carving out his own path and increasing the likelihood of beating the top three.

I made several starts but was finally happy to go just behind Russell but far enough after Ed to know that if I caught him I would pass him in the overall standings. At that point I thought that it was unlikely I would beat them both. I found it difficult to stay with Russell on the first leg. I was flying at a lighter wing-loading and he was just edging ahead. On the second leg I took a route slightly further south than Russell and unlike him I was fortunate not to lose any time at the second turn. Nearing the third turn I caught up with Ed and knew that all that I had to do was sit on his tail. The trouble is, when the force is with you it is harder to follow than to fly your own flight. So I took the decision to push hard and run for home. It looked like Howard Jones had pulled one out of the bag on the last day by starting an hour after everybody. Despite the large difference in start times, less than a minute separated the top four day places – Andy pipping Howard to the post, closely followed by Paul Brice and myself.

The final Sunday dawned cloudy, as forecast, and was duly scrubbed. There are occasions when it is pleasurable to wake up to an overcast sky… and when you're in the lead on the last day is one of them!

Comp website: http://publish.thesoaringcentre.co.uk/18m2007
Full results in the December-January S&G

Wet wet wet

By the time we asked him, Chris Starkey couldn't remember much about his win, so his crew, Graham Hinder, stepped in. Perhaps Graham should change his name from Mr Hinder to Mr Help

IF YOU saw the comp blog with a canoe on Lake Tibenham, or noticed how few were Chris's overall points or the number of flyable days there were (2), you might think that the 15-Metre Nationals took place during a damp spell. Well, you would be right. The technical phrase for the weather is "set foul".

This article, then, can't be by some jet jockey saying how he flew at supersonic speed for zillions of kilometres without turning; it has to be by someone who matters; it has to be by a sou-wester-hatted, rain-dodging, plastic-mac-bedecked, welly-clad crew, or SCUM (a Soaring Crew Union Member).

What did I do? you might ask. I did a lot. On Day 1 I retrieved Chris from the only sheep field in the whole of Norfolk; well, it would've been full of sheep if two hours before he landed they hadn't taken a journey to The Big Pasture In The Sky, but what they left behind stuck to the underside of the glider like glue. You've guessed it: cleaning that off was my job. After this, I told him: "No more retrieves!". (As a SCUM member, I urge you: don't let your pilot treat you like a drudge, stand up for your rights as enshrined in every legal document since Magna Carta, and don't treat him or her as though they're something akin to the Empress of Blandings – that's a literary allusion for fans of PG Wodehouse, by the way – because it's not good for them.) "You get back," I said to Chris – and to his credit, on the second and final day, he did.

That, in short, is all there is to say of the flying. So it's back to the purpose of this article and in a roundabout way to the weather. The only good thing to say about the rain is that it was so certain to last all day that by late morning it was safe to scrub and send us away from Tibenham to do what we could. I won't bore you with a list of where we went but it was one of our tourist outings, on Southwold pier, sheltering from the wind and rain, eating ice cream, that was the turning point in Chris' campaign to win; it was then that I gave him the benefit of my advice. (Do remember that Chris is a young inexperienced pilot who's represented his country at international level, so he needs all the help he can get from his crew).

By now you're all agog to hear what I said. Let me tell you. My tactics for victory are: get high, stay high (this doesn't apply to final glides); do your grovelling high up; and practice makes for a lucky pilot. Armed with that you could win. After all, it worked for Chris.





From left: Champion pilot Chris and top crew Graham

www.whiteplanes.com

More than pleased

Kelly Teagle *(right)* chose to develop her cross-country skills by entering a comp. She achieved lots of flying – and her 300km. Here's what she learned



Desmond Fay

EARLIER this year, I began to feel that my flying had reached something of a plateau. I had become a Basic Instructor in 2006 and was enjoying that very much, but my cross-country flying seemed to have stalled. One reason for this was the very wet season, especially in the north. In June, I realised that it had been more than a year since I had done any serious cross-countries. Things had to change!

What finally tipped the balance for me was realising that the season was ending before it had begun, and unless I pulled my finger out (and had a little bit of luck), I would do no cross-country flying in 2007. So I signed up for the Northern Regionals, with more than a little trepidation. The only experience I had previously had of competition-level cross-country flying was three days at the Junior Nationals in 2004. I'd also flown several Inter-club League days, but none in 2007, due to the weather and business commitments. So I felt that this would be my first regional competition.

I hoped we would be lucky with the weather – and we were, enjoying a seven-day competition, something that hadn't happened in the previous several years! In fact, several years of bad weather at the Northerns had put many people off: we had only 15 competitors, and I was the only woman. But we were rewarded with some of the best soaring weather seen in the north this year. Gliders taking part ranged from a Skylark 3F, through ASW 19Bs to an LS8 and a Nimbus 2CS, and competitors varied greatly in experience. So it was down to the organisation to set tasks suitable for all of us, and I think they did a very good job. Every day saw a task well suited to the conditions.

Day 1 – *Sunday, August 5: 165.2km polygon: Sutton Bank-Rufforth-Thorne-Control Point North-Sutton Bank.*
Cloudbase was 5,000ft AMSL with good thermals of 4-5kts, but there was also a moderate southerly. Conditions near the airfield weren't too good at first, and I and a couple of others landed back for a relight. I had a much better time after my second launch, climbed to max start height and started as soon as I could, as conditions were beginning to look good down the first leg. However, I struggled down the first leg, and quickly found myself low near Burn. I decided that Drax power station was probably my best option and cruised over to it, knowing that it was a last-ditch attempt to stay airborne. Unfortunately for me, Drax wasn't working so I was quickly in circuit for a field I had selected on the run into it. Field one of the competition.
Thoughts for the day: This first task brought home to me just how little cross-country flying I had done in the last 12 months. I think on hindsight that I rushed down the first leg and didn't stop to climb when I should have done. One positive aspect was that I picked a good field and everything was okay with the farmer.

Day 2 – *Monday: 175.5km Polygon: SUT-Driffield-Sutton-on-the-Forest-Snainton-SUT.*
Another good cloudbase – circa 4,500ft AMSL – with a strong westerly wind. The task was a cats-cradle, with a final glide directly into wind. Today my start went well, with no need for a relight, and I had a good first leg down to Driffield, finding some stonking thermals on the way. However, it got more interesting beyond Driffield as I began to head into wind towards TP2. I and a couple of others were caught out by fantastic-looking clouds, none of which appeared to be giving any lift! The three of us landed in fields in close vicinity. There was a theory in the bar later that we were caught in wave down, as several club pilots had climbed in wave to the west earlier that day.
Thoughts for the day: I couldn't believe how things changed once I turned into wind, having had such a good first leg. Clouds that looked cracking just didn't seem to work at all and I found myself on the ground faster than expected. However, I landed in another good field with a welcoming farmer and easy access for my husband with the trailer.

Day 3 – *Tuesday: Assigned Area Task –114-349.6km, time: 3 hours. SUT-BRN-PKG-SUT.*
We couldn't believe our luck – a third good day in a row! Most of us set off as soon as the start gate opened. Once again I had a good first leg, getting low only once near Burn. I took a climb from Drax and set off into the area towards Thorne. Not having flown an AAT before, I was unsure how best to work it, so timed myself down into the area. When I had been on task for an hour and a half, I turned back towards Pickering. The second leg was hard work in places, and booming in others. I had a hard time getting to Pickering and was immensely glad when I rounded it and set off towards home. I took a good climb and set off towards Sutton Bank, with my flight computer telling me I was 800ft above glide. I thought I was going to make it! Nearing Sutton Bank, the climbs were noticeably poorer, and I lost my height above glide very quickly. I struggled to get anywhere near cloudbase. I was also having a slightly difficult problem – I really needed the loo! Being a woman, this is a problem I've had before – it's not an easy one to solve. However I was starting to find it really distracting, especially when trying to climb in the broken thermals. I think this was partly to blame for the fact that I landed in a field 5km short of Sutton Bank. The field was okay but with very poor access, meaning that it took eight of us to carry the glider out! Thank goodness we weren't far from the club...

NORTH YORKSHIRE SAILPLANES
email: dereknysailplanes@surfree.co.uk

nys

FULL REPAIR SERVICES FOR COMPOSITE AIRCRAFT.

NEW EASA CofA and AIRWORTHINESS REVIEW CERTIFICATES, COMPLETE INSTRUMENT PANEL FITTING SERVICE, DETAILED WEIGHINGS, WINGLETS, REFINISHING, ETC., ETC.

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

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 AIRCRAFT





Take off to visit
www.flightmap.eu
photo copyright © Getmapping PLC

JAXIDA condensation free all-weather covers

Design No. 2062846
Pat.-No. 9300546

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
DIFFUSION-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



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





Alex May

Thoughts for the day: Obviously the need to go to the loo can become a big problem, especially if you stay hydrated by drinking the recommended amount of water. I also began to doubt that my flight computer was working properly.

Day 4 – *Wednesday: AAT, 224.8km-430km, 4 hours. SUT-Pocklington-Northallerton-Pontefract-SUT.*
By this point I was feeling fairly demoralised. Three fields in three days! But I resolved to get back in the cockpit and try again, as I felt that I was possibly flying the glider better, despite my outlandings. I had a good run down the first leg, past Pocklington into the first area, down to Market Weighton. Full of confidence I turned on to my second leg, back towards York, as that seemed to be where the best conditions were. However, north of York I found myself low again, and took a low scrape away from around 1,000ft. When I set off again, conditions had changed to the north and it wasn't looking as good. The only route I could see took me directly back to Sutton Bank, and I couldn't see much after that. I arrived back at Sutton Bank at around circuit height, and spent a good 20 minutes trying to get away. But it seemed like someone had tied a piece of elastic to my fin – I couldn't get away! I landed back on the airfield in a very disappointed state.
Thoughts for the day: One positive was that I climbed away from a low-ish height, avoiding yet another field landing! My thoughts on the state of my flight computer were confirmed – by this point it was giving me very little useful information, meaning that I had to go back to the old-fashioned way of doing it – with a JSW Calculator and a map.

Day 5 – *Thursday: SUT-Tickhill-Masham-Burn-SUT, 304.4km.*
The day dawned bright and sunny, and I was feeling much more positive. Obviously, so were the team, because they set another 300! I set off with everything crossed for the flight, as I had never done a 300 in the UK. The first and second legs were hard work, with me cruising along between 2,000-3,000ft AMSL most of the time. However, everything changed after Masham – I suddenly found better climbs and the last two legs went by very quickly. I could hardly believe it when I took my final climb and the JSW told me I would make it! Cruising over the finish line high for a "good finish" felt so good! I was so exuberant that I shouted "woo-hoo!" over the radio in response to the "good finish" from the team.
Thoughts for the day: It was hard work, no doubt about that. But having learned to do without my flight computer by now, the fact that I had got around the task felt even better. I hadn't realised that I'd become so dependent on it. The "loo issue" was avoided by rationing my water – when I got to the top of a thermal, I would take a couple of sips as reward. It's not a technique I would recommend.

Learning points

Make sure your instruments are up to scratch before you compete

Try to do some practice flights before the competition, even if only small tasks

Make sure that you're prepared for eventualities in the air (such as needing the loo)

Make sure that the entire outfit (including your trailer) is competition-ready

Don't let landouts get you down

Above all, have fun!

Day 6 – *Friday: SUT-Wetherby South-Pocklington-SUT, 122.5km.*
This was an odd day from the start – blue with high cover, which stopped the temperatures from climbing, meaning that first launch was later than recent days. By this point, I was feeling rather tired – probably from all the flying I'd been doing – and had a nagging headache. Conditions didn't look promising and so I decided that discretion was the better part of valour, and that I wouldn't fly because of the headache. However, those who flew had a surprisingly good flight – conditions were much better than they appeared and there were thermals under the top cover. Another well-set task by the team.

Day 7 – *Saturday: SUT-Market Weighton-Burn-Pocklington-SUT, 151.9km.*
Feeling refreshed after a good night's sleep, I was raring to go. I took a launch and together with one or two other, landed back for a relight. My second attempt was no better than the first – I just couldn't seem to stay up! So I landed back for a second time and decided to give it up. I'd had a good week's flying and felt that I'd got a lot out of it, certainly more than I'd hoped.

Thoughts for the week
I entered the competition having done very little cross-country flying in the last year or so, and was slightly out of practice. It took a couple of days to get back up to speed, but it was an invaluable learning experience. I got out of it what I wanted: several dedicated days of cross-country flying, and lots more hours in the air, and to top it all off, I did a 300! I was more than pleased, and am already planning for next season. As I write this in August, I also hope to get some more cross-country in before this season ends – weather permitting. And I'm looking forward to next season. Hope you are too.

Thanks very much to Andy Parish and the team at the Yorkshire GC, who did a superb job running the show.

Top: Kelly takes to the skies in H11

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

STEMME S10-VT

The Ultimate self-launch 2-seater
125 knot cruise or 50:1 glide
2463km Gliding Record
or fly to New Zealand!!
Side-by-side comfort

Coming soon:
S6, S8 & S2

Please contact:
www.STEMME.co.uk
Tel/Fax: 01277 823066
MikeJefferyes@stemme.co.uk



Maiden Flight
S6 Prototype

PFT – HINTON

The Motor Glider Club

Use the dull Winter months to get your Motor Glider Licence

- 13 hr Course for Glider Pilots Include Ground Exams £940
  Also
- Motor Glider Hire – £55ph
- JAR/NPPL SEP Courses

Hinton Airfield, Nr Banbury
Less than 1 hour from London or Birmingham – via M40

01295 812775
www.motorglierclub.co.uk
E-mail: clivestainer@tiscali.co.uk

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

Club news



Above: *Students on the HND TV Production course at Wycombe and Amersham College shot a video at* ***Booker***;
Below: *Mark Fielding* (left) *after completion of his Basic Instructor course with coach Colin Sword at* ***Borders***

Aquila (Hinton in the Hedges)

IN spite of the inclement weather we were able to continue flying due to our dry and excellently drained airfield. We would welcome visitors from other clubs who cannot fly during the winter due to adverse weather conditions. We are pleased to report that we won the Midlands Inter-Club League and were due to competed in the finals at Nympsfield in early September. Congratulations to Nick Tarbox on his five hours, thus completing his Silver. Commiserations to Brian Hammond, who managed four and three quarter hours. Very good effort. Chris Nicholson has qualified as a BI and we welcome Brian Morris, Barry Allsuch, Ashley Valentine, Mark Berry and Tyrone Skipper as new members. Our Learn to Fly package continues to be popular and we are in the process of formulating a Cadet Scheme. Several school parties have flown with us this summer and by all accounts they wish to return again next summer.

Rod Watson

Bannerdown (RAF Keevil)

IMPROVED weather brought the Ladies Vintage Car Club to the airfield on their tour through Wiltshire. Part of their fleet included a car some 107 years old; amazingly all arrived and departed under their own power. In August the club had a successful day flying gliders for the first time at RAF Lyneham's Family Day. We made such an impression we are due to return in September for what we hope will be more gliding at this exciting airfield. Fine weather has given us the opportunity to build some cross-country flights. In late August five pilots set off on a 105km triangle, two made it comfortably, three landed out, of whom one was cruelly denied the chance of his 50km Silver by missing a turn by 100m. Tim Roberts has obtained the Standard Aerobatics certificate: you will see him upside down over Keevil most weekends.

Tim Roberts

Bath, Wilts and North Dorset (The Park)

THE last week in July was the club task week run by Alastair MacGregor, and the weather was amazing. Colin Field, one of our juniors, stepped into his Skylark 3 and bagged his three Silver legs in one flight. To crown it all he stayed the night at Lasham and flew back next day. Well done to Colin and to Dave Parkes, who won the "junior" prize by out-flying a lot of the younger and/or more experienced pilots. Who says age is a barrier? In the week there were a few 500kms completed, several 300kms and plenty of notable, if not tactical, cross-country distances and very few landouts. It was a very enjoyable week for all club members, with plenty of club spirit and camaraderie. Sue Cutler organised an impromptu midweek barbecue.

Jan Smith

Bidford (Bidford)

WELCOME to our new members – there are too many to name, but we would like to say congratulations to Gordon Smith, who has already gone solo and done his first Bronze leg. Evening courses have been proving very popular with our new trainees, and the new Astir has also been a hit. Despite the appalling weather we have managed to do some cross-country flying – well done to Mike Pope for getting our first 500km of the year from our site. Our monthly social events are picking up steam now, with the Country and Western, Balloon Race and Treasure Hunt all well attended and thoroughly enjoyed by all. Our thanks to Lu (and Bruno), who have worked hard in the café this year, providing excellent food at easy-on-the-pocket prices. We also thank those of our members who have helped us to ride the rocky road this year.

Lynne Burkert

Black Mountains (Talgarth)

WITH our superb, newly refurbished K-21, Don Gosden has just completed the first aerobatic course at Talgarth during a great soaring week, which also saw lots of cross-country flying... lots of fun. Our recently created Talgarth Triangle Trophy for the fastest 100km out of Talgarth has got lots of pilots up, up and away with some serious rivalry brewing! Derrick Eckley, founder of the club, has at long last published his history of gliding at Talgarth – a "must read" for all those who know our club. Bo Nilsson, our resident instructor, will be with us until the end of the summer and there are still places available on the various courses we offer for all abilities. Despite our decision to concentrate on advanced training, we have had a rush of first solos, including Jill Banks, Jannie Jordan and several others.

Robbie Robertson

Booker (Wycombe Air Park)

I'M writing this in the middle of our Regionals, with the weather only being partially cooperative. In spite of this the launch rate and finances are still close to budget, thanks to the strenuous efforts to control costs of our treasurer Jim White. A number of substantial cross-country flights have been made; the longest so far has been Dennis Campbell's flight of 671km. Booker currently has the second highest number of flights appearing on the BGA Club Ladder. Other achievements include Martin Kick's first solo, and type progressions by Rob Kehr, Calum Clark, Cadet Suresh Nahar, John Bonallack, Martin Blanchard, Christian Brunschen and Michael Gardner. Silver legs were flown by Calum and by Henry Ross (BBC), whilst John, Jeremy and Martin along with Roy Glayzer, also gained their Cross-country Endorsements. Planned events this autumn include a "Get Your Solo week", an RT course and our three-week expedition to Aboyne. Recently students from a TV production course spent a day at Booker shooting a video. We expect the final edited version very soon.

Roger Neal

Borders (Milfield)

CONGRATULATIONS to Mark Fielding, our latest BI. We have three new BIs at Borders, and this, plus our third two-seater, should help meet demand for trial lessons. We're just about to run our fourth 'Young People's Course', this time for Tynemouth Scout Group. The week has been organised by Keith Latty. Thanks in advance to all BGC members that have volunteered to help. Milfield also played host to the MoD police and their 'Skyguard' radar system during the end of July. The radar was used to monitor military traffic. As well as being shown round the unit, one thing did come to light, we never realised our Falke was so stealthy! F117 Falke? We still have a few places left on our autumn wave weeks: dates at *www.bordersgliding.co.uk*

Rich Abercrombie

Bowland Forest (Chipping)

WEATHER – wet, but nothing we hardy northerners can't handle. Flying – wet, but despite that and to prove the point we ➢





Two new solo pilots at Bowland Forest are (above) *Peter Aindow and his instructor, Bob Pettifer, and* (below) *Yvonne Stott with instructor Jeff Davies*



Please send news to *editor@sailplaneandgliding.co.uk* or to Helen Evans, BGA, Kimberley House, Vaughan Way, Leicester LE1 4SE **to arrive by October 16** for the next issue (later deadlines at *www.gliding.co.uk*)









➢ *In spite of the rain, successes include* (clockwise from top)*: Ellie Hoolahan, soloing on her 16th birthday at* ***Kent****; DG-300 syndicate* (from left) *Roger Emms, Dave Mansfield and Steve Jarvis all did Diamond goals in* ***Nene Valley****'s task week; Bob Green* (in glider) *went solo at* ***Dorset****; Andy Davis' son Matt at* ***Nymspfield*** *after his first cross-country – Diamond goal, Gold distance, Silver distance and duration; Derrick Eckley, whose history of* ***Black Mountains*** *is available, waiting to launch in the front of a K-13, on the 28th anniversary of the first flight there – also by him; Steve Nock from* ***Trent Valley*** *did 300km in a Pirat; Andy Sanderson set club records at* ***Essex & Suffolk****; Colin Field at* ***The Park*** *after doing Silver in one flight;* ***Oxford*** *at Blenheim Palace Airshow; and the* ***Fenland*** *team at Honington*

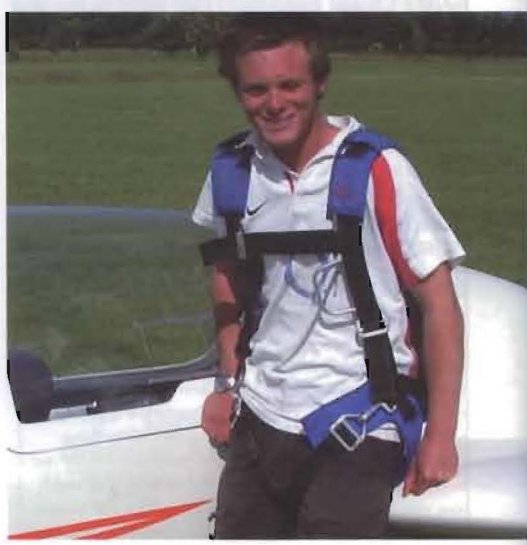
















Clockwise from above: *Phil Pickett of* ***Stratford on Avon GC*** *took this picture of the town's racecourse after the extreme rainfall in July – one of two exceptional sets of floods this summer. Very heavy rainfall in June, when 103.1mm (4.1 inches) fell in 24 hours at Fylingdales, North Yorkshire was followed by this in July – Pershore College, Worcestershire, recorded 120.8mm (4.8 inches) of rain on July 20. Extensive flooding across parts of England and Wales resulted. At Stratford, though, the club's first two 750s soon cheered things up* (see the next S&G for more on that)*; at* ***Dartmoor*** *Dave Rippon and John Howe have soloed;* ***Welland*** *was one of the clubs that enjoyed a fantastic task week in August; cadet Stefan Astley won both days of an aerobatics competition at* ***London GC****; at* ***Mendip****, Rebecca Kwo has soloed; the airfield at* ***Bidford*** *was affected by the July floods* ➢









Club news

have achieved three first solos: Yvonne Stott, John Knowles and Peter Aindow. Eileen Littler has her Cross-country Endorsement and we have a four new BIs: Mike Blocksidge, Henry Stott, Robin McVean and Paul Kamp. Congrats to all concerned. After extensive trials of various types of winch settings and rope over the past year we have decided to revert back to steel cable.
Phil Punt

Bristol & Gloucestershire (Nympsfield)

WELL done to Matt Davis, who flew a 300km on his first cross-country and did Diamond goal, Gold distance, Silver distance and duration too! Max Craven went solo after a course. David Jesty flew Silver distance; Jeremy Bodian flew 100km for his diploma. 750km was flown by Andy Holmes, Diamond distance by Rob Thompson, Chris Edwards, Simon Twiss and John McWilliam. John did it again the next day to make sure. Gold distances were also flown by Phil Lee, Dave Hallsworth, Mike Dixon and John Coote. Many other members have flown 300km, some 500km and one 600km. And many other flights were done in the Alps, where James Metcalfe takes the DG-505 each summer and has taught many members alpine flying. Francis Parkinson got Gold height there, as did Andrew Turner, who got Silver duration too. Phil Lee is our new secretary and Andy Davis the new vice-chairman.
Bernard Smyth

Buckminster (Saltby)

WE have had some fantastic flying over the last few weeks. Andy Rattray, Stuart Black, Chris Hayball and Gareth Bustin all completed multiple Silver legs, Stuart doing two 100km triangles (the second with the logger turned on!) Adam Spiking has done his 100km diploma, Sarah Aldridge has her Gold distance and Diamond goal and Dave Prosolek and Chris Davison have finally cracked their 500km Diamond distances! The K-8 flew over 1,000km, including completing a 200km triangle then coming back for a Silver distance. Flights of more than 300km are well into double figures and even the CFI did 450km! The ladder has more kilometres on it than ever before! We have also run four aerobatic courses, five pilots have completed their NPPLs and we have 30 new members and three new instructors. We are open seven days a week and visiting pilots are always very welcome.
Chris Davison

Burn (Burn)

ALAN Jenkins's term of office as CFI finished in August with Dave Peters taking over. We thank Alan for all the excellent work he has done. On one Saturday morning in July we gave 30 Aeronautical Engineering students, representing almost every country in Europe, an experience of gliding; they thoroughly enjoyed it. Our soaring season only really got going at the end of July with several long and fast flights. Congratulations to Ralph Jones and Keith Springate on completing their Silver Badges with 100km out-and-return flights and to Tony Machin on gaining the 100km Diploma.
George Goodenough

Cairngorm (Feshiebridge)

OUR thanks go to Nick Norman, Roger Greig, Ian Carruthers, and Alan Middleton for getting our tug through another annual C of A. Thanks also go out to Bob Forrest for organising an enjoyable flying week with Bob taking the highest climb to over 9,000ft. Inter-Club League was also as enjoyable and well done to Portmoak for winning overall. Spaces for Octoberfest are filling up fast with the first week now fully booked; however, we still have slots for the second week, so if you fancy coming up to Bonny Scotland and enjoying our unique brand of soaring, and hospitality, let me know on *Chris@capercaillie.flyer.co.uk*
Chris Fiorentini

Cambridge (Gransden Lodge)

CONGRATULATIONS to our very own twice Women's Standard Class World champion, Sarah Kelman, whose success in France was one of the few high spots of an otherwise poor early summer, spoilt by the dreadful weather. In between downpours we have managed to run our evening classes for 22 beginners, and Andrew Turner, Duncan Bryan and John Kilpatrick have gone solo. A bit of colour has been brought to the airfield by the CGC 'splinter group' – which is gathering a collection of vintage



Matt "Iceman" Waters of ***Channel*** *in his ASW15, who achieved his Silver Badge a few days before his eighteenth birthday*

gliders on site – and a separate group has rescued our venerable T-21, 'Bluebell', from dusty retirement and are busy rediscovering the lost art of circuit planning. As we write the weather has improved dramatically, and we have had a large number of 300-700km-plus tasks completed. We are already planning the 2008 season, with a new caravan park awaiting approval and a fleet review on the table.
David Howse

Carlton Moor (Carlton)

INSPIRED by reading about the massive investments made by other clubs, the treasurer allowed us to visit the Pound Shop to buy a wind-up torch, which now resides in the hangar. We enjoyed a visit by Paul Dilks of the Bendigo GC, Victoria, Australia. He brought fair weather with him so he was able to enjoy our North Yorkshire scenery. The Battle of Britain Memorial Flight flew over. He thought we had organised it just for him. CFI Ged Terry has unearthed Club News from S&Gs of 50 years ago, which give details of the ongoing saga of building the hangar and huts and made us appreciate just how much work is required to create an airfield.
Nigel Ling

Channel (Waldershare Park)

CONGRATULATIONS to Matt Waters, who achieved his Silver Badge just before his eighteenth birthday. Maurice Theo also coaxed his "new toy" to Silver height over Canterbury recently and is now hoping to master the on-board DVD player. The club has finally purchased a new (old) single-seat glider to keep the burgeoning ranks of solo pilots happy. Plenty of good soaring weather recently has kept all members smiling. Our only shortage at the moment, apart from money of course, is of instructors. Please contact Simon Waters (Chairman) or John Reeves (CFI) if you fancy soaring by the seaside.
Nigel Shepherd

Chilterns (RAF Halton)

THE awful summer of 2007 seemed to have peaked the Friday before the Bicester Regionals – where Chilterns were well represented. As I write, the club ladder and task days are progressing well with the tasks being set by Ken Sparkes, who does an excellent job – just as he did directing the Inter Service Regionals (ISRGC) at RAF Honington. At the ISRGC, the RAF Team retained the Service crown with a win by Colin (CFI) McInnes in the Open Class, ably supported by fellow club pilots Dave Chappell and Martyn Pike. The RAFGSA also hosted members of the Chilean Air Force before and during the comp. Chilean and Chilterns pilots fared well, with Paul Moslin gaining his Gold distance and Diamond goal. To complement the competition successes, Ian Gallacher was named as RAFGSA Member of the Year, and Mark Duerden was awarded the Malcolm Club Shield, at the RAFGSA AGM in July.
Andy Hyslop

Clevelands (RAF Dishforth)

DESPITE the weather, our hard runways have enabled us to keep flying when the sun showed itself, and our privately-owned tug has meant we could continue to aerotow when winching off wet grass would have been virtually impossible. Dick Cole and Paul Whitehead flew as a team in what must have been one of the best Northern Regionals, and finished a creditable third. They competed in a Pocklington-based Nimbus 2 CS, very kindly loaned by Rob Nichols. (The outrageous wingspan matched by an equally outrageous handicap, they tell me). We are looking forward to our 'do' on November 3 to mark 40 years of flying at Dishforth. We are hoping that many of our ex-members will be able to join in our celebrations. If you haven't received an invite and would like to come, please check our website for details. We extend our usual invitation to all pilots to come and sample our winter wave. Details also on *www.clevelandsgliding.org.uk*.
Polly Whitehead

Cotswold (Aston Down)

POOR weather in June and July certainly limited cross-country flying but during August we have seen several 500km flights carried out in older gliders as follows: Michael Schlotter (Libelle), Paul Gentil (SHK), Mike Oliver (Kestrel 19) and Simon Buckley (Discus) together with many of 300km or further. Our pilots have also been active in competitions with good performances from John McWilliam, Alistair Harrison and Jon Gammage in the Western Regionals and Brian Birlison in the Bidford Regionals and 18-Metre Nationals. We hosted the Inter-university task week where we had four first solos, lots of flying in the BGA Duo X and the club fleet stretched to capacity. On several days we exceeded 80 winch launches so a good time was had by all. Steve Jones, of Red Bull fame, presented prizes. We have seen a healthy increase in the membership with many taking advantage of our fixed-price-to-solo scheme.
Frank Birlison

Cranwell & Nottingham University GC

FOLLOWING our Inter-Club League success, congratulations to all who took part and thank you to all, ably led by Miriam Gillow, working hard behind the scenes. It would be an understatement to say that we've had a fair bit of rain! The countryside around our site looked like reservoirs but this did not dampen the sprits of our most ardent cross-country pilots, although comments such as "can you swim if you land out?" and "is the motor floater (our T-61f motorglider) really capable of floating on water?" were the order of the day. That said, we've had some particularly good thermal days with Silver durations, heights and distances being accomplished. Cranwell GC was also represented together with Cranwell Flying Club fly-in on their open day with many other visiting aircraft from around the UK including the Spitfire, YAK, and a flypast by the Lancaster. Power pilots had a go at gliding and we all had some interesting safety discussions relating to gliding and power flying. Many thanks to Jon Trueman and Mike Hale for organising this. Well done to those members flying in the Nationals, especially Angus Watson, and the Inter-Services at Honington, where Tim Davies came second in the Sports Class.
Zeb Zamo

Darlton (North Nottinghamshire)

OUR newly combined club (Dukeries and Newark & Notts) is functioning well under new management with approximately 70 members and attracting more prospective members all the time. Although fully operational, the new site is still subject to some development with plans for a new clubhouse, a repair and maintenance facility for gliders and full public utility services. The site, in the beautiful Nottinghamshire countryside close to the Great North Road (Tuxford A1), is remote from urban areas, relatively clear of restricted airspace and is proving an excellent soaring site. Some notable recent achievements being – Robert Starling, 18, a 500km flight, John Harrison Silver height, Ian Burgin five hours and Silver height with a 100km distance disallowed due to a Barograph issue (all in one flight), Ron Vickers Silver height. Lance Swannack is now an expert on long-flight bladder management problems! Visitors to our new site are all warmly welcomed. We are very sorry to report the death of Eric Boyle, a gentleman and a superb pilot, one of whose last formal duties was to formally open our new club.
Geoff Homan

Dartmoor (Brentor)

WHEN there has been flying, it has been quite significant. Both Dave Rippon and John Howe have now gone solo, thus earning themselves joint ownership of the Spider Trophy, a superb piece of craftsmanship designed and built by instructor Allan Holland. Also in the air, Dave Jesty has flown his first 200km, and, on August 8,



*Graham Barden of **Devon & Somerest GC** pictured after he managed his five hours Silver duration in a K-6*

John Blaskett finally achieved his two hours soaring, without landing out! On the ground our chairman, Dave Hooper, has stood down. Our thanks go to him for his efforts in support of the club, many behind the scenes, and in particular for securing CASC status. Chairman duty has been taken by the deputy, Steve Lewis. Gus Pearce now has the 'old' winch in pieces and, whilst at present it resembles something from "Predator", according to the plan when it's rebuilt its going to look just like a Supacat – apparently he's then going to turn his hand to alchemy!
Martin Cropper

Deeside (Aboyne)

DESPITE the poor weather, much progress has been made in the last couple of months. John Carmichael has soloed, Peter Faulkner converted to the ASW19, Fran Knowles, Geoff Palmer and Tony Housden are BIs (Tony revalidating his), Ron Ogston has Gold height... the list goes on! The wave has been making a reappearance with Charlie Jordan reaching 19,000ft, and Roy Wilson doing some valiant cross-countries. We are currently gearing up for the UK Mountain Soaring Champs – see *www.ukmsc.co.uk*.
Charlie Jordan

Denbigh (Denbigh)

RECENT poor weather has limited flying somewhat, but the developments around the field have meant that the excess water has not impacted our operation as much as it might have. The club is offering a winter package of membership and glider storage for members of other clubs to come and enjoy our ridge and wave rather than spend time circuit bashing elsewhere. Also during the autumn we usually have a visiting tug with the members from Cosford – if you plan to visit at this time, it provides a good opportunity to get to know the site and surrounding features. For more details, contact the office, or visit *www.denbighglidingclub.co.uk*
Paul Jewell

Devon & Somerset (North Hill)

THIS has been a very good month for North Hill. The week of July 30, which was John Street's course, had some good days, so that John Sillett completed his Silver distance, Nick Redfern completed his Silver (getting all of the parts in one flight), Lisa Humphry got Silver height and then Silver distance the next week and Roly Clarke did a 300km Diamond flight. Prior to that week Graham Barden managed his five hours in a K-6. Matt Wright flew to the Park and back, which is 100km, on August 11. We hope his logger was working so he can claim it. Our DG-505 – a recent acquisition – has been on display in Taunton town centre to enthuse those at the weekly market about gliding. This was organised by Guy Adams.
Kaye Alston

Derby & Lancs (Camphill)

CONGRATULATIONS to Mike Armstrong on his 630km flight and 8th place in the Midland Regionals. Also to John McKenzie for 500km, Jonathan Thorpe for his Assistant Instructor rating, Stuart Dodson and Colin Hinksman for Silver distance, Andrew Short for Bronze, and Bob Green and Jamie Thompson for solo. We understand that dad Ian Thompson is hiding the Libelle trailer key. Beatrice Glover, a young pilot sponsored by the Caroline Trust, has just soloed. We have had a welcome influx of new members and the sun has shone, at least for two weeks in August. A new K-13 has arrived from Germany, and we plan to take our Puchacz out of mothballs, and let it grace the skies of the Peak District again. On a very sad note our President and ex-CFI Eric Boyle died *(see obituary in this issue)*.
Dave Salmon

Dorset (Eyres Field)

DOUG Every has his Ventus CT and did his first 100km flight in it. Carol Marshall did an out-and-return to Longleat. Our July task week was a wash... (There's no need to elaborate, is there?). We had two flyable-ish days, and one nearly flyable day. Dave Piercy landed out at the Park, and Carol Marshall landed out at Bere Regis, and Bill Cook did his yearly landout at Blandford. So no trophies for anyone this time. Bob Green and Mark Enfield went solo late in July, and Barry Stuckey completed his Bronze. Congratulations to all. Our super new shower facility is now finished; thanks to Tony Law, Garry Shaw, Bill Cook and others. Early in August we gave trial lessons to more than 60 Boy Scouts in one midweek day, and the experience was enjoyed by all.
Colin Weyman

Essex & Suffolk (Wormingford)

CLUB records have been broken and new targets reached and exceeded at all levels within the club over the past few weeks. The club distance record was broken (Andy Sanderson – 621km) and then broken again (John Gilbert – 645km) and honours were even between these two members who respectively bettered the 200km and 100km speed records. Several 500km flights were made including Peter Hibbard's in his 1964 SHK. Silver heights and durations have been achieved and new solos included Alex Beharrell at the age of 17. Launching with Dyneema synthetic cable has proved very successful and has allowed us to make full use of the improved weather. A total of over 2,200 launches since April with only one unexplained break, and over 10,000km flown, must be good news.
Dick Skinner

Essex (Ridgewell)

EOIN Cassels has been busy – attaining his Silver distance with a flight from Ridgewell to Tibenham, and then, during in the Inter-University Task Week at Aston Down, obtaining his height on one day followed by his five hours the next, thereby completing his Silver Badge. Well done Eoin. Also very well done to Tom Fowles in completing the soaring qualification towards his Cross-country Endorsement. Our stall together with the K-6t (thanks, David) that we took to the local Gosfield Fete attracted considerable interest and has lead to at least one new member and a number who were seriously interested. Trial lesson flights/bookings continue to be popular. Members have been hard at work on the new T-hangar for our Pawnee. Praise must go to all the dedicated members who braved at times adverse weather to complete it.
Peter Perry

Fenland (RAF Marham)

SHAUN Mitchinson continues to collect achievements, with soaring flights including some Bronze bits and a Silver height. We've all just returned from the Inter-Services – a very enjoyable comp and an excellent flying week. The AGM has been held: this year's prize-winners were Pete Stafford-Allen with the speed trophy, Bob Boughen and Del Ley with the Ladder and Raffan Trophies respectively. Mike O'Brien won the Efficiency and the Trubridge trophies. Paul McLean won both the distance and the Landing Out Trophies. It was a big night for Mitch Middleton, who won the CFI's trophy and was made DCFI. This was in recognition of finally finishing off his Full Rating – so well done, Mitch. Thanks go to Bic Smith, who stood down as DCFI. We now have FGC polo shirts so previous members who would like a memento, please drop us an email via the club website.
Graham French

The Gliding Centre (Husbands Bosworth)

CONGRATULATIONS to: Chris Bullock (solo), Ali Bridges (five hours and Silver Badge), Neil Harrisson (300km), Ed Jenkinson (Gold distance/Diamond goal), Mick Ely (Silver distance and five hours to complete his Silver), Geoff Hughes (Silver height), Graham Leatherland (five hours and Silver height) and Phil Tiller (newly qualified tug pilot). We've had some competition success too: Paul Crabb won the Midland Regionals with Chris Curtis in third place, Alan Kangurs came second at the Eastern Regionals, Russell Cheetham was third in the 18-Metre Nationals, and Chris Curtis won the Bicester Regionals Open Class with John Wilton in third place. We are hugely disappointed to be losing Pat Connor from the club office. Pat has worked for the club for 16 years, running the office, always smoothly and efficiently. We wish Pat all the best in her retirement, and we will miss her welcoming and friendly face.
Siobhan Crabb



*David Jones and Vee Harrington of **Essex GC**, with an early Gosfield fete visitor in the cockpit (Peter Perry)*

Herefordshire (Shobdon)

AFTER all the miserable weather this year, our club week in the first week of August coincided with one of the best periods of weather for a long time. Richard Palmer came to pick up his newly acquired Ventus CT and stayed for a few days, nipping round a quick 500km. Congratulations to Dewi Edwards on Silver height and Ken Powell on his first 300km, also to Phil King on his 750km Diploma. We are beginning to prepare for next autumn and winter and will be offering winter wave membership. Members of other clubs who would like some winter soaring are welcome. Trevor Mallard, one of our long-standing tug pilots, has suffered a heart attack, but is gradually recuperating and we send our best wishes for a speedy recovery. We are sad to report that Paul Whitt has died after a long illness *(see obituaries)* and we send our condolences to his widow, Anthea.
Diana King

Highland (Easterton)

RAIN stopped play during most of June, July and early August but there were some good days and even wave flights: Helen Chalmers and Martin Knight made it to 12,800ft on August 4. Three of our pilots took part in Competition Enterprise at Sutton Bank; congratulations to Stuart Naylor, who won the last day. We hosted the second and final leg of this year's Scottish Inter-Club League in July. The kitchen crew produced a marvellous barbecue. We were second after the first leg but rain reduced the tasks on both second leg days to height gain only. The first day was won by Santiago Cervantes from Portmoak. On the second day there was a minimum gain of 1,000ft to score and four pilots managed. Robert Tait from Highland won the Pundit class and Geddes Chalmers, also from Highland, won the intermediate class. The final placings for the competition were: 1. Portmoak, 2. Highland, 3. Feshie, 4. Deeside, 5. Angus.
John Thomson

Imperial College (Lasham)

ICGC has had a wonderful summer with a month at Rayskala in Finland *(see p18)*. Sixteen icGC pilots took part in the expedition, enjoying lots of soaring and cross-country flight. Many gained Bronze and Silver legs: Rory Condon did his five hours and first cross-country; Tom Sibley got his five hours; and Claire Malpas her Silver height. Shaun and Sage managed 422km in our Grob 103, whilst Jamie did the full 527km in the ASW-24. Thanks to Aki and Sage, who helped me tow out to Finland, instruct and organise the event. In other news, many congratulations to ex-IC pilot Sarah Kelman on her win at the Women's World Standard Class Championships, and to Andrew Cockerell on coming 9th in his first competition at the Bidford Regionals. The new committee has now taken over so we oldies can lie back a bit!
Shaun Murdoch

Devon & Somerset



At a glance

Full flying membership: £185 pa (juniors £55)

Launch type and cost:
Aerotow to 2,000ft – £23 (two-seaters £25)
Winch – £5.60 (juniors £3.75)

Club fleet:
DG-505 Elan, K-21 (x2), K-13, Junior (x2), Pawnee

Private gliders: 38 (2 private motorgliders)

Instructors/full flying members: 26/120

Type of lift: Thermal, ridge, wave

Operates: Weds, Thurs, weekends & Bank Holidays

Contact: Clubhouse 01404 841386
www.dsgc.co.uk

50º 51' 060" N 003º 16' 708" W

Left: *DSGC's site, North Hill, from the west*
Below: *club fleet and new launchpoint vehicle*
(Photos: Simon Leeson)

FOLLOWING a meeting in Taunton of a small band of enthusiasts in December 1952 the Taunton Vale Gliding Club was formed, but it wasn't until 1957 that a site could be found at the former US Navy wartime air base at Dunkeswell Aerodrome, for a rent of £30 per annum. A secondhand Slingsby T-31 glider – "Old Faithful" – was purchased, together with a surplus US Ford V8 Pilot, which was used for autotow launching. By 1962 the old control tower was in use as a clubhouse and the club was thriving. The fleet included a Slingsby T-21, a T-49 Capstan and a Slingsby Swallow. Launching was serviced by a Clayton (now Supacat) winch and later a Tiger Moth for aerotowing. The club later hosted its first Regional Championship, with many notable competitors, including Ann and Dennis Burns, 'Doc' Slater, Sir Peter Scott and Philip Wills. By this time drawing members from far and wide, it was renamed The Devon & Somerset GC.

In the mid 1960s the then Air Ministry decided to dispose of the airfield and the club found itself in a perilous situation. However, good fortune came its way when 108 acres of land at North Hill, just to the west of Dunkeswell, came up for sale. This land – known then as "the pig field" – has south and west facing ridges, which on occasion had been soared from Dunkeswell. Through the dedication of a corps of members, funds were raised, by members' covenants, loans and the sale of life memberships, supplemented by an appreciable bank loan. The purchase became possible and the club began moving operations.

With now only two gliders, a winch, the Tiger Moth and a small wooden hut for use as a clubhouse, members rallied to construct a hanger with a framework of steel made from old electricity pylons, which they previously dismantled. During work in progress, gliders were trailed to and fro using the steep and winding back lanes from Dunkeswell via Sheldon! On September 19, 1970 the club official opened at its new venue.

Today, DSGC has a modern fleet of gliders, ground equipment and a Piper Pawnee tug. During the 1990s the fleet has seen a gradual transition to glass – two K-21s and two Juniors. In the late 1990s the arrival of a new DG-505 gave pilots of all abilities a superb range of gliders to fly. It was two years' hard graft by a small group of committee members, led by Simon Leeson, that won Lottery Sports Council funding and also provided us with a new hangar.

Launching is by winch, using one of two Supacat winches, and aerotow with our Piper Pawnee. Two motorgliders are based at North Hill and both are available for *ab initio* and advanced training. The site offers a wide range of opportunities for glider pilots of all levels with thermal, ridge and occasional wave, despite our proximity to the north and south coasts of Devon and Somerset.

The club has a very active association with Exeter University, which provides a regular influx of enthusiastic young members, many of whom go on to fly in the Junior Nationals. Young membership is encouraged through our junior membership scheme. During the summer, trial lesson evenings and week-long holiday courses are open to all and provide training from ab initio to advanced levels.

2007 has seen the arrival of our new launchpoint vehicle, which is a tribute to its designer and creator Mike Robinson. We were delighted to offer BGA Chairman Patrick Naegeli the opportunity to officially "launch" it on a recent visit to the club with Pete Stratten, the BGA's Chief Executive.

Visitors will find a warm welcome with a fully furnished clubhouse, where a full range of hot and cold food and drinks is available on club operating days. The lecture room is currently undergoing a revamp and will be ready for the winter lecture series.

If you fly, then the view of the Devon countryside from the Blackdown Hills is stunning.

Simon Leeson
– early history by Mike & Barbara Fairclough

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





Club news



Chris Tilley (pictured) *has gone solo at* ***Kestrel GC****, along with Ian Marshall and Tony Chamberlain*



Gordon West, who soloed at 60, about to fly his final solo on the day before his 80th birthday, at ***Strubby***



Stuart Menges being congratulated on his first solo by instructor Garry Cuthill at ***Oxford*** *(Janet Cuthill)*

Kent (Challock)

WHEN conditions have been favourable, some outstanding flights and achievements have been recorded. Tony Moulang and Graham Drury both excelled with flight in excess of 500km. Matt Waters managed to achieve his Silver Badge, made even sweeter as an 18th birthday present! Joining Matt, the season also saw the long-awaited Silver distance and badge completion for Ian Russell, who managed his 100km diploma too. Congratulations, also, to: Darren Palmer on his PPL; Peter Carpenter and David Pye for completing their 500km and 300km legs respectively; and David Shearer and Stefan Bort for their 300kms. We congratulate Ellie Hoolahan on her first solo, on her 16th birthday. Both her parents are instructors and she was sent solo by her Dad, John. We wonder how quickly she'll get into the family's Ventus 2cT!

Darren Palmer

Kestrel (RAF Odiham)

CONGRATULATIONS go to Chris Tilley, Ian Marshall and Tony Chamberlain for their solos. The longest day was marked by good weather for most of the day with a record number of launches being logged as well as the welcome reintroduction of aerotow to the club.

Neil Armstrong

Lasham Gliding Society (Lasham)

JUNE 23 2007 was "A Night to Remember" 1940's style. At 20.30hrs the Air Raid Siren sounded, urging everyone into one of the WW2 hangars. The "black market buffet" was devoured by 300 people, the bar did a roaring trade and a lot of amusement was just seeing what people were wearing, many in uniform. The Big Band with their glamorous singer got everyone dancing. Without doubt it was the best social event Lasham Gliding has ever held. We will also hold a weekend tribute to Sir George Cayley at the end of September. It is the 150th anniversary of his death in December and we thought that as he was the 'father' of aeronautics in the UK he should be remembered. There will be a talk by Derek Piggott and Allan McWhirter, and a film showing the replica Cayley glider built in the 1980s and flown by Derek. The Vintage Glider Club will be very involved, with various gliders on display. Visitors are welcome.

Marjorie Hobby

London (Dunstable)

OUR "Family and Friends" weekend was a little damp and windy but we welcomed lots of new visitors. The restaurant has been restored to its former glory thanks to John Reed, aided by Kay Harris, who designed the colour scheme. The members' Photographic Group held a three-week exhibition of their work, a welcome distraction from the dismal weather. Congratulations on first solos to Andy Delaney and Peter Deane. We held an aerobatic competition for club members, based on a beginners' routine. Two days of flying were achieved and congratulations to cadet Stefan Astley, who won both. The cross-country task week was a great success, with more than 40 pilots registered in informal "ExtremeBlack", "UpForItRed" and "BeginnerBlue" classes, including some dual and lead-and-follow instruction. Over 8,000km were covered despite four scrubbed days. The achievements noticeboard is overflowing with badge claims!

Andrew Sampson

Mendip (Halesland)

OUR star *S&G* reporter/photographer and long-serving Airfield Treasurer, Keith Simmons, retired in May. Thank you, Keith, for your keen eye for photos and *Club News*. We have battled with indifferent weather since April but are glad that we now have two newly qualified pilots: Rebecca Kwo who soloed last week and David Close, who "re-soloed" after a long break from gliding. We also have three new Basic Instructors: David Bassett, Jeff Green and David Maddicks. Patrick Hogarth and Andy Whiteman successfully claimed Gold distances and Diamond goals. Two Gold distances and two Diamonds in one day – brilliant! Congratulations to all plus the team of instructors who have encouraged and coached them. Well done to all members who tirelessly keep the aircraft, MT and club fabric in good order. We even have a new kitchen. Things must be looking up!

Patrick Haxell

Midland (Long Mynd)

AFTER all the wet weather, a wonderful period for flying. This coincided with a busy time for competitions, so many pilots were enjoying flights from other sites. Congratulations especially to Rose Johnson on her fourth place at the recent Women's World competition, and for flying the first 750km flight from the Long Mynd. Others flying long flights were Simon Adlard, Iain Evans, Rod Hawley, Paul Shuttleworth and James Fisher, James gaining his Gold distance. Lynette Causer caught the tail end of the good weather with a Silver distance and height. Among the ten or so pilots at competitions were brother and sister Mike Witton and Sarah Platt, completing tasks from Lasham.

Ann Parry

Nene Valley (Upwood)

WE really picked the best time for our task week. We flew every day with over 3,300km covered and no fewer than six 300km Diamond goals, three 100km, an excellent 500km attempt, sadly only 404km. The instructor team worked hard to keep everything flowing, the social again produced some gourmet chefs and the members worked hard to get pilots in the air when they wanted. We also attended RAF Wyton Families Day with the privately owned DG-300. Lots of interest was shown, and members also had a front-seat view of the flying display. Dick Short and Andy Shaw from Welland demonstrated how to repack a parachute. A collection raised £165 for the Northamptonshire Air Ambulance.

Dave Mansfield

Norfolk (Tibenham)

THE Eastern Regionals and Junior Nationals were hit by bad weather. Congratulations to Paul Woodcock on going solo, James Francis on Bronze and five hours, Chris Lawrence on Diamond goal, and Paul Wilkinson on obtaining Bronze. We have won the East Anglian Region of the Inter-Club League. Our Grob 109 is back in service after a long lay-off.

Mark Wright

North Wales (Llantysilio)

SO much for the blistering summer – we haven't been flooded out but the loss of income has not put a smile on the treasurer's face. Thanks go to Paul Cassidy for his time and expertise in fitting our club with a solar-powered set up for lighting and battery charging, as we are not on the mains supply. The entire club's assets would have just covered the quote from our local electricity supplier to connect us to the mains. Other members are working on a wind turbine as a back up. It is with great pleasure to be able to report that one of our "senior" members Tony Cummins completed his Silver with a hard-fought flight from Llantysilio to the Mynd, having been down to 800ft (picking fields) but climbing away to complete his 50km. This, I might add, in a Skylark 2 not a glass "super ship" – many congratulations, Tony. This is the first Silver by a member since our move to Llantysilio.

Brian Williams

Oxford (Weston)

POOR weather gave our talented 'fixit' team the chance to repair the wing of our K-13 after intimate relations with a branch of an ash tree on approach. The K-13 now looks as good as new (the ash tree is still a bit scarred). Thanks Graham and Haste for leading the repairs. Neil Turner and a task force have replaced the 4.2mm cables with 4.5mm to reduce the number of ferrule 'pulls'. Congratulations to Martin Brown on his one-flight Silver Badge during his 50km to Sackville, to Paul Smith for completing his Silver with a five-hour duration epic, just days after falling down after 4.5 hours. Well done for first 300km Chris Shepherd and Neil Swinton and to Stuart Menges for going solo. The beat-up of the winch shortly before the grid launched by a lost B1 bomber en route to Fairford was an unexpected bonus! Our vintage team of the Ebay-Oly, the Capstan and T-21 Daisy visited Parham for a VGC meet; it still rained, mind you...

Neil Swinton

Peterborough & Spalding (Crowland)

CONGRATULATIONS to Pete Goulding, Nick White and Roger Duke for completing Silvers; to Garry Lacy on solo, and to Gerry Pybus, now an Assistant Instructor. Despite the awful summer, August has been very kind to us and a number of decent cross-country flights have been achieved. Club expeditions are booked for Portmoak in September and Aboyne in October. This will be a new experience for some members, who have yet to soar in ridge and wave lift. Further improvements to the clubhouse have seen a replacement window and a fresh coat of paint. Many thanks to Mick Burridge and Glennice Crowhurst for their continued hard work. Matt Bell and Mick Burridge now hold the club's record for the earliest launch. On August 5 they took off at 05.30 with the aim to be towed to 10,000ft. Our Pawnee was only able to reach just over 7,000ft. They still had a good hour in the air.

Merv Bull

Portsmouth Naval (Lee-On-Solent)

SUMMER has arrived but unfortunately forgot to bring weather with it. Our first "summer" course braved the wind and rain and even managed three first solos when the weather relented for a few hours. Tony World, Henry Freeborn, Bill Blundel and Paula and Fran Aitken found the weather no better at the Bicester Regionals but improved on last year's results. I am pleased to report that Jon Verill, after several attempts that ended in fields, has at last managed coax his Skylark to go far enough to claim Silver distance. Meanwhile Alan Turner and Neil Shaw took it in turns to take their new Vega to Silver height. Congratulations all.

Steve Morgan

Club news

Rattlesden (Rattlesden)

WE were second in the Inter-Club League after hosting it in July thanks on Saturday to Gren Croll (3rd in Pundit), Sarah Lee (1st in Intermediate) and Tony Bartlett (1st in Novice) and on Sunday to Martin Raper (4th in Pundit), Tony 'Bod' Blanchard (2nd in intermediate) and Keith Goldsmith (4th in Novice). Unfortunately Wormingford's Inter-Club was hot and blue, Martin Raper came 1st on Saturday in Intermediate, but Sunday was scrubbed. The first weekend in July we welcomed the 447th US veterans and their families back to Rattlesden. There were nine of the original pilots and crew on this trip. Mike Nicholls has gone solo. Geoff Moore has re-soloed; Lorna Willcox and Dawn Goldsmith have got their two-hour flights for their Cross-country Endorsements. David Salvage flew 50km to Gransden in August to complete his Silver. Gren Croll's latest flight took him from Rattlesden over Tewkesbury to land at Gransden – this is the furthest anyone from Rattlesden has flown, at 516.7km.

Helen Page

Scottish Gliding Union (Portmoak)

AS we proceed into the last half of the year, we look forward to better weather and serious attempts at badge claims and personal goals. We are pleased to report that the ATC cadets are now on site for their summer gliding school. As usual, they bring along the best kit, including a six-drum winch! Our members have been busy volunteering for everything from removing the tug engine to laying the plastic reinforcing squares outside our hangar. This hangar has been such a success story and it is hard to remember the problems we used to deal with when trying to extract aircraft from our old hangar. We have had numerous visitors although some have been more successful than others. Our own "Walking On Air" team have been in Switzerland and Steve Derwin was interviewed on BBC Radio Scotland. We congratulate: Gordon Hunter (Silver distance), Mags Doig (JAR-PPL), Dan Duffy (Silver duration), Malcolm Chalmers (solo), Dave Newbigging (Silver) and Neil Brown (Bronze cross-country and Silver height).

Ian Easson





Left: *Ulster's new K-21, the first from the factory with EASA-approved hand controls, was bought with help from Sport NI Lottery Fund. Advice came from Walking On Air's Joe Fisher* (right). *Shown* (L-R): *Alan McKillen, Brian Irwin, Jay Nethercott, Owen Anderson, Gary McLaughlin, Harry Hanna & Laurence McKelvie:* Right: *US veterans at Rattlesden*

Shenington (Edgehill)

SINCE taking office our new committee chaired by Derrick Sandford has implemented changes including a reduced winch launch fee for club aircraft before midday and arrival of course instructor Derek Woodforth who, with CFI John Watson and the instructor team, are ensuring flying is available seven days a week. Congratulations to Bob Winters, first solo, Chris Dania, re-soloing after a 10-year break, Clive Smith, gaining two Bronze legs, Graham Paul on his 500km, Tim Donavan on 300km and Gavin Pruess on his five hours. Graham Bambrook and I join the ranks of Assistant Instructors. Thanks to Mike Cuming for his assistance with Cs of A and Lee Ingram for his work in marketing through our new website *www.shenington-gliding.co.uk*. We are currently hosting groups from Strubby, Bowland Forrest and Portmoak and looking forward to our wooden ships competition over the August Bank Holiday weekend. Our aim is to re-establish Shenington as a recognised name for glider pilot training, maintaining our reputation as "the friendly gliding club".

Geoff Purcell

Shropshire (Sleap)

WE have again been enjoying wave flights although nothing record breaking. Another regular source of lift is the convergent zone as a result of the sea breeze, which is normally marked by cloud and a 180° change in the surface wind. Justin Wills and Al Gillson took a flight in the Twin Astir after a number of wave flights had been reported. Al said he wasn't sure whether they landed before the tug and that he reckoned the retrieve crew took only five minutes to get to them. He thinks they pressed on probably mistaking the convergence for wave. On a previous visit to Sleap Justin took off in what we all thought were impossible local conditions, for an attempt to fly to France. On that occasion he succeeded in staying airborne although by the time he reached the south of England, he realised he was too late to attempt the Channel crossing.

Keith Field

South Wales (Usk)

DESPITE the Biblical rains we suffered for the best part of our summer, with our evening flying programme seriously disrupted and the field resembling a scene from mid January rather than mid July, clouds parting at the beginning of August coincided with one of the best task weeks for some considerable time. After digging our gliders out of the mud each day a task was set for five uninterrupted days of cross-country flying. Rod Weaver became the outright winner for the week. A multitude of firsts were completed by people that week, too: Adam Deacon achieved his first 50km flight, Mike Dunlop and Dave Jeffries took the club's Grob Acro 609 around its first 300km under our ownership, let's hope for many more flights like that. Also congratulations to Claire Helm for doing her first 50km. Congratulations too Chris Cole for completing his first two 300km flights whilst competing in the Northern Regionals.

George Robertson

Southdown (Parham)

ALTHOUGH the unusually warm April sunshine did not continue into early summer, Southdown remained mercifully free from the flooding that interrupted the soaring season elsewhere. Paul Tickner completed Gold, Colin Bruce and John Rayner flew Diamond goals, John Haigh and Graham Smith recorded Gold distances, Mike Hasluck and Colin Winterburn completed Silver, and Edward Smith soloed. Andy Wood, Geoff Stilgoe and Colin Hoare qualified as Assistant Rated instructors. Meanwhile, Paul Fritche flew a 750km marathon *(see p32)*, Les Blows managed around 2,000km cross-country in a handful of flights between showers and Alex Stewart has become a pilot with Ryanair. We are pleased to welcome Miro and Jan Stasak from Slovenia, which indicates just how far the influence of *S&G* can reach, but sadly we are losing former BGA Chairman Dick Dixon. The club held a farewell party for Dick and Mary, who are moving to Wiltshire. On a beautiful summer's evening, members past and present turned out in strength to thank them for the great contribution they have made to our club.

Peter J Holloway

Staffordshire (Seighford)

AFTER the bad weather of June and July, our soaring weeks in early August have enjoyed some good conditions. Jonathon Gill completed his Silver with height and distance and cross-country diploma in one flight, Steve Brindley bagged height and duration, whilst Ben Jolly logged two Bronze legs in quick succession. On the best of our soaring days, Peter Gill flew a 300km O/R and Colin Ratcliffe flew 400km-plus of a declared 500km. We are grateful to our midweek tuggie, Don Rhodes, for the hard work he has put in. Our instructor strength has been increased as Dave Knibbs renewed his BI rating and Nick Peatfield completed an Assistant Rating. We welcome Bob Darlow to the club, and hope to recruit more members after our second open weekend, due to be held over the Bank Holiday at the end of August.

Colin Ratcliffe

Stratford (Snitterfield)

HARRY Williams, our *S&G* correspondent for nearly three decades, has decided to retire – thanks, Harry, for all your efforts. We had a spectacular view of the Avon floods – see the picture (p55) of Stratford racecourse that Phil Pickett took. Luckily the weather improved for task week in August. We started with a club barbecue, raising money for the new clubhouse. Thanks to Chris Bingham, Pete Merritt and his wife, Sally, for making the event so successful. Flying-wise some notable tasks were completed. We flew nearly 17,000km. Adam Preece managed his first solo, Chris Bingham got his Silver distance and 100km Diploma, there were 300km Diamonds for Barry Monslow and Sharon Kerby and a first 500km for Andy Balkwill. Martyn Davies and Phil King each completed the club's first 750kms, an exceptional achievement. We extend our thanks to Pete Stratten, who helped with coaching in the BGA Duo Discus. Congratulations to Mark Pedwell and Steve Farmer on completing their Assistant Ratings and to Omar Awaad, one of our intrepid cadets, on his first solo.

Richard Maksymowicz

Surrey Hills (Kenley)

LIKE many clubs, the weather has dampened a lot of our flying activities and we seemed to suffer from a lack of members wanting to fly, especially *ab initios*, even on the reasonable days.

BGA Badges

No	Pilot	Club (place of flight)	Date
Diamond distance			
1-1073	Stephen Clark	Dartmoor (Jaca)	24.4.2007
Diamond height			
3-1676	Charlie Tagg	Wolds (Omarama)	12.12.2006
3-1677	Glenn Turpin	Bannerdown (Sisteron)	5.7.2007
GOLD BADGE			
2436	Charlie Tagg	Wolds (Omarama)	12.12.2006
2437	Charlie Jordan	Deeside	1.7.2007
Gold height			
Charlie Tagg		Wolds (Omarama)	12.12.2006
Jeffrey Gail		Stratford (Yorkshire)	22.5.2007
Charlie Jordan		Deeside	1.7.2007
Gold distance			
Ewan Crosbie		London	2.6.2007
SILVER BADGE			
11754	Doug Johnson	Essex & Suffolk	23.5.2007
11755	Louise Walker	Oxford	2.6.2007
11756	Terence Crow	Windrushers	23.5.2007
11757	Stuart Johnston	Aquila	20.5.2007
11758	David Coats	SGU	26.6.2007
11759	Frank Norall	Booker	2.6.2007
11760	Stephen Nock	Trent Valley	20.5.2007
11761	Neil Atkins	Cranwell	2.6.2007
UK CROSS-COUNTRY DIPLOMA			
1040	James Fisher	Midland	29.5.2007
1041	Doug Johnson	Essex & Suffolk	23.5.2007
1042	Mike Howey	Burn	26.5.2007
1043	Stefan Zatorski	Burn	26.5.2007
1044	John Dunnington	SGU	26.5.2007
1045	Stephen Knock	Trent Valley	20.5.2007
AEROBATIC BADGE			
Spts Kwn	Emily Todd	Booker	9.6.2007
Std Kwn	Tim Roberts	Bannerdown	14.7.2007



Above: *Team **Pocklington** pictured at the Junior World Championships in Rieti, Italy, this summer, where the club's Simon Barker placed 5th in the Club Class*

Well done to our resident instructor Steve Codd for keeping the flying operation running smoothly even when the airfield was short of members, and a big thank you to all who helped on our site cleaning-up day, which has helped to make the airfield a smarter-looking place. Congratulations to Mick Ely on completing his Silver Badge, and I suppose I should congratulate myself on achieving my Assistant Instructor Rating. I would recommend the Assistant Rating course to anyone. It was interesting, informative and great fun, and I'd like to thank Bruce "Tappo" Tapson for making the course a very enjoyable experience. I am now a lot more wary of Bloggs and all his mates, but am looking forward to the challenge that more instructing will bring.
Marc Corrance

Trent Valley (Kirton in Lindsey)

CONGRATULATIONS to teenager Steve Nock for achieving his 300km. Steve toiled for over seven hours in a wooden Pirat on an average day to finish the task. We were represented in the Northerns at Sutton Bank by CFI Steve Wilkinson and Carl Hutson. 'The Boss' finished an excellent seventh overall in his PIK with and Carl, in his first major competition, took his Astir to a creditable eleventh. Meanwhile, down at Lasham John Williams took his trusty Libelle to 17th overall out of a 48-strong field in the Club Class Nationals. The weather over Lincolnshire at last showed an improvement during July and August. Andrew Boneheyo did his Silver duration, Dave Bienasz got his 300km and even I managed keep my Astir airborne for the dreaded five hours, finally enabling me to send off for that Silver Badge!
Alan Spencer

Welland (Lyveden)

OUR workshop trailer roof has been repaired by some of our dedicated Wednesday flyers and our open day was a success with a feature photo taken by Weatherjack. Our flying week was greeted with uncharacteristic weather so almost all of our flying achievements occurred over this August week. Steve Allen and Mike McNally have soloed. Rob Marsh has a Silver height with his two-hour soaring flight. Vicky Asquith has Silver height. Jo Cooper and Paul Porter have their five-hour duration. Jane Cooper's 70km to Bicester completes her Silver. Mike Taylor has his Diamond goal and Steve Burgess's 300km unfortunately just nipped airspace. Never before has our little club flown so far and had so many launches in the space between two weekends.
Strzeb

Windrushers (Bicester)

THE soaring season returned to Bicester on the weekend of July 7-8, with Jolien Chow completing five hours and Silver height and Phil Gardner a Bronze leg. Meanwhile the pundits had various adventures to the far-flung corners of Norfolk and back, around the Birmingham zone and numerous other 300km-plus flights. The bad weather returned to affect our Regionals. Eventual winners were Chris Curtis (Husbands Bosworth) in the Open Class (five days) and John Roberts (Long Mynd) in the Sports Class (four days); local pilots featured in the top 10 of each class. Of course, the day after – Jed Edyvean and visitor Andy Holmes flew 753km with a remote start at Silverstone (Butser Hill-Gainsborough-Petersfield-Bicester *(see the December S&G for more)* – well done chaps. On the same day, Dickie Feakes and Howard Stone flew 500km. July 2 saw Barney Crump, OUCG Captain, Lukas Brandt and Mark Lavender fly 300km for Gold distance/Diamond goal, John Giddins and Bob King flew 600km. Gareth Cunningham and Alan Twigg join the tug-driving brigade.
David Smith

Wolds (Pocklington)

FIRSTLY – a massive well done to Simon Barker on placing fifth in the Club Class at the Junior World Championships in Rieti. Dave "Velcro" Holborn, Mike Proctor and Sam Roddie have all done their 300kms so well done to them. Worth a very special mention is Martin Boulton, who resoloed recently and shortly after completed his Bronze. Not stopping there he attempted a 300km task four days later and flew a very worthy 250km to gain Silver. Watch out for this kid! Dave Higginbottom has completed Bronze and David Badnowski has soloed after a lay-off from a PPL. The Standard Class Nationals *(see p40)* were a big success with a few fantastic racing days as well as a bit of wave for some and the new clubhouse facilities proving very popular with all. The week was won by Rich Hood with our own Tim Milner in second place. Well done to everyone.
Sam Roddie

Wyvern (Upavon)

THE 10 Wyvern members in seven gliders in the Army team (and one in the Navy team) at the Inter-Services Regional Gliding Championships at RAF Honington in August were rewarded by seven competition days, four of which were 1000-point days. There were some great individual achievements from Wyvern members, with two firsts, two seconds and two fourths. Tochi Marwaha came first in the Sports Class. In the Open Class, Allan Tribe and Jamie Sage finished in the top three on three days, but finished eighth overall due to a bad day on the Tuesday. Paul Jessop and Paul Wright both achieved their 300km Gold distance and Diamond goal flights. Pete Yeo returned from duty abroad only the day before the competition, regained his solo pilot currency the same day and then flew in every day of the comp. Back at Upavon Danny Carter completed all three Silvers in one flight. Paul Beckett persevered for five hours to gain his Silver duration. Congratulations, too, to Brian Penfold on his appointment as Chairman of the BGA Safety Committee.
Andy Gibson

York (Rufforth)

LATE July and early August finally brought us some excellent weather. Perhaps the wait has given our members cause: within two weeks we've seen Jay Smith complete his first 500km with Mark Shuttleworth, Barry Douglas and Roy Nuza making 300km. Not to mention all the other non-badge flights from the likes of Mark Boyle, Dick Brisbourne, Brian Pritchard and more. Even your correspondent managed 300km, although it did end at Elvington while Mark Lench, on the same task, took 5km more to land on the racecourse in York. It's good to see cross-country flying thriving at Rufforth and we thank our coaches, particularly Mark Boyle and Jay Smith, for their positive influence. Hopefully, many other pre-Silver members will be inspired by the efforts of this season and we'll see ever more distances in the years to come.
Andrew Batty

Yorkshire (Sutton Bank)

THIS year, we again hosted Competition Enterprise. After six days of flying Justin Wills came out the winner, but our own club members shared the spoils – Lindsey McLane coming second while Liam Watt took the Blunt Nails Trophy. YGC also held static displays at both Sunderland and Elvington Air Shows, which were a great success. Congratulations to Andy Wright with a 765km and four x 500km – not a bad week's work, Andy!
Congratulations also go to George Rowden, Ken Arkley, Les Rayment and Martin Johnson on their 300kms. Simona Latimer and Chris Thirkell have gone solo – well done! A special thanks to Andy Parish and his team running the successful Northerns. David Latimer was the overall winner after seven days' flying out of a possible nine. Andy is clearly in touch with the weather gods. More of the same please, Andy!
John Marsh

S&G's thanks as always to Debb Evans for editing this month's Club News from the 12,000 words received to the 8,000 that we had room for this issue – Helen Evans, Editor

Eric Boyle – Derby & Lancs, Newark & Notts, Darlton

"MY grandpa taught Superman to fly!" was the proud boast of Eric's young grandson to his teacher. And it was true: Eric (1927-2007) did teach Christopher Reeves to fly gliders. I first met Eric when I was an *ab initio* in the late 1960s and he was CFI at Camphill. What a lot we learnt from him, first as trainees, then pilots, then instructors. When he took over as CFI, training was difficult: the field was rough, and we had T-31s and Capstans for *ab initio* training. I remember Eric losing his fur hat, bought on a trip to Russia, from the back seat of a T-31. Flying was stopped to look for it, but it was never found. Eric soon changed this odd mixture of gliders, bringing in from Germany first one, then another and finally a third K-4 to go with our K-13. This fleet soon got Camphill moving again. It was said of Eric that wait at any gliding club in the UK, and he would turn up. He was promoted to UK sales manager of his company but after six months gave up the promotion, because it kept him office bound and away from his beloved gliding. He was always a gentleman: I don't think I ever heard him raise his voice, even when justified; he just quietly pointed out where we had gone wrong. He loved aerobatics, and was not above the occasional airfield beat up. Eric was CFI twice at Camphill, so he guided us for many years, before, 20 years ago, he moved to Winthorpe, which was much nearer his home. Our loss was their gain. He used to visit us, sometimes flying over in the Falke and for many years bringing parties over to sample our ridge soaring. He remained club President, and always came to the AGM to present the prizes. He was a member of the BGA Instructors Committee almost for ever, and last year he was invited to attend the celebration of the 50 years that HRH The Prince Philip had been our Patron. His last gliding duty, performed only two weeks before he died, was to officially open the new Darlton GC. Let Eric have the last word. When asked by his son Nick whether he had a preference for cremation or burial when the time came, his answer was: "Son, why don't you surprise me".
Dave Salmon

Brennig James – London, Booker

I BELIEVE that my brother Brennig James (1926-2007) was an exceptional man. We were born in London, but because of the war we were separated, Bren going with his school to Cornwall, then later to boarding school in Monmouth. His interest was in science so in 1944 he went to Cambridge then on to the London Hospital to study medicine. In 1936, at the age of 10, my parents took Bren to Whipsnade Zoo. He was less interested in the lions and tigers than the sight of humans flying above Dunstable Downs without power, in gliders. He was hooked but he had to wait a decade before he had a chance to try out this type of flying. He joined the London GC, and started on his quest to fly, without power, as high and as far as possible. A founder member of the Thames Valley club at Booker, he achieved some remarkable records: the first person to fly a 500km triangle in the United Kingdom, on three occasions he flew a 1,000km triangle, then many 750km flights. He flew to 26,000ft for his Diamond height. His pinnacle flight was at the age of 62 when he left Santiago, Chile, alone in a two-seater glider, in shirt sleeves and carrying oxygen. He flew over Aconcagua, the highest peak in South America, at 23,000ft. The flight took four hours and covered 200 miles. At that time, he was the only European to have achieved this feat. Gliding was his passion, but he was also a scientist, a thinker, a voracious reader, an experimenter, an inventor and I think a pretty good doctor. He retired from his 40-year medical practice in Marlow to his dream home on a mountain in Glan Conwy. He continued with his many interests, but I believe what he enjoyed most was watching the cloud formations and dreaming that he was still flying over Snowden and Anglesey. May he fly the skies for ever with his beloved dog Sian at his side.
Nesta Luduc

Obituaries

Paul Whitt – Herefordshire, AVRO, Midland

PAUL (1930-2007) hoped to learn to fly during national service but was thwarted by his eyesight. His chance came when he started gliding in the 1970s. He made steady progress and became a capable cross-country pilot, achieving a Gold Badge and Diamond goal in 1983. I became aware of Paul before I took up gliding, when I noticed that a car towing a long trailer had parked in the reserved area in front of our town hall. This was fairly typical of the man I came to regard as a very good friend. I finally met him in 1974, when I joined Herefordshire GC. He was then flying an immaculate Skylark 3F and was as I thought a very advanced pilot whilst I was a beginner, but he made time to enquire about this late starter. At that time, all the members' caravans were parked alongside the peritrack and this was socially a magnificent leveller. However, when the council gave notice that the caravans would have to go, Paul left us and joined the Midland GC at the Long Mynd. I still had some contact with him at the AVRO GC at BAE Woodford, where we discussed the advantages and disadvantages of turbos. He ordered his Ventus cT and became the proud owner in 1998. When a new caravan site opened at Shobdon, he returned and stayed with HGC until his death. Outside gliding, Paul was a successful businessman, running an engineering company. He enjoyed sailing, ski-ing, fast cars and good food. He was also an expert craftsman and had a well-equipped workshop, where he made a range of beautiful furniture. He died after a lengthy illness and his funeral was well attended by people from all the gliding clubs where he had been a member.

Ken Martin

Ray Witheridge – Dorset

RAY Witheridge (1920-2007) passed away in early June. He joined Dorset GC at Tarrant Rushton in 1967, and his various roles since included CFI, chairman, treasurer and tugmaster. His wife Cathy (who passed away in 1998) always went to the club with him, running the refreshment caravan out at the launchpoint. Her home-baked cakes were a firm favourite. As a young man Ray was very sporty: in 1938 he broke two tandem cycle records with the Oxford City Road Club, the fastest 100 miles and the furthest distance in 12hrs. Neither of these has been bettered. He and Cathy married on the day war was declared, September 3, 1939, by special licence. He immediately volunteered for the RAF and flew Halifax, Wellington and Lancaster bombers. Ray *(pictured below, front seat)* was a keen swimmer and water skier. After injuring his back in a heavy landing, he had treatment in a warm pool. Whilst there, he became involved with a disabled swimmers club. He organised glider flying for its members, and the club still has (and uses) the hoist specially designed and built to aid getting the disabled people in and out of the aircraft. At Ray's request his ashes will be scattered, from the air, over Tarrant Rushton airfield. He will be sadly missed by all who knew him.

Colin Weyman, Dennis Neal, and Barry Thomas



Accident/incident summaries by Douglas Every

AIRCRAFT Ref	Type	REGISTRATION	Damage	DATE Time	Place	PILOT(S) Age	Injury	P1 Hours
7	Capstan T-49B		Minor	05-Nov-06	Incident Rpt			

Whilst rigging the glider and during attachment of the port wing, the fuselage rolled away and the wing root fell on to the wing dolly. Some minor skin damage was sustained.

9	ASK21	3625	Substantial	02-Dec-06	Dunstable A/F	60	Minor	
				15:00		55	None	

While soaring at low level at the Dunstable ridge at the west end of the bowl, the glider impacted the ridge just below the summit when executing a left turn.

60	Duo Discus T	4775	Substantial	22-May-07	Tregare	73	None	
				15:20		74	None	

Little detail available

64	Nimbus 2A		Minor	17-May-07	Spain, Ocana	74	None	4000
	16:30							

Field landing – little detail available

66	Discus 2cT	5175	Substantial	30-May-07	Spain,	55	None	1660
				14:41				

The pilot expected to climb under a cumulus over a mountain range with a field, thought to be short crop, selected over which to start the turbo if there was no lift. In the event no lift was found and the field selected was about 400ft higher elevation than he had expected. The pilot elected not to attempt an engine start at low altitude and so landed in the field, which turned out to be long alfalfa grass. The port wing caught in the grass and the glider ground looped and slid sideways, causing substantial damage to the wing.

67	Ka 7	2982	Minor	09-Jun-07	Camphill	57	None	300
				None				

With verbal prompts by P1, P2 made a normal approach at an adequate approach speed. However, at the point of roundout P1 felt that P2 was not going to round out soon enough and took control. The glider landed and ran over a new part of perimeter track that was slightly higher than the grass. The glider then took off again to about 3ft above the ground and landed further on. On subsequent inspection the front skid and steel tubes under the front seat were seen to be damaged.

68	ASK21	3138	Minor	10-Jun-07	Dunstable A/F	58	None	
				17:10		60	None	1

The pupil's head hit the canopy on landing, cracking the canopy.

69	ASK21	2742	Substantial	07-Jun-07	Upavon A/F	63	None	976
				11:17		24	None	2

On his third flight of the day and after two good flights, P2 was briefed to do a crosswind approach. At about 450ft agl P1 released the cable without warning to give P2 practice in an awkward-height cable break followed by a short circuit. P2 took the correct recovery and turned downwind on base leg. He then turned right onto his crosswind but felt that he was too high and too fast and opened the airbrakes. P1 took control and started to sideslip with full airbrakes. It became obvious that the glider would not be able to stop before the perimeter track. He levelled the wings and flew on. After ruling out several high-risk options the pilot elected to put the glider down in long grass north of the perimeter track to minimise the risk of injury. Still rapidly approaching a tree line P1 decided to put the aircraft down and ground loop it to reduce the ground run. Neither pilot was injured but the glider fuselage was almost severed behind the trailing edge of the wing.

70	Std Cirrus	3463	Minor	19-May-07	Tibenham	53	None	59
				11:05	A/F			

During a winch launch on grass strip adjacent to runway 260, there was a slight gusting crosswind from left to right. On "all out" the ground run started but within 50m the pilot had difficulty holding the wings level and the right wing touched the grass. The pilot immediately pulled the release but the glider continued a 180° ground loop, which separated the stuck-on tailskid from the fuselage.

71			None	09-Jun-07	Incident Rpt		Minor	

While pulling the Robin tug out of the hangar on the nosewheel steering handle, the handle slipped out, resulting in the pilot falling backwards, hitting his head and fracturing his wrist.

72	Pégase 101A	2987	Substantial	08-Jun-07	Spain, Jaca	46	None	30
				14:30				

After an extended check flight the early solo pilot took off normally and climbed quickly to 2,600ft but some time later encountered heavy sink, which continued to the point where he had doubts about returning in a direct line to the airfield approximately 0.5nm away. The choice at this stage was limited to making a low glide to the airfield over largely hostile ground or outlanding. He made a sound early decision to land in one of a limited number of suitable fields which but for uncut crop would have been uneventful. On this occasion a ground loop after landing resulted in fracturing the fuselage about 12" forward of the fin. No other damage was evident and the pilot sustained no injuries.

73	ASK21		Minor	25-Jun-07	Incident Rpt		None	

The glider was being towed back to the hangar area in gusty wind conditions when it became detached from towbar and swung into the back of the towing car. Damage was sustained to the trailing edge of right wing and the boot of the car.

AAIB Update

AIRCRAFT Ref	Type	REGISTRATION	Damage	DATE Time	Place	PILOT(S) Age	Injury	P1 Hours
74	SZD-50-3 Puchacz	4748	Write off	07-Jun-07 10:33	Just west of Bidford A/F	42 15	Serious Serious	421

The pilot released from aerotow at 2,000ft and gently descended to 1,600ft. He then commenced to loop the aircraft quickly followed by a left hand chandelle. The exit from the chandelle was steep and low. The nose of the Puchacz did not completely come level with the horizon on the exit and the left wing dropped giving the appearance of a spiral dive. After 180° the glider fell into a recognisable spin. The glider continued for three rotations before impacting the ground. The airbrakes came out just before impact.

75	Std Libelle 201B	1750	Substantial	07-Jul-07 14:30	1.2nm WNW of Usk GC	42	Minor	165

The pilot made a late decision to land out into the field. The circuit was started too low and when sink was encountered in the circuit his options ran out. The glider was landed in an alternative field that proved unsuitable. It is likely that the glider stalled on approach when trying to stretch the glide, resulting in a ground loop on landing.

76	ASK13	2406	Minor	04-Jul-07 11:30	Seighford A/F	79	None	270

The pilot was winch launched solo in the K-13 when, at about 200ft, the canopy blew open. After a few seconds trying to close the canopy he held it open with his right hand and concentrated on flying the glider with his left hand after releasing the cable at about 300ft. The pilot did a low turn to the left and landed back on the airfield without further damage. It would appear that the canopy had not been locked securely during the pre-flight checks.

77	Astir CS77	2286	Minor	08-Jul-07 12:00	North Moor Aero Club	23	None	77

During an outlanding at a known local private airstrip, the starboard wing struck a post hidden in long grass damaging the D box 30cm from the tip.

78	Grob G109 motorglider	G-DKDP	Substantial	11-Jul-07 13:00	Tibenham A/F	71 75	None None	88

The aircraft landed with small crosswind from the west. After touch down, a normal ground run and speed reduction, a gust caught the aircraft and turned it into wind. At the time of the gust, the pilot increased pressure on the right-hand braking/rudder pedal to maximum whilst maintaining fairly strong braking with air brakes. Despite these efforts, the aircraft continued to turn into wind and left the runway on to soft long grass surface at approx 10-15mph. The aircraft then gently nosed over and stopped. There was no personal injury, but aircraft wheel spats, nose cone, and propeller were damaged.

79	AMT-200 Super	G-JTPC	Minor	04-Jun-07 12:45	EGXD	78 65	None None	

After having rectified a loose connection in the oil pressure sender circuit, the pilot was taxi-ing the aircraft to the RWY 33 launchpoint via the western perimeter track. He stopped short of the disused 04 junction with the perimeter track, where a car was parked with its boot overhanging the hard shoulder, to check the oil temperature and pressure. Whilst the pilot was preoccupied with checking the instruments, the aircraft rolled slowly forwards and impacted the car's offside front window with the starboard wing tip. The impact was cushioned by the window breaking, as there was no damage to the window frame.

80	Ka 6CR	1340	Substantial	09-Jun-07 17:30	Bicester A/F	48	None	78

The pilot was practising his short field landing technique in a safe area inside the airfield boundary, but failed to recognise that an undershoot was developing. Instead of closing the airbrakes and landing deeper into the field, the pilot touched the glider skid down on the perimeter track, which consequently damaged the base of the fin.

81	ASK13	4512	Minor	07-Jul-07 11:00	Darlton A/F	47 58	Minor None	1231 1200

The initial acceleration was normal and the glider lifted off into a shallow climb. P2, who was undergoing a check flight, noticed that the acceleration reduced so did not allow the climb to steepen. The glider ceased accelerating and P2 lowered the nose. The launching parachute inflated below and in front, at which point he decided to abandon the launch and lowered the nose for a shallow approach appropriate to a low height failure. The airbrakes remained locked. The approach started OK but as the glider approached the ground (approximately start of round-out) the glider started to sink. This felt like a stall and the left wing started to drop. The glider sank the last 10ft or so, striking the ground slightly nose down at the same time as the left wing. The glider slewed round to the left through 90° and stopped.

82	ASW28-18	5161	Minor	14-Jun-07 14:29	Southam	46	None	1408

The pilot of an ASW28-18 entered a thermal with about three other gliders at the same time. Each of the gliders turned to the right but at different times. The ASW28 pilot followed one of them and after one-and-a-half turns collided with another, a DG-600. The lower wing outer section struck the tail of the other glider, which was seen below after the collision and which subsequently landed in a field with no further damage.

83	ASK13	2861	Substantial	01-Aug-07 11:15	Ridgewell A/F	53 65	Serious Minor	

A very heavy landing, causing substantial damage and injury.

continued overleaf ➢

In the latest of our regular series gleaned from the UK Air Accident Investigation Branch, we reproduce a shortened version of a report into a fatal gliding accident; the full report can be found in AAIB Bulletin 8/2007 on the AAIB website

Aircraft: Schleicher ASW 20L glider, BGA 4354
Year of Manufacture: 1979
Date & Time (UTC): 23 September 2006 at 10.32hrs
Location: Keevil Airfield, Trowbridge, Wiltshire
Type of Flight: Private
Persons on Board: Crew – 1
Injuries: Crew – 1 (Fatal)
Nature of Damage: Aircraft destroyed
Commander's Licence: BGA Glider Pilot's Licence
Commander's Age: 67 years
Commander's Flying Experience:
1,116 hours (of which 215 were on type)
– Last 90 days, 7 hours
– Last 28 days, 3 hours
Information Source: AAIB Field Investigation and information provided by the British Gliding Association

Synopsis

The right wingtip of the glider made contact with the ground as it became airborne at the start of a winch launch, causing the glider to yaw and then roll uncontrollably to the right. The winch cable was not released from the glider, which continued to roll, coming to rest inverted. The BGA has reiterated its advice to pilots encountering similar circumstances and emphasised the need to commence the launch with their left hand on the cable release control.

Safety action taken by the BGA

In April 2007 the BGA sent all gliding clubs a revised edition of the guidance leaflet entitled 'Safe winch launching'. The BGA's view is that it is the pilot who is responsible for his pre-flight actions, which includes initiating the launch with the left hand on the release control. The advice for avoiding problems associated with a wing drop during the ground roll therefore remained unchanged. A memo entitled 'Supplement to BGA Safe winch launching' leaflet, also promulgated in April 2007, reinforced this advice as follows: *If the wing drops on the ground the glider may rotate about the wing tip and cartwheel. If the wing drops in every hundredth launch, there will be one wing drop accident in 800 wing drop incidents. This is a recipe for complacency and indeed it is experienced pilots who have the majority of wing drop accidents. After the wing has dropped the cartwheel can be so rapid that no recovery by releasing or other means is possible. This hazard must be anticipated and pre-empted by conducting the launch with the left hand on the release, and releasing immediately if it is not possible to keep the wings level. Leaflet advice:*
– Start the launch with your hand on the release.
– If you cannot keep the wings level, release immediately.
A letter to all BGA gliding instructors, also dated April 2007, sought to address the preference of some pilots not to have their hand on the cable release control during the initial part of the launch:
There is inevitably a healthy level of debate on winch launching techniques which should be encouraged to aid better understanding of what is a complex task. One point that really does need to be emphasised however is the need for the pilot to keep his/her left hand firmly on the release during the initial part of the launch.

Safety action taken by the gliding club

The gliding club at Keevil is conducting a trial in which the person assisting the launch (usually the wing walker) will, after checking that the cable is properly attached, look inside the cockpit to see if the pilot's hand is on the cable release control. If it is not, the assistant will ask: "please can I see your hand on the release".

To read the full report, see www.aaib.gov.uk/publications

Accident/incident summaries *continued*

AIRCRAFT		REGISTRATION		DATE		PILOT(S)		
Ref	Type		Damage	Time	Place	Age	Injury	P1 Hours
84	ASK21	4317	Minor	23-Jun-07	Upavon A/F	64	Minor	925
				04:32		11	None	0

P1 had prepared for a very early first flight of the day on the longest day of the year. Expecting a launch height of 1,000-1,300ft he took off after having had the wingtip marshal wipe the canopy to remove condensation. The initial stage of the launch was normal but very rapidly the ground disappeared from view. P1 pulled the cable release and moved the stick forward expecting the ground to reappear: it didn't. The internal surface of the canopy was misted and P1 made several attempts to clear it, and also put his hand through the DV panel in an attempt to clear the outside surface, all to no avail. Sensing the symptoms of a stall and becoming disoriented through lack of vision, P1 jettisoned the canopy, which caused him a minor injury in the process. Now realising that the glider was in a right slipping turn and being able to see the airfield below, P1 levelled the wings and completed the remainder of the circuit 10kt higher than normal. The approach and landing were normal.

85	Ka 6E	1381	Minor	18-Jul-07	Nr Newport	62	None	
				14:30				

During an out and return flight from Seighford to Telford, the clouds deteriorated on the return leg. The pilot selected a large flat harvested field at 1800ft and went into circuit at 900ft. He then turned on to base too early, mistakenly landed downwind and ran into a hedge at approximately 10kt.

86	LS4	5186	Minor	10-Jun-07	Pocklington	21	None	16

On short finals to the airfield, the glider speed bled off at approximately 100ft. In response to this the brakes were closed. Just before roundout the pilot re-opened the brakes causing the glider to sink rapidly and land heavily, ripping off the right landing gear door.

87	ASW27B		Substantial	29-Jul-07	Incident Rpt		None	

Whilst driving his car between his glider and the soon-to-be-damaged glider the driver turned too sharply to clear another adjacent club glider, and the front wheel of the car ran over the wing tip/winglet of the damaged glider. All the gliders involved were stationary with no pilots on board.

88	Std Cirrus	4761	Substantial	30-Jul-07	Bellingham	58	Minor	
				13:00				

Incident reported to the club by the police. The pilot baled out of the glider, landed safely and was subsequently taken to hospital with minor injuries. The glider landed inverted and essentially in one piece but with half the tail missing.

89	PA25 Pawnee tug		Minor	31-Jul-07	Incident Rpt		Minor	

During the take-off run the right-hand door on the Pawnee became detached, striking the tug pilot on the arm and lodging on the tailplane but falling off when the Pawnee stopped. The launch was aborted with both aircraft coming to a halt without any further damage.

90	T21B		None	24-May-07	Incident Rpt		None	

All parties had been briefed to enable a film cameraman to take a close-up shot of a reporter in a glider at the commencement of a winch launch. The sequence involved 'Take up slack' being rapidly followed by 'Stop'. In the event, the winch did not stop immediately the 'Stop' signal was given, with the consequence that the cameraman was knocked over by the glider wing as the glider lurched forward.

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 **December 2007 - January 2008** issue of *Sailplane & Gliding* is **November 2, 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.

FOR SALE

LS4 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

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

CLOUDBASE ONLY 4000 AGAIN! Holiday home convenient for winter gliding at 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

Discus bT 1993, 921 hrs, 369 launches, engine 42 hrs. Factory winglets. Resprayed lift-up panel, S Nav with GPS and EW logger, 80mm A/H, solar panels. Becker 760. Flight, engine and maintenance manuals. Complete life history, no accidents, very good condition. C of A Mar. 08. Parachute. Jaxida and cotton covers, self tow-out kit. Cobra trailer. Located Bicester. Contact: Ramsay Brown tel 01608 642812 postmaster@rmcnbrown.plus.com

NUGC is selling our K13, HPE. 20000 launches, 4000 hours. Recent CofA. Flying at RAF Cranwell. £8000. treasurer@nugc.net or 07941669039



OTTFUR CW300 LONG LIFE RELEASE
£239



CLEVER BOX VARIO
£299

CLEVER BOX VARIO SYSTEM

★ ***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 Accelerometers £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 Originol 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

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

EASA COMPLIANT REGISTRATION LETTERS & STAINLESS STEEL REGISTRATION PLATES

High quality self-adhesive gloss Vinyl registration letters and identification plates. Spray masks also available.

Computer cut to order. Wide choice of colours in stock. Fast despatch to comply with EASA regulations

"Supply only" £60.00 plus P & P and VAT (complete set of letters/masks)

Spray or vinyl application service also available

Order now by ringing 01488 71774 or email: office@southernsailplanes.freeserve.co.uk

(Debit / Credit cards accepted)

SOUTHERN SAILPLANES

REGISTRATION MARKINGS

Make sure you comply with EASA / CAA Regulations.

Easy to apply vinyl lettering for your glider.

We can also supply a 'stencil' so you can accurately paint the lettering if you prefer.

Contact Signpost Express on 01983 821778 for details or visit our website at www.glider-vinyl-signs.co.uk

(boat graphics at www.boatnames.co.uk)

MINI NIMBUS B Excellent condition, A/H, T/S, Large Oxygen, Garmin, EW, Parachute, Two Out Gear, Aluminium trailer. Reluctant sale (illness) £13,000. Contact Mike Burrows 01623 479126 Email m.burrows@ntlworld.com

NIMBUS 3 DT,Y44. Too may outstanding features to list. See at Lasham. Phone Bernie Morris 01494 564802

KESTREL 19 One of the last built. Excellent order, well instrumented. Avcom Radio, C3 Vario, Oxygen, Parachute, Garmin 12 & EW D Logger mants, One Man rig, very good Aluminium trailer. Based at Bidford. £8500. Tel: Peter Poole 01886 884220

LAK 17A BGA 4989 s/n 132 of 2002. Airworthiness: march 2008 Only approx. 300h. 15-18m. LX 7000, Dittel VHF, Wingles for 15/18m. Cobra trailer, Wing/tail dollies, bar for car tug, Jaxida Based Italy Como Euro 68.000. bertoncini@alisport.com Tel: 0039.039.9212128

VENTUS 2ax Hull only. Excellent condition. Finished in schwabbellack. Cobra trailer. Tow out gear. c400hr use. £42,000 + vat. Martyn Wells 07801 324019, 01789 266265.

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

Scheibe SF25B Danum-Falke, Reg. Mark G-AYBG, S/N 4696. Manufactured 1970, A/F 2513 Hrs, Eng. Hrs 573. No current C of A but recent engine overhaul. Reluctant sale due to loss of licence £4,650 o.n.o. 01202 737453 or 07971 26

ASW 20CL 15/16.6M Fuselage/tail refinished 2006, never crashed. Full panel, Horizon, Dittel radio, Garmin, Oxygen, EW logger, Tow out, Covers, Lift Top trailer. £21,500 Tel: 01482 869742

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

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

LS4 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

ENGINEERING OPPORTUNITY
AT
LLEWENI PARC AIRFIELD
DENBIGH, NORTH WALES

The airfield at Lleweni Parc now offers some of the finest flying in the UK. Not only is Lleweni an all weather/all year round site with 900 metre tarmac runway and tarmac peritracks, it enjoys the benefit of uncontrolled airspace in North Wales, and good soaring with its adjacent 25km ridge and Snowdonia wave. The Landowner is committed to a policy of expanding the activities on the 180 acre site in a complementary way, such that the whole becomes a viable enterprise.

The site now seeks to expand the facilities it offers by building a Maintenance Hangar and encouraging an individual to commence his/her own repair workshop therein. It is emphasised that this is not an employment offer of a job, but an opportunity for someone to start their own business. It is clear that the procedures and protocols for the maintenance and repair of gliders are fundamentally changing, such that they will be more aligned with the disciplines in the power world. Thus it seems sensible to offer a service to both communities.

ANTARES: The opportunity exists for the individual to become the UK Service Point for the exciting new Antares range of gliders. Suitable instruction can be provided at the Antares factory, and other relevant sites in Germany.

INSTRUCTING, TOWING ETC: Lleweni Parc is home to the Denbigh Gliding Club. It is likely that suitable arrangements could be agreed for an individual to also offer instruction for the club during the week should he/she so desire. A GROB 1098 Turbo could be provided, by agreement, should the individual also wish to augment income by offering motorglider instruction and aerotows (visitor numbers to Lleweni are expanding considerably as other clubs realise the all year, dry, potential of the site. Launches are presently only by Skylaunch winch).

In the first instance you may wish to explore your interest with the Landowner: Rod Witter on: **01244 325730**

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 £76.00 + VAT. Choose your colour and size and order 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

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



Crystal clear.....

This beautiful tapered corner crystal block measures 80 x 50 x 50 mm and encloses a full 3D image of one of the most beautiful sailplanes ever designed.

A perfect replica, whether viewed from above, below or behind, it's a miniature to treasure.

The block is made from K9 optical Lead Crystal, and is specifically designed to reflect the minute detail offered by modern laser engraving technology.

An ideal gift for Christmas, to mark a special occasion or just to buy for your own enjoyment, it is available as ASW28 (as illustrated), ASW22, Nimbus 3DT or Pegase.

Supplied in a silk lined presentation box, this unusual precision made block can be used as a simple paper-weight or a delightful display piece.

This superb gift can be found in the BGA online shop at www.gliding.co.uk/shop

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

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

Rare chance to buy
Sailplane & Glider
from the late 1940s and early 1950s



Contact:
The BGA on 0116 2531051

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

Lake Keepit Soaring Club
Visiting Australia?
X/C site – friendly club
Good glider availability
Web info: www.keepitsoaring.com
E-mail: enquiries@keepitsoaring.com

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.

INDEX TO DISPLAY ADVERTISERS

Advertiser	Page
Airborne Composites	58
Anthony Fidler	66
Baltic Sailplanes	36
BGA glider hire	9
BGA Shop	66
Bicester Aviation Services	52
Black Mountains GC	8
Bronze & Beyond	66
Cair Aviation	64
Cambridge GC	47
CP West	10
Emfo	6
EW Avionics	36
Flightmap Software	50
Gavin Wills	65
Glider Instruments	8
Hill Aviation	42
HSBC	15
It's a Wing Thing	50
Jaxida Cover	50
Joint Air Services	9
Lasham Gliding Society	46
Lleweni Parc	65
LX Avionics	13
Mason Restoration	66
McLean Aviation	*inside front cover*
Midland GC	46
North Yorkshire Sailplanes	50
Oxfordshire Sportflying	50
Pilot Flight Training	52
Point Zero	46
RD Aviation/AFE	*inside back cover*
Rocket Software	15
Roger Targett	36
S&G subscriptions	46, 50
Scottish Gliding Union	8, 65
Severn Valley Sailplanes	52
Signpost Express	65
Skycraft	10
Skylaunch	8
Soar Minden	36
Soaring Oxford	50
Soaring Safaris	6
Southern Sailplanes	65, *outside back cover*
Southern Soaring	8
Stemme Motor Gliders	52
The Platypus Papers	46
VinylGlide	65
Wells Design	8
York GC	9
Yorkshire GC	42
Zulu Glasstek	33

PIPER SUPER CUB (180 HP) FOR SALE



LE CENTRE NATIONAL DE VOL A VOILE IN SAINT-HUBERT SALES A PIPER CUB, IN VERY GOOD CONDITION, YEAR 1965, S/N 18-8381, FRAME 1381 HOURS SMOH (ON CONDITION), ENGINE 361 HOURS LEFT, PROPELLER OFFMAN HO27HM186-135 4170 HOURS (ON CONDITION), TOW HOOK TOST, BASED IN SAINT-HUBERT, BELGIUM

PRICE: TBD

Contact: Centre National de Vol à Voile
Bernard DELVAUX : Tel: +32 479/791209
Email: delb@tay.be

GLIDER
Mail Order Sales
01865 841441

RD aviation

GLIDER
Mail Order Fax
01865 842495

CAP398



All Gliders transferring onto an EASA Certificate of Airworthiness must now maintain an aircraft logbook in an approved format. For UK registered aircraft this is CAP398, **available for only £14.**

Garmin GPSMAP 96 & 96C PRICE CHECK



Garmin GPSMAP 96: £242.95

Garmin GPSMAP 96C: £351.95

XCOM 760 & Remote 760



The XCOM VHF Transceiver radio offers many advanced features ideal for all gliders. Full 6W transmitter power down to 11V input, and reduced power undistorted transmit down to 9.5V in, with very low standby current makes it the ideal radio for battery operation.

The unit has a short case (only 130mm long) and is very light weight (only 400gm) for ease of installation.

99 Memories with Alphanumeric labels, dual watch facility (monitor the standby as well as active frequency), full VOX intercom with separate PTT inputs for 2-seat motor gliders, remote display control option and many other features previously available only on more expensive transceivers.

XCOM: £760

XCOM Remote: £225

Segelflug-Bildkalender 2008

The 2008 gliding calendar once again takes its place at the top of its class, with stunning shots of sailplanes captured from the lens of renowned photographer Cornelia Temlitz. Printed on coated art-paper, 48cm x 29cm, the 12 stunning sailplane photographs include text descriptions in German, English and French, combined with detailed supplementary information and black & white drawings on the reverse.

£19.00



ALL PRICES INCLUDE VAT

Career Opportunities

Airplan Flight Equipment is recruiting

AFE has vacancies at both Manchester and Oxford Airport premises for customer service and administrator positions. For more information and to find out how to apply to join one of Europe's fastest growing aviation supplies companies, please visit **www.afeonline.com**



AFE airplan flight equipment

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

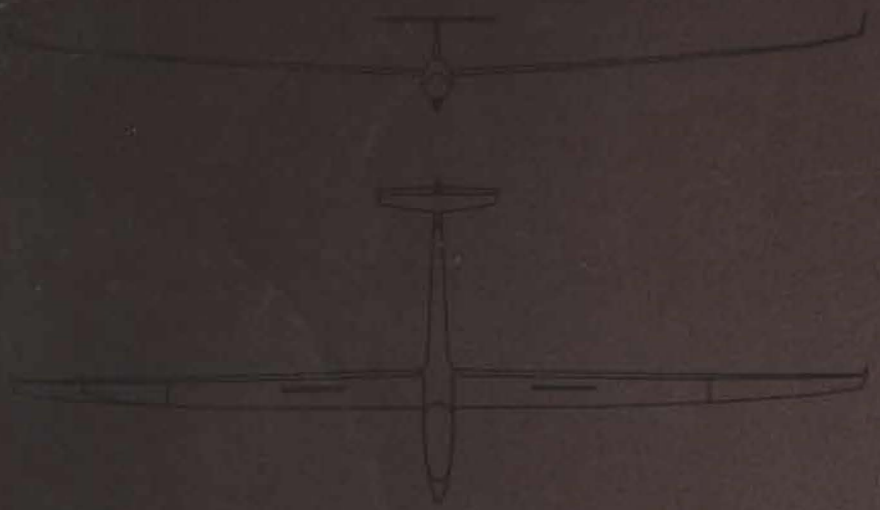
AFE airplan flight equipment
General mail order sales enquiries
call our Manchester Office:0161 499 0023

southernsailplanes

- 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



The Ventus2cx, still the finest 18m glider money can buy

Winner of all major international competitions from 2003 to 2007 including Gold and Silver in this years European Gliding Championships in France.

EASA/CAA COMPLIANT REGISTRATION LETTERS & STAINLESS STEEL REGISTRATION PLATES

V-INYL

High quality self-adhesive gloss Vinyl registration letters and laser cut identification plates complete with pre-drilled mounting holes and rivets - £8.50 when ordered with vinyl (£12.50 normal price). Spray masks also available. Computer cut to order. Wide choice of colours in stock. Fast despatch to comply with CAA regulations.

"Supply only" £60.00 plus P&P and VAT (complete set of letters/masks)

Spray or vinyl application service also available.

Order now by ringing 01488 71774 or e mail:
office@southernsailplanes.freeserve.co.uk
Debit/Credit cards accepted by phone.

Setting out the letters is the longest part of preparing them for dispatch from the cutting room. Should you need them we will send out up to 3 replacement letters free of charge (you only pay the postage and packing) further letters will be charged at half price.

FREE 100MM PRACTICE SET
FULL INSTRUCTIONS & FREE SQUEEGEE FOR APPLICATION
FREE

Created by Designbox_ telephone_ 07990 514478